SFMTA - TASC SUMMARY SHEET

PreStaff_Date: 10/17/2017 ***Requested_by:*** SFMTA ***Handled:*** Kevin Shue, 701-4490 ***Section Head*** CL	☐ ***Public Hearing Consent*** ☒ ***Public Hearing Regular*** ☐ ***Informational / Other*** PH - Regular	***No objections:*** 10-26-17 ***Item Held:*** ***Other:***

Location: California St and 4th Ave

Subject: Bus Bulbout

PROPOSAL / REQUEST:

ESTABLISH - BUS ZONE
ESTABLISH - SIDEWALK WIDENING
California Street, south side, from 4th Avenue to 95 feet easterly (6-foot sidewalk widening, removes 2 RPP parking spaces)
Cornwall Street, north side, from 4th Avenue to 23 feet easterly (6-foot sidewalk widening)
4th Avenue, east side, from California Street to Cornwall Street (6-foot sidewalk widening)

RESCIND - BUS ZONE
California Street, south side, from 4th Avenue to 75 feet westerly

BACKGROUND INFORMATION / COMMENTS

A development is planned for construction mid spring 2018 at the existing gas station on the southwest corner of California and 4th Ave. The bus bulb construction and relocation will be coordinated with the completion of the housing development and will be long enough to accommodate 2 40' buses.

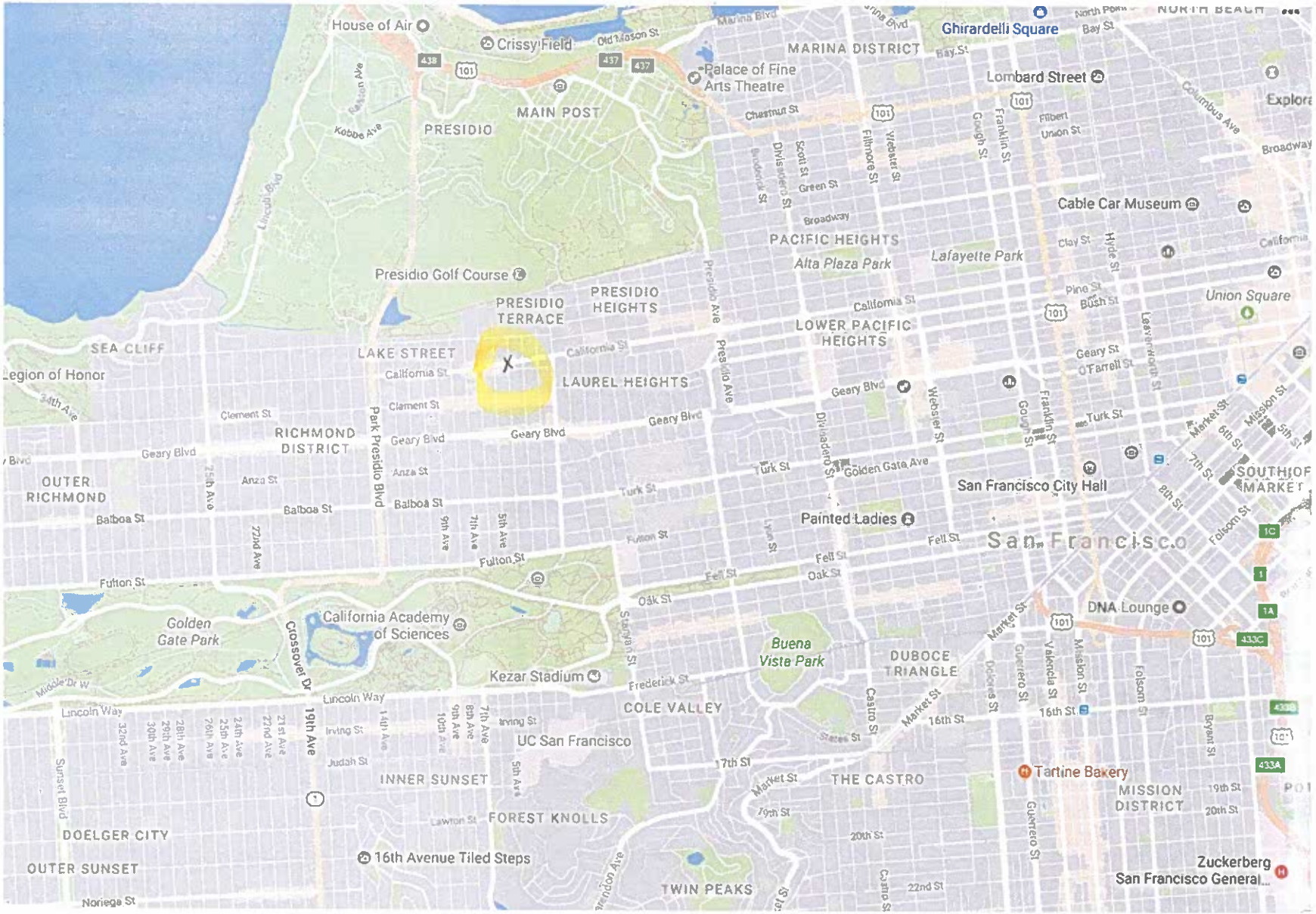
1 California frequency: 4 min and 3 min at AM/PM peak

HEARING NOTIFICATION AND PROCESSING NOTES:	***ENVIRONMENTAL CLEARANCE BY:*** ☒ ***SFMTA*** ☐ ***Attached*** ☐ ***Pending***

CHECK IF PREPARING SEPARATE SFMTA BOARD CALENDAR ITEM FOR PROPOSAL: ☐

Overview of protect Area

N



K. Shue
2/3/2025

California Street, eastbound, approaching 4th Avenue

Proposed location for development on California Street and 4th Avenue SE corner

K. Shue
2/3/2025

M. L. RUCUS BUS STOP FILE PAGE 1
UPDATED 27-Feb-17 IN EFFECT 02/25/17

PRESIDIO T LINE 1 INBOUND

STREETS	C/I	LOC	TYPE	LEN	TP	DIST	SIGN	STOP ID	<-----NOTES----->
A GEAR33AV		NS	NE	BZ	187 *	0.00		14277	
A 33AVCLMT		NS	SE	BZ	75	0.10	0	13555	
A 32AVCLMT		FS	NE	BZ	80	0.07	0	13548	
A 32AVCALI		NS	SE	PS	0	0.09	1	13546	
A CALI30AV		FS	SE	PS	0	0.13	1	13844	
A CALI28AV		NS	SW	PS	0	0.09	1	13842	
A CALI25AV		NS	SW	BZ	60	0.17	1	13840	
A CALI22AV		NS	SW	BB	21	0.18	0	13838	
A CALI19AV		NS	SW	BZ	75	0.18	0	13836	
A CALI16AV		NS	SW	BZ	75	0.17	0	13834	
A CALIPKPR		NS	SW	BZ	70 *	0.15	0	13887	
A CALI12AV		NS	SW	BZ	64 *	0.09	0	13832	
A CALI10AV		NS	SW	BZ	75	0.12	0	13830	
A CALI 8AV		NS	SW	BZ	70 *	0.12	0	13827	
A CALI.6AV		NS	SW	BZ	175 *	0.12		13825	conjoined w/3826 = 235'
**********									
A CORN.5AV		NS	SW	SB	0 *	0.00		X4140	(short-line layover/not used)
**********									
A CALI 4AV		NS	SW	BZ	75	0.12	0	13823	
A CALIARGL		FS	SE	BZ	75	0.21	0	13846	
A CALICHRY		FS	SE	BZ	75	0.14	0	13853	
A CALISPRC		NS	SW	BZ	70	0.15	0	13897	
A CALILARL		NS	SW	PS	0	0.18	0	13876	
A CALIPRES		NS	SW	BZ	75 *	0.17	0	13893	
A CALIBAKR		FS	SE	BZ	100	0.20	0	13848	AM Peak-BZ=125
A CALIDIVI		NS	SW	BZ	75	0.16	0	13859	
A CALIPIER		FS	SE	BZ	75	0.21	0	13885	
**********									
A CALISTEI		MB	N	SB	0 *	0.00		X3898	(short-line layover/not used)
A STEISACO		NS	SE	SB	0	0.08		16489	
**********									
A STEISACO		NS	SE	SB	0	0.13		16489	
A SACOFILL		FS	SE	BZ	75 *	0.11		16296	
A SACOWEBS		NS	SW	BZ	75	0.07		16320	
A SACOBUCH		NS	SW	BZ	75	0.09		16292	
A SACOLGNA		NS	SW	PS	0	0.09		16306	
A SACOOCTA		FS	SE	BZ	75	0.11		16310	
A GOUGSACO		FS	NE	BZ	80	0.09		14905	
A CLAYFRKL		NS	SW	BZ	60	0.12		14016	
A CLAYV.N.		NS	SW	BZ	80	0.08		14031	
A CLAYPOLK		FS	SE	BZ	80 *	0.12		14026	
A CLAYLARK		NS	SW	BZ	85	0.07		14022	
A CLAYHYDE		NS	SW	BZ	80	0.09		14019	
A CLAYLEAV		NS	SW	BZ	75	0.09		14023	
A CLAYJONE		NS	SW	BZ	65	0.09		14020	
A CLAYTAYL		FS	SE	BZ	80	0.11		14030	

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2/3/2025

M. L. RUCUS BUS STOP FILE PAGE 1
UPDATED 27-Feb-17 IN EFFECT 02/25/17

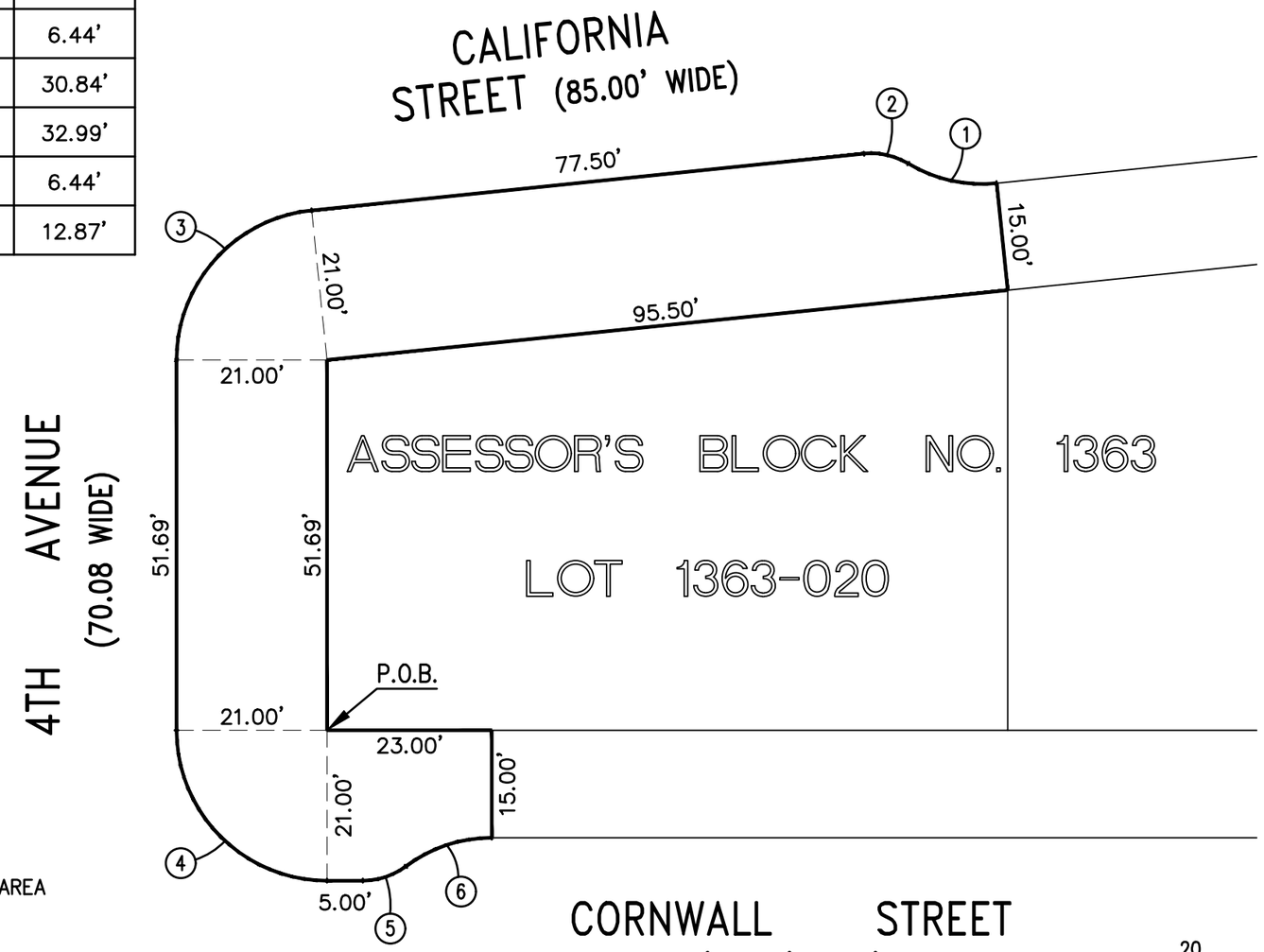
PRESIDIO LINE 1 OUTBOUND

STREETS	C/I	LOC	TYPE	LEN	TP	DIST	SIGN	STOP ID	<-----NOTES----->
A CLAYDRUM		NS	SW BZ	232	*	0.00		14015	
A SACODAVS		NS	NE BZ	120		0.08		16294	
A SACOBATT		FS	NW BZ	100		0.16		16290	
A SACOSANS		FS	NW BZ	65	*	0.06		16314	
A SACOMTGY		FS	NW BZ	75		0.09		16307	
A SACOKRNY		FS	NW BZ	63		0.09		16302	
A SACOGRNT		FS	NW BZ	70		0.08		16299	
A SACOSTOK		NS	NE BZ	86		0.07		16316	
A SACOPOWL		NS	NE BZ	60	*	0.09		16312	
A SACOSPRL		NS	NE PS	0		0.14		16315	
A SACOJONE		NS	NE BZ	75		0.13		16301	
A SACOLEAV		NS	NE BZ	70		0.09		16304	
A SACOHYDE		NS	NE BZ	75		0.09		16300	
A SACOLARK		FS	NW BZ	75		0.11		16303	
A SACOPOLK		FS	NW BZ	73	*	0.09		16311	
A SACOV.N.		NS	NE BZ	105		0.06		16317	
A SACOFRKL		NS	NE BZ	60		0.09		16297	
A SACOGOUG		FS	NW BZ	65		0.11		16298	
A SACOOCTA		MI	N BZ	75		0.08		16309	
A SACOLGNA		NS	NE BZ	90		0.08		16305	
A SACOBUCH		NS	NE BZ	75		0.09		16291	
A SACOWEBS		NS	NE BZ	75		0.09		16319	
**********									
A FILLSACO		FS	SW SB	0	*	0.11		14639	(short-line layover/not used)
A CALISTEI		MB	N SB	0	*	0.10		13898	(short-line layover/not used)
**********									
A SACOFILL		FS	NW BZ	80	*	0.11		16295	
A STEICALI		NS	NW BZ	75		0.12		16486	
A CALIPIER		FS	NW BZ	80		0.18	0	13884	
A CALIDIVI		FS	NW BZ	85		0.19	0	13858	
A CALIBAKR		NS	NE BZ	75		0.15	0	13847	
A CALIPRES		FS	NW BZ	100	*	0.20	0	13892	
A CALILARL		NS	NE BZ	75		0.15	0	13875	
A CALISPRC		NS	NE BZ	70		0.18	0	13896	
A CALIMAPL		FS	NW BZ	90		0.12	0	13879	
A CALICHRY		FS	NW BZ	60		0.08	0	13852	
A CALIARGL		FS	NW BZ	75		0.15	0	13845	
A CALI 4AV		NS	NE BZ	75		0.15	0	13822	
**********									
A CORN 6AV		FS	SE SB	0		0.14		17296	(short-line layover/not used
A CORN.5AV		NS	SW SB	0	*	0.03		14140	(short-line layover/not used)
**********									
A CALI 6AV		FS	NW BB	60	*	0.15	0	13824	
A CALI 8AV		FS	NW BZ	80	*	0.11		17160	
A CALI10AV		FS	NW PS	0		0.14		13828	
A CALI12AV		NS	NE BZ	75	*	0.08		13831	

K. Shue
2/3/2025

FORM NO. 11794

CURVE	RADIUS	ANGLE	LENGTH
①	20.00'	36°52'12"	12.87'
②	10.00'	36°52'12"	6.44'
③	21.00'	84°08'25"	30.84'
④	21.00'	90°00'00"	32.99'
⑤	10.00'	36°52'12"	6.44'
⑥	20.00'	36°52'12"	12.87'



LEGEND

P.O.B POINT OF BEGINNING

PERIMETER OF LEGISLATION AREA

NOTE

1. ALL ANGLE ARE 90° UNLESS OTHERWISE NOTED.
2. DISTANCE ARE IN FEET AND FRACTIONS OF A FOOT.

REFERENCES

NO.	DATE	DESCRIPTION	BY

TABLE OF CHANGES
CAUTION: CHECK WITH TRACING TO SEE IF YOU HAVE LATEST REVISION

	BY	DATE
DR.	YL	03.0118
TR.		
CK.	PJB	
APP.		
APP.		

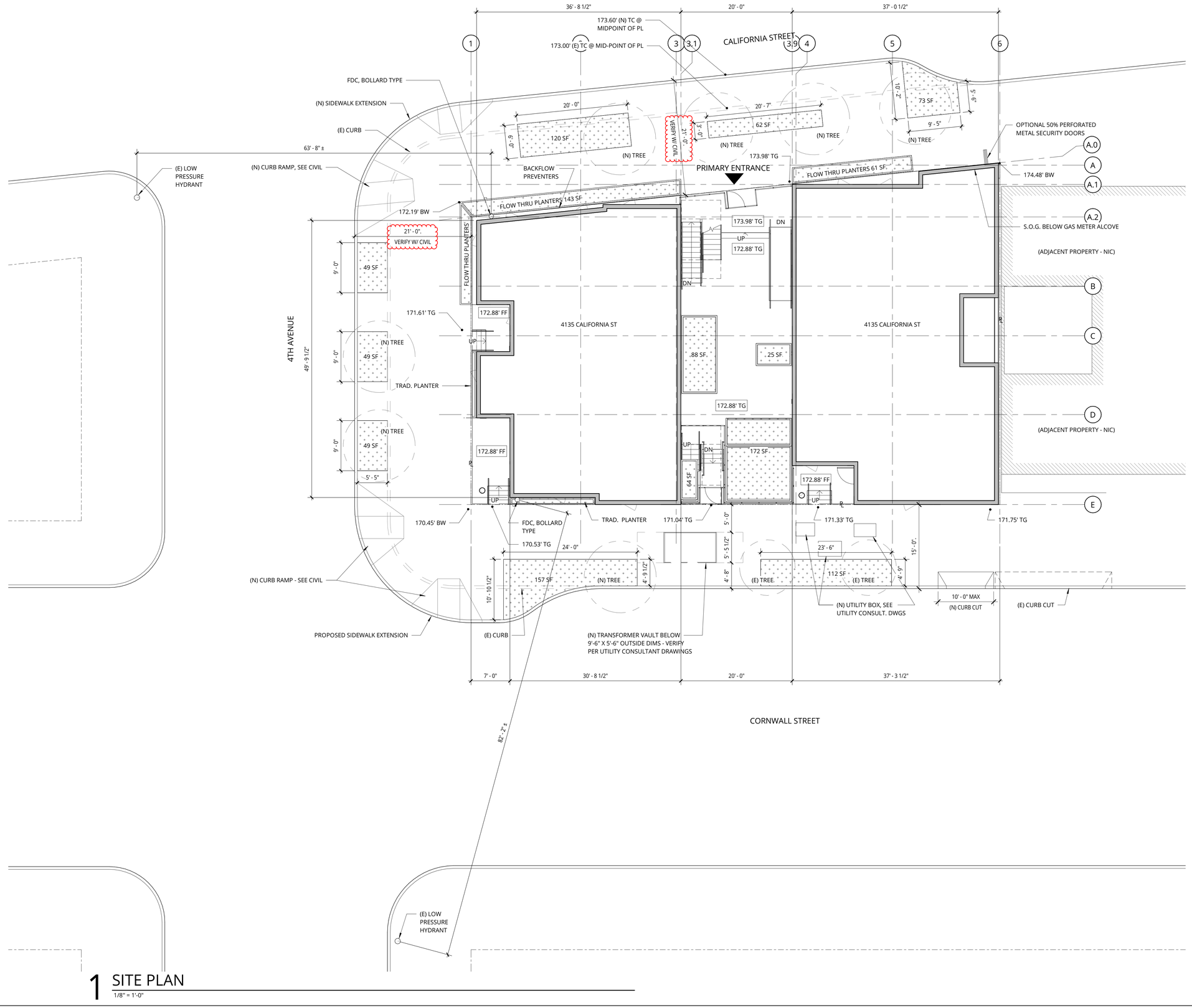
CITY AND COUNTY OF SAN FRANCISCO
DEPARTMENT OF PUBLIC WORKS – BUREAU OF ENGINEERING

SIDEWALK LEGISLATION FOR
CALIFORNIA, 4TH AND CORNWALL STREETS

APPROVED	SCALE 1"=20'	FILE	CHANGE
DATE COUNTY SURVEYOR	SHEET 1 OF 1 SHEETS		

SDWK-LEGIS.DWG
KCA#620

11/29/2022 11:55:35 AM



1 SITE PLAN
1/8" = 1'-0"

PROJECT

Ankrom Moisan

38 NORTHWEST DAVIS, SUITE 300
PORTLAND, OR 97209
503.245.7100

1505 5TH AVE, SUITE 300
SEATTLE, WA 98101
206.576.1600

1014 HOWARD STREET
SAN FRANCISCO, CA 94103
415.252.7063

4135 CALIFORNIA ST
4135 CALIFORNIA STREET
SAN FRANCISCO, CA 94118

HASSAN AZIZIAN

REVISION	DATE	REASON FOR ISSUE

PROPOSED SITE PLAN

PERMIT SET
ADDENDUM #2

DATE	PROJECT NUMBER
05/05/2022	162721

SHEET NUMBER
A1.01

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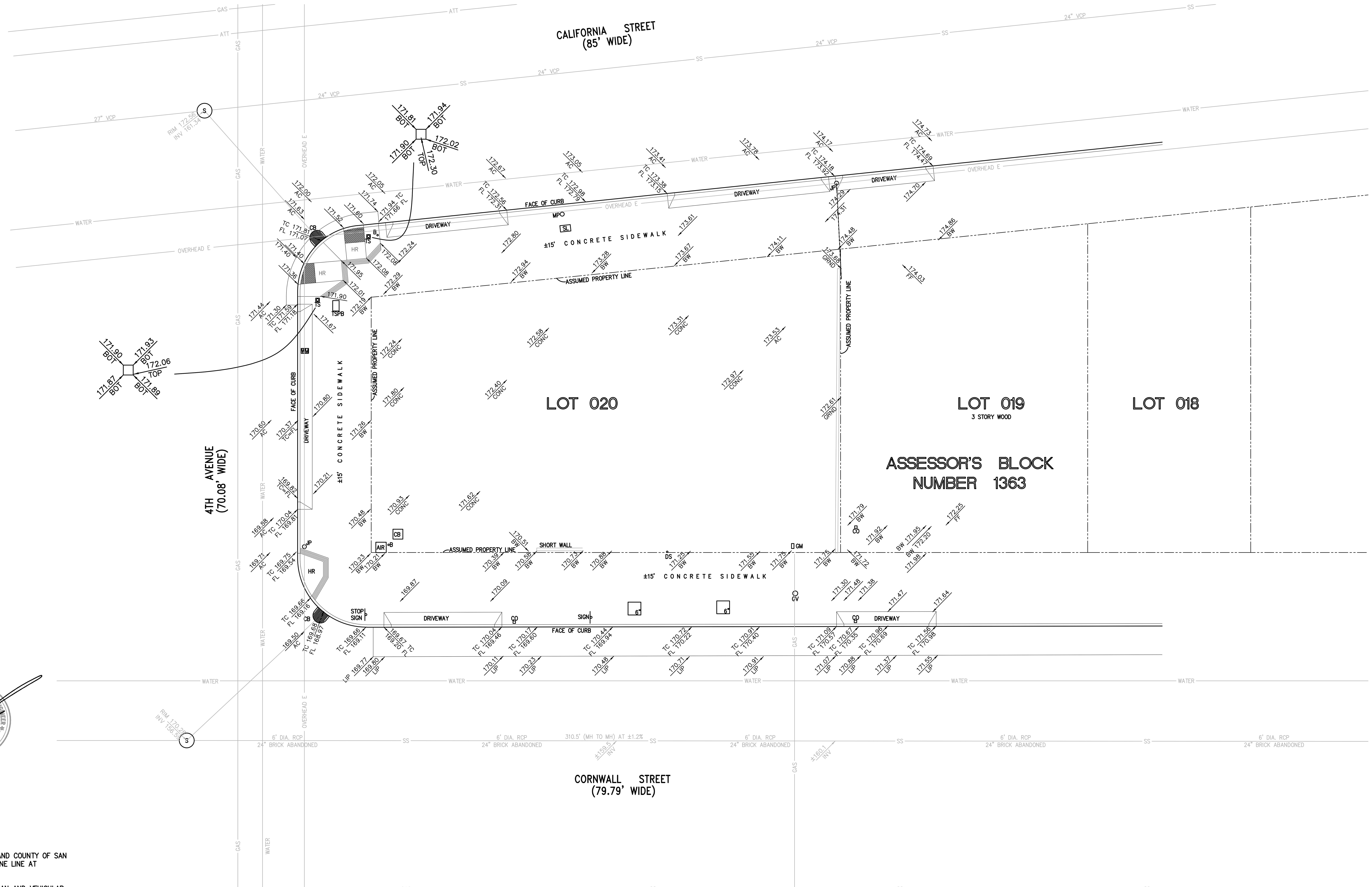


ABBREVIATION:

AC	ASPHALT CONCRETE
AIR	AIR STATION
B	BOLLARDS
BW	BACK OF WALK
CB	CATCH BASIN
CO	CLEANOUTS
CONC	CONCRETE
FL	FLOW LINE
GM	GAS METER
GRND	GROUND
GV	GAS VALVE
HR	HANDICAP RAMP
JP	JOINT POLE
MP	MUNI POLE
SL	STREET LIGHT BOX
SS	SANITARY SEWER
TC	TOP OF CURB
TS	TRAFFIC SIGNAL
TSPB	TRAFFIC SIGNAL PULL BOX
WM	WATER METER

GENERAL NOTES:

1. ALL CONSTRUCTION TO BE UNDERTAKEN IN ACCORDANCE WITH THE CITY AND COUNTY OF SAN FRANCISCO STANDARD PLANS AND SPECIFICATIONS, WHICH ARE AVAILABLE ONE LINE AT WWW.SFDPW.ORG IN THE PROJECTS – CONTRACTS & BID SECTION.

2. IT WILL BE THE CONTRACTORS RESPONSIBILITY TO REROUTE THE PEDESTRIAN AND VEHICULAR TRAFFIC WITHIN THE CONSTRUCTION AREA.

3. ELEVATIONS BASED ON SAN FRANCISCO CITY DATUM.

4. UTILITY INFORMATION BASED ON SURVEYED IMPROVEMENTS AND RECORD INFORMATION. DUE TO INHERENT UNCERTAINTIES IN LOCATING UNDERGROUND FACILITIES THIS INFORMATION CANNOT BE GUARANTEED TO BE COMPLETE, NOR CAN THE ACCURACY BE GUARANTEED. OTHER LIVE AND ABANDONED UTILITIES MAY EXIST IN SURVEY AREA BUT WERE NOT LOCATABLE. EXCAVATE WITH CAUTION. VERIFY LOCATIONS IN FIELD PRIOR TO DIGGING. CALL UNDERGROUND SERVICE ALERT PRIOR TO DIGGING AT 1-800-642-2444.

REVISIONS

NO.	DATE	DESCRIPTION
	02.24.23	CITY COMMENTS
	11.02.22	TRAFFIC POLE
	04.05.22	REMOVED BENCHES
	11.17.21	SFMTA COMMENTS
	09.22.21	CITY COMMENTS
	12.14.20	CITY COMMENTS
	10.15.20	PLANTER
	09.24.20	CITY COMMENTS
	04.06.20	FIREWATER
	03.30.20	PLANTER UPDATE
	03.05.20	MOVED VAULT
	02.24.20	CLIENT COMMENT
	01.20.20	FLOOR PLAN UPDATE
	12.05.19	UTILITIES CROSSING
	05.21.19	UTILITIES UPDATE
	04.18.18	POSSIBLE TRANSFORMER VAULT LOCATION
	02.06.18	PRELIMINARY, UTILITIES

KCA ENGINEERS, INC.
CONSULTING ENGINEERS • SURVEYORS • PLANNERS
318 BRANNAN ST. • SAN FRANCISCO, CA.94107 • (415) 546-7111 • FAX: (415) 546-9472

APPROVED:

APPROVED:

PROJECT NO.

DES. PB	DRW. YL
CKD.	REVD. PJB
DATE JULY 2017	
JOB NO. 6210	

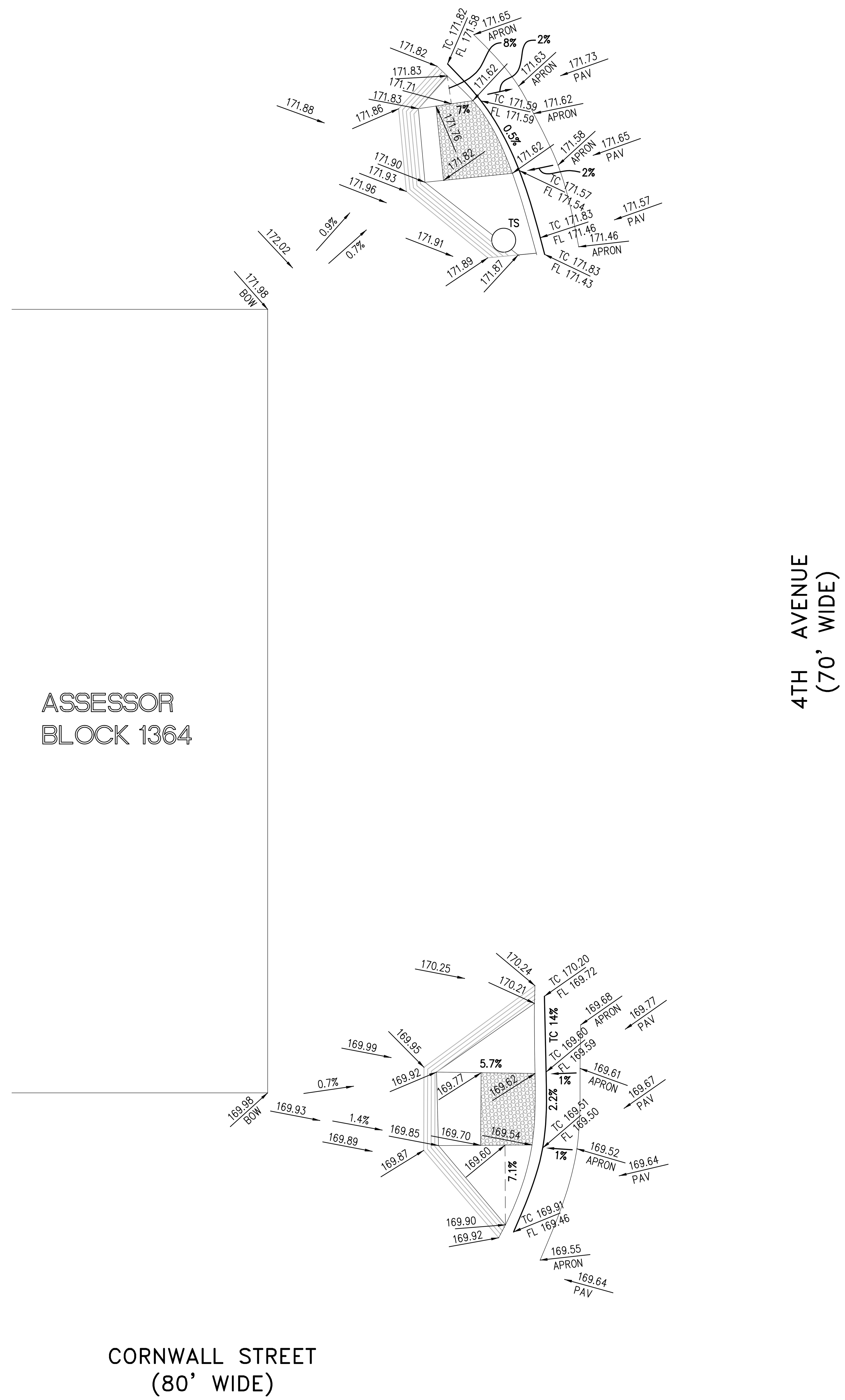
EXISTING TOPOGRAPHIC PLAN
4135 CALIFORNIA STREET
ASSESSOR'S BLOCK 1363 ~ LOT 020
SAN FRANCISCO CALIFORNIA

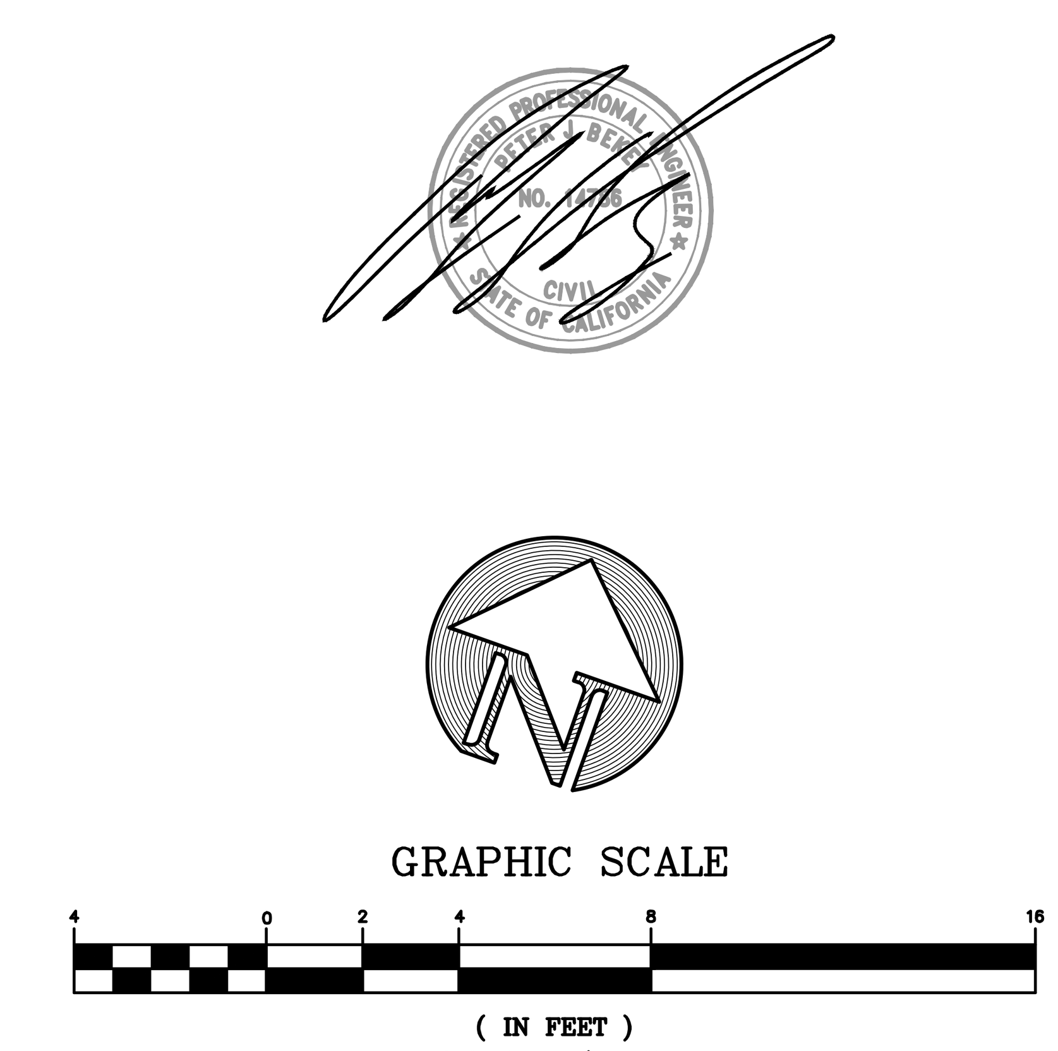
SCALE:
HORIZ. 1" = 10'
VERT.

C1.1

GENERAL NOTES:

1. ALL SURVEY WERE CONDUCTED IN AUGUST 2020.
2. DATA PORTRAYS EXISTING CONDITIONS ON THE DATE OF SURVEY.
3. ELEVATIONS BASED ON SAN FRANCISCO HISTORIC CITY DATUM IN THE SOUTHWEST CORNER OF THE INTERSECTION OF 4TH AVENUE AND CALIFORNIA STREET, LETTER "O" IN "OPEN" TOP HPFS HYDRANT, ELEVATION= 174.801'.





KCA ENGINEERS, INC. CONSULTING ENGINEERS • SURVEYORS • PLANNERS 318 BRANNAN ST. • SAN FRANCISCO, CA.94107 • (415) 546-7111 • FAX: (415) 546-9472	APPROVED: / APPROVED:	PROJECT NO.	DES. JM / DRW. RL / CKD. / REVD. PJB / DATE AUG 2020 / JOB NO. 6210

REVISIONS

NO.	DATE	DESCRIPTION
	09.11.20	PRELIMINARY

EXISTING PEDESTRIAN CURB RAMP
4135 CALIFORNIA STREET
ASSESSOR'S NUMBER 015-1343-007-02

SAN FRANCISCO CALIFORNIA

SCALE:
HORIZ. 1" = 4'
VERT.

C1.2

GENERAL NOTES:

1. ALL CONSTRUCTION TO BE UNDERTAKEN IN ACCORDANCE WITH THE CITY AND COUNTY OF SAN FRANCISCO STANDARD PLANS AND SPECIFICATIONS, WHICH ARE AVAILABLE ONE LINE AT WWW.SFDPW.ORG IN THE PROJECTS - CONTRACTS & BID SECTION.

2. IT WILL BE THE CONTRACTORS RESPONSIBILITY TO REROUTE THE PEDESTRIAN AND VEHICULAR TRAFFIC WITHIN THE CONSTRUCTION AREA.

3. ELEVATIONS BASED ON SAN FRANCISCO CITY DATUM.

4. UTILITY INFORMATION BASED ON SURVEYED IMPROVEMENTS AND RECORD INFORMATION. DUE TO INHERENT UNCERTAINTIES IN LOCATING UNDERGROUND FACILITIES THIS INFORMATION CANNOT BE GUARANTEED TO BE COMPLETE, NOR CAN THE ACCURACY BE GUARANTEED. OTHER LIVE AND ABANDONED UTILITIES MAY EXIST IN SURVEY AREA BUT WERE NOT LOCATABLE. EXCAVATE WITH CAUTION. VERIFY LOCATIONS IN FIELD PRIOR TO DIGGING. CALL UNDERGROUND SERVICE ALERT PRIOR TO DIGGING AT 1-800-642-2444.

CONSTRUCTION NOTES:

(1) LIMIT OF WORK.

(2) SAW CUT LINE.

(3) MATCH EXISTING.

(4) REMOVE CURB, PARKING STRIP AND SIDEWALK AND CONSTRUCT CONCRETE CURB WITH ± 6' WIDE CONCRETE PARKING STRIP AND ± 15' WIDE CONCRETE SIDEWALK. OFFICIAL SIDEWALK WIDTH IS 15'

(5) REMOVE PAVING AND BASE AND CONSTRUCT 2" AC PAVING OVER 8" CONCRETE BASE. THE DISTANCE OF 24" IS TO BE INCREASED AS NECESSARY IN ORDER TO CREATE A MINIMUM OF 1% SLOPE TO THE FACE OF CURB.

(6) LEAVE OUT SECTIONS OF SIDEWALK TO ACCOMMODATE PLANTERS. SEE ARCHITECTS PLANS FOR PLAN FOR DESIGN.

(7) INSTALL A STANDARD CCSF CATCH BASIN WITHOUT A CURB FACE OPENING, WITH GRATE AND TRAP.

(8) INSTALL 10" VCP STORM DRAIN PIPE BETWEEN CATCH BASIN (7) AND THE 6' EXISTING DIAMETER SEWER.

(9) INSTALL CCSF STANDARD MANHOLE OVER EXISTING 6' DIAMETER SEWER. BREAK OUT EXISTING SEWER INSIDE OF MANHOLE AFTER MANHOLE CONSTRUCTION. NOTE 7 OF DETAIL 87,181 IS TO BE DELETED. REINFORCEMENT IS REQUIRED IN ALL CAST IN PLACE MANHOLE BASES.

(10) CONSTRUCT A NEW AUTOMOBILE CURB RAMP ENDING FOR THE EXISTING DRIVEWAY AFTER CONSTRUCTING NEW CATCH BASIN (7)

(11) ADJUST THE TOPS OF VALVE BOXES, METER BOXES, UTILITY VAULTS, CLEANOUTS, ETC. TO THE PLANE OF NEW PAVING.

(12) REMOVE SIGN AND DISPOSE OF PROPERLY.

(13) REMOVE EXISTING CATCH BASIN. DISPOSE OF PROPERLY.

(14) NOT USED.

(15) REMOVE EXISTING STORM DRAIN PIPE AND INSTALL A NEW 10" VCP PIPE BETWEEN THE NEW CATCH BASIN AND THE EXISTING MANHOLE.

(16) REMOVE EXISTING CURB, GUTTER, PAVING BASE, SIDEWALK, PEDESTRIAN RAMPS, DRIVEWAYS, ETC. AND CONSTRUCT TWO NEW CONCRETE PEDESTRIAN RAMPS WITH YELLOW DOMED SURFACE AND 12" WIDE BAND OF GROOVES, CONCRETE CURB WITH24" WIDE CONCRETE GUTTER AND CONCRETE SIDEWALK OF VARYING WIDTH.

(17) PROTECT POLE IN PLACE.

(18) REMOVE PAVING AND BASE, CURB AND SIDEWALK AND CONSTRUCT CONCRETE CURB WITH CONCRETE SIDEWALK OF VARYING WIDTH BETWEEN ±15' AND ±21'. OFFICIAL SIDEWALK WIDTH IS 15'.

(19) TRAFFIC SIGNAL PULL BOXES, CONDUIT, SIGNAL POLES, BOLLARDS, AND RELATED FACILITIES WILL BE RELOCATED. SEE TRAFFIC SIGNAL PLANS BY OTHERS FOR THESE CONSTRUCTION ITEMS.

(20) SEE ARCHITECTS PLAN FOR GRADES, MATERIAL, COLOR, AND SCORELINES.

(21) ABANDON EXISTING SEWER LATERAL IN ACCORDANCE WITH SFPUC SEWER LATERAL STANDARD DETAIL NO.19. IF ANY OTHER SEWER LATERALS ARE ENCOUNTERED DURING CONSTRUCTION, THAT SEWER THE SUBJECT PROPERTY THEY ALSO NEED TO BE ABANDONED.

(22) NEW SEWER LATERAL ARE TO CONNECT TO THE MAIN AT THE SPRING LINE OF THE PIPE.

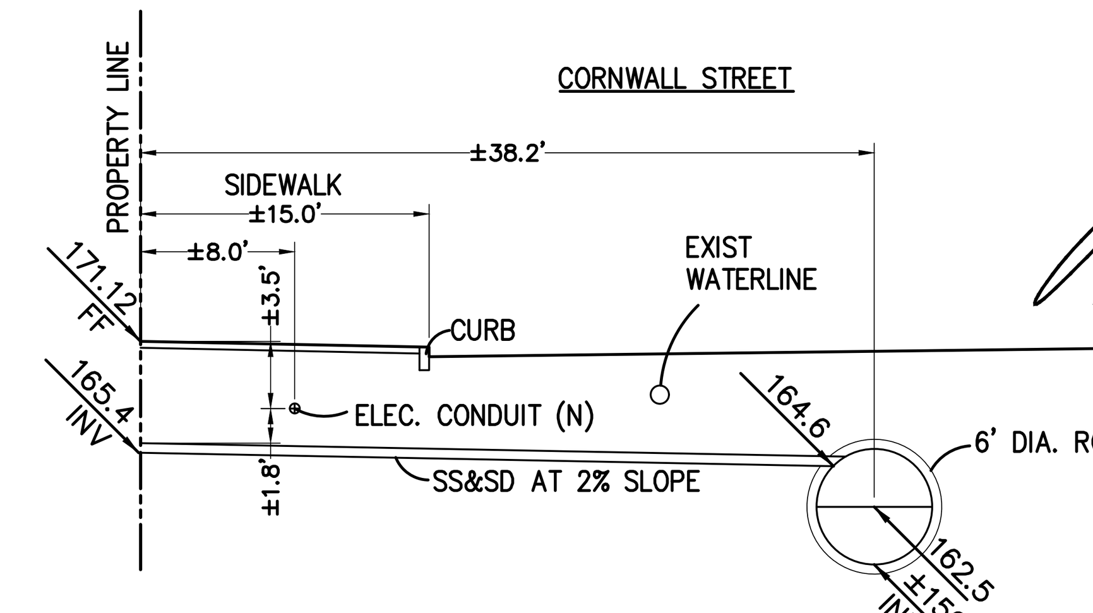
(23) SEE SFPUC DETAIL DRAWING NO. 15 FOR SEWER TRENCH LATERAL BEDDING INFORMATION.

(24) REMOVAL AND REPLACEMENT WITH STOP SIGN IS TO BE COORDINATED BY THE CONTRACTOR WITH THE MTA SIGN SHOP. NORMAN WONG. (NORMAN.WONG@SFMTA.COM)

(25) 8-1" WATERLINE FROM THE MAIN IN THE STREET TO THE BACK OF WALK WILL BE CONSTRUCTED BY THE CITY WHERE 8 METER BOXES ARE TO BE INSTALLED BY DEVELOPER'S CONTRACTOR. THE EIGHT INDIVIDUAL 1" COPPER SERVICE LINES FROM THE METER TO THE PROPERTY LINE IS TO BE INSTALLED BY DEVELOPER'S CONTRACTOR. THE CITY WILL INSTALL THE EIGHT METERS.

(26) THE FOUR INCH FIRE WATER LINE FROM THE MAIN TO THE FLANGE IS TO BE INSTALLED BY THE CITY. THE FOUR INCH FIRE WATER LINE FROM THE FLANGE TO THE PROPERTY LINE IS TO BE INSTALLED BY THE DEVELOPER CONTRACTOR.

(27) ABANDON THE EXISTING WATER SERVICE IN ACCORDANCE WITH SFPUC STANDARD REQUIREMENTS.



UTILITY CROSSING DIAGRAM
SCALE: 1"=10'

ABBREVIATION:

AC	ASPHALT CONCRETE
AIR	AIR STATION
B	BOLLARDS
BW	BACK OF WALK
CB	CATCH BASIN
CO	CLEANOUTS
CONC	CONCRETE
FL	FLOW LINE
GM	GAS METER
GRND	GROUND
GV	GAS VALVE
HR	HANDICAP RAMP
JP	JOINT POLE
MP	MUNI POLE
SL	STREET LIGHT BOX
SS	SANITARY SEWER
TC	TOP OF CURB
TS	TRAFFIC SIGNAL
TSPB	TRAFFIC SIGNAL PULL BOX
WM	WATER METER

GRAPHIC SCALE
(IN FEET)
1 inch = 4 ft.

REVISIONS

NO.	DATE	DESCRIPTION
	02.06.18	PRELIMINARY, UTILITIES
	04.18.18	POSSIBLE TRANSFORMER VAULT LOCATION
	05.21.19	UTILITIES UPDATE
	12.05.19	UTILITIES CROSSING
	01.20.20	FLOOR PLAN UPDATE
	02.24.20	CLIENT COMMENT
	03.05.20	MOVED VAULT
	03.30.20	PLANTER UPDATE
	04.06.20	FIREWATER
	09.24.20	CITY COMMENTS
	10.15.20	PLANTER
	12.02.20	CITY COMMENTS
	12.14.20	CITY COMMENTS
	09.22.21	CITY COMMENTS
	11.17.21	SFMTA COMMENTS
	04.05.22	REMOVED BENCHES
	02.24.23	CITY COMMENTS
	03.24.23	CDD COMMENTS
	04.19.23	CITY COMMENTS
	06.02.23	SFPUC COMMENTS
	06.27.23	SFPUC COMMENTS
	08.03.23	SFPUC COMMENTS

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APPROVED:

APPROVED:

PROJECT NO.

DES. PB	DRW. YL
CKD.	REVD. PJB
DATE JULY 2017	
JOB NO. 6210	

CORNWALL STREET– SIDEWALK IMPROVEMENT PLAN FOR 4135 CALIFORNIA STREET ASSESSOR'S BLOCK 1363 ~ LOT 020

SAN FRANCISCO — CALIFORNIA

SCALE: HORIZ. 1" = 4' VERT.

C2.1

GENERAL NOTES:

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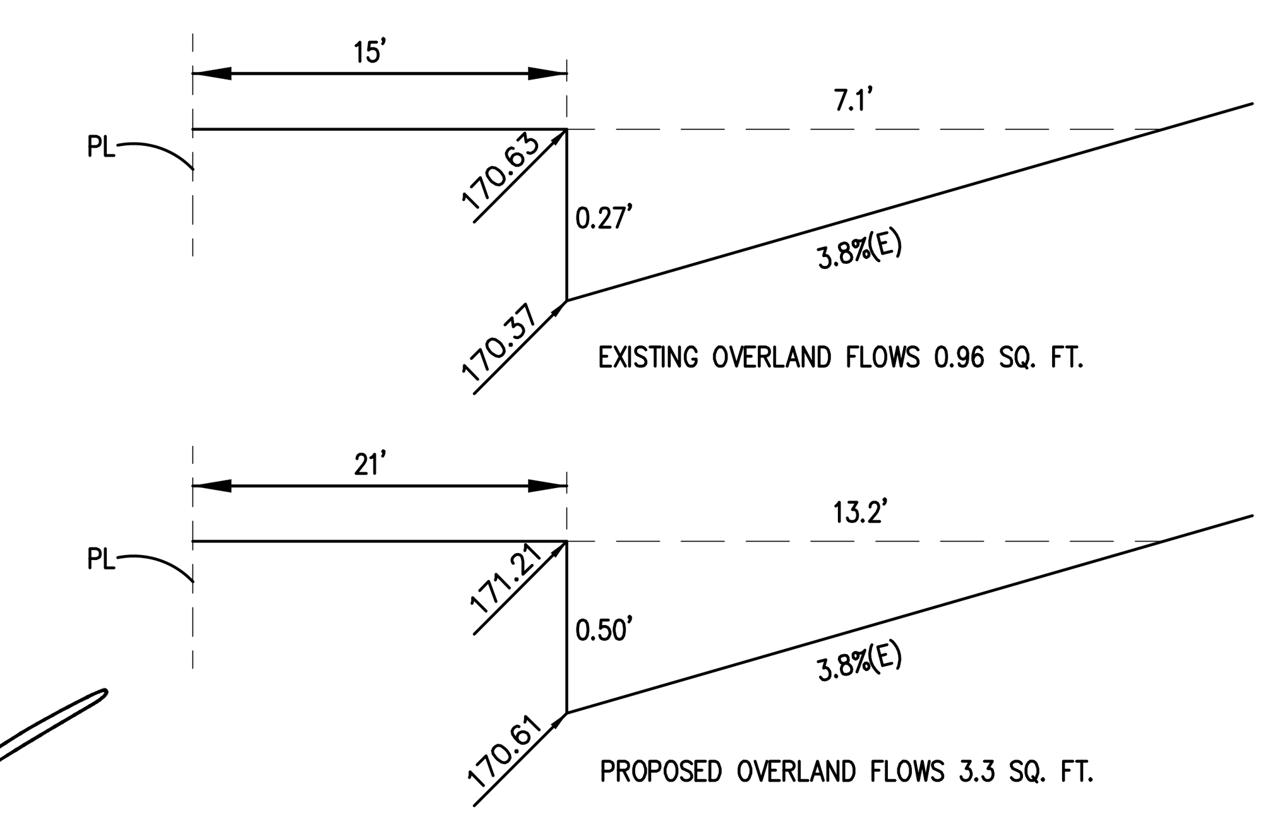

FOURTH AVENUE CROSS SECTION DETAIL
NO SCALE

ABBREVIATION:

AC	ASPHALT CONCRETE
AIR	AIR STATION
B	BOLLARDS
BW	BACK OF WALK
CB	CATCH BASIN
CO	CLEANOUTS
CONC	CONCRETE
FL	FLOW LINE
GM	GAS METER
GRND	GROUND
GV	GAS VALVE
HR	HANDICAP RAMP
JP	JOINT POLE
MP	MUNI POLE
SL	STREET LIGHT BOX
SS	SANITARY SEWER
TC	TOP OF CURB
TS	TRAFFIC SIGNAL
TSPB	TRAFFIC SIGNAL PULL BOX
WM	WATER METER

REVISIONS

NO.	DATE	DESCRIPTION
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	04.18.18	POSSIBLE TRANSFORMER VAULT LOCATION
	05.21.19	UTILITIES UPDATE
	01.20.20	FLOOR PLAN UPDATE
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	11.17.21	SFMTA COMMENTS
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	08.03.23	SFPUC COMMENTS

KCA ENGINEERS, INC.
CONSULTING ENGINEERS • SURVEYORS • PLANNERS
318 BRANNAN ST. • SAN FRANCISCO, CA.94107 • (415) 546-7111 • FAX: (415) 546-9472

APPROVED:

APPROVED:

PROJECT NO.

DES. PB | DRW. YL | CKD. | REVD. PJB

DATE JULY 2017

JOB NO. 6210

4TH AVENUE – SIDEWALK IMPROVEMENT PLAN FOR 4135 CALIFORNIA STREET ASSESSOR'S BLOCK 1363 ~ LOT 020

SAN FRANCISCO — CALIFORNIA

SCALE:
HORIZ. 1" = 4'
VERT.

C2.2

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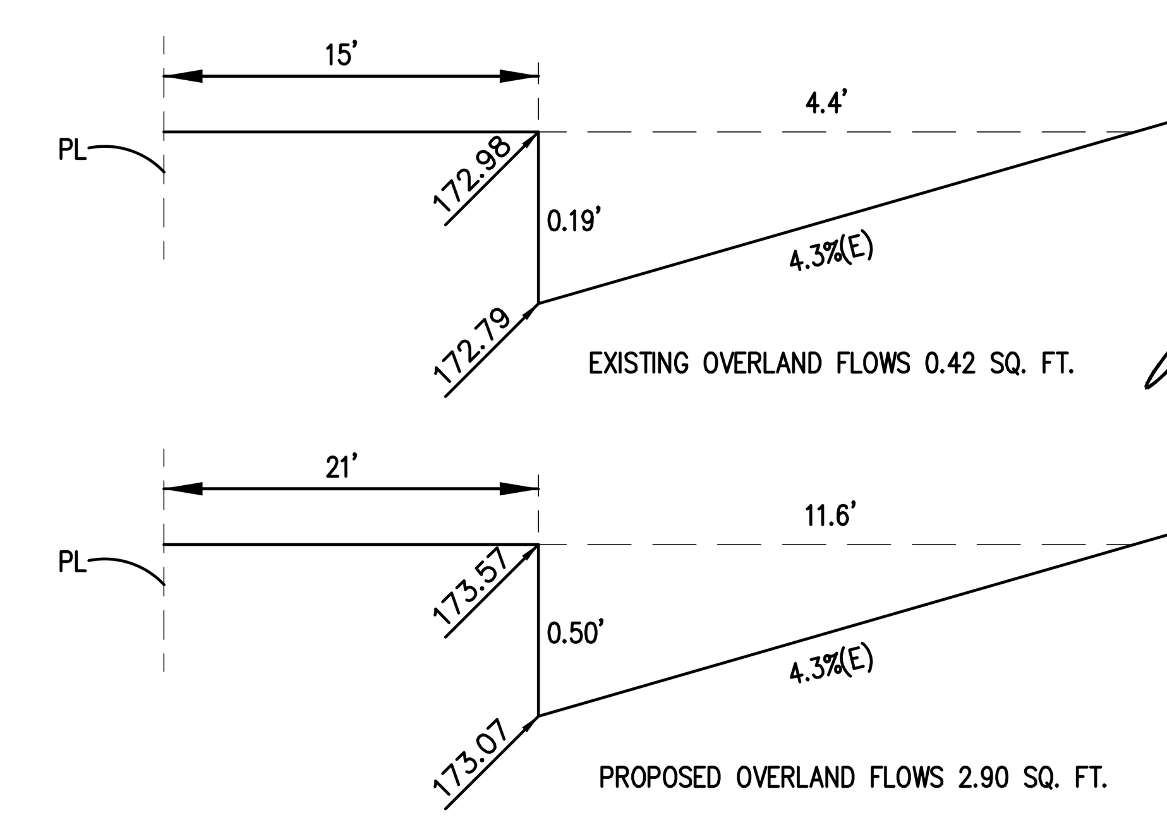

CALIFORNIA STREET CROSS SECTION DETAIL
NO SCALE

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AC	ASPHALT CONCRETE
AIR	AIR STATION
B	BOLLARDS
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CB	CATCH BASIN
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SS	SANITARY SEWER
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TS	TRAFFIC SIGNAL
TSPB	TRAFFIC SIGNAL PULL BOX
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GRAPHIC SCALE
4 0 2 4 8 16
(IN FEET)
1 inch = 4 ft.

REVISIONS

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		CKD.	REVD. PJB
APPROVED:		DATE JULY 2017	
		JOB NO. 6210	

CALIFORNIA STREET – SIDEWALK IMPROVEMENT PLAN FOR 4135 CALIFORNIA STREET ASSESSOR'S BLOCK 1363 ~ LOT 020

SAN FRANCISCO CALIFORNIA

SCALE:
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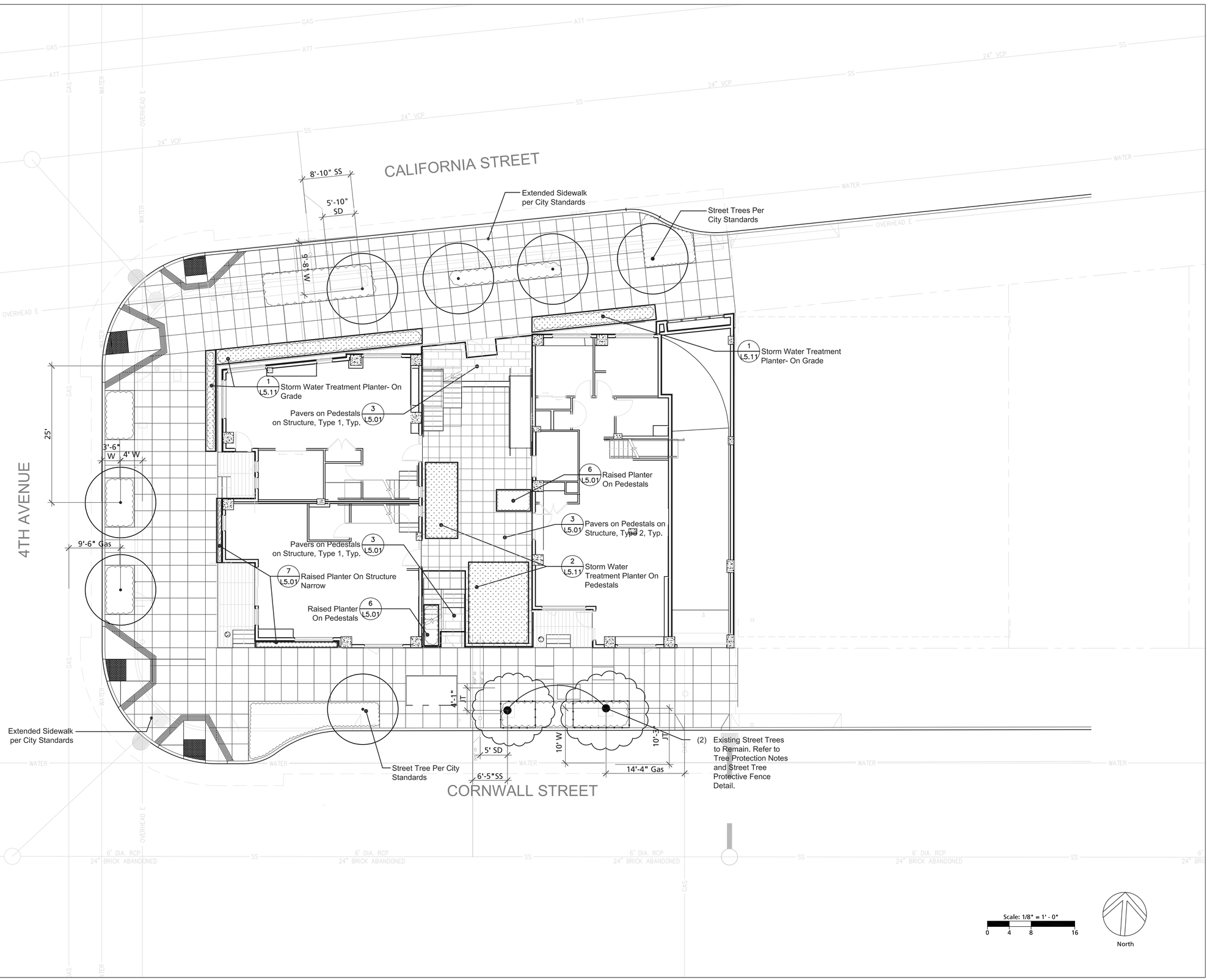
C2.3



LICENSED LANDSCAPE ARCHITECT
Paul F. Lettieri No. 3118
Renewal Date: 06-30-23
Date: 05-05-22
STATE OF CALIFORNIA

THE GUZZARDO PARTNERSHIP INC.
Landscape Architects · Land Planners
181 Greenwich Street
San Francisco, CA 94111
T 415 433 4672
F 415 433 5003

4135 CALIFORNIA ST

4135 CALIFORNIA STREET
SAN FRANCISCO, CA 94118

HASSAN AZIZIAN

REVISION	DATE	REASON FOR ISSUE
	22.05.05	PERMIT ADDENDUM #2

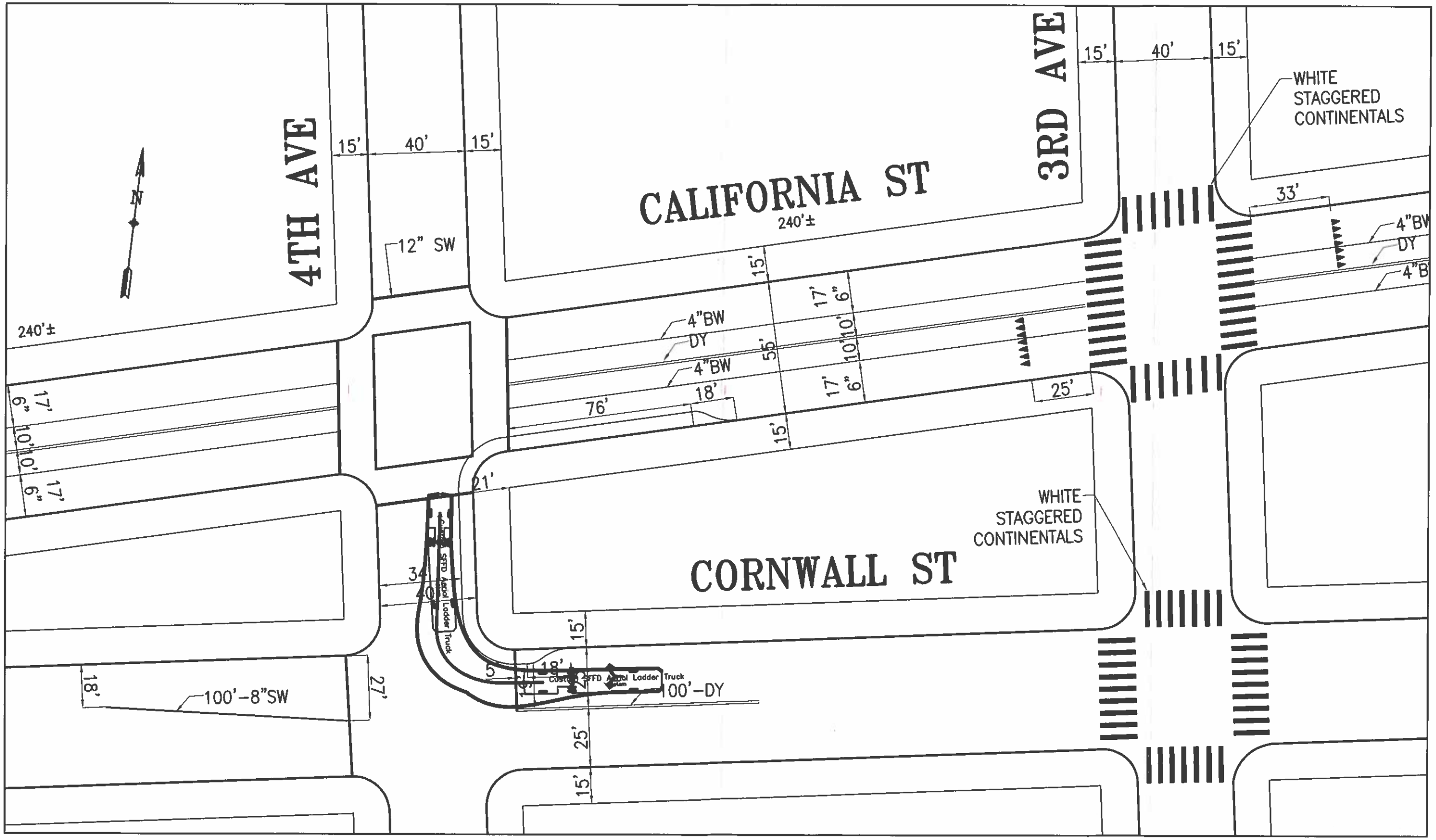
LANDSCAPE PLAN - STREET LEVEL

PERMIT SET
ADDENDUM #2

DATE	PROJECT NUMBER
05/05/2022	162721

SHEET NUMBER

L2.01



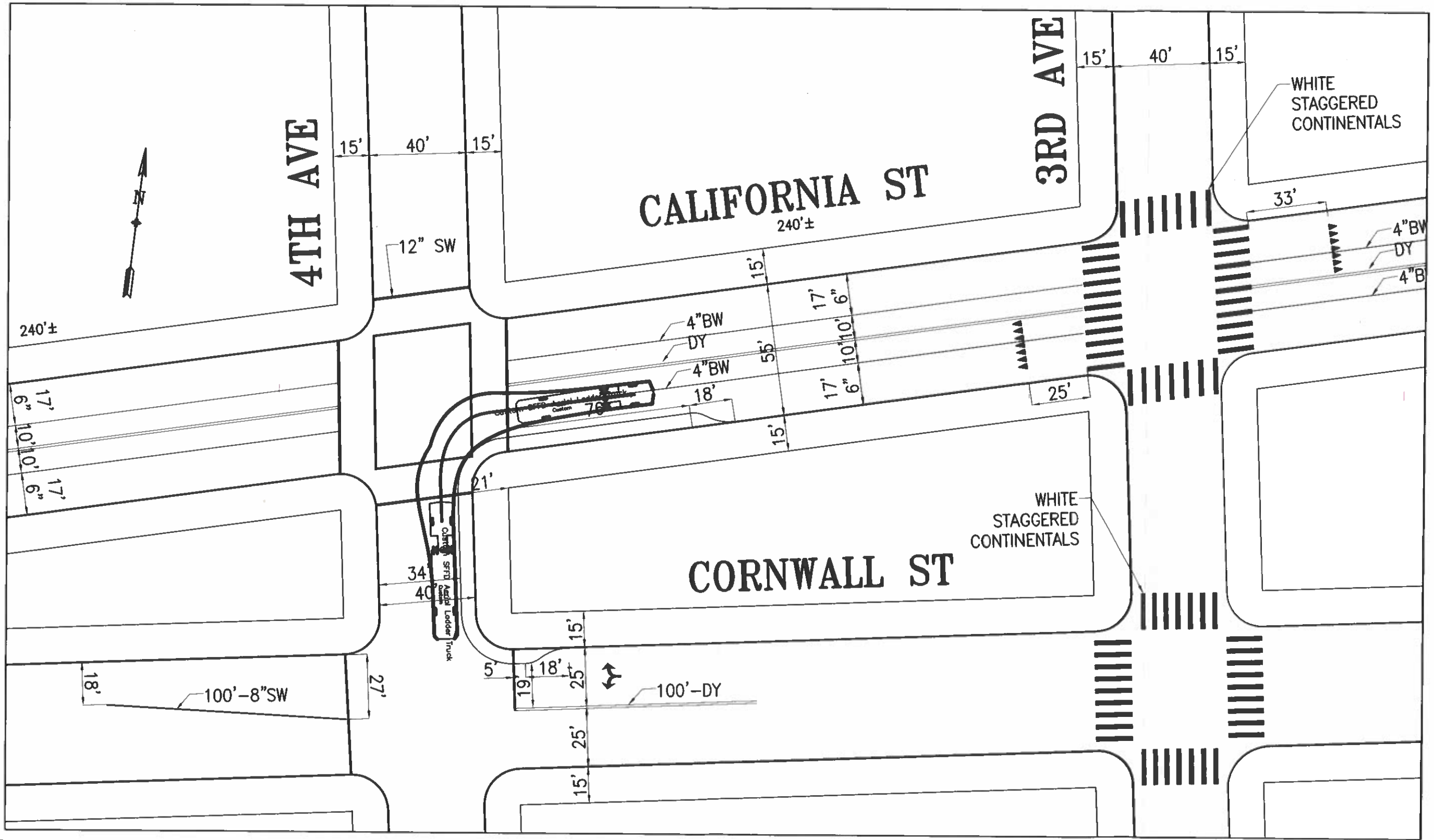
FIRE TURNS PROPOSED TRANSIT ISLAND

NO.	DATE	DESCRIPTION	BY	APP

TABLE OF REVISIONS
CHECK WITH TRACING TO SEE IF YOU HAVE LATEST REVISION

SFMTA
Municipal Transportation Agency

DRAWN: DATE:	APPROVED	SCALE:		CONTRACT NO.
CHECKED: DATE:	SENIOR ENGINEER DATE:	SHEET/SHEETS:		DRAWING NO.
	CITY TRAFFIC ENGINEER DATE:			FILE NO.
				REV. NO.



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CITY TRAFFIC ENGINEER DATE:

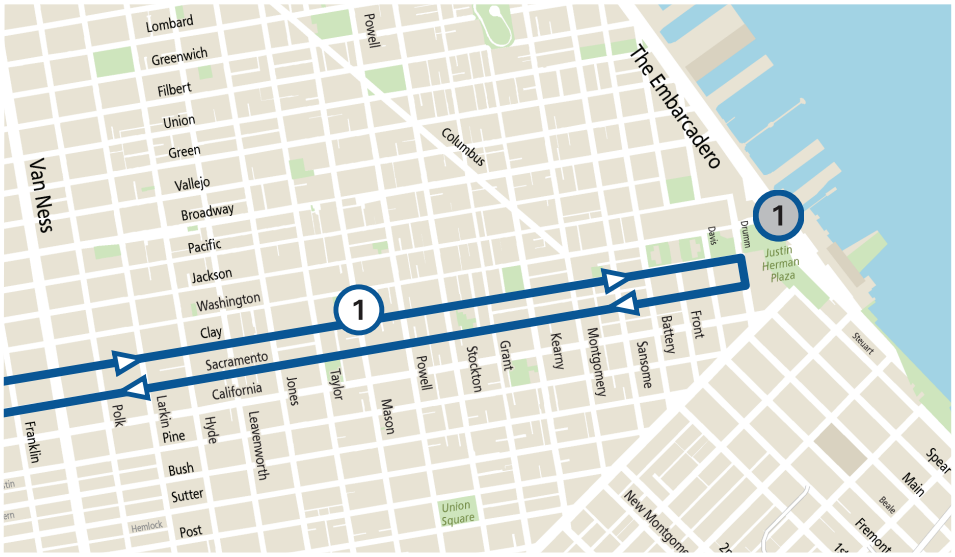
SCALE:
SHEET/SHEETS:

CONTRACT NO.
DRAWING NO.
FILE NO.
REV. NO.

1 California

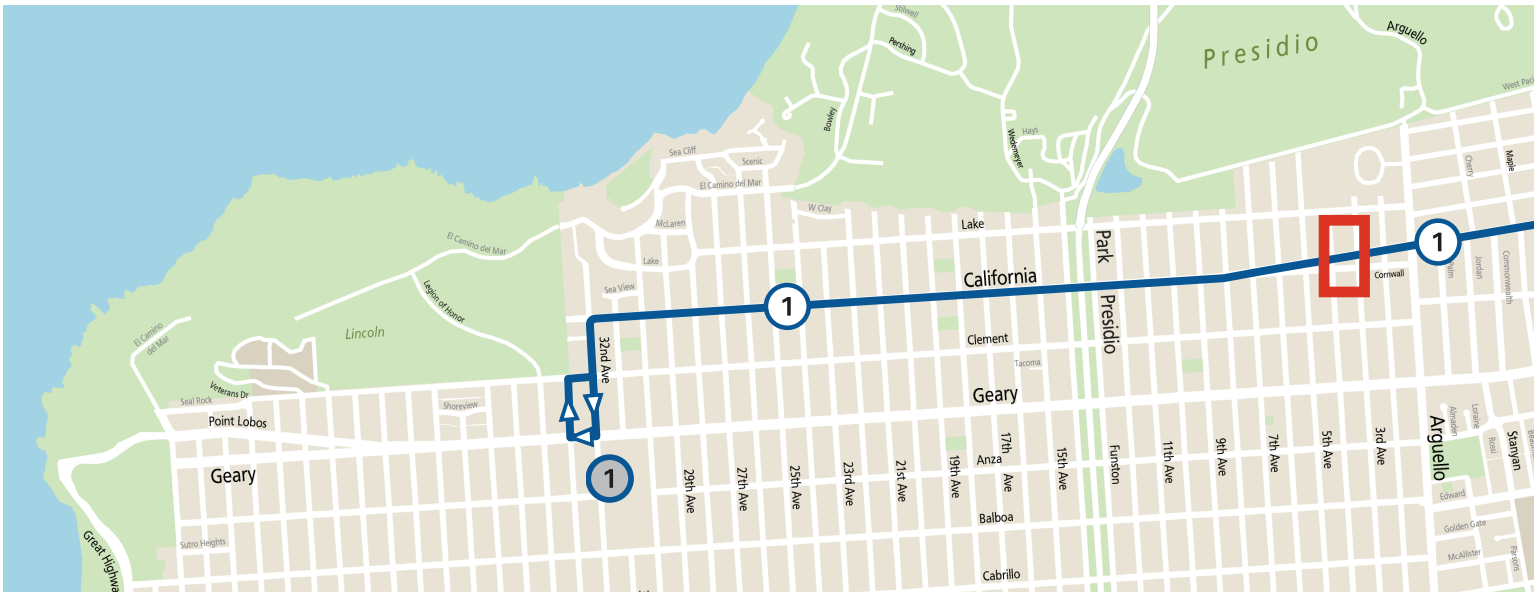
effective 06/10/2023

Van Ness to Drumm



Arguello to Van Ness

33rd Ave to Arguello



SAN FRANCISCO
PLANNING DEPARTMENT

1650 Mission St.
Suite 400
San Francisco,
CA 94103-2479

Reception:
415.558.6378

Fax:
415.558.6409

Planning
Information:
415.558.6377

Certificate of Determination
Exemption from Environmental Review

Case No.: 2016-004541ENV
Project Title: 4135 California Street
Zoning: RM-1 (Residential – Mixed, Low Density) Use District
40-X Height and Bulk District
Block/Lot: 1363/020
Lot Size: 5,370 square feet
Project Sponsor: Alex Lirisman, Forum Design – 415-252-7063
Staff Contact: Chris Thomas – (415) 575-9036; christopher.thomas@sfgov.org

PROJECT DESCRIPTION:

The proposed project would involve demolition of an existing approximately 1,020 gross-square-foot (gsf) automobile service station and construction of a new four-story, 40 foot-high (49-feet-high with stairway penthouses), approximately 18,500 gsf building with seven three-bedroom residential units

(Continued on next page)

EXEMPT STATUS:

Categorical Exemption, Class 32 (California Environmental Quality Act [CEQA] Guidelines Section 15332 – Infill Development Projects).

(Continued on next page)

DETERMINATION:

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

for

Lisa M. Gibson
Environmental Review Officer

1-4-2018
Date

cc: Alex Lirisman, Project Sponsor
Wayne Farrens, Current Planner
Stephanie Cisneros, Preservation Planner
Supervisor Fewer, District 1, (via Clerk of the Board)
Class 32 Distribution List
Historic Preservation Distribution List
Virna Byrd, M.D.F.

PROJECT DESCRIPTION (continued):

containing a 5,370 gsf sub-grade parking garage (access and egress from Cornwall Street) with off-street parking for seven vehicles and seven bicycles. Private decks for each unit would provide a total of about 2,500 square feet (sf) of open space. Construction of the proposed structure would involve excavation of approximately 2,600 cubic yards to a depth of 13 feet across the project site. The proposed project would also result in various streetscape improvements, including the widening of the sidewalks fronting on the project site and the planting of 10 street trees (four along California, two along 4th Avenue, and four along Cornwall Street).

The existing automobile service station building was built in 1952 and is not eligible for individual listing on the California Register of Historical Resources, nor is it within a designated historic district or a district proposed for historic designation.

PROJECT SETTING

The project site, located in the Inner Richmond neighborhood, is a trapezoidal 5,370 sf lot bordered by California Street on the north, 4th Avenue to the west and Cornwall Street to the south. Land use in the vicinity of the proposed project is largely residential, characterized by two to four story multi-unit structures of mixed architectural styles, frequently with a garage on the ground floor. Immediately east of the project site is a three-story apartment building; to the west, across 4th Avenue, is a three-story multi-unit structure. There are no schools within 500 feet of the project site.

PROJECT APPROVALS

1. The proposed project requires a variance from the rear yard requirements of Planning Code section 134.
2. A building permit application is required for the demolition of existing structures on the subject property.
3. A building permit application is required for the proposed new construction on the subject property.

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

EXEMPT STATUS (continued):

CEQA Guidelines section 15332, or class 32, provides an exemption from environmental review for in-fill development projects that meet the following conditions. As discussed below, the proposed project satisfies the terms of the class 32 exemption.

a) The project is consistent with applicable general plan designations and policies as well as with applicable zoning designations.

The San Francisco General Plan establishes objectives and policies to guide land use decisions related to the physical development of San Francisco and is composed of ten elements, each of which addresses a particular topic that applies citywide: air quality; arts; commerce and industry; community facilities; community safety; environmental protection; housing; recreation and open space; transportation; and urban design. The plan provides general policies to guide land use decisions, and contains some policies that relate to physical environmental issues. The proposed project is located within the RM-1 (Residential – Mixed, Low Density) zoning district and a 40-X height and bulk district in the Inner Richmond neighborhood of San Francisco. The proposed increases in floor area and height are consistent with the project site's zoning and height and bulk districts. (Note that the total height with private stair penthouses of 49 feet is a permitted exception to the 40-X height limit per Planning Code section 260(b).) The residential use proposed by the project is a permitted use in the RM-1 zoning district. Thus, the proposed project is consistent with applicable general plan policies and zoning regulations.

b) The development occurs within city limits on a site of less than five acres surrounded by urban uses.

The approximately 5,370 sf project site is located within an intensively developed residential area of San Francisco. The proposed project is therefore properly characterized as in-fill development of less than five acres, completely surrounded by urban uses.

c) The project site has no habitat for endangered, rare or threatened species.

The project site, occupied by an automobile service station since at least 1938,[1] is located in a long-developed area of San Francisco with no significant open space, riparian corridors, estuaries, marshes, wetlands, or any other potential wildlife habitat that might contain endangered, rare or threatened species.

d) Approval of the project would not result in any significant effects relating to traffic, noise, air quality, or water quality.

Transportation

On March 3, 2016, in anticipation of the future certification of revised CEQA Guidelines pursuant to Senate Bill 743, the San Francisco Planning Commission adopted State Office of Planning and Research's recommendation in the *Revised Proposal on Updates to the CEQA Guidelines on Evaluating Transportation Impacts in CEQA*[2] to use the vehicle miles traveled metric instead of automobile delay to evaluate the transportation impacts of projects (Resolution 19579). (Note that the vehicle miles

[1] A gas station, apparent at the project site in a 1938 aerial photo (that may be accessed here: http://sfplanninggis.org/1938/) was confirmed in the Historic Resource Evaluation prepared for the proposed project: Richard Brandi, Architectural Historian, *Historic Resource Evaluation 4135 California Street, San Francisco*, February 16, 2017. This document (and all other documents cited in this report, unless otherwise noted), is available for review at the San Francisco Planning Department, 1650 Mission Street, Suite 400 as part of Case File No. 2016-004541ENV.

[2] This document is available online at: http://www.opr.ca.gov/docs/Revised_VMT_CEQA_Guidelines_Proposal_January_20_2016.pdf. Accessed December 20, 2018.

travelled metric does not apply to the analysis of impacts on non-automobile modes of travel such as riding transit, walking, and bicycling.) Accordingly, this categorical exemption does not contain a separate discussion of automobile delay (i.e., traffic) impacts. Instead, a vehicle miles travelled impact analysis is provided as follows.

Vehicle Miles Travelled

Many factors affect travel behavior. These factors include density, diversity of land uses, design of the transportation network, access to regional destinations, distance to high-quality transit, development scale, demographics, and transportation demand management. Typically, low-density development at great distance from other land uses, located in areas with poor access to non-private vehicular modes of travel, generates more automobile travel compared to development located in urban areas, where a higher density, mix of land uses, and travel options other than private vehicles are available.

Given these travel behavior factors, San Francisco has a lower vehicle miles travelled ratio than the nine-county San Francisco Bay Area region. In addition, some areas of the City, expressed geographically through *transportation analysis zones*,[3] have lower vehicle miles travelled ratios than other areas of the City. The planning department has prepared a geographic information system database (the Transportation Information Map) with current and projected 2040 per capita vehicle miles travelled figures for all transportation analysis zones in the City, in addition to regional daily average figures.[4]

A project would have a significant effect on the environment if it would cause substantial additional vehicle miles travelled. For residential projects, a project would generate substantial additional vehicle miles travelled if it exceeds the regional household vehicle miles travelled per capita minus 15 percent.[5] This approach is consistent with CEQA section 21099 and the thresholds of significance for other land uses recommended in Office of Planning and Research's proposed transportation impact guidelines.

The Office of Planning and Research's proposed guidelines evaluating transportation impacts in CEQA recommend screening criteria to identify types, characteristics, or locations of projects that would not result in significant impacts to vehicle miles travelled. If a project meets one of the three screening criteria provided (map-based screening, small projects, and proximity to transit stations), then it is presumed that vehicle miles travelled impacts would be less than significant for the project and a detailed vehicle miles travelled analysis is not required. Map-based screening is used to determine if a project site is located within a transportation analysis zone in the City that exhibits low levels of vehicle miles travelled; small projects are projects that would generate fewer than 100 vehicle trips per day; and the proximity to transit stations criterion includes projects that are within a

[3] A transportation analysis zone is a statistical entity for tabulating traffic-related data, such as journey-to-work and place-of-work statistics, from a decennial census. A transportation analysis zone usually consists of one or more census blocks, block groups, or census tracts.

[4] San Francisco Planning Department *Transportation Information Map*, accessed August 10, 2016 at: http://sftransportationmap.org.

[5] OPR's proposed transportation impact guidelines states a project would cause substantial additional vehicle miles travelled if it exceeds both the existing City household vehicle miles travelled per capita minus 15 percent and existing regional household VMT per capita minus 15 percent. In San Francisco, the City's average vehicle miles travelled per capita is lower (8.4) than the regional average (17.2). Therefore, the City average is irrelevant for the purposes of the analysis.

half mile of an existing major transit stop, have a floor area ratio of greater than or equal to 0.75, vehicle parking that is less than or equal to that required or allowed by the planning code without conditional use authorization, and are consistent with the applicable Sustainable Communities Strategy.

The existing average daily per capita household vehicle miles travelled for the transportation analysis zone in which the project site is located (transportation analysis zone 312) is 7.9. This is 54% below the existing regional average daily per capita household vehicle miles travelled of 17.2. Given that the project site is located in an area where existing vehicle miles travelled is more than 15 percent below the existing regional average for residential use, the proposed project would not result in substantial additional vehicle miles travelled and impacts would be less-than-significant. The future 2040 vehicle miles travelled for transportation analysis zone 312 is 7.3, which is 55 percent below the future 2040 per capita regional average vehicle miles travelled of 16.1. Furthermore, the project site meets the proximity to transit stations screening criterion, which also indicates the proposed project's residential uses would not cause substantial additional vehicle miles travelled.[6]

Trip Generation

The proposed project would result in the demolition of the gas service station and construction of a seven unit building with parking for seven vehicles and seven bicycles. Localized trip generation of the proposed project was calculated using information in the *2002 Transportation Impacts Analysis Guidelines for Environmental Review* developed by the San Francisco Planning Department.[7] The proposed project would generate an estimated 70 person trips (inbound and outbound) on a weekday daily basis, consisting of 35 person trips by auto, 27 transit trips, 6 walk trips and 3 trips by other modes. During the p.m. peak hour, the proposed project would generate an estimated 12 person trips, consisting of 6 person trips by auto, 5 transit trips, 1 walk trip and 0 trips by other modes.

Transit

The project site is well-served by transit. Seven Muni bus routes, including the 1 California, 1AX/1BX California A/B Express, 2 Clement, 28R 19th Avenue Rapid, 33 Ashbury, and 44 O'Shaughnessy, are located within one-quarter mile of the project site. Existing transit facilities would be able to accommodate added ridership associated with the proposed project. Therefore, no significant impacts to transit would occur as a result of the proposed project.

Pedestrians

The project site is not on the pedestrian high injury network (although California Street is on the Vision Zero High Injury Network, identified as a vehicle high injury corridor). Sidewalks are present on the California Street, 4th Avenue and Cornwall Street right-of-ways that surround the project site. The proposed project would generate six p.m. peak-hour walk trips (that is, one p.m. peak-hour walk-trip and five p.m. peak-hour transit trips, which include walk trips). The project site currently

[6] San Francisco Planning Department. Eligibility Checklist: CEQA section 21099 – Modernization of Transportation Analysis for the 4135 California Street Project, May 3, 2017.
[7] San Francisco Planning Department, Transportation Calculations for 4135 California Street, May 3, 2017.

has three curb cuts (two on California Street and one on Cornwall Street) that provide access to the automobile service station. The proposed project would remove the two curb cuts on California Street and provide vehicular access to the new garage through a relocated and smaller ten foot curb cut on Cornwall Street. Although the proposed project would add its own traffic to this new curb cut, there would be less traffic accessing the project site than at present. Therefore, the project would not result in an increase in potentially hazardous conditions between pedestrians and vehicles entering and exiting the project site. The increase in daily pedestrian person-trips generated by the proposed project would not substantially overcrowd sidewalks in the project vicinity or otherwise interfere with pedestrian accessibility to the site and adjoining areas. Therefore, no significant impacts related to pedestrians would occur.

Bicyclists

California Street, 4th Avenue and Cornwall Street are not designated bicycle routes. However, within one-half mile of the project site there are bicycle routes on 8th Avenue, Cherry Street, Clay Street and Jackson Street, and bicycle lanes on Lake Street, Arguello Boulevard and Euclid Avenue. The proposed project would provide a total of 7 Class 1 bicycle parking spaces and generate zero p.m. peak-hour "other" trips, which include bicycle trips. The minimal increase of bicycle trips generated by the proposed project would be accommodated by the existing local bicycle network and the proposed project, which would reduce the current three curb cuts to one, would not create potentially hazardous conditions for bicyclists. Therefore, no significant impacts related to bicyclists would occur.

Loading

Planning Code section 152 does not require off-street freight loading for the proposed project. Various loading activities (such as move-ins and move-outs, parcel deliveries) for the proposed seven-unit building could be safely accommodated by the approximately 200 feet of existing curbside space adjacent to the project site on California Street, 4th Avenue and Cornwall Street. Accordingly, vehicular, bicyclist and pedestrian safety issues associated with loading at the project site would be less than significant.

Emergency Vehicle Access

The proposed project would not close of any existing streets or entrances to public use areas and emergency access to and from the project site would remain unchanged with construction of the proposed project. Both during and after construction, emergency vehicles could continue to access the project site via California Street, 4th Avenue and Cornwall Street. Therefore, the proposed project's impact to emergency vehicle access would be less-than-significant.

Parking

Public Resources Code section 21099(d)(1), effective January 1, 2014, provides that, "parking…impacts of a residential, mixed-use residential, or employment center project on an infill site within a transit priority area shall not be considered significant impacts on the environment." The project satisfies the conditions provided in the applicable public resources code section: it is an infill

project surrounded by existing uses, it is an employment project, and it is proximate to transit with the required a.m. and p.m. peak hour headways.[8] Therefore, the proposed project would not have any significant impacts related to parking and the following discussion is provided for informational purposes only.

Section 151 of the planning code generally requires one off-street parking space for each dwelling unit within the RM-1 District. The proposed project would include seven residential units and seven parking spaces. The parking demand generated by the proposed project has been estimated in accordance with the transportation guidelines at 11 parking spaces.[9] Therefore, the proposed project would have an estimated parking deficit of four spaces. However, the San Francisco Transportation Information Map[10] identifies some 970 publically available parking spaces at nine different parking lots within one-half mile of the project site.

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

Parking deficits are considered to be social effects, rather than impacts on the physical environment as defined by CEQA. Under CEQA, a project's social impacts need not be treated as significant impacts on the environment. Environmental documents should, however, address the secondary physical impacts that could be triggered by a social impact (CEQA Guidelines section 15131(a)). The social inconvenience of parking deficits, such as having to hunt for scarce parking spaces, is not an environmental impact, but there may be secondary physical environmental impacts, such as increased traffic congestion at intersections, air quality impacts, safety impacts, or noise impacts caused by congestion. In the experience of San Francisco transportation planners, however, the absence of a ready supply of parking spaces, combined with available alternatives to auto travel (e.g., transit service, taxis, bicycles or travel by foot) and a relatively dense pattern of urban development, induces many drivers to seek and find alternative parking facilities, shift to other modes of travel, or change their overall travel habits. Any such resulting shifts to transit service in particular, would be in keeping with the City's "Transit First" policy. The City's transit first policy, established in the City's Charter section 16.102 provides that "parking policies for areas well served by public transit shall be designed to encourage travel by public transportation and alternative transportation."[11]

Construction Traffic

Construction of the proposed project is expected to occur over an 18-month period. During that time, it is anticipated that the majority of the construction-related truck traffic would use California Street, which is a key secondary arterial on San Francisco's designated truck routes. Given the relatively

[8] San Francisco Planning Department, Eligibility Checklist for 4135 California Street Project: CEQA Section 21099 – Modernization of Transportation Analysis. May 3, 2017.
[9] Ibid.
[10] San Francisco Planning Department. *San Francisco Transportation Information Map*. Accessed May 3, 2017 at: http://sftransportationmap.org/
[11] The transit first policy is also referenced in certain policies contained in the San Francisco General Plan Transportation Element, available here: http://www.sf-planning.org/ftp/General_Plan/I4_Transportation.htm. Accessed November 15, 2017.

small size of the proposed project, the addition of worker-related vehicle or transit trips would not substantially affect local streets or public transit. Large equipment such as a bulldozer and cement mixer would operate at the project site for limited periods. Construction workers who drive to the site would cause a minor and temporary increase in traffic volume and demand for on-street parking. Due to the limited construction period and relatively small size of the proposed project, construction-related traffic impacts would not be substantial, and there would be a less-than-significant impact on traffic in the project area as a result of the proposed project.

Noise

Construction and operational noise are regulated by the San Francisco noise ordinance, which is codified as article 29 of the San Francisco Police Code. The San Francisco Department of Public Health has developed a transportation noise map of the city, based on modeled baseline traffic volumes derived from the San Francisco County Transportation Authority Travel Demand Model and the Federal Highway Administration (FHWA) Traffic Noise Model.[12] The health department map indicates the modeled day-night average (Ldn) noise as measured in decibels (dBA) on each street in the city.[13] As shown on the map, noise levels on the California Street side of the project site are 70 to 75 dBA (Ldn) and 65 to 70 dBA (Ldn) on the 4th Avenue and Cornwall Street sides of the project site.

Noise-sensitive land uses are generally defined as locations where people reside or areas where unwanted sound could adversely affect the use of the land. Noise-sensitive land uses typically include single- and multi-family residential areas, health care facilities, lodging facilities, and schools. Existing noise-sensitive land uses located in the vicinity of the project site are residential.

Construction Noise

Noise ordinance section 2907 requires that noise levels from individual pieces of construction equipment, other than impact tools, not exceed 80 dBA[14] at a distance of 100 feet from the source. Impact tools (such as jackhammers and impact wrenches) must have both intake and exhaust muffled to the satisfaction of the public works department director.

Construction of the proposed project would require the use a various pieces of equipment, including a variety of large and small power tools, heavy equipment (such as a bulldozer and cement mixer), and generators. Pile driving would not be used. Construction equipment would generate noise that could be considered an annoyance by occupants of nearby properties, but construction noise would fluctuate depending on the particular construction activity, equipment type, duration of use, and

[12] San Francisco Department of Public Health, *Areas Potentially Requiring Noise Insulations*, March 2009. Accessed April 3, 2017 at: http://default.sfplanning.org/publications_reports/library_of_cartography/Noise.pdf.

[13] The day-night average sound level, or Ldn, is a standard measure of an average equivalent sound level over a 24 hour period, with a 10 decibel penalty added during nighttime hours (10 pm to 7 am) to reflect the greater impact of noise on sleep. The decibel (dB) scale is used to quantify sound intensity. Because sound can vary in intensity by over one million times within the range of human hearing, a logarithmic loudness scale is used to keep sound intensity numbers at a convenient and manageable level.

[14] The standard method used to quantify environmental noise involves evaluating the sound with an adjustment to reflect the fact that human hearing is less sensitive to low-frequency sound than to mid- and high-frequency sound. This measurement adjustment is called "A" weighting, and the data are reported in A-weighted decibels (dBA). A 10-dB increase in noise level is generally perceived to be twice as loud.

distance between the source and the listener. Although some increase in noise would be associated with the construction phase of the project, such occurrences would be limited to certain hours of the day and would be temporary and intermittent in nature. Section 2908 of the noise ordinance prohibits construction work between 8 p.m. and 7 a.m. if noise would exceed the ambient noise level by 5 dBA at the project property line, unless a special permit is authorized by the public works director. (Nighttime construction is not proposed for the project.) Compliance with sections 2907 and 2908 of the noise ordinance would minimize noise from construction activities. For these reasons, construction of the proposed project would not result in significant noise impacts.

Operational Noise

Section 2909(a) of the noise ordinance limits noise at a residential property plane to no more than five dBA above the ambient noise level. The proposed project does not include installation of an emergency generator or a centralized heating, ventilation and air conditioning system. Therefore, noise from fixed mechanical equipment is not expected. The proposed project would result in the addition of new residences with private open spaces located on balconies and rooftop decks. Such private open spaces are typical in an urban setting such as San Francisco and any incidental noise from their use would represent a less than significant impact with respect to noise.

The City's health department and police department may investigate and take enforcement action on any noise complaints received during construction and operation of the proposed project. Enforcement of the City's noise ordinance and the relatively small size of the proposed project would result in less-than-significant impacts with respect to noise.

Air Quality

Criteria Air Pollutants

In accordance with the state and federal Clean Air Acts, air pollutant standards are identified for the following six criteria air pollutants: ozone, carbon monoxide, particulate matter, nitrogen dioxide, sulfur dioxide and lead. These air pollutants are termed criteria air pollutants because they are regulated by developing specific public health- and welfare-based criteria as the basis for setting permissible levels. In their *CEQA Air Quality Guidelines* (May 2011), the Bay Area Air Quality Management District has developed screening criteria to determine if projects would violate an air quality standard, contribute substantially to an air quality violation, or result in a cumulatively considerable net increase in criteria air pollutants within the San Francisco Bay Area Air Basin. If a proposed project meets the screening criteria, then the project would result in less-than-significant criteria air pollutant impacts. A project that exceeds the screening criteria may require a detailed air quality assessment to determine whether criteria air pollutant emissions would exceed significance thresholds. The seven dwelling unit building proposed for the project is well below the 240 and 494 dwelling unit construction and operational criteria air pollutant screening sizes for a mid-rise apartment building. Therefore, the proposed project would not exceed criteria air pollutant screening levels for operation or construction due to the relatively limited scale of development.[15]

[15] Bay Area Air Quality Management District, *CEQA Air Quality Guidelines*, Updated May 2011. Table 3-1.

Toxic Air Contaminants

In addition to criteria air pollutants, individual projects may emit toxic air contaminants. Toxic air contaminants collectively refer to a diverse group of air pollutants that are capable of causing chronic (i.e., of long-duration) and acute (i.e., severe but short-term) adverse effects to human health, including carcinogenic effects. In response to growing concerns of toxic air contaminants and their human health effects, the San Francisco Board of Supervisors approved a series of amendments to the San Francisco building and health codes, generally referred to as the Enhanced Ventilation Required for Urban Infill Sensitive Use Developments (Ordinance 224-14, effective December 8, 2014), or article 38 of the health code. The purpose of article 38 is to protect the public health and welfare by establishing an *air pollutant exposure zone*[16] and imposing an enhanced ventilation requirement for all urban infill sensitive use development within the exposure zone. Projects within the exposure zone require special consideration to determine whether a project's activities would expose sensitive receptors to substantial air pollutant concentrations or add emissions to areas already adversely affected by poor air quality.

The proposed project is not within an air pollutant exposure zone and, therefore, would not result in a significant impact with respect to siting new sensitive receptors in areas with substantial levels of air pollution. The proposed project would require construction activities for the approximate 18-month construction phase. However, construction emissions would be temporary and variable in nature and would not be expected to expose sensitive receptors to substantial air pollutants. Furthermore, the proposed project would be subject to, and comply with, California regulations limiting idling to no more than five minutes,[17] which would further reduce nearby sensitive receptors' exposure to temporary and variable toxic air contaminant emissions. Therefore, construction period toxic air contaminant emissions would not result in a significant impact with respect to exposing sensitive receptors to substantial levels of air pollution.

Fugitive Dust

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

In response to this issue, the San Francisco Board of Supervisors approved a series of amendments to the San Francisco building and health codes generally referred to as the Construction Dust Control Ordinance (Ordinance No. 176-08, effective August 29, 2008) with the intent of reducing the quantity of dust generated during site preparation, demolition, and construction work in order to protect the

[16] The Department of Public Health partnered with the Bay Area Air Quality Management District to inventory and assess air pollution and exposures from vehicles, stationary sources, and area sources within San Francisco. Citywide dispersion modeling identifies areas in the City with poor air quality, termed Air Pollutant Exposure Zones. More information may be found at: http://sf-planning.org/air-quality-community-risk-reduction-plan. Accessed August 17, 2017.
[17] California Code of Regulations, Title 13, Division 3, § 2485. This regulation applies to on-road heavy duty vehicles and not off-road equipment.

health of the general public and of on-site workers, minimize public nuisance complaints, and avoid orders to stop work by the Department of Building Inspection.

The dust control ordinance requires that all site preparation work, demolition, or other construction activities within San Francisco that have the potential to create dust or to expose or disturb more than 10 cubic yards or 500 square feet of soil comply with specified dust control measures whether or not the activity requires a permit from the Department of Building Inspection. The building department director may waive this requirement for activities on sites less than one-half-acre that are unlikely to result in any visible wind-blown dust.

In compliance with the dust control ordinance, the project sponsor and the contractor responsible for construction activities at the project site would be required to use practices to control construction dust on the site or other practices that result in equivalent dust control that are acceptable to the building department director. The proposed project site is less than one-half acre in size, so submittal of a dust control plan is not required; however, implementation of dust control measures pursuant to the dust control ordinance is required. Compliance with the regulations and procedures set forth in the dust control ordinance would ensure that potential air quality impacts related to construction dust would be less than significant.

For these reasons, the proposed project would not result in significant air quality impacts.

Water Quality

Implementation of the proposed project would involve the disturbance of more than 5,000 square feet of ground surface. For this reason, the proposed project is subject to the requirements of the San Francisco Stormwater Management Ordinance. The project sponsor is required to develop and implement a *stormwater control plan* that complies with the *Stormwater Design Guidelines* and would maintain or reduce the volume and rate of stormwater runoff discharged from the project site.[18]

The proposed project would not generate wastewater or stormwater discharges that have the potential to degrade water quality or contaminate a public water supply. Project-related wastewater and stormwater would flow to the City's combined stormwater/sewer system and would be treated to standards contained in the City's National Pollutant Discharge Elimination System Permit for the southwest treatment plant prior to discharge into the Pacific Ocean. In addition, the project sponsor is required to prepare a stormwater pollution prevention plan that would be reviewed, approved, and enforced by the San Francisco Public Utilities Commission. The stormwater pollution prevention plan would specify best management practices and erosion and sedimentation control measures to prevent sediment from entering the City's combined stormwater/sewer system. Therefore, the proposed project would not result in significant water quality impacts.

e) The site can be adequately served by all required utilities and public services.

The project site is located in a well-developed area where all required utilities and public services and facilities are built and available. The proposed project would be connected with existing drinking

[18] Information about the stormwater management requirements that are a part of the San Francisco Public Utilities Commission Watershed Management Program is available here: http://default.sfplanning.org/publications_reports/Stormwater_Design_Guidelines_Informational_Letter.pdf. Accessed November 15, 2017.

water, electric, gas, waste, and wastewater services, and would receive established police and fire protection services. No expansion of these or other public services or utilities is anticipated to be necessary as a result of the proposed project. Prior to receiving a building permit, the project would be reviewed by the appropriate City agencies and departments to ensure compliance with city and state fire and building codes related to building standards and fire protection. The proposed project would not result in a substantial increase in intensity of use or demand for utilities or public services that would necessitate any expansion of public utilities or public services.

DISCUSSION OF ENVIRONMENTAL ISSUES:

CEQA Guidelines section 15300.2 establishes exceptions to the application of a categorical exemption for a project. None of the established exceptions applies to the proposed project.

Guidelines section 15300.2, subdivision (c), provides that a categorical exemption shall not be used for an activity where there is a reasonable possibility that the activity will have a significant effect on the environment due to unusual circumstances. As discussed above, the proposed project would not have a significant effect on traffic, noise, air quality and water quality. In addition, the proposed project would not have a significant effect on the environment due to unusual circumstances for other environmental topics, including those discussed below.

CEQA Guidelines section 15300.2, subdivision (f), provides that a categorical exemption shall not be used for a project that may cause a substantial adverse change in the significance of a historical resource. For the reasons discussed below under "Historic Architectural Resources," there is no possibility that the proposed project would have a significant effect on a historic resource.

Environmental Topic

Aesthetics.

Public Resources Code section 21099(d)(1), effective January 1, 2014, provides that "aesthetics…impacts of a residential, mixed-use residential, or employment center project on an infill site within a transit priority area shall not be considered significant impacts on the environment." The project satisfies the conditions provided in the applicable public resources code section.[19]

Hazardous Materials.

The project site is located in a Maher Area, indicating that it is known or suspected to contain contaminated soil and/or groundwater.[20] (Note that the project site is not listed on the state Cortese list.) The proposed project, which would change the use of the site by adding new sensitive receptors (residential uses), would require excavation of about 2,600 cubic yards to a depth of about 13 feet below the ground surface. For these reasons, the proposed project is subject to San Francisco Health Code article 22A (also known as the Maher Ordinance), which is administered and overseen by the San Francisco Department of Public Health. The Maher Ordinance requires the project sponsor to

[19] San Francisco Planning Department, Eligibility Checklist for 4135 California Street Project: CEQA section 21099 – Modernization of Transportation Analysis. May 3, 2017.
[20] San Francisco Planning Department, *Expanded Maher Area Map*, March 2015. Available online at http://www.sf-planning.org/ftp/files/publications_reports/library_of_cartography/Maher%20Map.pdf, accessed July 2015.

retain the services of a qualified professional to prepare a phase I environmental site assessment that meets the requirements of Health Code section 22.A.6 and submit this information for review to the health department. The project sponsor prepared a phase I environmental site assessment and submitted a Maher application to the health department for further review of the soil and groundwater conditions underlying the project site.[21] The findings of the phase I environmental site assessment are discussed below.

The project site, currently occupied by a gas service station with an office/service building, two pumps and two service bays, is currently served by two 8,000-gallon and one 6,000-gallon underground storage tanks. According to the phase I environmental site assessment prepared for the proposed project, the site was first developed as a gas station in 1923 with four 500-gallon gasoline underground storage tanks. In 1952, the four underground storage tanks were replaced by two 2,500 gallon gasoline underground storage tanks and a 120-gallon waste oil underground storage tank was also installed immediately north of the service bays. The waste oil underground storage tank was reportedly abandoned in place in 1985, and the two 2,500-gallon tanks were removed and replaced by the existing underground storage tanks in 1990. The phase I environmental site assessment reports that little to no petroleum contamination was noted during an investigation of the waste oil tank prior to its abandonment and during the removal of the gasoline tanks, and no further action was apparently required by the health department. No recognized environmental conditions associated with the project site were identified by the phase I environmental site assessment. However, because of a lack of data regarding potential impacts from the current, abandoned and/or former underground storage tanks, the phase I environmental site assessment determined there is a potential threat of vapor intrusion into the proposed project structure and accordingly recommended that a subsurface investigation be conducted to determine whether the subject property has been adversely impacted by a release from the current or former underground storage tanks or a former below-ground lift. If the health department determines that further investigation is necessary, the project sponsor would be required to submit a work plan to the health department for an analysis of the project site's soil and, if present, groundwater. If hazardous substances are present in either the soil or groundwater, the project sponsor would then be required to submit a site mitigation plan for the health department's review and approval. Once approved, the project sponsor must implement the site mitigation plan and, subsequent to implementation, submit a final report and certification statement for the health department's review and approval.

The project applicant is enrolled in the Maher program.[22] The Maher process outlined above would ensure that potential soil contamination (if such is found to exist pursuant to the investigation discussed above) would be remediated. Therefore, the proposed project would not result in any significant impacts involving hazardous materials.

In regards to hazardous building materials that may be present in the existing structure, the environmental site assessment noted that fluorescent lights (generally assumed to contain mercury), asbestos-containing materials and lead-based paint may be present. Removal and disposal of asbestos and/or asbestos-containing materials from the existing building (should they be present) prior to its

[21] AEI Consultants, Phase I Environmental Site Assessment, 4135 California Street, San Francisco, California, June 30, 2014.
[22] Letter from Hassan Azizian to the San Francisco Department of Public Health regarding compliance of the 4135 California Street project with article 22A of the Health Code, July 20, 2017.

demolition must comply with section 19827.5 of the California Health and Safety Code, which requires that local agencies not issue demolition or alteration permits until an applicant has demonstrated compliance with notification requirements under applicable federal regulations regarding hazardous air pollutants, including asbestos. The air quality district has authority to regulate airborne pollutants, including asbestos, through both inspection and law enforcement, and is to be notified ten days in advance of any proposed demolition or abatement work. Given required compliance with section 3407 of the building code and section 19827.5 of the health and safety code, there would be a less-than-significant impact to public health and safety and the environment with regards to hazardous building materials.

In regards to disposal of demolished materials, note that all materials removed would be transported off-site to a registered processing facility for reuse and recycling in accordance with the City's Construction and Demolition Debris Recovery Ordinance (Ordinance No. 27-06). Existing pavement throughout the lot may also be excavated and hauled for disposal.

For the above reasons, the proposed project would result in less-than-significant impacts related to hazardous building materials.

Historic Architectural Resources.

The proposed project includes the demolition of an existing structure constructed more than 45 years ago. A property may be considered a historic resource if it meets any of the criteria related to (1) events, (2) persons, (3) architecture, or (4) prehistory that make it eligible for listing in the California Register of Historical Resources, or if it is considered a contributor to a potential historic district.

Due to the age of the gas service station building, a historic resource evaluation was prepared and reviewed by the planning department historic preservation staff.[23,24] The building is not listed on the National Register of Historic Resources or California Register of Historical Resources, has not been rated by the California Historic Resources Information Center, and is not designated under San Francisco Planning Code articles 10 or 11 as a local landmark or within a historic conservation district. The building was not included in the 1976 citywide survey that led to the book titled *Splendid Survivors*.[25] Planning department historic preservation staff concurred with the historic resource evaluation determination that the 4135 California project site is not eligible for individual listing on the California Register of Historical Resources. In addition, the project site is not within a historic district or an area proposed as a historic district. Therefore, the proposed project would not have any significant impacts related to historic resources.

Public Notice and Comment. On March 10, 2017, the planning department mailed a "Notification of Project Receiving Environmental Review" to community organizations, tenants of the affected property and properties adjacent to the project site, and those persons who own property within 300 feet of the project site. No responses were received.

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[23] Richard Brandi, Architectural Historian. Historic Resource Evaluation 4135 California Street, San Francisco. February 16, 2017.

[24] San Francisco Planning Department. Preservation Team Review Form, 4135 California Street. August 4, 2017

[25] For a discussion of the preservation movement in San Francisco and the book Splendid Survivors, see: http://sf-planning.org/sites/default/files/FileCenter/Documents/5091-PB_14_Historic_Preservation_in_US_and_SF_new.pdf. Accessed November 15, 2017.

Conclusion. The proposed project satisfies the criteria for exemption under the above-cited classification(s). In addition, none of the CEQA Guidelines section 15300.2 exceptions to the use of a categorical exemption applies to the proposed project. For the above reasons, the proposed project is appropriately exempt from environmental review.