



# PLANNING DEPARTMENT

City and County of San Francisco • 1660 Mission Street, Suite 500 • San Francisco, California •

---

MAIN NUMBER <b>(415) 558-6378</b>	DIRECTOR'S OFFICE PHONE: 558-6411 4TH FLOOR FAX: 558-6426	ZONING ADMINISTRATOR PHONE: 558-6350 5TH FLOOR FAX: 558-6409	PLANNING INFORMATION PHONE: 558-6377 MAJOR ENVIRONMENTAL FAX: 558-5991	COMMISSION CALENDAR INFO: 558-6422 INTERNET WEB SITE WWW.SFGOV.ORG/PLANNING
--------------------------------------	--	---	---	--

May 27, 2006

To Responsible Agencies, Trustee Agencies, and Interested Parties:

**RE: CASE NO. 2004.0093E—CRESTMONT HILLS RESIDENTIAL PROJECT  
NOTICE OF PREPARATION OF AN ENVIRONMENTAL IMPACT REPORT**

A Notice of Preparation (NOP) of a Draft Environmental Impact Report (DEIR) for the above-referenced project (State Clearinghouse No. 2003122131), described below, has been issued by the Planning Department. An Initial Study has also been prepared to provide more detailed information regarding the proposed project and the environmental issues to be considered in the DEIR. The NOP/Initial Study is either attached or is available upon request from **Irene Nishimura**, who you may reach at **(415) 558-5967** or in writing at the above address. This notice is being sent to you because you have been identified as potentially having an interest in the project or the project area.

The project site is on Crestmont Drive on the northwest side of Mt. Sutro (Assessor's Block 2636, Lots 25 and 28). It would involve the construction of 34 dwelling units in 17 two-unit townhouse buildings arranged in four clusters on a proposed new private road. The 17 duplex buildings would contain four levels and would be about 23 to 33 feet high from the new street level, with two to three stories above the new street grade level and one to two stories below. There would be 31 three-bedroom dwelling units and 3 four-bedroom units, each with one full-size off-street parking space. Six of the units would have an additional tandem space, and 15 off-street parking spaces for guests also would be provided, for a total of 55 off-street parking spaces for the project. The new street would be a 20-foot-wide cul-de-sac extending approximately 670 feet west from the existing roadway of Crestmont Drive. The total project site is 63,320 square feet, and consists of undeveloped, vegetated, down-sloping land and an unpaved dead-end road on Lots 25 and 28 in Assessor's Block 2636. The proposed dwellings would be built on Lot 25 and the proposed road on Lot 28. Approximately 40,500 square feet of the 63,320-square-foot project site would be developed with the new residential buildings and the new paved private street. The remaining 22,820 square feet of the project site would be left undeveloped. The project site is within an RM-1 (Residential, Mixed, Low-Density) District and a 40-X Height and Bulk District. The proposed project would require a Conditional Use Authorization from the Planning Commission for a Planned Unit Development.

A notification that the project is receiving environmental review was published on June 23, 2004. The Planning Department has decided to prepare an Environmental Impact Report (EIR) prior to any final decision regarding whether to approve or disapprove the project. The purpose of the EIR is to provide information about potential significant physical environmental effects of the proposed project, to identify possible ways to minimize the significant effects, and to describe and analyze possible alternatives to the proposed project. Preparation of an NOP or EIR does not indicate a decision by the City to approve or to disapprove the project. However, prior to making any such decision, the decision makers must review and consider the information contained in the EIR.

Comments concerning the scope of the EIR are welcomed. In order for your concerns to be fully considered throughout the environmental review process, we would appreciate receiving them by **June 26, 2006**. Written comments should be sent to Paul Maltzer, Environmental Review Officer, San Francisco Planning Department, 1660 Mission Street, Suite 500, San Francisco, CA 94103.

If you work for an agency that is a Responsible or a Trustee Agency, we need to know the views of your agency as to the scope and content of the environmental information that is relevant to your agency's statutory responsibilities in connection with the proposed project. Your agency may need to use the EIR when considering a permit or other approval for this project. We will also need the name of the contact person for your agency. If you have questions concerning environmental review of the proposed project, please contact **Irene Nishimura** at **(415) 558-5967**.



# PLANNING DEPARTMENT

City and County of San Francisco • 1660 Mission Street, Suite 500 • San Francisco, California •

MAIN NUMBER <b>(415) 558-6378</b>	DIRECTOR'S OFFICE PHONE: 558-6411 4TH FLOOR FAX: 558-6426	ZONING ADMINISTRATOR PHONE: 558-6350 5TH FLOOR FAX: 558-6409	PLANNING INFORMATION PHONE: 558-6377 MAJOR ENVIRONMENTAL FAX: 558-5991	COMMISSION CALENDAR INFO: 558-6422 INTERNET WEB SITE WWW.SFGOV.ORG/PLANNING
--------------------------------------	--	---	---	--

## NOTICE OF PREPARATION OF AN ENVIRONMENTAL IMPACT REPORT

**Date of this Notice** May 27, 2006

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

**Agency Contact Person:** Irene Nishimura **Telephone:** (415) 558-5967

**Project Title:** 2004.0093E: Crestmont Hills Residential Project

**Project Sponsor:** Alex Novell, Crestmont Hills LLC, 611 Summit Ave., Mill Valley, CA 94941

**Project Contact Person:** Alex Novell, Crestmont Hills LLC, 611 Summit Ave., Mill Valley, CA 94941  
**Telephone:** (415) 564-5950 **e-mail:** info@crestmonthills.com

**Assessor's Block and Lot:** Block 2636, Lots 25 and 28

**City and County:** San Francisco

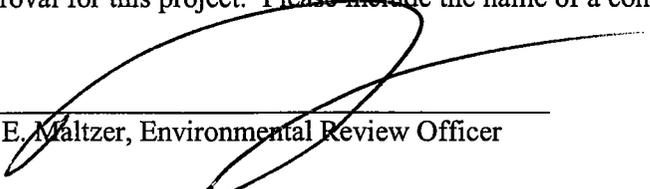
**Project Description:** The proposed project would involve construction of 34 dwelling units in 17 two-unit townhouse buildings arranged in four clusters on a proposed new private road off of Crestmont Drive on the northwest side of Mt. Sutro. The 17 buildings would contain four levels and would be about 23 to 33 feet high from the new street level, with two to three stories above the new street grade level and one to two stories below. There would be 31 three-bedroom dwelling units and 3 four-bedroom units, each with one full-size off-street parking space. Six of the units would have an additional tandem space, and 15 off-street parking spaces for guests also would be provided, for a total of 55 off-street parking spaces for the project. The new street would be a 20-foot-wide cul-de-sac extending approximately 670 feet west from the existing roadway of Crestmont Drive. The total project site is 63,320 square feet, and consists of undeveloped, vegetated, down-sloping land with an unpaved dead-end road on Lots 25 and 28 in Assessor's Block 2636. The proposed dwellings would be built on Lot 25 and the proposed road on Lot 28, and would occupy approximately 40,500 square feet of the approximately 63,320-square-foot project site. The remaining 22,820 square feet of the project site would remain undeveloped. The project site is within an RM-1 (Residential, Mixed, Low-Density) District and a 40-X Height and Bulk District. The proposed project would require a Conditional Use Authorization by the Planning Commission for a Planned Unit Development.

**THIS PROJECT MAY HAVE A SIGNIFICANT EFFECT ON THE ENVIRONMENT AND AN ENVIRONMENTAL IMPACT REPORT IS REQUIRED.** This determination is based upon the criteria of the State CEQA Guidelines, Section 15063 (Initial Study), 15064 (Determining Significant Effect), and 15065 (Mandatory Findings of Significance), and the following reasons, as documented in the Environmental Evaluation (Initial Study) for the project, which is attached.

Written comments on the scope of the EIR will be accepted until the close of business on June 26, 2006. Written comments should be sent to Paul Maltzer, Environmental Review Officer, San Francisco Planning Department, 1660 Mission Street, Suite 500, San Francisco, CA 94103.

**State Agencies.** We need to know the views of your agency as to the scope and content of the environmental information that is germane to your agency's statutory responsibilities in connection with the proposed project. Your agency may need to use the EIR when considering a permit or other approval for this project. Please include the name of a contact person in your agency. Thank you.

May 27, 2006  
Date

  
Paul E. Maltzer, Environmental Review Officer

**INITIAL STUDY**  
**Crestmont Hills**  
**Planning Department Case No. 2004.0093E**

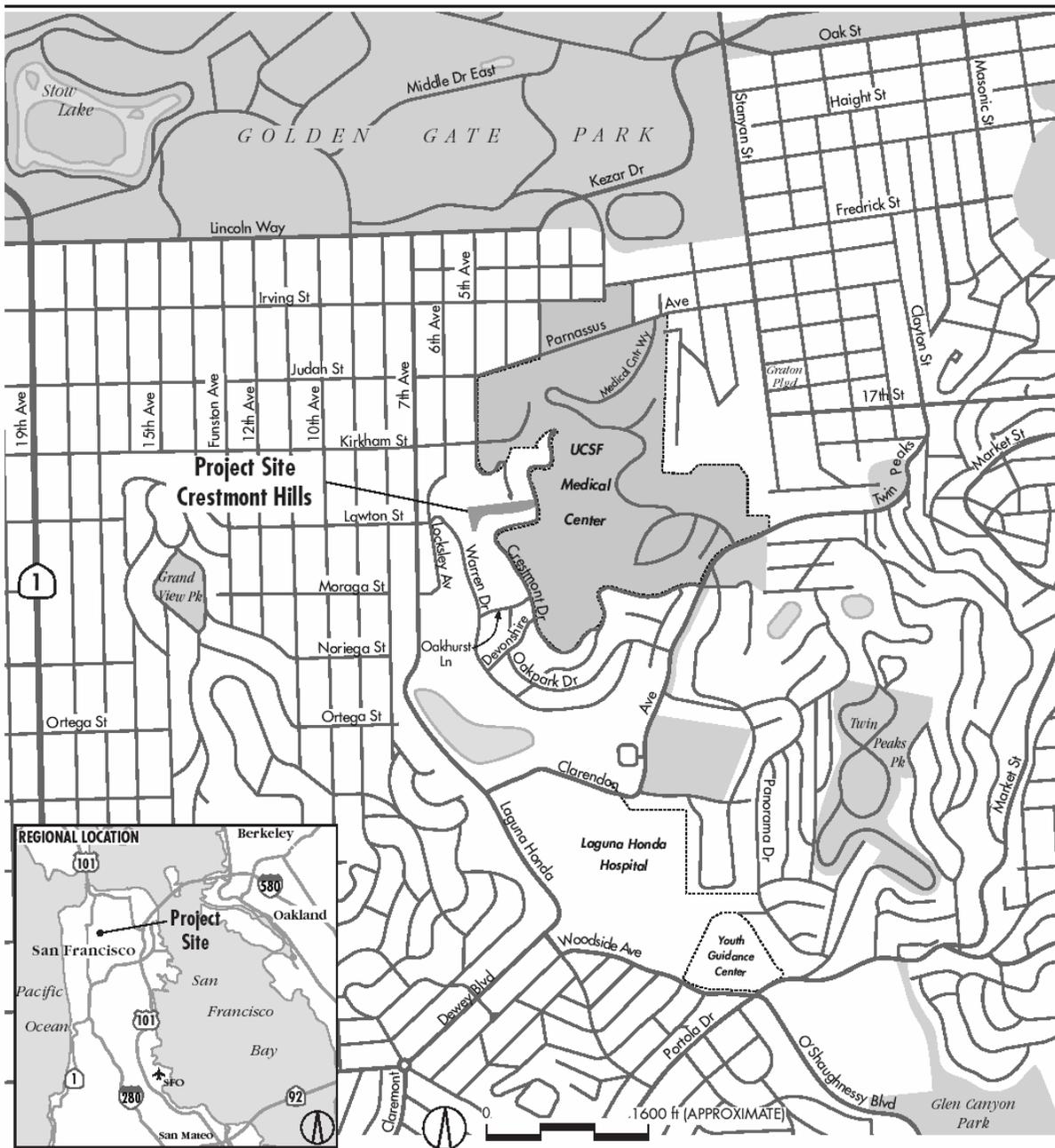
**I. PROJECT DESCRIPTION AND SETTING**

**A. PROJECT DESCRIPTION**

The project site (Assessor's Block 2636, Lots 25 and 26) is on the northwest slope of Mt. Sutro, about a quarter mile southwest of the University of California Medical Center (Figure 1, page 2) and approximately 600 feet northwest of the summit of Mt. Sutro.

The proposed project would consist of construction of 34 dwelling units on an undeveloped, partially wooded, vegetated, down-sloping, 49,558-square-foot lot (Lot 25) and a new 20-foot-wide private street on an adjoining 13,762-square-foot lot (Lot 28) for which the project sponsor holds an easement. Access to the site would be from near the north end of Crestmont Drive. The 34 units would be constructed as duplexes (with a two-level unit above and a two-level unit below) in 17 structures that would be arranged in four clusters (Figures 2 to 6 on pages 3 to 7). The clusters share front and rear facades, but share no other walls, and have independent foundations and firewalls separating them. The project would consist of 31 three-bedroom units and three four-bedroom units. The dwelling units would range in size from 1,490 square feet to 3,130 square feet. Each unit would have one parking space off of a new private street. Six units would have an additional tandem space, and there would be 15 parking spaces for visitor parking for a total of 55 off-street parking spaces. In total, the project would construct approximately 68,440 square feet of residential space and 13,620 square feet of private street area on the 63,320 square-foot project site. Approximately 40,500 square feet of the project site would be developed with the new residential buildings and new paved private street, while the remaining 22,820 square feet of the project site would be left undeveloped.

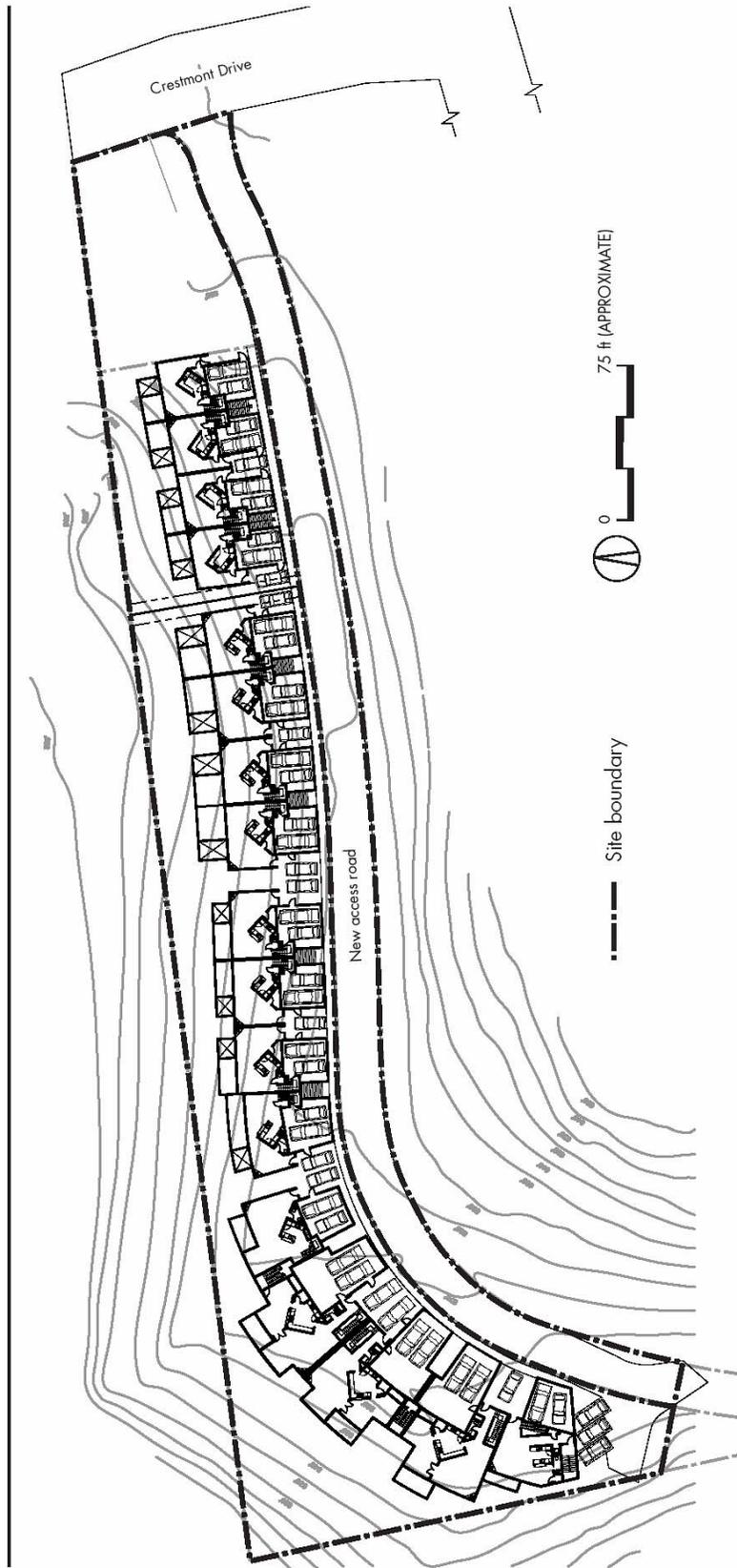
The proposed buildings would range between approximately 23 to 33 feet in height above the new street grade. The buildings would be four stories, with two to three stories above street level, and at the rear, down-sloping portion of the project site, one to two stories below street level.



Source: During Associates

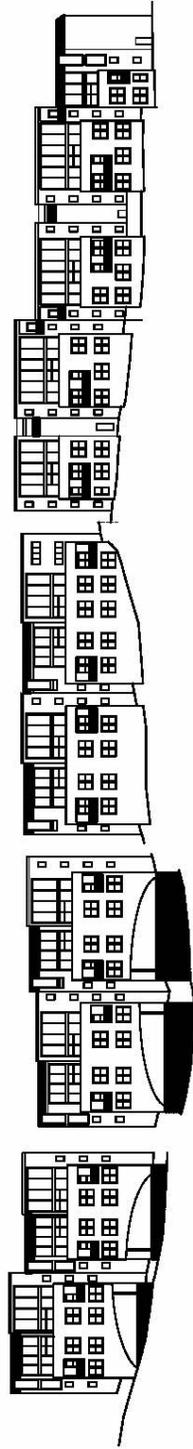
2/24/06

Project Site Location Figure 1

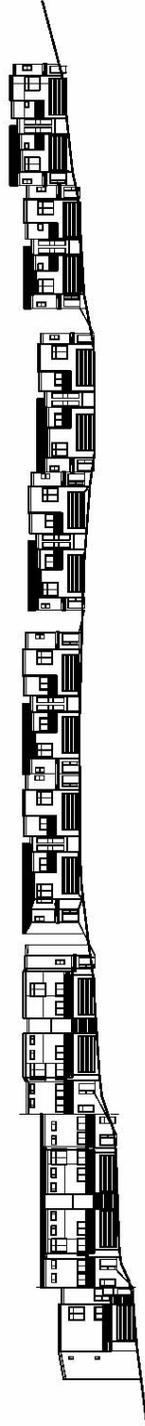


Source: Levy Design Partners  
12.2.05

Proposed Site Plan Figure 2



North Elevations (Facing Ocean)



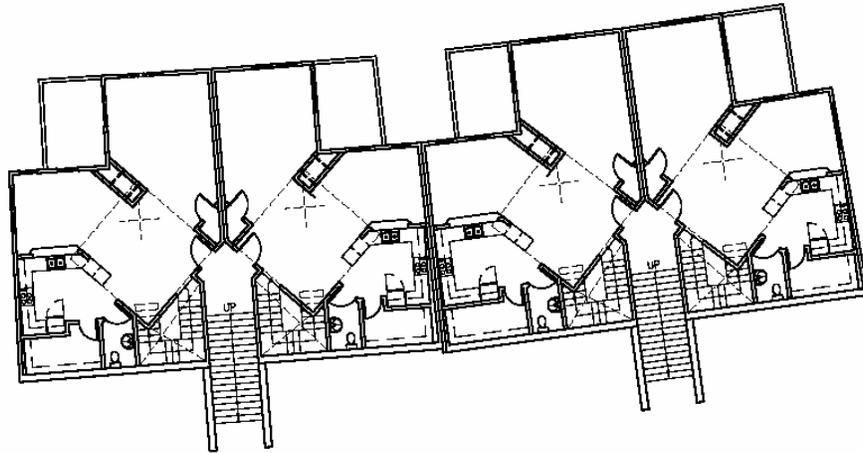
South Elevations



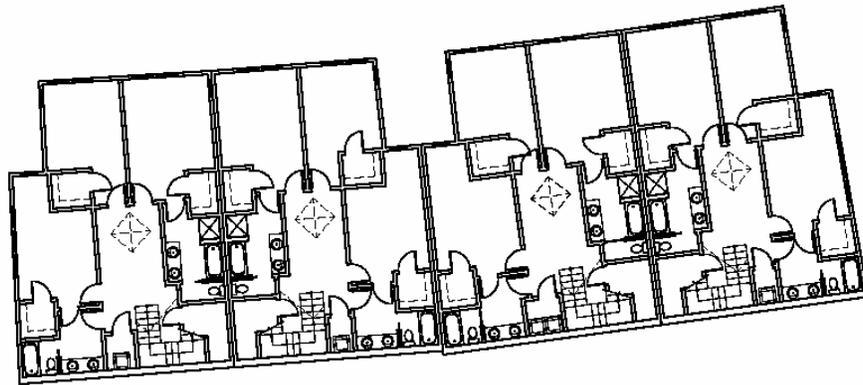
Source: Levy Design Partners

8/6/04

Proposed Project Elevations Figure 3



Level Two—Upper Level of Bottom Unit



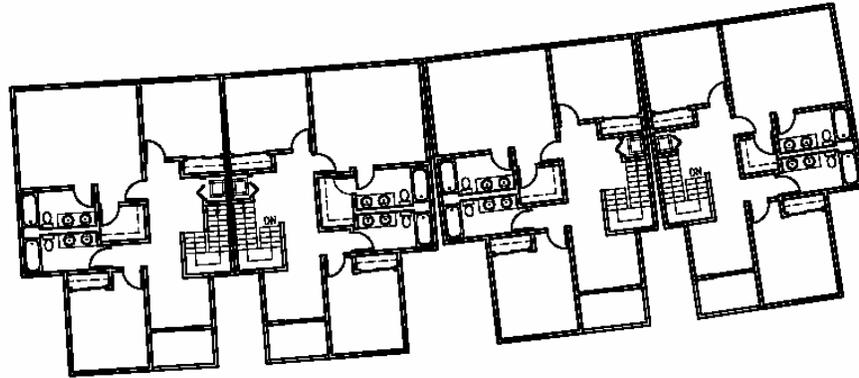
Level One—Lower Level of Bottom Unit

Note: Sample is one of several different duplex models.

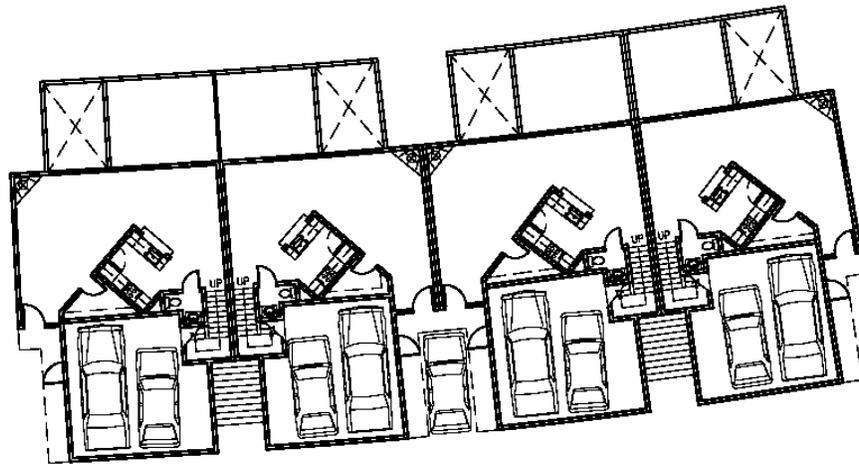


Source: Levy Design Partners  
5-4-06

### Proposed Floor Plans—Levels 1 and 2 Figure 4



Level Four—Upper Level of Top Unit



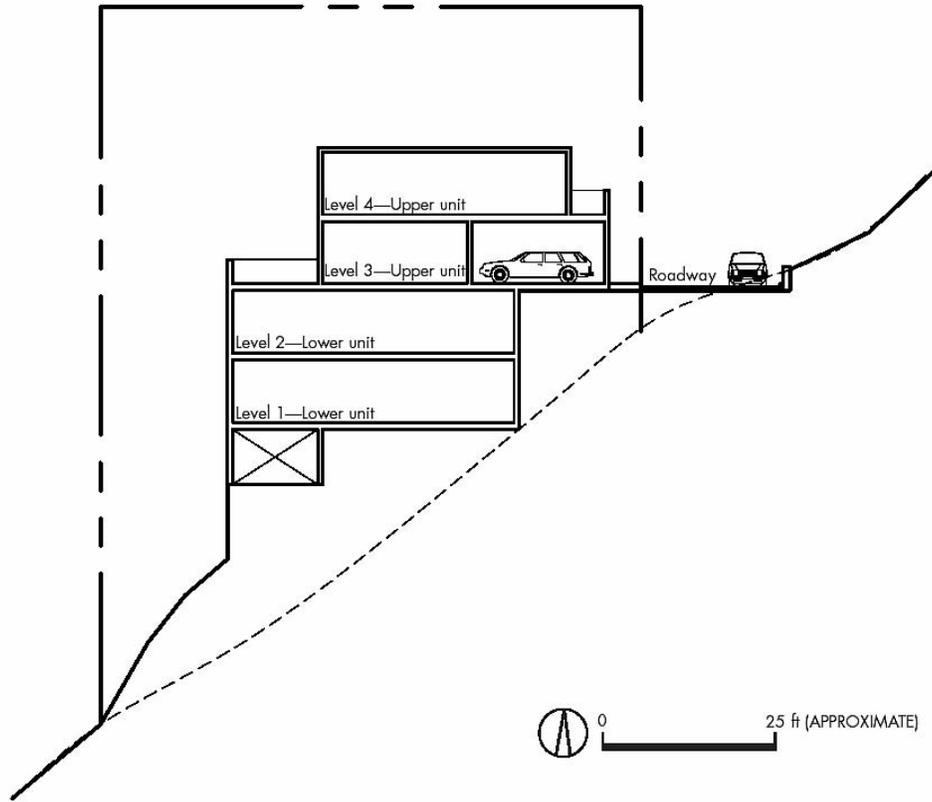
Level Three— Garages and Lower Level of Top Unit

Note: Sample is one of several different duplex models.



Source: Levy Design Partners  
5-4-06

Proposed Floor Plans—Levels 3 and 4 Figure 5



Note: Sample is one of several different duplex models.

Source: Levy Design Partners

2-24-06

Proposed Section Sample Figure 6

The new 20-foot-wide cul-de-sac would extend about 670 feet west from near the north end of Crestmont Drive. The new units would be built on the north side of and downhill from the new private road. There would be a turn-around area at the end of the new road.

The project site is within an RM-1 (Residential, Mixed, Low-Density) District and a 40-X Height and Bulk District. The proposed project would require Conditional Use Authorization from the Planning Commission for a Planned Unit Development pursuant to Sections 303 and 304 of the *Planning Code*.

Project construction would take approximately 14 months. The project architect is Levy Design Partners.

## **B. PROJECT SETTING**

The project site is on the northwest slope of Mt. Sutro. The undeveloped partially-wooded, primarily rectangular-shaped site runs east and west, with a hook-shaped area protruding south from the west edge (see Figures 1 and 2, pages 2 and 3). The site contains an unpaved dead-end road that follows the contour of the hill going west, and is blocked from vehicular access by a chain at the east end of the project site at Crestmont Drive. Its north portion slopes sharply down to an abandoned quarry that is on an adjacent parcel at the foot of which are the two-towered, 11-story Avalon Sunset Towers Apartment complex (8 Locksley Avenue) and the 86-unit Kirkham Heights Apartments (1530-1555 Fifth Avenue). To the south, uphill from the project site, are two- to four-level single-family and two-family residential homes built into the hill on Crestmont Drive, and steeply-sloped and undeveloped parcels that extend to Oakhurst Lane, a public stairway that runs between Crestmont and Warren Drives. Two- and three-story apartment buildings and single-family residences are downhill to the west, along Warren Drive. The University of California, San Francisco (UCSF) Parnassus Campus is northeast of the project site and UCSF's open space preserve is to the east, uphill, across Crestmont Drive.

The project site is within an RM-1 (Residential, Mixed, Low-Density) District. Uphill to the south are single-family and two-family residences within the same RM-1 District. The Kirkham Heights Apartments, downhill from the project site to the north, and the residential units to the west are within an RM-2 (Residential, Mixed, Moderate-Density) District. To the northwest, the zoning

district is RM-4 (Residential, Mixed, High-Density) within which the Avalon Sunset Towers Apartments are located. To the south across Oakhurst Lane is a low density RH-1(D) (Residential, House, One-Family [Detached Dwelling]) District. UCSF and its open space preserve on Mt. Sutro are zoned P for public uses and OS for open space, respectively. The nearest neighborhood commercial area is the Inner Sunset Neighborhood Commercial District, an NC-2 (Neighborhood Commercial, Small-Scale) District along 9<sup>th</sup> Avenue (from Golden Gate Park south to Judah Street) and on Irving Street (from 5<sup>th</sup> Avenue west to 27<sup>th</sup> Avenue), and is approximately one mile by vehicle northeast of the project site.

The project site is within a 40-X Height and Bulk District (40-foot height limit with no bulk limit), as are most of the surrounding residential areas. The exceptions are: a large P (Public) District south and immediately east of the north end of Crestmont Drive, which is primarily designated OS (open space) and under UCSF jurisdiction, and a smaller P District south and west of the project site also designated OS; and a small area to the southeast of the project site on the other side of Mt. Sutro's southwest slope and a small area northeast of the project site on the other side of the mountain, which are within a 25-X Height and Bulk District (25-foot height limit).

## **II. SUMMARY OF POTENTIAL ENVIRONMENTAL EFFECTS**

### **A. EFFECTS FOUND TO BE POTENTIALLY SIGNIFICANT**

The proposed residential development project is examined in this Initial Study to identify potential physical effects on the environment. On the basis of this study, project-specific effects that relate to geologic hazards and erosion or siltation, visual quality, and transportation and circulation, have been determined to be potentially significant, and will be analyzed in an Environmental Impact Report (EIR). These topics are noted "To Be Determined" which means that analysis in the EIR will enable a determination of whether or not the proposed project would generate or result in a significant impact directly related to these topics. In addition, the EIR will provide further discussion of land use and emergency access for informational purposes, although the impacts are determined in this Initial Study to be less than significant.

## B. EFFECTS FOUND NOT TO BE SIGNIFICANT

The following potential environmental effects were determined either to be less than significant or to be reduced to a less-than-significant level through mitigation measures described in this Initial Study. These environmental issues are discussed in Section III below, and do not require further environmental evaluation in the EIR: land use, population and housing, noise, air quality, utilities and public services, biology, water, energy/natural resources, and cultural resources.

## III. ENVIRONMENTAL EVALUATION CHECKLIST AND DISCUSSION

### A. COMPATIBILITY WITH ZONING, PLANS, AND POLICIES

	<u>N/A</u>	<u>Discussed</u>
1. Discuss any variances, special authorizations, changes proposed to the City Planning Code or Zoning Map, if applicable.	<input type="checkbox"/>	<input checked="" type="checkbox"/>
2. Discuss any conflicts with any other adopted environmental plans and goals of the City or Region, if applicable.	<input type="checkbox"/>	<input checked="" type="checkbox"/>

The *San Francisco Planning Code (Code)*, which incorporates by reference the City's Zoning Maps, governs permitted land uses, development 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 and complies with the *Code*, or an exception is granted pursuant to provisions of the *Code*. Approval of the proposed project would result in new development on an undeveloped site, of which the environmental effects are discussed below under the relevant topic heading.

The project site is within an RM-1 (Residential, Mixed, Low-Density) District, which allows up to 61 dwelling units as a principal use and up to 81 units with Planned Unit Development approval, and a 40-X Height and Bulk District, which allows buildings up to 40 feet in height with no bulk limitations. Development of 105 units (five single-family dwellings, 34 two-unit buildings, and one 32-unit building), a community center and a parking garage were approved as a Planned Unit Development on the current project site and adjoining parcels (totaling about six acres) in 1963

(Planning Commission Motion No. 5632). In 1976, the Planning Commission modified the 1963 Planned Unit Development approval to substitute five two-unit buildings for the previously approved 32-unit building and to eliminate the community center and parking garage, for a total of 83 approved units (Planning Commission Motion No. 7504). Forty-eight of the 83 approved single-family and duplex units were built. The proposed project, consisting of 17 two-unit buildings (34 units) and a private street on approximately 63,320 square feet (almost 1.5 acres) of the original six-acre Planned Unit Development, would be different than the projects approved in 1963 and 1976 and would require Conditional Use Authorization by the Planning Commission pursuant to Sections 303 and 304 of the *Planning Code*. The proposed project complies with the provisions of the *Code* for the RM-1 District and 40-X Height and Bulk District, which permits construction of residences up to a height of 40 feet and no building bulk limit. There are rear yard and useable open space requirements which may be allowed to vary or to be modified from requirements under Planned Unit Development and Conditional Use for project sites  $\frac{1}{2}$  acre or larger.

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

The *San Francisco General Plan*, which provides general policies and objectives to guide land use decisions, contains some policies that relate to physical environmental issues. The compatibility of the project with *General Plan* policies that do not relate to physical environmental issues will be considered by decision makers as part of their determination whether to approve or disapprove the proposed project and any potential conflicts identified as part of that process would not alter the physical environmental effects of the proposed project.

In November 1986, the voters of San Francisco passed *Proposition M, the Accountable Planning Initiative*, which added Section 101.1 to the *Planning Code*, which established 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); or prior to issuing a permit for any demolition, conversion, or change of use; and prior to taking any action which requires a finding of consistency with the *General Plan*, the City is required to find that the proposed project or legislation is consistent with the Priority Policies. The case report and motion on the Conditional Use Authorization for the Planning Commission will contain the analysis determining whether the proposed project is consistent with the Priority Policies.

The Planning Commission must certify the EIR as a complete and accurate environmental document for the project prior to making any decisions on the proposed project. Conformance and compliance of the project with the *Code* requirements will be described in the EIR for informational purposes.

## **B. ENVIRONMENTAL EFFECTS**

The items on the Initial Study Environmental Evaluation Checklist that have been checked "No," indicate that, upon evaluation, Planning Department staff has determined that the proposed project could not have a significant adverse environmental effect. For items where the conclusion is "To Be Determined," the Planning Department has determined that the proposed project may have a significant adverse environmental effect, requiring further analysis in the EIR. Several of the Checklist items have been checked "Discussed," indicating that the Initial Study text includes discussion about that particular issue. For all of the items checked "No" without a discussion, the conclusions regarding potential significant adverse environmental effects are based on field observation, staff and consultant experience and expertise on similar projects, and/or standard reference material available within the Planning Department, such as the Department's Transportation Guidelines for Environmental Review, or the California Natural Diversity Data Base and maps, published by the California Department of Fish and Game. For each Checklist item, the evaluation has considered both the individual and cumulative impacts of the proposed project.

1. <b>Land Use</b> – Could the project:	<u>Yes</u>	<u>No</u>	<u>Discussed</u>
a. Disrupt or divide the physical arrangement of an established community?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>
b. Have any substantial impact upon the existing character of the vicinity?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>

Land use impacts of a proposed project are considered significant if the project would disrupt or divide the physical arrangement of an established community or have a substantial adverse impact upon the existing character of the vicinity. The proposed residential units would be a new development on a steep undeveloped site and would increase the density of development in the project area.

The area surrounding the project site consists of single-family and multi-family residential uses and open space. Many of the existing buildings upslope of the project site (to the south) are two- to four-story residential units built into the uphill slope, south of the project site. The existing buildings downslope of the project site (to the north) are two-story residential units. The project would change the nature of the project site from a wooded hillside lot to a lot developed with 34 dwelling units in 17 buildings arranged in four clusters and a private street between the existing dwelling units on Crestmont Drive, Warren Drive, and Fifth Avenue. The proposed project's 17 residential buildings, arranged in four clusters, would be four stories, built into the side of the hill along an east/west contour from Crestmont Drive that curves to a north/south contour, with two to three stories above the new street grade level and one to two stories below the new street level (see Figure 6, page 7). The new private street would be relatively level; whereas the other nearby streets are generally sloped. Although the project would be built on undeveloped land with trees and other vegetation, the proposed project would not disrupt or divide the physical arrangement of the surrounding established development. The existing surrounding land uses and activities would continue to coexist with each other, without substantial or adverse disruption from the proposed project.

The existing character of the project area is primarily residential surrounded by the wooded slopes of Mt. Sutro. There is a sense of verticality from the existing two- to four-level houses built into the steeply sloped hillside. The character of the project area would be affected by the proposed residential development in terms of increased density and construction on the existing large

undeveloped, partially wooded space. However, the changes would not be significant. The project would be compatible with the existing land uses and scale of development and density in the project vicinity. There are single-family and two-family units within the RM-1 (Residential, Mixed, Low-Density) District uphill, to the south of the project site. Downhill, to the north, are multi-family units in the RM-2 (Residential, Mixed, Moderate-Density) District, and the 11-story Avalon Sunset Towers in the RM-4 (Residential, Mixed, High-Density) District. The project site is currently undeveloped and in an RM-1 (Residential, Mixed, Low-Density) District, which permits a residential density up to 61 units, and hence, the proposed 34-unit development would be under the density limit of the district.

The project buildings would range from 23 feet to 33 feet high above street level, and would be similar in height to that of other buildings uphill and downhill from the project site. The project is in a 40-X Height and Bulk District, and meets the height limit of the district. The density and massing of the proposed project would be similar to the multi-family residential buildings downhill (to the north).

The project would change the use of the site as it is currently undeveloped; however, the proposed type of development, size, scale, and density would fit within the existing development controls for the area and would not substantially or adversely alter the character of the area.

While the proposed project would include construction of 17 two-unit buildings arranged in four clusters on the site, for the reasons discussed above, the project would not result in a significant adverse land use impact. No discussion of this topic is therefore required in the EIR; however, the EIR will include a land use description for informational purposes.

2. <b><u>Visual Quality</u></b> – Could the project:	<u>Yes</u> <u>No</u> <u>Discussed</u>
a. Have a substantial, demonstrable negative aesthetic effect?	To Be Determined
b. Substantially degrade or obstruct any scenic view or vista now observed from public areas?	To Be Determined
c. Generate obtrusive light or glare substantially impacting other properties?	<input type="checkbox"/> <input checked="" type="checkbox"/> <input checked="" type="checkbox"/>

### ***Aesthetics/Urban Design***

The visual character of the project site is an undeveloped, vegetated, wooded open space dominated by a grove of eucalyptus trees in the center and eastern portions of the site, and an open area downslope to the west and northwest. The proposed project would remove a majority of the trees and vegetation on the site, and construct 17 four-level buildings arranged in four clusters. The building size, scale, and massing in the project area are varied. Generally, the immediate vicinity of the project site is characterized by one- to four-story residential buildings. Uphill to the south, most of the buildings are two- to four-story residential buildings built into the side of Mt. Sutro so that their downhill elevations appear as multi-level buildings facing the project site. To the northwest of the project site, at the base of the hill, are two 11-story buildings (the Avalon Sunset Towers Apartments) and to the north are two-story multi-family residential units (Kirkham Heights). The wooded undeveloped slopes of Mt. Sutro are to the east of the project site. The visual changes to the project site will be illustrated, depicted, and discussed in the EIR.

### ***Scenic Views***

Views of the project site from portions of Golden Gate Park and Grand View Park, which are both approximately two-thirds mile to the north and west, respectively, of the project site, would be altered. Views from publicly accessible locations in the vicinity of the project site, such as the surrounding public streets and sidewalks, including Crestmont and Warren Drives; Fifth, Sixth, Seventh, and Locksley Avenues; and Kirkham, Lawton, and Moraga Streets, may also be altered. The EIR will analyze the change in scenic views from public vistas and the change in views from adjacent public roadways, using visual simulations of the proposed buildings in the context of the surrounding area and the visual changes resulting from the proposed development of the undeveloped parcel.

### ***Light and Glare***

The project site is currently undeveloped. The proposed project would result in the construction of approximately 17 residential townhouse duplexes attached in four clusters, with exterior lighting typical of residential buildings in the project vicinity. This lighting would be similar in magnitude to and consistent with the exterior lighting of the nearby residential buildings. The project would comply with Planning Commission Resolution 9212, which prohibits the use of mirrored or

reflective glass. For these reasons, the proposed project would not generate obtrusive light or glare that would substantially impact other properties, and light and glare would not be considered a significant impact of the project, and will not be analyzed in the EIR.

3. <b><u>Population</u></b> – Could the project:	<u>Yes</u>	<u>No</u>	<u>Discussed</u>
a. Induce substantial growth or concentration of population?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>
b. Displace a large number of people (involving either housing or employment)?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c. Create a substantial demand for additional housing in San Francisco, or substantially reduce the housing supply?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>

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

San Francisco housing production has varied substantially over the past 20 years, with recent production showing a dramatic increase.<sup>1</sup> During the period of 1990-2000, the number of new housing units completed citywide ranged from a low of about 380 units (1993) to a high of about 2,065 units (1990) per year. From 1982 to 1998, housing production was relatively low, averaging about 1,100 units per year. From 1999 to 2003, housing production increased dramatically to an average of almost 1,600 units per year, and may be accelerating. Average annual production in the final two years of that period (2002 and 2003) amounted to 2,450 units per year, the highest housing production over the last 20 years. The 20-year average has been almost 1,400 units per year.

---

<sup>1</sup> San Francisco Planning Department, Citywide Policy and Analysis Group, *2001-2004 Housing Inventory Summary Report*, July 2005. This report is available online for public review at [www.sfgov.org/site/uploadedfiles/planning/Citywide/pdf/Housing%20inventory%2001-04.pdf](http://www.sfgov.org/site/uploadedfiles/planning/Citywide/pdf/Housing%20inventory%2001-04.pdf).

In March 2001, the Association of Bay Area Governments (ABAG) projected regional and local housing needs in its Regional Housing Needs Determination (RHND) 1999-2006 Allocation. San Francisco's need for the 1999–2006 period was projected to total 20,370 new dwelling units or an average yearly need of 2,546 net new dwelling units. The 34 proposed dwelling units would contribute around one percent of this annual housing need.<sup>2</sup>

The proposed project would result in the construction of 34 dwelling units on an undeveloped site. Of the 34 dwelling units, 31 would be three-bedroom units and three would be four-bedroom units.

Extrapolating from Census 2000 data yields an average household size of roughly 3.7 persons among the larger household sizes in Census Tract 301.02, within which the project site is located. Based on this average household size of 3.7, the proposed 34-dwelling-unit project could have around 126 residents.<sup>3</sup> While the 126 new residents of the proposed project may be noticeable to other residents in the area, the project-generated population would not be considered a substantial increase or concentration of people in a generally urbanized area, and would not induce a significant population or growth impact. Hence population will not be analyzed in the EIR.

---

<sup>2</sup> City and County of San Francisco Planning Department, *Housing Element of the General Plan*, May 13, 2004, page 1. This report is available online for public review at [www.sfgov.org/site/uploadedfiles/planning/projects\\_reports/Adopt%20Preface.pdf](http://www.sfgov.org/site/uploadedfiles/planning/projects_reports/Adopt%20Preface.pdf).

<sup>3</sup> Larger household size is assumed to be three or more persons per household. The proposed project would be assumed to have a larger household size than the average for the census tract, as the number of rooms in each unit (six or seven) is larger than approximately 68 percent of the other residences in the census tract. A household size of three or more persons is larger than approximately 81 percent of the other households in the census tract, and a positive correlation between the two is conservatively assumed. Data is extrapolated from Table QT-H3 Tenure, Household Size, and Age of Householder: 2000, and Table DP-4 Profile of Selected Housing Characteristics: 2000, Census 2000 Summary File. Census Tract 301.02, San Francisco County, California. These tables are available for public review by appointment in Project File No. 2004.0093E at the Planning Department, 1660 Mission Street, Suite 500, San Francisco.

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

The proposed project would include 34 dwelling units with 55 parking spaces. The addition of residents on the project site would result in increased demands on the local transportation system, including increased traffic, transit demand, and parking demand. The EIR will discuss project effects related to transportation and circulation, including intersection operations, transit demand, and impacts on pedestrian circulation and parking, as well as construction impacts. The analysis will include the potential cumulative development occurring in the project vicinity.

5. <b><u>Noise</u></b> – Could the project:	<u>Yes</u> <u>No</u> <u>Discussed</u>
a. Increase substantially the ambient noise levels for adjoining areas?	<input type="checkbox"/> <input checked="" type="checkbox"/> <input checked="" type="checkbox"/>
b. Violate Title 24 Noise Insulation Standards, if applicable?	<input type="checkbox"/> <input checked="" type="checkbox"/> <input checked="" type="checkbox"/>
c. Be substantially impacted by existing noise levels?	<input type="checkbox"/> <input checked="" type="checkbox"/> <input checked="" type="checkbox"/>

The project area, which consists of residences and low-traffic-volume streets, is fairly quiet. A noise level of 49 dBA<sup>4</sup> L<sub>eq</sub><sup>5</sup> was measured at the project site by an acoustical engineer during a site visit on February 6, 2005.<sup>6</sup> The noise sources were generally from distant traffic and construction noise occurring in the inner Sunset neighborhoods, and are typical of the noises that residents on Crestmont

---

<sup>4</sup> dBA is the symbol for decibels using the A-weighted scale. A decibel is a unit of measurement for sound loudness (amplitude). The A-weighted scale is a logarithmic scale that approximates the sensitivity of the human ear.

<sup>5</sup> L<sub>eq</sub> is the average A-weighted noise level during the measurement period.

<sup>6</sup> Richard Rodkin, Illingworth and Rodkin, Inc., letter to Stu During, During Associates, *Crestmont Hills San Francisco – Noise Assessment*, February 9, 2005. This report is available for public review by appointment in Project file No. 2004.0093E at the Planning Department, 1660 Mission Street, Suite 500, San Francisco, CA.

Drive are exposed to during the daytime. Noise levels at the south end of Fifth Avenue, below the project site, also would be similar or slightly higher due to proximity to traffic sources.

### ***Project-Generated Noise***

Substantial increases in the ambient noise level due to the proposed 34 dwelling units' occupancy, equipment and operation noise are not anticipated. Traffic is the main noise source that makes the greatest contribution to ambient noise levels throughout most of San Francisco, including the project site area. Preliminary estimates of traffic volumes generated by the project indicate about 50 weekday PM peak-hour vehicle-trips due to the project. The project traffic would increase average noise levels by two to three dBA during the peak hour.<sup>7</sup> The increase in noise from traffic on Crestmont Drive generated by the proposed residences would cause the overall daytime and nighttime average noise level to change by less than one dBA, which would not be a significant change.

The proposed project would not violate Title 24 Noise Insulation Standards, as the buildings would be built to include noise attenuation standards pursuant to Title 24. Additionally operational noise would be minimal. As noted previously, the existing noise levels are quite low in the area, so the proposed project would not be substantially impacted by ambient noise.

### ***Construction Noise***

Construction noise in San Francisco is regulated through the City's Noise Ordinance (Ordinance No. 274-72, Article 29). The noise ordinance states, *"It shall be unlawful for any person, including the City and County of San Francisco, to operate any powered construction equipment, regardless of age or date of acquisition if the operation of such equipment emits noise at a level in excess of 85 dBA when measured at a distance of 100 feet from such equipment, or an equivalent sound level at some other convenient distance."* The noise level limit does not apply to impact tools, but such tools must be fitted with intake and exhaust mufflers recommended by the manufacturers and approved by the Director of Public Works as the best at accomplishing maximum noise attenuation, and acoustically-attenuating shields or shrouds shall be used. The noise ordinance also regulates construction work at night. The ordinance prohibits construction work between the hours of 8:00 PM

---

<sup>7</sup> Richard Rodkin, Illingworth and Rodkin, Inc., op.cit.

of any day and 7:00 AM of the following day if the noise resulting from the activity is in excess of the ambient noise level by 5 dBA at the nearest property line.

Construction activities are expected to last approximately 14 months, and would consist of four phases: ground clearing, excavation and shoring, construction of the buildings, and exterior and interior finishing. The first three phases would generate the most noise, and would take approximately twelve months (the last stage, exterior and interior finishing, would take approximately two months). Noise-generating construction activities would include clearing of vegetation, including the cutting of 880 eucalyptus trees; excavation; and shoring that would include drilled pier installation; and construction of the new residential structures. These activities would generate maximum noise levels of up to 85 dBA at 50 feet from construction equipment for at least one year.

Residents on the 400- and 500-block of Crestmont Drive would hear direct noise from construction activities. Residents of the Kirkham Heights Apartments adjacent to the project site would also hear direct noise from construction activity. At the homes closest to the construction activities, in the 400- and 500-block of Crestmont Drive, approximately 50 to 100 feet from the project site, noise levels would be up to 85 dBA at times, which would be within the City's noise ordinance limits, as noted above. Due to the relatively low ambient noise levels in the project area, construction noises would be clearly noticeable to residents along the 400- and 500-blocks of Crestmont Drive and the most southerly Kirkham Heights Apartments. Construction trucks passing through the neighborhood also would be audibly noticeable. The trucks would access the site from Warren Drive, a steep residential street. Noise from the trucks climbing Warren Drive would generate noise levels above levels typically resulting from existing traffic. There would be about two to ten trucks per day accessing the site, mostly during the initial construction phases, lasting approximately two to three months.

Implementation of Mitigation Measure 1, which includes standard noise control measures, and adherence to the City's noise ordinance would reduce construction noise to a less-than-significant level. (See page 50, Mitigation Measure 1)

## ***Construction Vibration***

The following discussion of vibrations from construction activities is based on information published by the National Cooperative Research Highway Program<sup>8</sup> and the California Department of Transportation (CALTRANS).<sup>9</sup>

Foundations of nearby homes would be located within about 50 to 100 feet of the closest project construction activities, and about 100 feet or further from drilled pier installation. The nearby structures are about 30 to 35 years old, and are considered to be normal or modern construction. Construction of the proposed project would involve large equipment and drilled pier installation that would produce vibration intermittently over a period of approximately two to three months, during the excavation and shoring period of construction work (other periods during construction would not use drilled pier installation). Vibrations decrease with distance from the source. While vibrations can be felt in buildings close to construction activities, rarely do these vibrations reach levels that cause damage to nearby structures. Old or fragile buildings are sometimes an exception. In addition, humans are sensitive to vibration levels.

Construction vibrations are generally assessed by the maximum rate of ground movement, or peak particle velocity (ppv), which is typically expressed in terms of inches per second (in/sec). The greatest vibration-generating construction activities would include use of bulldozers and caisson drilling. Based on published data, these activities produce ppv vibration levels of 0.089 in/sec. Heavy loaded trucks produce ppv levels of 0.076 in/sec. The human threshold of perception is a ppv of 0.008 to 0.012 in/sec. As a result, vibrations may be perceptible to people at 50 to 100 feet from these activities, including the passage of large loaded trucks on Crestmont Drive. Vibration levels at residences closest to the construction activities are likely to fall in the category of barely to distinctly perceptible. While vibrations may be perceptible, Caltrans reports that there is virtually no risk of "architectural" damage to normal buildings at levels of 0.10 in/sec. Caltrans also uses a ppv level of 0.2 in/sec as a criterion for "minor architectural damage" risk from continuous vibrations, although they report that this appears conservative for intermittent sources such as construction. In addition, high amplitude, low frequency sound from construction equipment may generate noise capable of

---

<sup>8</sup> National Cooperative Highway Research Program, NCHRP Synthesis 218, National Academy Press, Washington, D.C. 1999

<sup>9</sup> California Department of Transportation. Transportation Related Earthborne Vibrations (Caltrans Experiences). Technical Advisory, Vibration (TAV\_02-01-R9601. February 2002.

rattling windows or structures. Although this may result in perceptible vibration, no damage to buildings or the stability of the slope would occur as a result of this sound vibration.<sup>10</sup> Recent landslides in the vicinity have likely been caused by water loading during and after heavy rains. As discussed under Geology/Topography, pages 41 to 42, slope stability on the project site will be discussed and analyzed in the EIR.

Project-generated noise and vibration, including traffic, construction, operational, and occupant-generated noise, would not result in significant environmental impacts. Because the proposed project would generate a less-than-significant level of noise for adjoining areas and would be built according to Title 24 Noise Insulation Standards, the project's noise impacts would be less than significant. Thus, noise will not be analyzed in the EIR.

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

***Construction Emissions***

Excavation, grading, foundation construction, and other ground-disturbing construction activities would temporarily affect localized air quality for up to about nine months during ground clearing, excavation and shoring, and building construction phases, causing temporary and intermittent increases in particulate dust and other pollutants. Excavation and movement of heavy equipment could create fugitive dust and emit nitrogen oxides (NO<sub>x</sub>), carbon monoxide (CO), sulphur dioxide (SO<sub>2</sub>), reactive organic gases or hydrocarbons (ROG or HC), and particulate matter with a diameter

---

<sup>10</sup> James A Reyff, Illingworth and Rodkin, Inc., telephone conversation with Stu During, During Associates, April 1, 2005.

of less than 10 microns (PM<sub>10</sub>) as a result of diesel fuel combustion.<sup>11</sup> Fugitive dust is made up of particulate matter including PM<sub>10</sub> and PM<sub>2.5</sub>. Soil disturbance from foundation excavation and site grading would create the potential for wind-blown dust to add to the particulate matter in the local atmosphere while open soil is exposed.

While construction emissions would occur in short-term, temporary phases, they could cause adverse effects on local air quality. The Bay Area Air Quality Management District (BAAQMD), in its CEQA Guidelines, has developed an analytical approach that obviates the need to quantitatively estimate these emissions. The BAAQMD has also identified a set of feasible PM<sub>10</sub> and PM<sub>2.5</sub> control measures for construction activities. Soil movement for foundation excavation and site grading would create the potential for wind-blown dust to add to the particulate matter in the local atmosphere while open soil is exposed. In order to reduce the quantity of dust generated during site preparation and construction, the project sponsor has agreed to implement Mitigation Measure 2 listing the BAAQMD PM<sub>10</sub> control measures. (See Mitigation Measure 2, page 51) The project would include this mitigation measure to reduce the effects of construction activities to a less-than-significant level. Therefore, this topic will not be discussed further in the EIR.

### ***Operations Emissions***

Project occupancy would affect local air quality by increasing the number of vehicles on nearby roads and at the project site, and by introducing stationary equipment operation emissions to the project site. Transportation sources are the primary source of operational project-related emissions.<sup>12</sup> Stationary source emissions, generated by combustion of natural gas for space and water heating, would be less-than-significant. The BAAQMD has established screening methods to determine whether development projects could exceed significance thresholds for air quality impacts of project operations, and therefore require a detailed air quality analysis.<sup>13</sup> The BAAQMD generally does not recommend a detailed air quality analysis for residential projects with fewer than 320 single-family units or 510 multi-family units, or for projects generating less than 2,000 vehicle trips per day. Preliminary estimates indicate that the proposed project's 34 multi-family units would generate up to

---

<sup>11</sup> Bay Area Air Quality Management District, *BAAQMD CEQA Guidelines*, Assessing the Air Quality Impacts of Projects and Plans, April 1996, Revised December 1999.

<sup>12</sup> *Ibid.*

<sup>13</sup> *Ibid.*

300 daily vehicle trips, which would be fewer daily vehicle trips than the 2,000-vehicle-trips-per-day threshold of significance indicated by the *BAAQMD CEQA Guidelines*. Hence, according to the BAAQMD Guidelines, detailed air quality analysis would not be required, and no significant air quality impacts due to vehicular emissions would be generated by the proposed project.

### ***Toxic Air Contamination/Objectionable Odors***

The proposed project would include a change of use from undeveloped parcels to 34 dwelling units and a private paved street. The proposed residential use could require operation of natural-gas-fired boilers, which are standard in residential developments, that could emit trace quantities of toxic air contaminants, but they would not be expected to have the potential to generate toxic air contaminants in substantial amounts or create objectionable odors.

In view of the above, air quality effects, including construction emissions (with implementation of Mitigation Measure 2, on page 51), traffic emissions, toxic air contaminant emissions, and objectionable odors, would not result in significant environmental impacts. Hence, air quality will not be analyzed further in the EIR.

### ***Wind***

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

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

Massing is important in determining wind impact because it controls how much wind is intercepted by the structure and whether building-generated wind accelerations occur above-ground or at ground level. In general, slab-shaped buildings have the greatest potential for wind problems. Buildings that

have an unusual shape or utilize setbacks have a lesser effect. A general rule is that the more complex the building is geometrically, the lesser the probable wind impact at ground level.

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

The proposed Crestmont Hills project site, on the northwest side of Mt. Sutro, is exposed to prevailing winds, and has no shelter from existing buildings or terrain. The elevated terrain and exposure to winds off the Pacific Ocean result in persistent and often strong winds. While some very tall structures exist near the project site, they offer no shelter to the site due to the lower elevation of these structures.

The proposed buildings would extend two to three stories above the new private access road, and one to two stories would be constructed in the downsloping portion of the project site, below the level of the private access road. For the most part, the buildings would face to the north and not directly west into the prevailing winds, although the structures would intercept some of the prevailing wind and redirect it to ground level on the north and west sides of the project, although the alignment of the buildings limits the amount of wind that would be intercepted.<sup>14</sup> The buildings would not be directly exposed to southerly or southwesterly winds, which are often associated with winter storms.

The buildings would be four stories tall at the rear portion of the site (away from the access road), and the design of the structures would include a set-back between the second and third levels, to create decks. These deck areas, as well as the gaps between the buildings would likely have moderately accelerated winds. These areas of accelerated winds would be within the project site itself, and the proposed project would have little potential to accelerate wind speeds beyond the project site boundaries. The project access road and existing homes above the project site, along

---

<sup>14</sup> Donald Ballanti, Certified Consulting Meteorologist, Letter to Stu During of During Associates: *Wind Impact Evaluation for the Proposed Crestmont Hills Project, San Francisco, April 5, 2005*. A copy of this letter is available for review, by appointment, at the Planning Department, 1660 Mission, Suite 500, as part of Case File 2004.0093E.

Crestmont Drive, would likely have winds slightly diminished by the sheltering effect of the proposed project for the northwesterly to westerly wind directions.<sup>15</sup>

In summary, based on considerations of exposure, massing, and orientation, potential pedestrian-level wind impacts of the project would not cause significant changes to the wind environment in pedestrian areas adjacent to or near the site. Hence, wind effects will not be analyzed in the EIR.

### ***Shadow***

Section 295 of the Planning Code was adopted as a result of Proposition K (passed by San Francisco voters in November 1984) which called for protection of public open spaces and parks from shading and shadowing. Planning Code Section 295 restricts net new shadow on public open spaces and parks under the jurisdiction of, or to be acquired by, the Recreation and Park Commission by any new or renovated structure exceeding 40 feet in height, unless the Planning Commission, in consultation with the Recreation and Park Commission, finds the shadow/shading effect to be less-than-significant. The proposed project would not include any buildings exceeding 40 feet, and so is not under Section 295 restriction.

The nearest public open space, the UCSF open space preserve on Mt. Sutro, to the east across Crestmont Drive from the new private access road, would be approximately 150 feet away from the new structures. The preserve is also at a higher elevation, and hence, would not be affected by the shadows created by the proposed project.

The new shadows created by the project would not exceed levels commonly expected in urban areas, and would not affect any Proposition K-protected public parks or open spaces. Therefore, shadow effects will not be analyzed in the EIR.

---

<sup>15</sup> Ibid.

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

The project site is in a residential area of the City that is currently served by fire, police, schools, solid waste collection, recreational facilities, water, gas, and electricity services. The proposed project would increase the demand for and use of public services and utilities on the project site, but not in excess of amounts expected and provided for in the project area. The proposed project would not require any substantial expansion of public service or utilities, as explained below.

***Solid Waste***

San Francisco's solid waste is disposed of at the Altamont Landfill. A substantial expansion of the landfill was approved in 1997 and this expansion of capacity will be able to accommodate San Francisco's solid waste stream well into the future. Statistics indicate that San Francisco is now recycling more material than it sends to the landfill, and that the City has a strong start on its goal of diverting 75 percent of all waste from landfill disposal by 2010.<sup>16</sup> The solid waste associated with the proposed project construction and operation would not substantially affect the projected capacity of the Altamont Landfill. As a result, the proposed project would not create a significant solid waste impact, and will not be analyzed in the EIR.

***Sewage and Stormwater***

The project site is served by San Francisco's combined sewer system, which handles both sewage and stormwater run-off. Wastewater treatment for the west side of the City is provided primarily by the Oceanside Water Pollution Control Plant, located by the San Francisco City Zoo.

---

<sup>16</sup> This information is available online at [http://www.sfgov.org/wcm\\_controller/community\\_indicators](http://www.sfgov.org/wcm_controller/community_indicators). Follow the link for Physical Environment:

A 12-inch-diameter sewer pipe runs along Fifth Avenue, just south of Kirkham Street to the south end of the Fifth Avenue cul-de-sac, and then runs farther south and east to Crestmont Drive. A second sewer pipe runs from Crestmont Drive along the eastern boundary of Lot 28 (the proposed private street) to connect to another pipe beneath Oakhurst Lane, just to the west of the project site. Sewer pipes run beneath Crestmont Drive and Warren Drive providing sanitary sewer service to the residents in this area. In the past three to four years, there have been four recorded incidents of stormwater overflow in the catch basins on Crestmont Drive and Seventh Avenue/Warren Drive, and the outside vents on Warren Drive and Fifth Avenue.<sup>17</sup> The Department of Public Works (DPW), Bureau of Sewers, and Sewer Repair personnel solved these overflows by cleaning out the debris stuck in the catch basins and outside vents. The size of the existing sewer lines and catch basins is adequate to meet the current stormwater demand. The overflows are created by accumulating debris that clogs the catch basins and outside vents, not related to the capacity of the sewer system.

The proposed project, which would cover much of the undeveloped land on the project site with impervious surfaces, would increase the amount of stormwater run-off into the existing sewer system. The project sponsor would install three new sewer lines, including one in the new roadway (in addition to the existing line connecting lines under Crestmont Drive and Oakhurst Lane, described above) discharging into the existing 12-inch sewer at the top of the slope, and two at the bottom of the slope running along the north property line discharging into the existing 12-inch sewer.<sup>18</sup> All the stormwater and waste water runoff from the project site would be conveyed into the existing 12-inch sewer line which runs from Crestmont Drive down to and along the existing unpaved road on the site, and down to an existing manhole at the top (at the south end) of Fifth Avenue. These new lines would have the capacity to handle excess stormwater run-off generated by the proposed project, and no stormwater would be allowed to migrate off-site.<sup>19</sup> Based on a

---

<sup>17</sup> Barry Pearl, San Francisco Public Utilities Commission (SFPUC), memo to Irene Nishimura, Planning Department, Review of Sewers Condition Information. A copy of this memo is available for review, by appointment, at the Planning Department, 1660 Mission, Suite 500, in Project File No. 2004.0093E.

<sup>18</sup> Nader Gorji, Olivia Chen Consultants, *Crestmont Hill Sanitary and Storm Water Flows*, email to Stu During, February 15, 2006. A copy of this email is available for review, by appointment, at the Planning Department, 1660 Mission, Suite 500, in Project File No. 2004.0093E.

<sup>19</sup> Nader Gorji, Olivia Chen Consultants, *Crestmont Development, Summary of Hydraulic Analysis for Future Sanitary & Storm Flows to the Existing 12-inch Sewer Located on Site*. Memorandum to Adam Philips, Levy Design, December 7, 2005. A copy of this memo is available for review, by appointment, at the Planning Department, 1660 Mission, Suite 500, in Project File No. 2004.0093E.

hydraulic analysis with available data and assumptions of existing conditions, the existing 12-inch sewer that traverses the site would be capable of handling existing-plus-project flows<sup>20</sup>, as well as of conveying future sanitary flows.<sup>21</sup>

The proposed project would increase the total wastewater volume discharged through the combined sewer system by an estimated 2,108 gallons of wastewater per day.<sup>22</sup> Since the increase would be incremental compared to the 84 million gallons of sewage treated per day (there is considerably more total wastewater during the rainy season),<sup>23</sup> it is unlikely that major new capital improvements to the wastewater collection and treatment system would be required. The project would not substantially increase demand for wastewater treatment, and thus it would not be considered to create a significant impact. This topic will not be evaluated in the EIR.

### ***Police and Fire Protection***

The project area currently has police and fire protection services. The addition of approximately 126 residents could increase the demand for fire and police services in the area.

The nearest police station is the Park Station located at 1899 Waller Street, about 2.0 miles from the project site, serving the vicinity of the project area and of the east end of Golden Gate Park. Although the project could potentially increase the number of calls received from the area or the level of regulatory oversight that must be provided as a result of activity on the project site, the increase in responsibilities would not likely be substantial in light of the existing demand for police protection services on the west slope of Mt. Sutro.

---

<sup>20</sup> Cliff Wong, City and County of San Francisco, Department of Public Works, Bureau of Engineering - Hydraulics Section, e-mail to Adam Phillips, Levy Design, March 22, 2006. A copy of this e-mail is available for review, by appointment, at the Planning Department, 1660 Mission, Suite 500, in Project File No. 2004.0093E.

<sup>21</sup> Nader Gorji, Olivia Chen Consultants, *Crestmont Hill Sanitary and Storm Water Flows*, email to Stu During, February 15, 2006, op cit.

<sup>22</sup> This estimate is based on current typical residential use, 62 gallons per household per day, as estimated in SFPUC, 2005 Urban Water Management Plan for the City and County of San Francisco, December 2005, page 40. 62 gallons per day x 34 units = 2,108 gallons per day. This report is available online for public review at [http://sfwater.org/detail.cfm/MC\\_ID/7/MSD\\_ID/106/MTO\\_ID/NULL/C\\_ID/2776](http://sfwater.org/detail.cfm/MC_ID/7/MSD_ID/106/MTO_ID/NULL/C_ID/2776).

<sup>23</sup> This information is obtained from the San Francisco Public Utility Commission's website, [http://sfwater.org/main.cfm/MSD\\_ID/14](http://sfwater.org/main.cfm/MSD_ID/14).

The closest Fire Station is Station No. 12, located at 1145 Stanyan Street, about 1.6 miles from the project site. Although the project could potentially increase the number of calls received from the area or the level of regulatory oversight that must be provided as a result of the increased activity on the site, the increase in responsibilities would not be substantial in light of the existing demand for fire protection services on the west slope of Mt. Sutro.

In addition, the potential increase in police and fire protection demand would not require the construction of any new police or fire stations and would not result in any substantial service degradation. Emergency vehicles and personnel would have adequate access to the project site with the new 20-foot-wide private cul-de-sac (see discussion on page 45). Therefore, the project would not have a significant demand on police and fire services; hence these public services will not be further analyzed in the EIR.

### ***Schools and Recreation Facilities***

The proposed project would include family-size units. The residents of the project site could have children of school age. The proposed 34-unit housing project could increase the school-age population in the neighborhood. Census 2000 data indicates that 14.6 percent of the population in Census Tract 301.02, in which the project site is located, was 19 years of age and under.<sup>24</sup> If the same percentage were used to extrapolate the estimated number of school-age children, potentially 18 of the project's 126 new residents would be of school age. Six San Francisco Unified School District (SFUSD) elementary schools are within two miles of the project site and include Alice Fong Yu at 1541 12<sup>th</sup> Ave., Clarendon at 500 Clarendon Ave., Grattan at 165 Grattan Street, Rooftop-Mayeda at 443 Burnett Ave (includes K-8 grades), West Portal/Sunset Elementary School at 5 Lenox Way, and Jefferson at 1725 Irving St. Herbert Hoover Middle School at 2290 14<sup>th</sup> Avenue is less than two miles away. Three SFUSD high schools are within three miles of the project site and include School of the Arts Alternative at 555 Portola Avenue, Gateway Charter School at 1430 Scott Street, and Thomas Jefferson High School at 2162 24<sup>th</sup> Avenue.

---

<sup>24</sup> Census 2000 data can be obtained online at <http://factfinder.census.gov>. The tables generated to determine the cited data are on file and available for public review by appointment at the San Francisco Planning Department, 1660 Mission Street, 5<sup>th</sup> Floor, San Francisco, as part of Project File No. 2004.0093E.

The SFUSD facilities throughout the City and County are generally underutilized. The SFUSD currently has more classrooms district-wide than it needs, and the surplus is predicted to increase over the next ten years as enrollment shrinks.<sup>25</sup> No construction of schools is planned near the project site. The potential increase of 18 students associated with the proposed project would not substantially change the demand for schools, and the existing schools would be able to accommodate these students. As is standard for all new development projects, the proposed project would be assessed \$2.24 per gross square foot of residential space for school funding. Due to the limited student population associated with the 34 new households, the proposed project would not substantially increase demand for San Francisco's school services or facilities, and therefore the proposed project would have no significant impact. This topic will not be analyzed in the EIR.

### ***Power and Communications Facilities***

The proposed buildings would require typical utility connections and would tap into existing power and communications grids. Any extension or expansion would be completed without interruption of service to adjacent properties.

San Francisco consumers have experienced rising energy costs and uncertainties regarding the supply of electricity. The root causes of these conditions are under investigation and are the subject of much debate. Part of the problem is thought to be that the State does not generate sufficient energy to meet its demand and must import energy from outside sources. Another part of the problem may be insufficient development of free market conditions related to energy market deregulation that would normally prevent and/or correct market manipulation by stimulating a competitive supply response to changing demand for energy. The California Energy Commission 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 sufficiency of energy supply relative to demand.

Project-generated demand for electricity would be small in the context of the overall demand within San Francisco and the state, and thus would not require a major expansion of power facilities. No

---

<sup>25</sup> San Francisco Unified School District, Facilities Master Plan, 2003.

new expanded power or communications facilities would be necessary as a result of project occupancy. Hence, the proposed project would not result in a significant physical environmental effect and this topic will not be analyzed in the EIR.

### ***Water Supply Facilities***

The proposed project would generate an estimated demand for about 2,108 gallons of water per day.<sup>26</sup> Currently, no consumption of San Francisco Public Utilities Commission (SFPUC) water supply occurs on the site. The proposed project would incrementally increase the demand for water in San Francisco, and would be accommodated by the amount of water use planned for in *San Francisco's 2005 Urban Water Management Plan (UWMP)*.

During project construction, the project sponsor and project building contractor must comply with Ordinance 175-91, passed by the Board of Supervisors on May 6, 1991, which requires that non-potable water be used for dust control activities. Therefore, the project sponsor shall require the construction contractor(s) to obtain reclaimed water from the Clean Water Program for this purpose.

The new construction 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 growth of new residential developments in the City anticipated between 2000 and 2025 (including projects of this size) assumed projected water consumption in the SFPUC's *2005 UWMP* and an adequate water supply would be available for the project.<sup>27</sup>

Since project water demand could be accommodated by the existing and planned supply, as anticipated under the San Francisco Public Utility Commission's *Year 2000 Urban Water Management Plan*, and the project would use best-practices water conservation devices, it would not

---

<sup>26</sup> This estimate is based on current, typical residential use, 62 gallons per household per day, as estimated in SFPUC, *2005 Urban Water Management Plan for the City and County of San Francisco (UWMP)*, December 2005, page 40. 62 gallons per day x 34 units = 2,108 gallons per day. This report is available online for public review at [http://sfwater.org/detail.cfm/MC\\_ID/7/MSC\\_ID/106/MTO\\_ID/NULL/C\\_ID/2776](http://sfwater.org/detail.cfm/MC_ID/7/MSC_ID/106/MTO_ID/NULL/C_ID/2776).

<sup>27</sup> The SFPUC's *2005 UWMP* is based on the San Francisco Planning Department's current long range growth projections – *Land Use Allocation 2002* – an estimate of total growth expected in the City and County of San Francisco from 2000 – 2025. These projections have similar employment growth and an approximately 15,000-household larger growth than ABAG Projections 2002.

result in a substantial increase in water use. Therefore, the project would not result in a significant environmental impact and this topic will not be discussed in the EIR.

8. <b>Biology</b> – Could the project:	<u>Yes</u>	<u>No</u>	<u>Discussed</u>
a. Substantially affect a rare or endangered species of animal or plant, or the habitat of the species?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>
b. Substantially diminish habitat for fish, wildlife, or plants, or interfere substantially with the movement of any resident or migratory fish or wildlife species?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>
c. Require removal of substantial numbers of mature, scenic trees?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>

The project site is undeveloped, although portions of the project site have been disturbed. A biological special species habitat assessment was prepared by an independent consultant to evaluate whether or not any special-status, state-listed or federal-listed, rare, threatened, or endangered plants or animals, or their habitat exist on the project site.<sup>28</sup> The results of that study are summarized below on pages 33 to 37.

***Special-Status Species***

Special-status species include those animals and plants formally listed or proposed for listing as endangered or threatened, or are candidates for such listing, under the Federal Endangered Species Act or the California Endangered Species Act. The acts protect listed and proposed-list species. California Department of Fish and Game (CDFG) Species of Special Concern are also special-status species. In addition, in the case of plants, all plants included in Lists 1 through 4 of the California Native Plant Society Inventory and all plants that qualify under the definition of "rare" as specified in Section 15380 of the California Environmental Quality Act (CEQA) are considered special-status species. Special-status habitat refers to specialized vegetation, wildlife, or aquatic habitat that could contain special-status species. In addition, sensitive habitats are critically important as high value natural areas and are rapidly diminishing in size and extent in the City and County of San Francisco.

---

<sup>28</sup> Booker Holton, Ph.D., TOVA Applied Science and Technology, *2004 Biological Assessment--Crestmont Housing Project*, San Francisco, CA, November, 12, 2004, and memo to Stu During, During Associates, April 5, 2005. This report and memo are available for public review by appointment in Project File No. 2004.0093E at the Planning Department, 1660 Mission Street, Suite 500, San Francisco, CA.

These sensitive habitat areas include wetlands and riparian corridors, native grasslands, and significant native tree forests or stands.

Primary sources for the identification of special-status plants and animals that could occur on the project site included the Department of Fish and Game's California Natural Diversity Database (CNDDDB) and the California Native Plant Society's *Inventory of Rare and Endangered Plants of California*. Based on records for the San Francisco South and San Francisco North USGS, 7.5-min topographic quadrangles, there are a number of special-status plants and animals occurring or historically occurring in San Francisco. Site visits were conducted on February 15 and September 23, 2004, and January 19, 2006 to determine the occurrence, or potential occurrence, of special-status species and special-status or sensitive habitats on the project site; to verify that no special-status bird species were nesting in eucalyptus trees proposed for removal; and to assure that trees larger than 12-inches diameter-breast-height (DBH, at 4.5 feet above the ground surface) would not be removed. The February 2004 field survey focused on the area of the proposed building structures, access roads, and ancillary areas. The September 2004 survey focused on trees on the site. All the surveys were conducted at times of the year when special-status species may be present, including migratory birds. Like the other two previous surveys, the January 2006 survey included observations for the presence or absence of special-status plant and wildlife species at the project site. It also included a general survey of the habitat of the San Francisco garter snake (which is an endangered species) at known locations in the San Francisco Bay Area.

None of the special-status plant species identified in the CNDDDB for San Francisco or the California Native Plant Society's listing of rare plants in California were observed on the project site. Some of the plant species identified in the CNDDDB no longer exist in San Francisco. Urban development of the City on former sand dunes, coastal bluffs, and coastal scrublands has eliminated large areas of native habitat formerly containing these species. Other special-status plants occur in habitats different from the eucalyptus vegetation cover of the project site, and rarely, if ever, found in urban areas. These specialized habitats include coastal bluffs, sand dunes, chaparral, marshes, broadleaved upland forest, and closed-cone coniferous forest. Finally, other plants only occur in areas of limited distribution such as the Presidio or San Bruno Mountain.

**Special-Status Animals.** None of the special-status animal species identified in the CNDDDB for the San Francisco Peninsula was observed on the project site. Some of these species, such as the Bay Checkerspot and Mission Blue butterflies, occur within native grasslands, and on specific larval host plants that are not on the project site. The California red-legged frog and pond turtle occur in riparian areas, such as along streams, ponds, and lakes, all of which are absent from the project site. Two other species, the bumblebee scarab beetle and bank swallow, may be found along the coastal bluffs or sand dunes, two habitat types that are not on the project site.

Eucalyptus can provide the physical structure to support nesting for a variety of bird species, not necessarily special-status bird species. For example, along Lake Merced, the double-crested cormorant will occasionally use surrounding eucalyptus groves as nest sites. In many areas of the San Francisco Bay region, great blue heron and red-tailed hawk also occasionally use large eucalyptus trees as nesting sites. The eucalyptus trees surveyed on the project site in February and September 2004, and January 2006 do not contain recognizable nests of these or any other bird species. Eucalyptus leaf litter also could provide habitat for some small vertebrate species such as lizards, gopher snakes, and wood rats, which are all common species. However, eucalyptus is considered to be of limited wildlife habitat value as it is a non-native, introduced, and monocultural species.<sup>29</sup>

*San Francisco Garter Snake (SF Garter Snake).*<sup>30</sup> The SF garter snake (*Thamnophis sirtalis tetrataenia*) is considered an endangered species. Concerns were raised by the public about the possible existence on the project site of the SF garter snake. No sightings of the SF garter snake were made by the biological consultant during the three project field surveys on February 15 and September 23, 2004, and January 19, 2006. However, public sightings of unidentified snakes have occurred on the project site and in the nearby area which may be similar in appearance to the SF garter snake.<sup>31</sup> Based on a review of photographic evidence from one sighting of an unidentified snake, the biological consultant concluded that the snake was a California red-sided garter

---

<sup>29</sup> Booker Holton, Ph.D., phone conversation with Morgan Gillespie, During Associates, May 22, 2006.

<sup>30</sup> Information on the San Francisco garter snake provided by Booker Holton, Ph.D., TOVA Applied Science and Technology, memoranda dated December 6, 2005 and February 3, 2006. These memos are on file and available for public review by appointment at the San Francisco Planning Department, 1660 Mission Street, Fifth Floor, San Francisco, as part of Case File No. 2004.0093E.

<sup>31</sup> Alfonso Faustino, email communication to Irene Nishimura April 17, 2006. This email is on file and available for public review by appointment at the San Francisco Planning Department, 1660 Mission Street, Fifth Floor, San Francisco, as part of Case File No. 2004.0093E.

*(Thamnophis sirtalis infernalis)*. The SF garter snake differs from the California red-sided garter snake in its appearance by a prominent red stripe within a broad blackish stripe down the length of its body, rather than the California red-sided garter snake's red spots along the border of its broad blackish stripe; and the SF garter snake's pale stripes washed with turquoise, rather than the white stripes of the California red-sided garter snake; and the pale blue-green belly of the SF garter snake rather than white belly of the California red-sided garter snake. Otherwise, there is significant morphological consistency between the two species.

Despite its name, the San Francisco garter snake is endemic to San Mateo County and does not occur in San Francisco. The San Francisco garter snake was once common in stock ponds and small marshes in San Mateo County; however, it has been reduced to a few specialized areas due to urbanization, draining and pollution, and illegal poaching. The San Francisco garter snake has been completely extirpated from many areas where it was once common, and remnant populations are now limited to a few wetlands around the San Francisco Airport, coastal portions of San Mateo County, and Wadell Creek, one mile into northern Santa Cruz County.

The aquatic environment and vegetation cover types represented by each of the known habitat areas of the San Francisco garter snake all indicate that the snakes' preferred habitat is a densely vegetated pond near an open hillside. The snake tends to stay near water, and lives mainly in ponds, marshes, roadside ditches, streams, meadows, and upland areas near such features. Emergent and bankside vegetation such as cattails, bulrushes, and spike rushes apparently are preferred and used for cover. San Francisco garter snakes also forage extensively in aquatic habitats. Adult snakes feed primarily on California red-legged frogs, although recent studies have documented the snake's movement over several hundred yards away from wetlands.

The most recent data compiled in the Department of Fish and Game's CNDDDB suppresses the precise location of the known populations of the San Francisco garter snake because of the potential for unlawful poaching of this endangered species by reptile fanciers and collectors. The CNDDDB records do indicate, however, general habitat descriptions of the sites where the garter snake has been observed. The habitat characteristics where some of these recorded sightings occurred are:

- **September 2003 Recorded Observation:** Permanent freshwater, canals/marshes, site is ungrazed and unmowed, with lush reed/grass/brush covering borders of waterways.

- May 1987 Recorded Observation: Ranch ponds; one of the two is an old sagg pond<sup>32</sup>. Both ponds have good stands of aquatic and shoreline vegetation and support Pacific tree frogs, California red-legged frogs, and California newts.
- October 1985 Recorded Observation: Small pond-type reservoir, measuring 150 x 75 feet, with good shoreline vegetation cover. Prey species present include Pacific tree frog and California red-legged frog.
- October 1985 Recorded Observation: Fresh water pond with water present all year; large shallow inshore zone; narrow vegetation band around pond's edge; small fish and Pacific tree frog and California red-legged frog present for food.

Additional field visits of known habitats and the project site were undertaken on January 19, 2006 to compare the vegetation cover and habitat type of the project site to that of the three known San Francisco garter snake sites. The project site's existing habitat of upland eucalyptus forest with no aquatic habitat, located some distance inland from the coastal portions of San Mateo County and the San Francisco Airport supports the conclusion that the project site has never and would not currently support populations of the San Francisco garter snake.<sup>33</sup>

In summary, no evidence was found during three separate field surveys or in the standard set of biological resource inventories and research resources to support the occurrence of special-status plants or animals on the project site.

### ***Existing Biological Conditions***

**Vegetation.** The project site is located on a northwest-facing slope dominated by a thick, closed stand of blue gum eucalyptus (*Eucalyptus globulus*), red gum (*Eucalyptus camaldulensis*), acacia (*Acacia melanoxylon* and *A. baileyana*), and isolated plum (*Prunus domestica*). There are a few stumps of what appear to be Monterey pine (a widely naturalized species in California), indicating that the site had been cleared of large trees in the past, except for the eucalyptus trees. All of the trees slated for removal are less than 12 inches DBH.

---

<sup>32</sup> A sagg, or sag, pond occurs where the ground subsides below the water table. Sometimes it refers to a coastal pond or a topographic coastal plan that is influenced by the rise and fall of the water table. In addition, the term refers to a depression that marks a transcurrent, or strike-slip, fault zone.

<sup>33</sup> Booker Holton, Ph.D., TOVA Applied Science and Technology, memorandum dated February 3, 2006, op cit.

The eucalyptus tree cover on the project site is typical of the area around and on Mt. Sutro. Native to Australia, *Eucalyptus globulus* plantations have displaced native vegetation in coastal grasslands and scrublands. Planting of eucalyptus trees began throughout the state in the late 1800's, and the introduced trees occur in many parts of the Bay Area, including the Mt. Sutro area and other areas of San Francisco. Most likely, eucalyptus tree planting occurred after quarry operations ended on the project site in the early part of the last century. Historical accounts indicate, for example, that Adolph Sutro arranged for the planting of thousands of trees on what was formerly called Mt. Parnassus to celebrate the state's first Arbor Day in November 1886. The remains of the extensive plantings, the "Sutro Forest", now surround the peak and slopes of present day Mt. Sutro.

The biological field surveys found that, under the eucalyptus tree canopy on the Crestmont project site, the non-native English ivy (*Hedera helix*), Himalayan blackberry (*Rubus discolor*), and periwinkle (*Vinca major*) occur where there are gaps in the eucalyptus cover. Along the edges of the tree cover, non-native plant species that are typical of disturbed places, such as wild mustard (*Brassica nigra*), fennel (*Foeniculum vulgare*), and clumps of pampas grass (*Cortaderia selloana*), occur.

The tops of the eucalyptus groves (the canopy) are typically limited to one species of the genus or, in the case of the project site, mixed stands of other species of the same genus *Eucalyptus*. Few native overstory species are present within eucalyptus-planted areas. The *Eucalyptus* is an invasive species. *Eucalyptus* trees change the composition of native communities and are associated with reduced plant and insect diversity, probably due to the species' allelopathic (toxic) effects on other plants and its disturbance of soil nutrients. They are resilient to fire and other disturbances due to the species characteristics of being able to sprout saplings from tree stumps, tree roots and buried stems, even if the tree is dead.

The biological field surveys found that no significant, rare, endangered, or threatened tree species exists on the project site. All of the trees on the site are introduced, non-native species.

**Wildlife.** No wildlife was observed on the site during the site visits in February and September 2004, and January 2006. However, based on the dominant eucalyptus cover and the surrounding residential land uses, wildlife expected to occur on the site would be typical of eucalyptus plantations

in urban areas throughout the Bay Area. The soil composition and soil nutrient disturbance by eucalyptus trees frequently results in fewer birds and aerial insects than in areas lacking eucalyptus.

Characteristic species of eucalyptus habitat include crow, raven, barn owl, red-tailed hawk, and red-shouldered hawk. Eucalyptus is important as roosts, perches, and nest sites for a number of bird species, particularly raptors. In addition, blue gum eucalyptus, with its stringy bark and tendency for rapid deposition of litter, create micro-habitats for a number of small vertebrate species, including wood rat, lizards, and gopher snake.

No nests were observed in the trees on the project site during the field visits on February 15 and September 23, 2004, and January 19, 2006, however, raptors or migratory birds could establish new nests in the site's trees before construction proceeds on the project site. When in active use, these newly established nests would be subject to protection under the federal Migratory Bird Treaty Act (MBTA).

The list of migratory birds includes almost every native bird in the United States. The MBTA also extends to parts of birds' nests and eggs. It is therefore a violation of the MBTA to directly kill these birds or destroy an active nest of any bird species. The MBTA is typically applied on domestic projects to prevent injury or death of nesting birds and their chicks.

**Wetlands and Riparian Habitats.** The steep soils on the project site are rocky and well drained. The project site lacks the characteristic-defining components of wetlands – hydric soils, preponderance of hydrophytic vegetation, and hydrology (e.g., frequently inundated, saturated, or flooded). The project site does not contain streams or creeks, or riparian vegetation.

### ***Impacts***

Approximately 40,500 square feet of the site would be affected by construction, resulting in the removal of approximately 880 small (less than 12 inches in diameter and less than 30 feet tall) eucalyptus trees. (The remaining 22,820 square feet of the site would be left undeveloped.)

The removal of trees containing raptor or migratory bird nests would be a potentially significant impact. Implementation of Mitigation Measure 3, which calls for a pre-construction survey, nest

monitoring, and installation of protective fencing near a nest tree, would avoid or minimize the potential disruption of raptor or migratory bird breeding activity, reducing the potential impact to special-status birds to a less-than-significant level.

The proposed project would not directly, or indirectly, affect (i.e., through habitat loss) a candidate, or listed threatened or endangered species. The project would not adversely affect wetland or riparian habitat, significant native trees, or other sensitive habitat since none exist on the project site. Project implementation, with Mitigation Measure 3, would not interfere substantially with the movement of any resident or migratory or wildlife species. The proposed project would not substantially reduce the habitat of a wildlife or plant species or cause a species to drop below self-sustaining levels. The project would remove a number of mature non-native eucalyptus trees which are not considered scenic, landmark, or significant trees.

The San Francisco Board of Supervisors recently adopted new legislation (effective March 1, 2006) in the form of amendments to existing city ordinances which would require a special permit from the DPW to remove any tree designated as a "landmark" tree, not only on public property, but anywhere within the territorial limits of the City and County of San Francisco, including private properties. Under the new legislation, the criteria for designating a landmark tree include such considerations as age, size, shape, species, location, historical association, or visual quality. No tree on the project site is currently designated a "landmark" tree.

If one or more trees on the property were to be officially designated as a "landmark" tree at some point in the future, and would be removed as part of the project, a tree removal permit from the DPW would be required.

A "significant" tree is defined by the new legislation as being greater than 12 inches in diameter, or being greater than 20 feet tall, or having a canopy greater than 15 feet, and being within 10 feet of a public right-of-way. A tree removal permit from the DPW is required to remove any significant trees. No tree on the project site meets the criteria for designation as a significant tree.

Hence, for the reasons discussed above under the Biology topic, the project would not have a significant, adverse impact on biological resources.

- |   |                                       |
|---|---------------------------------------|
| 9. <b><u>Geology/Topography</u></b> – Could the project:  | <u>Yes</u> <u>No</u> <u>Discussed</u> |
| a. Expose people or structures to major geologic hazards (slides, subsidence, erosion, and liquefaction)? | To Be Determined                      |
| b. Change substantially the topography or any unique geologic or physical features of the site?           | To Be Determined                      |

The Community Safety Element of the *San Francisco General Plan* contains maps that indicate areas in which one or more geologic hazards exist. The project site is located in an area subject to "a non-structural damage level" (Modified Mercalli Intensity VII) from seismic groundshaking originated by a characteristic earthquake (Moment Magnitude 7.1) along the San Andreas fault approximately six miles southwest of San Francisco, and the Northern Hayward fault approximately 12 miles northeast of San Francisco (Maps 2 and 3 in the Community Safety Element).<sup>34</sup> There have been landslides in the area of the project site, which is identified as an area subject to landslides (Map 5 in the Community Safety Element). The project site is not in an area subject to seiche (standing or prolonged oscillating wave caused by atmospheric/barometric changes or strong winds or seismic shifts in lakes, bays, gulfs, or in areas of the ocean) or tsunami run-up or reservoir hazards (Maps 6 and 7 in the Community Safety Element).<sup>35</sup>

The elevations at the project site's unpaved road vary from about 560 feet above sea level at the southwest end of the site to about 610 feet at Crestmont Drive. The slope drops down to about 520 feet near the end of Fifth Avenue, north of the site, and the slope at the western portion of the site drops down to about 200 feet toward Warren Drive.<sup>36</sup>

The project site is in a Seismic Hazards Study Zone (SHSZ) designated by the California Division of Mines and Geology. Because the project site is steeply sloped in an identified landslide area, and because of previous landslide occurrences in the project area, the proposed project is being analyzed by the project's specialist and structural engineering geotechnical consultants and the Department of Building Inspection (DBI)-appointed peer review panel. The EIR will include a discussion of the

---

<sup>34</sup> City and County of San Francisco, Community Safety Element, *San Francisco General Plan*, April 1997.

<sup>35</sup> Ibid.

<sup>36</sup> Alan Kropp & Associates, *Geotechnical Investigation, Crestmont Drive Project, San Francisco, California, March 10, 2005*. This report is available for public review at the San Francisco Planning Department, 1660 Mission Street, 5<sup>th</sup> Floor, San Francisco, as part of Case File No. 2004.0093E.

geological hazards of the project site, an analysis of the potential significant geological hazards, an analysis of any changes to the existing topography, and identification of appropriate mitigation measures.

10. <b>Water</b> – Could the project:	<u>Yes</u>	<u>No</u>	<u>Discussed</u>
a. Substantially degrade water quality, or contaminate a public water supply?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>
b. Substantially degrade or deplete groundwater resources, or interfere substantially with groundwater recharge?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>
c. Cause substantial flooding, erosion or siltation?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>

The proposed project, consisting of 34 dwelling units and a new private cul-de-sac street would add impervious surfaces on the project site. Building permit applications for the proposed project would include a hydrology plan to address drainage and water run-off. During construction, requirements to reduce erosion would be implemented pursuant to *California Building Code* Chapter 33, Excavation and Grading, which require an Engineered Grading Permit.<sup>37</sup>

An Engineered Grading Permit application requires:

- Plans and Specifications
- Supporting data consisting of soils engineering report and engineering geology report
- Dimensions and elevations of contours of proposed grading and drainage
- Detailed plans of all surface and subsurface drainage devices, walls and other protective devices to be constructed and estimated run-off of areas served by any drains
- Location of any buildings on the proposed project site and adjacent buildings
- Design of retaining walls or other structures to support cut and fill areas on the project site
- The sequence of cut and fill operations in a manner that assures interim stability of the site during project construction.

Project-related wastewater and stormwater would flow through the site and local combined sewer system to the City's sewer system and would be treated to standards contained in the City's National

---

<sup>37</sup> A more stringent grading permit as set forth in Section 3309.4 of the *California Building Code*, Chapter 33.

Pollutant Discharge Elimination System (NPDES) Permit for the Oceanside Water Pollution Control Plant (which serves the west part of San Francisco) prior to discharge.

As noted above on page 28, there have been recorded incidences of stormwater overflow in the project area due to debris in the catch basins and vents, which DPW staff cleared. The size of the existing sewer lines and catch basins is adequate to meet the current stormwater demand. The overflows are created by accumulating debris that clog the catch basins and outside vents, which are not related to the capacity of the sewer system. During occupancy, the project would comply with all local wastewater discharge requirements. Analysis of existing storm drains and the site's proposed sewer system concludes that they would be adequate for accommodating the additional runoff and wastewater generated by the proposed project (see pages 27 to 29 for the analysis).

The proposed project would not involve the use of groundwater and, as mentioned above, would add impervious surfaces. An appropriate drainage system would be constructed on the site. Drains in the public area would be maintained by the DPW in order to avoid potential overflow during storms.

Groundwater resources would not be substantially degraded or depleted, and the project would not interfere substantially with groundwater recharge. Hence, there would be no potential groundwater impacts.

The proposed project would not result in significant adverse impacts on surface water or groundwater quality. This topic will not be discussed in the EIR.

11. <b><u>Energy/Natural Resources</u></b> – Could the project:	<u>Yes</u>	<u>No</u>	<u>Discussed</u>
a. 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 checked="" type="checkbox"/>	<input checked="" type="checkbox"/>
b. Have a substantial effect on the potential use, extraction, or depletion of a natural resource?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>

***Energy Use***

The project would have 34 new households when fully occupied. Hence, the project-generated demand for electricity would be negligible in the context of the overall demand of San Francisco and

California. Occupancy of the project would not result in use of large amounts of fuel, water, or energy in the context of energy use throughout the City and region. The project would meet current state and local codes concerning energy consumption, including Title 20 of the *California Code of Regulations* enforced by the Department of Building Inspection. Hence, the proposed project would not encourage activities that result in wasteful use of fuel, water, or energy. Thus, the proposed project would not result in an associated significant physical environmental effect due to increased energy demand.

***Natural Resource Use***

The 34-dwelling-unit project would not use substantial quantities of natural resources. Therefore, the project would not have a significant impact on the use, extraction, or depletion of a natural resource.

For the reasons discussed above, the project would not cause a wasteful use of energy, and would have a less-than-significant impact on energy and natural resources. These topics will not be discussed in the EIR.

12. <b><u>Hazards</u></b> – Could the project:	<u>Yes</u>	<u>No</u>	<u>Discussed</u>
a. Create a potential public health hazard or involve the use, production, or disposal of materials which pose a hazard to people or animal or plant populations in the area affected?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>
b. Interfere with emergency response plans or emergency evacuation plans?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>
c. Create a potentially substantial fire hazard?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>

This section addresses the potential hazards on the project site including contaminants in the soil, emergency response plans, and fire hazards. Since the project site has never been developed, other typical hazards or materials found or potentially existing on sites with previous development, such as manufactured asbestos materials and lead-based paint, are not present.

### ***Public Health Hazards and Hazardous Materials***

The proposed project would require some site preparation. Serpentine rock containing asbestos is not on the project site.<sup>38</sup> Potentially hazardous building materials, such as electrical equipment containing PCBs or mercury would not be used nor installed.

Residents typically would use relatively small quantities of hazardous materials for routine household activities, such as paints, cleaners, toners, solvents, and disinfectants. These commercial products are labeled to inform users of potential risks and to instruct them in appropriate handling and disposal procedures. For these reasons, hazardous materials from the project would not pose any substantial public health or safety hazards related to hazardous materials, and will not be discussed in the EIR.

### ***Emergency Response Plans***

Occupants of the proposed buildings would contribute to the flow of people and traffic if an emergency evacuation of the Parnassus/Mt. Sutro area were required. The project sponsor would develop an evacuation and emergency response plan in consultation with the Mayor's Office of Emergency Services to ensure coordination between San Francisco's emergency planning activities and the project sponsor's plan for building occupants in the event of an emergency. The San Francisco Fire Department (SFFD) has preliminarily reviewed the schematic roadway design for the proposed project and the junction of the existing Crestmont Drive and the proposed private road, and found that the project design is in compliance with the SFFD's standards with respect to emergency vehicle access.<sup>39</sup> The SFFD also indicated that on-street parking would not be permitted on the new private road in order to keep clear the 20-foot roadway width. The project sponsor's plan would be reviewed by the Office of Emergency Services and approved before the Department of Public Works issues a final permit for a new curb cut between the project's private driveway and the Crestmont Drive right-of-way. Therefore, no interference with emergency response plans or emergency evacuation plans would be expected by the proposed project.

---

<sup>38</sup> James Joyce, Certified Engineering Geologist, telephone conversation with Stu During, During Associates, April 1, 2005.

<sup>39</sup> Michie Wong, San Francisco Fire Department, letter to Alex Novell, August 3, 2005. A copy of this letter is available for public review by appointment in Project File No. 2004.0093E at the Planning Department, 1660 Mission Street, Suite 500, San Francisco.

### ***Fire Hazards***

San Francisco ensures fire safety primarily through provisions of the Building Code and the Fire Code. Existing buildings are required to meet standards contained in these codes. The proposed project would conform to these standards.<sup>40</sup> Potential fire hazards (including those associated with hillside development, hydrant water pressure, and emergency access) would be mitigated during the DBI's building permit process and the DPW's street permit review process. Additionally, the San Francisco Fire Department has reviewed the schematic plans of the proposed development, and has determined that the new 20-foot-wide private road, including the turnaround at the end, could accommodate their largest vehicles.<sup>41</sup>

For the reasons discussed above, potential public health, safety, and fire hazards would be reduced to less-than-significant impacts. Hazards will not be discussed in the EIR.

	<u>Yes</u>	<u>No</u>	<u>Discussed</u>
13. <b><u>Cultural</u></b> – Could the project:			
a. Disrupt or adversely affect a prehistoric or historic archeological site or a property of historic or cultural significance to a community, ethnic or social group; or a paleontological site except as a part of a scientific study?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>
b. Conflict with established recreational, educational, religious, or scientific uses of the area?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>
c. Conflict with the preservation of buildings subject to the provisions of Article 10 or Article 11 of the City Planning Code?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>

### ***Archeological Resources***

The project site has never been developed; thus, no historical archeological resource is expected to be present within the project site. In addition, no prehistoric archeological resources have been recorded or reported in the project vicinity. Known prehistoric sites in San Francisco have generally been located on the Bay side or northern shore comparatively near fresh water and/or tidal wetlands. Temporary shellfish processing encampments also have been discovered along the coast. Prehistoric

---

<sup>40</sup> Ibid.

<sup>41</sup> Ibid.

sites at higher elevation in San Francisco have not been documented, although one was reported on Nob Hill. There are, however, recorded prehistoric higher elevation sites elsewhere in the Bay Area like San Bruno Mountain and the East Bay Hills, so the possibility of such resources on the project site could exist.

Portions of the site have been disturbed. The proposed project would require excavation to various depths up to approximately 15 feet. No evidence is apparent to suggest that archeological resources are present within the project site. Yet it is possible that potential prehistoric resources could be discovered by excavation activities of the project site. While accidental discovery is not anticipated, a mitigation measure is required to ensure that any adverse impacts on any potential prehistoric resources would be mitigated to a less-than-significant level through implementation of Mitigation Measure 4, on page 52. Archeological resources will not be analyzed in the EIR.

***Historic Architectural Resources***

The project site is undeveloped. Therefore, there is no structure on the site determined eligible for inclusion in, any federal, state, or adopted local register of historic resources (including *Planning Code* Articles 10 and 11), pursuant to CEQA Guidelines, Section 15064.5(a)(1) and (2). In the vicinity of the project site, no structure is listed as a historic resource in *Planning Code* Articles 10 or 11, or in any City-adopted survey.

***Other Cultural Resources***

The project would consist of 34 residential units, its associated parking, and a private cul-de-sac. The project would not conflict with established recreational, educational, religious, or scientific uses of the area. The EIR will not analyze this topic.

**C. OTHER**

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

Approvals would be needed from the SFFD, the Office of Emergency Services, and the DPW.

A discussion of approvals and permits necessary for the project is presented in "Compatibility with Zoning and Plans," pages 10 to 12. The project proposal would be considered as a Planned Unit Development, which would require Conditional Use Authorization by the Planning Commission pursuant to Sections 303 and 304 of the *Planning Code*. The project would require approval by the DPW for a subdivision of the two lots into 17 parcels. In addition, the project would require approval by the DBI before issuing a site permit, which would include review of the new private cul-de-sac and its connection to the public right-of-way, Crestmont Drive. The project's new proposed private cul-de-sac connection to the public right-of-way would additionally require approval by the DPW and the SFFD.

### ***Public Notice and Comment***

On June 23, 2004, the Planning Department mailed a Notice of Project Receiving Environmental Review to property owners within 300 feet of the Crestmont Hills project site, tenants adjacent to the site, and other potentially interested parties.

A number of groups and individuals commented and expressed concerns regarding potential effects of the proposed project on its surroundings. Concerns were expressed regarding the following environmental issues:

- Changes in land use and character and project density, and proximity to adjacent residences (addressed in 1. Land Use, pages 13 to 14);
- Potential visual impacts including scenic views (to be addressed in the EIR, see 2. Visual Quality, pages 14 to 16);
- Increased population (addressed in 3. Population, pages 16 to 17);
- Increased traffic, and near the site, adequacy of parking, and pedestrian safety (to be addressed in the EIR, see 4. Transportation/Circulation, page 18);
- Noise (addressed in 5. Noise, pages 18 to 22 and Mitigation Measure 1, pages 50 to 51);
- The effect on air quality from project construction (addressed in 6. Air Quality/Climate, Construction Emissions, pages 22 to 23, and Mitigation Measure 2, page 51);
- Change in wind effects on nearby residences (addressed in 6. Air Quality/Climate, Wind, pages 24 to 26);
- Impacts on water and sewer service (addressed in 7. Utilities/Public Services, Sewage and Stormwater pages 27 to 29);

- The potential impact on biological resources, including effects on San Francisco garter snake habitat, and tree removal (addressed in 8. Biology, pages 33 to 40 and Mitigation Measure 3, pages 51 to 52);
- Geologic issues, including seismic safety and the potential for landslides and slope stability near adjacent residences during construction (to be addressed in the EIR; see 9. Geology/ Topography, pages 41 to 42); and
- Impacts on fire safety and emergency access (addressed in 12. Hazards, pages 45 to 46).

Potential impacts to the physical environment identified in public comments are addressed in this Initial Study or will be addressed in the EIR as noted above.

Several comments were also received concerning the history of the project site's zoning. Past zoning of the project site is not relevant to the project's environmental analysis since it does not pertain to CEQA physical environmental issues. Hence, it has not been analyzed in the Initial Study checklist discussion. This issue will be discussed in the case report for the project application for Conditional Use Authorization and a Planned Unit Development.

Overall, concerns and issues raised by the public in response to the notice were taken into consideration and incorporated into the Initial Study, or will be addressed in the EIR, as appropriate for CEQA analysis. Comments regarding merits of the project and those that expressed support for or opposition to the project are not relevant to CEQA analysis of environmental impacts, but may be taken into account by the Planning Commission and other decision-makers as part of their consideration whether to approve or disapprove the proposed project.

**D. MITIGATION AND IMPROVEMENT MEASURES**

	<u>Yes</u>	<u>No</u>	<u>N/A</u>	<u>Discussed</u>
1. Could the project have significant effect if mitigation measures are not included in the project?	■	<input type="checkbox"/>	<input type="checkbox"/>	■
2. Are all mitigation measures necessary to eliminate significant effects included in the project?	■	<input type="checkbox"/>	<input type="checkbox"/>	■

## MITIGATION MEASURES

The following mitigation measures are related to topics which, with implementation of the mitigation measures below, would bring identified significant environmental impacts to less-than-significant levels or avoid significant impacts; hence, those topics would not require further analysis in the EIR. The EIR will include a Mitigation Measure chapter which will include the Initial Study-identified mitigation measures as well as the EIR-identified mitigation measures and any other mitigation measures which would or could be adopted. Below are mitigation measures identified here in this Initial Study to reduce significant impacts to a less-than-significant level. The project sponsor has agreed to include and implement these mitigation measures, which are necessary to avoid significant impacts, as part of the project in an agreement letter signed and dated May 22, 2006.<sup>42</sup>

### Mitigation Measure 1

*Construction Noise.* The project sponsor shall implement the following construction control measures and adhere to the City's noise ordinance to reduce construction noise to a less-than-significant level.

- Equip all internal combustion engine driven equipment with intake and exhaust mufflers which are in good condition and appropriate for the equipment.
- Locate stationary noise generating equipment as far as possible from sensitive receptors when sensitive receptors adjoin or are near a construction project area.
- Utilize "quiet" air compressors and other stationary noise sources where technology exists.
- The contractor shall prepare a detailed construction plan identifying the schedule for major noise-generating construction activities. The construction plan shall identify a procedure for coordination with the adjacent noise sensitive facilities so that construction activities can be scheduled to minimize noise disturbance.
- Designate a "noise disturbance coordinator" who would be responsible for responding to any local complaints about construction noise. The disturbance coordinator would determine the cause of the noise complaint (e.g., starting too early, bad muffler, etc.) and would require that reasonable measures warranted to correct the problem be implemented. The project sponsor would conspicuously post a telephone number for the disturbance coordinator at the construction site and include it in the notice sent to neighbors regarding the construction schedule.

---

<sup>42</sup> This agreement is on file and available for public review by appointment in Project File No. 2004.0093E at the Planning Department, 1660 Mission Street, Suite 500, San Francisco.

- The contractor shall stage large trucks in a non-residential area off-site (yet to be determined) and prohibit large trucks from accessing the construction site prior to 7:00 AM.

## **Mitigation Measure 2**

**Construction Air Quality:** The project sponsor shall require the construction contractor(s) to spray the project site with water during demolition, excavation, grading, and site preparation activities; spray unpaved construction areas with water at least twice per day; cover stockpiles of soil, sand, and other such material; cover trucks hauling debris, soils, sand or other such material; and sweep surrounding streets during these periods at least once per day to reduce particulate emissions. Ordinance 175-91, passed by the Board of Supervisors on May 6, 1991, requires that non-potable water be used for dust control activities. Therefore, the project sponsor shall require the construction contractor(s) to obtain reclaimed water from the Clean Water Program for this purpose.

The project sponsor shall require the project contractor(s) to maintain and operate construction equipment so as to minimize exhaust emissions of particulates and other pollutants, by such means as prohibiting idling motors when equipment is not in use or when trucks are waiting in queues, and implementing specific maintenance programs to reduce emissions for equipment that would be in frequent use for much of the construction period.

## **Mitigation Measure 3**

**Nesting Raptor and Migratory Bird Avoidance.** If construction is scheduled during the nesting season (February 15 to July 31), a pre-construction field survey of the eucalyptus trees shall be conducted no earlier than 45 days and no later than 20 days prior to the proposed construction within the 40,500-square-foot project zone<sup>43</sup> and near the zone within the larger 1.45-acre parcel. Should the surveys find nesting birds, disruptive construction activity would be postponed through the end of the nesting season in consultation with a qualified biologist and the California Department of Fish and Game (CDFG). Each identified nest tree will be monitored for bird egg-incubation, including:

- Incubation behavior (e.g., regular periods of "disappearance" into the nest structure followed by short, secretive flights to forage).

---

<sup>43</sup> Approximately 40,500 square feet of the site would be affected by construction, and the remaining 22,820 square feet of the site would be left undeveloped.

- Extreme distress and alarm calls when in close vicinity of the nest tree.
- Observation of food carried in the beak or claws to the nest.

If incubation behavior is detected, incorporating the following measures should protect the nest location:

- Establishment of a buffer using orange construction fencing around the tree in accordance with CDFG recommendations until the young have fledged. The nest tree should be monitored a minimum of once per week to confirm that the young have fledged and that no new nesting pairs are present before the buffer is removed. Construction shall not occur within 150 feet of an active nest until the nest is vacated or juveniles have fledged.
- If it is not feasible to delay or modify construction activities around the tree, the CDFG should be contacted to discuss alternative buffer options.

If there is no sign of active bird use based on the pre-construction field survey, or if construction is planned between August 1 and February 1, such construction and associated tree removal could proceed as scheduled.

#### **Mitigation Measure 4**

***Archeological Resources:*** The following mitigation measure is required to avoid any potential adverse effect from the proposed project on accidentally discovered buried or submerged historical resources as defined in CEQA Guidelines Section 15064.5(a)(c). The project sponsor shall distribute the Planning Department archeological resource "ALERT" sheet to the project prime contractor; to any project subcontractor (including demolition, excavation, grading, foundation, pier drilling, etc. firms); or utilities firm involved in soils disturbing activities within the project site. Prior to any soils disturbing activities being undertaken, each contractor is responsible for ensuring that the "ALERT" sheet is circulated to all field personnel including, machine operators, field crew, pier drilling crew, supervisory personnel, etc. The project sponsor shall provide the Environmental Review Officer (ERO) with a signed affidavit from the responsible parties (prime contractor, subcontractor(s), and utilities firm) to the ERO confirming that all field personnel have received copies of the Alert Sheet.

Should any indication of an archeological resource be encountered during any soils disturbing activity of the project, the project Head Foreman and/or project sponsor shall immediately notify the

ERO and shall immediately suspend any soils disturbing activities in the vicinity of the discovery until the ERO has determined what additional measures should be undertaken.

If the ERO determines that an archeological resource may be present within the project site, the project sponsor shall retain the services of a qualified archeological consultant. The archeological consultant shall advise the ERO as to whether the discovery is an archeological resource, retains sufficient integrity, and is of potential scientific/historical/cultural significance. If an archeological resource is present, the archeological consultant shall identify and evaluate the archeological resource. The archeological consultant shall make a recommendation as to what action, if any, is warranted. Based on this information, the ERO may require, if warranted, specific additional measures to be implemented by the project sponsor.

Measures might include: preservation in situ of the archeological resource; an archeological monitoring program; or an archeological testing program. If an archeological monitoring program or archeological testing program is required, it shall be consistent with the Major Environmental Analysis (MEA) division guidelines for such programs. The ERO may also require that the project sponsor immediately implement a site security program if the archeological resource is at risk from vandalism, looting, or other damaging actions.

The project archeological consultant shall submit a 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 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 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 Archeological 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.

## **IMPROVEMENT MEASURES**

Improvement measures diminish the effects of the project that were found through the environmental analysis process to be less-than-significant impacts. An improvement measure designed to reduce already less-than-significant impacts is listed below, and could be implemented.

### **Improvement Measure 1**

*Construction Traffic:* The following measures would minimize disruption of the general traffic flow on adjacent streets.

- To the extent possible, truck movements should not occur during the PM peak hours (5:00 to 6:00 PM, or other times, if approved by the Department of Parking and Traffic [DPT]).
- The project sponsor and construction contractor(s) would meet with staff of the Traffic Engineering Division of the DPT, the Fire Department, Muni, the Planning Department, and other City agencies to determine feasible traffic improvement measures to reduce traffic congestion during construction of the project.

## **E. ALTERNATIVES**

Alternatives to the proposed project will be defined further and described in the EIR. At a minimum, the alternatives analyzed in the EIR will include the following:

1. A No Project Alternative in which the project site would remain in its existing condition, as an undeveloped site; and
2. A Reduced Size Alternative in which the proposed residential project would be at a lower size so as to reduce potential geological and visual quality impacts (or any other potentially significant impact).

**F. MANDATORY FINDINGS OF SIGNIFICANCE**

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

The EIR will identify any adverse cumulative visual quality, transportation, or geologic impacts in light of past projects, other current projects and probable future projects in the vicinity of the project site.

**G. ON THE BASIS OF THIS INITIAL STUDY:**

- I find the proposed project COULD NOT have a significant effect on the environment, and a NEGATIVE DECLARATION will be prepared by the City Planning Department.
- I find that although the proposed project could have a significant effect on the environment, there WILL NOT be a significant effect in this case because the mitigation measures in the discussion have been included as part of the proposed project. A 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.

Date: May 27, 2006

  
\_\_\_\_\_  
PAUL E. MALTZER  
Environmental Review Officer  
for  
Dean L. Macris  
Director of Planning