



# SAN FRANCISCO PLANNING DEPARTMENT

## Final Mitigated Negative Declaration

*Date:* November 24, 2010, amended May 27, 2011  
*Case No.:* 2004.0482E  
*Project Title:* 5400 Geary Boulevard  
*BPA Nos.:* 200605030566; 200806275511; 200806275522; 200806275518<sup>1</sup>  
*Zoning:* NC-3 (Neighborhood Commercial, Moderate Scale) Use District  
 40 X Height and Bulk Height and Bulk District  
*Block/Lot:* Block 1450, Lot 8  
*Lot Size:* 36,201 square feet  
*Project Sponsor:* David Silverman, Reuben & Junius, LLP, representing  
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*Lead Agency:* San Francisco Planning Department  
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### PROJECT DESCRIPTION:

The 5400 Geary Boulevard Project (proposed project) consists of a Planned Unit Development (PUD) including adaptive reuse of the Alexandria Theatre building and construction of a new mixed-use building and subsurface parking on the adjacent parking lot. The proposed project would result in an increase of ~~59,175~~ 59,325 gross square feet (gsf), for a total of ~~77,177~~ 77,327 gsf of developed space in two buildings. The Alexandria Theatre building would be adaptively reused and would contain a ~~250,221~~-seat theater and associated space, ~~7,180~~ 7,480 gsf of retail space, and ~~7,500~~ 7,200 gsf of restaurant space. A new, 52,337-gross-square-foot, four-story mixed-use building would replace the theater's surface parking lot. The mixed-use building would contain two underground levels of parking with ~~136~~ 137 parking spaces, 5,650 gsf of ground-floor retail, and 46 residential units. The project site is located in the NC-3 (Neighborhood Commercial, Moderate Scale) Zoning District and 40-X Height and Bulk District in the Inner Richmond neighborhood (Assessor's Block 1450, Lot 8).

### FINDING:

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.

<sup>1</sup> Building Permit Application (BPA) 200806275518 pertains to a proposed development of a duplex adjacent to the 5400 Geary Boulevard project, at 339 18<sup>th</sup> Avenue (Block 1450, Lot 7). This BPA was filed on June 27, 2008. The cumulative analysis in this IS/MND considers impacts from this adjacent development.

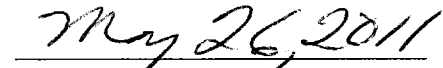
cc: Supervisor Eric Mar, District 1  
 Alexandria Enterprises, LLC  
 David Silverman, Reuben & Junius, LLP

Master Decision File  
 Distribution List  
 Bulletin Board

Mitigation measures are included in this project to avoid potentially significant effects. The mitigation measures are discussed at the end of each checklist item, where applicable.

In the independent judgment of the Planning Department, there is no substantial evidence that the project could have a significant effect on the environment.

  
\_\_\_\_\_  
BILL WYCKO  
Environmental Review Officer

  
\_\_\_\_\_  
Date of Adoption of Final Mitigated  
Negative Declaration

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**2004.0482E: 5400 Geary Boulevard Project**

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**INITIAL STUDY**  
**2004.0482E: 5400 Geary Boulevard Project**

**A. PROJECT DESCRIPTION**

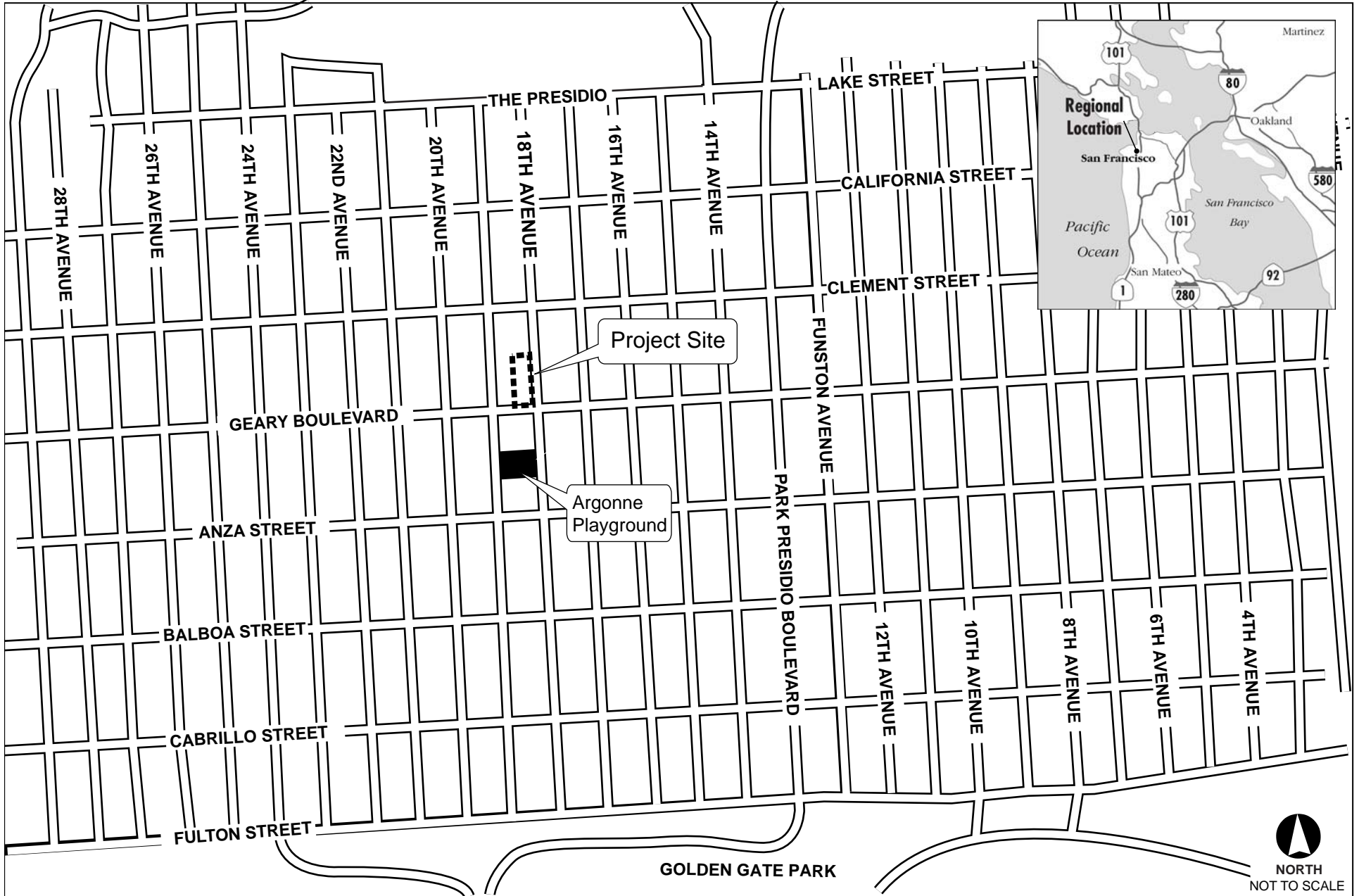
Alexandria Enterprises, LLC, the project sponsor, proposes to alter portions of the Alexandria Theatre for adaptive reuse and to construct a new four-story mixed-use building on the site of the existing 50-space theater parking lot. The 5400 Geary Boulevard site (Assessor's Block 1450, Lot 8) is on the block bounded by Geary Boulevard to the south, Clement Street to the north, 18<sup>th</sup> Avenue to the east, and 19<sup>th</sup> Avenue to the west, in the Richmond District of San Francisco (see Figure 1, Project Location, p. 2, and Figure 2, Site Plan, p. 3).

**PROJECT SITE**

**Existing Uses.** Existing uses on the project site include the closed Alexandria Theatre, a 60-foot-tall two-story building containing approximately 18,000 gross square feet (gsf) of commercial uses and vacant space, and a 50-space (23,400 gross-square-foot) surface parking lot. The ground floor of the Alexandria Theatre building includes the main movie auditorium, and small retail space currently occupied by a bridal shop and a gift shop fronting on Geary Boulevard. The existing businesses are expected to be retained, and the project sponsor intends to support the continued operation of these businesses during construction. The second floor contains two movie screening areas and the theater office. The entrance to the movie theater is on the corner of Geary Boulevard and 18<sup>th</sup> Avenue. The surface parking lot and access front 18<sup>th</sup> Avenue. The parking lot serves theater patrons and community uses. The project site slopes down slightly to the northwest.

Immediately north of the project site is a vacant lot at 339 18<sup>th</sup> Avenue (Block 1450, Lot 7), which is the site of a proposed three-story duplex that would front on 18<sup>th</sup> Avenue. Impacts of the construction of the duplex are reflected in the cumulative analysis in this document.

**Background.** The Alexandria Theatre was built in 1923 as a single-screen movie theater. Master architects James and Merritt Reid designed the Egyptian and Art Deco-style theater for local entrepreneurs Alex, James, and Samuel H. Levin. The theater was remodeled in the 1940s. It was converted into a three-screen multiplex in 1976 when it was purchased by United Artists Theater Company by closing off the upper balcony into separate screening areas and retaining the main auditorium. The present façade has retained the ~~1976~~1942 marquee (see Figure 3, 1923 and Present Alexandria Theatre Facades, p. 4). Regal Entertainment acquired the bankrupt United Artists Theater Company in 1998 and operated the Alexandria Theatre through the fall of 2003.

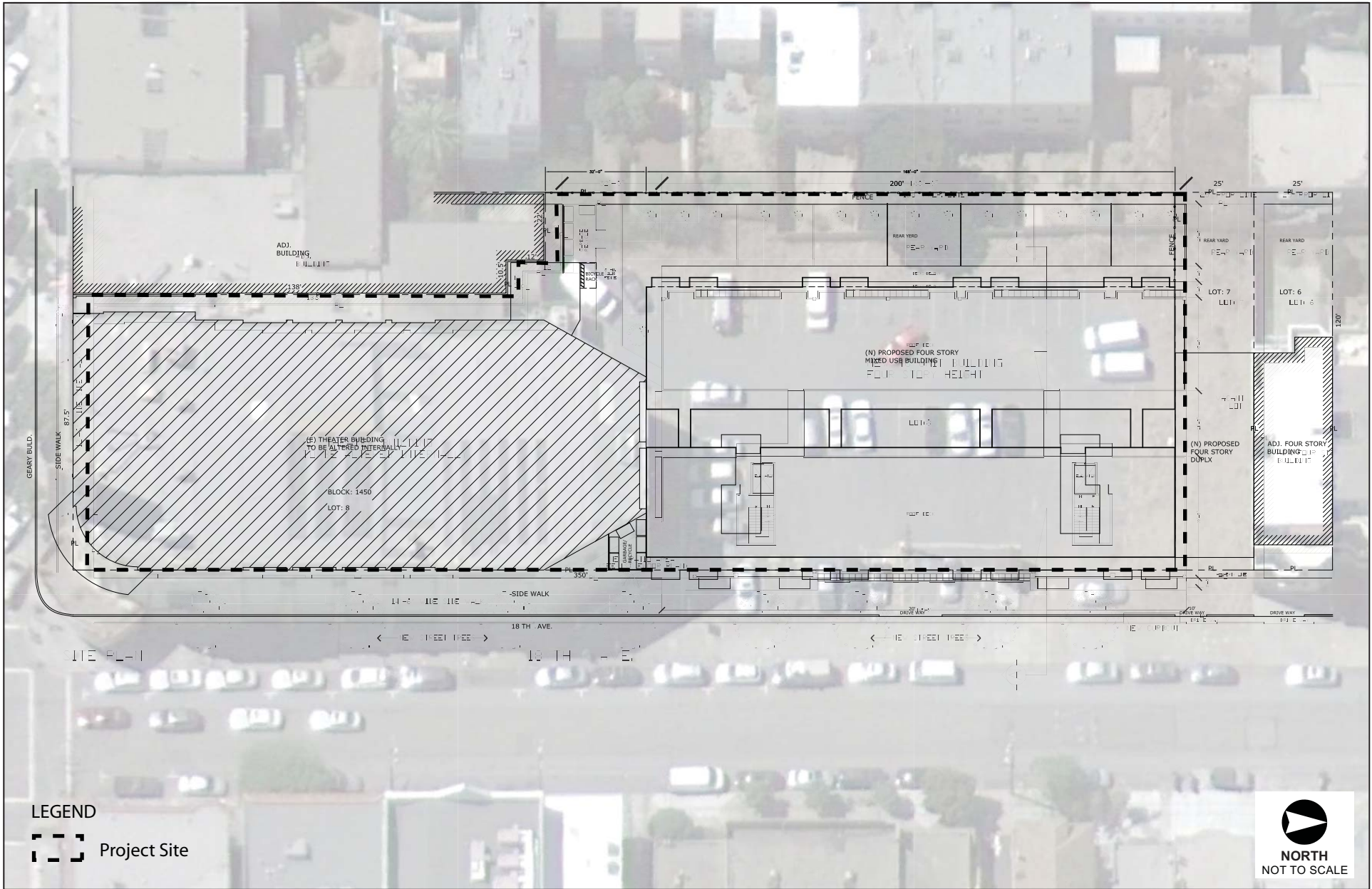


SOURCE: EIP Associates, 2005

5400 GEARY BOULEVARD MIXED-USE DEVELOPMENT

**FIGURE 1: PROJECT LOCATION**

LEGEND	
■■■	Project Site



SOURCE: Drake Gardner, 2009; Google Earth, 2010.

5400 GEARY BOULEVARD MIXED-USE DEVELOPMENT

FIGURE 2: SITE PLAN



Photo Courtesy S.F. Public Library, San Francisco History Room



SOURCE: Drake Gardner, 2004.

5400 GEARY BOULEVARD MIXED-USE DEVELOPMENT  
**FIGURE 3: 1923 AND PRESENT ALEXANDRIA THEATER FACADES**

The Alexandria Theatre closed on February 16, 2004 after being sold to Alexandria Enterprises, LLC one week earlier.<sup>2</sup>

**Zoning.** The approximately 0.86-acre project site occupies Assessor's Block 1450, Lot 8. The project site is in a Neighborhood Commercial, Moderate Scale (NC-3) zoning district, and a 40-X Height and Bulk district (see Figure 4, Zoning Districts, p. 6). Generally, NC-3 districts permit moderately large commercial uses and buildings, with housing encouraged above the second story. The project site is within the Geary Boulevard Fast-Food Subdistrict, which prohibits large fast-food restaurants.

The existing parking lot is surrounded by residential zoning Residential, Mixed: Low Density (RM-1) and Residential, House: Two Family (RH-2). The project sponsor owns Lot 7 and intends to construct a duplex on this lot in conformity with existing zoning controls. This building is not yet designed and that project is not under formal environmental review. The project sponsor would seek permits for this project separately. Nonetheless, the environmental impacts of the duplex are considered cumulatively with those of the project in this report, in terms of the intensity of the use of the parcel, where applicable.

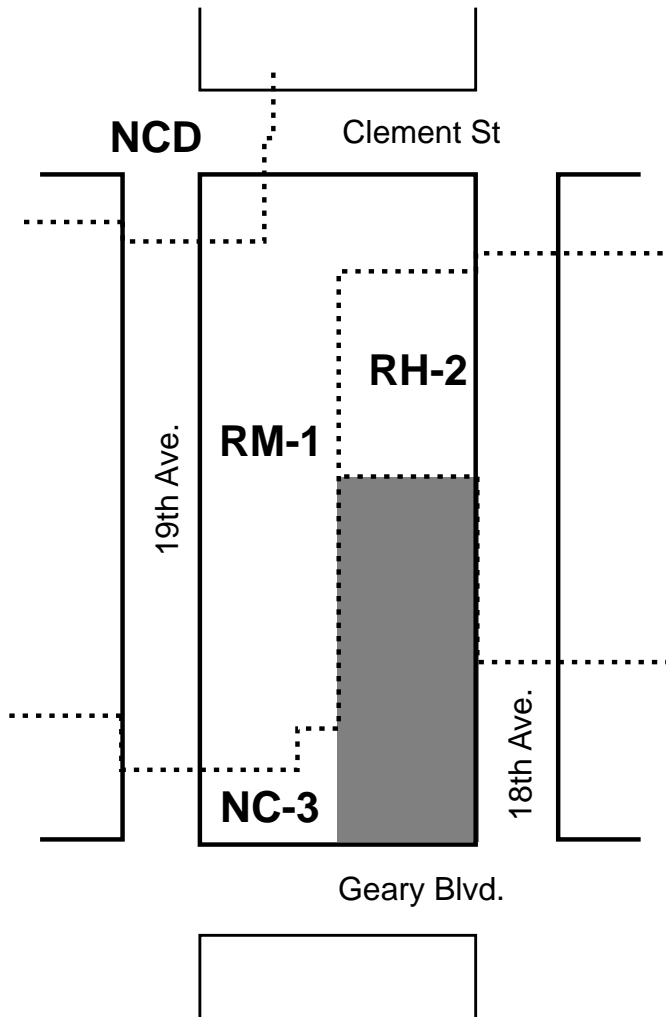
## **PROPOSED PROJECT**

The proposed project consists of a Planned Use Development (PUD) that would adaptively reuse space in the Alexandria Theatre building and construct a new residential mixed-use building with underground parking on the site of the theater's adjacent surface parking lot.<sup>3</sup> The proposed project would include residential and retail uses, a boutique movie theater, a full-service restaurant, and a two-level underground parking garage. The theater and restaurant would be in the existing Alexandria Theatre building, while residential uses would be in the

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<sup>2</sup> Delfin Vigil, San Francisco Chronicle, *Alexandria Theater, a 1923 Landmark, Closes its Doors*, February 20, 2004.

<sup>3</sup> Per *Planning Code* Section 304, Planned Unit Developments are conditional uses granted by the Planning Commission for projects developed as integrated units and designed to benefit the occupants, neighborhood and City as a whole. The parcel of land involved must be in one ownership, the subject of an application filed jointly by the owners of all property included, or by the Redevelopment Agency. It must be a Redevelopment Project Area, or, if not, must include an area of not less than one-half acre, exclusive of streets, alleys and other public property that will remain undeveloped. PUDs are also subject to *Planning Code* Section 303, Conditional Uses.



- RH-2 Residential, House Districts, Two-Family
- RM-1 Residential, Mixed District, Low Density
- NC-3 NCD Moderate - Scale Neighborhood Commercial District



<b>LEGEND</b>
<div style="display: flex; align-items: center; justify-content: center;"> <div style="width: 15px; height: 10px; background-color: gray; margin-right: 5px;"></div> <span>Project Site</span> </div>

SOURCE: City and County of San Francisco.

new building. Both buildings would include retail/commercial uses. Table 1, Project Uses, below, shows proposed uses by building. The PUD would not include development on the vacant lot to the north (Lot 7).<sup>4</sup> The proposed project would include a total of ~~77,177~~ 77,327 gross square feet (gsf), and would add 52,337 gsf of developed space at the site with the mixed-use building.

**TABLE 1  
PROJECT USES**  
(in gross square feet unless otherwise noted)

Category	Existing Uses in Alexandria Theatre	Existing Uses to Remain in the Alexandria Theatre	New Uses to be Added Per Adaptive Reuse of the Alexandria Theatre	New Mixed- Use Building	Total Project
Residential	–	–	–	35,615	35,615
Retail	1,180	1,180	<del>6,000</del> <u>6,300</u>	5,650	<del>12,830</del> <u>13,130</u>
Office	1,190	1,190	–	–	1,190
Restaurant	–	–	<del>7,500</del> <u>7,200</u>	900	<del>8,400</del> <u>8,100</u>
Theater	11,000	<del>3,000</del> <u>3,150</u>	–	–	<del>3,000</del> <u>3,150</u>
Lobby	2,500	2,500	1,000	–	3,500
Storage	1,132	–	–	372	372
Mechanical Room	400	400	–	–	400
Common Space <sup>a</sup>	600	600	1,470	9,800	11,870
<b>Total Gross Square Footage<sup>b</sup></b>	<b>18,002</b>	<b><del>8,870</del> <u>9,020</u></b>	<b>15,970</b>	<b>52,337</b>	<b><del>77,177</del> <u>77,327</u></b>
Dwelling units	–	–	–	46 units	46 units
Parking	23,400 (53 spaces)	–	–	42,000 ( <del>136</del> <u>137</u> spaces) <sup>c</sup>	42,000 ( <del>136</del> <u>137</u> spaces)
Loading Spaces	–	–	–	1space	1 space
Private Open Space	–	–	–	5,360	5,360
Common Open Space <sup>d</sup>	–	–	–	17,860	17,860
Building Height	50 feet	50 feet	N/A	40 feet	50 feet and 40 feet
Number of Stories	2 stories	2 stories	N/A	4	2 and 4 stories

Source: Alexandria Enterprises, LLC, 2010.

Notes:

- a. Common Space includes stair, and entry hall.
- b. Total Gross Square Footage does not include parking spaces and open space areas.
- c. New parking in the mixed-use building includes two ADA spaces.
- d. Common Open Space includes 11,000 gsf of roof deck.

<sup>4</sup> An application to build a two-family dwelling on Lot 7 was filed on June 27, 2008 (Application No. 200806275518). This duplex would not be a part of the proposed project, and is addressed in the cumulative analysis of this document.



**Alexandria Theatre.** The proposed project would include the closed Alexandria Theatre building, which would be adaptively reused. Approximately ~~3,000~~ 3,150 gsf of existing theater space, 1,190 gsf of office space, and 2,500 gsf of theater lobby space would be adaptively reused, and 1,180 gsf of retail space would be retained. Some of these uses would be expanded and a restaurant would be added within the existing structure, so that at buildout there would be ~~3,000~~ 3,150 gsf of theater space, 3,500 gsf of theater lobby space, 1,190 gsf of office space, ~~7,180~~ 7,480 gsf of retail space, ~~7,500~~ 7,200 gsf of restaurant space, and also approximately 1,470 gsf of common space,<sup>5</sup> 1,132 gsf of storage space, and 400 gsf of mechanical room space. The Alexandria Theatre building would comprise approximately ~~24,840~~ 24,990 gsf upon buildout of the proposed project.

The ground floor of the theater building would contain the expanded lobby and retail space, as well as the office and box office, restrooms, and mechanical/utility room. Also on the ground floor, recycling and waste space would be provided at the rear of the building on 18<sup>th</sup> Avenue (see Figure 5, Proposed Alexandria Theatre Ground Floor, p. 9). The second floor of the Alexandria Theatre building would include a new, approximately ~~250~~221-seat single-screen boutique theater (~~3,000~~ 3,150 gsf) with office space on the mezzanine level. The second floor would also be extended into the former auditorium to create a full second floor to be used as a 200-seat restaurant (~~7,500~~ 7,200 gsf).<sup>6</sup> Office space and restrooms would also be provided in the second floor. See Figure 6, Proposed Alexandria Theatre Second Floor, p. 10.

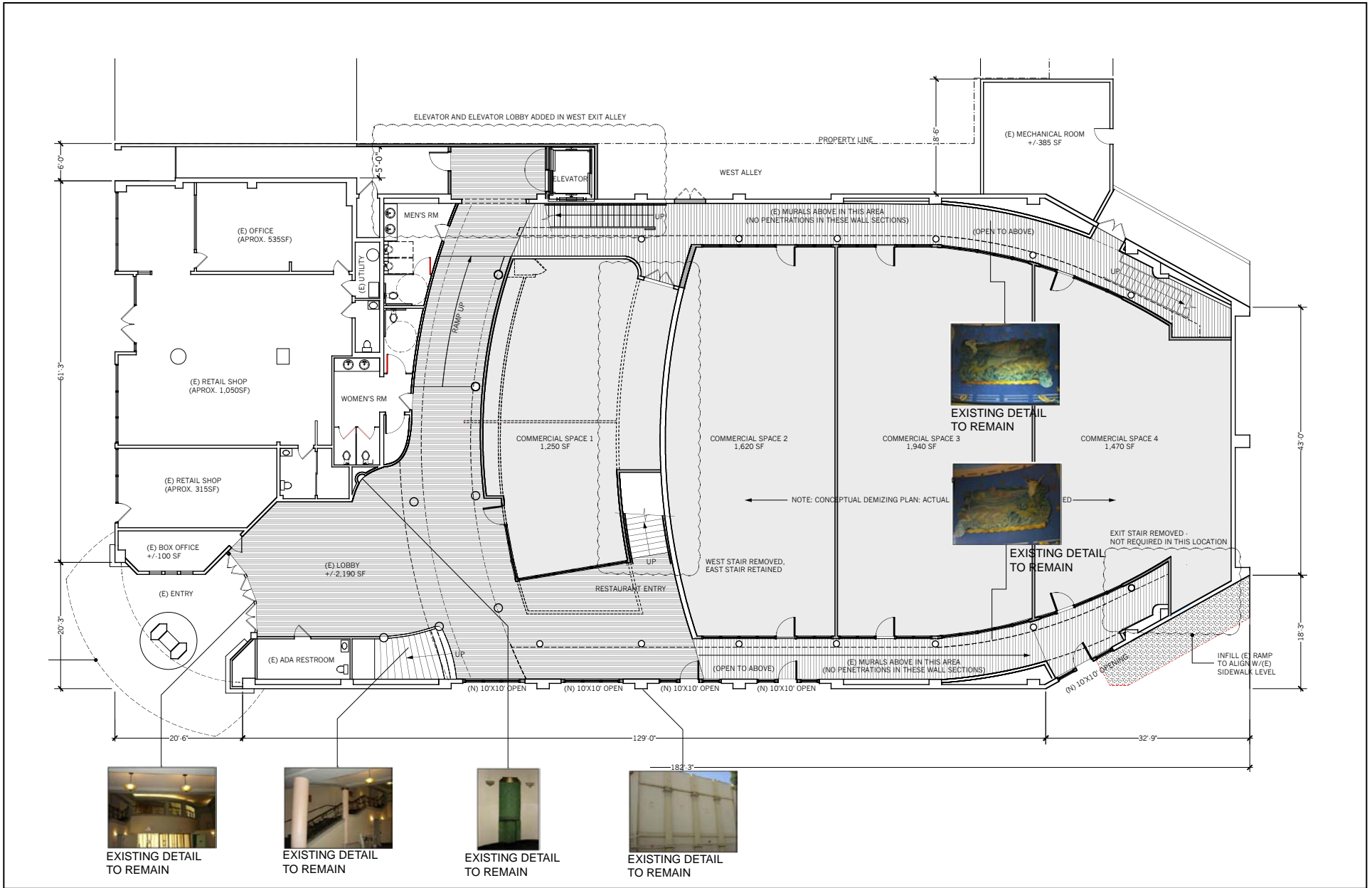
To comply with the San Francisco Building Code, the second floor would need to be Americans with Disabilities (ADA) accessible to all patrons. The project would include an elevator adjacent to the west exit alley, as shown in Figure 5, Proposed Alexandria Theatre Ground Floor, p. 9. Access to the new elevator lobby would be through the existing doors at the first floor lobby and through doors that currently open to an exterior existing balcony on the second floor, which would be removed.

The proposed project would preserve and restore many of the unique architectural details of the Alexandria Theatre on the interior and exterior including the lobby, the main staircase, main interior finishes, the blade sign and marquee, and the marble-clad ticket booth. The Geary Boulevard façade of the closed Alexandria Theatre building is approximately 50 feet tall and 60 feet to the top of the roof. The theater sign tower is 70 feet tall (see Figure 3, 1923 and Present Alexandria Theatre Facades, p. 4). Restoration of the exterior of the building would consist of ~~rebuilding~~ preserving and restoring the~~1942~~ marquee and blade sign on Geary Boulevard including retention of the building's curved façade colonnade wrapping around the 18<sup>th</sup>

<sup>5</sup> Common space includes the stairs and entry hall of the theater building.

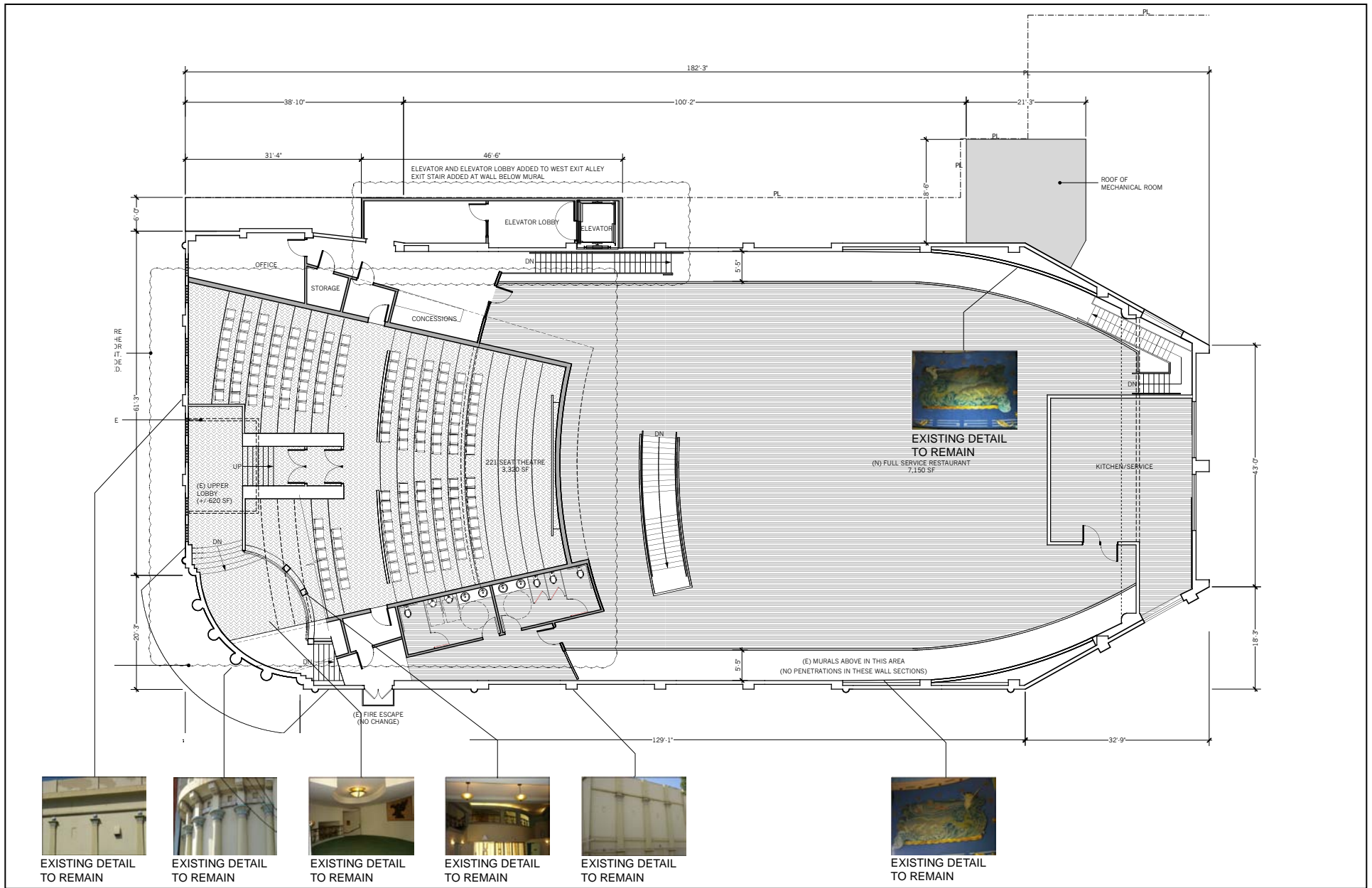
<sup>6</sup> Tenants are not yet identified for these uses.





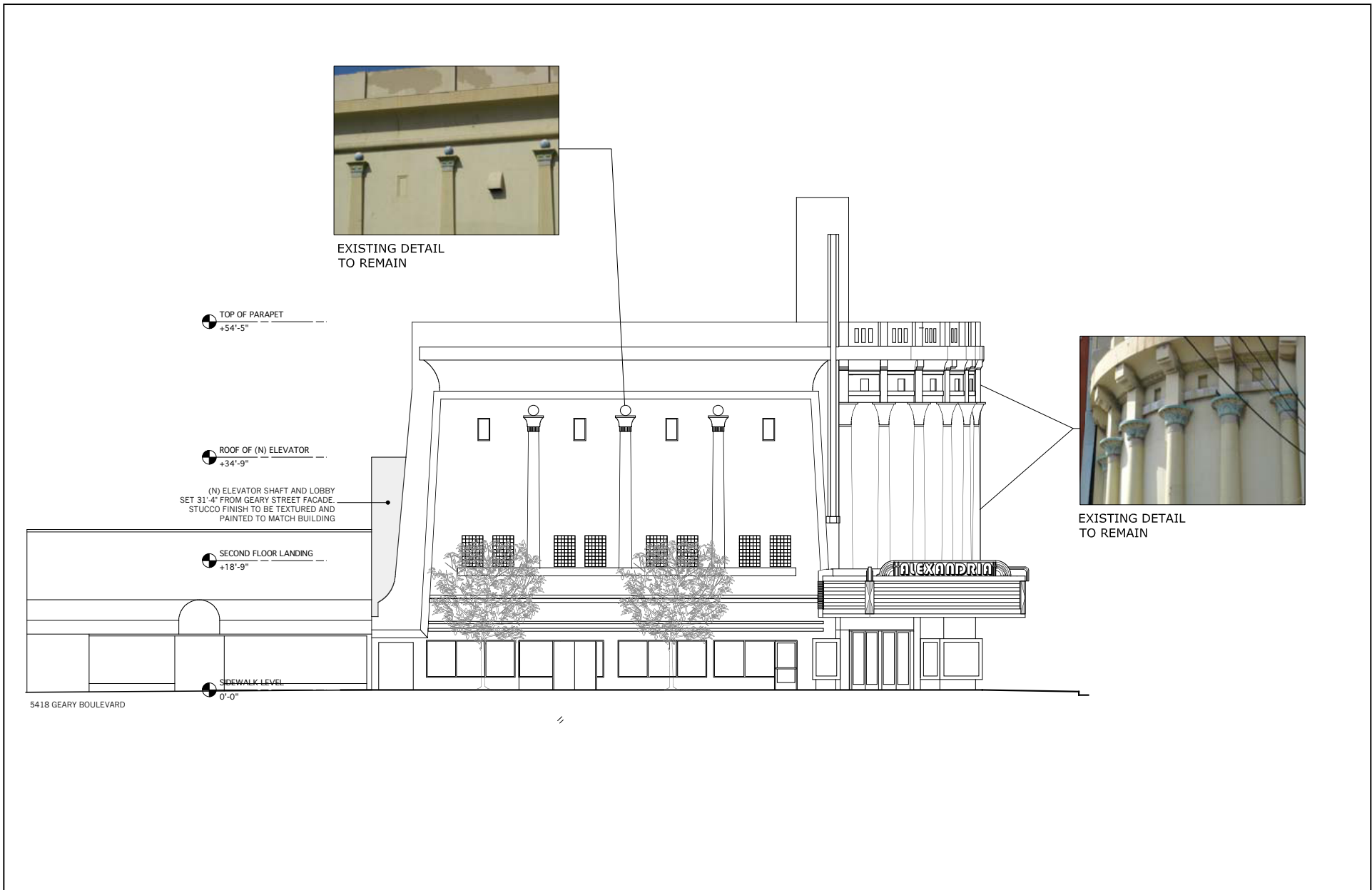
SOURCE: Elevation Architects, 2011.

5400 GEARY BOULEVARD MIXED-USE DEVELOPMENT  
**FIGURE 5: ALEXANDRIA GROUND FLOOR (REVISED)**



SOURCE: Elevation Architects, 2011.

5400 GEARY BOULEVARD MIXED-USE DEVELOPMENT  
**FIGURE 6: ALEXANDRIA SECOND FLOOR (REVISED)**



SOURCE: Elevation Architects, 2011.

5400 GEARY BOULEVARD MIXED-USE DEVELOPMENT  
**FIGURE 7: ALEXANDRIA PROPOSED BUILDING FRONTAGE ON GEARY BOULEVARD (REVISED)**



SOURCE: Elevation Architects, 2011.

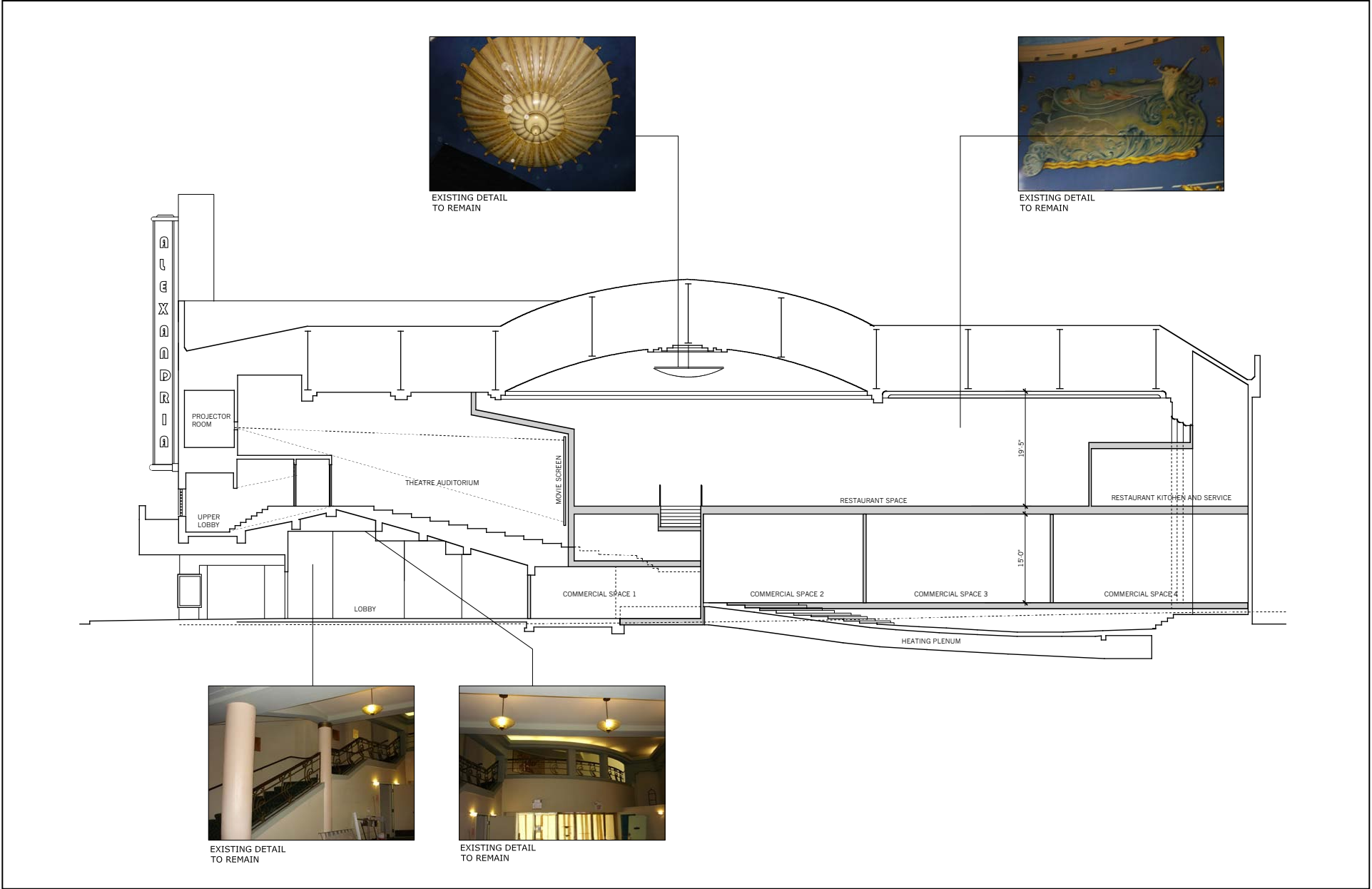
5400 GEARY BOULEVARD MIXED-USE DEVELOPMENT  
**FIGURE 8: ALEXANDRIA PROPOSED BUILDING FRONTAGE ON 18TH AVENUE (REVISED)**

Avenue and Geary Boulevard corner, ~~1942 marquee, blade sign,~~ terrazzo patterned flooring at the entry, marble-clad ticket booth, and movie poster vitrines (see Figure 7, Alexandria Proposed Building Frontage on Geary Boulevard, p. 11). No new openings are planned on the exterior of the Geary Boulevard elevation. New openings onto 18<sup>th</sup> Avenue would be similarly fashioned to the storefronts on Geary Boulevard, with plate-glass storefronts and storefront transoms (see Figure 8, Alexandria Proposed Building Frontage on 18<sup>th</sup> Avenue, p. 12). The main walls above the storefront assemblies would have a minimum of new openings not to exceed those found on the Geary Boulevard elevation. This would preserve the feeling of mass important to the Egyptian revival architecture of the building. The northernmost two building bays that were added to the building in 1941, set on a slightly angled plane from 18<sup>th</sup> Avenue, would, at the option of the project sponsor, be opened to a greater degree with glass windows. This would be allowable because the primary intent of the exterior renovations to the building would be to convey it as it was in 1923, when that portion of the building did not exist.

Preservation of the interior would consist of retention of the lobby entrance and grand staircase, the lobby niche and water fountain, the Art Deco relief panels and murals in the lobby and auditorium, and the sunburst chandelier in the interior dome. In addition, the existing main floor auditorium would be partly preserved in place by inserting a new floor over the original bowl floor to match the exterior grade level. Figure 9, Alexandria Proposed East Interior Elevation along 18<sup>th</sup> Avenue, p. 14, shows the proposed east interior elevation of the closed Alexandria Theatre building, including the new floor above the auditorium bowl along 18<sup>th</sup> Avenue.

The rehabilitation and adaptive reuse of the theater would also involve the removal of some of the interior partitions, which were installed in 1976 to divide the mezzanine to create upstairs screening rooms in the Alexandria Theatre building. The project would insert a floor across the auditorium at mezzanine level, inset from the auditorium walls midway along its depth in order to preserve Art Deco details which characterized the theater (see Cultural Resources section for further detail, p. 46). The proposed project would include construction of new openings along 18<sup>th</sup> Avenue; however, these openings would not affect the interior features of the Alexandria Theatre building.

**Mixed-Use Building.** The project sponsor proposes to replace the surface parking lot on 18<sup>th</sup> Avenue, north of the Alexandria Theatre, with an approximately 52,337 gsf, four-story mixed-use building with two underground levels of parking, 5,650 gsf of ground-floor retail use, 900 gsf of food (restaurant) use, and 46 residential condominium units on all four floors.



SOURCE: Elevation Architects, 2011.

5400 GEARY BOULEVARD MIXED-USE DEVELOPMENT  
FIGURE 9: ALEXANDRIA PROPOSED WEST INTERIOR ELEVATION ALONG 18TH AVENUE

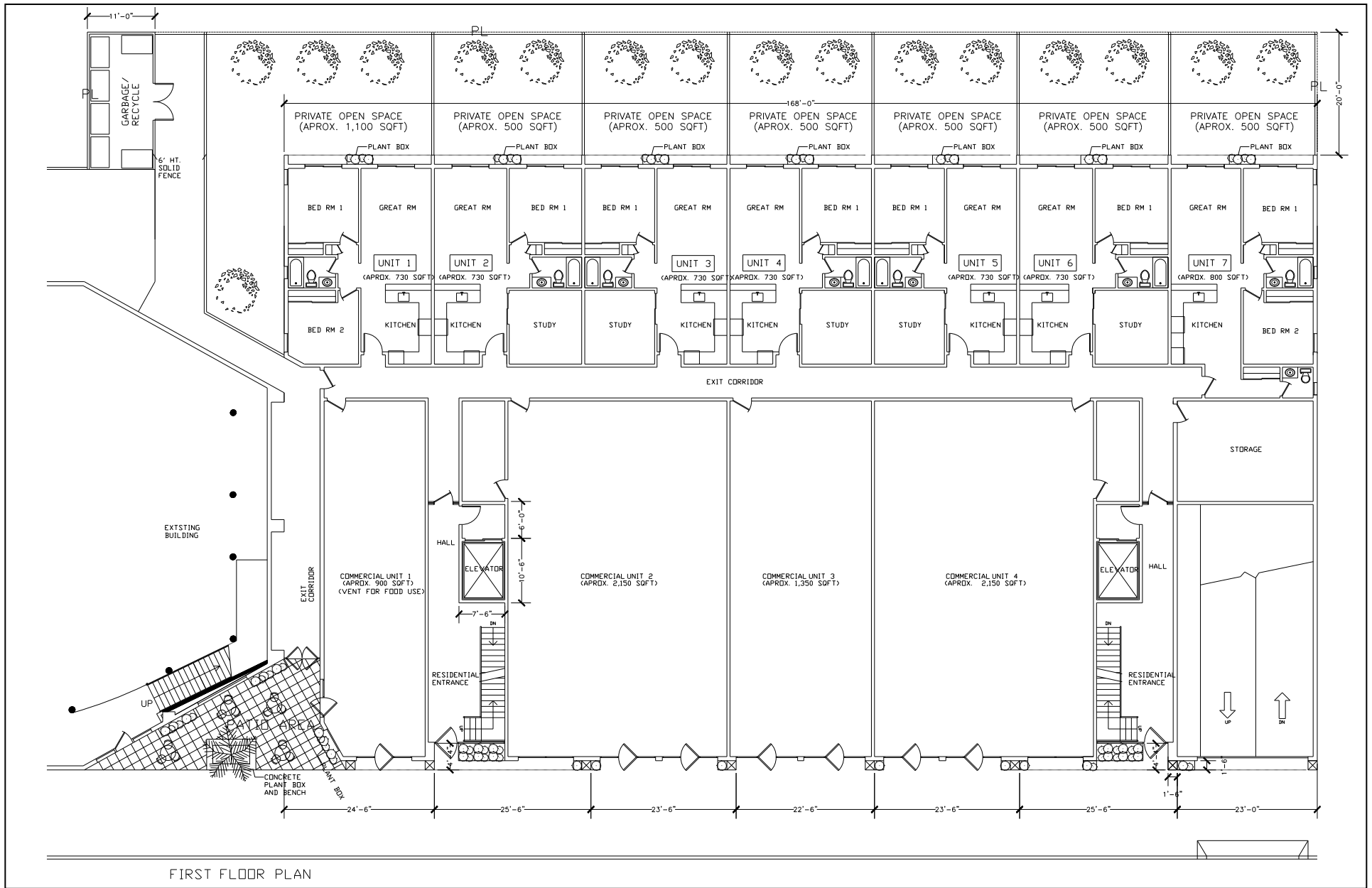
The ground-floor commercial space in the new building would be subdivided into three retail units and one restaurant unit (see Figure 10, Mixed-Use Building Ground Floor, p. 16). All four of the units would front 18<sup>th</sup> Avenue. The ground floor would also contain seven residential units (five one-bedroom units and two two-bedroom units) within approximately 5,180 sf. These units would be accessed by a corridor that would run through the center of the building. The ground floor would also contain a garbage/recycling area, an emergency exit from the adjacent Alexandria Theatre, and one parking attendant/valet station near the parking garage entrance (see Figure 10, Mixed-Use Building Ground Floor, p. 16). It has not been determined what type of retail uses would occupy the ground-floor commercial spaces.

Thirty-nine two-bedroom residential condominium units (each averaging approximately 988 gsf, including private and common open space) would occupy the top three floors of the four-story building. Residents would access the building through two entrances on 18<sup>th</sup> Avenue on either side of the retail stores. The entrances would be key-restricted and would be equipped with both elevator and stair access to the upper stories of the building and the basement parking levels.

The second, third, and fourth floors of the building would each include 13 two-bedroom units and a central open-air common court (see Figure 11 to Figure 14, pp. 17-20). Each of the residential floors would have a common court along the center of the building. The mixed-use building would also feature a roof deck (see Figure 14, Mixed-Use Building Roof Plan, p. 20). Access within the building would be through two elevators and two sets of staircases from sub-basement level to the roof.

35 of the 39 residential units on the upper floors would have a private deck accessible from either the living room or the bedroom. The proposed 40-foot-tall mixed-use building would include 5,360 gsf of private open space and 17,860 gsf of common open space.

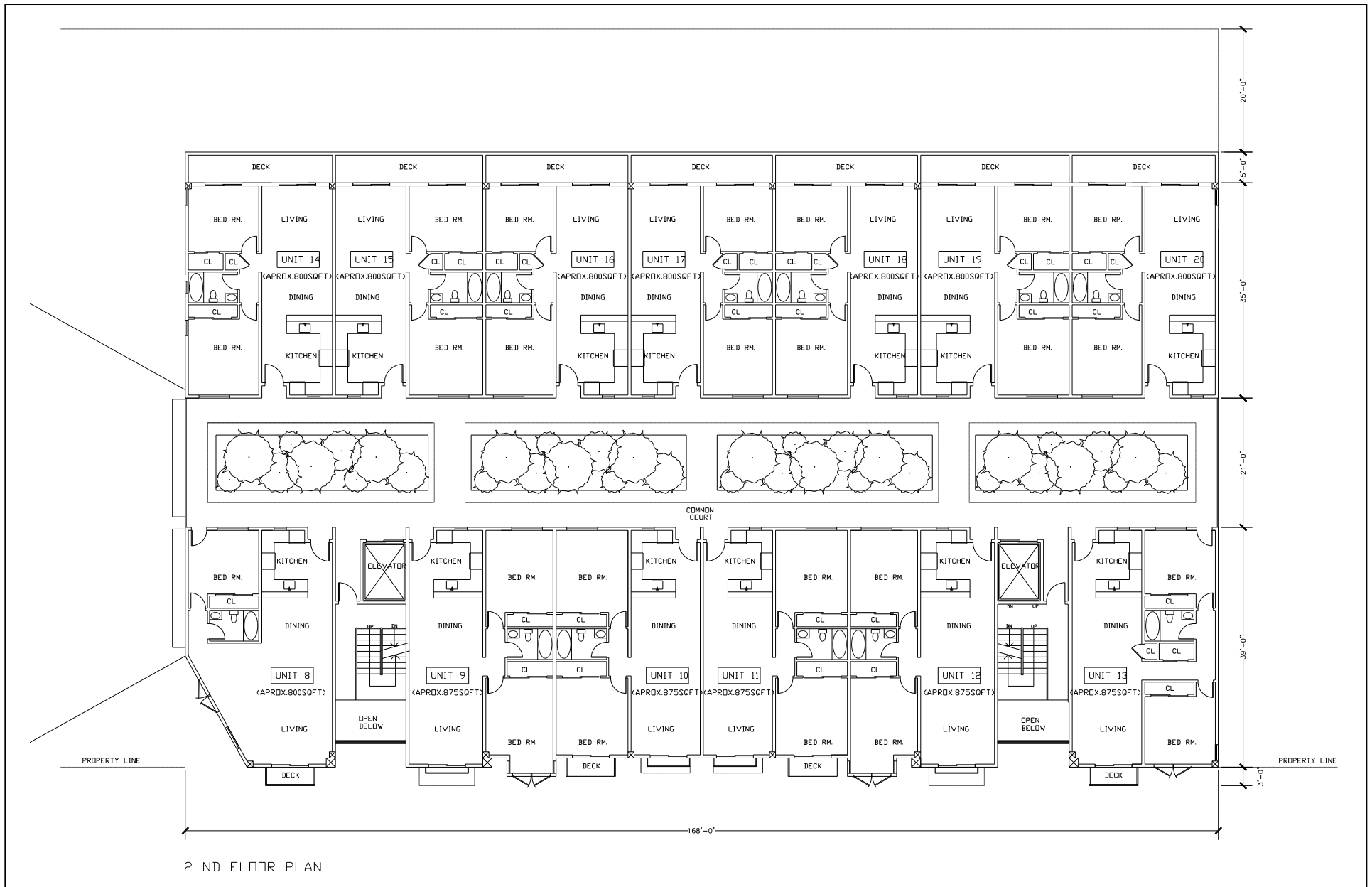
Below street level, the building would include a two-level, ~~136~~137-car-space parking garage (see Figure 15, Mixed-Use Building Basement Plan, p. 21, and Figure 16, Mixed-Use Building Sub-Basement Plan, p. 22). The proposed project would have a total of ~~136~~ 132 standard tandem parking spaces and five handicapped-accessible spaces within the mixed-use building. There would be 84 tandem spaces and two handicapped-accessible spaces on the basement level for the commercial uses (via the use of parking lifts which allow two cars to stack in each parking stall), and ~~50~~ 48 independently-accessible tandem parking spaces and three handicapped-accessible spaces on the sub-basement level, for the residential uses. ~~Five handicapped-accessible parking spaces would be included.~~



SOURCE: Drake Gardner, 2009.

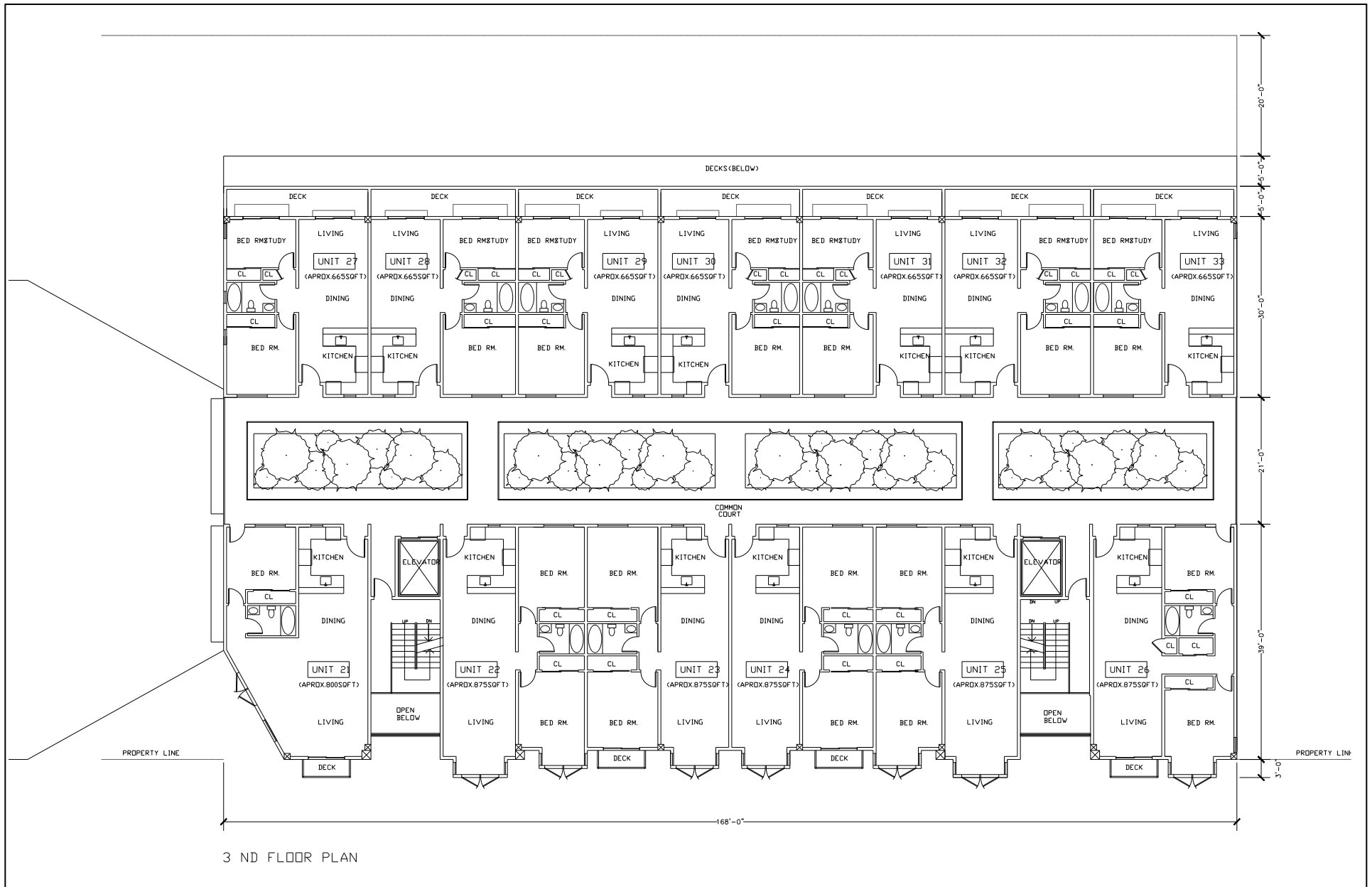
5400 GEARY BOULEVARD MIXED-USE DEVELOPMENT  
**FIGURE 10: MIXED-USE BUILDING GROUND FLOOR**





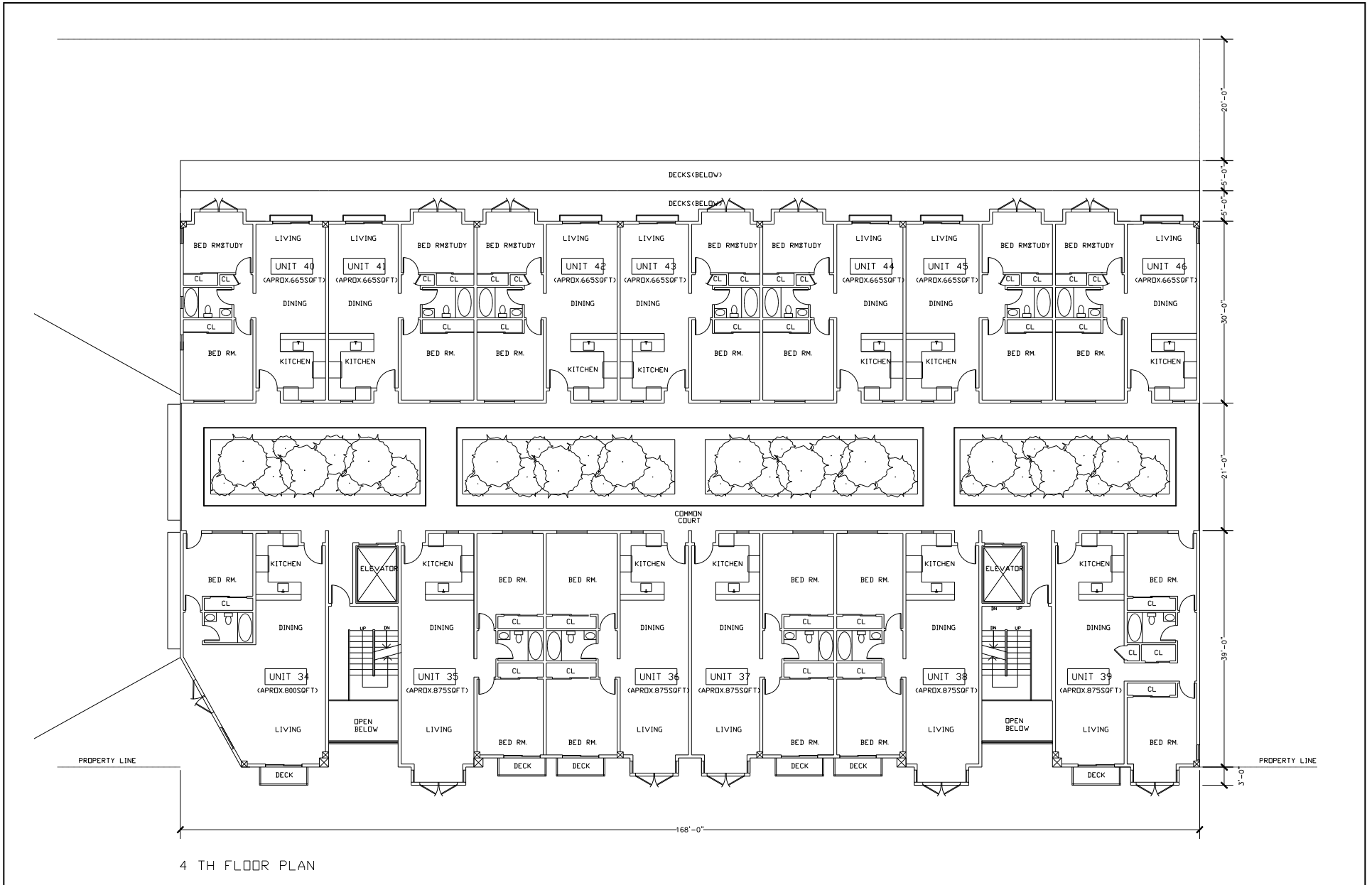
SOURCE: Drake Gardner, 2009.

5400 GEARY BOULEVARD MIXED-USE DEVELOPMENT  
**FIGURE 11: MIXED-USE BUILDING SECOND FLOOR**



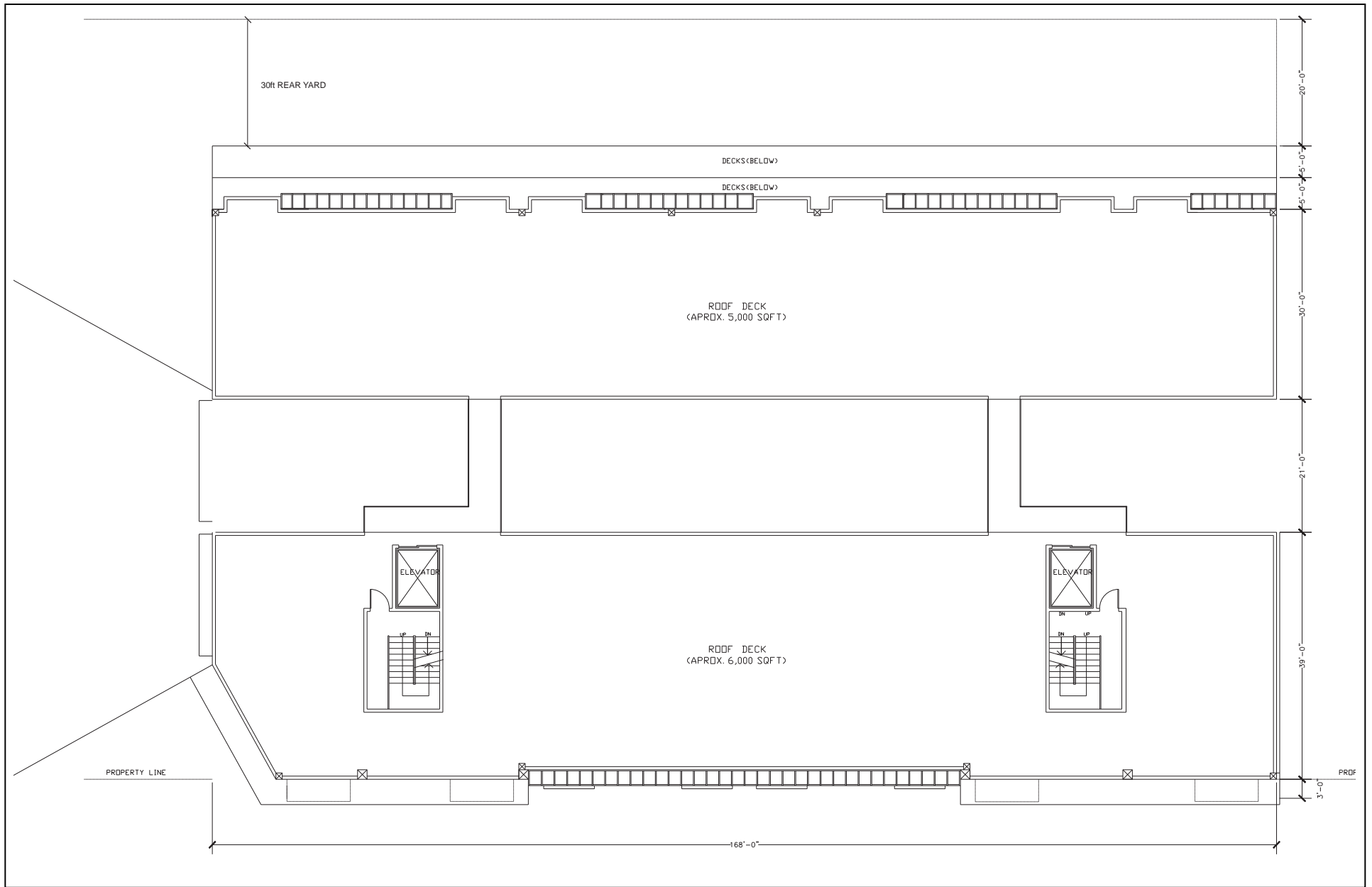
SOURCE: Drake Gardner, 2009.

5400 GEARY BOULEVARD MIXED-USE DEVELOPMENT  
**FIGURE 12: MIXED-USE BUILDING THIRD FLOOR**



SOURCE: Drake Gardner, 2009.

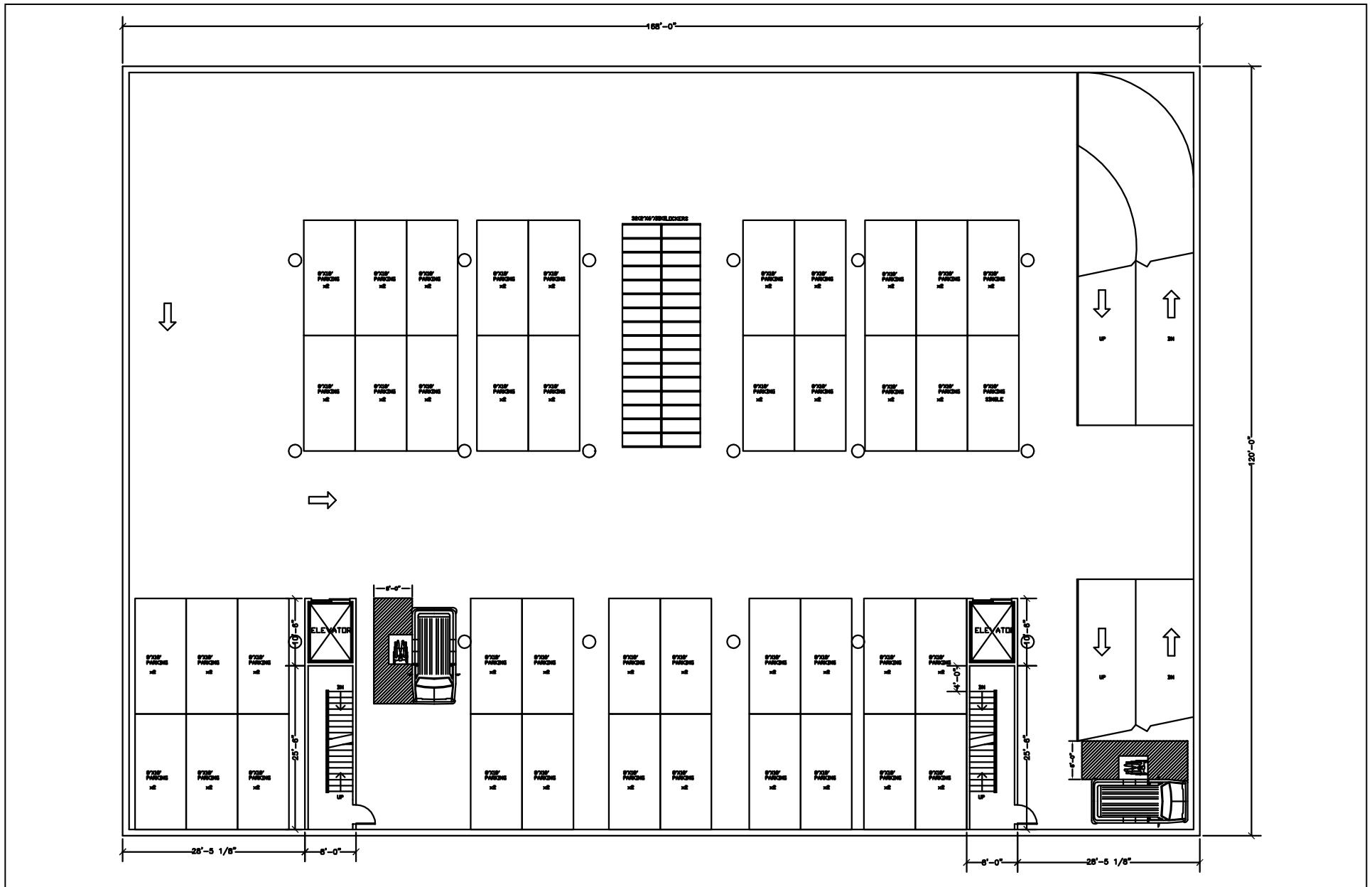
5400 GEARY BOULEVARD MIXED-USE DEVELOPMENT  
**FIGURE 13: MIXED-USE BUILDING FOURTH FLOOR**



SOURCE: Drake Gardner, 2009.

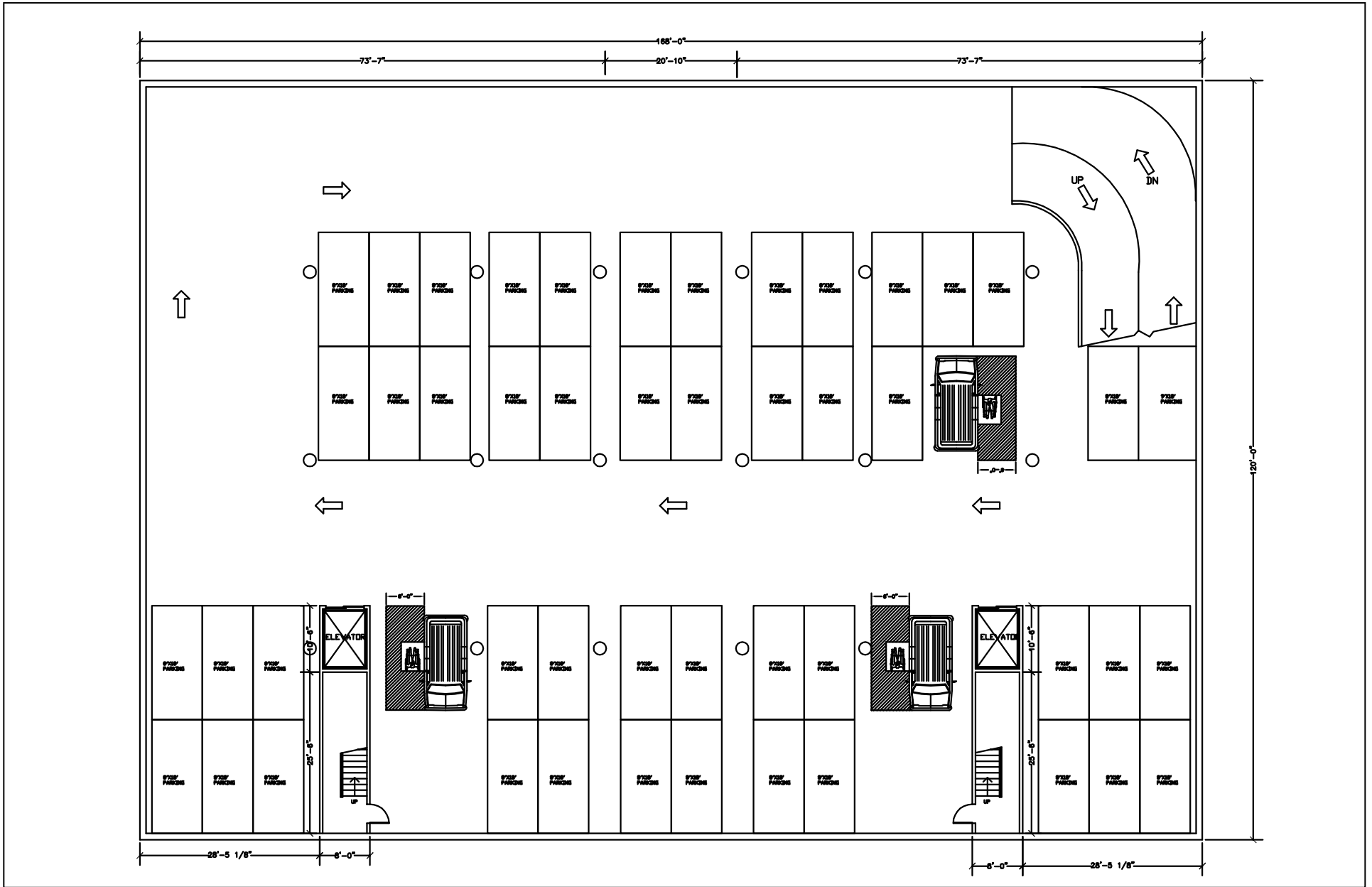
5400 GEARY BOULEVARD MIXED-USE DEVELOPMENT

**FIGURE 14: MIXED-USE BUILDING ROOF PLAN**



SOURCE: Drake Gardner, 2009.

5400 GEARY BOULEVARD MIXED-USE DEVELOPMENT  
**FIGURE 15: MIXED-USE BUILDING BASEMENT PLAN**



SOURCE: Drake Gardner, 2009.

5400 GEARY BOULEVARD MIXED-USE DEVELOPMENT  
**FIGURE 16: MIXED-USE BUILDING SUB-BASEMENT PLAN**

Parking attendants would operate the commercial parking from 7:00 a.m. to 12:00 a.m. daily with valet parking. Access to the garage would be along 18<sup>th</sup> Avenue, at the northern end of the building.

Initially, residential loading would be accomplished on-street, in front of the building entrances. The project sponsor would request that the two metered spaces on 18<sup>th</sup> Avenue near Geary Boulevard be considered for conversion to metered commercial loading spaces from the San Francisco Municipal Transportation Agency (SFMTA). Garbage pickup would be at the 18<sup>th</sup> Avenue frontage of the theater, at the metered loading spaces (if approved).

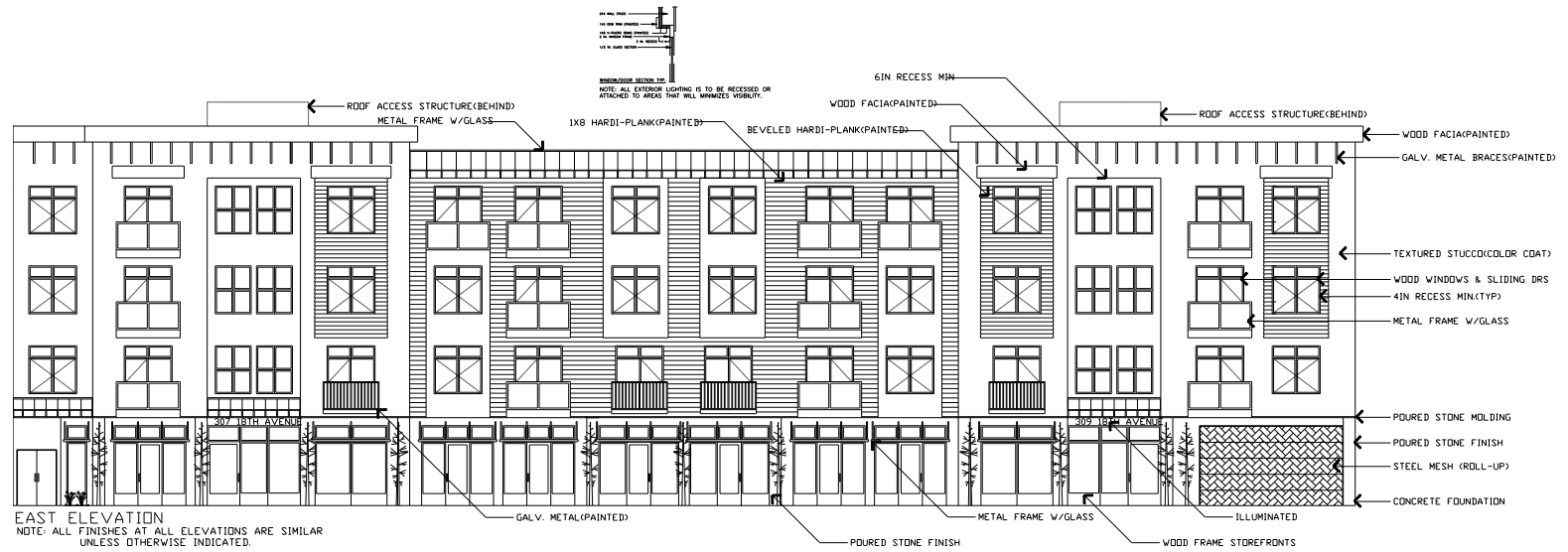
As proposed, the front and rear facades would be stucco with various window styles set in from the exterior wall. There would be a 3.5-foot-tall open metal parapet enclosing the roof deck.

Figure 17, Mixed-Use Building Front and Rear Elevations, p. 24, and Figure 18, Mixed-Use Building Side Elevations, p. 25, provide elevation views of what the mixed-use building would look like from all four cardinal directions.

**Construction Schedule.** Project construction is estimated to begin in 2011, with occupancy and completion in 2013. Construction would occur in four phases: demolition, excavation and shoring, building construction, and interior and exterior finishes. Debris and soil removal would take approximately 30 days. In total, construction would be expected to take 24 months. The duration of each construction phase is not known at this time. During construction, the project site would be barricaded and the project sponsor would apply to the Department of Public Works to route the sidewalk into existing street parking spaces in front of the mixed-use building.

**Project Approvals.** The proposed project is a Planned Unit Development (PUD), which would require the following approvals by the Planning Commission and the Zoning Administrator. The *Planning Code* Section, which refers to these approval requirements, is cited at the end of each approval item below.

- General Plan and Proposition M consistency determination (*Planning Code* Section 101.1).
- Conditional Use authorization for commercial use over 5,999 square feet in an NC-3 Zoning District (*Planning Code* Section 712.21).
- Conditional Use authorization to permit development of a lot exceeding 9,999 square feet (*Planning Code* Section 712.11). The lot would include both the Alexandria Theatre and the proposed mixed-used building.



FRONT ELEVATION (EAST)

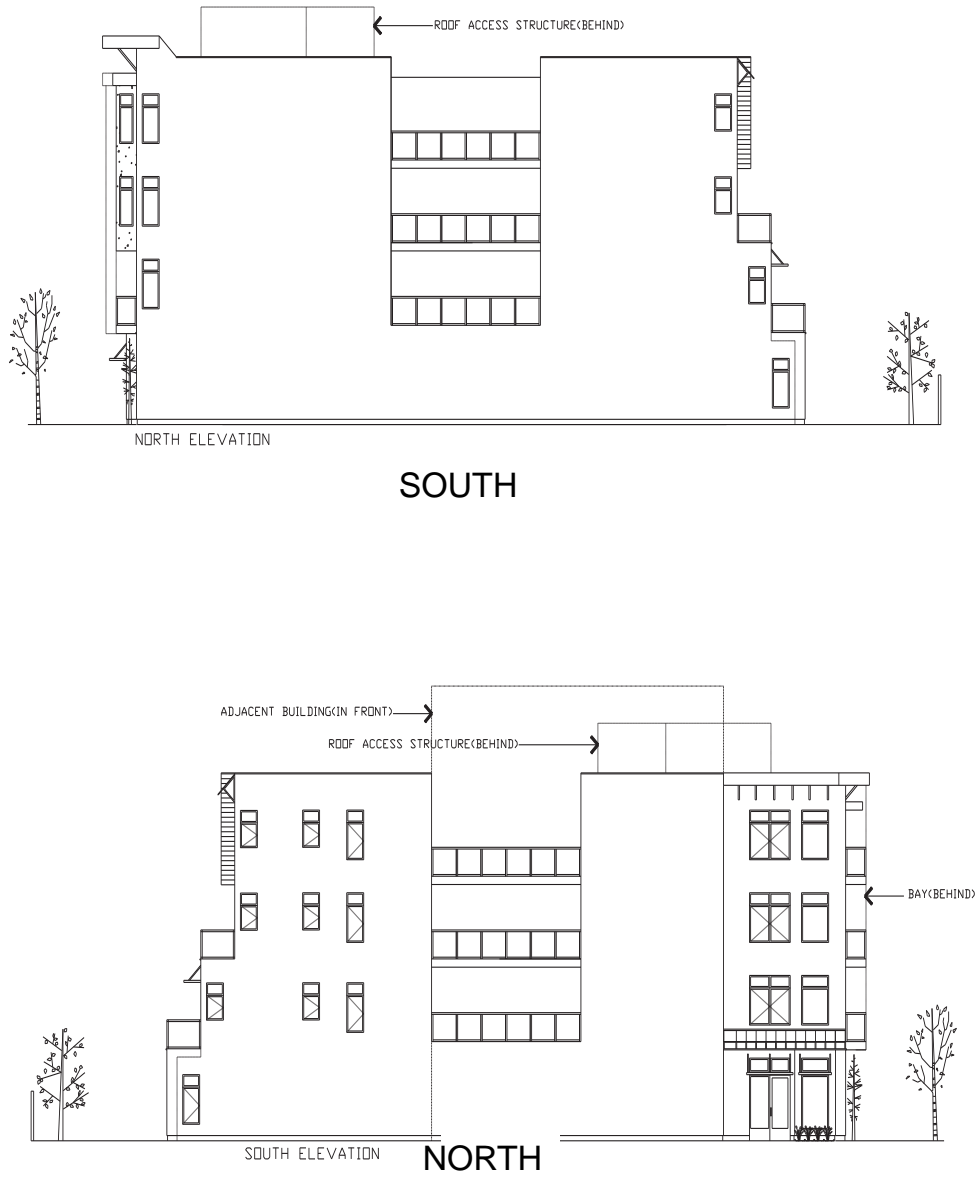


REAR ELEVATION (WEST)

SOURCE: Drake Gardner, 2009.

5400 GEARY BOULEVARD MIXED-USE DEVELOPMENT  
FIGURE 17: MIXED-USE BUILDING FRONT AND REAR ELEVATIONS





SOURCE: Drake Gardner, 2009.

5400 GEARY BOULEVARD MIXED-USE DEVELOPMENT  
**FIGURE 18: MIXED-USE BUILDING SIDE ELEVATIONS**

- Approval as a Planned Unit Development (PUD) (*Planning Code* Section 304). The Planned Unit Development would include both the Alexandria Theatre building and the proposed mixed-use building, on a site greater than one-half acre.
- SFPUC Wastewater Enterprise, Urban Watershed Management Program (UWMP) – Approval of a Stormwater Control Plan and Operation and Management plan demonstrating compliance with the requirements of the Stormwater Design Guidelines (SDG) is required prior to issuance of building permits.

Additionally, the proposed project would require building permits from the Department of Building Inspection, and approval of a commercial curb loading space from the San Francisco Municipal Transportation Authority (SFMTA).

## **B. PROJECT SETTING**

Land uses in the immediate area include residential, commercial, and community uses. Geary Boulevard is characterized by mixed-use buildings (retail ground-floor uses with residential uses above). 18<sup>th</sup> and 19<sup>th</sup> Avenue are characterized by single- and multi-family residential uses, with community uses, as noted below.

Buildings near the project site range from those developed subsequent to the 1906 Earthquake, including two- and three-story residential buildings, some with retail space on the ground floor, to one- and two-story, post-World War II buildings. Single- and multi-family residential units are immediately north of the project site. Across 18<sup>th</sup> Avenue are the Pick School of Ballroom Dancing, the Golden Gate Christian Church and Richmond District YMCA. The YMCA provides children with school programs and the elderly with free food every Wednesday from 9:00 a.m. to 11:00 a.m., among other programs.

Argonne Playground and Clubhouse, a half-block south of the project site, located among residential uses on 18<sup>th</sup> Avenue mid-block between Geary Boulevard and Anza Street, is the closest public open space to the project site. Other public open space in the vicinity of the project site includes The Presidio and Golden Gate Park, four blocks north of the project site, and four blocks south, respectively.

On the south side of the project site, across Geary Boulevard, is a two-story building containing residences and Donut World, a two-story building containing residences and the Sun Wu Kong Restaurant, and single- and multi-family residences. On the west side of the project site, along Geary Boulevard, are a one-story building containing Tart-to-Tart and Cards & Comics Central, a two-story building containing residences and Geary Shoe Repair, Union Post, Incos Digital

Satellite Television, Henry’s Entertainment, Gordo Taqueria, Nagoya Restaurant, and Sterling Bank & Trust, and two- to four-story single- and multi-family residences.

### C. COMPATIBILITY WITH EXISTING ZONING AND PLANS

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

**Planning Code.** The *Planning Code*, which incorporates by reference the City’s Zoning Maps, governs permitted uses, densities, and the configuration of buildings within San Francisco. Permits to construct new buildings (or to alter or demolish existing ones) may not be issued unless either the proposed project conforms to the *Planning Code*, or an exception is granted pursuant to provisions of the *Planning Code*. Approvals required for the proposed project are listed on p. 23 in the Project Description.

**Planned Unit Development.** The proposed project would be a Planned Unit Development (PUD) pursuant to *Planning Code* Section 304.

**Conditional Use.** The proposed project would require Conditional Use Authorization to permit commercial use in excess of 5,999 square feet (*Planning Code* Section 712.21) and development of a lot exceeding 9,999 square feet (*Planning Code* Section 712.11). The Conditional Use authorization to permit a change in use or demolition of a movie theater use (*Planning Code* Section 221.1) would not apply to the proposed project because Section 221.1 applies only in C and M districts. The Alexandria Theatre is in an NC-3 district, as described below.

**Uses.** The project site is currently zoned NC-3. NC-3 districts are intended to provide goods and services to a clientele larger than the immediate neighborhood; they are often located on major transportation thoroughfares. Housing development is encouraged above the second story. The project site is also within the Geary Boulevard Fast-Food Subdistrict, which prohibits large fast-food restaurants on Geary Boulevard between 14<sup>th</sup> and 28<sup>th</sup> Avenues. The Geary Boulevard Fast-Food Subdistrict was created to preserve the mix and variety of goods and services provided to the Richmond neighborhood and City residents, prevent further proliferation of fast-food restaurant uses, and prevent further aggravation of parking and traffic congestion in this district. The proposed project would not lease space to fast-food retailers.

The proposed project would include residential, retail, theater, and restaurant uses, which are permitted uses within the NC-3 district. The Alexandria Theatre was constructed in 1923, prior to the NC-3 use restrictions on the project site. Thus, the proposed project would be consistent with the goals of the NC-3 and the Geary Boulevard Fast-Food Subdistrict.

**Height and Bulk.** The proposed project is within the 40-X Height and Bulk District, which permits construction to a height of 40 feet. The closed Alexandria Theatre building, constructed prior to current zoning codes, is 60 feet at the top of the roof. The proposed project would rehabilitate and reconstruct portions of the closed Alexandria Theatre building, ~~including rebuilding the marquee to its original 1923 state, which would construct include preserving and restoring the existing 1942 blade sign and marquee to at its original-existing~~ height of ~~60-70~~ feet, ~~as substantiated by documentary and physical evidence~~ (see below at Checklist Item 2, Aesthetics, p. 36). Because the Alexandria Theatre was constructed in 1923, prior to height restrictions, the project sponsor would not be required to seek a variance. The proposed mixed-use building would be 40 feet tall to the roof, and 48 feet tall with the rooftop elevator and stairwell structures, which are exempt from height limits per *Planning Code* Section 260(b). In the 40-X Height and Bulk District restrictions on bulk apply only above 40 feet. Thus, the bulk of the mixed-use building would not be subject to code restrictions. The bulk of the closed Alexandria Theatre, built before current zoning regulations, would be essentially unchanged. Thus, the proposed project would comply with the 40-X Height and Bulk District limits.

**Affordable Housing.** Of the 46 proposed residential units, five to six units, or 10 to 13 percent, would be affordable for sale or rent to households making no more than 100 percent of the Area Median Income as defined in *Planning Code* Section 315.1. Per the *Planning Code* the project sponsor would have other options to meet the affordable housing requirement, such as payment of an in-lieu fee. The project sponsor has not made a final determination as to which option would be chosen.

**Floor Area Ratio.** The commercial Floor Area Ratio (FAR) is the maximum ratio of commercial floor space to total lot area. In the NC-3 District, a 3.6:1 FAR is allowed under Section 124(a) of the *Planning Code*. This requirement would not apply to the closed Alexandria Theatre as a pre-existing use. Also, Section 124(b) exempts residential use and parking from the FAR limit. The commercial space in the new mixed-use building would have a FAR of 1:1,<sup>7</sup> and thus would comply with this requirement.

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<sup>7</sup> FAR is calculated as commercial square footage: lot area, which is 6,550 sf : 23,400 sf, or less than 1:1. The 6,550 sf includes 900 sf of food service use and 5,650 sf of retail use.

**Parking.** For the proposed project, *Planning Code* Section 151 would require 46 independently-accessible parking spaces for the residential uses (one space per unit) and 26 spaces for the retail use (one for each 500 sf of occupied floor area where the occupied floor area exceeds 5,000 sf), ~~42~~ 41 spaces for the restaurant use (one for each 200 sf of occupied floor area, where the occupied floor area exceeds 5,000 sf), and ~~31-28~~ spaces for the theater use (one for each eight seats where the number of seats exceeds 50 seats). In total, *Planning Code* Section 151 would require the proposed project to provide ~~145-141~~ parking spaces; the proposed project would provide ~~136~~ 137 spaces, including handicapped spaces. As such, there would be a *Planning Code* deficit of ~~nine~~ four spaces.

*Planning Code* Section 155 (i) requires one of every 25 off-street parking spaces to be designed and designated for handicapped persons. Based on this requirement, the proposed project would be required to provide five handicapped spaces and the proposed project would provide five handicapped spaces. The ceiling height of 12 feet for the first and second below-grade garage levels would meet the design requirements for van-accessible parking spaces.

**Bicycle.** The *Planning Code* would require the proposed project to include 23 bicycle spaces. The proposed project would provide 32 bicycle spaces, or nine spaces more than the code requirement. The 32 bicycle lockers would be on the basement level of the mixed use building. As such, the proposed project would comply with *Planning Code* bicycle space requirements.

The *Planning Code* would not require the provision of shower/locker facilities because the retail and restaurant component of the new mixed-use building and the existing Alexandria would be less than 25,000 gsf. Per *Planning Code* Section 155.3(d), for new buildings and buildings with major renovations whose primary use consists of retail, eating and drinking or personal services, where the gross square footage of the floor area exceeds 25,000 sf but is no greater than 50,000 sf, one shower and two clothes lockers are required. This requirement does not apply to the existing Alexandria Theatre or the new mixed-use building because the total retail and restaurant uses combined would be 21,230 square-feet, which would be less than 25,000 sf.

**Loading.** The *Planning Code* Section 152 would not require a loading space for the proposed project because the retail and restaurant component of the new mixed-use building would be less than 10,000 gsf.

**Proposition M.** In November 1986, the San Francisco voters approved Proposition M, the Accountable Planning Initiative, which added Section 101.1 to the *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 which 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 which requires a finding of consistency with the *General Plan*, the City is required to find that the proposed project is consistent with the eight priority policies. The case report for the Conditional Use Authorization and/or subsequent motion for the Planning Commission would contain the analysis determining whether the proposed project is in compliance with the eight priority policies.

**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. In general, potential conflicts with the *General Plan* are considered by decision makers independently of the environmental review process, as part of the decision whether to approve or disapprove a proposed project. Any potential conflict not identified here could be considered in that context, and would not alter the physical environmental effects of the proposed project.

Specific to the project vicinity, the San Francisco County Transportation Authority (SFCTA), in partnership with the San Francisco Municipal Transportation Agency (SFMTA), the Planning Department, the Department of Public Works and Golden Gate Transit, have launched a study of the benefits and impacts of potential Bus Rapid Transit (BRT) designs for the Geary Corridor. The SFCTA and ~~MUNI~~-SFMTA intend to provide BRT service along the Geary Boulevard corridor. The proposed project would not conflict with the potential provision of bus rapid transit service. No other zoning or land use plans are currently underway in the Geary Boulevard corridor or the Richmond District.

**Public Notice and Comment.** A "Notification of Project Receiving Environmental Review" was sent out on October 8, 2004, to the owners of properties within 300 feet of the project site and to occupants of properties adjacent to the project site, as well as to other interested parties. The Planning Department received several emails, letters, and telephone calls in response to the notice. Respondents requested to receive further environmental review documents and/or expressed concerns regarding the proposed project. Concerns regarding the proposed project included: (1) traffic; (2) effects on parking supply; (3) air pollution; (4) historic resources; and (5)

pedestrian safety. These issues are addressed in the discussion in Section D, Evaluation of Environmental Effects.

A “Notification of Project Receiving Environmental Review” was mailed on November 24, 2010 to the owners and occupants of properties adjacent to the project site, owners within 300 feet of the project site, and interested parties. Comments were received concerning the issues described below.

- Several comments expressed support for inclusion of a theatre and/or retail spaces open for public use in the Alexandria Theatre building. Individuals were concerned that the proposed project would not include these features and would not be accessible to the general public. As described in this document, the Alexandria Theatre building would include a theatre, retail space, and a restaurant, as well as office space that would be open to the general public. As such, the proposed project would include the features identified in the comments. Therefore, the project would not need to be modified nor would mitigation measures need to be added.
- Several comments expressed concern that the second floor changes to the Alexandria Theatre main theatre space would affect the historic integrity of the character-defining volume of the theatre. The commenters request that the plans pull back the new construction in the upper level/mezzanine of the theatre and reduce the size of the restaurant to retain the historic volume of the theater, and to maintain views of the existing proscenium, and other architectural details.

As noted under Cultural and Paleontological Resources, p. 46, the proposed project has been revised to reconfigure the theatre space to allow for the full view of the existing ceiling dome and central light fixtures. These revised plans dated January 11, 2011 were determined to be consistent with the Secretary of the Interior’s Standards for Treatment of Historical Resources and would not cause a substantial adverse change in the significant of the resource such that the significance of the resource would be materially impaired.<sup>8</sup>

In the original site plans, the western non-historic upper theatre that was added in 1976 was retained. However, the revised site plans would build a new theatre in the center of the upper balcony floor. With the theatre in the center of the space, the murals on the

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<sup>8</sup> San Francisco Planning Department, “Revised Plans for the Alexandria Theatre by Jonathan Pearlman, Elevation Architects, dated January 11, 2011,” Memorandum from Tina Tam, Senior Preservation Planner, to Chelsea Fordham, Major Environmental Analysis Unit, February 15, 2011.

east and west walls would be fully revealed and viewable. In addition to removing the walls of the theatre that attach to the mural on the west wall, the configuration of the new theatre would be symmetrical, revealing the entire dome at the ceiling. In addition, the new site plan removes the additional projection rooms and reveals decorative plaques and ceiling vent grilles that are at the south wall of the auditorium. It has been determined by the Historic Preservation Commission (HPC) and the Planning Department Preservation Staff that the changes to the site plan would be appropriate to the historic resource and would be an overall improvement to the project.

- One comment was submitted that requests the addition of an elevator within the Alexandria Theatre. This feature has been added to the proposed project and is reflected in the Final MND, p. 8.
- One comment was submitted that requests the site plans show the location of the restaurant kitchen. As shown in Figure 6, Proposed Alexandria Theatre Second Floor, p. 10, the kitchen/service area for the restaurant has been added to the site plan in the northern portion of the building.
- One comment questions the amount of independently-accessible parking stalls in the sub-basement of the mixed-use building component of the proposed project. As shown in Figure 16, Mixed-Use Building Sub-Basement Plan, p. 22, there would be 48 tandem parking stalls in the sub-basement rather than 50 parking stalls. As such, this document has been revised to address the correct number of parking stalls proposed with the project, on pp. 75-76. Nonetheless, the change in two spaces does not affect the significance conclusions presented in the FMND.
- One comment clarifies that the 1923 marquee would not be restored as part of the proposed project. The proposed project would preserve and restore the 1942 marquee, but would not incorporate features from the 1923 marquee. This change has been reflected in the Final MND, pp. 37 and 42.
- One comment requests an update to the Final MND to reflect the new site plans of the Alexandria Theatre. The Final MND has been updated to describe and depict the new site plans dated January 11, 2011. In particular, please refer to Figures 5 through 9 of the Final MND, pp. 9-12 and 14.

Comments that do not pertain to physical environmental issues and comments regarding the merits of the proposed project are more appropriately directed to the decision-makers. The



decision to approve or disapprove a proposed project is independent of the environmental review process. While local concerns or other planning considerations may be grounds for modification or denial of the proposal, in the independent judgment of the Planning Department, there is no substantial evidence that the proposed project could have a significant effect on the environment with the implementation of mitigation measures.

## D. SUMMARY OF ENVIRONMENTAL EFFECTS

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

- |   |  |   |
|---|--|---|
| <input type="checkbox"/> Land Use                                 | <input type="checkbox"/> Air Quality                   | <input type="checkbox"/> Geology and Soils                      |
| <input type="checkbox"/> Aesthetics                               | <input type="checkbox"/> Wind and Shadow               | <input checked="" type="checkbox"/> Hydrology and Water Quality |
| <input type="checkbox"/> Population and Housing                   | <input type="checkbox"/> Recreation                    | <input type="checkbox"/> Hazards/Hazardous Materials            |
| <input checked="" type="checkbox"/> Cultural and Paleo. Resources | <input type="checkbox"/> Utilities and Service Systems | <input type="checkbox"/> Mineral/Energy Resources               |
| <input type="checkbox"/> Transportation and Circulation           | <input type="checkbox"/> Public Services               | <input type="checkbox"/> Agricultural Resources                 |
| <input checked="" type="checkbox"/> Noise                         | <input type="checkbox"/> Biological Resources          | <input type="checkbox"/> Mandatory Findings of Significance     |

## E. EVALUATION OF ENVIRONMENTAL EFFECTS

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

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

Land uses on the project block along Geary Boulevard include mixed-use buildings with retail ground-floor uses and residential uses above. Land uses on the project block along 18<sup>th</sup> Avenue,

19<sup>th</sup> Avenue, and Clement Street consist of single- and multi-family residential uses. These land uses are consistent with the vicinity of the project block, with retail and commercial, single- and multi-family residential, and institutional uses typical of the Geary Boulevard commercial mixed-use corridor, and residential uses on the north-south avenues. Buildings near the project site range from those developed subsequent to the 1906 Earthquake, including two- and three-story residential buildings, some with retail space on the ground floor, to one- and two-story, post-World War II modern glass and stucco or brick buildings.

Single- and multi-family residential units are immediately north of the project site along 18<sup>th</sup> Avenue and Anza Street. The Pick School of Ballroom Dancing, Hanger Prosthetics and Orthotics, the Agape Community Center, Golden Gate Christian Church, and the two-story Richmond District YMCA are adjacent to the project site along 18<sup>th</sup> Avenue. Two- to four-story single- and multi-family residences are east of the project block on the 18<sup>th</sup> Avenue frontage. To the south of the project site, on the Geary Boulevard frontage, are a two-story building containing residences and Donut World, a two-story building containing residences and the Sun Wu Kong Restaurant, and single- and multi-family residences. A one-story building containing Tart-to-Tart and Cards & Comics Central, a two-story building containing residences and Geary Shoe Repair, Union Post, Incos Digital Satellite Television, Henry's Entertainment, Gordo Taqueria, Nagoya Restaurant, and Sterling Bank & Trust, and two- to four-story single- and multi-family residences are located west of the project site on the Geary Boulevard frontage.

The proposed project would introduce residential and retail mixed-uses at the site, and adaptively reuse the theater and retail space. The additional residential and retail or other commercial uses, located on the site of the current parking lot, would be an intensification of use and would expand multi-family housing to the mid-block. The mixed-use building would differ from the housing types in the immediate vicinity, but would be of a type found in the project vicinity. The parking lot that would be replaced by the proposed residential mixed-use building currently serves nearby businesses on Geary Boulevard and Clement Street, and institutions such as nearby churches and the Richmond YMCA across 18<sup>th</sup> Avenue from the project site. These institutions represent individual community uses in the vicinity; they do not collectively constitute a community that could be physically divided by the removal of the parking lot on 18<sup>th</sup> Avenue. The removal of the parking lot would affect parking for visitors to the churches and the Richmond YMCA. The change in land use from a parking lot to residential and retail uses on the project site would not physically divide an existing community and, therefore, would be considered a less-than-significant impact.

**Impact LU-2: The proposed project would be consistent with applicable land use plan, policy, or regulation of an agency with jurisdiction over the project (including, but not limited to the general plan, specific plan, local coastal program, or zoning ordinance) adopted for the purpose of avoiding or mitigating an environmental effect. (Less than Significant)**

As described above in “C. Compatibility with Existing Zoning and Plans,” the proposed project would be generally consistent with local plans, policies, and code requirements as they relate to environmental effects. The proposed project would be consistent with the NC-3 zoning and 40-X Height and Bulk restrictions, provided that the project sponsor is granted the identified Conditional Use and PUD approvals discussed below.

The proposed project would exceed the allowable 5,999 gsf commercial use and 9,999 gsf lot size in an NC-3 district and thus would require a Conditional Use authorization. This is due to the fact that the proposed project includes both the closed Alexandria Theatre re-use and the new mixed-use building; as such, the project sponsor must seek a PUD approval. The commercial FAR is a ratio of commercial floor space to total lot area. In the NC-3 District, a 3.6:1 FAR is allowed under Section 124(a) of the *Planning Code*. This requirement would not apply to the closed Alexandria Theatre as a pre-existing use. Also, Section 124(b) exempts residential use and parking from the FAR limit. The proposed project would have a FAR of 1:1, and thus would comply with this requirement. *Planning Code* requirements regarding parking, loading, and bicycle provisions are discussed below, Checklist Item E.5, Transportation and Circulation, p. 58.

**Impact LU-3: The proposed project would not have a substantial impact upon the existing character of the vicinity. (Less than Significant)**

The adaptive reuse of the existing theater and construction of the new mixed-use building would not alter the character of the vicinity. The proposed project would intensify use on the site by replacing surface parking with a mixed-use building and increasing activity in the closed theater. These uses, however, would be consistent with the mixed-use character of the Geary Boulevard corridor, which is described above in “Physical Arrangement of Established Community.” The proposed project would not change the mixed-use character of the existing Geary Boulevard corridor, or the overall neighborhood, resulting in a less-than-significant impact on character.

**Impact LU-4: The proposed project, in combination with past, present, and reasonably foreseeable future projects in the vicinity, would result in less-than-significant cumulative impacts to land use. (Less than Significant)**

There are no significant development projects under review in the vicinity of the project area. Development of a duplex on Lot 7 would not have a substantial cumulative effect on land use. The redevelopment of the project site with more intense residential and commercial uses would not, combined with other future projects, result in cumulative land use impacts.

<i>Topics:</i>	<i>Potentially Significant Impact</i>	<i>Less Than Significant with Mitigation Incorporated</i>	<i>Less Than Significant Impact</i>	<i>No Impact</i>	<i>Not Applicable</i>
<b>2. AESTHETICS—Would the project:</b>					
a) Have a substantial adverse effect on a scenic vista?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and other features of the built or natural environment which contribute to a scenic public setting?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c) Substantially degrade the existing visual character or quality of the site and its surroundings?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
d) Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area or which would substantially impact other people or properties?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

**Impact AE-1: The proposed project would have a less-than-substantial effect on scenic views and vistas. (No Impact)**

The project site and surrounding area do not contain scenic vistas. Thus, the proposed project would have no impact on scenic vistas.

**Impact AE-2: The proposed project would not substantially damage any scenic resources. (Less than Significant)**

Public open space in the project vicinity consists of the Argonne Playground and Clubhouse, located a half-block south of the project site amidst residential uses on 18<sup>th</sup> Avenue, mid-block between Geary Boulevard and Anza Street (see Figure 1, Project Location, p. 2). Other scenic resources near the project site are the Presidio, approximately four blocks north of the site, and Golden Gate Park, approximately four blocks south of the site. The project site is visible from Argonne Playground and Clubhouse, but the view is primarily of the Alexandria Theatre

building. The new four-story building would be obstructed from view by the taller theater building. The proposed project would thus not change the urban, mixed-use setting of Argonne Playground. In addition, views of The Presidio and Golden Gate Park would not be altered by the proposed project because of intervening buildings, topography, and distance. The proposed project would therefore not have a substantial, demonstrative negative aesthetic effect as seen from public open spaces and would have a less-than-significant impact on scenic resources.

**Impact AE-3: The proposed project would result in a change to the existing character of the project site, but this change would not degrade the visual character or quality of the site and its surroundings. (Less than Significant)**

The project site contains the Alexandria Theatre building and a surface parking lot (see Figure 19, Existing Alexandria Theatre, p. 38 and Figure 20, Existing Surface Parking Lot, p. 39). The theater tower along Geary Boulevard rises up to 70 feet above the 53-foot street face of the building. Two-story mixed-use buildings, with retail on the ground floor and residential units above, are adjacent to the Alexandria Theatre fronting Geary Boulevard to 19<sup>th</sup> Avenue.

The remainder of the project block consists of primarily three-story single- and multi-family residential buildings corresponding to the zoning (Figure 4, Zoning Districts, p. 6). The architectural character of the area varies, and includes post-1906 Earthquake and post-World War II buildings. Two-story commercial and mixed-use buildings are across Geary Boulevard from the project site (see Figure 21, Geary Boulevard and 18<sup>th</sup> Avenue Across from the Project Site, p. 40). A variety of commercial and institutional buildings and two- to four-story residential buildings are on the east side of 18<sup>th</sup> Avenue, directly across from the project site (see Figure 22, Project Block Along 18<sup>th</sup> Avenue, p. 41). Residential buildings are directly south of the project site, on the west side of 18<sup>th</sup> Avenue. The north-south avenues near the project site, including 18<sup>th</sup> and 19<sup>th</sup> Avenue, generally have two- to three-story residential buildings, with a few four-story buildings.

While the proposed project would adaptively reuse the closed Alexandria Theatre building, it would not expand its building envelope. The 1923 and ~~1976~~ 1942 Alexandria Theatre marquees are shown in Figure 3, 1923 and Present Alexandria Theatre Facades, p. 4. The proposed project would ~~replace this marquee with a restored version of the original 1923 marquee~~ preserve and restore the 1942 marquee and blade sign as shown in Figure 8, p.12. ~~As shown in Figure 3, 1923 and Present Alexandria Theatre Facades, the 1923 marquee was a 20 foot, ziggurat like pyramid at the top of the rounded building corner entry. The pyramid was topped with an illuminated~~



SOURCE: EIP Associates, 2007.

5400 GEARY BOULEVARD MIXED-USE DEVELOPMENT  
**FIGURE 19: EXISTING ALEXANDRIA THEATRE**



SOURCE: EIP Associates, 2007.

5400 GEARY BOULEVARD MIXED-USE DEVELOPMENT  
**FIGURE 20: EXISTING SURFACE PARKING LOT**





SOURCE: EIP Associates, 2007.

5400 GEARY BOULEVARD MIXED-USE DEVELOPMENT  
**FIGURE 21: GEARY BOULEVARD AND 18TH AVENUE ACROSS FROM THE PROJECT SITE**





SOURCE: EIP Associates, 2007.

5400 GEARY BOULEVARD MIXED-USE DEVELOPMENT  
**FIGURE 22: PROJECT BLOCK ALONG 18TH AVENUE**

~~“A”. The proposed project would replace the blade sign/tower installed in 1942 (and subsequently altered) to restore the original pyramid marquee. The storefronts on Geary Boulevard would not be altered and the sidewalk treatment in front of the entrance to the theater would remain.~~

The new four-story building would be 40 feet tall, shorter than the existing theater building. The new four-story mixed-use building would be comparable in height to the existing mixed-use buildings in the vicinity of the project site. The new building would continue the street façade along 18<sup>th</sup> Avenue that is currently broken by the existing on-site parking lot. The four-story medium-scale, mixed-use building, although consistent with building types in the area, would introduce a 40-foot tall multi-family housing building to the primarily duplex or single-family housing block. The altered views of the project site from streets and residences on the east side of 18<sup>th</sup> Avenue would be of a developed urban block, rather than the current view of the back of properties fronting 19<sup>th</sup> Avenue across the surface parking lot.

While the proposed project would alter the project site, and change views of the site from streets and private residences, the overall project massing would not be incompatible with buildings in the project vicinity, especially on Geary Boulevard. The proposed project would adhere to existing regulations regarding zoning and height/bulk. Building design review is a function of project approvals, including Conditional Use authorization. Therefore, the proposed project would have less-than-significant impacts on visual character.

**Impact AE-4: The proposed project would create a new source of light and glare, but not to an extent that would adversely affect day or nighttime views in the area or which would substantially impact other people or properties. (Less than Significant)**

Additional light would be introduced by the proposed building and its four stories of commercial and condominium windows. New lighting would include light within the dwelling units and commercial/retail spaces, light fixtures at the building and garage entrances, and pedestrian walkways inside the building’s open court for safety and security, typical of residential and commercial development. The adaptively reused Alexandria Theatre would have lighting on the marquee, entrance, and retail space, similar to conditions when the theater was operating. The proposed project would thus introduce new light to the project block; however, given existing sources of light on Geary Boulevard and street lighting, the impacts of the new lighting would not be significant.

The proposed project would comply with City Planning Commission Resolution 9212, which prohibits the use of mirrored or reflective glass at the pedestrian level. The building would result in additional illumination but not light or glare that would significantly impact other properties. For the above reasons, the proposed project would not have a significant light and glare impact.

**Impact AE-5: The proposed project, in combination with past, present, and reasonably foreseeable future development in the site vicinity, would result in less-than-significant impacts to aesthetic resources. (Less than Significant)**

The proposed project would result in a more intense development on the project site, but would replace existing urban uses with other allowable land uses. Development in the project area, including development of Lot 7 with a duplex, would be subject to development standards such as those controlling height and bulk in the proposed project. As discussed above, the proposed project would not substantially change the existing visual character of the project area, and therefore would not result in cumulative aesthetic effects.

<i>Topics:</i>	<i>Potentially Significant Impact</i>	<i>Less Than Significant with Mitigation Incorporated</i>	<i>Less Than Significant Impact</i>	<i>No Impact</i>	<i>Not Applicable</i>
<b>3. POPULATION AND HOUSING</b>					
<b>— Would the project:</b>					
a) Induce substantial population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b) Displace substantial numbers of existing housing units or create demand for additional housing, necessitating the construction of replacement housing?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c) Displace substantial numbers of people, necessitating the construction of replacement housing elsewhere?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

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

Currently, six persons are employed at the operating retail units in the closed Alexandria Theatre building. The parking lot is a self-pay lot with no attendants. The development of the new four-story mixed-use building, with 46 dwelling units, 5,650 gsf of retail space, 900 gsf of restaurant space, and two garage levels would result in an on-site population estimated at 105

residents and approximately 20 employees total.<sup>9, 10, 11</sup> The renovated theater and retail spaces in the Alexandria Theatre building would generate approximately 54 new jobs, including the. The Alexandria Theatre building currently has six employees ~~currently~~ working in the active retail shops, which would be retained; therefore the total employees located within the Alexandria would be 60 employees.<sup>12</sup> In total, the proposed project would result in approximately 105 new residents and 74 new employees on the project site, ~~including the six employees currently on site.~~ ~~With the proposed retail uses in the new building and the theater building, there would be a net increase in employment of about 68 jobs.~~

The resulting residents and employees would not be considered a significant impact. ABAG's *Projections and Priorities 2009* indicates that San Francisco's 2010 population is 810,000, and the number of jobs in the City in 2010 is 568,730. If all employees of the proposed project in-migrated to San Francisco, then the additional ~~68~~ 74 employees would amount to an approximately 0.01 percent population increase in the City and a 1.5 percent population increase in the project vicinity, and less than a 0.01 percent employment increase in the City. Negligible in-migration would be expected with the service sector jobs generated; employees would be likely to already live in the area. Thus, the proposed project's contribution to direct or cumulative population increase would be less than significant.

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<sup>9</sup> Population per household is based on an average household size of 2.28 persons per household in San Francisco in 2010, as identified in the Association of Bay Area Governments' *Projections and Priorities 2009*. In addition, the average household size for the project site Census Tract was researched using the 2000 US Census. Census Tract 426, which includes 5400 Geary Blvd. and both affordable and market-rate housing, has an average household population of 2.25. The 46 residential units would result in approximately 104 residents based on 2.25 residents per unit, and 105 residents based on 2.28 residents per unit.

<sup>10</sup> These estimates assume full leasing of all retail space and occupation of dwelling units.

<sup>11</sup> San Francisco Planning Department, *Transportation Impact Analysis Guidelines for Environmental Review*, October 2002. General retail ~~and~~ has an average employment density of 350 gsf per employee. Restaurant use has an average employment density of 240 gsf per employee. (5650/350gsf of retail = approximately 16 employees. 900/240 gsf of restaurant = approximately four employees. Total new employees of the mixed-use building: 16+4 = approximately 20 employees)

<sup>12</sup> San Francisco Planning Department, *Transportation Impact Analysis Guidelines for Environmental Review*, October 2002. General retail and has an average employment density of 350 gsf per employee. Restaurant use has an average employment density of 240 gsf per employee. (7,180 6,300/350 gsf of retail = approximately 18 employees, +7,500-7,200/240 gsf of restaurant = approximately 30 employees 14,680 gsf/350 gsf = approximately 42 employees) and theater uses have an employment density of 0.023 employees per seat (~~250-221~~ seats \* 0.023 = approximately 6 employees). The office/box office space in the theater building would be associated with theater uses. Total new employees of the Alexandria Theatre = 30+18+6 = approximately 54 employees

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

The project site is currently in non-residential use; no residents would be displaced as a result of the proposed project. As noted above, the six existing employees on-site would be retained. Since there would be no project-level impacts related to displacement, there would be no cumulative-level impacts.

In June 2008, the ABAG projected regional needs in its Regional Housing Needs Determination (RHND) 2007-2014 allocation. The projected need of the City and County of San Francisco from 2007 to 2014 is 31,193 new dwelling units, or an average annual need of 4,456 net new dwelling units.<sup>13</sup> The proposed project would add 46 new residential condominium units to the City's housing stock towards meeting this need. It can be anticipated that residents at the proposed project would include both current San Francisco residents, as well as new residents of the City.

While the proposed project would increase population and employment at the site compared to existing conditions, the project effects would not be significant relative to the amount of residents and employees within the project vicinity, nor would it be significant with regard to expected increases in the population and employment of San Francisco. The addition of ~~68~~74 net new employees would not significantly affect the overall housing conditions in the region. Therefore, a less-than-significant housing demand impact would occur.

**Impact PH-3: The proposed project, in combination with past, present, and reasonably foreseeable future projects in the vicinity, would have a less-than-significant impact on population and housing. (Less than Significant)**

As described above, the proposed project and the duplex proposed for Lot 7, would not have significant cumulative population effects. Population and housing impacts, for the reasons described above, would be less than significant.

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<sup>13</sup> Association of Bay Area Governments, San Francisco Bay Area Housing Needs Plan, 2007-2014, <http://www.abag.ca.gov/planning/pdfs/SFHousingNeedsPlan.pdf>.

<i>Topics:</i>	<i>Potentially Significant Impact</i>	<i>Less Than Significant with Mitigation Incorporated</i>	<i>Less Than Significant Impact</i>	<i>No Impact</i>	<i>Not Applicable</i>
<b>4. CULTURAL AND PALEONTOLOGICAL RESOURCES—Would the project:</b>					
a) Cause a substantial adverse change in the significance of an historical resource as defined in §15064.5, including those resources listed in Article 10 or Article 11 of the San Francisco <i>Planning Code</i> ?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b) Cause a substantial adverse change in the significance of an archaeological resource pursuant to §15064.5?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c) Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d) Disturb any human remains, including those interred outside of formal cemeteries?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

**Impact CP-1: The proposed project would involve the adaptive reuse of the Alexandria Theatre building at 5400 Geary Boulevard, which would have a less-than-significant impact on historic architectural resources. (Less than Significant with Mitigation)**

~~The Alexandria Theatre opened in 1923 by Samuel Theatre Levin, a San Francisco movie entrepreneur and his brothers Alex and Joseph~~ The Alexandria Theatre, opened in 1923, was built by Samuel Levin, a prolific San Francisco theatre developer with his brothers Alex and Joseph. The Alexandria was built in a boom time for theaters and in particular, was part of the development of neighborhood facilities throughout the United States in the 1920s. Of the dozens of neighborhood theaters built throughout San Francisco in the 1920s, approximately 20 theaters still exist, and only approximately half are still in use as movie houses. At the time of the theater’s opening in 1923, it made news as the first theater in the area to use a sloped floor. The building stands out within the Richmond district due to its large physical presence and unique Egyptian Architecture (see Figure 3, 1923 and Present Alexandria Theatre Facades, p. 4). Capitalizing on the discovery of King Tutankhamen’s tomb, the architects for the building, the Reid Brothers, designed the Alexandria Theatre with a stylized Egyptian theme, mixing elements of ancient Egypt, Minoan culture, and classical detailing. The building was constructed with a steel frame and poured concrete foundation, walls, and fireproofing around the steel structure. The building emulates the massiveness of Egyptian tombs through battered, slab-like walls along Geary Boulevard and 18<sup>th</sup> Avenue. The simple ornamental schemes found in ancient buildings like the pylons of the Temple of Luxor are echoed in rhythmic bays along both steel facades and the unornamented outward curving entablature-like cap elements. The

building features a 70-foot-tall tower with an Art Deco blade sign on its Geary Boulevard façade, above the theater entrance and box office.

A two-bay, angled addition was added to the rear of the building in 1942; this addition was designed by noted San Francisco Architect A.A. Cantin. A marquee with Art Deco geometric curves and ribbing (typical of others in the 1930s and 1940s) was added at this time. ~~This marquee has since been modified from its original design.~~ Also in 1942, the interior was remodeled, the floor reshaped, and many Art Deco features were added. The Alexandria remained a single-screen theater until 1976 when it was split into three auditoria. George K. Raad Architects of San Francisco designed the remodel. The lower portion was sectioned off, and two smaller theaters were created on bleacher-like stadium seating area. All of the elements of the 1942 remodel were left intact during the 1976 modification.<sup>14</sup>

The Alexandria is not currently listed as a local or State landmark, and has not been the subject of any prior surveys, ratings, or studies.

*Historical Significance of the Alexandria Theatre.* Under CEQA, a property is determined to be an historic resource if it meets the criteria for listing on the California Register of Historic Resources under one or more of the following four criteria: Criterion 1: Events, Criterion 2: Persons, Criterion 3: Architecture/Design, or Criterion 4: Information potential. A building must also have integrity to be eligible for the California Register. Specifically, historical resources must meet one of the significance criteria and retain enough of their historic character to convey the reason for their significance.

~~A~~ Historical Resources Report was prepared for the Alexandria Theater by Elevation Architects in 2006. This report determined that the Alexandria Theater meets the definition of an historical resource under CEQA, as the building has integrity under seven categories (location, design, materials, workmanship, setting, feeling, and association) and because it falls under CEQA Category 2: Properties Requiring Further Consultation and Review, due to its association with the Reid Brothers.<sup>15</sup>

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<sup>14</sup> Elevation Architects, prepared by Jonathan Pearlman, *Historical Resource Report the Alexandria Theater*, February 2006.

<sup>15</sup> Elevation Architects, prepared by Jonathan Pearlman, *Historical Resource Report the Alexandria Theater*, February 2006.

Also, the San Francisco Planning Department prepared a Historic Resource Evaluation Response (HRER) for the theater building in 2006<sup>16</sup> and 2010.<sup>17</sup> Both HRERs determined that the Alexandria Theatre is a historic resource under CEQA. Information from the 2010 HRER is summarized below.

*Eligibility Criterion.* The Alexandria Theatre building was determined by the San Francisco Planning Department to be a historic resource under CEQA by satisfying two criteria:

- Criterion 1: Event, Movie Theater, because it was built and used as a single-screen movie theater during the period of significance for Neighborhood Movie Palaces (1915 to 1930), and exhibits all or most of the character defining features of a Neighborhood Movie Palaces, which are significant because they embody the optimism and affluence of the post-World War I era.
- Criterion 3: Architecture/Design, because the theater was the work of master architects (the Reid Brothers [1923] and A.A. Cantin [1942]) during the theater's period of significance (1923 and 1942), and because the theater's design satisfied the architecture criteria. The Reid Brothers designed many important buildings in California, including the Hotel Del Coronado in San Diego, the Fairmont Hotel in San Francisco, and many others. The Reid Brothers designed 20 theaters during the 1920s and 30s; many of these theater buildings in San Francisco remain (although in some cases are not operating as theaters), such as the Balboa, Metro, York, Avenue, and New Mission. A.A. Cantin was a prominent San Francisco architect who worked on the marquees of the Castro, Alhambra, and Royal theaters.

*Integrity.* Integrity is judged based on the period of significance, and changes made after 1942. The Alexandria Theatre has two periods of significance: 1923 and 1942. The feeling of a single-screen theater was partly lost in 1976, with the introduction of dividing walls at the top of the balcony rail to the ceiling, partitioning of the balcony into two smaller auditoriums, and installation of a projection tunnel for the main auditorium. However, a significant amount of original material and design was not significantly compromised. The interior retains sufficient integrity to convey its periods of significance. As such, the Planning Department determined

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<sup>16</sup> San Francisco Planning Department, *Historic Resource Evaluation Response*, Memorandum from N. Moses Corrette, Preservation Technical Specialist, to Leigh Kienker, Major Environmental Analysis Unit, December 18, 2006.

<sup>17</sup> San Francisco Planning Department, *Historic Resource Evaluation Response*, Memorandum from Aaron Starr, Preservation Technical Specialist, to Leigh Kienker, Major Environmental Analysis Unit, January 29, 2010.



that the building, including its interior, has retained integrity from the period of significance, including location, design, materials, workmanship, setting, feeling, and association.

*Analysis of Project Impacts on the Historic Integrity of the Alexandria Theatre.*<sup>18</sup> A project would not have a significant impact on a historically significant resource if the project would be consistent with the Secretary of the Interior' Standards for the treatment of historic properties.<sup>19</sup> As indicated in the HRER, the proposed project would remove the non-contributory divisions in the auditorium made in 1976. The entry foyer, lobby area, stairs to the upper theaters and upper lobby would be retained in accordance with the Secretary of the Interior's Standards. ~~Significant portions of the steel and concrete sloped floor of the upper auditoriums would be removed.~~ The recessed bowl floor would be leveled and the main theater spaces would be divided into two levels. The proposed plan would place the new theatre in the center of the second floor. Surrounding the theatre box, the new floor platform would be built to align with the current center aisle of the existing upper theatres, allowing access into the theatre from the elevator. The proposed project would reconfigure the theatre space to allow for the full views of the existing ceiling dome and central light fixture and would remove the 1970s non-historic interior partitions, stairs, and sloped floors to reveal historic decorative plaques and architectural details and allow for better accessibility between floors. The ground-floor would be partitioned into four retail spaces.

While the proposed changes to the auditorium would alter its spatial volume ~~and would remove historic material~~, the original theater space has already been compromised so that the proposed project would not alter the building to the point where it can no longer convey its significance. The proposed configuration of the second floor would convey building's the original theater use and significant decorative features. Significant decorative features such as the central ceiling dome and chandelier and murals would be maintained under the proposed project.

The proposed project would include openings on the 18<sup>th</sup> Avenue façade of the theater building to create new retail space. While this would remove historic material and create new openings, this would not alter the building such that it would no longer convey its significance. The openings would not impact significant interior decorative features, such as murals in the

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<sup>18</sup> San Francisco Planning Department, *Historic Resource Evaluation Response*, Memorandum from Aaron Starr, Preservation Technical Specialist, to Leigh Kienker, Major Environmental Analysis Unit, January 29, 2010.

<sup>19</sup> San Francisco Planning Department, "Revised Plans for the Alexandria Theatre by Jonathan Pearlman, Elevation Architects, dated January 11, 2011," Memorandum from Tina Tam, Senior Preservation Planner, to Chelsea Fordham, Major Environmental Analysis Unit, February 15, 2011.

auditorium space. Further, all character-defining features in the exterior, such as the building's bulk and massing, 1942 marquee, entry and blade sign, terrazzo flooring, pylon-like wall with trim and moldings, curved corner colonnade, and main recessed entrance, would be preserved and/or restored. ~~The original marquee would be rebuilt to its original height of 60 feet, as substantiated by documentary and physical evidence.~~ See Figure 3, p. 4, and Figure 8, p. 12, for illustrations of the existing and ~~proposed rebuilt previous 1923 marquees.~~

The proposed project would also include a new elevator and new elevator lobby to provide ADA access to the second floor. To maintain the historic integrity of the building, the elevator would be constructed in the existing west exit alley. The west elevation of the building does not have character-defining features and is mostly blocked by the adjacent building at 5418 Geary Boulevard. As such, views of the new elevator space from Geary Boulevard would be mostly blocked. In addition, access to the elevator lobby would be through existing doors, thereby minimizing the impact to the interior of the building. The first floor has exit doors to the alley in the lobby and the second floor has doors that open to an exterior exit balcony, which would be removed as part of the proposed project. Therefore, the new elevator would not affect the ornamental features and the murals in the main auditorium.

Additionally, the Planning Department found that the removal of the existing parking lot and construction of the new mixed-use building would not have an adverse impact on the Alexandria Theatre building, as long as appropriate safeguards are incorporated to insure the structure of the building is not physically damaged by construction activities.

Therefore, the Planning Department found that the proposed project would be consistent with the Secretary's Standards, contingent on the adoption of certain measures. These measures are identified as Mitigation Measure M-CP-1, p. 50, which would ensure that the proposed project alter, restore, and re-use portions of the Alexandria Theatre in a manner consistent with the Secretary of the Interior's Standards. With the inclusion of Mitigation Measure M-CP-1, the proposed project would have a less-than-significant impact on historic architectural resources.

Mitigation Measure M-CP-1, below, has been incorporated to address potential effects on architectural resources related to construction of the proposed project. Implementation of this mitigation measure would reduce this potential effect to a less than significant level.

#### Mitigation Measure M-CP-1: Architectural Resources

The Planning Department identified the following character-defining features of the building to be retained and respected in order to avoid a significant adverse effect. The project sponsor

shall retain a preservation architect, pursuant to Secretary of Interiors Standards of professional qualification, to implement this measure. Furthermore, the project sponsor shall also submit a detailed drawing of the project plans for review by Planning Department and Preservation Staff.

#### *Documentation/Recordation*

Before an alteration permit is issued for interior work within the Alexandria Theatre, the project sponsor shall create a catalog of all the significant interior features, including but not limited to those identified in the HRER dated February 2006 and prepared by Jonathan Pearlman of Elevation Architects. The catalogue shall include photographs of the significant interior features and written descriptions to include materials, dimensions of such features (plaster ornamentation and metalwork on walls and ceiling, murals, fixtures and furnishings), and locational/positional information.

Documentary photography shall meet the following standards:

- A. Readily Reproducible: Prints shall accompany all negatives.
- B. Durable: Photography must be archivally-processed and stored. Negatives are required on safety film only. Resin coated paper is not accepted. Color photography should also be taken but may not be substituted.
- C. Standard Sized: Sizes 4"x5", 5"x7" or 8"x10".

One copy of this catalog shall be given to the San Francisco History Center at the Main Public Library, and a second will be given to the *Planning Department*.

#### *Floor*

The recessed bowl floor was built in 1923 and altered in 1942, and is a significant feature in the development of the theater as a property type. It shall be partly preserved *in situ* by inserting a new frame floor suspended over the bowl to match with the exterior grade level.

The new floor within the main auditorium shall be set within this volume. The new floor shall not extend to the full interior width, nor be fully affixed to the exterior perimeter walls, so that from within the building a feeling of a former volume can be discerned and so that significant interior fixtures, such as murals, would not be altered, damaged, or destroyed.

The terrazzo floor connecting the sidewalk with the lobby, installed after the initial construction of the theater but during the period of significance, shall be retained.

### *Blade Sign and Marquee*

The existing 1942 blade sign and marquee shall be preserved and restored. Chemical or physical treatments, such as sandblasting, that cause damage to historic materials, shall not be used.

### *Lobby & Stair*

The building's main lobby shall be maintained as it was remodeled in 1942, and the main staircase shall continue to serve the tenants of the second floor. The main interior finishes of the lobby as well as the bulk of its shape and dimensions shall be maintained.

### *Mezzanine*

The former mezzanine shall be remodeled to contain one theater space and a lounge, café, restaurant, or other use. (The final uses are to be determined).

### *Exterior Openings*

On the exterior, no new openings shall be incorporated along the Geary Boulevard elevation. New openings shall be opened on the secondary façade on 18<sup>th</sup> Avenue, and shall be designed similarly to the storefronts on Geary Boulevard, with plate glass storefronts and storefront transoms. The main walls above the storefront assemblies shall have a minimum of new openings not to exceed those found on the Geary Boulevard elevation. These measures would preserve the feeling of mass that is important to the Egyptian revival architecture of the building. The proposed new openings on the east side façade shall not in any way alter or damage the murals or other significant features on the inside of the auditorium space or on the exterior of the building.

The northernmost two building bays that were added to the building in 1942 and are set on a slightly angled plane from 18<sup>th</sup> Avenue can, at the option of the project sponsor, be opened to a greater degree with glass windows. However, and appropriate amount of solid-to-void ratio shall be maintained so as not to significantly alter the character of the building.

### *General Historic Preservation and Monitoring*

Related new construction shall not destroy historic materials that characterize the property and its environment. The new work shall be differentiated from the old to protect the historic integrity of the property and shall be compatible with the massing, size, scale, and architectural details to protect the historic integrity of the property and its environment.

The project sponsor shall retain the services of a preservation architect or architectural historian who meets the Secretary of the Interior's Standards Professional Qualifications Standards to oversee the preservation and restoration of significant features of the building and to review all proposed changes to ensure that they would not denigrate or destroy significant architectural or decorative features.

#### *Construction Measures*

The project shall incorporate construction-phase measures to provide protection and avoid impacts on the historic theater, as proposed by the project sponsor. These construction measures shall include the following elements:

- Before the floors of the auditorium are under construction, plywood paneling shall be put in place to provide protection to the interior walls and ceiling as required.
- If there is gross failure in the attempt to move historic materials, reconstruction as needed of damaged or destroyed materials shall be based on the documentation prepared as a condition of the project.

#### **Impact CP-2: The proposed project could result in damage to, or destruction of, as-yet unknown archeological remains, should such remains exist beneath the project site. (Less than Significant with Mitigation)**

Factors considered in order to determine the potential for encountering archaeological resources include location, depth, and amount of excavation proposed, as well as any existing information about known resources in the area. Development of the proposed project would include construction of a new mixed-use building with a two-level underground parking garage. According to the project sponsor, the new mixed-use building would be supported by a mat slab foundation and the maximum depth of excavation would be 23 feet. An archaeological evaluation memorandum was prepared for the proposed project.<sup>20</sup> The archeological memorandum noted that the proposed project could disturb the upper areas of the Colma formation, which represents the cultural basement from the Pleistocene era, and in some cases contains sensitive prehistoric deposits. Because the project site may be a location for both below-ground historic and prehistoric archeological features and deposit, disturbance of these resources would be a potential adverse effect to archeological resources if not mitigated.

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<sup>20</sup> Preliminary Archeological Evaluation by Randall Dean/Don Lewis, San Francisco Planning Department, for 5400 Geary Street, April 7, 2010. This document is available for public review at the Planning Department 1650 Mission Street, Suite 400, San Francisco, CA, as part of Case File No. 2004.0482E.

Therefore, in order to reduce the impact to any CEQA-significant archeological resources resulting from soils disturbance from the proposed project, Mitigation Measure M-CP-2, p. 50, would reduce any potentially significant disturbance, damage, or loss of archaeological resources to a less than significant level.

#### Mitigation Measure M-CP-2: Archeological Resources

Based on the reasonable potential that archeological resources may be present within the project site, the following measures shall be undertaken to avoid any potentially significant adverse effect from the proposed project on buried or submerged historical resources. The project sponsor shall retain the services of a qualified archeological consultant having expertise in California prehistoric and urban historical archeology. The archeological consultant shall undertake an archeological monitoring program. All plans and reports prepared by the consultant as specified herein shall be submitted first and directly to the ERO for review and comment, and shall be considered draft reports subject to revision until final approval by the ERO. Archeological monitoring and/or data recovery programs required by this measure could suspend construction of the project for up to a maximum of four weeks. At the direction of the ERO, the suspension of *construction* can be extended beyond four weeks only if such a suspension is the only feasible means to reduce to a less than significant level potential effects on a significant archeological resource as defined in CEQA Guidelines Sect. 15064.5 (a)(c).

*Archeological monitoring program (AMP).* The archeological monitoring program shall minimally include the following provisions:

- The archeological consultant, project sponsor, and ERO shall meet and consult on the scope of the AMP reasonably prior to any project-related soils disturbing activities commencing. The ERO in consultation with the project archeologist shall determine what project activities shall be archeologically monitored. In most cases, any soils disturbing activities, such as demolition, foundation removal, excavation, grading, utilities installation, foundation work, driving of piles (foundation, shoring, etc.), site remediation, etc., shall require archeological monitoring because of the potential risk these activities pose to archaeological resources and to their depositional context;
- The archeological consultant shall advise all project contractors to be on the alert for evidence of the presence of the expected resource(s), of how to identify the evidence of the expected resource(s), and of the appropriate protocol in the event of apparent discovery of an archeological resource;
- The archaeological monitor(s) shall be present on the project site according to a schedule agreed upon by the archeological consultant and the ERO until the ERO has, in

consultation with the archeological consultant, determined that project construction activities could have no effects on significant archeological deposits;

- The archeological monitor shall record and be authorized to collect soil samples and artifactual/ecofactual material as warranted for analysis;
- If an intact archeological deposit is encountered, all soils disturbing activities in the vicinity of the deposit shall cease. The archeological monitor shall be empowered to temporarily redirect demolition/excavation/pile driving/construction crews and heavy equipment until the deposit is evaluated. If in the case of pile driving activity (foundation, shoring, etc.), the archeological monitor has cause to believe that the pile driving activity may affect an archeological resource, the pile driving activity shall be terminated until an appropriate evaluation of the resource has been made in consultation with the ERO. The archeological consultant shall immediately notify the ERO of the encountered archeological deposit. The archeological consultant shall, after making a reasonable effort to assess the identity, integrity, and significance of the encountered archeological deposit, present the findings of this assessment to the ERO.

If the ERO in consultation with the archeological consultant determines that a significant archeological resource is present and that the resource could be adversely affected by the proposed project, at the discretion of the project sponsor either:

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

If an archeological data recovery program is required by the ERO, the archeological data recovery program shall be conducted in accord with an archeological data recovery plan (ADRP). The project archeological consultant, project sponsor, and ERO shall meet and consult on the scope of the ADRP. The archeological consultant shall prepare a draft ADRP that shall be submitted to the ERO for review and approval. The ADRP shall identify how the proposed data recovery program will preserve the significant information the archeological resource is expected to contain. That is, the ADRP will identify what scientific/historical research questions are applicable to the expected resource, what data classes the resource is expected to possess, and how the expected data classes would address the applicable research questions. Data recovery, in general, should be limited to the portions of the historical property that could be adversely affected by the proposed project. Destructive data recovery methods shall not be applied to portions of the archeological resources if nondestructive methods are practical.

The scope of the ADRP shall include the following elements:

- *Field Methods and Procedures.* Descriptions of proposed field strategies, procedures, and operations.
- *Cataloguing and Laboratory Analysis.* Description of selected cataloguing system and artifact analysis procedures.
- *Discard and Deaccession Policy.* Description of and rationale for field and post-field discard and deaccession policies.
- *Interpretive Program.* Consideration of an on-site/off-site public interpretive program during the course of the archeological data recovery program.
- *Security Measures.* Recommended security measures to protect the archeological resource from vandalism, looting, and non-intentionally damaging activities.
- *Final Report.* Description of proposed report format and distribution of results.
- *Curation.* Description of the procedures and recommendations for the curation of any recovered data having potential research value, identification of appropriate curation facilities, and a summary of the accession policies of the curation facilities.

*Human Remains, Associated or Unassociated Funerary Objects.* The treatment of human remains and of associated or unassociated funerary objects discovered during any soils disturbing activity shall comply with applicable State and Federal Laws, including immediate notification of the Coroner of the City and County of San Francisco and in the event of the Coroner's determination that the human remains are Native American remains, notification of the California State Native American Heritage Commission (NAHC) who shall appoint a Most Likely Descendant (MLD) (Pub. Res. Code Sec. 5097.98). The archeological consultant, project sponsor, and MLD shall make all reasonable efforts to develop an agreement for the treatment of, with appropriate dignity, human remains and associated or unassociated funerary objects (CEQA Guidelines. Sec. 15064.5(d)). The agreement should take into consideration the appropriate excavation, removal, recordation, analysis, curation, possession, and final disposition of the human remains and associated or unassociated funerary objects.

*Final Archeological Resources Report.* The archeological consultant shall submit a Draft Final Archeological Resources Report (FARR) to the ERO that evaluates the historical significance of any discovered archeological resource and describes the archeological and historical research methods employed in the archeological testing/monitoring/data recovery program(s) undertaken. Information that may put at risk any archeological resource shall be provided in a separate removable insert within the draft final report.



Copies of the Draft FARR shall be sent to the ERO for review and approval. Once approved by the ERO copies of the FARR shall be distributed as follows: California Archaeological Site Survey Northwest Information Center (NWIC) shall receive one (1) copy and the ERO shall receive a copy of the transmittal of the FARR to the NWIC. The Major Environmental Analysis division of the Planning Department shall receive three copies of the FARR along with copies of any formal site recordation forms (CA DPR 523 series) and/or documentation for nomination to the National Register of Historic Places/California Register of Historical Resources. In instances of high public interest or interpretive value, the ERO may require a different final report content, format, and distribution than that presented above.

**Impact CP-3: The proposed project would result in a less-than-significant impact to unique geologic features. (Less than Significant)**

No unique geologic features exist on the project site, thus there would be no impact to such features as a result of the proposed project.

**Impact CP-4: The proposed project would result in a less-than-significant impact to human remains. (Less than Significant)**

Impacts on Native American burials are considered under Public Resources Code (PRC) Section 15064.5(d)(1). When an Initial Study identifies the existence of, or the probable likelihood of, Native American human remains within the project, the lead agency is required to work with the appropriate tribal entity, as identified by the California Native American Heritage Commission (NAHC). The CEQA lead agency may develop an agreement with the appropriate tribal entity for testing or disposing of, with appropriate dignity, the human remains and any items associated with Native American burials. By implementing such an agreement, the project becomes exempt from the general prohibition on disinterring, disturbing, or removing human remains from any location other than the dedicated cemetery (Health and Safety Code Section 7050.5) and the requirements of CEQA pertaining to Native American human remains. The project's treatment of human remains and of associated or unassociated funerary objects discovered during any soils-disturbing activity would comply with applicable state laws, including immediate notification of the City and County of San Francisco (CCSF) Coroner. If the Coroner were to determine that the remains are Native American, the NAHC would be notified and would appoint a Most Likely Descendant (PRC Section 5097.98). The archeological sensitivity analysis, discussed above did not identify the project site as a site of potential Native

American burials. As such the project is not anticipated to disturb any human remains, including Native American burials, and the project would have no impact on human remains.

**Impact CP-5: The proposed project, in combination with past, present, and reasonably foreseeable future projects in the vicinity, would result in less-than-significant cumulative impacts to cultural resources. (Less than Significant)**

As described above, the proposed project would have no impact on paleontological resources, unique geologic features, or human remains; therefore, no cumulative impact on these resources would occur. Development of a duplex on Lot 7 would not contribute to cumulative effects. However, without mitigation, there would be cumulative impacts associated with archeological and historic architectural resources, as described below.

As described above, Mitigation Measure M-CP-2 would reduce the proposed project’s potential impact to archaeological resources. As such, the proposed project would not contribute to any cumulative impact to archaeological resources. Mitigation Measure M-CP-2, below, has been incorporated to address potential effects on archeological resources related to construction of the proposed project. Implementation of this mitigation measure would reduce this potential effect to a less than significant level.

<i>Topics:</i>	<i>Potentially Significant Impact</i>	<i>Less Than Significant with Mitigation Incorporated</i>	<i>Less Than Significant Impact</i>	<i>No Impact</i>	<i>Not Applicable</i>
<b>5. TRANSPORTATION AND CIRCULATION—Would the project:</b>					
a) Conflict with an applicable plan, ordinance or policy establishing measures of effectiveness for the performance of the circulation system including but not limited to intersections, streets, highways and freeways, pedestrian and bicycle paths, or mass transit?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b) Conflict with an applicable congestion management program, including but not limited to level of service standards and travel demand measures, or other standards established by the county congestion management agency for designated roads or highways?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c) Result in a change in air traffic patterns, including either an increase in traffic levels, obstructions to flight, or a change in location, that results in substantial safety risks?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Topics:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact	Not Applicable
e) Result in inadequate emergency access?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
f) Conflict with adopted policies, plans, or programs regarding public transit, bicycle, or pedestrian facilities, or otherwise decrease the performance or safety of such facilities?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Under the direction of the Planning Department, the *5400 Geary Boulevard Transportation Study (Transportation Study)* was prepared by LCW Consulting in April 2007 to evaluate the transportation impacts of the proposed project.<sup>21</sup> Since then, the building program of the proposed project has been modified. However, as explained under Impacts, the trip generation with the revised building program would be lower than that analyzed in the April 2007 *Transportation Study*. As such, the *Transportation Study* provides a conservative analysis of the proposed project's transportation impacts. In addition, minor modifications have been made to the interior of the Alexandria Theatre building, to the proposed configuration of the theatre, and to add the elevator, which would slightly change the floor areas of the retail, restaurant, and theatre components. Nonetheless, this reconfiguration of floor areas would be less than those analyzed in the April 2007 Transportation Study. The analysis and conclusions from the *Transportation Study* are thus still appropriate<sup>22</sup> for the proposed project and are summarized below. The *Transportation Study* analyzed three scenarios: Existing, Existing Plus Project, and Cumulative conditions.

## Setting

**Existing Street Network.** The project site fronts Geary Boulevard and 18<sup>th</sup> Avenue. The existing Alexandria Theatre is on the corner of Geary Boulevard and 18<sup>th</sup> Avenue. The existing parking lot, the site of the proposed mixed-use building, is on 18<sup>th</sup> Avenue adjacent to the Alexandria Theatre.

Geary Boulevard is an east-west direction major thoroughfare, linking downtown with the Richmond District. Within the vicinity of the proposed project, Geary Boulevard has two travel lanes and on-street metered parking along both curbs. A No Parking Anytime regulation is in

<sup>21</sup> LCW Consulting, *5400 Geary Boulevard Transportation Study, Case No. 2004.0482E, April 2007*. A copy of this report is available for public review at the Planning Department, 1660 Mission Street, Suite 500, as part of the file Case No. 2004.0852E.

<sup>22</sup> Greg Riessen, San Francisco Planning, Major Environmental Analysis Division, email correspondence to Chelsea Fordham, San Francisco Planning, Major Environmental Analysis Division, February 11, 2011.

effect between 6:00 a.m. and 9:00 a.m. and between 4:00 p.m. and 7:00 p.m. The *San Francisco General Plan* identifies Geary Boulevard as a Major Arterial in the CMP Network, an MTS Street, a Transit Preferential Street (transit-important), and a Neighborhood Pedestrian (neighborhood commercial) Street.

18th Avenue is a north-south roadway that extends north of Golden Gate Park between Fulton Street and Lake Street. It has one travel lane in each direction, and sidewalks and on-street parking on both sides of the street.

Other major streets in the project vicinity include Clement Street, on the north side of the project block; Anza Street, one block south of Geary Boulevard; 19<sup>th</sup> Avenue, on the west side of the project block; and Park Presidio Boulevard, five blocks east of the project site (see Figure 1, Project Location, p. 2).

Clement Street is an east-west direction roadway that extends from Arguello Boulevard to the east and ends at 45th Avenue. Clement Street is a two-way roadway with one lane in each direction, and sidewalks and on-street parking on both sides of the street. The *San Francisco General Plan* identifies Clement Street as a Transit Preferential Street, between Park Presidio Boulevard and Arguello Boulevard, and as a Neighborhood Pedestrian (neighborhood commercial) Street between Park Presidio and Arguello Boulevard.

Anza Street is an east-west arterial that extends from Masonic Avenue to the east and ends at 48th Avenue to the west. Anza Street is discontinuous between 32nd and 30th Avenues. It has one travel lane in each direction, and sidewalks and on-street parking on both sides of the street.

19th Avenue is a north-south roadway that extends north of Golden Gate Park between Fulton Street and Lake Street. It has one travel lane in each direction, and sidewalks and on-street parking on both sides of the street.

Park Presidio Boulevard is part of State Route (SR) 1 and is a north-south arterial that extends north from Golden Gate Park to The Presidio. South of the Park via Crossover Drive, Park Presidio Boulevard connects with and continues as 19th Avenue (SR 1). Park Presidio Boulevard has three travel lanes in each direction, and left-turns are prohibited to the cross-streets. On-street parking and sidewalks are not provided on either side of the street. The *San Francisco General Plan* identifies Park Presidio Boulevard as a Major Arterial in the CMP Network and an MTS Street.

**Impact TR-1: The proposed project would result in a less-than-significant impact with regard to any conflict with an applicable plan, ordinance or policy establishing measures of effectiveness for the performance of the circulation system, taking into account all modes of transportation including mass transit and non-motorized travel and relevant components of the circulation system, including but not limited to intersections, streets, highways and freeways, pedestrian and bicycle paths, and mass transit. (Less than Significant)**

The intensification of the project site would include the adaptive reuse of the Alexandria Theatre and construction of a new mixed-use building on the adjacent surface parking lot. The adaptive reuse of the Alexandria would include a ~~250~~221-seat theater and associated space, ~~7,180~~ 7,480 gsf of retail space, and ~~7,500~~ 7,200 gsf of restaurant space. The proposed mixed-use building would total 52,337-gross-square-feet and would contain two underground levels of parking with ~~136~~ 137 parking spaces, 5,650 gsf of ground-floor retail, and 46 residential units. The proposed project would result in less-than-significant transportation impacts.

**Impacts TR-2: The proposed project would result in a less-than-significant impact with regard to any conflict with an applicable congestion management program, including but not limited to level of service standards and travel demand measures, established by the county congestion management agency for designated roads or highways. (Less than Significant)**

The intensification of the project site would include the adaptive reuse of the Alexandria Theatre and construction of a new mixed-use building on the adjacent surface parking lot. The adaptive reuse of the Alexandria would include a ~~250~~221seat theater and associated space, ~~7,180~~ 7,480 gsf of retail space, and ~~7,500~~ 7,200 gsf of restaurant space. The proposed mixed-use building would total 52,337-gross-square-feet and would contain two underground levels of parking with ~~136~~ 137 parking spaces, 5,650 gsf of ground-floor retail, and 46 residential units. The proposed project would result in less-than-significant transportation impacts with regard to any conflict with an applicable congestion management plan.

**Impact TR-3: The proposed project would not result in substantially increased hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses. (No Impact)**

The proposed project does not include any design features that would substantially increase traffic hazards (e.g., creating a new sharp curve or dangerous intersections), and would not include any incompatible uses, as discussed above in Topic 1, Land Use and Land Use Planning; therefore, there would be no impacts associated with traffic hazards for the proposed

project. The proposed project would include closing an existing curb cut and creating a new curb cut, both along 18<sup>th</sup> Avenue. This curb cut would be utilized to access the off-street parking garage for the project. A new curb cut accessing the project's proposed garage would be the project's only transportation-related design feature, and would not be out of character or present a substantial increased hazard.

**Impact TR-4: The proposed project would result in a less-than-significant impact with regard to inadequate emergency access. (Less than Significant)**

The proposed project would not result in a significant impact with regard to emergency access, as the project site is accessible from major streets, including Geary Boulevard and 18<sup>th</sup> Avenue. The proposed project would not interfere with existing traffic circulation or cause major traffic hazards, nor have a significant effect on traffic-related hazards or emergency access provisions. Proposed buildings are required to meet the standards contained in the Building and Fire Codes, and the San Francisco Building and Fire Departments would review the final building plans to ensure sufficient access and safety. The proposed project would therefore not impact emergency access conditions in the vicinity of the project site.

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

**Existing Conditions**

**Intersections.** Existing intersection operating conditions were evaluated for the weekday PM peak hour (generally between 5:00 p.m. and 6:00 p.m.) of the PM peak period (4:00 p.m. to 6:00 p.m.). Intersection turning movement volumes at the eight study intersections were counted in March 2005 (Tuesday, March 15<sup>th</sup> and Wednesday, March 16<sup>th</sup>). Of the eight study intersections, only the four study intersections along Geary Boulevard are signalized.

The operating characteristics of both signalized and unsignalized intersections are described by the concept of Level of Service (LOS). LOS is a qualitative description of an intersection's performance based on the average delay per vehicle. Intersection levels of service range from LOS A, which indicates free flow or excellent conditions with short delays, to LOS F, which indicates congested or overloaded conditions with extremely long delays. In San Francisco, LOS A through D are considered excellent to satisfactory service levels, and LOS E and LOS F

are considered unsatisfactory service levels. Unsignalized intersections are considered to operate at unsatisfactory conditions if one approach operates at LOS E or LOS F, and Caltrans signal warrants are met.

During the weekday PM peak hour, all of the study intersections currently operate with acceptable conditions (LOS D or better), with the exception of the Geary Boulevard/Park Presidio intersection, which operates at LOS E conditions.

**Transit.** The project site is well-served by public transit. Local service is provided by the San Francisco Municipal Railway (MUNI). Service to and from the East Bay and the Peninsula is provided by BART along Market Street and AC Transit buses from the Transbay Terminal. Service to and from the North Bay is provided by Golden Gate Transit at the Transbay Terminal and along Van Ness Avenue, and ferry service from the Ferry Building. Service to and from the Peninsula and South Bay is provided by Caltrain at its terminal located at Fourth and Townsend Streets, and by the San Mateo County Transit District (SamTrans) at the Transbay Terminal.

The Montgomery Street BART station is located four miles southeast of the project site (accessed via the 38-Geary MUNI line), the Embarcadero BART station is located 4.5 miles east of the site (accessed via the 1-California MUNI line), the Caltrain terminal is located approximately five miles southeast of the project site (accessed via the 38-Geary MUNI line and transfer to the 30-Stockton MUNI line), and the Transbay Terminal is located approximately 4.5 miles east of the project site (accessed via the 1-California or the 38-Geary MUNI lines).

In 2007, the San Francisco County Transportation Authority approved the *Geary Corridor Bus Rapid Transit Study*. The study was initiated in late 2004 and has identified and assessed five alternatives for bus improvements along Geary Boulevard, including dedicated bus lanes, distinctive boarding stations, real-time bus arrival information, and urban design treatments. The study completed preliminary design and assessment of the five alternatives for segments of Geary Boulevard. Implementation of Bus Rapid Transit (BRT) may result in the reconfiguration of the travel lanes and curb parking on Geary Boulevard, and the extent of the changes would depend on the service option selected for implementation (e.g., curbside and center BRT with one median would remove some on-street parking spaces, while center BRT with two medians would result in an increase in on-street parking spaces). With approval of the *Geary Corridor Bus Rapid Transit Study*, environmental review of BRT on Geary Boulevard is being conducted.

Once the project scope is refined through the environmental review, the engineering and construction phases can proceed, with the goal of opening service in 2015.<sup>23</sup>

**Parking.** The existing parking conditions were examined within a study area generally bounded by 16<sup>th</sup> Avenue, Balboa Street, 20<sup>th</sup> Avenue, and California Street. LCW Consulting assessed parking conditions for the weekday midday period (1:00 p.m. to 3:00 p.m.) and the weekday evening period (6:30 p.m. to 8:00 p.m.).

There are approximately 1,440 on-street parking spaces within the study area. In general, the on-street parking within the immediate vicinity of the project site is comprised of one-hour metered spaces (from 9:00 a.m. to 6:00 p.m., Monday through Saturday). In addition, there are several yellow loading zones located near businesses. Further from the project site, on-street parking is unrestricted, except for street cleaning regulations. On Geary Boulevard adjacent to the project site, there is one handicapped-accessible parking space and three metered parking spaces. On 18<sup>th</sup> Avenue adjacent to the project site there are 11 metered parking spaces and six unrestricted spaces. Overall, during the weekday midday, the on-street parking spaces within the study area are about 74 percent occupied, and during the weekday evening, about 89 percent occupied.

During the weekday midday period, parking occupancy is higher on Geary Boulevard and Anza Street than on nearby side streets, due primarily to activity associated with the retail uses on both streets. Highest parking occupancy is along Geary Boulevard, at about 98 percent. Since there is one-hour metered parking along Geary Boulevard, parking turnover is greater than along the side streets, where parking is generally unrestricted. Parking occupancy on the side streets during the midday period is lower, ranging between 64 and 76 percent. During the weekday evening period, parking occupancy on both Geary Boulevard and nearby side streets is generally close to full (89 percent overall parking occupancy).

The existing surface parking lot on the project site formerly served the Alexandria Theatre and currently accommodates about 50 parking spaces. The lot is a self-pay public parking facility that is not staffed. During weekday and weekend midday surveys, about 15 to 25 of the 50 parking spaces were occupied by various vehicles, including five of the Richmond YMCA's shuttle vans. The shuttle vans were observed parked overnight. The Richmond YMCA is located on 18th Avenue across the street from the project site.

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<sup>23</sup> San Francisco County Transportation Authority, <http://www.sfcta.org/content/view/37/70/>, accessed September 16, 2010.



As indicated above, the parking lot is available for paid public parking and the YMCA directs customers to the lot. It should be noted that the previous owners of the project site permitted YMCA employees to park without paying a fee. The parking lot is also used during services at nearby churches.

**Loading.** There are no loading spaces at the project site.

**Pedestrians.** A qualitative evaluation of existing conditions was conducted during field visits to the project site on weekday and weekends. Adjacent to the project site, the sidewalks are 13 feet wide on Geary Boulevard and 15 feet wide on 18th Avenue, and crosswalks and pedestrian countdown signals are provided at the signalized intersections on Geary Boulevard adjacent to the project block. In the vicinity of the proposed project, pedestrian volumes throughout the day are low to moderate, averaging less than 300 pedestrians per hour. Overall, the sidewalks and crosswalks were observed to be operating under satisfactory conditions, with pedestrians moving at normal walking speeds and with freedom to bypass other pedestrians.

**Bicycles.** There are four bicycle routes in the vicinity of the proposed project, including Bicycle Route #10 on Lake Street, Bicycle Route #20 on Cabrillo Street, Bicycle Route #75 on 23rd Avenue, and Bicycle Route #69 on 15th Avenue. Routes #20, #69 and #75 are Class III facilities (bikes and cars share the same travel lanes). In the vicinity of the project site, Bicycle Route #10 runs as a Class II facility (dedicated bicycle lane). During field surveys very few bicyclists were observed in the vicinity of the proposed project. No substantial safety or right-of-way issues were observed. As part of the 2009 San Francisco Bicycle Plan, undefined minor improvements to Route #69 have been proposed, in addition to an undefined long-term bicycle improvement project on Geary Boulevard between 25th Avenue and Divisadero Street, which currently is not part of the Bicycle Route Network.

## Impacts

The April 2007 *Transportation Study* assumed that the adaptively reused Alexandria Theater building would include an approximately 250-seat theater, 9,862 gsf of retail space, and 8,294 gsf of restaurant space. The *Transportation Study* also assumed that the new mixed-use building would include 39 two-bedroom residential units, and 15,120 gsf of retail space. As indicated in "A. Project Description," the proposed project would now include, in the Alexandria Theater building, an approximately ~~250~~221 seat theater, ~~6,000~~6,300 gsf of retail space, and ~~7,500~~7,200 gsf of restaurant space. The mixed-use building would now include 46 residential units, 5,650 gsf of retail space, and 900 gsf of food service uses (considered in this analysis to be restaurant space). Comparatively, the total retail component has been reduced from 24,982 gsf to ~~12,830~~

13,130 gsf; the restaurant component has been ~~increased~~ reduced from 8,294 gsf to ~~8,400~~ 8,100 gsf; the residential component has been increased from 39 to 46 units, and the theater component ~~remains the same~~ has been reduced from 250 seats to 221 seats.

As a result of the above changes to the building program and the overall decrease in retail by ~~12,152~~ 11,852 gsf, the trip generation for the proposed project would decrease from 6,081 daily trips to ~~4,348~~ 4,300 daily trips, as explained under Trip Generation, below. Given the decrease in trip generation, the *Transportation Study* provides a conservative analysis of the proposed project’s transportation impacts. The impact analysis and conclusions from the *Transportation Study* are thus still appropriate for the proposed project and are summarized below.

**Trip Generation.** Trip generation rates were developed using the Planning Department’s *Transportation Impact Analysis Guidelines for Environmental Review*, October 2002 (*SF Guidelines*), and from information provided by the Planning Department and the project sponsor. The guidelines are published by the City and County of San Francisco, and provide person trip generation rates, mode split, and vehicle occupancy information for each land use. The person-trip generation for the proposed residential and retail uses includes trips made by residents, employees, and visitors to the proposed project. Person-trip generation is based on daily and weekday PM peak hour trip generation rates (number of trips per unit, number of trips per 1,000 gsf of use, and number of trips per theater seat) provided in the *SF Guidelines*.

The trip generation per the April 2007 *Transportation Study* is shown in Table 2, Person – Trip Generation (per 2007 *Transportation Study*), p. 66. As shown in Table 2, the proposed project would generate about 6,081 person-trips (inbound and outbound) on a weekday daily basis, and 693 person-trips during the weekday PM peak hour.

**TABLE 2  
PERSON – TRIP GENERATION (PER 2007 TRANSPORTATION STUDY)**

Land Use	Size	Person Trip Generation Rates		Person-Trips	
		Daily Trip Rate	PM Peak Hour as % of Daily	Daily	PM Peak Hour
Residential	39 units	10.0 per unit	17.3%	390	67
Retail	24,982 gsf	150 per 1,000 gsf	9.0%	3,747	337
Restaurant	8,294 gsf	200 per 1,000 gsf	13.5%	1,659	224
Theater	252 seats	1.13 trips per seat	23.0%	285	65
<b>Total</b>				<b>6,081</b>	<b>693</b>

Source: *SF Guidelines*, LCW Consulting, March 2007.

The trip generation from the current building program is shown in Table 3, below. As shown, the current building program would generate about ~~4,348~~ 4,300 person-trips (inbound and outbound) on a weekday daily basis, and ~~545~~ 533 person-trips during the weekday PM peak hour. Comparatively, the 6,081 daily person trips in the 2007 *Transportation Study* is greater than the ~~4,348~~ 4,300 daily person trips under the current site plan by about ~~28~~ 29 percent. The 693 PM peak hour trips in the *Transportation Study* is greater than the ~~545~~ 533 PM peak hour trips person trips under the current site plan by about ~~21~~ 22 percent. As such, the subsequent discussions are based on the 2007 *Transportation Study*, which provides a conservative analysis of the proposed project's transportation impacts.

**TABLE 3  
PERSON – TRIP GENERATION (PER CURRENT PLANS)**

Land Use	Size	Person Trip Generation Rates <sup>a</sup>		Person-Trips	
		Daily Trip Rate	PM Peak Hour as % of Daily	Daily	PM Peak Hour
Residential	46 units	10.0 per unit	17.3%	460	80
Retail	<del>42,830</del> <u>13,130</u> gsf	150 per 1,000 gsf	9.0%	<del>4,925</del> <u>1,970</u>	<del>473</del> <u>177</u>
Restaurant	<del>8,400</del> <u>8,100</u> gsf	200 per 1,000 gsf	13.5%	<del>4,680</del> <u>1,620</u>	<del>227</del> <u>219</u>
Theater	<del>250</del> <u>221</u> seats	1.13 trips per seat	23.0%	<del>283</del> <u>250</u>	<del>65</del> <u>57</u>
<b>Total</b>				<b><del>4,348</del> <u>4,300</u></b>	<b><del>545</del> <u>533</u></b>

Source: SF Guidelines; PBS&J, 2010.

Note:

a. The total trip generation is conservative since the plans have been revised to reflect a less intensive building program.

The reduction in trip generation due to the changes to the land use mix with the proposed project would translate into fewer vehicle trips to/from the project site than the 2007 transportation study analyzed. In addition, as indicated under the Mode Splits discussion below, during the weekday PM peak hour, the proposed project would result in approximately 34 net-new vehicle trips to the site, as compared to the 65 net-new vehicle trips reported in the 2007 *Transportation Study*. Overall, the impact of the vehicle trips generated by the proposed project on the local transportation network would be lower than what was reported in the 2007 *Transportation Study*. As with the original *Transportation Study*, there would be no significant and unavoidable traffic impacts at nearby intersections. A credit for the recently discontinued theater use was applied to the PM peak hour trip generation calculations. Taking into account this credit, the proposed project would generate 34 net-new vehicle trips (20 inbound and 14 outbound vehicle-trips) during the weekday PM peak hour.

**Mode Splits.** The project-generated person-trips in the *Transportation Study* were assigned to travel modes in order to determine the number of auto, transit and “other” trips (walk, bicycle, motorcycle, taxi, and additional modes). Mode split information for the residential uses was based on the 2000 U.S. Census journey to work data for census tract 426, in which the project site is located. Mode split information for the retail, restaurant, and theater uses was based on information contained in the *SF Guidelines*. An average vehicle occupancy rate, as obtained from the U.S. Census (for the residential uses) and from the *SF Guidelines* (for the retail, restaurant, and theater uses) was applied to the number of auto person-trips to determine the number of vehicle-trips generated by the project.

The trips generated by the existing ground-floor retail uses in the Alexandria Theatre are included in the Existing conditions.<sup>24</sup> Typically, when a project site is occupied by existing land uses, the number of trips generated by the uses is subtracted or credited from the trips generated by the proposed uses in order to determine the number of net-new trips. However, since the number of trips generated by these retail uses during the PM peak hour is limited, as a conservative analysis, the vehicle-trips associated with the existing uses were not subtracted neither from the project travel demand estimates, nor from the existing traffic volumes at the study intersections. (The 2007 *Transportation Study*, p. 17, notes that the number of trips generated by the existing retail uses is limited, and, as a conservative analysis, those trips were not subtracted from the total project trips.)

However, a credit to the PM peak-hour travel demand calculations was taken for the discontinued theater land uses. The closed theater contained 1,133 seats in three auditoriums and the project would contain one screening room with ~~250~~221 seats. The credit for the discontinued use was based on trip rates derived from traffic counts conducted at a similar theater during the PM peak hour.<sup>25</sup>

Also, an internal linked trip factor of five percent was applied to the PM peak hour trip generation calculations for the retail, restaurant, and theater uses to take into account that some individuals would visit two or more of the proposed land uses (e.g., restaurant and theater, or restaurant and retail) without leaving the site. In other words, trips for the commercial uses were reduced five percent from the total trips for individual uses.

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<sup>24</sup> The total ~~12,830~~ 13,130 gsf of retail space with the project includes the existing 1,180 gsf of retail space that would be retained. See Table 1, p. 7.

<sup>25</sup> The 2007 *Transportation Study*, Appendix F describes that the discontinued theater uses generated about 623 PM peak-hour person-trips, or 169 vehicle trips, and that those trips were subtracted from the total project trips to provide net trips.

As reported in the *Transportation Study*, the proposed project would generate 38 net-new person trips in the weekday PM peak hour, and 65 net-new vehicle trips in the weekday PM peak hour.<sup>26</sup> Of these 65 PM peak hour vehicle trips, 38 (59 percent) would be in-bound to the site and 27 (27 percent) would be outbound. (Comparatively, applying similar credits to the current site plan, the current plan would generate 783 net-new daily vehicle trips and 17 net-new vehicle trips in the weekday PM peak hour.)

**Intersections.** According to the significance criteria used by the Planning Department, the operational impact on signalized intersections is considered significant if project-related traffic causes the intersection level of service to deteriorate from LOS D or better to LOS E or LOS 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 LOS 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 LOS F.

A proposed project may result in significant adverse impacts at intersections that operate at LOS E or LOS F under existing conditions depending upon the magnitude of the proposed project's contribution to the worsening of the average delay per vehicle. In addition, a proposed 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.

The 2007 *Transportation Study* evaluated the effects of the weekday PM peak-hour vehicle trips at eight intersections in the project vicinity: Geary Boulevard/Park Presidio; Clement Street/18<sup>th</sup> Avenue; Geary Boulevard/18<sup>th</sup> Avenue; Anza Street/18<sup>th</sup> Avenue; Clement Street/19<sup>th</sup> Avenue; Geary Boulevard/19<sup>th</sup> Avenue; Anza Street/19<sup>th</sup> Avenue; and Geary Boulevard/25<sup>th</sup> Avenue. During the PM peak hour all of these intersections currently operate at LOS C or better (acceptable conditions), with the exception of the Geary Boulevard/Park Presidio intersection which operates at LOS E conditions.

Under the Existing-Plus-Project conditions, all eight study intersections would operate at the same LOS as with existing conditions with relatively small changes to the delays at any of the intersections (see Table 4, Intersection Level of Service Analysis, below). The intersection of

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<sup>26</sup> LCW Consulting, *5400 Geary Boulevard Transportation Study, Case No. 2004.0482E, April 2007*. A copy of this report is available for public review at the Planning Department, 1660 Mission Street, Suite 500, as part of the file Case No. 2004.0852E.

Geary Boulevard/Park Presidio would continue to operate at LOS E (unacceptable conditions) with an average delay of 74.2 seconds. The proposed project would contribute 15 vehicles during the weekday PM peak hour to the westbound movement, which would represent 1.4 percent of the total westbound approach volumes.

**TABLE 4  
INTERSECTION LEVEL OF SERVICE ANALYSIS**

Intersection	Existing		Existing-plus-Project		Cumulative	
	LOS	Avg. Delay (Sec./Veh)	LOS	Avg.Delay (Sec./Veh)	LOS	Avg. Delay (Sec./Veh)
Geary Blvd/Park Presidio	E	73.0	E	74.2	F	>80
Geary Blvd/18 <sup>th</sup> Ave	B	16.8	B	17.5	C	20.9
Geary Blvd/19 <sup>th</sup> Ave	B	17.3	B	17.4	C	25.5
Geary Blvd/25 <sup>th</sup> Ave	C	24.3	C	24.3	D	42.3
Clement St/18 <sup>th</sup> Ave*	B	11.3	B	11.6	B	13.4
Clement St/19 <sup>th</sup> Ave*	B	10.7	B	10.8	B	12.1
Anza St/18 <sup>th</sup> Ave*	A	9.2	A	9.3	A	9.9
Anza St/19 <sup>th</sup> Ave*	A	9.6	A	9.6	B	10.5

Source: LCW Consulting, 2007.

Note:

\* Worst minor street movement LOS and delay are reported for two-way stop controlled (unsignalized) intersections.

The proposed project's traffic contribution to the intersection of Geary Boulevard/Park Presidio would not be considered significant based on an examination of the traffic volumes for the traffic movements which determine LOS performance at this intersection. The proposed project would generally add traffic to movements which would continue to operate satisfactorily. Where the proposed project would add a few vehicles to movements which operate poorly under the existing conditions, the proposed project's contributions to these movements would be small and would not materially affect overall LOS performance. Thus, proposed project traffic would not result in a considerable contribution to traffic conditions, and would not result in a significant impact on intersection level of service.

**Transit Impacts.** A proposed project would have a significant effect on transit if it would cause a substantial increase in transit demand that could not be accommodated by adjacent transit capacity, resulting in unacceptable levels of transit service; or cause a substantial increase in delays or operating costs such that significant adverse impacts in transit service levels could result.

The 2007 *Transportation Study* analyzed public transit demand that would be generated by the proposed project. Transit trips to and from the project site would utilize the nearby MUNI lines and transfer to other MUNI bus and light rail lines, or to regional transit providers including Caltrain, SamTrans, AC Transit, Golden Gate Transit, and BART. Due to the credit for the trip generation from the discontinued theater, the proposed project would result in a net reduction in transit trips to the site. The existing 1,113-seat theater generated more peak-hour transit trips than would the proposed project. The retail, restaurant, theater, and residential uses would generate an estimated reduction of 61 total in-bound and outbound transit trips during the PM peak hour compared to conditions when the theater was in full operation.<sup>27</sup> Because the proposed project would result in a net reduction in transit trips, transit impacts would be less than significant.

Since the proposed project's vehicular access would be on 18th Avenue where there are no bus lines or bus stops, it is not anticipated that vehicle trips to or from the project site would conflict with MUNI bus operations. Vehicles turning onto 18th Avenue would not conflict with the 38 Geary bus stops at 17th and 20th Avenues. As indicated above, the San Francisco County Transportation Authority is currently studying options for bus rapid transit on Geary Boulevard. The proposed project would not conflict with or preclude implementation of BRT in the project vicinity; however, implementation of BRT could potentially result in the elimination or reduction of the diagonal curb parking on Geary Boulevard. This impact would not be a result of the proposed project.

**Pedestrians.** A proposed project would have a significant effect on the pedestrian environment if it would result in substantial overcrowding on public sidewalks, create potentially hazardous conditions for pedestrians, or otherwise interfere with pedestrian accessibility to the site and adjoining areas.

Pedestrian trips would include walk trips to and from the residential, restaurant, theater, and retail uses, plus walk trips to and from the MUNI bus stops on Geary Boulevard. The proposed project would generate 172 pedestrian trips during the PM peak hour. With an existing credit of 133 trips and nine linked trips, the proposed project would have resulted in a net increase of approximately 30 trips (pedestrian trips could include bicycle, motorcycle, and taxi trips) during the PM peak hour.

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<sup>27</sup> The 2007 *Transportation Study*, Appendix F describes that the discontinued theater uses generated about 149 PM peak-hour transit trips, and that those trips were subtracted from the total project transit trips to provide net trips. In this case, there would be a net reduction in transit trips compared to conditions when the theater was in full operation.

These new pedestrian trips could be accommodated on the existing sidewalks and crosswalks adjacent to the project site and would not substantially affect the current pedestrian conditions along Geary Boulevard or 18<sup>th</sup> Avenue. As the adjacent sidewalks are 13 to 15 feet wide and currently have moderate pedestrian activity during the weekday PM peak hour, pedestrian conditions would continue to remain acceptable.

The adjacent intersections of Geary Boulevard/18<sup>th</sup> Avenue and Geary Boulevard/19<sup>th</sup> Avenue are signalized, and pedestrian crosswalks and pedestrian countdown signals are provided. The new pedestrian trips could be accommodated within the existing crosswalks without affecting pedestrian circulation. Therefore, both the proposed project would have a less-than-significant impact on the pedestrian environment.

**Bicycles.** A proposed project would have a significant effect if it would create potentially hazardous conditions for bicyclists or otherwise substantially interfere with bicycle accessibility to the site and adjoining areas.

It is anticipated that a portion of the 30 “walk/bicycle/other” trips generated by the proposed project would be bicycle trips. There are four bicycle routes in the vicinity of the project site, including Bicycle Route 10 on Lake Street, Bicycle Route 20 on Cabrillo Street, Bicycle Route 75 on 23<sup>rd</sup> Avenue, and Bicycle Route 69 on 15<sup>th</sup> Avenue. Routes 20, 69, and 75 are Class III facilities; bicyclists and cars must share the same travel lanes. Route 10 is a Class II facility, providing a dedicated bicycle lane.

Although the proposed project would result in an increase in the number of vehicles in the vicinity of the project site, this increase would not be substantial enough to affect bicycle travel in the area.

The *Planning Code* requires the proposed project to include 23 bicycle spaces. The *Planning Code* would not require the provision of shower/locker facilities because the 5,650-square-foot retail component of the new mixed-use building would be less than 25,000 square feet (Section 155.3(d)). Per Section 155.3(d) of the *Planning Code*, since the proposed project would provide less than 10,000 gsf of retail in the new mixed-use building, it would not be required to provide showers or lockers.

Based on the current site plans, the proposed project would include 32 bicycle lockers to be located on basement level of the mixed use building. The proposed project would provide 32 bicycle spaces, or 9 spaces more than the code requirement. As such, the proposed project would comply with *Planning Code* bicycle requirements.



**Parking.** 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."

The 2007 *Transportation Study* accounted 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 project site would be minor, and the traffic assignments used in the 2007 *Transportation Analysis*, as well as in the associated air quality, noise and pedestrian safety analyses, reasonably addresses potential secondary effects.

As noted previously, weekday midday (1:00 p.m. to 3:00 p.m.) and evening (6:30 p.m. to 8:00 p.m.) on-street parking conditions were evaluated for a study area bounded by 16th Avenue, Balboa Street, 20th Avenue and California Street.

Based on the current plans, the proposed project would have a total of ~~136~~ 132 standard parking spaces and five handicapped-accessible parking spaces within the mixed-use building. 84 standard spaces and two handicapped-accessible spaces would be on the basement level for the commercial uses (via the use of parking lifts which allow two cars to stack in each parking stall), and ~~50~~ 48 standard spaces and three handicapped-accessible spaces would be ~~independently-accessible parking spaces provided~~ on the sub-basement level, for the residential uses. ~~Five handicapped-accessible parking spaces would be included.~~

As shown in Table 5, below, the residential component would have a long-term demand of 69 spaces. The long-term residential demand generally occurs during the evening and overnight hours, and the residential demand of 69 spaces would not be fully accommodated within the residential parking supply of ~~50~~ 48 parking spaces, resulting in a shortfall of ~~19~~ 21 spaces. This shortfall would be accommodated on-street (on-street parking spaces are not time-limited overnight) or in the first level of the parking garage. Since the evening on-street parking occupancy in the study area is 89 percent, on-street supply is available to accommodate the additional demand from the proposed project.

**TABLE 5  
PROPOSED PROJECT PARKING DEMAND**

Land Use	Demand <sup>1</sup>	Planning Code Section 151 Minimum	Supply
Residential (Proposed)	69	46	<del>50</del> <u>48</u>
Retail, restaurant, theater	68	99	86
<b>Total (New)</b>	<b>137</b>	<b>145</b>	<b><del>136</del> <u>137</u></b>

Source *SF Guidelines; PBS&J, 2009.*

Notes:

<sup>1</sup> The retail, restaurant and theater parking demand includes the credit for the discontinued theater use of 74 spaces, as discussed in the 2007 Transportation Study, Appendix F.

During the weekday midday, the residential parking demand is estimated to be about 55 spaces, which is 80 percent of the overnight parking demand described in the previous paragraph. In addition, the retail, restaurant, and theater uses would generate a net-new parking demand (taking into account the credit for parking demand associated with the recently discontinued theater use) of ~~67~~ 68 spaces, for a total demand of 137 spaces. Since the proposed project would provide ~~136~~ 137 parking spaces, ~~there would be a deficit of one space during the weekday midday~~ the parking demand would be met on-site.

It should also be noted that the existing surface parking lot on the project site contains about 50 spaces and is a public parking facility. Vehicles currently using the lot would be displaced and could be accommodated on-street. During weekday midday field surveys, between 15 and 25 of the parking spaces were observed to be occupied. Vehicles parked in the existing surface lot would need to be accommodated on-street, which would result in an increase in the overall midday occupancy to 74 percent.

The driveway for the garage would eliminate one on-street parking space. However, since the existing driveway to the surface parking lot on the site would be eliminated, there would not be any net reduction in the number of on-street parking spaces on 18th Avenue.

**Parking Requirements.** For the proposed project, *Planning Code* Section 151 would require 46 independently-accessible parking spaces for the residential uses (one space per unit) and 26 spaces for the retail use (one for each 500 sf of occupied floor area where the occupied floor area exceeds 5,000 sf), ~~42~~ 41 spaces for the restaurant use (one for each 200 sf of occupied floor area, where the occupied floor area exceeds 5,000 sf), and ~~34~~ 28 spaces for the theater use (one for each eight seats where the number of seats exceeds 50 seats). In total, *Planning Code* Section 151 would require the proposed project to provide ~~145~~ 141 parking spaces; the proposed project would provide ~~136~~ 137 spaces. As such, there would be a *Planning Code* deficit of ~~nine~~ four spaces.

*Planning Code* Article 1.5, Section 155 (i) requires one of every 25 off-street parking spaces to be designed and designated for handicapped persons. Based on this requirement, the proposed project would be required to provide five handicapped spaces and the proposed project would provide five handicapped spaces. The ceiling height of 12 feet for the first and second below-grade garage levels would meet the design requirements for van-accessible parking spaces.

As noted above, San Francisco does not consider parking supply as part of the permanent physical environment. Furthermore, because the proposed project would provide an adequate amount of parking spaces, consistent with *Planning Code* requirements, this would be a less-than-significant impact. Although not required, the proposed project would implement Improvement Measure I-TR-1, p. 78, to reduce the proposed project's parking demand.

**Loading.** According to the significance criteria used by the Planning Department, a project would have a significant effect on the environment if it would result in a loading demand during the peak hour of loading activities that could not be accommodated within proposed on-site loading facilities or within convenient on-street loading zones, and created potentially hazardous conditions or significant delays affecting traffic, transit, bicycles or pedestrians.

The delivery/service vehicle demand is estimated based on the methodology and truck trip generation rates presented in the *SF Guidelines*. Delivery/service vehicle demand is based on the types and amount of land uses. Based on the 2007 *Transportation Study*, the proposed project would generate about 37 truck trips per day, which would result in a demand for about two loading spaces during both the average and the peak hour of loading activities. About 80 percent of the truck trips and demand for two loading spaces during the average and peak hours of loading activities would be generated by the proposed restaurant uses.

It is anticipated that most of the delivery/service vehicles that would be generated by the proposed project would consist of small trucks and vans for the new retail and restaurant uses. In addition, the residential uses would generate an occasional demand for large and small moving vans.

**Loading Requirements.** The San Francisco *Planning Code* does not require a loading space for the proposed project because the retail and restaurant component of the new mixed-use building would be less than 10,000 gsf.

The uses within the renovated theater would be served from existing on-street metered commercial loading spaces on Geary Boulevard or from the proposed commercial vehicle loading spaces on 18th Avenue. Deliveries to the proposed restaurant, retail, and theater uses would need to be carted from the proposed on-street loading spaces on either 18th Avenue or the existing Geary Boulevard space to the renovated theater building entrance on Geary Boulevard. As noted above, about 80 percent of the demand for two loading spaces during the average and peak hours of loading activities would be generated by the proposed restaurant uses.

Overall, the proposed project would have adequate loading space to meet demand, and therefore, would not have a significant adverse effect on loading conditions.

Residential move-in and move-out activities are anticipated to occur from the curb on 18th Avenue. Curb parking on 18th Avenue could be reserved through the local station of the San Francisco Police Department.

Waste and recycling materials would be carted to the gated waste storage area located within the rear yard of the new building. A 7.5-foot access pathway would be provided between the new building and the renovated theater building for access between the waste storage area and 18th Avenue. Waste and recycling from the renovated theater building would need to be carted along 18th Avenue to the storage area, while waste and recycling would be carted from the new

building to the rear yard via internal hallways on the ground floor. Building management would coordinate with the Golden Gate Disposal and Recycling Company regarding collection operations. Although not required, the proposed project would implement Improvement Measure I-TR-2, p. 78, to increase the proposed project's loading space supply.

**Construction.** According to the significance criteria used by the Planning Department, construction-related impacts generally would not be considered significant due to their temporary and limited duration.

Potential construction impacts for the project analyzed in the 2007 Transportation Study and the proposed project would be very similar. Impacts would be associated with the delivery of construction materials and equipment, removal of construction debris, and parking for construction workers. Detailed information on the construction program for the proposed project is not currently available from the project sponsor, and was estimated based on information on similar projects. It is anticipated that construction would take approximately 24 months. Detailed plans for construction activities have not yet been finalized; however, there would be four primary construction phases, which would partially overlap: Phase 1, Demolition; Phase 2, Excavation and Shoring; Phase 3, Building Construction; and Phase 4, Interior and exterior finishes.

Construction related activities would typically occur Monday through Friday (7:00 a.m. to 5:30 p.m.) and Saturday (8:00 a.m. to 2:00 p.m.). Construction staging would occur primarily on-site. It is anticipated that all or a portion of the sidewalk along the project site (on Geary Boulevard and 18<sup>th</sup> Avenue) would be closed during construction and, if necessary, a temporary pedestrian walkway would be constructed in the adjacent curb lane. It is not anticipated that the temporary pedestrian walkway would substantially affect pedestrian flows on Geary Boulevard or 18<sup>th</sup> Avenue. No regular traffic lanes are expected to be closed during construction. However, if it is determined that temporary lane closures would be needed, they would be coordinated with the City in order to minimize impacts on local traffic. In general, lane and sidewalk closures are subject to review and approval by the Department of Public Works (DPW) and the Interdepartmental Staff Committee on Traffic and Transportation (ISCOTT). Since there are no MUNI bus stops along the project site frontage, it is not anticipated that any bus stops would need to be relocated during construction.

Throughout the construction period, there would be a flow of construction-related trucks in and out of the site. Also, construction workers would be traveling to and from the project site. The impact of construction truck traffic would be a temporary decrease in the capacities of local streets due to the slower movement and larger turning radii of trucks, which may affect traffic

operations. The peak number of truck trips is anticipated to occur during the building construction phase, likely during the concrete pour. It is anticipated that a majority of the construction-related truck traffic would use Geary Boulevard for access to and from the site. However, it is anticipated that the addition of these trips would not substantially affect transportation conditions, as any impacts on local intersections or the transit network would be similar to, or less than, those associated with the proposed project.

Construction workers who drive to the site would cause a temporary parking demand and would park on-site or on-street. However, it is anticipated that the addition of the worker-related vehicle- or transit-trips would not substantially affect transportation conditions, as any impacts on local intersections or the transit network would be similar to, or less than, those associated with the proposed construction. Construction workers who drive to the site would cause a temporary parking demand, and would park on-site or on-street.

Although not required, the project sponsor would implement Improvement Measure I-TR-3, described on p. 79, to further reduce construction-related impacts.

Prior to construction, the project contractor would coordinate with MUNI's Street Operations and Special Events Office to coordinate construction activities and reduce any impacts to transit operations.

Improvement Measure I-TR-5a, I-TR-5b, and I-TR-5c, below, have been incorporated to address potential parking, loading, and construction effects related to construction of the proposed project. Implementation of these improvement measures would improve the less-than-significant impacts to parking, loading, and construction effects.

#### Improvement Measure I-TR-5a: Parking

As improvement measures to reduce the proposed project's parking demand and parking shortfall and to encourage use of alternative modes, the project sponsor would provide a transportation insert for the move-in packet that would provide information on transit service (MUNI and BART lines, schedules, and fares), information on where Fast Passes could be purchased, and information and an application for the Bay Area's RIDES carpooling program.

#### Improvement Measure I-TR-5b: Loading

The project sponsor shall request that two of the 11 metered parking spaces adjacent to the project site on 18th Avenue be converted to commercial vehicle loading/unloading spaces for a limited duration (e.g., from 8:00 a.m. to 3:00 p.m.).

This change to the existing curb parking regulation would need to be approved at a public hearing through the Department of Parking and Traffic.

#### Improvement Measure I-TR-5c: Construction Traffic

Any construction traffic occurring between 7:00 a.m. and 9:00 a.m. or 3:30 p.m. and 6:00 p.m. would coincide with peak hour traffic and could temporarily impede traffic and transit flow, although it would not be considered a significant impact. An improvement measure limiting truck movements to the hours between 9:00 a.m. and 3:30 p.m. (or other times if approved by the Traffic Engineering Department of Parking and Traffic (DPT)) would minimize disruption of the general traffic flow on adjacent streets during the AM and PM peak periods.

The project sponsor and construction contractor(s) shall meet with the DPT, the Fire Department, MUNI, the Planning Department, and other City agencies to determine feasible measures to reduce traffic congestion, including temporary bus stop relocation and other potential transit disruption and pedestrian circulation effects during construction of the proposed project. The temporary parking demand by construction workers shall be met on-site, on-street, or within other off-street parking facilities.

#### **Impact TR-6: The proposed project, in combination of past, present, and reasonably foreseeable future projects, would have less-than-significant transportation cumulative impacts. (Less than Significant)**

To develop 2020 cumulative traffic volumes, the 2007 *Transportation Study* assumed an annual growth rate of 1.0 percent per year (total growth rate of 16.1 percent for 15-year period between 2005 and 2020). These future traffic volumes were used to forecast the LOS conditions at the eight study intersections under 2020 cumulative conditions during the PM peak hour. As shown in Table 4, Intersection Level of Service Analysis, p. 70, all study intersections would continue to operate at LOS D or better (acceptable conditions), with the exception of the Geary Boulevard/Park Presidio intersection, which would operate at LOS F with an average delay of more than 80 seconds.

Based on the 2007 *Transportation Study*, the proposed project would contribute minimally to the total 2020 cumulative traffic volumes at the study intersections, between 0.4 and 3.3 percent, based on the net traffic generation for the project, discussed on p. 66. The proposed project's contribution to the growth in traffic volumes between existing and 2020 cumulative conditions would be between 2.5 and 22.6 percent. The proposed project's traffic would not represent a considerable contribution to the adverse cumulative conditions, and the proposed project

would not have a significant traffic impact at the intersection of Geary Boulevard/Park Presidio. No mitigation would be required.

As mentioned in the Project Description a duplex is proposed separately on the adjacent Lot 7. Development of a duplex on Lot 7 would not contribute substantially to cumulative effects.

The proposed project would not contribute to significant adverse cumulative effects on transit, pedestrian, or parking conditions.

<i>Topics:</i>	<i>Potentially Significant Impact</i>	<i>Less Than Significant with Mitigation Incorporated</i>	<i>Less Than Significant Impact</i>	<i>No Impact</i>	<i>Not Applicable</i>
<b>6. NOISE—Would the project:</b>					
a) Result in exposure of persons to or generation of noise levels in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b) Result in exposure of persons to or generation of excessive groundborne vibration or groundborne noise levels?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c) Result in a substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
d) Result in a substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
e) For a project located within an airport land use plan area, or, where such a plan has not been adopted, in an area within two miles of a public airport or public use airport, would the project expose people residing or working in the area to excessive noise levels?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
f) For a project located in the vicinity of a private airstrip, would the project expose people residing or working in the project area to excessive noise levels?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
g) Be substantially affected by existing noise levels?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

**Impact NO-1: The proposed project would not result in a substantial permanent increase in ambient noise levels in the project vicinity, nor would not expose persons to noise levels in excess of standards established in the local general plan or noise ordinance. (Less than Significant)**

The Environmental Protection Element of the *General Plan* contains Land Use Compatibility Guidelines for Community Noise. These guidelines, which are similar to, but differ somewhat from, state guidelines promulgated by the Governor’s Office of Planning and Research, indicate



maximum acceptable exterior noise levels for various newly developed land uses. For residential uses, the maximum “satisfactory” exterior noise level without incorporating noise insulation into a project is 60 dBA (Ldn), while the guidelines indicate that residential development should be discouraged at exterior noise levels above 65 dBA (Ldn). Where exterior noise levels exceed 65 dBA, a detailed analysis of noise reduction requirements would be necessary prior to final review and approval, and new construction or development of residential uses will require that noise insulation features be included in the design. In addition, Title 24 of the California Code of Regulations establishes uniform noise insulation standards for residential projects. Title 24’s requirements for interior noise levels is that with windows closed, exterior noise sources shall not exceed 45 decibels in any habitable room (Title 24 requirements for residential structures other than detached single-family dwellings).

The existing noise environment in the project area is typical of noise levels in San Francisco, with primary sources of noise being the project site’s proximity to traffic on Geary Boulevard, including its MUNI bus lines and other local street traffic in the vicinity. The intersection of 18<sup>th</sup> and Geary is signal-controlled and thus traffic-related noise coming from that intersection would vary from stopped traffic to moving vehicles. Based on modeling of traffic noise volumes conducted by the San Francisco Department of Public Health (DPH),<sup>28</sup> the project site has ambient traffic noise levels within the ranges to discourage such uses, with some near-road portions of the proposed project having ambient conditions that range from 65 – 70 dBA. Therefore, the proposed project would locate new residential units, considered to be sensitive receptors, in an environment with noise levels above those considered normally acceptable for residential uses, and the project sponsor would be required by the Department of Building Inspection and Title 24 to incorporate noise insulation features in the project to maintain an interior noise level of 45 dBA. It is anticipated that, at a minimum, sound-rated windows and/or doors would be installed as part of the proposed project. The DBI would review project plans for compliance with Title 24 noise standards. Compliance with Title 24 standards and with the *General Plan* would ensure that effects from exposure to ambient noise would not result in significant impacts, either individually or cumulatively.

The occupancy and operation of the proposed project would generate noise from ventilators, the restaurant exhaust and HVAC (heating, ventilation, and air conditioning) system, and other mechanical equipment. The proposed project would comply with the San Francisco Noise Ordinance, San Francisco Police Code Section 2909, Fixed Source Levels, which regulates

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<sup>28</sup> Traffic noise map presented on DPH website: <http://www.sfdph.org/dph/EH/Noise/default.asp>.

mechanical equipment noise. At the project location, operational noise would not be expected to be noticeable, given background noise levels along Geary Boulevard.

Vehicular traffic makes the greatest contribution to ambient noise levels throughout most of San Francisco. Traffic noise created by the proposed project would be due to additional automobiles and truck deliveries, and trips to and from the site generated by the residential and commercial uses. Peaks in noise would correspond to visitation of the retail uses and restaurant, as well as the daily commuting of some residents. The residential uses in the neighborhood are sensitive receptors. An approximate doubling of traffic volumes in the project area would be necessary to produce an increase in ambient noise levels noticeable to most people, including these sensitive receptors. As discussed above in Checklist Item 4, Transportation/Circulation, the proposed project would increase vehicle trips to the project site, but would not cause a doubling in traffic volumes in the project area. This increase in vehicle trips would not have a noticeable effect on ambient noise levels in the project vicinity, nor would the project contribute to any potential cumulative traffic noise effects.

In summary, the operational noise from the proposed project, including traffic-related noise, would not significantly increase the ambient noise levels in the project vicinity.

**Impact NO-2: During construction, the proposed project would result in a temporary or periodic increase in ambient noise levels and vibration in the project vicinity above levels existing without the project, but any construction-related increase in noise levels and vibration would be considered less than significant. (Less than Significant)**

Demolition, excavation, and project construction would temporarily increase noise in the project vicinity. During the majority of construction activity, noise levels would be above existing levels in the project area. Construction noise would fluctuate depending on the construction phase, equipment type and duration of use, distance between noise source and listener, and presence or absence of barriers. Pile driving is not anticipated for the proposed project.<sup>29</sup> There would be times when noise could interfere with indoor activities in nearby retail, residential, and recreational uses. Construction noise would be intermittent and limited to the period of construction.

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

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<sup>29</sup> David Silverman, Reuben & Junius, LLP, electronic communication, April 30, 2007.

equipment, other than impact tools, not exceed 80 decibels (dBA) at a distance of 100 feet from the source.<sup>30</sup> Impact tools, such as jackhammers and impact wrenches, must have both intake and exhaust muffled to the satisfaction of the Directors of the Department of Public Works (DPW) or Department of Building Inspection (DBI). Section 2908 of the 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 proposed project property line, unless a special permit is authorized by the Director of the DPW or DBI. Compliance with the Noise Ordinance would reduce most potential construction noise impacts to a less than significant level, including noise effects for residential uses in the immediate vicinity, considered sensitive receptors. However, in the case that construction would require pile-driving, the project sponsor would be required to implement Mitigation Measure M-NO-2, to ensure project construction noise would not substantially increase the ambient noise level of the surrounding area, or result in ground-borne noise or vibration effects.

Construction noise is a localized effect and it is unlikely that construction would occur for another project at the same time as and close enough to the proposed project to result in cumulative impacts. Therefore, construction-related project impacts would not contribute to an adverse cumulative noise impact.

#### Mitigation Measure M-NO-2: Construction Noise

If pile-driving were required, the project sponsor shall require its construction contractor to use noise-reducing pile driving techniques, if nearby structures are subject to pile driving noise and vibration. These techniques include pre-drilling pile holes (if feasible, based on soils) to the maximum feasible depth, installing intake and exhaust mufflers on pile driving equipment, vibrating piles into place when feasible, and installing shrouds around the pile driving hammer where feasible.

The project sponsor shall require project construction contractor(s) to pre-drill holes to the maximum depth feasible on the basis of soil conditions. Contractors shall be required to use construction equipment with state-of-the-art noise shielding and muffling devices.

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<sup>30</sup> A decibel (dB) is the unit of measurement used to express the intensity of loudness of sound. A decibel is one-tenth of a unit called a bel. Sound is composed of various frequencies. The human ear does not hear all sound frequencies. Normal hearing is within the range of 20 to 20,000 vibrations per second. As a result, an adjustment of weighting of sound frequencies is made to approximate the way that the average person hears sounds. This weighting system assigns a weight that is related to how sensitive the human ear is to each sound frequency. Frequencies that are less sensitive to the human ear are weighted less than those for which the ear is more sensitive. The adjusted sounds are called A-weighted levels (dBA).

**Impact NO-3: The proposed project, in combination with past, present, and reasonably foreseeable future projects, would result in less-than-significant cumulative noise impacts. (Less than Significant)**

Construction activities typically occur on a given project site on a similarly temporary basis. Because (1) project construction activities would be temporary and intermittent in nature; (2) project construction-related noise would not substantially increase ambient noise levels at locations greater than a few hundred feet from the project site; and (3) as stated above, required construction noise reduction measures would be implemented as required by the City's Noise Ordinance, the contribution of project construction noise in the project site vicinity, would not be considered cumulatively significant.

As noted above under Cumulative Conditions, p. 79, based on trip generation identified in the addendum to the *Transportation Study*, the proposed project would contribute minimally to the total 2020 cumulative traffic volumes at the study intersections, between 0.4 and 3.3 percent, and the proposed project's contribution to the growth in traffic volumes between existing and 2020 cumulative conditions would be between 2.5 and 22.6 percent. The above mentioned traffic volumes reflect the more conservative trip generation numbers from the *Transportation Study* and not the addendum to the *Transportation Study*. See *Transportation*, p. 58, for more information. Even with the conservative cumulative trip generation, project traffic would not represent a considerable contribution to adverse cumulative traffic conditions; thus, the proposed project would not represent a considerable contribution to adverse traffic-related noise conditions.

Localized traffic noise would increase as a result of cumulative growth in the project vicinity. However, cumulative traffic noise along local streets in the project vicinity would be less than one dBA.<sup>31</sup> Development of a duplex on Lot 7 would not contribute substantially to cumulative effects. Therefore, sensitive receptors such as adjacent occupants, including residences located in close proximity to these intersections, would not be exposed to substantially greater ambient noise levels, and the traffic noise impact of cumulative development would not be significant.

While the proposed project would contribute operational noise to the project area, which could cumulate with other projects, all projects would be required to adhere to existing regulations

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<sup>31</sup> A 100 percent increase in traffic volume is needed produce a 3 dBA increase at receptors along a road. Based on the projected cumulative traffic volumes in the traffic study, volumes on the streets surrounding the project block would not increase by more than 20 percent. Therefore, the maximum cumulative traffic noise increase would be less than 1 dBA.

regarding operational noise. Therefore, there would be less than significant cumulative impacts related to operational noise.

<i>Topics:</i>	<i>Potentially Significant Impact</i>	<i>Less Than Significant with Mitigation Incorporated</i>	<i>Less Than Significant Impact</i>	<i>No Impact</i>	<i>Not Applicable</i>
<b>7. AIR QUALITY – Would the project:</b>					
a) Conflict with or obstruct implementation of the applicable air quality plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b) Violate any air quality standard or contribute substantially to an existing or projected air quality violation?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c) Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal, state, or regional ambient air quality standard (including releasing emissions which exceed quantitative thresholds for ozone precursors)?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
d) Expose sensitive receptors to substantial pollutant concentrations?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
e) Create objectionable odors affecting a substantial number of people?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

**Impact AQ-1: Implementation of the proposed project would not result in conflict or obstruct of the local applicable air quality plan or violate an air quality standard. (Less than Significant)**

The purpose of the *Bay Area Air Quality Management District (BAAQMD) CEQA Guidelines* is to assist lead agencies in evaluating air quality impacts of projects and plans proposed in the San Francisco Bay Area Air Basin. The Guidelines provide procedures for evaluating potential air quality impacts during the environmental review process consistent with CEQA requirements. The BAAQMD recently issued revised Guidelines that supersede the 1999 BAAQMD *CEQA Guidelines*.<sup>32</sup>

According to the BAAQMD, the recently adopted thresholds of significance for criteria air pollutants, greenhouse gas (GHG) emissions, and health risks from new sources emissions are intended to apply to environmental analyses that have begun on or after adoption of the revised CEQA thresholds. Thresholds pertaining to the health risk impacts of sources upon sensitive receptors are intended to apply to environmental analyses begun on or after January 1, 2011. Therefore, the proposed project would be subject to the thresholds identified in the BAAQMD

<sup>32</sup> Bay Area Air Quality Management District (BAAQMD), *California Environmental Quality Act Air Quality Guidelines*, June 2010. p. 3-1.

1999 *CEQA Guidelines*. However, the following discussion addresses the BAAQMD's recently adopted CEQA thresholds of significance.

The BAAQMD 2010 *CEQA Guidelines* notes that the first step in determining the significance of criteria air pollutants and precursors related to project operation and from exhaust during project construction is to compare the attributes of the proposed project with the applicable screening criteria. The purpose of this comparison is to provide a conservative indication of whether construction or operation of the proposed project would result in the generation of criteria air pollutants and/or precursors that exceed the *Guidelines'* thresholds of significance. If all of the screening criteria are met by a proposed project, then the lead agency or applicant does not need to perform a detailed air quality assessment of the project's air pollutant emissions, and construction or operation of the proposed project would result in a less-than-significant impact on air quality. If the proposed project does not meet all the screening criteria, then project emissions need to be quantified.<sup>17</sup>

The BAAQMD 2010 *CEQA Guidelines* notes that the screening levels are generally representative of new development on greenfield sites without any form of mitigation measures taken into consideration. In addition, the screening criteria do not account for project design features, attributes, or local development requirements that could also result in lower emissions. For projects that are mixed-use, infill, and/or proximate to transit service and local services, emissions would be less than the greenfield type project that these screening criteria are based upon.

The BAAQMD 2010 *CEQA Guidelines* provides two thresholds for construction-period criteria air pollutants: (1) exhaust emissions from construction vehicles, and (2) fugitive dust. Both thresholds are discussed below.

Construction-Period Exhaust Emissions. The BAAQMD 2010 *CEQA Guidelines* provides thresholds of significance for construction-related criteria air pollutant and precursor emissions from vehicle exhaust. Based on a review of construction-related criteria for, the proposed project would be below the screening level for construction-related criteria air pollutants and precursors.<sup>33</sup> The proposed project would not exceed any of the BAAQMD thresholds of significance; thus, the project would result in a less-than-significant air quality impact related to construction exhaust emissions.

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<sup>33</sup> Bay Area Air Quality Management District (BAAQMD), *California Environmental Quality Act Air Quality Guidelines*, June 2010. Table 3-1.

Construction-Period Fugitive Dust Control. Project-related excavation and grading and other construction activities may cause wind-blown dust that could contribute particulate matter into the local atmosphere. Although there are federal standards for air pollutants and implementation of state and regional air quality control plans, air pollutants continue to have impacts on human health throughout the country. California has found that particulate matter exposure can cause health effects at lower levels than national standards. The current health burden of particulate matter demands that, where possible, public agencies take feasible available actions to reduce sources of particulate matter exposure. According to the California Air Resources Board, reducing ambient particulate matter from 1998–2000 levels to natural background concentrations in San Francisco would prevent over 200 premature deaths.

Dust can be an irritant causing watering eyes or irritation to the lungs, nose, and throat. Excavation, grading, and other construction activities can cause wind-blown dust to add to particulate matter in the local atmosphere. Depending on exposure, adverse health effects can occur due to this particulate matter in general and also due to specific contaminants such as lead or asbestos that may be constituents of soil.

For fugitive dust emissions, BAAQMD 2010 *CEQA Guidelines* recommend following the current best management practices approach, which has been a pragmatic and effective approach to the control of fugitive dust emissions. The *Guidelines* note that individual measures have been shown to reduce fugitive dust by anywhere from 30 percent to more than 90 percent and conclude that projects that implement construction best management practices will reduce fugitive dust emissions to a less-than-significant level.<sup>34</sup>

The San Francisco Board of Supervisors approved a series of amendments to the San Francisco Building and Health Codes generally referred hereto as the Construction Dust Control Ordinance (Ordinance 176-08, effective July 30, 2008) with the intent of reducing the quantity of dust generated during site preparation, demolition and construction work in order to protect the health of the general public and of on-site workers, minimize public nuisance complaints, and to avoid orders to stop work by the Department of Building Inspection (DBI).

The Dust Control Ordinance requires that all site preparation work, demolition, or other construction activities within San Francisco that have the potential to create dust or to expose or disturb more than 10 cubic yards or 500 square feet of soil comply with specified dust control measures whether or not the activity requires a permit from DBI. The Director of DBI may

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<sup>34</sup> Bay Area Air Quality Management District (BAAQMD), *California Environmental Quality Act Air Quality Guidelines*, June 2010. Section 4.2.1.

waive this requirement for activities on sites less than one half-acre that are unlikely to result in any visible wind-blown dust.

The following regulations and procedures set forth in of Article 22B of the San Francisco Health Code – Construction Dust Control Requirements – contain the BAAQMD-recommended best management practices:

- Water all active construction areas at least twice daily;
- Cover all trucks hauling soil, sand, and other loose materials, or require such trucks to maintain at least 2 feet of freeboard;
- Pave, apply water at a minimum three times daily in dry weather, or apply non-toxic soil stabilizers to all unpaved access roads, parking areas, and staging areas;
- Sweep daily (with water sweepers) all paved access roads, parking areas, and staging areas;
- Sweep streets daily (with water sweepers) if visible soil material is carried onto adjacent public street areas;
- Hydroseed or apply non-toxic soil stabilizers to inactive construction areas (previously graded areas inactive for ten days or more);
- Enclose, cover, water twice daily or apply (non-toxic) soil binders to exposed stockpiles (dirt, sand, etc.);
- Limit traffic speeds on unpaved roads to 15 miles per hour;
- Install sandbags or other erosion control measures to prevent silt runoff to public roadways;
- Replant vegetation in disturbed areas as quickly as possible;
- Install wheel washers for all exiting trucks, or wash off the tires of all trucks and equipment prior to leaving the site;
- Install wind breaks, or plant trees/vegetative wind breaks at windward side(s) of construction areas;
- Suspend excavation and grading activity when winds (instantaneous gusts) exceed 25 mph; and
- Limit the area subject to excavation, grading, and other construction activity at any one time.

Compliance with the Dust Control Ordinance would reduce the proposed project's air quality impacts related to fugitive dust to less than significant.

Operational Air Quality Emissions. For a mid-rise apartment building, the BAAQMD 2010 *CEQA Guidelines* screening level for operational-related criteria air pollutant and precursor screening level is 494 dwelling units. For restaurant, the screening level is 47,000 sf. For retail, the screening level is



99,000 sf.<sup>35</sup> The proposed project includes 46 dwelling units, ~~8,400~~ 8,100 gsf of restaurant space, and ~~12,830~~ 13,130 sf of retail space and thus is well below the screening level that requires a detailed air quality assessment of air pollutant emissions. The project would not result in the generation of operational-related criteria air pollutants and/or precursors that exceed the BAAQMD's thresholds of significance. Operation of the proposed project would therefore result in a less-than-significant impact to air quality from criteria air pollutant and precursor emissions.

**Impact AQ-2: Implementation of the proposed project would not expose sensitive receptors to substantial pollutant concentrations. (Less than Significant)**

The San Francisco Department of Public Health (DPH) has issued guidance for the identification and assessment of potential air quality hazards and methods for assessing the associated health risks.<sup>36</sup> Consistent with CARB guidance, DPH has identified that a potential public health hazard for sensitive land uses exists when such uses are located within a 150-meter (approximately 500-foot) radius of any boundary of a project site that experiences 100,000 vehicles per day. To this end, San Francisco added Article 38 of the San Francisco Health Code, approved November 25, 2008, which requires that, for new residential projects of 10 or more units located in proximity to high-traffic roadways, as mapped by DPH, an Air Quality Assessment be prepared to determine whether residents would be exposed to potentially unhealthful levels of PM<sub>2.5</sub>. Through air quality modeling, an assessment is conducted to determine if the annual average concentration of PM<sub>2.5</sub> from the roadway sources would exceed a concentration of 0.2 micrograms per cubic meter (annual average).<sup>37</sup> If this

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<sup>35</sup> Bay Area Air Quality Management District (BAAQMD), *California Environmental Quality Act Air Quality Guidelines*, June 2010. Table 3-1.

<sup>36</sup> San Francisco Department of Public Health, *Assessment and Mitigation of Air Pollutant Health Effects from Intra-urban Roadways: Guidance for Land Use Planning and Environmental Review*, May 6, 2008, [http://www.sfphes.org/publications/Mitigating\\_Roadway\\_AQLU\\_Conflicts.pdf](http://www.sfphes.org/publications/Mitigating_Roadway_AQLU_Conflicts.pdf), accessed June 21, 2010.

<sup>37</sup> According to DPH, this threshold, or action level, of 0.2 micrograms per cubic meter represents about 8–10 percent of the range of ambient PM<sub>2.5</sub> concentrations in San Francisco based on monitoring data, and is based on epidemiological research that indicates that such a concentration can result in an approximately 0.28 percent increase in non-injury mortality, or an increased mortality at a rate of approximately 20 “excess deaths” per year per one million population in San Francisco. “Excess deaths” (also referred to as premature mortality) refer to deaths that occur sooner than otherwise expected, absent the specific condition under evaluation; in this case, exposure to PM<sub>2.5</sub>. (San Francisco Department of Public Health, Occupational and Environmental Health Section, Program on Health, Equity, and Sustainability, “Assessment and Mitigation of Air Pollutant Health Effects from Intra-urban Roadways: Guidance for Land Use Planning and Environmental Review, May 6, 2008. Twenty excess deaths per million based on San Francisco’s non-injury, non-homicide, non-suicide mortality rate of approximately 714 per 100,000. Although San Francisco’s population is less than one million, the presentation of excess deaths is commonly given as a rate per million population.)

standard is exceeded, the project sponsor must install a filtered air supply system, with high-efficiency filters, designed to remove at least 80 percent of ambient PM2.5 from habitable areas of residential units.

The project site at 5400 Geary Boulevard is located within the Potential Roadway Exposure Zone, as mapped by DPH. Therefore, pursuant to Article 38 of the San Francisco Health Code, the project sponsor is required to prepare an Air Quality Assessment consistent with DPH guidance. The Air Quality Assessment must be submitted to the Director of DPH. Should the Air Quality Assessment conclude that the PM2.5 concentration at the site is greater than 0.2 micrograms per cubic meter, the project shall be designed and constructed such that ventilation systems remove at least 80 percent of the PM2.5 pollutants from habitable areas. The proposed project would be required to comply with Article 38 of the San Francisco Health Code and therefore, the proposed project would not result in a significant impact from exposure of sensitive receptors to high concentrations of roadway-related pollutants.

**Impact AQ-3: The proposed project would not create objectionable odors affecting a substantial number of people. (Less than Significant)**

The proposed project would not result in a perceptible increase or change in odors on the project site or in the vicinity of the project, as it would not include uses prone to generation of odors. For the proposed restaurant use, odor control would be implemented through the permitting process for the use. Observation indicates that surrounding land uses are not sources of noticeable odors, and therefore would not adversely affect project residents, and this impact would be less than significant.

**Impact AQ-4: Implementation of the proposed project would not result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment, or, in combination with past, present, and reasonably foreseeable future projects in the vicinity, would not result in cumulative air quality impacts. (Less than Significant)**

The proposed project would be generally consistent with the General Plan and air quality management plans such as the *Bay Area 2000 Clean Air Plan*, and the *Bay Area 2005 Ozone Strategy*. Additionally, the General Plan, Planning Code, and the City Charter implement various transportation control measures identified in the City's Transit First Program, bicycle parking regulations, transit development fees, and other actions. Accordingly, the proposed project would not contribute considerably to cumulative air quality impacts; nor would it interfere with implementation of the *Bay Area 2005 Ozone Strategy* or the *2001 Ozone Attainment*

Plan, which are the applicable regional air quality plans developed to improve air quality towards attaining the state and federal air quality standards.

With respect to cumulative impacts from criteria air pollutants, BAAQMD’s approach to cumulative air quality analysis is that any proposed project that would individually have a significant air quality impact would also be considered to have a significant cumulative air quality impact. The proposed project would result in less-than-significant impacts related to construction air quality emission, operational air quality emissions, project-related motor vehicle emissions, roadway-related exposure to toxic air contaminants, and odors. Therefore, all air quality impacts associated with the proposed project would also be less than significant cumulatively.

<i>Topics:</i>	<i>Potentially Significant Impact</i>	<i>Less Than Significant with Mitigation Incorporated</i>	<i>Less Than Significant Impact</i>	<i>No Impact</i>	<i>Not Applicable</i>
<b>8. GREENHOUSE GAS EMISSIONS—</b>					
<b>Would the project:</b>					
a) Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b) Conflict with any applicable plan, policy, or regulation of an agency adopted for the purpose of reducing the emissions of greenhouse gases?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

### **Environmental Setting**

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

While the presence of the primary GHGs in the atmosphere are naturally occurring, carbon dioxide (CO<sub>2</sub>), methane (CH<sub>4</sub>), and nitrous oxide (N<sub>2</sub>O) are largely emitted from human activities, accelerating the rate at which these compounds occur within earth’s atmosphere. Emissions of carbon dioxide are largely by-products of fossil fuel combustion, whereas methane results from off-gassing associated with agricultural practices and landfills. Other GHGs include hydrofluorocarbons, perfluorocarbons, and sulfur hexafluoride, and are generated in

certain industrial processes. Greenhouse gases are typically reported in “carbon dioxide-equivalent” measures (CO<sub>2</sub>E).<sup>38</sup>

There is international scientific consensus that human-caused increases in GHGs have and will continue to contribute to global warming. Potential global warming impacts in California may include, but are not limited to, loss in snow pack, sea level rise, more extreme heat days per year, more high ozone days, more large forest fires, and more drought years. Secondary effects are likely to include a global rise in sea level, impacts to agriculture, changes in disease vectors, and changes in habitat and biodiversity.<sup>39</sup>

The California Air Resources Board (ARB) estimated that in 2006 California produced about 484 million gross metric tons of CO<sub>2</sub>E (MMTCO<sub>2</sub>E), or about 535 million U.S. tons.<sup>40</sup> The ARB found that transportation is the source of 38 percent of the State’s GHG emissions, followed by electricity generation (both in-state and out-of-state) at 22 percent and industrial sources at 20 percent. Commercial and residential fuel use (primarily for heating) accounted for 9 percent of GHG emissions.<sup>41</sup> In the Bay Area, fossil fuel consumption in the transportation sector (on-road motor vehicles, off-highway mobile sources, and aircraft) and the industrial and commercial sectors are the two largest sources of GHG emissions, each accounting for approximately 36 percent of the Bay Area’s 96 MMTCO<sub>2</sub>E emitted in 2007.<sup>42</sup> Electricity generation accounts for approximately 16 percent of the Bay Area’s GHG emissions followed by residential fuel usage at 7 percent, off-road equipment at 3 percent and agriculture at 1 percent.<sup>43</sup>

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<sup>38</sup> Because of the differential heat absorption potential of various GHGs, GHG emissions are frequently measured in “carbon dioxide-equivalents,” which present a weighted average based on each gas’s heat absorption (or “global warming”) potential.

<sup>39</sup> California Climate Change Portal. Frequently Asked Questions About Global Climate Change. Available online at: <http://www.climatechange.ca.gov/publications/faqs.html>. Accessed March 2, 2010.

<sup>40</sup> California Air Resources Board (ARB), “California Greenhouse Gas Inventory for 2000-2006— by Category as Defined in the Scoping Plan.” [http://www.arb.ca.gov/cc/inventory/data/tables/ghg\\_inventory\\_scopingplan\\_2009-03-13.pdf](http://www.arb.ca.gov/cc/inventory/data/tables/ghg_inventory_scopingplan_2009-03-13.pdf). Accessed March 2, 2010.

<sup>41</sup> Ibid.

<sup>42</sup> Bay Area Air Quality Management District, Source Inventory of Bay Area Greenhouse Gas Emissions: Base Year 2007, Updated: February 2010. Available online at: [http://www.baaqmd.gov/~media/Files/Planningpercent20andpercent20Research/Emissionpercent20Inventory/regionalinventory2007\\_2\\_10.ashx](http://www.baaqmd.gov/~media/Files/Planningpercent20andpercent20Research/Emissionpercent20Inventory/regionalinventory2007_2_10.ashx). Accessed March 2, 2010.

<sup>43</sup> Ibid.

## Regulatory Setting

In 2006, the California legislature passed Assembly Bill No. 32 (California Health and Safety Code Division 25.5, Sections 38500, et seq., or AB 32), also known as the Global Warming Solutions Act. AB 32 requires ARB to design and implement emission limits, regulations, and other measures, such that feasible and cost-effective statewide GHG emissions are reduced to 1990 levels by 2020 (representing a 25 percent reduction in emissions).

Pursuant to AB 32, ARB adopted a Scoping Plan in December 2008, outlining measures to meet the 2020 GHG reduction limits. In order to meet these goals, California must reduce its GHG emissions by 30 percent below projected 2020 business as usual emissions levels, or about 15 percent from today's levels.<sup>44</sup> The Scoping Plan estimates a reduction of 174 million metric tons of CO<sub>2</sub>E (MMTCO<sub>2</sub>E) (about 191 million U.S. tons) from the transportation, energy, agriculture, forestry, and high global warming potential sectors, see Table 6, GHG Reductions from the AB 32 Scoping Plan Sectors, p. 94. ARB has identified an implementation timeline for the GHG reduction strategies in the Scoping Plan.<sup>45</sup> Some measures may require new legislation to implement, some will require subsidies, some have already been developed, and some will require additional effort to evaluate and quantify. Additionally, some emissions reductions strategies may require their own environmental review under CEQA or the National Environmental Policy Act (NEPA).

AB 32 also anticipates that local government actions will result in reduced GHG emissions. ARB has identified a GHG reduction target of 15 percent from current levels for local governments themselves and notes that successful implementation of the plan relies on local governments' land use planning and urban growth decisions because local governments have primary authority to plan, zone, approve, and permit land development to accommodate population growth and the changing needs of their jurisdictions.

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<sup>44</sup> California Air Resources Board, California's Climate Plan: Fact Sheet. Available online at: [http://www.arb.ca.gov/cc/facts/scoping\\_plan\\_fs.pdf](http://www.arb.ca.gov/cc/facts/scoping_plan_fs.pdf). Accessed March 4, 2010.

<sup>45</sup> California Air Resources Board. AB 32 Scoping Plan. Available Online at: [http://www.arb.ca.gov/cc/scopingplan/sp\\_measures\\_implementation\\_timeline.pdf](http://www.arb.ca.gov/cc/scopingplan/sp_measures_implementation_timeline.pdf). Accessed March 2, 2010.

**TABLE 6  
GHG REDUCTIONS FROM THE AB 32 SCOPING PLAN SECTORS**

<b>GHG Reduction Measures By Sector</b>	<b>GHG Reductions (MMT CO2E)</b>
Transportation Sector	62.3
Electricity and Natural Gas	49.7
Industry	1.4
Landfill Methane Control Measure (Discrete Early Action)	1
Forestry	5
High Global Warming Potential GHGs	20.2
Additional Reductions Needed to Achieve the GHG Cap	34.4
<b>Total</b>	<b>174</b>
Other Recommended Measures	
Government Operations	1-2
Agriculture- Methane Capture at Large Dairies	1
Methane Capture at Large Dairies	1
Additional GHG Reduction Measures	
Water	4.8
Green Buildings	26
High Recycling/ Zero Waste	
Commercial Recycling	
Composting	
Anaerobic Digestion	9
Extended Producer Responsibility	
Environmentally Preferable Purchasing	
<b>Total</b>	<b>42.8-43.8</b>

*Source:* California Air Resources Board. AB 32 Scoping Plan. Available Online at: [http://www.arb.ca.gov/cc/scopingplan/sp\\_measures\\_implementation\\_timeline.pdf](http://www.arb.ca.gov/cc/scopingplan/sp_measures_implementation_timeline.pdf). Accessed March 2, 2010.

The Scoping Plan relies on the requirements of Senate Bill 375 (SB 375) to implement the carbon emission reductions anticipated from land use decisions. SB 375 was enacted to align local land use and transportation planning to further achieve the State’s GHG reduction goals. SB 375 requires regional transportation plans, developed by Metropolitan Planning Organizations (MPOs), to incorporate a “sustainable communities strategy” in their regional transportation plans (RTPs) that would achieve GHG emission reduction targets set by ARB. SB 375 also includes provisions for streamlined CEQA review for some infill projects such as transit-oriented development. SB 375 would be implemented over the next several years and the Metropolitan Transportation Commission’s 2013 RTP would be its first plan subject to SB 375.

Senate Bill 97 (SB 97) required the Office of Planning and Research (OPR) to amend the state CEQA guidelines to address the feasible mitigation of GHG emissions or the effects of GHGs. In

response, OPR amended the CEQA guidelines to provide guidance for analyzing GHG emissions. Among other changes to the CEQA Guidelines, the amendments add a new section to the CEQA Checklist (CEQA Guidelines Appendix G) to address questions regarding the project's potential to emit GHGs.

The Bay Area Air Quality Management District (BAAQMD) is the primary agency responsible for air quality regulation in the nine county San Francisco Bay Area Air Basin (SFBAAB). As part of their role in air quality regulation, BAAQMD has prepared the CEQA air quality guidelines to assist lead agencies in evaluating air quality impacts of projects and plans proposed in the SFBAAB. The guidelines provide procedures for evaluating potential air quality impacts during the environmental review process consistent with CEQA requirements. On June 2, 2010, the BAAQMD adopted new and revised CEQA air quality thresholds of significance and issued revised guidelines that supersede the 1999 air quality guidelines. The *2010 CEQA Air Quality Guidelines* provide for the first time CEQA thresholds of significance for greenhouse gas emissions. OPR's amendments to the CEQA Guidelines as well as BAAQMD's *2010 CEQA Air Quality Guidelines* and thresholds of significance have been incorporated into this analysis accordingly.

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

The most common GHGs resulting from human activity are CO<sub>2</sub>, CH<sub>4</sub>, and N<sub>2</sub>O.<sup>46</sup> State law defines GHGs to also include hydrofluorocarbons, perfluorocarbons and sulfur hexafluoride. These latter GHG compounds are usually emitted in industrial processes, and therefore not applicable to the proposed project. The GHG calculations presented in this analysis includes an estimate of emissions from CO<sub>2</sub>, N<sub>2</sub>O, and CH<sub>4</sub>. Individual projects contribute to the cumulative effects of climate change by emitting GHGs during construction and operational phases. Both direct and indirect GHG emissions are generated by project operations. Operational emissions include GHG emissions from new vehicle trips and area sources (natural gas combustion). Indirect emissions include emissions from electricity providers, energy required to pump, treat, and convey water, and emissions associated with landfill operations.

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<sup>46</sup> Governor's Office of Planning and Research. *Technical Advisory- CEQA and Climate Change: Addressing Climate Change through California Environmental Quality Act (CEQA) Review*. June 19, 2008. Available at the Office of Planning and Research's website at: <http://www.opr.ca.gov/ceqa/pdfs/june08-ceqa.pdf>. Accessed March 3, 2010.

The proposed project would increase the activity onsite by adaptively reusing the exiting Alexandria Theatre for theatre, retail, and restaurant use, and constructing a new mixed-use building on the adjacent surface parking lot with retail and residential uses. Therefore, the proposed project would contribute to annual long-term increases in GHGs as a result of increased vehicle trips (mobile sources) and residential and commercial operations associated with energy use, water use and wastewater treatment, and solid waste disposal. Construction activities would also result in an increase in GHG emissions.

As discussed above, the BAAQMD has adopted CEQA thresholds of significance for projects that emit GHGs, one of which is a determination of whether the proposed project is consistent with a Qualified Greenhouse Gas Reduction Strategy, as defined in the *2010 CEQA Air Quality Guidelines*. On August 12, 2010, the San Francisco Planning Department submitted a draft of the City and County of San Francisco's *Strategies to Address Greenhouse Gas Emissions* to the BAAQMD.<sup>47</sup> This document presents a comprehensive assessment of policies, programs and ordinances that collectively represent San Francisco's Qualified Greenhouse Gas Reduction Strategy in compliance with the BAAQMD's *2010 CEQA Air Quality Guidelines* and thresholds of significance.

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

San Francisco's climate change goals as are identified in the 2008 Greenhouse Gas Reduction Ordinance as follows:

- By 2008, determine the City's 1990 GHG emissions, the baseline level with reference to which target reductions are set;
- Reduce GHG emissions by 25 percent below 1990 levels by 2017;

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<sup>47</sup> San Francisco Planning Department. *Strategies to Address Greenhouse Gas Emissions in San Francisco*. 2010. The final document is available online at: <http://www.sfplanning.org/index.aspx?page=1570>.



- Reduce GHG emissions by 40 percent below 1990 levels by 2025; and
- Reduce GHG emissions by 80 percent below 1990 levels by 2050.

The City's 2017 and 2025 GHG reduction goals are more aggressive than the State's GHG reduction goals as outlined in AB 32, and consistent with the State's long-term (2050) GHG reduction goals. San Francisco's *Strategies to Address Greenhouse Gas Emissions* identifies the City's actions to pursue cleaner energy, energy conservation, alternative transportation and solid waste policies, and concludes that San Francisco's policies have resulted in a reduction in greenhouse gas emissions below 1990 levels, meeting statewide AB 32 GHG reduction goals. As reported, San Francisco's 1990 GHG emissions were approximately 8.26 million metric tons (MMT) CO<sub>2</sub>E and 2005 GHG emissions are estimated at 7.82 MMTCO<sub>2</sub>E, representing an approximately 5.3 percent reduction in GHG emissions below 1990 levels.

The BAAQMD reviewed San Francisco's *Strategies to Address Greenhouse Gas Emissions* and concluded that the strategy meets the criteria for a Qualified GHG Reduction Strategy as outlined in BAAQMD's CEQA Guidelines (2010) and stated that San Francisco's "aggressive GHG reduction targets and comprehensive strategies help the Bay Area move toward reaching the State's AB 32 goals, and also serve as a model from which other communities can learn."<sup>48</sup>

Based on the BAAQMD's 2010 *CEQA Air Quality Guidelines*, projects that are consistent with San Francisco's *Strategies to Address Greenhouse Gas Emissions* would result in a less than significant impact with respect to GHG emissions. Furthermore, because San Francisco's strategy is consistent with AB 32 goals, projects that are consistent with San Francisco's strategy would also not conflict with the State's plan for reducing GHG emissions. As discussed in San Francisco's *Strategies to Address Greenhouse Gas Emissions*, new development and renovations/alterations for private projects and municipal projects are required to comply with San Francisco's ordinances that reduce greenhouse gas emissions. Applicable requirements are shown below in Table 7, San Francisco Regulations Applicable to the Proposed Project, p. 98.

Depending on a proposed project's size, use, and location, a variety of controls are in place to ensure that a proposed project would not impair the State's ability to meet statewide GHG reduction targets outlined in AB 32, nor impact the City's ability to meet San Francisco's local GHG reduction targets. Given that: (1) San Francisco has implemented regulations to reduce greenhouse gas emissions specific to new construction and renovations of private developments and municipal projects; (2) San Francisco's sustainable policies have resulted in the measured

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<sup>48</sup> Letter from Jean Roggenkamp, BAAQMD, to Bill Wycko, San Francisco Planning Department. October 28, 2010.

success of reduced greenhouse gas emissions levels; (3) San Francisco has met and exceeded AB 32 greenhouse gas reduction goals for the year 2020; (4) current and probable future state and local greenhouse gas reduction measures will continue to reduce a project's contribution to climate change; and (5) San Francisco's *Strategies to Address Greenhouse Gas Emissions* meet BAAQMD's requirements for a Qualified GHG Reduction Strategy, projects that are consistent with San Francisco's regulations would not contribute significantly to global climate change. The proposed project would be required to comply with these requirements, and was determined to be consistent with San Francisco's *Strategies to Address Greenhouse Gas Emissions*.<sup>49</sup> As such, the proposed project would result in a less than significant impact with respect to GHG emissions.

**TABLE 7  
SAN FRANCISCO REGULATIONS APPLICABLE TO THE PROPOSED PROJECT**

Regulation	Project Requirement																
Commuter Benefits Ordinance (Environment Code, Section 421) <sup>50</sup>	<p>All employers with more than 20 employees must provide at least one of the following benefit programs:</p> <p>1. A Pre-Tax Election consistent with 26 U.S.C. § 132(f), allowing employees to elect to exclude from taxable wages and compensation, employee commuting costs incurred for transit passes or vanpool charges, or</p> <p>(2) Employer Paid Benefit whereby the employer supplies a transit pass for the public transit system requested by each Covered Employee or reimbursement for equivalent vanpool charges at least equal in value to the purchase price of the appropriate benefit, or</p> <p>(3) Employer Provided Transit furnished by the employer at no cost to the employee in a vanpool or bus, or similar multi-passenger vehicle operated by or for the employer.</p>																
Transit Impact Development Fee (Administrative Code, Chapter 38)	<p>Establishes the following fees for all commercial developments. Fees are paid to the SFMTA to improve local transit services.</p> <table border="1" style="margin-left: auto; margin-right: auto;"> <thead> <tr> <th style="text-align: center;">Economic Activity Category</th> <th style="text-align: center;">TIDF/GSF</th> </tr> </thead> <tbody> <tr> <td>Office Space in New Development in the Downtown Area</td> <td style="text-align: center;">\$5.00</td> </tr> <tr> <td>Cultural/Institution/Education</td> <td style="text-align: center;">\$10.00</td> </tr> <tr> <td>Management, Information and Professional Services</td> <td style="text-align: center;">\$10.00</td> </tr> <tr> <td>Medical and Health Services</td> <td style="text-align: center;">\$10.00</td> </tr> <tr> <td>Production/Distribution/Repair</td> <td style="text-align: center;">\$8.00</td> </tr> <tr> <td>Retail/Entertainment</td> <td style="text-align: center;">\$10.00</td> </tr> <tr> <td>Visitor Services</td> <td style="text-align: center;">\$8.00</td> </tr> </tbody> </table>	Economic Activity Category	TIDF/GSF	Office Space in New Development in the Downtown Area	\$5.00	Cultural/Institution/Education	\$10.00	Management, Information and Professional Services	\$10.00	Medical and Health Services	\$10.00	Production/Distribution/Repair	\$8.00	Retail/Entertainment	\$10.00	Visitor Services	\$8.00
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Bicycle Parking (Planning Code, Sections 155.2, 155.4, and 155.5)	The proposed project would include 32 bicycle lockers to be located on basement level of the mixed use building. With <del>436</del> 137 vehicle spaces, the 32 bicycle spaces equates to approximately 1 bicycle space for every <del>4.25</del> 4.28 vehicle spaces.																
Car Sharing Requirements (Planning Code, Section 166)	The proposed project would have no spaces dedicated for car sharing as the proposed project parking is of a dual nature for both the commercial and residential occupants.																

<sup>49</sup> Chelsea Fordham, San Francisco Planning Department, November 18, 2010, MEA's GHG Analysis Compliance Checklist for 5400 Geary Blvd.

<sup>50</sup> The Commuter Benefits Ordinance applies to all employers with 20 or more employees.

**TABLE 7  
SAN FRANCISCO REGULATIONS APPLICABLE TO THE PROPOSED PROJECT**

Regulation	Project Requirement
San Francisco Green Building Requirements for Energy Efficiency (SF Building Code, Chapter 13C)	The proposed project, in compliance with the Green Building Ordinance, would increase energy efficiency by a minimum of 15% beyond the 2005 Title 24 energy efficiency requirements.
San Francisco Green Building Requirements for Stormwater Management (Building Code, Chapter 13C)	All projects in San Francisco are required to comply with the SFPUC's stormwater design guidelines, which emphasize low impact development using a variety of Best Management Practices for managing stormwater runoff and reducing impervious surfaces, thereby reducing the volume of combined stormwater and sanitary sewage requiring treatment.
San Francisco Green Building Requirements for water reduction (Building Code, Chapter 13C)	In compliance with AB-93, the proposed project would reduce potable water for landscaping by 50% and would reduce the amount of potable water used for the commercial portions of the building by 30%.
San Francisco Green Building Requirements for renewable energy (Building Code, Chapter 13C)	Pursuant to AB-93, the commercial aspects of the new Mixed Use development portion of the proposed project, would be required to meet the enhanced commissioning standard as indicated in LEED credit EA3, assuming construction is completed in 2011. Should construction of the new mixed use development be completed in 2010, the development would be required to provide on-site renewable energy or purchase renewable energy credits pursuant to LEED® Energy and Atmosphere Credits 2 or 6.
Commercial and Residential Water Conservation Ordinances (Building Code, Chapters 13A and Housing Code, Chapter 12A)	Pursuant to Building Code Chapters 13A and Housing Code Chapter 12A, the following would be included in both the commercial and residential portions of the project: <ol style="list-style-type: none"> <li>1. All showerheads have a maximum flow of 2.5 gallons per minute (gpm)</li> <li>2. All showers have no more than one showerhead per valve</li> <li>3. All faucets and faucet aerators have a maximum flow rate of 2.2 gpm</li> <li>4. All Water Closets (toilets) have a maximum rated water consumption of 1.6 gallons per flush (gpf)</li> <li>5. All urinals have a maximum flow rate of 1.0 gpf</li> <li>6. All water leaks have been repaired.</li> </ol>
San Francisco Green Building Requirements for solid waste (SF Building Code, Chapter 13C)	Pursuant to Section 1304C.0.4 of the Green Building Ordinance, all new construction, renovation and alterations subject to the ordinance are required to provide recycling, composting and trash storage, collection, and loading that is convenient for all users of the building.
San Francisco Green Building Requirements for construction and demolition debris recycling (SF Building Code, Chapter 13C)	Pursuant to AB-093, demolition debris in association with the project and with the removal of asphalt in the existing parking lot would meet or exceed the 75% recycling requirements.
Construction Demolition and Debris Recovery Ordinance (Environment Code, Chapter 14)	The proposed project would be required, pursuant to AB-93, to recycle a minimum of 75% of the demolition and construction debris. The requirements of the Green Building Requirements supersede the Construction Demolition and Debris Recovery Ordinance.
Street Tree Planting Requirements for New Construction (Planning Code Section 143)	Pursuant to the Street Tree Planting Requirements for New Construction, the proposed project would plant a minimum of eighteen 24-inch box trees along the southern and eastern project boundary. This complies with the requirement of planting one 24-inch box tree for every 20 feet of property that fronts a street.

Source: PBS&J, 2010.

<i>Topics:</i>	<i>Potentially Significant Impact</i>	<i>Less Than Significant with Mitigation Incorporated</i>	<i>Less Than Significant Impact</i>	<i>No Impact</i>	<i>Not Applicable</i>
<b>9. WIND AND SHADOW—Would the project:</b>					
a) Alter wind in a manner that substantially affects public areas?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b) Create new shadow in a manner that substantially affects outdoor recreation facilities or other public areas?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

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

In order to provide a comfortable wind environment for people in San Francisco, the City established specific comfort criteria to be used in the evaluation of wind generation associated with large buildings in certain areas of the City. The proposed mixed-use building would be 40 feet tall and would not extend above the surrounding buildings so that substantial wind effects would occur. Typically, in San Francisco, buildings of 80 feet in height or less would not create adverse pedestrian wind conditions. Therefore, the proposed project would have a less-than-significant adverse impact on wind conditions.

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

Section 295 of the *Planning Code* was adopted to protect certain public open spaces from additional shadowing by new structures. Section 295 restricts new shadow upon public parks and open spaces under the jurisdiction of the Recreation and Park Commission by any structure exceeding 40 feet in height. The only new construction associated with the proposed project would result in a 40-foot, four-story building; because the new structure would not exceed the stated height limitations, the proposed project would not be subject to Section 295. In addition, the nearest park, Argonne Playground, would not be affected. The proposed project would thus result in no impact from shadows.

**Impact WS-3: The proposed project, in combination with other past, present, or reasonably foreseeable future projects, would result in less than significant cumulative wind and shadow impacts. (Less than Significant)**

The proposed project, as discussed above, would not substantially impact shadow or wind levels at or near the project site. Development of a duplex on Lot 7 would not contribute

substantially to cumulative effects because the duplex would not exceed 40 feet. Therefore, a cumulative impact would not occur.

<i>Topics:</i>	<i>Potentially Significant Impact</i>	<i>Less Than Significant with Mitigation Incorporated</i>	<i>Less Than Significant Impact</i>	<i>No Impact</i>	<i>Not Applicable</i>
<b>10. RECREATION—Would the project:</b>					
a) Increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facilities would occur or be accelerated?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b) Include recreational facilities or require the construction or expansion of recreational facilities that might have an adverse physical effect on the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) Physically degrade existing recreational resources?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

**Impact RE-1: The proposed project would increase the use of existing neighborhood parks or other recreational facilities, but not to an extent that substantial physical deterioration of the facilities would occur or be accelerated. (Less than Significant)**

The addition of about 105 residents from the proposed project would likely increase the demand for park and recreation services and facilities. The nearest public recreational facilities include Argonne Playground, The Presidio, and Golden Gate Park. Argonne Playground is approximately one-half block south of the project site, and the Presidio and Golden Gate Park are four blocks north and four blocks south of the project site, respectively. The Presidio, spanning 1,480 acres, and Golden Gate Park, at 1,013 acres, provide vast open spaces and numerous recreational facilities and would be able to accommodate demand from the additional 105 residents at the proposed mixed-use building. Adaptive reuse of the closed Alexandria Theatre would add employees that may visit parks. The existing park facilities would also meet this demand. In addition, the proposed project would provide approximately 5,360 gsf of private open space and 17,860 gsf of common open space for its residents, which would partially offset project-induced demand on nearby recreational facilities. The proposed open space exceeds the amount required by *Planning Code* Section 135(d). Hence, the proposed project would not require construction of additional parks or recreational facilities, nor result in substantial deterioration of recreational facilities and would result in a less-than-significant impact.

**Impact RE-2: The proposed project would include some limited outdoor recreational facilities. No expansion of recreational facilities would be required by the project; therefore, the proposed project would have less-than-adverse physical effects on the environment. (No Impact)**

As discussed above, the proposed project would provide some open space on site for the residents, in the form of a rear deck and private decks for some units.

Residents at the project site would be within walking distance of the above-noted parks and open spaces. Although the proposed project would introduce a new permanent population to the project site, the number of new residents projected would not substantially increase demand for or use of either neighborhood parks and recreational facilities (discussed above) or citywide facilities such as Golden Gate Park such that any increased user demand would require the construction of new recreational facilities or the expansion of existing facilities. The project would have no impact on existing recreational facilities.

**Impact RE-3: The proposed project would not physically degrade existing recreational facilities. (No Impact)**

The project site has no recreational resources that would be affected by the proposed project and construction of the proposed project would not physically degrade existing recreational facilities.

**Impact RE-4: The proposed project in combination with past, present, and reasonably foreseeable future projects in the vicinity, would not result in cumulative recreational impact. (Less than Significant)**

While cumulative development could generate additional park demand, future developments would also be subject to *Planning Code* open space requirements. Development of a duplex on Lot 7 would not contribute substantially to cumulative effects. Considering the capacity of existing parks near the project site and the provision of private and common open space on the project site, the proposed project would not result in a cumulatively considerable impact.

<i>Topics:</i>	<i>Potentially Significant Impact</i>	<i>Less Than Significant with Mitigation Incorporated</i>	<i>Less Than Significant Impact</i>	<i>No Impact</i>	<i>Not Applicable</i>
<b>11. UTILITIES AND SERVICE SYSTEMS—</b>					
<b>Would the project:</b>					
a) Exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Require or result in the construction of new water or wastewater treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) Require or result in the construction of new storm water drainage facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
d) Have sufficient water supply available to serve the project from existing entitlements and resources, or require new or expanded water supply resources or entitlements?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
e) Result in a determination by the wastewater treatment provider that would serve the project that it has inadequate capacity to serve the project's projected demand in addition to the provider's existing commitments?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
f) Be served by a landfill with sufficient permitted capacity to accommodate the project's solid waste disposal needs?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
g) Comply with federal, state, and local statutes and regulations related to solid waste?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

**Impact UT-1: Implementation of the proposed project would result in a less-than-significant impact to wastewater collection and treatment facilities and would not require or result in the construction of new storm water drainage facilities or expansion of existing facilities. (Less than Significant)**

The adaptive reuse portion of the proposed project would increase the amount of wastewater generated at the Alexandria Theatre building; however, this building previously operated at full capacity and the proposed adaptive reuse, which would include new restaurant operations and bathrooms, would likely return wastewater generation to approximately the same level as during original operation. The addition of the new mixed-use building would generate additional wastewater, which would enter the City's system. Project-related wastewater and stormwater would flow to the City's combined stormwater and sewer system and would be treated to standards contained in City's National Pollutant Discharge Elimination System (NPDES) Permit for the Southwest Water Pollution Control Plant prior to discharge into the ocean. Additionally, in accordance with the Stormwater Management Ordinance (SMO), the

project site will be designed with Low Impact Design (LID) approaches and stormwater management systems to comply with the Stormwater Design Guidelines (SDGs). In compliance with the SMO, the project would implement and install appropriate stormwater management systems that limit both the volume and rate of stormwater runoff entering the combined sewer system from the project site, thereby limiting additional discharge to the existing collection systems and wastewater facilities, and minimizing potential for upsizing or constructing new facilities.

The proposed project is accounted for in the growth projection for the City; therefore, the proposed project would not require expansion of wastewater treatment facilities or an extension of a sewer trunk line. During project occupancy and operations, the proposed project would comply with all local wastewater discharge requirements. The proposed project would have no impact related to expansion or extension of a sewer trunk line.

**Impact UT-2: The SFPUC has sufficient water supply and entitlements to serve the proposed project, and implementation of the proposed project would not require expansion or construction of new water treatment facilities. (Less than Significant)**

All proposed large-size projects in California subject to CEQA are required to obtain an assessment from a regional or local jurisdiction water agency to determine the availability of a long-term water supply sufficient to satisfy project-generated water demand. In May 2002, the San Francisco Public Utilities Commission (SFPUC) adopted a resolution finding that the SFPUC's Urban Water Management Plan (UWMP) adequately fulfills the requirements of the water assessment for water quality and wastewater treatment and capacity as long as a proposed project is covered by the demand projections identified in the UWMP,<sup>51</sup> which included all known or expected development projects in San Francisco at that time through 2020. The residential component of proposed project would result in a water demand of 5,290 gallons per day.<sup>52</sup> Although the proposed project would incrementally increase the demand for water in San Francisco, the estimated increase would be accommodated within the City's anticipated water use and supply projections. Additionally, the new building would be designed to incorporate water-conserving measures, such as low-flush toilets and urinals, as required by the *California State Building Code* Section 402.0(c). The proposed project is consistent

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<sup>51</sup> City and County of San Francisco, Public Utilities Commission, Resolution No. 02-0084, May 14, 2002.

<sup>52</sup> Based on an estimate of 115 gallons per day per household, consistent with the water use assumption incorporated within the SFPUC's UWMP. Daniel Steiner, Consulting Engineer, *Estimated Water Use by 500 Dwellings*, February 26, 2002. Demand calculation: proposed 46 units x 115 gallons per day = 5,290 gallons per day.



with the adopted zoning for the site, and therefore was considered in the UWMP and could be served by existing water facilities. Thus, the proposed project would not require the expansion of water facilities, resulting in a less-than-significant impact.

**Impact UT-3: The proposed project would be served by a landfill with sufficient permitted capacity to accommodate the project's solid waste disposal needs. (Less than Significant)**

The portion of San Francisco's waste that is not recycled is disposed of in the Altamont Landfill. The landfill is expected to remain operational for another 19 to 28 years, with an increase of 250 acres of fill area under an expansion plan. With the City's plan to increase recycling to 75 percent of the waste stream by 2010 and the Altamont Landfill expansion, the City's solid waste disposal demand could be met through at least 2026, once expansion of the Altamont Landfill occurs.

Disposal bins would be located at ground level between the Alexandria Theatre building and the mixed use building (see Figure 10, Mixed-Use Building Ground Floor, p. 16). Bins would be separated by commercial and residential use. Residents of the mixed-use building would be responsible for taking their trash to the ground level trash room.

The proposed restaurant would have about 200 seats. The project site is within the Geary Fast-Food Subdistrict, which does not permit restaurant uses that involve the sale of pre-prepared, ready-to-eat food for consumption on- or off-site. Such businesses can be notable sources of litter. The proposed project would include a traditional, cook-to-order restaurant. Therefore, the proposed project would not generate litter typical of fast-food restaurants.

Given the existing and anticipated increase in solid waste recycling and the proposed landfill expansion in size and capacity, the proposed project and cumulative development would not require the expansion of solid waste facilities, resulting in a less-than-significant impact.

**Impact UT-4: The construction and operation of the proposed project would follow all applicable statutes and regulations related to solid waste. (No Impact)**

The California Integrated Waste Management Act of 1989 (AB 939) requires municipalities to adopt an Integrated Waste Management Plan (IWMP) to establish objectives, policies, and programs relative to waste disposal, management, source reduction, and recycling. Reports filed by the San Francisco Department of the Environment showed the City generated 1.88 million tons of waste material in 2002. Approximately 63 percent (1.18 million tons) was diverted through recycling, composting, reuse, and other efforts while 700,000 tons went to a

landfill.<sup>53</sup> San Francisco residents currently divert approximately 72 percent of their solid waste to recycling and composting, bringing the City's residents closer to their goal of 75 percent diversion by 2010 and 100 percent by 2020.<sup>54</sup> The solid waste associated with the proposed project's construction would be required to divert 65 percent of all non-hazardous construction waste for recycling and reuse, as required by the Construction, Demolition and Debris Ordinance.

San Francisco Ordinance No. 27-06 requires a minimum of 65 percent of all construction and demolition debris to be recycled and diverted from landfills. Furthermore, the project would be required to comply with City's Ordinance 100-09, the Mandatory Recycling and Composting Ordinance, which requires everyone in San Francisco to separate their refuse into recyclables, compostables, and trash. With waste diversion and expansions that have occurred at the Altamont Landfill, there is adequate capacity to accommodate San Francisco's solid waste.

Therefore, solid waste generated from the project's construction and operation would not substantially affect the projected life of the landfill, and no associated impacts related to solid waste would occur.

**Impact UT-5: In combination with past, present, and reasonably foreseeable future development in the project site vicinity, the proposed project would have a less-than-significant cumulative impact on utilities and service systems. (Less than Significant)**

The proposed project would not substantially impact utility provision or service in the project area. Development of a duplex on Lot 7 would not contribute substantially to cumulative effects. Given that existing service management plans address anticipated growth in the region, the proposed project would not have a significant cumulative effect on utility service provision or facilities.

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<sup>53</sup> San Francisco *Office of the Controller*, Community Indicators Report. Available on the internet at: [http://www.sfgov.org/wcm\\_controller/community\\_indicators/physicalenvironment/index.htm](http://www.sfgov.org/wcm_controller/community_indicators/physicalenvironment/index.htm). Accessed March 12, 2009.

<sup>54</sup> San Francisco Department of the Environment. Zero Waste. Website available at: <http://sfgov.org/site/frame.asp?u=http://www.sfenvironment.org>. Accessed February 11, 2009.

<i>Topics:</i>	<i>Potentially Significant Impact</i>	<i>Less Than Significant with Mitigation Incorporated</i>	<i>Less Than Significant Impact</i>	<i>No Impact</i>	<i>Not Applicable</i>
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**12. PUBLIC SERVICES— Would the project:**

- |   |                          |                          |                                     |                          |                          |
|---|--------------------------|--------------------------|-------------------------------------|--------------------------|--------------------------|
| a) Result in substantial adverse physical impacts associated with the provision of, or the need for, new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times, or other performance objectives for any public services such as fire protection, police protection, schools, parks, or other services? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
|---|--------------------------|--------------------------|-------------------------------------|--------------------------|--------------------------|

**Impact PS-1: The proposed project would increase demand for fire protection, but not to an extent that would result substantial adverse impacts associated with the provision of such service. (Less than Significant)**

The proposed project would increase the demand for fire protection services within the project area. The Richmond District is served by Division Two of the San Francisco Fire Department (SFFD). One of the most important criteria for effective firefighting is the response time needed to reach the site of the fire. Stations are strategically located to ensure adequate response times within the Richmond District. The project site is located between two fire stations, each approximately one-half mile from the site (Station 14, 551 26<sup>th</sup> Avenue, and Station 31, 441 12<sup>th</sup> Avenue). The proposed project would not require the expansion of fire protection facilities.

As noted above, under Checklist Item 3, Population and Housing, the proposed project would add about 105 residents and approximately ~~68~~74 net new employees to the project site. This would be an increase of approximately 0.01 percent in the City, and 1.5 percent within the area near the project site; the proposed project would increase the number of jobs by less than 0.02 percent. Since the additional approximately ~~173~~179 persons on site with the proposed project would not be significant relative to the number of residents and employees within the project vicinity, nor with regard to the expected increases in the population and employment of San Francisco, the proposed project would not be expected to result in significant project-level or cumulative impacts on fire protection and emergency services. In addition, the proposed project would be required to comply with all regulations of the California Fire Code, which establishes requirements pertaining to fire protection systems, including the provision of state-mandated smoke alarms, fire extinguishers, appropriate building access, and emergency response notification systems.

**Impact PS-2: The proposed project would increase demand for police protection, but not to an extent that would result substantial adverse impacts associated with the provision of such service. (Less than Significant)**

Development of the proposed project would add residential and retail uses to the project area. This increased intensity of uses could potentially increase the service calls to the San Francisco Police Department (SFPD). However, the increase in service calls associated with the proposed project would not likely be substantial in light of the existing demand for police services area-wide. Any illegal activities that occur presently in or around the parking lot would effectively be eliminated with the project. The Richmond Station, less than one mile from the project site, would be able to provide the necessary police services and crime prevention programs for the project area. The proposed project service demand would not require the expansion of police facilities.

The proposed project would not be expected to result in significant project-level or cumulative-level impacts on police services.

**Impact PS-3: The proposed project would indirectly generate school students, but these new students would be accommodated within existing school facilities, and would not require new or physically altered school facilities, therefore, the impact to schools would be less than significant. (Less than Significant)**

The proposed 46 residential units would result in a number of school-aged children living at the project site. The San Francisco Unified School District (SFUSD) provides school services to the Richmond District. There are a number of SFUSD elementary schools near the project site, the nearest being Alamo and Sutro. The nearest middle schools are Roosevelt and Presidio, and Washington is the nearest high school.<sup>55</sup> In the last decade, overall SFUSD enrollment has gradually declined. The decline stopped in the fall of 2008, when kindergarten enrollments began to increase, reflecting a growth in birth rates five years earlier. SFUSD projections indicate that elementary enrollment will continue to grow.<sup>56</sup> The number of elementary school students will eventually rise from 25,000 students in 2008 to 27,600 in 2013, representing an 11 percent increase in five years. After a slight decline in 2009 and 2010, middle school enrollment

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<sup>55</sup> SFUSD, *Facilities Master Plan*, [www.sfusd.org/apps/departments/school\\_operations/docs](http://www.sfusd.org/apps/departments/school_operations/docs), accessed September 16, 2005.

<sup>56</sup> San Francisco Unified School District, *Capital Plan FY 2010-2019*, September 2009. Available at <http://portal.sfusd.edu/data/facilities/FINAL%20APPROVED%20CAPITAL%20PLAN%202010-2019%20Oct%2027%202009.pdf>, accessed February 11, 2010.

will increase again. However, in 2013 it will still stand below current enrollment (at 11,640 compared with 11,816 in 2008). High school enrollment will experience a continuous decline over the next five years, from 19,696 students in 2008 to 18,396 in 2013. District-wide enrollment as of Fall 2008 was 55,272. SFUSD has adopted a new student assignment policy to manage the projected growth in students. An increase in students associated with the proposed project would not substantially change the demand for schools, and no new facilities are expected to be needed to accommodate the students. The proposed project would thus result in a less-than-significant impact on schools.

**Impact PS-4: The proposed project would increase demand for government services, but not to the extent that would result in significant physical impacts. (Less than Significant)**

The addition of residents from the proposed project would increase the demand for library services and facilities and community centers. The Richmond/Senator Milton Marks library branch, less than one mile east of the project site, is among a list of existing San Francisco library facilities that would be upgraded (under the Branch Improvement Library Program, voter-approved as Proposition A in 2000) and would be able to accommodate the increase in demand for library services from the proposed project. Proposed project residents would have a variety of community centers/facilities open to them at the project site and in its vicinity. The Argonne Playground and Clubhouse provides athletic and social activities for people of all ages. The Richmond Recreation Center, approximately 1.5 blocks north of the project site, offers a wide variety of educational, arts and crafts, athletic, and social activities for all ages, including specialized activities for pre-schoolers, youths, and teens. The YMCA, though not a public facility, is also a neighborhood center for recreation and social activities. Since the upgraded library and various community facilities in the area would adequately serve the proposed project and existing population in the vicinity, the proposed project would not require the expansion of community facilities, resulting in a less-than-significant impact to library services and community centers.

These community facilities may use the parking lot that would be displaced by the proposed project. Parking is discussed under Checklist Item 5, Transportation and Circulation, p. 58.

The proposed project would not be expected to result in project-level or cumulative impacts on library services and community centers.

**Impact PS-5: The proposed project, combined with past, present, and reasonably foreseeable future projects in the vicinity, would result in less-than-significant cumulative impacts to public services. (Less than Significant)**

Public service providers accommodate growth within their service areas by responding to forecasted population growth and land use changes. Development of a duplex on Lot 7 would not contribute substantially to cumulative effects. The proposed project would not exceed growth projections for the area, would generally be consistent with the *General Plan*, and as such, would be accommodated in the projected cumulative demand for services.

<u>Topics:</u>	<i>Potentially Significant Impact</i>	<i>Less Than Significant with Mitigation Incorporated</i>	<i>Less Than Significant Impact</i>	<i>No Impact</i>	<i>Not Applicable</i>
<b>13. BIOLOGICAL RESOURCES—</b>					
<b>Would the project:</b>					
a) Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special-status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) Have a substantial adverse effect on federally protected wetlands as defined by Section 404 of the Clean Water Act (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d) Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e) Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
f) Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

**Impact BIO-1: The proposed project would not have a substantial adverse effect, either directly or through habitat modifications, on any special status species, sensitive natural community, protected wetlands, or conflict with an adopted conservation plan, or interfere with the movement of native resident or wildlife species or with established native resident or migratory wildlife corridors. (No Impact)**

The project site is in a densely built urban environment. The project site includes the closed Alexandria Theatre building and a surface parking lot, and does not support or provide habitat for any rare or endangered wildlife or plant species. No special-status bird species are known to nest in the area. The project vicinity is an urban environment and experiences high levels of human activities, and only common bird species are likely to nest in the trees along Geary Boulevard. The proposed project would not substantially affect any rare or endangered animal or plant species or the habitat of such species, nor substantially diminish habitat for fish, wildlife or plants, or substantially interfere with the movement of migratory fish or wildlife species. The site does not contain or support wetlands; therefore there would be no impact to wetlands.

**Impact BIO-2: Implementation of the proposed project would not conflict with local tree protection regulations. (Less than Impact)**

The San Francisco Planning Department, Department of Building Inspection (DBI), and Department of Public Works (DPW) have established guidelines to ensure that legislation adopted by the Board of Supervisors governing the protection of trees, including street trees, is implemented. Public Works Code Section 8.02-8.11 requires disclosure and protection of Landmark, Significant and Street trees, collectively known as “protected trees,” located on private and public property. A landmark tree has the highest level of protection and must meet certain criteria for age, size, shape, species location, historical association, visual quality, or other contribution to the City’s character and has been found worthy of Landmark status after public hearings at both the Urban Forestry Council and the Board of Supervisors. A significant tree is either on property under the jurisdiction of the DPW, or on privately owned land within ten feet of the public right-of-way which satisfies certain criteria. Removal of a landmark, significant, or a street tree requires a permit from DPW. There are no trees within the project site, and no street trees would be removed as part of the proposed project. There are two street trees along Geary Boulevard, adjacent to the Alexandria Theatre frontage. The trees are approximately 10 feet from the edge of the theater. The proposed project would not require removal of these trees.

DPW requires adjacent trees to be protected during construction and additional trees to be added as feasible along certain streets. The proposed project would install streets trees along Geary Boulevard and 18<sup>th</sup> Avenue. The final number and placement requirement of such street trees would be subject to review and approval by DPW. The project would therefore not conflict with San Francisco’s local tree preservation ordinance. In light of the above, the proposed project’s conflict, if any, with local policies protecting biological resources such as trees would be an impact that is less than significant.

**Impact BIO-3: The proposed project, combined with past, present, and reasonably foreseeable future projects in the vicinity, would make no contribution to cumulative biological impacts. (No Impact)**

The proposed project would not have a significant impact on biological resources. Development of a duplex on Lot 7 would not contribute substantially to cumulative effects. The proposed project would not contribute to any potential significant cumulative effects on biological resources.

<i>Topics:</i>	<i>Potentially Significant Impact</i>	<i>Less Than Significant with Mitigation Incorporated</i>	<i>Less Than Significant Impact</i>	<i>No Impact</i>	<i>Not Applicable</i>
<b>14. GEOLOGY AND SOILS—</b>					
<b>Would the project:</b>					
a) Expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving:					
i) Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? (Refer to Division of Mines and Geology Special Publication 42.)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
ii) Strong seismic ground shaking?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
iii) Seismic-related ground failure, including liquefaction?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
iv) Landslides?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Result in substantial soil erosion or the loss of topsoil?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) Be located on geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction, or collapse?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d) Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code, creating substantial risks to life or property?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>



<i>Topics:</i>	<i>Potentially Significant Impact</i>	<i>Less Than Significant with Mitigation Incorporated</i>	<i>Less Than Significant Impact</i>	<i>No Impact</i>	<i>Not Applicable</i>
e) Have soils incapable of adequately supporting the use of septic tanks or alternative wastewater disposal systems where sewers are not available for the disposal of wastewater?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
f) Change substantially the topography or any unique geologic or physical features of the site?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

**Impact GE-1: The proposed project would result in exposure of people and structures to potential substantial adverse effects, including the risk of loss, injury, or death involving rupture of a known earthquake fault, expansive soils, seismic ground-shaking, liquefaction, lateral spreading, or landslides; however, the impact would be less-than-significant. (Less than Significant)**

The project sponsor has provided a Phase 1 Environmental Site Assessment prepared by AEI Consultants.<sup>57</sup> The proposed foundation for the mixed-use building is concrete and steel.

According to the report, the project site and vicinity slope down to the northwest, and the soil beneath the site consists of Holocene era beach and dune sand (characterized by yellowish-brown, yellow, or light-gray, well-sorted, fine- to medium- grained arkosic sand). Based on the site topography and nearby investigations, the local groundwater flow direction follows the natural site slope to the northwest. Excavation for the proposed new building could reach groundwater in order to construct the two below-ground parking levels; subsequently, perched groundwater may be encountered on-site and dewatering activities may be necessary. Any groundwater encountered during construction of the proposed project would be subject to requirements of the City's Industrial Waste Ordinance (Ordinance No. 199.77), requiring that groundwater meet specified water quality standards before it may be discharged into the sewer system. Furthermore, Mitigation Measure M-HY-1, p. 118, addresses dewatering. The Bureau of Systems Planning, Environment, and Compliance of the San Francisco Public Utilities Commission must be notified of projects necessitating dewatering, and may require water analysis before discharge. At the time of the building permit application process, the Department of Building Inspection (DBI) would require the project sponsor to prepare a geotechnical report pursuant to the State Seismic Hazards Mapping Act. The geotechnical

<sup>57</sup> AEI Consultants, *Phase 1 Environmental Site Assessment, 5400 Geary Boulevard, San Francisco, California, prepared for EastWest Bank, January 14, 2004.* This study is on file and available for public review at the Planning Department, 1650 Mission Street, 4<sup>th</sup> Floor.

report would determine if dewatering would be necessary and address the potential settlement and subsidence impacts of this dewatering. Based upon this discussion, the report would contain a recommendation as to whether or not a lateral movement and settlement survey should be done to monitor any movement or settlement of surrounding buildings and adjacent streets. If a monitoring survey is recommended, the DPW would require that a Special Inspector (as defined in Article 3 of the Building Code) be retained by the project sponsor to perform this monitoring.

The Community Safety Element of the *San Francisco General Plan* contains maps that show areas subject to geologic hazards. The project site is located in an area subject to groundshaking from earthquakes along the San Andreas and Northern Hayward Faults and other faults in the San Francisco Bay Area (Maps 2 and 3 in the Community Safety Element), but no major faults are located within one mile of the subject property. The Community Safety Element estimates that the groundshaking associated with an earthquake event up to a magnitude of 7.1 on the San Andreas or Hayward Faults would not cause structural damage in the project area. ABAG groundshaking maps indicate that an earthquake event between a magnitude of 7.2 and 7.9 on the San Andreas Fault would cause moderate structural damage at the project site.<sup>58</sup>

The project site is not within an area of liquefaction potential (Map 4 in the Community Safety Element), a Seismic Hazards Study Zone designated by the California Division of Mines and Geology. As previously stated, at the time of the building permit application process, the DBI would 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 hazard(s). To ensure compliance with all San Francisco Building Code provisions regarding structural safety, when the DBI reviews the geotechnical report and building plans for the proposed project, it will determine necessary engineering and design features for the project to reduce potential damage to structures from groundshaking and liquefaction. Therefore, potential damage to structures from geologic hazards on the project site would be mitigated through the DBI requirement for a geotechnical report and review of the building permit application pursuant to its implementation of the Building Code. As these procedures are required under existing DBI rules, no geotechnical mitigation measures are needed to avoid significant environmental impacts through the environmental review process. In addition, any changes incorporated into the foundation design required to meet the San Francisco Building Code

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<sup>58</sup> ABAG Shaking Intensity Maps and Information, <http://www.abag.ca.gov/bayarea/eqmaps/mapsba.html>, accessed May 23, 2007.

Standards that are identified as a result of the DBI review process would constitute minor modifications of the proposed project and would not require additional environmental analysis. Compliance with existing regulations would ensure the proposed project has less than significant impact from geologic hazards, including groundshaking or liquefaction.

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

The proposed project would not substantially change the topography of the site or any unique geologic or physical features of the site. The majority of the project site would require 23 feet of excavation. Because the project sponsor is required to implement construction Best Management Practices listed on the Stormwater Pollution Prevention Program “Checklist for Construction Requirements,” implementation of erosion and sedimentation control measures, as required by the City and/or resources agencies, would minimize short-term construction-related erosion impacts to less-than-significant.

**Impact GE-3: The proposed project would not use septic tanks or alternative wastewater disposal systems, which would have soils incapable of adequately supporting them. (No Impact)**

The proposed project would be connected to the existing sewer system and would not require use of septic systems. Therefore, this impact is not applicable to the proposed project.

**Impact GE-5: The proposed project, in combination with past, present, and reasonably foreseeable future projects in the site vicinity, would result in less-than-significant impacts related to geology and soils. (Less than Significant)**

Geology impacts are generally site-specific and do not have cumulative effects with other projects. The proposed project would not have a significant impact on geology or soil resources. Development of a duplex on Lot 7 would not contribute substantially to cumulative effects. Thus, the project would not contribute to any potential significant cumulative effects on geology or soils.

<i>Topics:</i>	<i>Potentially Significant Impact</i>	<i>Less Than Significant with Mitigation Incorporated</i>	<i>Less Than Significant Impact</i>	<i>No Impact</i>	<i>Not Applicable</i>
<b>15. HYDROLOGY AND WATER QUALITY—</b>					
<b>Would the project:</b>					
a) Violate any water quality standards or waste discharge requirements?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b) Substantially deplete groundwater supplies or interfere substantially with groundwater recharge such that there would be a net deficit in aquifer volume or a lowering of the local groundwater table level (e.g., the production rate of pre-existing nearby wells would drop to a level which would not support existing land uses or planned uses for which permits have been granted)?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, in a manner that would result in substantial erosion or siltation on- or off-site?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, or substantially increase the rate or amount of surface runoff in a manner that would result in flooding on- or off-site?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e) Create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
f) Otherwise substantially degrade water quality?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
g) Place housing within a 100-year flood hazard area as mapped on a federal Flood Hazard Boundary or Flood Insurance Rate Map or other authoritative flood hazard delineation map?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
h) Place within a 100-year flood hazard area structures that would impede or redirect flood flows?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
i) Expose people or structures to a significant risk of loss, injury or death involving flooding, including flooding as a result of the failure of a levee or dam?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
j) Expose people or structures to a significant risk of loss, injury or death involving inundation by seiche, tsunami, or mudflow?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

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

The project site is completely covered with impervious surfaces. The proposed project would not substantially affect the area of impervious surface at the site, and thus would not create additional surface runoff. All wastewater from the proposed project building, and storm water runoff from the project site, would flow into the city's combined sewer system to be treated at the Southeast Water Pollution Control Plant prior to discharge into San Francisco Bay. Treatment would be provided pursuant to the effluent discharge standards contained in the City's National Pollutant Discharge Elimination System (NPDES) permit for the plant. Additionally, compliance with the SMO in general will require the project to maintain or reduce the existing volume and rate of stormwater runoff at the site. To achieve this, the project would implement and install appropriate stormwater management systems that retain runoff onsite, promote stormwater reuse, and limit site discharges before entering the combined sewer collection system.

During construction, requirements to protect water quality would be implemented pursuant to San Francisco Building Code Chapter 33, Site Work, Demolition and Construction and the California Building Code Chapter 33, Excavation and Grading. These erosion reduction measures would ensure protection of water quality. As discussed above, stormwater runoff from project construction would drain to the combined sewer and stormwater system and be treated at the Southeast Water Pollution Control Plant. Additionally, the project sponsor has agreed to implement Mitigation Measure M-HY-1, which addresses construction-related water impacts. Furthermore, groundwater is not used as a drinking water supply in the City and County of San Francisco. Thus, the proposed project would not affect a public water supply. With implementation of Mitigation Measure M-HY-1, the proposed project would have a less-than-significant impact on water quality during and after construction.

Dewatering may be required in some areas of the project site. Any groundwater encountered during construction of the proposed project would be subject to requirements of the City's Industrial Waste Ordinance (Ordinance Number 199 77), requiring that groundwater meet specified water quality standards before it may be discharged into the sewer system. The Bureau of Systems Planning, Environment and Compliance of the SFPUC must be notified of projects necessitating dewatering, and may require water analysis before discharge. Should dewatering be necessary, the final soils report would address the potential settlement and subsidence impacts of this dewatering. Based upon this analysis, the report would contain a determination as to whether or not a lateral movement and settlement survey should be done to

monitor any movement or settlement of surrounding buildings and adjacent streets. If a monitoring survey is recommended, DPW would require that a Special Inspector (as defined in Article 3 of the *Building Code*) be retained by the project sponsor to perform this monitoring. These measures would ensure protection of water quality during construction of the proposed project. Therefore, groundwater resources would not be substantially degraded or depleted, and the project would not substantially interfere with groundwater recharge.

Mitigation Measure M-HY-1 would ensure that the project impacts to water quality remain less than significant at the cumulative level.

#### Mitigation Measure M-HY-1: Water

- a. In the event that dewatering becomes necessary, the project sponsor shall follow the recommendations of the geotechnical engineer or environmental remediation consultant, in consultation with the Bureau of Environmental Regulation and Management of the Department of Public Works, regarding treatment, if any, of pumped groundwater prior to discharge to the combined sewer system.

In the event that dewatering becomes necessary, groundwater pumped from the site shall be retained in a holding tank to allow suspended particles to settle, if this were found to be necessary by the Bureau of Environmental Regulation and Management of the Department of Public Works to reduce the amount of sediment entering the combined sewer system.

- b. The project sponsor shall require the general contractor to install and maintain sediment traps in local storm water intakes during construction to reduce the amount of sediment entering the combined sewer system, if this were found to be necessary by the Bureau of Environmental Regulation and Management of the Department of Public Works.

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

Groundwater is not used at the site and would not be used by the proposed project. No recharge areas or designated aquifers exist in the vicinity of the project site. Therefore, groundwater resources would not be substantially degraded or depleted, and the proposed project would not substantially interfere with groundwater recharge. Additionally, Mitigation Measure M-HY-1, below, addresses treatment of groundwater in the case of dewatering. With implementation of Mitigation Measure M-HY-1, the proposed project would not adversely affect groundwater resources.

Implementation of Mitigation Measure M-HY-1 would also ensure that the project impacts remain less than significant at the cumulative level.

**Impact HY-3: The proposed project would not result in altered drainage patterns that would cause substantial erosion or flooding or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff. (Less than Significant)**

The project site is completely covered with impervious surfaces and natural groundwater flow would continue under and around the site. Construction of the proposed project would not increase impervious surface coverage on the site nor reduce infiltration and groundwater recharge. Additionally, compliance with the SMO will require the project to maintain or reduce the existing volume and rate of stormwater runoff at the site by retaining runoff onsite, promoting stormwater reuse, and limiting site discharges before entering the combined sewer collection system. Therefore, the proposed project would not substantially alter existing groundwater quality or surface flow conditions.

**Impact HY-4: The proposed project would not expose people, housing, or structures, to substantial risk of loss due to flooding. (Less than Significant)**

Given that the project site is not located within a 100-year Flood Hazard Boundary, nor is it located in an area subject to inundation by seiche, tsunami or mudflow, there would be no project or cumulative impacts with regard to flooding.

**Impact HY-5: The proposed project would not expose people or structures to a significant risk of loss, injury or death involving inundation by seiche, tsunami, or mudflow. (No Impact)**

The project site is not on the San Francisco 20-foot Tsunami Runup Map; therefore, no significant tsunami hazards exist at the site. A seiche is an oscillation of a water body, such as a bay, which may cause local flooding. A seiche could occur on the San Francisco Bay due to seismic or atmospheric activity. However, based on the historical record, seiches are rare and there is no significant seiche hazard at the site. There is no mudslide hazard at the project site because the site and vicinity are fully-developed with no erosion-prone slopes. Thus, there would be no project-related significant impacts from seiche, tsunami or mudflow hazard.

**Impact HY-6: The proposed project, in combination with past, present, and reasonably foreseeable future projects in the site vicinity, would result in less-than-significant cumulative impacts to hydrology and water quality. (Less than Significant)**

The proposed project would not have a significant impact on hydrology or water quality. Development of Lot 7 would not contribute to cumulative effects. Thus, the project would not contribute to any potential significant cumulative effects on hydrology or water quality.

Mitigation Measure M-HY-1, below, has been incorporated to address potential effects of sediment entering the sewer system related to dewatering from construction of the proposed project. Implementation of this mitigation measure would reduce this potential effect to a less than significant level.

<i>Topics:</i>	<i>Potentially Significant Impact</i>	<i>Less Than Significant with Mitigation Incorporated</i>	<i>Less Than Significant Impact</i>	<i>No Impact</i>	<i>Not Applicable</i>
<b>16. HAZARDS AND HAZARDOUS MATERIALS—</b>					
<b>Would the project:</b>					
a) Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c) Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
d) Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e) For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard for people residing or working in the project area?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
f) For a project within the vicinity of a private airstrip, would the project result in a safety hazard for people residing or working in the project area?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
g) Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
h) Expose people or structures to a significant risk of loss, injury or death involving fires?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>



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

The proposed project would involve the adaptive reuse of the closed Alexandria Theatre building, resulting in additional retail use, a return to active theater use, and a full-service restaurant. The proposed project would also construct a new mixed-use building, with ground floor retail uses. The proposed project would result in the onsite use of common types of hazardous materials, such as cleaners and disinfectants. These commercial products are labeled to inform users of potential risks and to instruct them in appropriate handling procedures. Businesses are required by law to ensure employee safety by identifying hazardous materials in the workplace, providing safety information to workers that handle hazardous materials, and adequately training workers. For these reasons, hazardous materials use during project operation would not pose any substantial public health or safety hazards related to hazardous materials and no impacts would be less than significant.

**Impact HZ-2: The proposed residential use project would not create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment. (Less than Significant)**

A Phase I Environmental Site Assessment (ESA) was prepared for the project site in January 2004 by AEI Consultants.<sup>59</sup> The Phase I ESA report lists current and past operations, reviews environmental agency databases and records, identifies site reconnaissance observations, and summarizes potential contamination issues regarding the project site, including both the existing Alexandria Theatre site and its adjacent parking lot.

The Phase 1 ESA, which included a search of all regulatory databases, concluded that there are no known on-site environmental conditions requiring remediation. The Alexandria Theatre building was constructed in 1923; the project site was formerly developed with a smaller two-story building occupied by a kindergarten and day school. As is typical of structures of that age, the building contains hazardous asbestos containing materials and lead-based paint. The demolition of the interior walls and construction activities could release hazardous building materials into the environment without proper handling. These issues are discussed below.

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<sup>59</sup> AEI Consultants., *Phase 1 Environmental Site Assessment, 5400 Geary Boulevard, San Francisco, California, prepared for EastWest Bank, January 14, 2004.* This study is on file and available for public review at the Planning Department, 1650 Mission Street, 4th Floor.

*Asbestos.* Asbestos-containing materials were found within the closed Alexandria Theatre. The Phase 1 ESA determined that all asbestos-containing materials were in good condition and are not expected to pose a health and safety concern to the occupants of the theater at this time.<sup>60</sup> Potential asbestos-containing materials include the drywall, ceramic tiles, ceiling tiles, and roofing materials. Section 19827.5 of the California Health and Safety Code, adopted January 1, 1991, precludes local agencies from issuing demolition or alteration permits until an applicant has demonstrated compliance with notification requirements under applicable federal regulations regarding hazardous air pollutants, including asbestos. Because the proposed project would alter the building, it would be subject to the applicable federal regulations. The BAAQMD, vested by the California legislature with authority to regulate airborne pollutants, including asbestos, through both inspection and law enforcement must be notified ten days in advance of any proposed demolition or abatement work in accordance with state regulations.

BAAQMD notification includes: listing the names and addresses of operations and persons responsible; description and location of the structure to be demolished/altered including size, age, and prior use, and the approximate amount 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 BAAQMD randomly inspects asbestos removal operations and will inspect any removal operation upon which a complaint has been received.

The local office of the State Occupational Safety and Health Administration (OSHA) must be notified of asbestos abatement activities. 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 is required to file a Hazardous Waste Manifest which details the hauling of the material from the site and its disposal. Pursuant to California law, the DBI would not issue the demolition permit until the project sponsor has complied with the notice requirements described above.

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<sup>60</sup> AEI Consultants., Phase 1 Environmental Site Assessment, 5400 Geary Boulevard, San Francisco, California, January 14, 2004, p. 14.

These regulations and procedures, already established as a part of the permit review process, would ensure that any potential impacts due to asbestos would be reduced to a less-than-significant level.

*Lead-Based Paint.* Since the closed Alexandria Theatre was built in 1923, lead-based paint may be found in the theater. The Phase 1 ESA determined that both interior and exterior paint are in good condition and do not pose a health and safety concern at this time.<sup>61</sup> The proposed adaptive reuse must comply with Chapter 36 of the San Francisco Building Code, Work Practices for Exterior Lead-Based Paint. Where there is any work that may disturb or remove lead-based paint on the exterior of any building built prior to December 31, 1978, Chapter 36 requires specific notification and work standards, and identifies prohibited work methods and penalties.

Chapter 36 applies to buildings or steel structures on which original construction was completed prior to 1979 (which are assumed to have lead-based paint on their surfaces), where more than a total of 10 square feet of lead-based paint would be disturbed or removed. 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 US Department of Housing and Urban Development 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. Notification includes notifying bidders for the work of any paint-inspection reports verifying the presence or absence of lead-based paint in the regulated area of the proposed project. Prior to commencement of work, the responsible party must provide written notice to the Director of the DBI of the location of the proposed project; the nature and approximate square footage of the painted surface being disturbed and/or removed; the anticipated start and completion dates for the work; whether the responsible party has reason to know or presume that lead-based paint is present; whether the building is residential or nonresidential, owner-occupied or rental property and the approximate number of dwelling units, if any; the dates by

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<sup>61</sup> AEI Consultants., Phase 1 Environmental Site Assessment, 5400 Geary Boulevard, San Francisco, California, January 14, 2004, p. 14.

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 Sign When Containment is Required, Notice by Landlord, Required Notice to Tenants, Availability of Pamphlet related to protection from lead in the home, Notice by Contractor, Early Commencement of Work [by Owner, Requested by Tenant], and Notice of Lead Contaminated Dust or Soil, if applicable.) 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. Compliance with these San Francisco Building Code regulations and procedures would ensure that potential impacts of demolition, due to lead-based paint, would be reduced to a less than significant level.

*Hydrocarbons.* The asphalt parking lot would be removed with the proposed project. The asphalt would be broken up and removed from the site. The removal of the parking lot would not heat the asphalt and volatilize its organic components. Demolition of the parking lot would not result in release of hazardous materials from the asphalt.

**Impact HZ-3: The project site is not located within one-quarter mile of an existing school and therefore would not emit hazardous emissions or handle hazardous material within the vicinity of a school (Less than Significant)**

There are no schools within one quarter-mile of the site. Therefore the proposed project would not emit hazardous emissions or materials within one-quarter mile of a school, and this impact would be less than significant.

**Impact HZ-4: The project site is not included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5. (No Impact)**

The project site is not on the Hazardous Waste and Substances Sites List, commonly called the "Cortese List," compiled by the California Department of Toxic Substances Control (DTSC) pursuant to Government Code Section 65962.5. The project site is not listed in database reports from State and federal regulatory agencies that identify businesses and properties that handle or have released hazardous materials or waste. The project site is not located on the list of hazardous materials sites, therefore no impact would occur.

**Impact HZ-5: The proposed project would not expose people or structures to a significant risk of loss, injury or death involving fires, nor interfere with the implementation of an emergency response plan. (Less than Significant)**

San Francisco ensures fire safety and emergency accessibility within new and existing developments through provisions of its Building and Fire Codes. The proposed project would conform to these standards, which may include development of an emergency procedure manual and an exit drill plan for the proposed development. Potential fire hazards (including those associated with hydrant water pressure and blocking of emergency access points) would be addressed during the permit review process. Conformance with these standards would ensure appropriate life safety protections for the residential structures. Consequently, the proposed project would not create a substantial fire hazard or interfere with emergency access plans. Compliance with existing codes and regulations would ensure that the proposed project has no impact related to emergency access.

**Impact HZ-6: The proposed project, in combination with past, present, and reasonably foreseeable future projects in the site vicinity, would result in less-than-significant impacts related to hazards and hazardous materials. (Less than Significant)**

Impacts from hazards are generally site-specific, and typically do not result in cumulative impacts. The proposed project would not have a significant impact on hazardous material conditions on the project site or vicinity. Development of Lot 7 is similarly expected to be subject to the same requirements as the proposed project. Thus, cumulative impacts would be less than significant.

<i>Topics:</i>	<i>Potentially Significant Impact</i>	<i>Less Than Significant with Mitigation Incorporated</i>	<i>Less Than Significant Impact</i>	<i>No Impact</i>	<i>Not Applicable</i>
<b>17. MINERAL AND ENERGY RESOURCES—Would the project:</b>					
a) Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Result in the loss of availability of a locally-important mineral resource recovery site delineated on a local general plan, specific plan or other land use plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Encourage activities which result in the use of large amounts of fuel, water, or energy, or use these in a wasteful manner?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

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

All land in San Francisco, including the project site, is designated Mineral Resource Zone 4 (MRZ-4) by the California Division of Mines and Geology (CDMG) under the Surface Mining and Reclamation Act of 1975 (CDMG, Open File Report 96-03 and Special Report 146 Parts I and II). This designation indicates that there is inadequate information available for assignment to any other MRZ and thus the site is not a designated area of significant mineral deposits. Since the project site is already developed, future evaluation or designation of the site would not affect or be affected by the proposed project.

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

New buildings in San Francisco are required to conform to energy conservation standards specified by the San Francisco Green Building Ordinance (SFGBO), which would require the project to meet various conservation standards. Specifically, the project would be required to achieve 25 GreenPoints, including meeting an energy standard of 15 percent more energy efficient than that required by Title 24, the California Building Code. Documentation showing compliance with the SFGBO standards is submitted with the application for the building permit. The SFGBO and Title 24 are enforced by the Department of Building Inspection. Other than natural gas and coal fuel used to generate the electricity for the proposed project, the project would not have a substantial effect on the use, extraction, or depletion of a natural resource. For this reason, the proposed project would not cause a wasteful use of energy and would have a less than significant effect on energy or natural resources.

While the proposed project would increase energy demand, which could cumulate with other projects, all projects would be required to adhere to existing regulations regarding energy. Therefore, there would be less than significant cumulative impacts related to energy. See also the discussion of electricity use under Checklist Item 10, Utilities and Service Systems, p. 103 and Checklist Item 11, Public Services, p. 107.

**Impact ME-3: The proposed project, in combination with past, present, and reasonably foreseeable future projects in the site vicinity, would result in less-than-significant cumulative impacts to energy and minerals. (Less than Significant)**

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 may be that the state does not generate sufficient energy to meet its demand and must import energy from outside sources. Another part of 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-generated demand for electricity would be negligible in the context of overall demand within San Francisco and the State, and would not in and of itself require a major expansion of power facilities. Development of Lot 7 would not contribute to cumulative effects. Therefore, the energy demand associated with the proposed project would not result in a significant physical environmental effect or contribute to a cumulative impact.

<i>Topics:</i>	<i>Potentially Significant Impact</i>	<i>Less Than Significant with Mitigation Incorporated</i>	<i>Less Than Significant Impact</i>	<i>No Impact</i>	<i>Not Applicable</i>
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**18. AGRICULTURE AND FOREST RESOURCES**

In determining whether impacts to agricultural resources are significant environmental effects, lead agencies may refer to the California Agricultural Land Evaluation and Site Assessment Model (1997) prepared by the California Department of Conservation as an optional model to use in assessing impacts on agriculture and farmland. In determining whether impacts to forest resources, including timberland, are significant environmental effects, lead agencies may refer to the information compiled by the California Department of Forestry and Fire Protection regarding the state's inventory of forest land, including the Forest and Range Assessment Project and the Forest Legacy Assessment project; and forest carbon measurement methodology provided in Forest Protocols adopted by the California Air Resources Board.

**—Would the project:**

a) Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance, as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Conflict with existing zoning for agricultural use, or a Williamson Act contract?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code Section 12220 (g)) or timberland (as defined by Public Resources Code Section 4526)?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Result in the loss of forest land or conversion of forest land to non-forest land?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

<i>Topics:</i>	<i>Potentially Significant Impact</i>	<i>Less Than Significant with Mitigation Incorporated</i>	<i>Less Than Significant Impact</i>	<i>No Impact</i>	<i>Not Applicable</i>
e) Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland to non-agricultural use or forest land to non-forest use?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

**Impact AF-1: The proposed project would not result in the conversion of farmland or forest land to non-farm or non-forest use, nor would it conflict with existing agricultural or forest use or zoning. (No Impact)**

The project site is located in an urban area, and therefore not agricultural in nature. The California Department of Conservation designates no land within the City boundaries as Williamson Act properties or important farmland.<sup>62</sup> The proposed project would not convert farmland to a non-agricultural use, would not conflict with agricultural zoning or Williamson Act contracts, nor cause other changes that would lead to the conversion of Farmlands of Statewide Importance to nonagricultural use.

The project site is located in an urban area without forest lands. In addition, no trees are located on the project site. Therefore, the proposed project would not conflict with existing zoning for forest lands and would not result in the loss or conversion of current forest lands into non-forest lands.

<i>Topics:</i>	<i>Potentially Significant Impact</i>	<i>Less Than Significant with Mitigation Incorporated</i>	<i>Less Than Significant Impact</i>	<i>No Impact</i>	<i>Not Applicable</i>
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**19. MANDATORY FINDINGS OF SIGNIFICANCE—Would the project:**

a) Have the potential to degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, reduce the number or restrict the range of a rare or endangered plant or animal, or eliminate important examples of the major periods of California history or prehistory?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
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<sup>62</sup> San Francisco is identified as "Urban and Built Up Land" on the California Department of Conservation *Important Farmland of California Map*, 2002. This map is available for viewing on-line at the Department of Conservation website ([http://www.consrv.ca.gov/DLRP/fmmp/images/fmmp2004\\_11\\_17.pdf](http://www.consrv.ca.gov/DLRP/fmmp/images/fmmp2004_11_17.pdf)), accessed for this report February 15, 2007.



<i>Topics:</i>	<i>Potentially Significant Impact</i>	<i>Less Than Significant with Mitigation Incorporated</i>	<i>Less Than Significant Impact</i>	<i>No Impact</i>	<i>Not Applicable</i>
b) Have impacts that would be individually limited, but cumulatively considerable? (“Cumulatively considerable” means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects.)	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c) Have environmental effects that would cause substantial adverse effects on human beings, either directly or indirectly?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

The topics described above indicated that the proposed project would not result in a substantial adverse effect to human beings, either directly or indirectly.

Cumulative Impacts are addressed, where applicable, under the specific topics above. No potentially significant cumulative impacts would result from the proposed project.

## **F. MITIGATION MEASURES AND IMPROVEMENT MEASURES**

### **MITIGATION MEASURES**

#### **Cultural and Paleontological Resources**

Mitigation Measure M-CP-1, below, has been incorporated to address potential effects on archeological resources related to construction of the proposed project. Implementation of this mitigation measure would reduce this potential effect to a less than significant level.

#### Mitigation Measure M-CP-1: Architectural Resources

The Planning Department identified the following character-defining features of the building to be retained and respected in order to avoid a significant adverse effect. The project sponsor shall retain a preservation architect, pursuant to Secretary of Interiors Standards of professional qualification, to implement this measure. Furthermore, the project sponsor shall also submit a detailed drawing of the project plans for review by Planning Department and Preservation Staff.

#### *Documentation/Recordation*

Before an alteration permit is issued for interior work within the Alexandria Theatre, the project sponsor shall create a catalog of all the significant interior features, including but not limited to those identified in the HRER dated February 2006 and prepared by Jonathan Pearlman of

Elevation Architects. The catalogue shall include photographs of the significant interior features and written descriptions to include materials, dimensions of such features (plaster ornamentation and metalwork on walls and ceiling, murals, fixtures and furnishings), and locational/positional information.

Documentary photography shall meet the following standards:

- A. Readily Reproducible: Prints shall accompany all negatives.
- B. Durable: Photography must be archivally-processed and stored. Negatives are required on safety film only. Resin coated paper is not accepted. Color photography should also be taken but may not be substituted.
- C. Standard Sized: Sizes 4"x5", 5"x7" or 8"x10".

One copy of this catalog shall be given to the San Francisco History Center at the Main Public Library, and a second will be given to the *Planning Department*.

#### *Floor*

The recessed bowl floor was built in 1923 and altered in 1942, and is a significant feature in the development of the theater as a property type. It shall be partly preserved *in situ* by inserting a new frame floor suspended over the bowl to match with the exterior grade level.

The new floor within the main auditorium shall be set within this volume. The new floor shall not extend to the full interior width, nor be fully affixed to the exterior perimeter walls, so that from within the building a feeling of a former volume can be discerned and so that significant interior fixtures, such as murals, would not be altered, damaged, or destroyed.

The terrazzo floor connecting the sidewalk with the lobby, installed after the initial construction of the theater but during the period of significance, shall be retained.

#### *Blade Sign and Marquee*

The existing 1942 blade sign and marquee shall be preserved and restored. Chemical or physical treatments, such as sandblasting, that cause damage to historic materials, shall not be used.

### *Lobby & Stair*

The building's main lobby shall be maintained as it was remodeled in 1942, and the main staircase shall continue to serve the tenants of the second floor. The main interior finishes of the lobby as well as the bulk of its shape and dimensions shall be maintained.

### *Mezzanine*

The former mezzanine shall be remodeled to contain one theater space and a lounge, café, restaurant, or other use. (The final uses are to be determined).

### *Exterior Openings*

On the exterior, no new openings shall be incorporated along the Geary Boulevard elevation. New openings shall be opened on the secondary façade on 18<sup>th</sup> Avenue, and shall be designed similarly to the storefronts on Geary Boulevard, with plate glass storefronts and storefront transoms. The main walls above the storefront assemblies shall have a minimum of new openings not to exceed those found on the Geary Boulevard elevation. These measures would preserve the feeling of mass that is important to the Egyptian revival architecture of the building. The proposed new openings on the east side façade shall not in any way alter or damage the murals or other significant features on the inside of the auditorium space or on the exterior of the building.

The northernmost two building bays that were added to the building in 1942 and are set on a slightly angled plane from 18<sup>th</sup> Avenue can, at the option of the project sponsor, be opened to a greater degree with glass windows. However, an appropriate amount of solid-to-void ratio shall be maintained so as not to significantly alter the character of the building.

### *General Historic Preservation and Monitoring*

Related new construction shall not destroy historic materials that characterize the property and its environment. The new work shall be differentiated from the old to protect the historic integrity of the property and shall be compatible with the massing, size, scale, and architectural details to protect the historic integrity of the property and its environment.

The project sponsor shall retain the services of a preservation architect or architectural historian who meets the Secretary of the Interior's Standards Professional Qualifications Standards to oversee the preservation and restoration of significant features of the building and to review all

proposed changes to ensure that they would not denigrate or destroy significant architectural or decorative features.

#### *Construction Measures*

The project shall incorporate construction-phase measures to provide protection and avoid impacts on the historic theater, as proposed by the project sponsor. These construction measures shall include the following elements:

- a. Before the floors of the auditorium are under construction, plywood paneling shall be put in place to provide protection to the interior walls and ceiling as required.

If there is gross failure in the attempt to move historic materials, reconstruction as needed of damaged or destroyed materials shall be based on the documentation prepared as a condition of the project.

#### Mitigation Measure M-CP-2: Archeological Resources

Based on the reasonable potential that archeological resources may be present within the project site, the following measures shall be undertaken to avoid any potentially significant adverse effect from the proposed project on buried or submerged historical resources. The project sponsor shall retain the services of a qualified archeological consultant having expertise in California prehistoric and urban historical archeology. The archeological consultant shall undertake an archeological monitoring program. All plans and reports prepared by the consultant as specified herein shall be submitted first and directly to the ERO for review and comment, and shall be considered draft reports subject to revision until final approval by the ERO. Archeological monitoring and/or data recovery programs required by this measure could suspend construction of the project for up to a maximum of four weeks. At the direction of the ERO, the suspension of *construction* can be extended beyond four weeks only if such a suspension is the only feasible means to reduce to a less than significant level potential effects on a significant archeological resource as defined in CEQA Guidelines Sect. 15064.5 (a)(c).

*Archeological monitoring program* (AMP). The archeological monitoring program shall minimally include the following provisions:

- The archeological consultant, project sponsor, and ERO shall meet and consult on the scope of the AMP reasonably prior to any project-related soils disturbing activities commencing. The ERO in consultation with the project archeologist shall determine what project activities shall be archeologically monitored. In most cases, any soils disturbing activities, such as demolition, foundation removal, excavation, grading,

utilities installation, foundation work, driving of piles (foundation, shoring, etc.), site remediation, etc., shall require archeological monitoring because of the potential risk these activities pose to archeological resources and to their depositional context;

- The archeological consultant shall advise all project contractors to be on the alert for evidence of the presence of the expected resource(s), of how to identify the evidence of the expected resource(s), and of the appropriate protocol in the event of apparent discovery of an archeological resource;
- The archaeological monitor(s) shall be present on the project site according to a schedule agreed upon by the archeological consultant and the ERO until the ERO has, in consultation with the archeological consultant, determined that project construction activities could have no effects on significant archeological deposits;
- The archeological monitor shall record and be authorized to collect soil samples and artifactual/ecofactual material as warranted for analysis;
- If an intact archeological deposit is encountered, all soils disturbing activities in the vicinity of the deposit shall cease. The archeological monitor shall be empowered to temporarily redirect demolition/excavation/pile driving/construction crews and heavy equipment until the deposit is evaluated. If in the case of pile driving activity (foundation, shoring, etc.), the archeological monitor has cause to believe that the pile driving activity may affect an archeological resource, the pile driving activity shall be terminated until an appropriate evaluation of the resource has been made in consultation with the ERO. The archeological consultant shall immediately notify the ERO of the encountered archeological deposit. The archeological consultant shall, after making a reasonable effort to assess the identity, integrity, and significance of the encountered archeological deposit, present the findings of this assessment to the ERO.

If the ERO in consultation with the archeological consultant determines that a significant archeological resource is present and that the resource could be adversely affected by the proposed project, at the discretion of the project sponsor either:

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

If an archeological data recovery program is required by the ERO, the archeological data recovery program shall be conducted in accord with an archeological data recovery plan (ADRP). The project archeological consultant, project sponsor, and ERO shall meet and consult on the scope of the ADRP. The archeological consultant shall prepare a draft ADRP that shall

be submitted to the ERO for review and approval. The ADRP shall identify how the proposed data recovery program will preserve the significant information the archeological resource is expected to contain. That is, the ADRP will identify what scientific/historical research questions are applicable to the expected resource, what data classes the resource is expected to possess, and how the expected data classes would address the applicable research questions. Data recovery, in general, should be limited to the portions of the historical property that could be adversely affected by the proposed project. Destructive data recovery methods shall not be applied to portions of the archeological resources if nondestructive methods are practical.

The scope of the ADRP shall include the following elements:

- *Field Methods and Procedures.* Descriptions of proposed field strategies, procedures, and operations.
- *Cataloguing and Laboratory Analysis.* Description of selected cataloguing system and artifact analysis procedures.
- *Discard and Deaccession Policy.* Description of and rationale for field and post-field discard and deaccession policies.
- *Interpretive Program.* Consideration of an on-site/off-site public interpretive program during the course of the archeological data recovery program.
- *Security Measures.* Recommended security measures to protect the archeological resource from vandalism, looting, and non-intentionally damaging activities.
- *Final Report.* Description of proposed report format and distribution of results.
- *Curation.* Description of the procedures and recommendations for the curation of any recovered data having potential research value, identification of appropriate curation facilities, and a summary of the accession policies of the curation facilities.

*Human Remains, Associated or Unassociated Funerary Objects.* The treatment of human remains and of associated or unassociated funerary objects discovered during any soils disturbing activity shall comply with applicable State and Federal Laws, including immediate notification of the Coroner of the City and County of San Francisco and in the event of the Coroner's determination that the human remains are Native American remains, notification of the California State Native American Heritage Commission (NAHC) who shall appoint a Most Likely Descendant (MLD) (Pub. Res. Code Sec. 5097.98). The archeological consultant, project sponsor, and MLD shall make all reasonable efforts to develop an agreement for the treatment of, with appropriate dignity, human remains and associated or unassociated funerary objects (CEQA Guidelines. Sec. 15064.5(d)). The agreement should take into consideration the appropriate

excavation, removal, recordation, analysis, curation, possession, and final disposition of the human remains and associated or unassociated funerary objects.

*Final Archeological Resources Report.* The archeological consultant shall submit a Draft Final Archeological Resources Report (FARR) to the ERO that evaluates the historical significance of any discovered archeological resource and describes the archeological and historical research methods employed in the archeological testing/monitoring/data recovery program(s) undertaken. Information that may put at risk any archeological resource shall be provided in a separate removable insert within the draft final report.

Copies of the Draft FARR shall be sent to the ERO for review and approval. Once approved by the ERO copies of the FARR shall be distributed as follows: California Archaeological Site Survey Northwest Information Center (NWIC) shall receive one (1) copy and the ERO shall receive a copy of the transmittal of the FARR to the NWIC. The Major Environmental Analysis division of the Planning Department shall receive three copies of the FARR along with copies of any formal site recordation forms (CA DPR 523 series) and/or documentation for nomination to the National Register of Historic Places/California Register of Historical Resources. In instances of high public interest or interpretive value, the ERO may require a different final report content, format, and distribution than that presented above.

## **Noise**

Mitigation Measure M-NO-2, below, has been incorporated to address potential noise effects related to construction of the proposed project. Implementation of this mitigation measure would reduce this potential effect to a less than significant level.

### Mitigation Measure M-NO-2: Construction Noise

If pile-driving is required, the project sponsor shall require its construction contractor to use noise-reducing pile driving techniques, if nearby structures are subject to pile driving noise and vibration. These techniques include pre-drilling pile holes (if feasible, based on soils) to the maximum feasible depth, installing intake and exhaust mufflers on pile driving equipment, vibrating piles into place when feasible, and installing shrouds around the pile driving hammer where feasible.

The project sponsor shall require project construction contractor(s) to pre-drill holes to the maximum depth feasible on the basis of soil conditions. Contractors shall be required to use construction equipment with state-of-the-art noise shielding and muffling devices.

## Hydrology and Water Quality

### Mitigation Measure M-HY-1: Water

- a. In the event that dewatering becomes necessary, the project sponsor shall follow the recommendations of the geotechnical engineer or environmental remediation consultant, in consultation with the Bureau of Environmental Regulation and Management of the Department of Public Works, regarding treatment, if any, of pumped groundwater prior to discharge to the combined sewer system.

In the event that dewatering becomes necessary, groundwater pumped from the site shall be retained in a holding tank to allow suspended particles to settle, if this were found to be necessary by the Bureau of Environmental Regulation and Management of the Department of Public Works to reduce the amount of sediment entering the combined sewer system.

- b. The project sponsor shall require the general contractor to install and maintain sediment traps in local storm water intakes during construction to reduce the amount of sediment entering the combined sewer system, if this were found to be necessary by the Bureau of Environmental Regulation and Management of the Department of Public Works.

## IMPROVEMENT MEASURES

### Transportation and Circulation

Improvement Measure I-TR-5a, I-TR-5b, and I-TR-5c, below, have been incorporated to address potential parking, loading, and construction effects related to construction of the proposed project. Implementation of these improvement measures would improve the less-than-significant impacts to parking, loading, and construction effects.

#### Improvement Measure I-TR-5a: Parking

As improvement measures to reduce the proposed project's parking demand and parking shortfall and to encourage use of alternative modes, the project sponsor would provide a transportation insert for the move-in packet that would provide information on transit service (MUNI and BART lines, schedules, and fares), information on where Fast Passes could be purchased, and information and an application for the Bay Area's RIDES carpooling program.

#### Improvement Measure I-TR-5b: Loading

The project sponsor shall request that two of the 11 metered parking spaces adjacent to the project site on 18th Avenue be converted to commercial vehicle loading/unloading spaces for a limited duration (e.g., from 8:00 a.m. to 3:00 p.m.).



This change to the existing curb parking regulation would need to be approved at a public hearing through the Department of Parking and Traffic.

Improvement Measure I-TR-5c: Construction Traffic

Any construction traffic occurring between 7:00 a.m. and 9:00 a.m. or 3:30 p.m. and 6:00 p.m. would coincide with peak hour traffic and could temporarily impede traffic and transit flow, although it would not be considered a significant impact. An improvement measure limiting truck movements to the hours between 9:00 a.m. and 3:30 p.m. (or other times if approved by the Traffic Engineering Department of Parking and Traffic (DPT)) would minimize disruption of the general traffic flow on adjacent streets during the AM and PM peak periods.

The project sponsor and construction contractor(s) shall meet with the DPT, the Fire Department, MUNI, the Planning Department, and other City agencies to determine feasible measures to reduce traffic congestion, including temporary bus stop relocation and other potential transit disruption and pedestrian circulation effects during construction of the proposed project. The temporary parking demand by construction workers shall be met on-site, on-street, or within other off-street parking facilities.

## G. DETERMINATION

On the basis of this initial study:

- I find that the proposed project COULD NOT have a significant effect on the environment, and a NEGATIVE DECLARATION will be prepared.
- I find that although the proposed project could have a significant effect on the environment, there will not be a significant effect in this case because revisions in the project have been made by or agreed to by the project proponent. A MITIGATED NEGATIVE DECLARATION will be prepared.
- I find that the proposed project MAY have a significant effect on the environment, and an ENVIRONMENTAL IMPACT REPORT is required.
- I find that the proposed project MAY have a “potentially significant impact” or “potentially significant unless mitigated” impact on the environment, but at least one effect 1) has been adequately analyzed in an earlier document pursuant to applicable legal standards, and 2) has been addressed by mitigation measures based on the earlier analysis as described on attached sheets. An ENVIRONMENTAL IMPACT REPORT is required, but it must analyze only the effects that remain to be addressed.
- I find that although the proposed project could have a significant effect on the environment, because all potentially significant effects (a) have been analyzed adequately in an earlier EIR or NEGATIVE DECLARATION pursuant to applicable standards, and (b) have been avoided or mitigated pursuant to that earlier EIR or NEGATIVE DECLARATION, including revisions or mitigation measures that are imposed upon the proposed project, no further environmental documentation is required.

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Date

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Bill Wycko  
Environmental Review Officer  
for  
John Rahaim  
Director of Planning

## **H. INITIAL STUDY AUTHORS, CONSULTANTS, AND PROJECT SPONSOR TEAM**

### **INITIAL STUDY AUTHORS**

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