



SAN FRANCISCO PLANNING DEPARTMENT

Revised Executive Summary Large Project Authorization & Conditional Use Authorization Hearing Date: June 20, 2019 [REVISED COMMISSION PACKET]

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Record No.: 2014-000203ENX/CUA
Project Address: 655 4th Street; 280-290 & 292-296 Townsend Street
Zoning: Central SoMa Mixed-Use Office (CMUO) Zoning District
400-CS Height and Bulk District
Central SoMa Special Use District
Block/Lots: 3787/026, 028, 050, 161-164
Project Sponsor: 655 4th Owner, LLC
One Bush Street, Suite 500
San Francisco, CA 94104
Staff Contact: Linda Ajello Hoagland, AICP – (415) 575-6823
linda.ajellohoagland@sfgov.org
Recommendation: **Approval with Conditions**

PROJECT DESCRIPTION

The Project includes the demolition of three existing buildings and associated parking lots on the site and construction of two new buildings that appear as four separate towers (Towers 1A, 2A, 1B and 2B) measuring 400 and 360 feet in height, measured to the top of the roof, and 425 and 370 feet measured to the roof top mechanical screen. The Project includes approximately 1,082,157 square feet with 960 dwelling units, approximately 18,454 square feet of ground floor retail, 21,840 square feet of office, a 38-room boutique hotel, 18,432 square feet of privately accessible open space, including 132 private balconies and two commonly-accessible rooftop open spaces, 24,495 square feet of outdoor POPOS (privately owned public open space) and 2,484 square feet of interior retail/POPOS. The Project will also include a 170,300-square-foot below-grade, three-level basement containing building amenities, 8 loading spaces, 263 parking spaces, 12 car-share spaces, 540 Class 1 bicycle spaces, retail operations, refuse handling area, and other back-of-house features such as mechanical equipment required for operation and maintenance of the building.

REQUIRED COMMISSION ACTION

In order for the Project to proceed, the Commission must grant a Conditional Use Authorization, pursuant to Planning Code Sections 303, 317 and 848 to allow the demolition of two existing residential units on the project site and allow a hotel use in the CMUO Zoning District.

In addition, the Commission must also grant a Large Project Authorization (LPA), pursuant to Planning Code Sections 249.78 and 329, for new construction greater than 85-ft in height and more than 50,000 gross square feet in size for the Project. Under the Large Project Authorization, the Commission must grant modifications to the following Planning Code Sections:

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1. Setbacks, Street Wall Articulation and Tower Separation (Section 132.4);
2. Usable Open Space for Residential Units (Section 135 & 329(e)(3)(B)(vi));
3. POPOS Design (Section 138);
4. Dwelling Unit Exposure (Sections 140 & 249.78(d)(11))
5. Street Frontage Controls (Section 145.1);
6. Ground Floor Commercial Street Frontage (Section 145.4);
7. Protected Pedestrian-, Cycling-, and Transit-Oriented Street Frontages (Section 155(r));
8. Wind (Section 249.78(d)(7));
9. Use on Large Development Sites (Section 249.78(c)(6));
10. Narrow and Mid-Block Alley Controls (Section 261.1); and,
11. Central SoMa Bulk Controls (Section 270(h)).

ISSUES AND OTHER CONSIDERATIONS

- **Public Comment & Outreach.** To date, the Department has received two phone calls and four e-mails in opposition of the Project siting environmental concerns and impacts to light and air to adjacent residences. The Sponsor has conducted multiple one-on-one meetings with individual stakeholders, community organizations and nearby homeowner's associations, and participated in three additional community outreach forums, as outlined in the Project Sponsor Brief (Exhibit E).
- **Large Project Authorization.** The Commission must grant a LPA pursuant to Planning Code Section 329 to allow construction of a new building greater than 85 feet in height or for new construction of more than over 50,000 gross square feet in the Central SoMa Mixed-Use Office Zoning District and the Central SoMa Special Use District. As part of the LPA, the Commission may grant exceptions from certain Planning Code requirements for projects that exhibit outstanding overall design; provide qualified amenities in excess of what is required by the Code; and for Key Site development projects. As listed above, the project is seeking numerous exceptions, which are generally supported by Department staff given the qualified amenities and overall design of the Project.
- **Qualified Amenities – Key Sites.** Per Planning Code Section 329(e)(3)(A), the Project will include a public plaza and an improved pedestrian network.
- **Development Impact Fees.** The Project will be subject to development impact fees, including the Central SoMa Community Services Facility Fee, Central SoMa Infrastructure and Impact Fee, Eastern Neighborhoods Impact Fees, Eastern Neighborhoods Affordable Housing Fee, Transportation Sustainability Fee, and Residential Child Care Impact Fee.
- **Affordable Housing.** The Project will satisfy the Inclusionary Housing Requirements, pursuant to Planning Code Section 415, through payment of the Inclusionary Housing Fee at a rate equivalent to an off-site requirement of 30%.
- **Entertainment Commission.** In compliance with Ordinance No. 70-15, the Project Sponsor consulted the Entertainment Commission, however no active Places of Entertainment are located within 300 feet of the Project.

ENVIRONMENTAL REVIEW

On May 10, 2018, the San Francisco Planning Commission certified the Final Environmental Impact Report (EIR) for the Central South of Market (Central SoMa) Plan in compliance with the California Environmental Quality Act (CEQA) per Planning Commission Motion No. M-20182.

Pursuant to the Guidelines of the State Secretary of Resources for the implementation of the California Environmental Quality Act (CEQA), on June 11, 2019, the Planning Department of the City and County of San Francisco determined that the proposed application was exempt from further environmental review under Section 15183 of the CEQA Guidelines and California Public Resources Code Section 21083.3. The Project is consistent with the adopted zoning controls in the Central South of Market (Central SoMa) Plan and was encompassed within the analysis contained in the Central SoMa Plan Final EIR. Since the Final EIR was finalized, there have been no substantial changes to the Central SoMa Plan and no substantial changes in circumstances that would require major revisions to the Final EIR due to the involvement of new significant environmental effects or an increase in the severity of previously identified significant impacts, and there is no new information of substantial importance that would change the conclusion set forth in the Final EIR.

BASIS FOR RECOMMENDATION

The Department believes this project is approvable for the following reasons:

- The Department finds that the Project is, on balance, consistent with the Central SoMa Plan and the Objectives and Policies of the General Plan.
- The Project produces a new mixed-use development with ground floor Retail and significant site updates, including landscaping and common open space.
- The site is currently underutilized, and the addition of new ground-floor retail spaces and publicly-accessible open spaces will enliven the streetscape.
- The Project adds 960 new dwelling units to the City's housing stock, including 242 studios, 330 one-bedroom, 351 two-bedroom and 37 three-bedroom units.
- The Project will meet the City's inclusionary affordable housing requirements by paying the in-lieu fee. Given the size of the Project, this fee will provide a substantial funding to the Mayor's Office of Housing and Community Development for the production of affordable housing in the Central SoMa neighborhood.
- The Department also finds the project to be necessary, desirable, and compatible with the surrounding neighborhood, and not to be detrimental to persons or adjacent properties in the vicinity.

ATTACHMENTS:

Draft Motion – Revised Conditional Use Authorization with Conditions of Approval

Draft Motion – Revised Large Project Authorization with Conditions of Approval

Exhibit B – Plans and Renderings (distributed 6/6/19)

Exhibit C– Environmental Determination

Exhibit D- Land Use Data (distributed 6/6/19)

Exhibit E – Maps and Context Photos (distributed 6/6/19)

Exhibit F – Project Sponsor Brief (distributed 6/6/19)

Exhibit G – Project Sponsor Submittal: Market Demand Analysis prepared by CBRE dated 12/27/2018 (distributed 6/6/19)

Exhibit H – First Source Hiring Affidavit (distributed 6/6/19)

Exhibit I – Inclusionary Affordable Housing Affidavit (distributed 6/6/19)

Exhibit J – Anti-Discriminatory Housing Affidavit (distributed 6/6/19)

Exhibit K – Public Correspondence



SAN FRANCISCO PLANNING DEPARTMENT

Planning Commission Draft Motion

HEARING DATE: JUNE 20, 2019

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Property Owner: 655 4th Owner, LLC
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ADOPTING FINDINGS RELATING TO A LARGE PROJECT AUTHORIZATION PURSUANT TO PLANNING CODE SECTIONS 249.78, 329 AND 848, TO ALLOW EXCEPTIONS TO 1) SETBACKS, STREET WALL ARTICULATION AND TOWER SEPARATION, PURSUANT TO PLANNING CODE SECTION 132.4; 2) USABLE OPEN SPACE FOR RESIDENTIAL UNITS, PURSUANT TO PLANNING CODE SECTIONS 135 & 329(e)(3)(B)(vi); 3) POPOS DESIGN, PURSUANT TO PLANNING CODE SECTION 138); 4) DWELLING UNIT EXPOSURE, PURSUANT TO PLANNING CODE SECTIONS 140 & 249.78(d)(11); 5) STREET FRONTAGE REQUIREMENTS, PURSUANT TO PLANNING CODE SECTION 145.1; 6) GROUND FLOOR COMMERCIAL FRONTAGE, PURSUANT TO PLANNING CODE SECTION 145.4); 7) PROTECTED PEDESTRIAN-, CYCLING-, AND TRANSIT-ORIENTED STREET FRONTAGES, PURSUANT TO PLANNING CODE SECTION 155(r); 8) WIND, PURSUANT TO PLANNING CODE SECTION 249.78(d)(7); 9) USES ON LARGE DEVELOPMENT SITES, PURSUANT TO PLANNING CODE SECTION 249.78(c)(6); 10) NARROW AND MID-BLOCK ALLEY CONTROLS, PURSUANT TO PLANNING CODE SECTION 261.1; AND 11) CENTRAL SOMA BULK CONTROLS, PURSUANT TO PLANNING CODE SECTION 270.1; TO ALLOW CONSTRUCTION OF TWO 36-TO-40-STORY BUILDINGS CUMULATIVELY CONTAINING APPROXIMATELY 1,014,968 GROSS SQUARE FEET OF RESIDENTIAL USE (960 DWELLING UNITS), 24,509 GROSS SQUARE FEET OF HOTEL USE (38 ROOMS), 21,840 GROSS SQUARE FEET OF OFFICE USE, 18,454 GROSS SQUARE FEET OF GROUND-FLOOR RETAIL USE, 2,484 GROSS SQUARE FEET OF RETAIL/INDOOR PRIVATELY OWNED PUBLICLY ACCESSIBLE OPEN SPACE, AND 276 OFF-STREET PARKING SPACES (INCLUDING 12 CAR-SHARE SPACES), LOCATED AT 655 4th STREET; 280-290 AND 292-296 TOWNSEND STREET, LOTS 026, 028, 050, AND 161-164 AND IN ASSESSOR'S BLOCK 3787, WITHIN THE CMUO (CENTRAL SOMA MIXED-USE OFFICE) ZONING DISTRICT AND A 400-CS HEIGHT AND BULK DISTRICT, AND ADOPTING FINDINGS UNDER THE CALIFORNIA ENVIRONMENTAL QUALITY ACT.

PREAMBLE

On December 19, 2017, Melinda Sarjapur of Reuben, Junius & Rose, LLP, acting on behalf of 655 4TH Owner (hereinafter "Project Sponsor") filed Application No. 2014-000203ENX (hereinafter "Application") with the Planning Department (hereinafter "Department") for a Large Project Authorization pursuant to Planning Code Section 329 with exceptions from Planning Code ("Code") requirements for "Building Setbacks, Streetwall Articulation and Tower Separation"; "Usable Open Space for Residential Units"; "POPOS Design"; "Dwelling Unit Exposure"; "Street Frontage Controls"; "Ground Floor Commercial Street Frontage Controls"; "Protected Pedestrian-, Cycling-, and Transit-Oriented Street Frontages"; "Wind"; "Uses on Large Development Sites"; "Narrow and Mid-Block Alley Controls"; and "Central SoMa Bulk Controls", to demolish three existing buildings and associated surface parking on the site (655 4th Street, 280-290 and 292-296 Townsend Street) and construct two new 36-40-story, 400 and 360-foot tall, mixed-use building with 960 dwelling units, a 38-room hotel, office, and ground-floor retail (hereinafter "Project") at 655 4th Street, Block 3787 Lots 026, 028, 050, 161-164 (hereinafter "Project Site").

The environmental effects of the Project were fully reviewed under the Final Environmental Impact Report for the Central SoMa Plan (hereinafter "EIR"). The EIR was prepared, circulated for public review and comment, and, at a public hearing on May 10, 2018, by Motion No. 20182, certified by the Commission as complying with the California Environmental Quality Act (Cal. Pub. Res. Code Section 21000 *et. seq.*, (hereinafter "CEQA") the State CEQA Guidelines (Cal. Admin. Code Title 14, section 15000 *et seq.*, (hereinafter "CEQA Guidelines") and Chapter 31 of the San Francisco Administrative Code (hereinafter "Chapter 31"). The Commission has reviewed the EIR, which has been available for this Commission's review as well as public review.

The Central SoMa Plan EIR is a Program EIR. Pursuant to CEQA Guideline 15168(c)(2), if the lead agency finds that no new effects could occur or no new mitigation measures would be required of a proposed project, the agency may approve the project as being within the scope of the project covered by the program EIR, and no additional or new environmental review is required. In approving the Central SoMa Plan, the Commission adopted CEQA findings in its Resolution No. 20183 and hereby incorporates such Findings by reference.

Additionally, State CEQA Guidelines Section 15183 provides a streamlined environmental review for projects that are consistent with the development density established by existing zoning, community plan or general plan policies for which an EIR was certified, except as might be necessary to examine whether there are project-specific effects which are peculiar to the project or its site. Section 15183 specifies that examination of environmental effects shall be limited to those effects that (a) are peculiar to the project or parcel on which the project would be located, (b) were not analyzed as significant effects in a prior EIR on the zoning action, general plan or community plan with which the project is consistent, (c) are potentially significant off-site and cumulative impacts which were not discussed in the underlying EIR, or (d) are previously identified in the EIR, but which are determined to have more severe adverse impact than that discussed in the underlying EIR. Section 15183(c) specifies that if an impact is not peculiar to the parcel or to the proposed project, then and EIR need not be prepared for that project solely on the basis of that impact.

On June 11, 2019, the Department determined that the Project did not require further environmental review under Section 15183 of the CEQA Guidelines and Public Resources Code Section 21083.3. The Project is consistent with the adopted zoning controls in the Central SoMa Area Plan and was encompassed within the analysis contained in the EIR. Since the EIR was finalized, there have been no substantive changes to the Central SoMa Area Plan and no substantive changes in circumstances that would require major revisions to the EIR due to the involvement of new significant environmental effects or an increase in the severity of previously identified significant impacts, and there is no new information of substantial importance that would change the conclusions set forth in the Final EIR. The file for this project, including the Central Soma Area Plan EIR and the Community Plan Exemption certificate, is available for review at the San Francisco Planning Department, 1650 Mission Street, Suite 400, San Francisco, California.

Planning Department staff prepared a Mitigation Monitoring and Reporting Program (“MMRP”) setting forth mitigation measures that were identified in the Central SoMa Plan EIR that are applicable to the Project. These mitigation measures are set forth in their entirety in the MMRP attached to the Motion as EXHIBIT C.

On June 20, 2019, the Commission adopted Motion No. ____, approving a Conditional Use Authorization for the Project (Conditional Use Authorization Application No. 2014.000203CUA), including a Mitigation, Monitoring, and Reporting Program for the Project, attached as Exhibit __ to Motion No. ____, which are incorporated herein by this reference thereto as if fully set forth in this Motion.

On June 20, 2019, the San Francisco Planning Commission (hereinafter “Commission”) conducted a duly noticed public hearing at a regularly scheduled meeting on Large Project Authorization Application No. 2014-000203ENX.

The Planning Department Commission Secretary is the custodian of records; the File for Record No. 2014-000203ENX is located at 1650 Mission Street, Suite 400, San Francisco, California.

The Commission has heard and considered the testimony presented to it at the public hearing and has further considered written materials and oral testimony presented on behalf of the applicant, Department staff, and other interested parties.

MOVED, that the Commission hereby authorizes the Large Project Authorization as requested in Application No. 2014-000203ENX, subject to the conditions contained in “EXHIBIT A” of this motion, based on the following findings:

FINDINGS

Having reviewed the materials identified in the preamble above, and having heard all testimony and arguments, this Commission finds, concludes, and determines as follows:

1. The above recitals are accurate and constitute findings of this Commission.

2. **Project Description.** The Project includes the demolition of three existing buildings and associated parking lots on the site and construction of two 360- to 400-foot tall (370 and 425 feet measured to the roof top mechanical screen, respectively), 36- to 40-story mixed-use buildings. The Project will contain a total of 1,014,968 gross square feet (“gsf”) of residential use with approximately 960 dwelling units (242 studios; 330 1-bedrooms; 351 2-bedrooms; 37 3-bedrooms); 24,509 gsf of hotel use with approximately 38 rooms; 21,840 gsf of office use; 18,454 gsf of ground-floor retail; and 2,484 gsf of retail/interior privately-owned, publicly-accessible open space (“POPOS”) fronting on 4th Street. The Project will provide approximately 24,495 square feet of outdoor POPOS through landscaped plazas and mid-block alleys leading from Townsend and 4th Streets through to the center of the site, as well as approximately 18,432 square feet of privately-accessible open space for building residents, including 132 private balconies and two commonly-accessible rooftop open spaces. The Project will be served by a below-grade garage accessed along Townsend Street, containing 276 off-street parking spaces and eight off-street loading spaces. The Project will also include 540 Class 1 and 81 Class 2 bicycle spaces.
3. **Site Description and Present Use.** The Project site spans seven separate parcels (collectively encompassing approximately 1.64 acres) with addresses located at 655 4th Street and 280-290 Townsend and 292-296 Townsend Street (Assessor’s Block 3787, Lots 026, 028, 050, and 161-164) in San Francisco’s South of Market Neighborhood. The subject site is located at the northeast corner of 4th and Townsend Streets, and has approximately 275-ft along each of these frontages. Currently, the subject parcels contain three buildings, including one three-story condominium containing two residential units and one commercial unit, and two one- to- two-story retail buildings containing uses including H.D. Buttercup, Balthaup, and the Creamery. The Project site also contains an approximately 4,000 square foot surface parking lot, and a 2,300 square foot loading area.
4. **Surrounding Properties and Neighborhood.** The Project site is located in the South of Market Neighborhood, within the CMUO (Central SoMa Mixed Use-Office) and Central SoMa Special Use Zoning Districts. The SoMa neighborhood is a high-density downtown neighborhood with a mixture of low- to- mid-rise development containing commercial, office, industrial, and residential uses, as well as several undeveloped or underdeveloped sites, such as surface parking lots and single-story commercial buildings. The Project site is generally bounded by 4th Street to the west, Townsend Street to the south, four story residential and office buildings to the north at 601 4th Street and 475 Brannan Street, and a seven-story office building to the east at 260 Townsend Street. The 4th and King Street Caltrain station is located across the intersection of 4th and Townsend Streets. To the immediate south across Townsend Street is a 13-story mixed-use residential, retail, and office development at 250 King Street (the Beacon). Approximately 200 feet northwest of the Project site is 505 Brannan Street and proposes development of an eleven-story vertical addition to an existing six-story office building.
5. **Public Outreach and Comments.** To date, the Department has received two phone calls in opposition of the Project from residents in an adjacent residential building, siting impacts to their building adjacent to the Project site on 4th Street as a result of the Project. The Sponsor has conducted multiple one-on-one meetings with individual stakeholders, community organizations and nearby homeowner’s

associations, and participated in three additional community outreach forums, as outlined in the Project Sponsor Brief (Exhibit E).

6. **Planning Code Compliance.** The Commission finds that the Project is consistent with the relevant provisions of the Planning Code in the following manner:

- A. **Permitted Uses in the CMUO Zoning District.** Planning Code Section 848 states that office; most retail; institutional (except for hospital and medical cannabis dispensary); residential; and certain production, distribution, and repair uses are principally permitted within the CMUO Zoning District.

The Project would construct new residential, retail, hotel and office uses principally permitted within the CMUO Zoning District and is seeking Conditional Use Authorization for construction of an approximately 24,509 gsf hotel use. Thus, the Project complies with Planning Code Section 848.

- B. **Floor Area Ratio and Purchase of Transferrable Development Rights (TDR).** Planning Code Section 124 establishes basic floor area ratios (FAR) for all zoning districts. However, in the Central SoMa SUD, no maximum floor area ratio applies to development on lots zoned CMUO. Rather, parcels located in Central SoMa Fee Tier C that contain new construction of 50,000 non-residential gross square feet or more and have a FAR of 3-to-1 or more are required to acquire TDR from a Transfer Lot in order to exceed an FAR of 3-to-1, up to an FAR of 4.25 to 1. Above an FAR of 4.25 to 1, the acquisition of additional TDR is not required.

The Project is located within Central SoMa Fee Tier C and consists of mixed-use development with greater than 50,000 gsf of nonresidential use. However, the majority of the Project will be residential area, which is exempt from FAR calculation. The Project is located on a 71,290 square foot site and will contain up to approximately 67,287 gsf of non-residential use, resulting in an FAR of less than 1-to-1. Accordingly, the Project does not require the purchase of TDR.

- C. **Setbacks, Streetwall Articulation, and Tower Separation.** Planning Code Section 132.4 outlines setback, streetwall articulation, and tower separation controls in the Central SoMa SUD. Section 132.4(d)(1) requires that buildings in the Central SoMa SUD be built to the street-or alley-facing property line up to 65 feet in height, subject to certain exceptions. Section 132.4(d)(2) requires that towers in the CS Bulk District provide a 15-foot setback along all property lines, starting at 85 feet in height, and that along 4th Street between Bryant and Townsend Streets, facades on new development be set back from the street-facing property line by a minimum depth of five (5) feet to a minimum height of 25 feet above sidewalk grade, and be designed as an extension of the sidewalk, free from columns or other obstructions except as allowed under Planning Code Section 136. Section 132.4(d)(3) requires that towers be set back at least 115 feet from any other building over a height of 85 feet.

The Project will entail construction of two buildings reaching up to 400 feet in height (425 feet to the top of rooftop appurtenances). The Project is seeking an exception from certain streetwall articulation, setback, and tower separation requirements of Section 132.4 as part of the Large Project Authorization (See Below).

- D. Lot Coverage.** Planning Code Section 249.78(d)(6) provides that for residential development within the Central SoMa Special Use District, the rear yard setback requirements of Planning Code Section 134 shall not apply, and instead lot coverage is limited to 80 percent at all residential levels, except that on levels in which all residential units face onto a public right-of-way, 100 percent lot coverage may occur. The unbuilt portion of the lot shall be open to the sky except for those obstructions permitted in yards pursuant to Section 136(c) of this Code. Where there is a pattern of mid-block open space for adjacent buildings, the unbuilt area of the new project shall be designed to adjoin that mid-block open space.

The Project contains two mixed-use residential buildings which occupy approximately 48,248 square feet of the 27,290 square foot site, resulting in lot coverage of approximately 67.7%. This area is less than the 80% lot coverage restriction, and thus the Project complies with Planning Code Section 249.78(d)(6).

- E. Residential Usable Open Space.** Planning Code Section 135B requires projects within Eastern Neighborhoods Mixed Use Districts to provide 80 square feet of usable open space per dwelling unit, if privately accessible, or 54 square feet per unit if publicly-accessible. Planning Code Section 329(e)(3)(B)(vi) provides that development at the Property may seek exception from this standard in connection with a Large Project Authorization, to reduce the privately-accessible open space to 60 square feet per unit. Further, Planning Code Section 135 requires that tower projects in the Central SoMa SUD provide at least 36 square feet of usable open space per unit on-site, but provides that any additional space required by Section 135B above that amount may be satisfied through in lieu fee payment pursuant to Planning Code Section 427.

The Project is a 960-unit tower development located within the Central SoMa SUD. The Project will include a total of 18,432 square feet of privately-accessible open space and approximately 24,495 square feet of POPOS. The Project is seeking exceptions to reduce the private open space requirement from 80 to 60 square feet per unit, and for a total deficiency of approximately 11,940 square feet of open space (See Below). In total, the Project would provide a more than 42,927 square feet of usable open space on site, which exceeds the requirement under Planning Code Section 134 to provide at least 32 square feet per unit on site (approximately 30,720 square feet).

- F. Non-Residential Usable Open Space in the Eastern Neighborhoods.** Per Planning Code Section 135.3, within the Eastern Neighborhoods Mixed Use Districts, retail, eating and/or drinking establishments, wholesale, home and business services, arts activities, institutional and like uses must provide 1 square foot of open space per each 250 square feet of occupied floor area of new or added square footage. Office uses must provide must provide 1 square foot of open space per each 50 square feet of occupied floor area of new, converted or added square footage. However, these

requirements do not apply to projects within the Central SoMa SUD, which are instead subject to privately-owned public open space requirement pursuant to Section 138 (a)(2).

The Project is located within the Central SoMa SUD and subject to privately-owned public open space requirement (POPOS) per Planning Code Section 138(a)(2). Therefore, the Project is not subject to a non-residential usable open space requirement per Section 135.3.

G. Privately-Owned Publicly Accessible Open Space. Per Planning Code Section 138, projects proposing construction of 50,000 gross square feet or more of new non-residential use, excluding institutional, retail, and PDR uses in the Central SoMa SUD, are required to provide POPOS at a rate of 1 square foot for each 50 square feet of applicable use. POPOS may be provided on the Project Site or within 900 feet. On sites of at least 39,661 square feet located south of Bryant, the required POPOS must be provided outdoors, and such Projects may not pay an in-lieu fee for any POPOS not provided. Pursuant to Section 138(d)(2), outdoor POPOS must be provided at street grade up to an amount that equals 15% of the lot area—any additional required open space may be provided above street grade. Outdoor POPOS provided at grade and must be open to the sky and must be maximally landscaped with plantings on horizontal and vertical surfaces. Buildings that directly abut the open space must meet the active space requirements of Section 145.1. All POPOS space must include at least one publicly-accessible potable water source convenient for drinking and filling of water bottles; any food service area provided in the required open space cannot occupy more than 20% of the open space; and any restaurant seating may not take up more than 20% of the seating and tables provided in the required open space; and all spaces must facilitate three-stream waste sorting and collection.

The Project contains less than 50,000 gsf of non-residential (excepting retail area) and thus is not subject to a non-residential open space requirement under Planning Code Section 138. However, the Project will satisfy a portion of its residential open space requirements under Section 135 through provision of approximately 24,495 square feet of POPOS. The Project is seeking exception from design standards requiring a minimum height clearance for a portion of these POPOS located below cantilevered building elements as part of the Large Project Authorization (See Below).

H. Streetscape and Pedestrian Improvements. Planning Code Section 138.1 requires a streetscape plan in compliance with the Better Streets Plan for new construction on a lot that is greater than one-half acre in area.

The Project includes the new construction of a multi-building mixed use development on a site that is greater than one-half acre in area. The Project has submitted a streetscape plan in compliance with the Better Streets Plan and proposes numerous improvements including installation of new street trees, sidewalk widening along 4th Street to 15 feet, installation of corner bulb outs, and sidewalk improvements. Therefore, the Project complies with Planning Code Section 138.1.

- I. **Bird Safety.** Planning Code Section 139 outlines the standards for bird-safe buildings, including the requirements for location-related and feature-related hazards.

The Project site is not located within close proximity to an Urban Bird Refuge. The Project meets the requirements of feature-related standards and would install bird-friendly glazing on any feature-related hazards; therefore, the Project complies with Planning Code Section 139.

- J. **Dwelling Unit Exposure.** Planning Code Section 140 requires that at least one room of all dwelling units face onto a public street, rear yard or other open area that meets minimum requirements for area and horizontal dimensions. To meet these requirements, a public street, public alley, side yard or rear yard must be at least 25 feet in width, or an open area (inner court) must be no less than 25 ft. in every horizontal dimension for the floor at which the dwelling unit is located. Within the Central SoMa SUD, Planning Code Section 249.78(d)(11) modifies this standard to (1) allow 10% of units constructed at or below 85 feet to face directly onto an open area that is at least 15 feet by 15 feet; and (2) provide relief from the requirement for increased horizontal dimension sat each subsequent floor when these units face onto open spaces.

Approximately 777 units (81%) within the Project face public streets and open areas in compliance with exposure requirements of Planning Code Sections 140 and 249.78(d)(11). The Project is seeking an exception from exposure requirements for 183 units as part of the Large Project Authorization (See Below).

- K. **Parking and Loading Entrances.** Per Planning Code Section 145.1(c)(2), no more than one-third of the width or 20 feet, whichever is less, of any given street frontage of a new structure parallel to and facing a street may be devoted to parking and loading ingress or egress.

The Project is seeking exception to locate a single 35-foot wide entrance to below-grade parking and loading along Townsend Street as part of the Large Project Authorization (See Below)

- L. **Active Uses.** Per Planning Code Sections 145.1 and 249.78(c)(1), with the exception of space allowed for parking and loading access, building egress, and access to mechanical systems, active uses—i.e. uses which by their nature do not require non-transparent walls facing a public street—must be located within the first 25 feet of building depth on the ground floor and 15 feet on floors above facing a street at least 30 feet in width. Active uses are also required along any outdoor POPOS within the Central SoMa SUD. Lobbies are considered active, so long as they are not longer than 40 feet or 25% of the building’s frontage, whichever is larger. Within the Central SoMa SUD, office use is not considered an active use at the ground floor.

The Project’s ground floor design generally complies with active use requirements of Sections 145.1 and 249.78(c)(1). However, the Project is seeking exception from depth of active use in certain locations as part of the Large Project Authorization (See Below).

- M. **Street Facing Ground Level Spaces.** Per Planning Code Section 145.1(c)(5), the floors of street-fronting interior spaces housing non-residential active uses and lobbies shall be as close as possible to the level of the adjacent sidewalk at the principal entrance to these spaces.

The active uses along the ground floor of each building are as close as possible to the level of the adjacent sidewalk, walkways and publicly-accessible plazas, and therefore meet the requirements for ground-level street-facing spaces of Planning Code Section 145.1.

- N. **Transparency and Fenestration.** Per Planning Code Section 145.1(c)(6), building frontages with active uses that are not PDR must be fenestrated with transparent windows and doorways for no less than 60% of the street frontage at the ground level and allow visibility to the inside of the building. The use of dark or mirrored glass does not count towards the required transparent area.

The Project provides active commercial uses for 69% at its ground floor street frontage along Fourth and Townsend Streets, and therefore complies with Planning Code Section 145.1..

- O. **Commercial Street Frontage.** Planning Code Section 145.4 requires active commercial uses at the ground floor of all street frontages along both 4th and Townsend Streets. In this area, individual ground floor uses must not occupy more than 75 contiguous linear feet for the first 25 feet of depth along the street-facing façade.

The Project meets the requirement for active commercial uses on the ground floor. However, the Project is seeking an exception from requirement limiting such uses to 75 contiguous linear feet with regard to a proposed flexible retail/interior POPOS space anchoring the corner of 4th and Townsend Street as part of the Large Project Authorization (See Below).

- P. **Shadows on Publicly-Accessible Open Spaces.** Per Planning Code Section 147, new buildings in Eastern Neighborhood Mixed Use Districts exceeding 50 feet in height must be shaped, consistent with the dictates of good design and without unduly restricting the development potential of the site, to reduce substantial shadow impacts on public plazas and other publicly-accessible spaces other than those under the jurisdiction of the Recreation and Parks Department. The following factors shall be taken into account: (1) the amount of area shadowed; (2) the duration of the shadow; and (3) the importance of sunlight to the type of open space being shadowed.

Based on a detailed shadow analysis, the Project would cast shadow on publicly-accessible open spaces including Willie Mayes Plaza, Giants Promenade, South Beach Park, Townsend-Embarcadero Plaza, and China Basin Park. However, the Project has been shaped, consistent with the dictates of good design, to minimize shadow impacts by incorporating separate, slender tower designs and minimizing massing of each to maximize view corridors, light, and air access to newly-developed open spaces. Accordingly, the Project as designed complies with the requirements of Section 147.

- Q. **Off-Street Parking.** Off-street parking is not required for any use in the CMUO Zoning District. Planning Code Section 151.1 principally permits off-street parking at a ratio of one car for each four dwelling units and allows up to a maximum ratio of one car for each two dwelling units with exception granted in connection with Large Project Authorization. The maximum ratio for office use is up to one car per 3,500 square feet of Occupied Floor Area. The maximum ratio for most retail uses is one for each 1,500 square feet of Gross Floor Area. The maximum ratio for hotel use is one car for each 16 guest bedrooms, plus one car for the manager's dwelling unit, if any.

The Project would contain approximately 960 dwelling units, served by 240 off-street parking spaces and 12 car-share parking spaces - a ratio of 0.25 cars per unit. The Project would contain approximately 21,840 gsf of office use, served by 6 off-street parking spaces – a ratio of approximately one car per each 3,640 gsf. The Project would contain approximately 20,938 gsf of retail use (excepting the hotel component), served by 15 off-street parking spaces – a ratio of one car per each 1,396 gsf. The Project would contain an approximately 38-room hotel use, served by 2 off-street parking spaces. Therefore, the Project complies with the requirements of Planning Code Section 151.1

- R. **Required Off-Street Freight Loading.** Planning Code Section 152.1 requires 0.1 space per 10,000 square feet of occupied floor area of office use. For retail uses between 10,001 and 30,000 sf of occupiable floor area ("ofa"), 1 off-street loading spaces is required. For residential and hotel uses, over 500,000 sf of ofa, 3 off-street loading spaces are required, plus 1 space for each additional 400,000 sf of ofa.

The Project will contain approximately 1,039,477 gsf of combined residential and hotel use, thus resulting in a requirement of 4 off-street loading spaces. In addition, one off-street loading space is required for the Project's approximately 20,938 gsf of retail and retail/indoor POPOS use. No off-street loading spaces are required for the Project's approximately 21,840 gsf office use. The Project contains a total of eight off-street loading spaces, and thus complies with the requirements of Planning Code Section 152.1.

- S. **Bicycle Parking.** Per Planning Code Section 155.2, buildings containing more than 100 dwelling units must provide 100 Class One spaces, plus 1 space for each four dwelling units over 100, and 1 Class Two space per each 20 dwelling units. Office use requires 1 Class One space for every 5,000 sf of occupiable floor area ("ofa"), and a minimum of 2 Class Two spaces for any office use greater than 50,000 sf of ofa. Hotel uses require 1 Class One space for every 30 guest rooms, and a minimum of 2 Class Two spaces plus 1 Class Two space for every 5,000 sf of ofa of conference, meeting, or function rooms. Most retail uses require 1 Class One space for every 7,500 sf of ofa, and a minimum of 2 Class Two spaces, or 1 Class Two space for every 2,500 sf of ofa.

The Project will provide 530 Class One and 48 Class Two parking spaces serving its residential use; 5 Class One and 2 Class Two spaces serving its office use; 3 Class One and 29 Class Two serving its retail use; and 2 Class One and 2 Class Two spaces serving its hotel use, for a total of 540 Class One spaces and 81 Class Two spaces. This meets or exceeds the maximum bicycle parking requirement for all uses in the Project, and thus complies with Planning Code Section 155.2.

- T. **Curb Cut Restrictions.** Section 155(r) limits curb cuts for garage entries, private driveways, or other direct access to off-street parking or loading. New curb cuts are generally not permitted along Townsend Street Brannan Street from 2nd to 6th Streets. Planning Code Section 329 allows for an exception to this requirement specifically for the site as a Key Site.

The Project will create a new curb cut along its Townsend Street frontage to facilitate parking and loading access, and is therefore seeking exception from Section 155(r) as part of the Large Project Authorization (See Below).

- U. **Showers and Lockers.** Section 155.4 requires that showers and lockers be provided in new buildings. Non-retail sales and service, institutional, industrial, arts, entertainment, and trade shop uses require two showers and 12 clothes lockers where the occupied floor area exceeds 20,000 square feet, but is no greater than 50,000 square feet. Retail uses require one shower and six clothes lockers where the occupied floor area exceeds 25,000 square feet but is no greater than 50,000 square feet.

The Project will contain approximately 21,840 gsf of non-retail sales and service use, and approximately 45,447 gsf of retail use, and is therefore required to provide 3 showers and 18 clothes lockers. The Project will provide the required showers and locker facilities in the basement of the building; therefore, the Project complies with Section 155.4.

- V. **Car Share.** Planning Code Section 166 requires residential development containing 201 or more residential units to provide 2 car share spaces, plus 1 additional space for every 200 units over the first 200. In addition, non-residential development containing 50 or more off-street parking spaces to provide a ratio of one car-share space, plus one additional car-share space for every 50 parking spaces over 50.

The Project will contain 960 dwelling units and approximately 24 off-street parking spaces serving combined non-residential uses, requiring 6 car share spaces. The Project will provide 12 car share spaces, exceeding the requirements of Planning Code Section 166.

- W. **Unbundled Parking.** Planning Code Section 167 requires that all off-street parking spaces accessory to residential uses in new structures of 10 dwelling units or more be leased or sold separately from the rental or purchase fees for dwelling units for the life of the dwelling units.

The Project is providing off-street parking that is accessory to the dwelling units. These spaces will be unbundled and sold and/or leased separately from the dwelling units; therefore, the Project meets this requirement.

- X. **Transportation Demand Management (TDM) Program.** Pursuant to Planning Code Section 169 and the TDM Program Standards, the Project shall finalize a TDM Plan prior to the issuance of the

first Building Permit or Site Permit to construct the project and/or commence the approved uses. Within the Central SoMa SUD, Tier C projects that filed a Development Application or submitted an Environmental Application deemed complete on or before September 4, 2016 shall be subject to 75% of such target.

The Project submitted a completed Environmental Evaluation Application prior to November 16, 2015, and must achieve 75% of the point target established in the TDM Program Standards, resulting in a target of 15 points for retail use, 13 points for office use, and 27 points for residential use. As currently proposed, the Project will achieve its required points through the following TDM measures:

- *Improve Walking Conditions (Option C – Residential)*
- *Bicycle Parking (Option A – Retail & Office; Option B – Residential)*
- *Bicycle Repair Station*
- *Car-share Parking and Membership (Option C – Retail; Option D -- Residential)*
- *Delivery Supportive Amenities*
- *Family TDM Amenities (Options A& B – Residential)*
- *Family TDM Package*
- *Multimodal Wayfinding Signage*
- *Real Time Transportation Information Displays*
- *Tailored Transportation Marketing Services (Option B – Retail & Residential)*
- *Unbundle Parking (Location E – Retail, Office, and Residential)*
- *Parking Cash Out: Non-Residential Tenants (Retail)*
- *Parking Supply (Option F – Office; Option H -- Residential)*

- Y. **Dwelling Unit Mix.** Planning Code Section 207.6 requires that no less than 40% of the total number of proposed dwelling units contain at least two bedrooms, or no less than 30% of the total number of proposed dwelling units contain at least three bedrooms.

The Project will contain approximately 960 dwelling units in a mix of 242 studio (25%), 330 1-bedrooms (34%), 351 2-bedrooms (37%), and 37 3-bedrooms (4%). Greater than 40% of all dwelling units containing at least two bedrooms. Therefore, the Project meets the requirements for dwelling unit mix.

- Z. **Inclusionary Affordable Housing Program.** Planning Code Section 415 sets forth the requirements and procedures for the Inclusionary Affordable Housing Program. Under Planning Code Section 415.3, the current percentage requirements apply to projects that consist of ten or more units. Pursuant to Planning Code Section 415.5, the Project must pay the Affordable Housing Fee (“Fee”). This Fee is made payable to the Department of Building Inspection (“DBI”) for use by the Mayor’s Office of Housing and Community Development for the purpose of increasing affordable housing citywide. The applicable percentage is dependent on the number of units in the project, the zoning of the property, if the project is a rental or ownership project, and the date that the project submitted a complete Project Application.

The Project Sponsor has submitted an 'Affidavit of Compliance with the Inclusionary Affordable Housing Program: Planning Code Section 415,' to satisfy the requirements of the Inclusionary Affordable Housing Program through payment of the Fee, in an amount to be established by the Mayor's Office of Housing and Community Development. The applicable percentage is dependent on the total number of units in the project, the zoning of the property, whether the project is rental or ownership, and the date that the project submitted a complete Project Application. A complete Project Application was submitted on December 19, 2017; therefore, pursuant to Planning Code Section 415.3 the Inclusionary Affordable Housing Program requirement for the Affordable Housing Fee is at a rate equivalent to an off-site requirement of 30%. This project is a rental project.

- AA. **Central SoMa SUD, Micro-Retail.** Per Planning Code Section 249.78(c)(4)(B), within the Central SoMa SUD, new development projects on sites of 20,000 square feet or more must provide micro-retail spaces at a rate of one micro-retail space for every 20,000 square feet of site area, rounded to the nearest unit. All Micro-Retail units must be on the ground floor, independently and directly accessed from a public right-of-way or POPOS, and designed to be accessed and operated independently from other spaces or uses on the subject property. Formula retail uses are not permitted in the micro-retail spaces.

The Project site is approximately 71,290 square feet, resulting in a requirement to provide 4 micro retail spaces. The Project will meet this requirement at its ground floor; therefore, the Project complies with Planning Code Section 249.78(c)(4)(B).

- BB. **Uses on Large Development Sites.** Per Section 249.78(c)(6), on sites larger than 39,661 square feet south of Harrison Street that involve new construction or an addition of at least 100,000 square feet, at least two-thirds of the gross floor area of all building area below 160 feet in height shall be non-residential.

The Project site is located south of Harrison Street and is larger than 39,661 square feet. The Project would contain approximately 529,313 gsf of building area below a height of 160 feet, approximately 67,287 gsf of which would be non-residential. The Project is therefore seeking exception from this standard as part of the Large Project Authorization (See Below).

- CC. **On-Site Child Care Facilities** – Planning Code Section 249.78(e)(4) requires that, prior to issuance of a building or site permit for a development project subject to the requirements of Section 414.4 (Child Care Requirements for Office and Hotel Development), a Project within the Central SoMa SUD must elect its choice of the options described in subsection (A), (B) and (E) of Section 414.4(c)(1) as a condition of Project approval to fulfill the Child Care requirements.

The Project is subject to the requirements of Planning Code Section 414.4 and is located within the Central SoMa SUD. The Project has elected the compliance option under Section 414.4(c)(1)(E) to "combine payment of an in-lieu fee to the Child Care Capital Fund with construction of a child care facility on the premises or providing child-care facilities near the premises, either singly or in conjunction with other

sponsors pursuant to 414.9.” The Project has elected this option in conjunction with the sponsors of the proposed residential development at 598 Brannan Street. A 5,546 gsf child care facility will be provided on the 598 Brannan Street project site, and the projects will satisfy the remainder of their joint obligation with the proposed development at 598 Brannan Street through Fee payment according to the formula provided in Section 414.9. This election will be reflected as a condition of approval to the Large Project Authorization. The child care facility will be located in Building 3, which will be constructed in Phase 2 of the 598 Brannan Street Project.

- DD. **Wind.** Planning Code Section 249.78(d)(7) provides thresholds for wind comfort and wind hazard levels associated with development within the Central SoMa SUD. Projects must generally refrain from resulting in wind speeds exceeding a specified “comfort” and “hazard” levels, provided that exceptions may be granted from these standards as part of a Large Project Authorization.

The Project’s wind study indicates that it will result in test locations exceeding the standards set forth in Section 249.78(d)(7) for “comfort” and “one-hour hazard” criterion. The Project is seeking an exception from these standards, pursuant to Planning Code Section 329(d)(13)(D), as part of the Large Project Authorization for projects within the Central SoMa SUD (See Below).

- EE. **Mid-Block Alley Setbacks.** Planning Code Section 261.1 requires that building frontages abutting a mid-block passages provided per Section 270.2 that are twenty to thirty feet in width to provide upper stories that are set back not less than 10 feet above a height of 25 feet.

The Project includes mid-block passages provided per Section 270.2 along its 4th and Townsend Street frontages, and is seeking exception from upper story setback requirements of Section 261.1 as part of the Large Project Authorization (See Below).

- FF. **Central SoMa Bulk Limits.** Planning Code Section 270(h) applies massing standards for tower buildings, including the following: (1) for residential and hotel projects, the maximum gross floor area of any floor is 12,000 gsf; (2) maximum plan length of 150 feet; (3) maximum diagonal dimension of 190 feet; and (4) for buildings with a Height of 250 feet or more, the average gross floor area of the Upper Tower (upper 1/3 of building area above a height of 85 feet) shall not exceed 85 percent of the average gross floor area of the Lower Tower (lower 2/3 of building area above a height of 85 feet), and the average diagonal of the Upper Tower shall not exceed 92.5 percent of the average diagonal of the Lower Tower. Exception from these standards is permitted in connection with Large Project Authorization for Key Sites within the Central SoMa SUD, per Section 329(e)(3)(B).

The Project is seeking exception from tower bulk standards regarding maximum as part of the Large Project Authorization (See Below).

- GG. **Transportation Sustainability Fee (“TSF”).** Planning Code Section 411A outlines the requirements for TSF, which applies to the construction of a new non-residential use in excess of 800 gross square feet.

The Project would contain non-residential use in excess of 800 gross square feet. These uses would be subject to the TSF requirement, as outlined in Section 411A.

- HH. **Non-Residential Child Care Fee.** Planning Code Section 414 outlines the requirements for the Non-Residential Child Care Impact Fee, which applies to any project resulting in the net addition of 25,000 or more gsf of office or hotel use.

The Project would contain 25,000 or more gsf of office or hotel use. The Project is subject to the Non-Residential Child Care Fee, as outlined in Section 414.

- II. **Residential Child Care Impact Fee.** Planning Code Section 414A outlines the requirements for the Residential Child Care Impact Fee, which applies to any project resulting in a net addition of at least one residential unit.

The Project includes approximately 960 dwelling units. The Project is subject to the Residential Child Care Impact Fee, as outlined in Section 414A.

- JJ. **Jobs-Housing Linkage Fee.** Planning Code Section 413 outlines the requirements for the Jobs-Housing Linkage Fee, which applies to any project resulting in a net addition of at least 25,000 gsf certain uses, including office and retail. Credits are available for existing uses on site.

The Project would contain more than 25,000 gross square feet of uses subject to the Jobs-Housing Linkage Fee, and would therefore be subject to the requirements of Section 413.

- KK. **Eastern Neighborhoods Infrastructure Impact Fee.** Planning Code Section 423 outlines the requirements for the Eastern Neighborhoods Infrastructure Impact Fee, which applies to all new construction within the Eastern Neighborhoods Plan Area.

The Project is located within the Eastern Neighborhoods Plan Area, and would result in new construction. The Project is subject to Eastern Neighborhoods Infrastructure Impact Fee requirements for Tier C development, as outlined in Section 423.

- LL. **Public Art.** Planning Code Section 429 outlines the requirements for public art. In the case of construction of a new non-residential use area in excess of 25,000 sf on properties located in the CMUO Zoning District and located north of Division/Duboce/13th Streets, a project is required to include works of art costing an amount equal to one percent of the construction cost of the building.

The Project is located in the CMUO Zoning District, located north of Division/ Duboce / 13th Streets, and will contain greater than 25,000 sf of non-residential use. The Project is subject to the public art requirement, as outlined in Section 429.

- MM. **Central SoMa Community Services Facilities Fee.** Planning Code Section 432 is applicable to any project within the Central SoMa SUD that is in any Central SoMa fee tier and would construct more than 800 square feet.

The Project would construct more than 800 gross square feet of new use within the Central SoMa SUD. The Project is subject to the Central SoMa Infrastructure Impact Fee, as outlined in Planning Code Section 433.

- NN. **Central SoMa Infrastructure Impact Fee.** Planning Code Section 433 is applicable to any project within the Central SoMa SUD that is in any Central SoMa fee tier and would construct more than 800 square feet.

The Project would construct more than 800 gross square feet of new use within the Central SoMa SUD. The Project is subject to the Central SoMa Infrastructure Impact Fee, as outlined in Planning Code Section 433.

7. **Large Project Authorization Design Review in Eastern Neighborhoods Mixed Use District.** Planning Code Section 329(c) lists nine aspects of design review in which a project must comply; the Planning Commission finds that the project is compliant with these nine aspects as follows:

- a) **Overall building mass and scale.** *The Project's massing and scale allow for a dynamic and innovative design and are appropriate for the site. The buildings would feature larger ground floors with each subsequent higher floor would be slightly smaller than the floor below it until approximately two-thirds up each tower when all floors would become uniform in size. This design creates a stepping effect, allowing for private terraces on the lower portions of each tower. Further, cantilevered floors are placed in such a way as to allow for the two segments of the building to operate as separate structures until the seventh floor, where they connect as one building. The massing of each tower would be split, with one portion approximately 40 feet taller than the other (55' to top of rooftop screening). The two towers would be placed on the site as mirror images of each other. This design would give the impression of four distinct buildings. The towers are designed to taper away from the property line and towards the center of the development site, mitigating the appearance of bulk while still providing a prominent and iconic addition to the San Francisco skyline.*
- b) **Architectural treatments, facade design and building materials.** *The Project's architectural design blends the classic SoMa warehouse with a tower typology. The proposed facade is approximately 50% solid of a cementitious material with recessed glazing to relate to the South of Market neighborhoods brick and mortar warehouse construction. The visual appearance of four distinct tower portions will be reinforced through the use of alternating fenestration patterns between tower elevations, and a material differentiation using texture and/or color.*

- c) **The design of lower floors, including building setback areas, commercial space, townhouses, entries, utilities, and the design and siting of rear yards, parking and loading access.** *The Project's lower floors are contained within district podium structures that split to create a numerous gateway and alleyways leading pedestrians and building occupants from the active streetscape along 4th and Townsend Streets through to the landscaped central plaza. The ground floor of the four podium structures are fronted by a mix of retail and micro-retail uses facing both the street and inwards towards the central plaza and alleyways. Each building has its lobby facing inward towards the central plaza, increasing foot traffic and activity along this area. Development has been set back approximately 44 feet from the property line at 4th street, creating a generous welcoming plaza, subsequently leading to the inner plaza through the 4th street gateway. In addition, the development has been set back 5 feet along 4th street to allow for sidewalk widening, and 10 feet along Townsend Street to accommodate heavier pedestrian traffic coming from the Cal Train terminus across the street, as well as the adjacent bus stop. The Project sits at the property line along Townsend Street, but sets back 44' from the neighboring property at 260 Townsend Street to allow room for the project's sole below grade parking and loading access. The Project is set back 15 feet from the neighboring properties at the northeast end of the site, and 10 feet from other neighboring properties to the north. The Project's lower levels generally consist of a mix of residential units beginning at level 2 and above, though the eastern tower has mix of office on levels 2 & 3, residential use on levels 4 & 5, boutique hotel on level 6 & 7, and residential amenity on level 8.*
- d) **The provision of required open space, both on- and off-site. In the case of off-site publicly accessible open space, the design, location, access, size, and equivalence in quality with that otherwise required on-site.** *The Project provides a significant amount of open space, including a ground-floor network of POPOS that will open up this open space amenity to the public in a way unique to residential projects in San Francisco. The Project also includes various forms of open space: 132 private balconies; 10,512 square feet of common upper-story open space for building residents; and 24,495 square feet of POPOS. The POPOS areas would be provided in a network of ground-floor open spaces, including pedestrian pathways, pocket parks, sidewalk widening, and a large central courtyard between the two buildings. The POPOS would include landscaped trees and vegetation, seating, and public art displays.*
- e) **The provision of mid-block alleys and pathways on frontages between 200 and 300 linear feet per the criteria of Section 270, and the design of mid-block alleys and pathways as required by and pursuant to the criteria set forth in Section 270.2.** *The Project will create two new "gateway" mid-block passages, one along each frontage. The 4th Street gateway is 28 feet in width, and the Townsend Street gateway is 20 feet wide. Retail and pedestrian amenities front both of these areas. Each passage leads into the interior courtyard—the centerpiece of the Project's open space network—and past the courtyard onto the landscaped POPOS beyond.*
- f) **Streetscape and other public improvements, including tree planting, street furniture, and lighting.** *In compliance with Planning Code Section 138.1, the Project includes numerous streetscape*

improvements, including installation of new street trees, re-construction and widening of adjacent sidewalks, and installation of new bulb outs, street furniture and lighting.

- g) **Circulation, including streets, alleys and mid-block pedestrian pathways.** *The Project is designed to enhance circulation patterns throughout the property. It proposes to widen the sidewalk along the entire approximately 255-foot 4th Street frontage, and for approximately 100 feet along Townsend Street. The property is located at a prominent intersection, and the Project's curb cut is located at the northeastern corner of the site along Townsend Street. In consultation with the Planning Department, MTA, and Department of Public Works via the Streetscape Advisory Team, the single point of entry to the basement garage has been reduced in size to 35 feet, enhancing circulation by limiting conflicts with pedestrians and motorists. Finally, the Project proposes a network of ground-floor open spaces meant to enhance pedestrian circulation around and through the property. This ground floor open space network includes pedestrian pathways, pocket parks, sidewalk widening, and a large central courtyard between the two buildings. It will include landscaped trees and vegetation, seating, and public art displays.*
 - h) **Bulk limits.** *The overall bulk of the Project is minimized by providing two distinct towers with staggered height and massing in general conformity with area bulk controls and designed to maximize view corridors, light, and air access to the central plaza.*
 - i) **Other changes necessary to bring a project into conformance with any relevant design guidelines, Area Plan or Element of the General Plan.** *The Project, on balance, meets the Objectives and Policies of the General Plan. See Below.*
8. **Central SoMa Key Site Exceptions & Qualified Amenities.** Pursuant to Section 329(e), within the Central SoMa SUD, certain Code exceptions are available for projects on Key Sites that provide qualified amenities in excess of what is required by the Code. Qualified additional amenities that may be provided by these Key Sites include: affordable housing beyond what is required under Section 415 et seq.; land dedication pursuant to Section 413.7 for the construction of affordable housing; PDR at a greater amount and/or lower rent than is otherwise required under Sections 202.8 or 249.78(c)(5); public parks, recreation centers, or plazas; and improved pedestrian networks. Exceptions under Section 329(e) may be approved by the Planning Commission if the following criteria are met.
- a) The amenities and exceptions would, on balance, be in conformity with and support the implementation of the Goals, Objectives, and Policies of the Central SoMa Plan,

The Project's would provide an improved pedestrian network and increased publicly-accessible open spaces two new mid-block connections and landscaped plazas lined with active retail uses. This new network of plazas and mid-block connections are intended to improve the overall access to open space within the larger Central SoMa neighborhood. These amenities are in conformity with and directly advance goals and policy objectives of the Central SoMa Plan.

- b) The amenities would result in an equal or greater benefit to the City than would occur without the exceptions, and

The exceptions are necessary to secure provision of the approximately 24,495 square feet of publicly-accessible open space and an improved pedestrian network. These amenities exceed Planning Code requirements for new development at the project site.

- c) The exceptions are necessary to facilitate the provision of important public assets that would otherwise be difficult to locate in a highly developed neighborhood like SoMa.

The Central SoMa Plan area currently suffers from a shortage of usable open space and pedestrian networks that provide access to public transit systems. The Key Sites Guidelines of the Central SoMa Plan identifies this site as an ideal location for a “substantial, accessible, and inviting public plaza,” as well as for improvements providing pedestrian access to transit, stating “the ongoing upgrades to Caltrain and the completion of the Central Subway are both going to bring a lot of new people to the intersection of 4th and Townsend Streets. To facilitate the movement of these pedestrians across this busy intersection, this development sites should consider ways to facilitate pedestrian movement through this block, including a new connection to Lusk Street...” Provision of this open space and improved pedestrian network directly advances Plan Objectives 4.1 to “Provide a safe, convenient, and attractive walking environment on all streets in the Plan area, and Objective 5.5. to “Augment the public open space and recreation network with privately-owned public open spaces.”

Accordingly, pursuant to Planning Code Sections 329(d) and 329(e) the Planning Commission has considered the following exceptions to the Planning Code, makes the following findings, and grants each exception to the Project as further described below:

- a) **Streetwall Articulation, Building Setbacks, and Tower Separation (Section 132.4).** Section 132.4 requires, among other items, (1) Streetwall: that buildings within the Central SoMa SUD be built up to the street-or alley-facing property line up to 65 feet in height, subject to certain exceptions, including building façade architectural articulation and modulation up to eight feet in depth; (2) Building Setbacks: that towers in the CS Bulk District provide a 15-foot setback along all property lines for the portion of each building beginning at a height of 85 feet, and that along 4th Street between Bryant and Townsend Streets, facades on new development be set back from the street-facing property line by a minimum depth of five feet to a minimum height of 25 feet above sidewalk grade, and be designed as an extension of the sidewalk, free from columns or other obstructions except for permitted obstructions under Section 136; and (3) Tower Separation: that tower portion of any project (area above 85 feet in height on buildings exceeding 160 feet in height) be set back at least 115 feet from the tower portion of any other tower.

The Project requires exception from these standards as follows:

Building Setbacks. The Project complies with minimum setback requirements along 4th Street. That frontage is set back 5 feet from the property line at the southern end of the site and then set back approximately 45 feet at the northern end of the site to provide additional POPOS between the property line and the building's base. The Project requires exception from the required 15-foot setback at a height of 85 feet along two facades, one on each building. Specifically, a portion of the northwestern-facing façade of the western tower ("Tower 1") is flush with the property line for the entire building. This area fronts onto a 31' ½ foot deep area on the adjacent property that is subject to an easement that will prevent future development along the shared Property line. Additionally, a portion of the eastern tower fronting on Townsend Street ("Tower 2") is set back approximately 10 feet (rather than the required 15 feet) from the property line, beginning at a height of 85 feet. This area fronts onto the 81 ½-foot wide Townsend Street. Finally, portions of Tower 2 will be set back approximately 10 feet (rather than the required 15 feet) from the adjacent property line to the north. These areas will be set back approximately 20 feet from the closest point on the adjacent building.

Streetwall Articulation. The Project requires exception from the requirement to provide streetwall at the property line up to a height of 65 feet as follows: (1) to provide varied setbacks along the entire 255 linear feet of 4th Street frontage and for a distance of approximately 100 linear feet of Townsend Street frontage in order to widen the adjacent sidewalk and provide a sense of extended streetscape. While this setback (approximately 5-foot deep) is required along 4th Street, exception is needed for the area of setback along Townsend Street (approximately 10 feet); (2) to provide an approximately 45 foot setback from 4th Street at the northwest end of the site, to provide a publicly-accessible courtyard designed to ease pedestrian congestion and enhance the public realm; and (3) to provide for gradual setbacks exceeding 8-feet and located below a height of 65 feet in order to facilitate the project's "twisty" architectural design, which tapers back from the street-facing property line at each subsequent story above the ground floor up to 65 feet in height, creating a sense of visual interest and massing relief. These setbacks also create an opportunity for private open spaces.

Tower Separation. The Project requires exception to allow reduced separation of the two towers located on one development site. Specifically, to allow (1) portions Tower 1B (the shorter segment of the western tower) to have a separation of 105 feet from Tower 2B (the shorter segment of the eastern tower), and a separation of 52 feet from Tower 2A (the taller segment of the eastern tower); and (2) portions of tower 1A (the taller segment of the western tower) to have a separation of 93 feet from Tower 2A (the taller segment of the eastern tower) and a separation of 52 feet from Tower 2B (the shorter segment of the eastern tower). All adjacent development is less than 85 feet in height. These areas are consistent with massing discussion in the Key Sites Guidelines, which anticipated reduced tower separation between the two buildings on this site to allow "a perceived separation of approximately 50 feet on the lower half of the tower and 70 feet on the upper third of the building."

Given the overall design of the Project and the provided public benefits, the Commission supports these exceptions from these Planning Code requirements. These exceptions are necessary to facilitate the Project's innovative and dynamic design, and they further the intent of Section 132.4 and the Key Sites Guidelines by contributing to the dynamicism of the neighborhood while maintaining a strong streetwall presence and sense of "urban room".

- b) **Residential Usable Open Space (Section 135 & 329(e)(3)(B)(vi)).** Planning Code Section 135 requires residential projects in the Eastern Neighborhoods to provide either 80 square feet of open space per unit if it is not publicly-accessible, or 54 square feet per unit if publicly accessible. Section 329(e)(3)(B)(vi) allows the Planning Commission to reduce the Project's private open space requirement from 80 square feet per unit to 60 square feet as part of the Large project Authorization.

The Project requests reduction in the private usable open space requirement from 80 square feet to 60 square feet per unit, to facilitate greater density of residential development on a relatively small site. Applying this standard, the Project's 24,495 square foot ground floor network of POPOS satisfies the open space requirement for 454 units, nearly half of its unit count. In addition, the requirement for 132 units would be satisfied through provision of private balconies over 60 square feet in size, and the requirement for an additional 175 units would be satisfied through provision of 10,512 square feet of private common open space. To accommodate a high density of residential development, the Project will require exception from usable open space requirements for approximately 199 units, or approximately 11,940 square feet. The Project will meet the minimum on-site usable open space requirement of 36 square feet per unit for residential towers in the Central SoMa SUD. Given overall amount of open space provided by the Project and design of these spaces, the Commission supports an exception to this Planning Code requirement.

- c) **POPOS Design Standards (Section 138(d)).** Planning Code Section 138(d)(2)(E)(i) requires that POPOS be open to the sky, except for permitted obstructions per Planning Code Section 136 and subject to an allowance of up to 10% of the space to be located under cantilevered portions of the building if the space has a minimum height of 20 feet.

The Project proposes 24,495 square feet of outdoor POPOS, approximately 2,102 square feet of which would not be open to the sky. This area is within the 10% allowance under Section 135. However, the Project requires an exception to locate portions of outdoor POPOS below cantilevered building area less than 20 feet in height. Specifically, the building cantilevers over: (1) a portion of the 3,115 square foot publicly-accessible plaza on 4th Street, starting at a height of 11' 10"; and (2) the mid-block passage connecting from 4th Street to the central plaza, starting at a height of 12' 6". Approximately 502 square feet in these areas would have a height of less than 20 feet. The cantilevered massing facilitates the building's distinctive architectural style which steps up at each floor, creating a visual line of site towards the open sky and an intended perception of grandeur. Given overall design of the POPOS, the Commission supports an exception to this Planning Code requirement.

- d) **Dwelling Unit Exposure (Sections 140 and 249.78).** Planning Code Section 140 requires all dwelling units to have exposure onto either a public street, public alley, side yard of at least 25 feet in depth; a code-compliant rear yard; or open area that is no less than 25 feet in every horizontal dimension for the floor at which the dwelling unit in question is located and the floor immediately above it, with an increase of five feet in every horizontal dimension at each subsequent floor. Section 249.78(d)(11) modifies this requirement within the Central SoMa SUD to (1) allow 10% of units constructed at or below 85 feet to face directly onto an open area that is at least 15 feet by 15

feet, and (2) relief from the requirement for increased horizontal dimensions at each subsequent floor when these units face onto open spaces.

The Project requires an exception for approximately 183 of its 960 units (19%) which face setbacks and open areas that do not meet the strict dimensions of the Planning Code. All units facing the Project's interior plaza comply with the exposure requirement: at approximately 105' by 93.5', the courtyard provides a significant source of light and air to these features. Exception is required for units located on two facades: the northeastern façade of the eastern tower and the northwestern façade of the western tower. The affected units would face onto either a 31-foot deep easement area which will not allow for future development or a 15 foot setback, and are largely located above the level of allowable building height on adjacent properties. The Commission supports an exception to this requirement given the height of the subject building

- e) **Street Frontage Controls (Section 145.1 & 249.78(c)(1)).** Planning Code Section 145.1 requires projects in the CMUO District to limit parking and loading entrances to 1/3 the width of the respective building frontage or 20 feet, whichever is less. Additionally, "active" uses are required within the first 25 feet of building depth on the ground floor and 15 feet on floors above from any façade facing a street at least 30 feet in width. Building systems may be exempted by the Zoning Administrator if they do not negatively impact the quality of the ground floor space. In the Central SoMa SUD, active use requirements are also required along any outdoor publicly-accessible POPOS.

The Project requires exception to provide a single 35-foot wide point of entry into the below-grade parking and loading. This width is required to provide shared parking and loading access and accommodate turn radius of cars and freight loading vehicles. This width of curb cut will allow three lanes of entry onto the site, lowering queues in the Townsend Street right-of-way by more efficiently allowing entry into the basement area. A number of services are located within the basement to internalize the potential transit-disrupting effects of loading and unloading, including valet parking. The Project further avoids the potential for pedestrian and vehicle conflicts by avoiding curb cuts along 4th Street and providing minimal parking for commercial uses and code-compliant parking for residents.

In addition, the Project requires minor exceptions from active use requirements for (1) approximately 72 combined linear feet along the buildings' mechanical cores that front interior POPOS; (2) limited retail uses less than 25 feet of deep at the ground floor and 15 feet on certain upper stories, including (a) approximately 36 linear feet of micro retail use fronting the Project's 4th Street plaza and 25 linear feet along Townsend Street which back up to the mechanical core and back-of-house areas; and (b) approximately 75 combined linear feet of retail use fronting onto the POPOS. These areas will not negatively impact ground floor design. The Project contains more than 1,300 linear feet of street and POPOS frontages, which are predominantly lined by active use in compliance with this Section.

- f) **Commercial Street Frontage (Section 145.4).** Planning Code Section 145.4 requires active commercial uses at the ground floor of all street frontages along both 4th and Townsend Streets. In

this area, individual ground floor uses must not occupy more than 75 contiguous linear feet for the first 25 feet of depth along the street-facing façade.

The Project requires exception to allow the retail/interior POPOS area anchoring the northwest corner of 4th and Townsend Streets to extend for 80 continuous linear feet (rather than 75) along Townsend Street. The Commission supports this exception due to the prominent location of this active retail and/or interior POPOS space, which will act as a pedestrian gateway to the project.

- g) **Curb Cut Restrictions (Section 155(r)).** Planning Code Section 155(r) generally prohibits new curb cuts along Townsend Street between 2nd and 6th Streets, but allows for the Project to seek exception from this standard as part of the Large Project Authorization.

The Project requires an exception to locate a new 35' wide curb cut along its Townsend Street frontage providing combine parking and loading access to the below-grade garage. This is consistent with design guidelines adopted in connection with the Central SoMa Plan which call for vehicular access along Townsend Street on this site in order to minimize the potential for impacts to transit vehicles traversing 4th Street. Therefore, the Commission supports this exception to this Planning Code requirement.

- h) **Wind Standards (Section 249.78(d)(7)).** This Section provides thresholds for wind comfort and wind hazard levels associated with development within the Central SoMa Plan area, as follows:

Wind Comfort. Projects must generally refrain from resulting in wind speeds exceeding a “Comfort Level” (ground-level wind speeds of 11 mph in areas of substantial pedestrian use and seven mph in public seating areas between 7 a.m. and 6 p.m., when occurring for more than 15% of the time year round) and may not cause a “Substantial Increase” in wind speeds of more than six miles per hour for more than 15% of the time year round) at any location where the existing or resulting wind speed exceeds the Comfort Level. However, a project may seek exception from this standard if it demonstrates that (1) it has undertaken all feasible measures to reduce wind speeds through such means as building sculpting and appearances, permanent wind baffling measures, and landscaping; and (2) further reducing wind speeds would substantially detract from the building design or unduly restrict the square footage of the project.

Wind Hazard. Projects must refrain from resulting in net new locations with an exceedance of the “One-Hour Hazard Criterion” (ground-level equivalent wind speed of 26 mph for more than one hour per year per test location), except that exceedance from this standard may be allowed by the Planning Commission where (1) The project, with mitigations, does not result in net new locations with an exceedance of the “Nine-Hour Hazard Criterion” (ground-level equivalent wind speed of 26 mph for more than nine hours per year per test location); (2) The project has undertaken all feasible measures to reduce hazardous wind speeds, such as building sculpting and appurtenances, permanent wind baffling measures, and landscaping; and (3) meeting the requirements of the One-Hour Hazard Criterion standard would detract from the building design or unduly restrict the square footage of the project.

The Project requires exception from both the wind comfort and wind hazard standards. The Project will result in wind speeds at a total of 52 test locations (out of 60) that exceed the Comfort Criterion and 23 test locations (out of 60) that exceed the One-Hour Hazard Criterion. Wind baffling measures will reduce the locations that exceed the Comfort Criterion from 52 to 48, and would reduce the locations that exceed the One-Hour Hazard Criterion from 23 to 4. The Project would not result in any new exceedance of the 9-Hour Hazard Criterion. The Commission supports this exception from these standards since:

- *The Project would not result in any exceedance of the Nine Hour Hazard Criterion;*
- *The Project has undertaken all feasible measures to reduce hazardous wind speeds including refinement of building massing; provision of a voided terrace on the façade of Tower 1B; installation of wind canopies on all towers; and installation of a 6-foot wide by 10-foot tall wind screen in the public right of way; and substantial on-site landscaping; and*
- *Further reduction of wind speeds would detract from building design and/or unduly restrict the square footage of the project. The project massing has already undergone significant revisions and reductions in order to mitigate wind conditions.*

- i) **Commercial Orientation of Large Sites (Section 249.78(c)(6)).** This Section requires development sites south of Harrison Street and larger than 40,000 square feet that propose a project over 100,000 square feet in size to provide at least two thirds of all building area below 160 feet in height as non-residential.

The Project requires exception from this requirement, since the Project is one of the only Key Sites in the Central SoMa Plan Area anticipated to provide predominantly residential development. At 960 dwelling units, the Project is anticipated to deliver nearly 1/5 of the total residential units anticipated to be constructed within the Plan area. The Commission supports this exception due to the overall design and program. Currently, new housing is a top priority for the City and County of San Francisco and this exception allows for the construction of new housing.

- j) **Narrow and Mid-Block Alley Controls (Section 261.1).** This Section requires that building frontages abutting a mid-block passages provided per Section 270.2 that are twenty to thirty feet in width to provide upper stories that are set back not less than 10 feet above a height of 25 feet.

The Project includes mid-block passages provided per Section 270.2 along its 4th and Townsend Street frontages ranging from 20-28 feet in width. The Project requires exception to allow for areas adjacent to both alleys that do not set back 10 feet above a height of 25 feet. Given the overall design of these mid-block passages, the Commission supports this exception.

- k) **Tower Bulk (Section 270(h)).** Planning Code Section 270(h) applies a number of bulk restricts to tower development in the Central SoMa SUD, including: (1) for residential and hotel projects, the maximum gross floor area of any floor is 12,000 gsf; (2) maximum plan length of 150 feet; (3) maximum diagonal dimension of 190 feet; and (4) for buildings with a Height of 250 feet or more,

the average gross floor area of the Upper Tower (upper 1/3 of building area above a height of 85 feet) shall not exceed 85 percent of the average gross floor area of the Lower Tower (lower 2/3 of building area above a height of 85 feet), and the average diagonal of the Upper Tower shall not exceed 92.5 percent of the average diagonal of the Lower Tower. Exception from these standards is permitted in connection with Large Project Authorization for Key Sites within the Central SoMa SUD, per Section 329(e)(3)(B).

Both of the Project's towers comply with the average floor area ratio requirements comparing upper and lower portions of the towers. However, the Project requires an exception to the length and diagonal dimension requirements, as well as the 12,000 gross square foot floorplate limit. The floorplates of floors 9 through 21 in Tower 1 exceed the 12,000 gsf requirement, ranging in size from 15,011 gsf to 12,188 gsf. The remaining 21 stories comply. In addition, the Project's maximum length is 179' 8", and maximum diagonal is 217' 8". On Tower 2, levels 9 through 26 exceed maximum gfa requirement, ranging from 18,289 gsf to 12,008 gsf. In addition, Tower 2's maximum length is 227' 3", and maximum diagonal dimension is 258' 5". These massing exceptions are in general conformity with bulk exceptions anticipated under the Key Sites Guidelines adopted in connection with the Central SoMa Plan for development at this site.

9. **General Plan Compliance.** The Project is, on balance, consistent with the following Objectives and Policies of the Central SoMa Plan and the General Plan:

Objectives and Policies

OBJECTIVE 1:

MANAGE ECONOMIC GROWTH AND CHANGE TO ENSURE ENHANCEMENT OF THE TOTAL CITY LIVING AND WORKING ENVIRONMENT.

Policy 1.1:

Encourage development which provides substantial net benefits and minimizes undesirable consequences. Discourage development which has substantial undesirable consequences that cannot be mitigated.

Policy 1.3:

Locate commercial and industrial activities according to a generalized commercial and industrial land use plan.

OBJECTIVE 2:

MAINTAIN AND ENHANCE A SOUND AND DIVERSE ECONOMIC BASE AND FISCAL STRUCTURE FOR THE CITY.

Policy 2.1:

Seek to retain existing commercial and industrial activity and to attract new such activity to the city.

Policy 2.3:

Maintain a favorable social and cultural climate in the city in order to enhance its attractiveness as a firm location.

OBJECTIVE 3:

PROVIDE EXPANDED EMPLOYMENT OPPORTUNITIES FOR CITY RESIDENTS, PARTICULARLY THE UNEMPLOYED AND ECONOMICALLY DISADVANTAGED.

Policy 3.1:

Promote the attraction, retention and expansion of commercial and industrial firms which provide employment improvement opportunities for unskilled and semi-skilled workers.

Policy 3.2:

Promote measures designed to increase the number of San Francisco jobs held by San Francisco residents.

The Project will contain approximately 20,938 gross square feet of retail use, approximately 24,509 gross square feet of hotel use, and approximately 21,480 gross square feet of office use, expanding employment opportunities for city residents within close proximity to a range of public transit options. These uses will help to retain existing commercial and industrial activity and attract new such activity. The Project will also include up to 4 micro-retail spaces intended to contain smaller-scale neighborhood-serving uses.

URBAN DESIGN ELEMENT:

OBJECTIVE 1:

EMPHASIS OF THE CHARACTERISTIC PATTERN WHICH GIVES TO THE CITY AND ITS NEIGHBORHOODS AN IMAGE, A SENSE OF PURPOSE, AND A MEANS OF ORIENTATION.

Policy 1.3:

Recognize that buildings, when seen together, produce a total effect that characterizes the city and its districts.

Policy 1.4:

Protect and promote large-scale landscaping and open space that define districts and topography.

OBJECTIVE 3:

MODERATION OF MAJOR NEW DEVELOPMENT TO COMPLEMENT THE CITY PATTERN, THE RESOURCES TO BE CONSERVED, AND THE NEIGHBORHOOD ENVIRONMENT.

Policy 3.1:

Promote harmony in the visual relationships and transitions between new and older buildings.

Policy 3.2:

Avoid extreme contrasts in color, shape and other characteristics which will cause new buildings to stand out in excess of their public importance.

Policy 3.3:

Promote efforts to achieve high quality of design for buildings to be constructed at prominent locations.

Policy 3.4:

Promote building forms that will respect and improve the integrity of open spaces and other public areas.

Policy 3.5:

Relate the height of buildings to important attributes of the city pattern and to the height and character of existing development.

Policy 3.6:

Relate the bulk of buildings to the prevailing scale of development to avoid an overwhelming or dominating appearance in new construction.

The Project will provide innovative and distinctive architecture that will elevate the standard for new development in the Plan area. The building materials are of high quality. The Project will feature two separate towers featuring staggered heights which will minimize the appearance of massing and scale to avoid overwhelming or dominating appearance in new construction.

HOUSING ELEMENT

Objectives and Policies

OBJECTIVE 11:

SUPPORT AND RESPECT THE DIVERSE AND DISTINCT CHARACTER OF SAN FRANCISCO'S NEIGHBORHOODS.

Policy 11.1

Promote the construction and rehabilitation of well-designed housing that emphasizes beauty, flexibility, and innovative design, and respects existing neighborhood character.

Policy 11.2

Ensure implementation of accepted design standards in project approvals.

Policy 11.3

Ensure growth is accommodated without substantially and adversely impacting existing residential neighborhood character.

Policy 11.4:

Continue to utilize zoning districts which conform to a generalized residential land use and density plan and the General Plan.

Policy 11.6

Foster a sense of community through architectural design, using features that promote community interaction.

Policy 11.8

Consider a neighborhood's character when integrating new uses, and minimize disruption caused by expansion of institutions into residential areas.

OBJECTIVE 12:

BALANCE HOUSING GROWTH WITH ADEQUATE INFRASTRUCTURE THAT SERVES THE CITY'S GROWING POPULATION.

Policy 12.2

Consider the proximity of quality of life elements such as open space, child care, and neighborhood services, when developing new housing units.

The Project will provide innovative and distinctive architecture that will elevate the standard for new development in the Plan area. The Project Sponsor has worked with City staff to develop a project that incorporates a dynamic and distinctive design and maximizes public benefit through provision of improved pedestrian networks and publicly-accessible open space. The Project was designed in conjunction with the development and implementation of the Central SoMa Plan to create a development that would meet the goals, objectives and policies of the plan, as well as comply with design guidelines and planning code requirements. The Project will provide 960 residential units on a site where only two residential units exist and includes a central plaza that will be publicly accessible and provide access through the site. The Project will feature two separate towers featuring staggered heights which will minimize the appearance of massing and scale to avoid overwhelming or dominating appearance in new construction.

CENTRAL SOMA PLAN

GOAL 2: MAINTAIN A DIVERSITY OF RESIDENTS

Objectives and Policies

OBJECTIVE 2.3:

ENSURE THAT AT LEAST 33 PERCENT OF NEW HOUSING IS AFFORDABLE TO VERY LOW, LOW, AND MODERATE-INCOME HOUSEHOLDS

Policy 2.3.2:

Require contribution to affordable housing from commercial uses.

Policy 2.3.3:

Ensure that affordable housing generated by the Central SoMa Plan stays in the neighborhood.

Objective 2.6:

Support Services – Schools, Child Care, and Community Services – Necessary to Serve Local Residents

Policy 2.6.2:

Help facilitate the creation of childcare facilities.

The Project will satisfy the Inclusionary Housing Program through payment of an In-Lieu Fee that will be used to facilitate construction of affordable housing in proximity to the Plan Area. The Project will jointly contribute to development of a 5,546 square foot child care facility in the mixed-use office development at 598 Brannan Street.

OBJECTIVE 3.3:

ENSURE THE REMOVAL OF PROTECTIVE ZONING DOES NOT RESULT IN A LOSS OF PDR IN THE PLAN AREA

Policy 3.3.2:

Limit conversion of PDR space in formerly industrial districts.

Policy 3.3.3:

Require PDR space as part of large commercial development.

OBJECTIVE 3.4:

FACILITATE A VIBRANT RETAIL ENVIRONMENT THAT SERVES THE NEEDS OF THE COMMUNITY

Policy 3.4.2:

Require ground-floor retail along important streets.

Policy 3.4.3:

Support local, affordable, community-serving retail.

The Project will not result in removal of PDR space within the Plan area. The Project will provide approximately 20,938 gsf of ground floor retail use, lining 4th and Townsend Streets as well as POPOS. The Project will also include approximately 24,509 gsf of hotel use and 21,840 gsf of office use, which will accommodate significant opportunities for job growth within the Central SoMa SUD.

GOAL 4; PROVIDE SAFE AND CONVENIENT TRANSPORTATION THAT PRIORITIZES WALKING, BICYCLING, AND TRANSIT

OBJECTIVE 4.1:

PROVIDE A SAFE, CONVENIENT, AND ATTRACTIVE WALKING ENVIRONMENT ON ALL THE STREETS IN THE PLAN AREA

Policy 4.1.1:

Ensure streets throughout the Plan Area are designed in accordance with the City's Vision Zero Policy.

Policy 4.1.2:

Ensure sidewalks on major streets meet Better Streets Plan standards.

Policy 4.1.7:

Provide corner sidewalk extensions to enhance pedestrian safety at crosswalks, in keeping with the Better Streets Plan.

Policy 4.1.8:

Ensure safe and convenient conditions on narrow streets and alleys for people walking.

Policy 4.1.10:

Expand the pedestrian network wherever possible through creation of narrow streets, alleys, and mid-block connections.

OBJECTIVE 4.4:

ENCOURAGE MODE SHIFT AWAY FROM PRIVATE AUTOMOBILE USAGE

Policy 4.4.1:

Limit the amount of parking in new development.

Policy 4.4.2:

Utilize Transportation Demand Management strategies to encourage alternatives to the private automobile.

Policy 4.5.2:

Design buildings to accommodate delivery of people and goods with a minimum of conflict.

The Project will provide a total of 264 off-street parking spaces to accommodate all residential and non-residential uses, which is below the maximum allowed. Additionally, a total of 540 Class 1 and 81 Class 2 bicycle spaces will be provided. The Project has also developed a TDM Program and will incorporate improvements to the pedestrian network, including bulb-outs and widening of adjacent sidewalks. All street and sidewalk improvements will comply with the City's Better Street's Plan and Vision Zero Policy.

**GOAL 5: OFFER AN ABUNDANCE OF PARKS AND RECREATIONAL OPPORTUNITIES
OBJECTIVES AND POLICIES**

Objectives and Policies

OBJECTIVE 5.5:

AUGMENT THE PUBLIC OPEN SPACE AND RECREATION NETWORK WITH PRIVATELY-OWNED PUBLIC OPEN SPACES (POPOS).

Policy 5.5.1:

Require new non-residential development and encourage residential development to provide POPOS that address the needs of the community.

The Project will provide approximately 24,495 square feet of POPOS.

GOAL 6: CREATE AN ENVIRONMENTALLY SUSTAINABLE AND RESILIENT NEIGHBORHOOD OBJECTIVES AND POLICIES

Objectives and Policies

OBJECTIVE 6.2:

MINIMIZE GREENHOUSE GAS EMISSIONS

Policy 6.2.1:

Maximize energy efficiency in the built environments.

Policy 6.2.2:

Maximize onsite renewable energy generation.

Policy 6.2.3:

Satisfy 100 percent of electricity demand using greenhouse gas-free power supplies.

The Project will meet all Title 24 Energy Standards and, as required for development sites within the Central SoMa SUD, will comply with the Renewable Energy Requirements, pursuant to Planning Code 249.78.

GOAL 8: ENSURE THAT NEW BUILDINGS ENHANCE THE CHARACTER OF THE NEIGHBORHOOD AND CITY OBJECTIVES AND POLICIES

Objectives and Policies

OBJECTIVE 8.1:

ENSURE THAT THE GROUND FLOORS OF BUILDING CONTRIBUTE TO THE ACTIVATION, SAFETY, AND DYNAMISM OF THE NEIGHBORHOOD

Policy 8.1.1:

Require that ground floor uses actively engage the street.

Policy 8.1.2:

Design building frontages and public open spaces with furnishings and amenities to engage a mixed-use neighborhood.

Policy 8.1.3:
Ensure buildings are built up to the sidewalk edge.

Policy 8.1.4:
Minimize parking and loading entrances.

OBJECTIVE 8.4:
ENSURE THAT NARROW STREETS AND ALLEYS MAINTAIN THEIR INTIMATENESS AND SENSE OF OPENNESS TO THE SKY.

OBJECTIVE 8.5:
ENSURE THAT LARGE DEVELOPMENT SITES ARE CAREFULLY DESIGNED TO MAXIMIZE PUBLIC BENEFIT.

Policy 8.6.1:
Conform to the City's Urban Design Guidelines.

Policy 8.6.2:
Promote innovative and contextually-appropriate design.

Policy 8.6.4:
Design buildings to be mindful of wind.

Policy 8.6.5:
Ensure large projects integrate with the existing urban fabric and provide a varied character.

The Project Sponsor has worked with City staff to develop a project that incorporates a dynamic and distinctive design and maximizes public benefit through provision of improved pedestrian networks and publicly-accessible open space. The Project's massing has been designed to advance the intent of area plan standards. The Project incorporates features on-site to mitigate potential wind impacts.

10. **Planning Code Section 101.1(b)** establishes eight priority-planning policies and requires review of permits for consistency with said policies. On balance, the project complies with said policies in that:
- a. That existing neighborhood-serving retail uses be preserved and enhanced and future opportunities for resident employment in and ownership of such businesses be enhanced.

The Project site currently contains 52,590 square feet of commercial use, including the Creamery neighborhood café, a taqueria, a designer furnishing store, and a catering service. The Project would create approximately 20,938 gsf of new neighborhood serving retail uses, including four new micro retail spaces,

and a gross square feet of new retail use, including seven new micro-retail spaces, and approximately 24,509 gsf of hotel use, enhancing future opportunities for employment and ownership of area businesses

- b. That existing housing and neighborhood character be conserved and protected in order to preserve the cultural and economic diversity of our neighborhoods.

The Project would remove two existing dwelling units and construct 960 dwelling units in a range of size and unit types, increasing the City's available housing stock and preserving cultural and economic diversity. In addition, the Project's office and retail components will conserve and protect the neighborhood's existing commercial character.

- c. That the City's supply of affordable housing be preserved and enhanced,

The Project will not displace any affordable housing units. The Project will construct 960 new dwelling units and will satisfy the City's Inclusionary Housing Program through payment of an in-lieu fee, which will be used to fund development of affordable housing within the area bounded by Market Street, the Embarcadero, King Street, Division Street, and South Van Ness Avenue. The Project's commercial components will also be subject to payment of the City's Jobs-Housing Linkage Fee, which will be used to develop and preserve affordable housing options throughout the City.

- d. That commuter traffic not impede MUNI transit service or overburden our streets or neighborhood parking.

The Project will not impede transit service, or overburden streets or neighborhood parking. The Project will contain off-street parking spaces to serve residential and non-residential uses within the ratios principally permitted by the Planning Code, and will participate in the City's Transportation Demand Management Program. The site is within walking distance of San Francisco's downtown, Financial District, and office hubs around SoMa, as well as the Montgomery Street BART station, and is located kitty corner from the 4th and King Caltrain station, providing access to the East Bay, the peninsula and into Silicon Valley. The Property is also extremely well-served by public transit. The Property is within walking distance of the 09, 09A, 10, 16A, 16B, 30, 45, 47, 76, 80X, 81X, 82X and 91 bus lines. The Project is also located along the future Central Subway line.

- e. That a diverse economic base be maintained by protecting our industrial and service sectors from displacement due to commercial office development, and that future opportunities for resident employment and ownership in these sectors be enhanced.

The site contains no industrial use, and proposes largely residential development. The Project will also contain approximately 20,938 gsf of new retail development, split amongst a number of individual retail units of varying size, providing future opportunities for resident employment and ownership.

- f. That the City achieve the greatest possible preparedness to protect against injury and loss of life in an earthquake.

The Project will be designed and will be constructed to conform to the structural and seismic safety requirements of the Building Code. This proposal will not impact the property's ability to withstand an earthquake.

- g. That landmarks and historic buildings be preserved.

The Project site does not contain any City Landmarks or historic buildings.

- h. That our parks and open space and their access to sunlight and vistas be protected from development.

The Project has been designed to minimize sunlight and vista impacts to City parks and open spaces

11. **First Source Hiring.** The Project is subject to the requirements of the First Source Hiring Program as they apply to permits for residential development (Administrative Code Section 83.11), and the Project Sponsor shall comply with the requirements of this Program as to all construction work and on-going employment required for the Project. Prior to the issuance of any building permit to construct or a First Addendum to the Site Permit, the Project Sponsor shall have a First Source Hiring Construction and Employment Program approved by the First Source Hiring Administrator, and evidenced in writing. In the event that both the Director of Planning and the First Source Hiring Administrator agree, the approval of the Employment Program may be delayed as needed.

The Project Sponsor submitted a First Source Hiring Affidavit and prior to issuance of a building permit will execute a First Source Hiring Memorandum of Understanding and a First Source Hiring Agreement with the City's First Source Hiring Administration.

12. The Project is consistent with and would promote the general and specific purposes of the Code provided under Section 101.1(b) in that, as designed, the Project would contribute to the character and stability of the neighborhood and would constitute a beneficial development.
13. The Commission hereby finds that approval of the Large Project Authorization would promote the health, safety and welfare of the City.

DECISION

That based upon the Record, the submissions by the Applicant, the staff of the Department and other interested parties, the oral testimony presented to this Commission at the public hearings, and all other written materials submitted by all parties, the Commission hereby **APPROVES Large Project Authorization Application No. 2014-000203ENX** subject to the following conditions attached hereto as “EXHIBIT A” in general conformance with plans on file, dated June 6, 2019, and stamped “EXHIBIT B”, which is incorporated herein by reference as though fully set forth.

The Planning Commission hereby adopts the MMRP attached hereto as “EXHIBIT C” and incorporated herein as part of this Motion by this reference thereto. All required mitigation measures identified in the Transit Center District Plan EIR and contained in the MMRP are included as conditions of approval.

APPEAL AND EFFECTIVE DATE OF MOTION: Any aggrieved person may appeal this Large Project Authorization to the Board of Appeals within fifteen (15) days after the date of this Motion. The effective date of this Motion shall be the date of this Motion if not appealed (After the 15-day period has expired) OR the date of the decision of the Board of Appeals if appealed to the Board of Appeals. For further information, please contact the Board of Appeals in person at 1650 Mission Street, Room 304, San Francisco, CA 94103, or call (415) 575-6880.

Protest of Fee or Exaction: You may protest any fee or exaction subject to Government Code Section 66000 that is imposed as a condition of approval by following the procedures set forth in Government Code Section 66020. The protest must satisfy the requirements of Government Code Section 66020(a) and must be filed within 90 days of the date of the first approval or conditional approval of the development referencing the challenged fee or exaction. For purposes of Government Code Section 66020, the date of imposition of the fee shall be the date of the earliest discretionary approval by the City of the subject development.

If the City has not previously given Notice of an earlier discretionary approval of the project, the Planning Commission’s adoption of this Motion, Resolution, Discretionary Review Action or the Zoning Administrator’s Variance Decision Letter constitutes the approval or conditional approval of the development and the City hereby gives **NOTICE** that the 90-day protest period under Government Code Section 66020 has begun. If the City has already given Notice that the 90-day approval period has begun for the subject development, then this document does not re-commence the 90-day approval period.

I hereby certify that the Planning Commission **ADOPTED** the foregoing Motion on June 20, 2019.

Jonas P. Ionin
Commission Secretary

AYES:

**Draft Motion
June 20, 2019**

**RECORD NO. 2014-000203ENX
655 4th Street**

NAYS:

ABSENT:

ADOPTED: June 20, 2019

EXHIBIT A

AUTHORIZATION

This authorization is for a Large Project Authorization to allow new construction of a two 36- to 40-story mixed-use buildings, containing a total of 1,014,968 gross square feet of residential use with 960 dwelling units, 24,509 gross square feet of hotel use with 38 guest rooms, 21,840 gross square feet of office use; 18,454 gross square feet of retail; and 2,484 gsf of retail/interior POPOS at 655 4th Street, 280-290 and 292-296 Townsend Street, Block 3787, Lots 045 and 050-052, pursuant to Planning Code Section 329 within the CMUO Zoning District, Central SoMa Special Use District and 400-CS Height and Bulk district; in general conformance with plans, dated June 6, 2019, and stamped "EXHIBIT B" included in the docket for Record No. 2014.000203ENX and subject to conditions of approval reviewed and approved by the Commission on **June 20, 2019** under Motion No _____. This authorization and the conditions contained herein run with the property and not with a particular Project Sponsor, business, or operator.

RECORDATION OF CONDITIONS OF APPROVAL

Prior to the issuance of the building permit or commencement of use for the Project the Zoning Administrator shall approve and order the recordation of a Notice in the Official Records of the Recorder of the City and County of San Francisco for the subject property. This Notice shall state that the project is subject to the conditions of approval contained herein and reviewed and approved by the Planning Commission on June 20, 2019 under Motion No **XXXXXX**.

PRINTING OF CONDITIONS OF APPROVAL ON PLANS

The conditions of approval under the 'Exhibit A' of this Planning Commission Motion No. **XXXXXX** shall be reproduced on the Index Sheet of construction plans submitted with the site or building permit application for the Project. The Index Sheet of the construction plans shall reference to the Conditional Use authorization and any subsequent amendments or modifications.

SEVERABILITY

The Project shall comply with all applicable City codes and requirements. If any clause, sentence, section or any part of these conditions of approval is for any reason held to be invalid, such invalidity shall not affect or impair other remaining clauses, sentences, or sections of these conditions. This decision conveys no right to construct, or to receive a building permit. "Project Sponsor" shall include any subsequent responsible party.

CHANGES AND MODIFICATIONS

Changes to the approved plans may be approved administratively by the Zoning Administrator. Significant changes and modifications of conditions shall require Planning Commission approval of a new Large Project Authorization.

Conditions of Approval, Compliance, Monitoring, and Reporting PERFORMANCE

1. **Validity.** The authorization and right vested by virtue of this action is valid for five (5) years from the effective date of the Motion. The Department of Building Inspection shall have issued a Building Permit or Site Permit to construct the project and/or commence the approved use within this five-year period.

For information about compliance, contact Code Enforcement, Planning Department at 415-575-6863, www.sf-planning.org

2. **Expiration and Renewal.** Should a Building or Site Permit be sought after the five (5) year period has lapsed, the project sponsor must seek a renewal of this Authorization by filing an application for an amendment to the original Authorization or a new application for Authorization. Should the project sponsor decline to so file, and decline to withdraw the permit application, the Commission shall conduct a public hearing in order to consider the revocation of the Authorization. Should the Commission not revoke the Authorization following the closure of the public hearing, the Commission shall determine the extension of time for the continued validity of the Authorization.

For information about compliance, contact Code Enforcement, Planning Department at 415-575-6863, www.sf-planning.org

3. **Diligent Pursuit.** Once a site or Building Permit has been issued, construction must commence within the timeframe required by the Department of Building Inspection and be continued diligently to completion. Failure to do so shall be grounds for the Commission to consider revoking the approval if more than five (5) years have passed since this Authorization was approved.

For information about compliance, contact Code Enforcement, Planning Department at 415-575-6863, www.sf-planning.org

4. **Extension.** All time limits in the preceding three paragraphs may be extended at the discretion of the Zoning Administrator where implementation of the project is delayed by a public agency, an appeal or a legal challenge and only by the length of time for which such public agency, appeal or challenge has caused delay.

For information about compliance, contact Code Enforcement, Planning Department at 415-575-6863, www.sf-planning.org

5. **Conformity with Current Law.** No application for Building Permit, Site Permit, or other entitlement shall be approved unless it complies with all applicable provisions of City Codes in effect at the time of such approval.

For information about compliance, contact Code Enforcement, Planning Department at 415-575-6863, www.sf-planning.org

6. **Additional Project Authorization.** The Project Sponsor must obtain a Conditional Use Authorization under Sections 303, 317, and 848 for removal of two dwelling units at the property and to establish a hotel use in the Central SoMa Mixed Use Office Zoning District, and satisfy all the conditions thereof. The conditions set forth below are additional conditions required in connection with the Project. If these conditions overlap with any other requirement imposed on the Project, the more restrictive or protective condition or requirement, as determined by the Zoning Administrator, shall apply.

For information about compliance, contact Code Enforcement, Planning Department at 415-575-6863, www.sf-planning.org

7. **Mitigation Measures.** Mitigation measures described in the MMRP attached as Exhibit C are necessary to avoid potential significant effects of the proposed project and have been agreed to by the project sponsor. Their implementation is a condition of project approval.

For information about compliance, contact Code Enforcement, Planning Department at 415-575-6863, www.sf-planning.org

DESIGN – COMPLIANCE AT PLAN STAGE

8. **Final Materials.** The Project Sponsor shall continue to work with Planning Department on the building design. Final materials, glazing, color, texture, landscaping, and detailing shall be subject to Department staff review and approval. The architectural addenda shall be reviewed and approved by the Planning Department prior to issuance.

For information about compliance, contact the Case Planner, Planning Department at 415-558-6378, www.sf-planning.org

9. **Garbage, Composting and Recycling Storage.** Space for the collection and storage of garbage, composting, and recycling shall be provided within enclosed areas on the property and clearly labeled and illustrated on the building permit plans. Space for the collection and storage of recyclable and compostable materials that meets the size, location, accessibility and other standards specified by the San Francisco Recycling Program shall be provided at the ground level of the buildings.

For information about compliance, contact the Case Planner, Planning Department at 415-558-6378, www.sf-planning.org

10. **Lighting Plan.** The Project Sponsor shall submit an exterior lighting plan to the Planning Department prior to Planning Department approval of the building / site permit application.

For information about compliance, contact the Case Planner, Planning Department at 415-558-6378, www.sf-planning.org

11. **Streetscape Plan.** Pursuant to Planning Code Section 138.1, the Project Sponsor shall continue to work with Planning Department staff, in consultation with other City agencies, to refine the design and programming of the Streetscape Plan so that the plan generally meets the standards of the

Better Streets Plan and all applicable City standards. The Project Sponsor shall complete final design of all required street improvements, including procurement of relevant City permits, prior to issuance of first architectural addenda, and shall complete construction of all required street improvements prior to issuance of first temporary certificate of occupancy.

For information about compliance, contact the Case Planner, Planning Department at 415-558-6378, www.sf-planning.org

12. **Signage.** The Project Sponsor shall develop a signage program for the Project which shall be subject to review and approval by Planning Department staff before submitting any building permits for construction of the Project. All subsequent sign permits shall conform to the approved signage program. Once approved by the Department, the signage program/plan information shall be submitted and approved as part of the site permit for the Project. All exterior signage shall be designed to complement, not compete with, the existing architectural character and architectural features of the building.

For information about compliance, contact the Case Planner, Planning Department at 415-558-6378, www.sf-planning.org

13. **Rooftop Mechanical Equipment.** Pursuant to Planning Code 141, the Project Sponsor shall submit a roof plan and full building elevations to the Planning Department prior to Planning approval of the architectural addendum to the Site Permit application. Rooftop mechanical equipment, if any is proposed as part of the Project, is required to be screened so as not to be visible from any point at or below the roof level of the subject building.

For information about compliance, contact the Case Planner, Planning Department at 415-558-6378, www.sf-planning.org

14. **Transformer Vault Location.** The location of individual project PG&E Transformer Vault installations has significant effects to San Francisco streetscapes when improperly located. However, they may not have any impact if they are installed in preferred locations. Therefore, the Planning Department recommends the following preference schedule in locating new transformer vaults, in order of most to least desirable: (1) on-site, likely at the northwest end of the site, adjacent to the driveway of the 601 Fourth Street property; (2) on-site, in an alternate location of the building at or near grade; (3) on-site, in a basement area accessed via garage or other access point without use of separate doors on a ground floor façade facing a public right-of way; on-site, in a driveway, underground. The final selected preference shall adhere to the Memorandum of Understanding regarding Electrical Transformer Locations for Private Development Projects between Public Works and the Planning Department dated January 2, 2019.

For information about compliance, contact Bureau of Street Use and Mapping, Department of Public Works at 415-554-5810, <http://sfdpw.org>

15. **Noise, Ambient.** Interior occupiable spaces shall be insulated from ambient noise levels. Specifically, in areas identified by the Environmental Protection Element, Map1, "Background Noise Levels," of the General Plan that exceed the thresholds of Article 29 in the Police Code, new

developments shall install and maintain glazing rated to a level that insulate interior occupiable areas from Background Noise and comply with Title 24.

For information about compliance, contact the Environmental Health Section, Department of Public Health at (415) 252-3800, www.sfdph.org

PARKING AND TRAFFIC

16. **Transportation Demand Management (TDM) Program.** Pursuant to Planning Code Section 169, the Project shall finalize a TDM Plan prior to the issuance of the first Building Permit or Site Permit to construct the project and/or commence the approved uses. The Property Owner, and all successors, shall ensure ongoing compliance with the TDM Program for the life of the Project, which may include providing a TDM Coordinator, providing access to City staff for site inspections, submitting appropriate documentation, paying application fees associated with required monitoring and reporting, and other actions.

Prior to the issuance of the first Building Permit or Site Permit, the Zoning Administrator shall approve and order the recordation of a Notice in the Official Records of the Recorder of the City and County of San Francisco for the subject property to document compliance with the TDM Program. This Notice shall provide the finalized TDM Plan for the Project, including the relevant details associated with each TDM measure included in the Plan, as well as associated monitoring, reporting, and compliance requirements.

For information about compliance, contact the TDM Performance Manager at tdm@sfgov.org or 415-558-6377, www.sf-planning.org.

17. **Car Share.** Pursuant to Planning Code Section 166, no fewer than six (6) car share space shall be made available, at no cost, to a certified car share organization for the purposes of providing car share services for its service subscribers.

For information about compliance, contact Code Enforcement, Planning Department at 415-575-6863, www.sf-planning.org

18. **Bicycle Parking.** Pursuant to Planning Code Sections 155, 155.1, and 155.2, the Project shall provide no fewer than 323 **Class 1** bicycle parking spaces and **58 Class 2** (315 *Class 1* and 48 *Class 2* spaces for the residential portion of the Project and 8 *Class 1* and 10 *Class 2* spaces for the commercial portion of the Project). SFMTA has final authority on the type, placement and number of Class 2 bicycle racks within the public ROW. Prior to issuance of first architectural addenda, the project sponsor shall contact the SFMTA Bike Parking Program at bikeparking@sfmta.com to coordinate the installation of on-street bicycle racks and ensure that the proposed bicycle racks meet the SFMTA's bicycle parking guidelines. Depending on local site conditions and anticipated demand, SFMTA may request the project sponsor pay an in-lieu fee for Class II bike racks required by the Planning Code.

For information about compliance, contact Code Enforcement, Planning Department at 415-575-6863, www.sf-planning.org

19. **Showers and Clothes Lockers.** Pursuant to Planning Code Section 155.3, the Project shall provide no fewer than 3 showers and 18 clothes lockers.

For information about compliance, contact Code Enforcement, Planning Department at 415-575-6863, www.sf-planning.org .

20. **Parking Maximum.** Pursuant to Planning Code Section 151.1, the Project shall provide no more than two hundred and sixty-four (264) off-street parking spaces.

For information about compliance, contact Code Enforcement, Planning Department at 415-575-6863, www.sf-planning.org

21. **Off-Street Loading.** Pursuant to Planning Code Section 152, the Project will provide five (5) off-street loading spaces.

For information about compliance, contact Code Enforcement, Planning Department at 415-575-6863, www.sf-planning.org

22. **Managing Traffic During Construction.** The Project Sponsor and construction contractor(s) shall coordinate with the Traffic Engineering and Transit Divisions of the San Francisco Municipal Transportation Agency (SFMTA), the Police Department, the Fire Department, the Planning Department, and other construction contractor(s) for any concurrent nearby Projects to manage traffic congestion and pedestrian circulation effects during construction of the Project.

For information about compliance, contact Code Enforcement, Planning Department at 415-575-6863, www.sf-planning.org

23. **Driveway Loading and Operations Plan.** Pursuant to Planning Code Section 155(u), the Project sponsor shall prepare a DLOP for review and approval by the Planning Department, in consultation with the San Francisco Municipal Transportation Agency. The DLOP shall be written in accordance with any guidelines issued by the Planning Department.

For information about compliance, contact Code Enforcement, Planning Department at 415-575-6863, www.sf-planning.org

24. **Rates for Long-Term Office Parking.** Pursuant to Planning Code Section 155(g), to discourage long-term commuter parking, off-street parking spaces provided for all uses other than residential or hotel must be offered pursuant to the following rate structure: (1) the rate charged for four hours of parking cannot be more than four times the rate charged for the first hour; (2) the rate charged for eight hours of parking cannot be less than ten (10) times the rate charged for the first hour; and (3) no discounted parking rates are allowed for weekly, monthly, or similar time-specific periods.

PROVISIONS

25. **Anti-Discriminatory Housing.** The Project shall adhere to the requirements of the Anti-Discriminatory Housing policy, pursuant to Administrative Code Section 1.61.
For information about compliance, contact the Case Planner, Planning Department at 415-558-6378, www.sf-planning.org
26. **First Source Hiring.** The Project shall adhere to the requirements of the First Source Hiring Construction and End-Use Employment Program approved by the First Source Hiring Administrator, pursuant to Section 83.4(m) of the Administrative Code. The Project Sponsor shall comply with the requirements of this Program regarding construction work and on-going employment required for the Project.
For information about compliance, contact the First Source Hiring Manager at 415-581-2335, www.onestopSF.org
27. **Transportation Sustainability Fee.** The Project is subject to the Transportation Sustainability Fee (TSF), as applicable, pursuant to Planning Code Section 411A.
For information about compliance, contact the Case Planner, Planning Department at 415-558-6378, www.sf-planning.org
28. **Jobs-Housing Linkage.** The Project is subject to the Jobs Housing Linkage Fee, as applicable, pursuant to Planning Code Section 413.
For information about compliance, contact the Case Planner, Planning Department at 415-558-6378, www.sf-planning.org
29. **Child-Care Requirements for Office and Hotel Development. Child-Care Requirements for Office and Hotel Development.** The Project is subject to Childcare Fee for Office and Hotel Development Projects, as applicable, pursuant to Planning Code Section 414. Pursuant to Planning Code Section 249.78(e)(4), prior to issuance of a building or site permit the Project must elect its choice of the options described in subsection (A), (B) and (E) of Section 414.4(c)(1) as a condition of Project approval. The Project anticipates electing compliance option under Section 414.4(c)(1)(E) to “combine payment of an in-lieu fee to the Child Care Capital Fund with construction of a child care facility on the premises or providing child-care facilities near the premises, either singly or in conjunction with other sponsors pursuant to 414.9.” The Project anticipates such election would be made in conjunction with the sponsors of the proposed residential development at 598 Brannan Street. In the event the Project intends to elect an alternate method of compliance as provided in Section 249.78(e)(4), it shall notify the Planning Department of this change prior to issuance of a building or site permit for the Project.
For information about compliance, contact the Case Planner, Planning Department at 415-558-6378, www.sf-planning.org

30. **Residential Child Care Impact Fee.** The Project is subject to the Residential Child Care Fee, as applicable, pursuant to Planning Code Section 414A.
For information about compliance, contact the Case Planner, Planning Department at 415-558-6378, www.sf-planning.org
31. **Eastern Neighborhoods Infrastructure Impact Fee.** The Project is subject to the Eastern Neighborhoods Infrastructure Impact Fee, as applicable, pursuant to Planning Code Section 423.
For information about compliance, contact the Case Planner, Planning Department at 415-558-6378, www.sf-planning.org
32. **Eastern Neighborhoods Usable Open Space In Lieu Fee for EN Mixed Use Non-residential Projects.** The Project is subject to the Eastern Neighborhoods Usable Open Space In-Lieu Fee, as applicable, pursuant to Planning Code Section 426.
For information about compliance, contact the Case Planner, Planning Department at 415-558-6378, www.sf-planning.org
33. **Eastern Neighborhoods Payment in case of variance or exception.** The Project is subject to the Eastern Neighborhoods Fee, as applicable, due to the granting of an exception per Section 329 from usable open space requirements for residential use, pursuant to Planning Code Section 427.
For information about compliance, contact the Case Planner, Planning Department at 415-558-6378, www.sf-planning.org
34. **Art.** The Project is subject to the Public Art Fee, as applicable, pursuant to Planning Code Section 429.
For information about compliance, contact the Case Planner, Planning Department at 415-558-6378, www.sf-planning.org
35. **Art Plaques.** Pursuant to Planning Code Section 429(b), the Project Sponsor shall provide a plaque or cornerstone identifying the architect, the artwork creator and the Project completion date in a publicly conspicuous location on the Project Site. The design and content of the plaque shall be approved by Department staff prior to its installation.
For information about compliance, contact the Case Planner, Planning Department at 415-558-6378, www.sf-planning.org
36. **Art - Design.** Pursuant to Planning Code Section 429, the Project Sponsor and the Project artist shall consult with the Planning Department during design development regarding the height, size, and final type of the art. The final art concept shall be submitted for review for consistency with this Motion by, and shall be satisfactory to, the Director of the Planning Department in consultation with the Commission. The Project Sponsor and the Director shall report to the Commission on the progress of the development and design of the art concept prior to the submittal of the first building or site permit application

For information about compliance, contact the Case Planner, Planning Department at 415-558-6378, www.sf-planning.org

37. **Art.** Pursuant to Planning Code Section 429, prior to issuance of any certificate of occupancy, the Project Sponsor shall install the public art generally as described in this Motion and make it available to the public. If the Zoning Administrator concludes that it is not feasible to install the work(s) of art within the time herein specified and the Project Sponsor provides adequate assurances that such works will be installed in a timely manner, the Zoning Administrator may extend the time for installation for a period of not more than twelve (12) months.

For information about compliance, contact the Case Planner, Planning Department at 415-558-6378, www.sf-planning.org

38. **Central SoMa Infrastructure Impact Fee.** The Project is subject to the Central SoMa Infrastructure Impact Fee, as applicable, pursuant to Planning Code Section 433.

For information about compliance, contact the Case Planner, Planning Department at 415-558-6378, www.sf-planning.org

39. **Central SoMa Community Facilities District Program (Planning Code Section 434).** The development project shall participate, to the extent applicable, in a CFD if established by the Board of Supervisors pursuant to Article X of Chapter 43 of the Administrative Code (the "Special Tax Financing Law") and successfully annex the lot or lots of the subject development into the CFD prior to the issuance of the first Certificate of Occupancy for the development. For any lot to which the requirements of this Section 434 apply, the Zoning Administrator shall approve and order the recordation of a Notice in the Official Records of the Recorder of the City and County of San Francisco for the subject property prior to the first Certificate of Occupancy for the development, except that for condominium projects, the Zoning Administrator shall approve and order the recordation of such Notice prior to the sale of the first condominium unit. This Notice shall state the requirements and provisions of subsections 434(b)-(c) above. The Board of Supervisors will be authorized to levy a special tax on properties that annex into the Community Facilities District to finance facilities and services described in the proceedings for the Community Facilities District and the Central SoMa Implementation Program Document submitted by the Planning Department on November 5, 2018 in Board of Supervisors File No. 180184.

AFFORDABLE HOUSING

Affordable Units. The following Inclusionary Affordable Housing Requirements are those in effect at the time of Planning Commission action. In the event that the requirements change, the Project Sponsor shall comply with the requirements in place at the time of issuance of first construction document.

40. **Requirement.** Pursuant to Planning Code Section 415.5, the Project Sponsor must pay an Affordable Housing Fee at a rate equivalent to the applicable percentage of the number of units in an off-site project needed to satisfy the Inclusionary Affordable Housing Program Requirement for

the principal project. The applicable percentage for this project is thirty percent (30%) because it is a rental project. The Project Sponsor shall pay the applicable Affordable Housing Fee at the prior to the issuance of the first construction document.

For information about compliance, contact the Case Planner, Planning Department at 415-558-6378, www.sf-planning.org or the Mayor's Office of Housing and Community Development at 415-701-5500, www.sf-moh.org.

41. **Other Conditions.** The Project is subject to the requirements of the Inclusionary Affordable Housing Program under Section 415 et seq. of the Planning Code and the terms of the City and County of San Francisco Inclusionary Affordable Housing Program Monitoring and Procedures Manual ("Procedures Manual"). The Procedures Manual, as amended from time to time, is incorporated herein by reference, as published and adopted by the Planning Commission, and as required by Planning Code Section 415. Terms used in these conditions of approval and not otherwise defined shall have the meanings set forth in the Procedures Manual. A copy of the Procedures Manual can be obtained at the Mayor's Office of Housing and Community Development ("MOHCD") at 1 South Van Ness Avenue or on the Planning Department or Mayor's Office of Housing and Community Development's websites, including on the internet at:

<http://sf-planning.org/Modules/ShowDocument.aspx?documentid=4451>.

As provided in the Inclusionary Affordable Housing Program, the applicable Procedures Manual is the manual in effect at the time the subject units are made available for sale or rent.

For information about compliance, contact the Case Planner, Planning Department at 415-558-6378, www.sf-planning.org or the Mayor's Office of Housing and Community Development at 415-701-5500, www.sf-moh.org.

- a. The Project Sponsor must pay the Fee in full sum to the Development Fee Collection Unit at the DBI for use by MOHCD prior to the issuance of the first construction document.
- b. Prior to the issuance of the first construction permit by the DBI for the Project, the Project Sponsor shall record a Notice of Special Restriction on the property that records a copy of this approval. The Project Sponsor shall promptly provide a copy of the recorded Notice of Special Restriction to the Department and to MOHCD or its successor.
- c. If project applicant fails to comply with the Inclusionary Affordable Housing Program requirement, the Director of DBI shall deny any and all site or building permits or certificates of occupancy for the development project until the Planning Department notifies the Director of compliance. A Project Sponsor's failure to comply with the requirements of Planning Code Sections 415 et seq. shall constitute cause for the City to record a lien against the development project and to pursue any and all other remedies at law, including interest and penalties, if applicable.

MONITORING - AFTER ENTITLEMENT

42. **Enforcement.** Violation of any of the Planning Department conditions of approval contained in this Motion or of any other provisions of Planning Code applicable to this Project shall be subject to the enforcement procedures and administrative penalties set forth under Planning Code Section 176 or Section 176.1. The Planning Department may also refer the violation complaints to other city departments and agencies for appropriate enforcement action under their jurisdiction.

For information about compliance, contact Code Enforcement, Planning Department at 415-575-6863, www.sf-planning.org

43. **Revocation due to Violation of Conditions.** Should implementation of this Project result in complaints from interested property owners, residents, or commercial lessees which are not resolved by the Project Sponsor and found to be in violation of the Planning Code and/or the specific conditions of approval for the Project as set forth in Exhibit A of this Motion, the Zoning Administrator shall refer such complaints to the Commission, after which it may hold a public hearing on the matter to consider revocation of this authorization.

For information about compliance, contact Code Enforcement, Planning Department at 415-575-6863, www.sf-planning.org

OPERATION

44. **Eating and Drinking Uses.** As defined in Planning Code Section 202.2, Eating and Drinking Uses, as defined in Section [102](#), shall be subject to the following conditions:

- A. The business operator shall maintain the main entrance to the building and all sidewalks abutting the subject property in a clean and sanitary condition in compliance with the Department of Public Works Street and Sidewalk Maintenance Standards. In addition, the operator shall be responsible for daily monitoring of the sidewalk within a one-block radius of the subject business to maintain the sidewalk free of paper or other litter associated with the business during business hours, in accordance with Article 1, Section [34](#) of the San Francisco Police Code.

For information about compliance, contact the Bureau of Street Use and Mapping, Department of Public Works at 415-554-.5810, <http://sfdpw.org>.

- B. When located within an enclosed space, the premises shall be adequately soundproofed or insulated for noise and operated so that incidental noise shall not be audible beyond the premises or in other sections of the building, and fixed-source equipment noise shall not exceed the decibel levels specified in the San Francisco Noise Control Ordinance.

For information about compliance of fixed mechanical objects such as rooftop air conditioning, restaurant ventilation systems, and motors and compressors with acceptable noise levels, contact the Environmental Health Section, Department of Public Health at (415) 252-3800, www.sfdph.org.

For information about compliance with construction noise requirements, contact the Department of Building Inspection at 415-558-6570, www.sfdbi.org.

For information about compliance with the requirements for amplified sound, including music and television, contact the Police Department at 415-553-0123, www.sf-police.org.

- C. While it is inevitable that some low level of odor may be detectable to nearby residents and passersby, appropriate odor control equipment shall be installed in conformance with the approved plans and maintained to prevent any significant noxious or offensive odors from escaping the premises.

For information about compliance with odor or other chemical air pollutants standards, contact the Bay Area Air Quality Management District, (BAAQMD), 1-800-334-ODOR (6367), www.baaqmd.gov and Code Enforcement, Planning Department at 415-575-6863, www.sf-planning.org

- D. Garbage, recycling, and compost containers shall be kept within the premises and hidden from public view, and placed outside only when being serviced by the disposal company. Trash shall be contained and disposed of pursuant to garbage and recycling receptacles guidelines set forth by the Department of Public Works.

For information about compliance, contact the Bureau of Street Use and Mapping, Department of Public Works at 415-554-5810, <http://sfdpw.org>.

45. **Sidewalk Maintenance.** The Project Sponsor shall maintain the main entrance to the building and all sidewalks abutting the subject property in a clean and sanitary condition in compliance with the Department of Public Works Streets and Sidewalk Maintenance Standards.

For information about compliance, contact Bureau of Street Use and Mapping, Department of Public Works, 415-695-2017, <http://sfdpw.org>

46. **Community Liaison.** Prior to issuance of a building permit to construct the project and implement the approved use, the Project Sponsor shall appoint a community liaison officer to deal with the issues of concern to owners and occupants of nearby properties. The Project Sponsor shall provide the Zoning Administrator and all registered neighborhood groups for the area with written notice of the name, business address, and telephone number of the community liaison. Should the contact information change, the Zoning Administrator and registered neighborhood groups shall be made aware of such change. The community liaison shall report to the Zoning Administrator what issues, if any, are of concern to the community and what issues have not been resolved by the Project Sponsor.

For information about compliance, contact Code Enforcement, Planning Department at 415-575-6863, www.sf-planning.org

47. **Lighting.** All Project lighting shall be directed onto the Project site and immediately surrounding sidewalk area only, and designed and managed so as not to be a nuisance to adjacent residents.

Nighttime lighting shall be the minimum necessary to ensure safety, but shall in no case be directed so as to constitute a nuisance to any surrounding property.

For information about compliance, contact Code Enforcement, Planning Department at 415-575-6863, www.sf-planning.org

48. **POPOS Design and Operations Strategy (Central SoMa Plan – Implementation Matrix Measure 5.5.1.3).** The Project shall be required to submit a design and operations strategy for the proposed Privately-Owned Public Open Spaces, that will be reviewed and approved by the Planning Department and Recreation and Parks Department (if applicable), soliciting feedback from members of the public.
49. **Privately- Owned Public Open Space Provision.** Pursuant to Planning Code Section 138, the Project shall provide no less than 927 gross square feet of privately-owned public open space (POPOS), of which 2,484 gross square feet may be indoor. The Project Sponsor shall continue to work with Planning Department staff to refine the design and programming of the POPOS so that the open space meets the standards of Section 138(d) and the Urban Design Guidelines. Prior to the first certificate of occupancy for any building on the site, the Project Sponsor shall submit a maintenance and operations plan for the POPOS for review and approval by the Planning Department. At a minimum the maintenance and operations plan shall include:
- A. a description of the amenities and programming for the POPOS and how it serves the open space and recreational needs of the diverse users, including but not limited to residents, youth, families, workers, and seniors;
 - B. a site and floor plan of the POPOS detailing final landscape design, irrigation plan, public art, materials, furnishings, lighting, signage and areas for food service [*Edit for any project specific requirements*];
 - C. a description of the hours and means of public access to the POPOS;
 - D. a proposed schedule for maintenance activities; and
 - E. contact information for a community liaison officer.
- For information about compliance, contact the Case Planner, Planning Department at 415-558-6378, www.sf-planning.org*
50. **Hours of Access of Open Space.** All POPOS shall be publicly accessible from 7AM to 6PM every day. Should all or a portion of the POPOS be temporarily closed due to construction or maintenance activities, the operator shall contact the Planning Department in advance of the closure and post signage, plainly visible from the public sidewalks, that indicates the reason for the closure, an estimated date to reopen, and contact information for a community liaison officer.
- For information about compliance, contact the Code Enforcement, Planning Department at 415-558-6378, www.sf-planning.org*
51. **Food Service in Open Spaces.** Pursuant to Planning Code Section 138, food service area shall occupy no more than 20% of the required POPOS during the hours that the open space is accessible

to the public. Restaurant seating shall not take up more than 20% of the seating and tables provided in the required open space.

For information about compliance, contact the Code Enforcement, Planning Department at 415-558-6378, www.sf-planning.org

52. **Open Space Plaques.** Pursuant to Planning Code Section 138 (i), the Project Sponsor shall install the required public open space plaques at each building entrance. The plaques shall be plainly visible from the public sidewalks on 4th and Townsend Streets. Design of the plaques shall utilize the standard templates provided by the Planning Department, as available, and shall be approved by the Department staff prior to installation.

For information about compliance, contact the Code Enforcement, Planning Department at 415-558-6378, www.sf-planning.org

53. **Monitoring and Reporting - Open Space.** One year from the issuance of the first certificate of occupancy for any building on the site, and then every 3 years thereafter, the Project Sponsor shall submit a maintenance and operations report to the Zoning Administrator for review by the Planning Department. At a minimum the maintenance and operations report shall include:

- F. a description of the amenities, and list of events and programming with dates, and any changes to the design or programming during the reporting period;
- G. a plan of the POPOS including the location of amenities, food service, landscape, furnishing, lighting and signage;
- H. photos of the existing POPOS at time of reporting;
- I. description of access to the POPOS;
- J. a schedule of the means and hours of access and all temporary closures during the reporting period;
- K. a schedule of completed maintenance activities during the reporting period;
- L. a schedule of proposed maintenance activities for the next reporting period; and
- M. contact information for a community liaison officer.

For information about compliance, contact the Code Enforcement, Planning Department at 415-558-6378, www.sf-planning.org



SAN FRANCISCO PLANNING DEPARTMENT

Planning Commission Draft Motion

HEARING DATE: JUNE 20, 2019

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Suite 400
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Planning
Information:
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Record No.: 2014-000203CUA
Project Address: 655 4th STREET; 280-290 TOWNSEND STREET; AND
292-296 TOWNSEND STREET
Zoning: CMUO (Central SoMa Mixed Use Office) Zoning District
Central SoMa Special Use District
400-CS Height and Bulk District
Block/Lot: 3787/026, 028, 050, 161-164
Project Sponsor: 655 4th Owner, LLC
One Bush Street, Suite 500, San Francisco, CA, 94104
Property Owner: 655 4th Owner, LLC
San Francisco, CA 94104
Staff Contact: Linda Ajello Hoagland – (415) 575-6823
linda.ajellohoagland@sfgov.org
Recommendation: **Approval with Conditions**

ADOPTING FINDINGS RELATING TO THE APPROVAL OF CONDITIONAL USE AUTHORIZATION PURSUANT TO PLANNING CODE SECTIONS 303, 317 AND 848 TO DEMOLISH TWO EXISTING DWELLING UNITS AND ESTABLISH A TOURIST HOTEL WITH 38 ROOMS WITHIN THE CMUO (CENTRAL SOMA MIXED-USE OFFICE) ZONING DISTRICT, CENTRAL SOMA SPECIAL USE DISTRICT, AND A 400-CS HEIGHT AND BULK DISTRICT, LOCATED AT 655 FOURTH STREET, 280-290 TOWNSEND STREET, AND 292-296 TOWNSEND STREET, LOTS 045 AND 050-052 IN ASSESSOR'S BLOCK 3787, AND ADOPTING FINDINGS UNDER THE CALIFORNIA ENVIRONMENTAL QUALITY ACT.

PREAMBLE

On December 19, 2017, Melinda Sarjapur of Reuben, Junius & Rose, LLP, acting on behalf of 655 4th Owner, LLC (hereinafter "Project Sponsor") filed a request, as modified by subsequent submittals, with the San Francisco Planning Department (hereafter "Department") for Large Project Authorization pursuant to Planning Code Section 329 and Conditional Use Authorization pursuant to Planning Code Sections 303, 317, and 848, to demolish three existing buildings and associated surface parking on the site and to construct two 36-to-40 story mixed-use buildings containing a mix of residential, office, hotel, and retail uses (collectively, the "Project").

The environmental effects of the Project were determined by the San Francisco Planning Department to have been fully reviewed under the Final Environmental Impact Report for the Central SoMa Plan (hereinafter "EIR"). The EIR was prepared, circulated for public review and comment, and, at a public hearing on May 10, 2018, by Motion No. 20182, certified by the Commission as complying with the California Environmental Quality Act (Cal. Pub. Res. Code Section 21000 *et. seq.*, (hereinafter "CEQA") the State CEQA Guidelines (Cal. Admin. Code Title 14, section 15000 *et seq.*, (hereinafter "CEQA Guidelines")

and Chapter 31 of the San Francisco Administrative Code (hereinafter "Chapter 31"). The Commission has reviewed the EIR, which has been available for this Commission's review as well as public review.

The Central SoMa Plan EIR is a Program EIR. Pursuant to CEQA Guideline 15168(c)(2), if the lead agency finds that no new effects could occur or no new mitigation measures would be required of a proposed project, the agency may approve the project as being within the scope of the project covered by the program EIR, and no additional or new environmental review is required. In approving the Central SoMa Plan, the Commission adopted CEQA findings in its Resolution No. 20183 and hereby incorporates such Findings by reference.

Additionally, State CEQA Guidelines Section 15183 provides a streamlined environmental review for projects that are consistent with the development density established by existing zoning, community plan or general plan policies for which an EIR was certified, except as might be necessary to examine whether there are project-specific effects which are peculiar to the project or its site. Section 15183 specifies that examination of environmental effects shall be limited to those effects that (a) are peculiar to the project or parcel on which the project would be located, (b) were not analyzed as significant effects in a prior EIR on the zoning action, general plan or community plan with which the project is consistent, (c) are potentially significant off-site and cumulative impacts which were not discussed in the underlying EIR, or (d) are previously identified in the EIR, but which are determined to have more severe adverse impact than that discussed in the underlying EIR. Section 15183(c) specifies that if an impact is not peculiar to the parcel or to the proposed project, then an EIR need not be prepared for that project solely on the basis of that impact.

On June 11, 2019, the Department determined that the Project did not require further environmental review under Section 15183 of the CEQA Guidelines and Public Resources Code Section 21083.3. The Project is consistent with the adopted zoning controls in the Central SoMa Area Plan and was encompassed within the analysis contained in the EIR. Since the EIR was finalized, there have been no substantive changes to the Central SoMa Area Plan and no substantive changes in circumstances that would require major revisions to the EIR due to the involvement of new significant environmental effects or an increase in the severity of previously identified significant impacts, and there is no new information of substantial importance that would change the conclusions set forth in the Final EIR. The file for this project, including the Central Soma Area Plan EIR and the Community Plan Exemption certificate, is available for review at the San Francisco Planning Department, 1650 Mission Street, Suite 400, San Francisco, California.

Planning Department staff prepared a Mitigation Monitoring and Reporting Program ("MMRP") setting forth mitigation measures that were identified in the Central SoMa Plan EIR that are applicable to the Project. These mitigation measures are set forth in their entirety in the MMRP attached to the draft Motion as EXHIBIT C.

On June 20, 2019, the Commission adopted Motion No. ____, approving a Large Project Authorization for the Project (Large Project Authorization No. 2014.000203ENX), including a Mitigation, Monitoring, and Reporting Program for the Project, attached as Exhibit __ to Motion No. ____, which are incorporated herein by this reference thereto as if fully set forth in this Motion.

On June 20, 2019, the Commission conducted a duly noticed public hearing at a regularly scheduled meeting on Conditional Use Authorization Application No. 2014.0002030CUA.

The Planning Department Commission Secretary is the custodian of records located in the file for Case No. 2014.000203CUA at 1650 Mission Street, Fourth Floor, San Francisco, California.

The Commission has heard and considered the testimony presented to it at the public hearing and has further considered written materials and oral testimony presented on behalf of the applicant, Department staff, and other interested parties.

MOVED, that the Commission hereby approves the Conditional Use Authorization requested in Application No. 2014-000203CUA, subject to the conditions contained in "EXHIBIT A" of this motion and incorporated by reference, based on the following findings:

FINDINGS

Having reviewed the materials identified in the preamble above, and having heard all testimony and arguments, this Commission finds, concludes, and determines as follows:

1. The above recitals are accurate and constitute findings of this Commission.
2. **Project Description.** The Project will demolish existing buildings on the site (which contain, among other uses, two dwelling units) and will construct two 360- to- 400-foot tall (425 to top of rooftop mechanical screening), 36- to- 40-story mixed-use buildings, located at the northeast corner of 4th and Townsend Streets. The Project will contain a total of 1,014,968 gross square feet ("gsf") of residential use with approximately 960 dwelling units, 24,509 gsf of hotel use with approximately 38 rooms; 21,840 gsf of office use; 18,454 gsf of ground-floor retail; and 2,484 gsf of retail/interior privately-owned, publicly-accessible open space ("POPOS") fronting on 4th Street. The Project will provide approximately 24,495 square feet of outdoor POPOS through landscaped plazas and mid-block alleys leading from Townsend and 4th Streets through to the center of the site, as well as approximately 18,432 square feet of privately-accessible open space for building residents, including 132 private balconies and two commonly-accessible rooftop open spaces. The Project will be served by a below-grade garage accessed along Townsend Street, containing 275 off-street parking spaces (including 12 car-share spaces) and eight off-street loading spaces.
3. **Site Description and Present Use.** The Project site spans seven separate parcels (collectively encompassing approximately 1.64 acres) with addresses located at 655 4th Street and 280-290 Townsend and 292-296 Townsend Street (Assessor's Block 3787, Lots 026, 028, 050, and 161-164) in San Francisco's South of Market Neighborhood. The subject site is located at the northeast corner of 4th and Townsend Streets, and has approximately 275-ft along each of these frontages. Currently, the subject parcels contain three buildings, including one three-story condominium containing two residential units and one commercial unit, and two one- to- two-story retail buildings containing uses including H.D.

Buttercup, Balthaup, and the Creamery. The Project site also contains an approximately 4,000 square foot surface parking lot, and a 2,300 square foot loading area.

4. **Surrounding Properties and Neighborhood.** The Project site is located in the South of Market Neighborhood, within the CMUO (Central SoMa Mixed Use-Office) and Central SoMa Special Use Zoning Districts. The SoMa neighborhood is a high-density downtown neighborhood with a mixture of low- to- mid-rise development containing commercial, office, industrial, and residential uses, as well as several undeveloped or underdeveloped sites, such as surface parking lots and single-story commercial buildings. The Project site is generally bounded by 4th Street to the west, Townsend Street to the south, four story residential and office buildings to the north at 601 4th Street and 475 Brannan Street, and a seven-story office building to the east at 260 Townsend Street. The 4th and King Street Caltrain station is located across the intersection of 4th and Townsend Streets. To the immediate south across Townsend Street is a 13-story mixed-use residential, retail, and office development at 250 King Street (the Beacon). Approximately 200 feet northwest of the Project site is 505 Brannan Street, which has been identified as Key Site 9 under the Central SoMa Plan and proposes development of an eleven-story vertical addition to an existing office building.
5. **Public Outreach and Comments.** To date, the Department has received two phone calls in opposition of the Project from residents in an adjacent residential building, siting impacts to their building adjacent to the Project site on 4th Street as a result of the Project. The Sponsor has conducted multiple one-on-one meetings with individual stakeholders, community organizations and nearby homeowner's associations, and participated in three additional community outreach forums, as outlined in the Project Sponsor Brief (Exhibit E).
6. **Planning Code Compliance:** The Planning Code Compliance Findings set forth in Motion No. _____ Case No. 2014-000203ENX (Large Project Authorization, pursuant to Planning Code Section 329) apply to this Motion, and are incorporated herein as though fully set forth.
7. **Conditional Use Findings.** Planning Code Section 303 establishes criteria for the Planning Commission to consider when reviewing applications for Conditional Use Authorization. On balance, the Project complies with said criteria in that:
 - A. The proposed new uses or feature, at the size and intensity contemplated and at the proposed location, will provide a development that is necessary or desirable for and compatible with, the neighboring community.

The Project will construct two new mixed-use residential buildings containing approximately 960 dwelling units, 24,509 gross square feet of hotel, 21,840 gross square feet of office, and 20,938 square feet of ground floor retail use. The buildings will reach maximum heights of 400 feet (425 including rooftop screening), and will feature a distinctive architectural style, emphasizing the importance of the 4th and Townsend intersection in proximity to Caltrain and the Central Subway. The Project will be among the largest housing developments in the Central SoMa Plan area and the Eastern Neighborhoods, thereby significantly contributing to the approximately 8,300 new housing units proposed for the Plan area. It advances Plan

goals and objectives, including Goal 1: To accommodate a substantial amount of jobs and housing; Goal 2: maintain the diversity of residents; Goal 3: facilitate an economically diversified and lively jobs center; Goal 4: Provide safe and convenient transportation that prioritizes walking, bicycling, and transit; Goal 5: offer an abundance of parks and recreational opportunities; and Goal 8: ensure that new buildings enhance the character of the neighborhood and the City.

Housing is a top priority for the City and County of San Francisco. The size and intensity of the proposed development is necessary and desirable for this neighborhood and the surrounding community because it will provide new opportunities for housing and add new site amenities that will contribute to the character of the surrounding neighborhood. The Project will also replace an underutilized site, while also providing new public amenities, including landscaping, sidewalk improvements, publicly-owned private open space and bicycle parking. The Project is consistent with the neighborhood uses, which include a mix of ground floor commercial uses with residential above, multi-family residential building and commercial uses. The influx of new residents will contribute to the economic vitality of the existing neighborhood by adding new patrons for the nearby retail uses. In summary, the Project is an appropriate urban invention and infill development.

The Project is consistent with land use controls established for the Central SOMA Mixed Use-Office Zoning District, as well as with scope and character of development anticipated for this location in the Planning Department's Key Development Sites Guidelines. It is the only Key Site Central SoMa project that is primarily residential.

Further, the Project will provide significant public benefits for the Plan area and City through payment of numerous development impact fees that will be used to improve local transportation infrastructure, affordable housing, community facilities, and the public realm.

- B.** The proposed Project will not be detrimental to the health, safety, convenience or general welfare of persons residing or working in the vicinity. There are no features of the project that could be detrimental to the health, safety or convenience of those residing or working in the area, in that:
1. The nature of the proposed site, including its size and shape, and the proposed size, shape and arrangement of the structures;

The Project will construct two buildings, each reaching a maximum height of 400 feet (425 including rooftop screening). The buildings will be situated to provide multiple mid-block connections for pedestrian foot traffic, with lobby access for the residential, retail, hotel and office uses located along a spacious landscaped POPOS. The property is located in a height and bulk district, which allows for up to 400 feet of development. This prominent height emphasizes the importance of the 4th and Townsend intersection due to its location in proximity to the Caltrain and Central Subway stations. The Project's proposed height and massing are consistent with design policies of the Central SoMa Plan. The Project will feature a distinctive architectural style, enhancing the character of the neighborhood and City, and will feature approximately 20,938 square feet of ground floor retail, both activating its prominent 4th and Townsend Street frontages and effectively drawing foot traffic into the site's central public open spaces.

2. The accessibility and traffic patterns for persons and vehicles, the type and volume of such traffic, and the adequacy of proposed off-street parking and loading;

The property is well-served by public transit. The Property is within walking distance of the Powell Street BART station, one block from the 4th and King MUNI light rail station and Caltrain, and just minutes away from numerous bus lines including the 09, 09A, 09B, 10, 16A, 16B, 30, 45, 47, 76, 80X, 81X, 82X and 91. The project would also be located along the future Central Subway line, which is currently under construction. In addition, the project would provide below-grade off-street parking in an amount consistent with the standards set forth in the Plan, and will therefore avoid burdening neighborhood parking.

3. The safeguards afforded to proven noxious or offensive emissions such as noise, glare, dust and odor;

The Project entails construction of a mixed-use residential development compatible with the surrounding Central SoMa Plan area. It is not anticipated to generate any noxious or offensive emissions. Appropriate mitigation measures will be undertaken to accommodate for noise, glare and dust during construction.

4. Treatment given, as appropriate, to such aspects as landscaping, screening, open spaces, parking and loading areas, service areas, lighting and signs;

The Project will feature a variety of streetscape improvements including street widening, installation of new signage, landscaping, tree planting, etc., consistent with the City's Better Streets Plan. Further, the project will incorporate approximately 24,495 square feet of attractively landscaped and hardscaped publicly-accessible open space, re-activating and drawing foot traffic into development on this prominent corner location.

- C. That the use as proposed will comply with the applicable provisions of the Planning Code and will not adversely affect the General Plan.

The Project complies with relevant requirements and standards of the Planning Code and is consistent with objectives and policies of the General Plan as detailed below.

- D. That the use as proposed would provide development that is in conformity with the purpose of the applicable CMUO (Central SoMa Mixed Use Office) District.

The Project is consistent with the stated purpose of the CMUO Zoning District in that it will result in development of a mix of residential and non-residential uses, including office, retail, and a tourist hotel. Per Planning Code Section 848, the CMUO Zoning District is described as:

The Central SoMa Mixed Use-Office (CMUO) extends predominantly between 2nd Street and 6th Street in the South of Market area. The CMUO is designed to encourage a mix of residential and

non-residential uses, including office, retail, light industrial, arts activities, nighttime entertainment, and tourist hotels.

8. **Planning Code Section 303(g)** establishes additional criteria and findings for the Planning Commission to consider when reviewing applications for hotels and motels, in addition to those applicable to Conditional Uses. On balance, the project does comply with said criteria in that:

- A. The impact of the employees of the hotel or motel on the demand in the City for housing, public transit, child care, and other social services. To the extent relevant, the Commission shall also consider the seasonal and part-time nature of employment in the hotel or motel;

The Project Sponsor will comply with the First Source Hiring Program, thus allowing certain positions to be available to local residents. The Project Sponsor also expects that a sizable portion of its new hires will be local, minimizing effects on the demand for new housing, public transit, childcare, and other social services. The Project site is well-served by numerous public transit options and accessible via bicycle and foot from major transit stops. Further, the Project will contribute funding to support affordable housing, child-care, public transit, and other social services through various applicable impact fees.

- B. The measures that will be taken by the project sponsor to employ residents of San Francisco in order to minimize increased demand for regional transportation;

The Project Sponsor intends to coordinate local hiring to address Project construction and employment needs of the hotel use. The Project is in close proximity to public transit. Further, the Project has demonstrated compliance with the TDM Program, and will encourage modes of non-vehicular transportation including: walking, bicycling, and public transit by providing sufficient bicycle parking, real time transportation displays, multi-modal wayfinding signage, and streetscape improvements.

- C. The market demand for a hotel or motel of the type proposed;

According to the Market Demand Analysis prepared by CBRE dated December 27, 2018, the San Francisco Bay Area is one of the strongest lodging markets in the United States, and has been approximately 20 percentage points above national averages, and with the reopening of the Moscone Center, occupancy in the San Francisco lodging market is expected to remain significantly above the national average. The report indicates that the overall demand for hotel units in San Francisco is set to continue at its currently high levels. Specific to the Project's proposed hotel, the competitive market's performance similarly surpasses both national and regional trends. The Analysis concludes that the hotel will not have any material impact on the overall market's long-term performance, and that occupancy in its market space will remain relatively stable at 83-85% over the next several years. Finally, the hotel is expected to achieve a stabilized occupancy in 2024 of 85%, again well over national trends and in line with the stabilized level projected for the competitive market.

- D. In the Transit Center C-3-O(SD) Commercial Special Use District, the opportunity for commercial growth in the Special Use District and whether the proposed hotel, considered with other hotels and non-commercial uses approved or proposed for major development sites in the Special Use

District since its adoption would substantially reduce the capacity to accommodate dense, transit-oriented job growth in the District;

The Project is not located within the Transit Center C-3-O(SD) Commercial Special Use District.

9. **Planning Code Section 317** establishes additional criteria and findings for the Planning Commission to consider when reviewing applications for projects that will demolish existing dwelling units. On balance, the project does comply with said criteria in that:

- A. Whether the property is free of a history of serious, continuing Code violations;

There are no serious, continuing Code violations at the property. The subject property (655 4th Street) has an open violation with the Department of Building Inspection for failure to comply with the Commercial Water Conservation Ordinance.

- B. Whether the housing has been maintained in a decent, safe, and sanitary condition;

The two existing condominium units have been maintained in a decent, safe, and sanitary condition.

- C. Whether the Property is an “historical resource” under CEQA;

Not Applicable. The property is not an historical resource under CEQA.

- D. Whether the removal of the resource will have a substantial adverse impact under CEQA;

Not Applicable. The property is not an historical resource under CEQA.

- E. Whether the project converts rental housing to other forms of tenure or occupancy;

The property currently contains two market rate condominium units. The Project will remove these units to construct a new residential project containing approximately 960 rental dwelling units.

- F. Whether the project removes rental units subject to the Residential Rent Stabilization and Arbitration Ordinance for affordable housing;

The two existing units at the property are not subject to the Residential Rent Stabilization and Arbitration Ordinance.

- G. Whether the project conserves existing housing to preserve cultural and economic neighborhood diversity;

The Project will remove two market rate condominium units, to facilitate construction of a new residential project containing approximately 960 rental dwelling units. The new housing will provide additional opportunity for neighborhood housing and the Project will participate in the City’s Inclusionary Housing

Program, contributing to conservation and preservation of cultural and economic diversity and promote the construction and rehabilitation of permanently affordable units within the neighborhood.

- H. Whether the project conserves neighborhood character to preserve neighborhood cultural economic diversity;

The project is consistent with policy goals of the Central SoMa Plan area, and will contribute to the evolving neighborhood character while enhancing opportunity for cultural and economic diversity of area residents.

- I. Whether the project protects the relative affordability of existing housing;

The existing building contains two market rate condominium units. There are no existing affordable housing units at the property.

- J. Whether the project increases the number of permanently affordable units as governed by Section 415;

The existing building contains two market rate condominium units. The Project will not remove any affordable housing units. The Project will construct approximately 960 market-rate rental dwelling units on site, and will satisfy the City's Inclusionary Housing Program requirements through payment of an In Lieu Fee that will contribute to the development of affordable housing within the Central SoMa neighborhood.

- K. Whether the project locates in-fill housing on appropriate sites in established neighborhoods;

The Project will locate approximately 960 market rate units of in-fill housing within the Central SoMa Plan area, in a transit-rich location.

- L. Whether the project increases the number of family-sized units on site;

The Project will significantly increase the number of family-sized units on site. The property currently contains two market rate condominium units. The Project will construct approximately 960 new dwelling units, including approximately 351 two-bedroom and 37 three-bedroom units, resulting in a net increase of approximately 958 new dwelling units.

- M. Whether the project creates new supportive housing;

The Project will not contain new supportive housing.

- N. Whether the project is of superb architectural and urban design, meeting all relevant design guidelines, to enhance existing neighborhood character;

The Project has an iconic design at a prominent street corner in the Central SoMa Plan area. The Project is, on balance, consistent with all relevant design guidelines, and will enhance existing neighborhood character.

- O. Whether the project increases the number of on-site Dwelling Units;

The Project will increase the number of on-site dwelling units from 2 to 960, a net increase of 958 units.

- P. Whether the project increases the number of on-site bedrooms;

The Project will increase the number of on-site bedrooms from 6 to 1,385.

- Q. Whether or not the replacement project would maximize density on the subject lot; and

The Project would maximize residential density on the subject lot, consistent with project design, massing, dwelling unit mix, and all other applicable standards for the Central SoMa Plan area.

- R. If replacing a building not subject to the Residential Rent Stabilization and Arbitration Ordinance, whether the new project replaces all of the existing units with new Dwelling Units of a similar size and with the same number of bedrooms.

The Project will replace the existing market-rate condominium units with new dwelling units with a range of sizes and bedroom configurations, as discussed above.

10. **General Plan Compliance.** The General Plan Consistency Findings set forth in Motion No _____, Case No. 2014-000203ENX (Large Project Authorization, pursuant to Planning Code Section 329) apply to this Motion, and are incorporated herein as though fully set forth.

11. **Planning Code Section 101.1(b)** establishes eight priority-planning policies and requires review of permits for consistency with said policies. On balance, the project complies with said policies in that:

- a. That existing neighborhood-serving retail uses be preserved and enhanced and future opportunities for resident employment in and ownership of such businesses be enhanced.

The Project site currently contains 52,590 square feet of commercial use, including the Creamery neighborhood café, a taqueria, a designer furnishing store, and a catering service. The Project would create approximately 20,938 gsf of new neighborhood serving retail uses, including four new micro retail spaces, and a gross square feet of new retail use, including seven new micro-retail spaces, and approximately 24,509 gsf of hotel use, enhancing future opportunities for employment and ownership of area businesses.

- b. That existing housing and neighborhood character be conserved and protected in order to preserve the cultural and economic diversity of our neighborhoods.

The Project would remove two existing dwelling units and construct 960 dwelling units in a range of size and unit types, increasing the City's available housing stock and preserving cultural and economic

diversity. In addition, the Project's office and retail components will conserve and protect the neighborhood's existing commercial character.

- c. That the City's supply of affordable housing be preserved and enhanced,

The Project will not displace any affordable housing units. The Project will construct 960 new dwelling units and will satisfy the City's Inclusionary Housing Program through payment of an in-lieu fee, which will be used to fund development of affordable housing within the area bounded by Market Street, the Embarcadero, King Street, Division Street, and South Van Ness Avenue. The Project's commercial components will also be subject to payment of the City's Jobs-Housing Linkage Fee, which will be used to develop and preserve affordable housing options throughout the City.

- d. That commuter traffic not impede MUNI transit service or overburden our streets or neighborhood parking.

The Project will not impede transit service, or overburden streets or neighborhood parking. The Project will contain off-street parking spaces to serve residential and non-residential uses within the ratios principally permitted by the Planning Code, and will participate in the City's Transportation Demand Management Program. The site is within walking distance of San Francisco's downtown, Financial District, and office hubs around SoMa, as well as the Montgomery Street BART station, and is located kitty corner from the 4th and King Caltrain station, providing access to the East Bay, the Peninsula and into Silicon Valley. The Property is also extremely well-served by public transit. The Property is within walking distance of the 09, 09A, 10, 16A, 16B, 30, 45, 47, 76, 80X, 81X, 82X and 91 bus lines. The Project is also located along the future Central Subway line.

- e. That a diverse economic base be maintained by protecting our industrial and service sectors from displacement due to commercial office development, and that future opportunities for resident employment and ownership in these sectors be enhanced.

The site contains no industrial use, and proposes largely residential development. The Project will also contain approximately 20,938 gsf of new retail development, split amongst a number of individual retail units of varying size, providing future opportunities for resident employment and ownership.

- f. That the City achieve the greatest possible preparedness to protect against injury and loss of life in an earthquake.

The Project will be designed and will be constructed to conform to the structural and seismic safety requirements of the Building Code. This proposal will not impact the property's ability to withstand an earthquake.

- g. That landmarks and historic buildings be preserved.

The Project site does not contain any City Landmarks or historic buildings.

- h. That our parks and open space and their access to sunlight and vistas be protected from development.

The Project has been designed to minimize sunlight and vista impacts to City parks and open spaces.

12. The Project is consistent with and would promote the general and specific purposes of the Code provided under Section 101.1(b) in that, as designed, the Project would contribute to the character and stability of the neighborhood and would constitute a beneficial development.
13. The Commission hereby finds that approval of the Conditional Use Authorization would promote the health, safety and welfare of the City.

DECISION

That based upon the Record, the submissions by the Applicant, the staff of the Department and other interested parties, the oral testimony presented to this Commission at the public hearings, and all other written materials submitted by all parties, the Commission hereby **APPROVES Conditional Use Authorization Application No. 2014-000203CUA** subject to the following conditions attached hereto as "EXHIBIT A" in general conformance with plans on file, dated June 6, 2019, and stamped "EXHIBIT B", which is incorporated herein by reference as though fully set forth.

The Planning Commission hereby adopts the MMRP attached hereto as "EXHIBIT C" and incorporated herein as part of this Motion by this reference thereto. All required mitigation measures identified in the Transit Center District Plan EIR and contained in the MMRP are included as conditions of approval.

APPEAL AND EFFECTIVE DATE OF MOTION: Any aggrieved person may appeal this Conditional Use Authorization to the Board of Supervisors within thirty (30) days after the date of this Motion. The effective date of this Motion shall be the date of this Motion if not appealed (after the 30-day period has expired) OR the date of the decision of the Board of Supervisors if appealed to the Board of Supervisors. For further information, please contact the Board of Supervisors at (415) 554-5184, City Hall, Room 244, 1 Dr. Carlton B. Goodlett Place, San Francisco, CA 94102.

Protest of Fee or Exaction: You may protest any fee or exaction subject to Government Code Section 66000 that is imposed as a condition of approval by following the procedures set forth in Government Code Section 66020. The protest must satisfy the requirements of Government Code Section 66020(a) and must be filed within 90 days of the date of the first approval or conditional approval of the development referencing the challenged fee or exaction. For purposes of Government Code Section 66020, the date of imposition of the fee shall be the date of the earliest discretionary approval by the City of the subject development.

If the City has not previously given Notice of an earlier discretionary approval of the project, the Planning Commission's adoption of this Motion, Resolution, Discretionary Review Action or the Zoning Administrator's Variance Decision Letter constitutes the approval or conditional approval of the development and the City hereby gives **NOTICE** that the 90-day protest period under Government Code Section 66020 has begun. If the City has already given Notice that the 90-day approval period has begun for the subject development, then this document does not re-commence the 90-day approval period.

I hereby certify that the Planning Commission ADOPTED the foregoing Motion on June 20, 2019.

Jonas P. Ionin
Commission Secretary

AYES:

NAYS:

**Draft Motion
June 20, 2019**

**RECORD NO. 2014-000203CUA
655 4th STREET**

ABSENT:

ADOPTED: June 20, 2019

EXHIBIT A

AUTHORIZATION

This authorization is for a Conditional Use Authorization to allow demolition of two dwelling units and establishment of a tourist hotel containing 38 guestrooms at 655 4th Street, 280-290 and 292-296 Townsend Street, Block 3787, Lots 045 and 050-052, pursuant to Planning Code Sections 303, 317, and 848 within the CMUO Zoning District, Central SoMa Special Use District and 400-CS Height and Bulk District; in general conformance with plans, dated June 6, 2019, and stamped "EXHIBIT B" included in the docket for Record No. 2014-000203CUA and subject to conditions of approval reviewed and approved by the Commission on **June 20, 2019** under Motion No **XXXXXX**. This authorization and the conditions contained herein run with the property and not with a particular Project Sponsor, business, or operator.

RECORDATION OF CONDITIONS OF APPROVAL

Prior to the issuance of the building permit or commencement of use for the Project the Zoning Administrator shall approve and order the recordation of a Notice in the Official Records of the Recorder of the City and County of San Francisco for the subject property. This Notice shall state that the project is subject to the conditions of approval contained herein and reviewed and approved by the Planning Commission on June 20, 2019 under Motion No **XXXXXX**.

PRINTING OF CONDITIONS OF APPROVAL ON PLANS

The conditions of approval under the 'Exhibit A' of this Planning Commission Motion No. **XXXXXX** shall be reproduced on the Index Sheet of construction plans submitted with the site or building permit application for the Project. The Index Sheet of the construction plans shall reference to the Conditional Use authorization and any subsequent amendments or modifications.

SEVERABILITY

The Project shall comply with all applicable City codes and requirements. If any clause, sentence, section or any part of these conditions of approval is for any reason held to be invalid, such invalidity shall not affect or impair other remaining clauses, sentences, or sections of these conditions. This decision conveys no right to construct, or to receive a building permit. "Project Sponsor" shall include any subsequent responsible party.

CHANGES AND MODIFICATIONS

Changes to the approved plans may be approved administratively by the Zoning Administrator. Significant changes and modifications of conditions shall require Planning Commission approval of a new Conditional Use Authorization.

Conditions of Approval, Compliance, Monitoring, and Reporting PERFORMANCE

1. **Validity.** The authorization and right vested by virtue of this action is valid for five (5) years from the effective date of the Motion. The Department of Building Inspection shall have issued a Building Permit or Site Permit to construct the project and/or commence the approved use within this five-year period.
For information about compliance, contact Code Enforcement, Planning Department at 415-575-6863, www.sf-planning.org
2. **Expiration and Renewal.** Should a Building or Site Permit be sought after the five (5) year period has lapsed, the project sponsor must seek a renewal of this Authorization by filing an application for an amendment to the original Authorization or a new application for Authorization. Should the project sponsor decline to so file, and decline to withdraw the permit application, the Commission shall conduct a public hearing in order to consider the revocation of the Authorization. Should the Commission not revoke the Authorization following the closure of the public hearing, the Commission shall determine the extension of time for the continued validity of the Authorization.
For information about compliance, contact Code Enforcement, Planning Department at 415-575-6863, www.sf-planning.org
3. **Diligent Pursuit.** Once a site or Building Permit has been issued, construction must commence within the timeframe required by the Department of Building Inspection and be continued diligently to completion. Failure to do so shall be grounds for the Commission to consider revoking the approval if more than five (5) years have passed since this Authorization was approved.
For information about compliance, contact Code Enforcement, Planning Department at 415-575-6863, www.sf-planning.org
4. **Extension.** All time limits in the preceding three paragraphs may be extended at the discretion of the Zoning Administrator where implementation of the project is delayed by a public agency, an appeal or a legal challenge and only by the length of time for which such public agency, appeal or challenge has caused delay.
For information about compliance, contact Code Enforcement, Planning Department at 415-575-6863, www.sf-planning.org
5. **Conformity with Current Law.** No application for Building Permit, Site Permit, or other entitlement shall be approved unless it complies with all applicable provisions of City Codes in effect at the time of such approval.
For information about compliance, contact Code Enforcement, Planning Department at 415-575-6863, www.sf-planning.org

6. **Additional Project Authorization.** The Project Sponsor must obtain a Large Project Authorization under Planning Code Section 329 for new construction of more than 50,000 gross square feet and greater than 85 feet in height within the CMUO Zoning District, Central SoMa Special Use District and satisfy all the conditions thereof. The conditions set forth below are additional conditions required in connection with the Project. If these conditions overlap with any other requirement imposed on the Project, the more restrictive or protective condition or requirement, as determined by the Zoning Administrator, shall apply.

For information about compliance, contact Code Enforcement, Planning Department at 415-575-6863, www.sf-planning.org

7. **Mitigation Measures.** Mitigation measures described in the MMRP attached as Exhibit C are necessary to avoid potential significant effects of the proposed project and have been agreed to by the project sponsor. Their implementation is a condition of project approval.

For information about compliance, contact Code Enforcement, Planning Department at 415-575-6863, www.sf-planning.org

DESIGN – COMPLIANCE AT PLAN STAGE

8. **Final Materials.** The Project Sponsor shall continue to work with Planning Department on the building design. Final materials, glazing, color, texture, landscaping, and detailing shall be subject to Department staff review and approval. The architectural addenda shall be reviewed and approved by the Planning Department prior to issuance.

For information about compliance, contact the Case Planner, Planning Department at 415-558-6378, www.sf-planning.org

9. **Garbage, Composting and Recycling Storage.** Space for the collection and storage of garbage, composting, and recycling shall be provided within enclosed areas on the property and clearly labeled and illustrated on the building permit plans. Space for the collection and storage of recyclable and compostable materials that meets the size, location, accessibility and other standards specified by the San Francisco Recycling Program shall be provided at the ground level of the buildings.

For information about compliance, contact the Case Planner, Planning Department at 415-558-6378, www.sf-planning.org

10. **Signage.** The Project Sponsor shall develop a signage program for the Project which shall be subject to review and approval by Planning Department staff before submitting any building permits for construction of the Project. All subsequent sign permits shall conform to the approved signage program. Once approved by the Department, the signage program/plan information shall be submitted and approved as part of the site permit for the Project. All exterior signage shall be designed to compliment, not compete with, the existing architectural character and architectural features of the building.

For information about compliance, contact the Case Planner, Planning Department at 415-558-6378, www.sf-planning.org

11. **Noise.** Plans submitted with the building permit application for the approved project shall incorporate acoustical insulation and other sound proofing measures to control noise. *For information about compliance, contact the Case Planner, Planning Department at 415-558-6378, www.sf-planning.org*

MONITORING - AFTER ENTITLEMENT

12. **Enforcement.** Violation of any of the Planning Department conditions of approval contained in this Motion or of any other provisions of Planning Code applicable to this Project shall be subject to the enforcement procedures and administrative penalties set forth under Planning Code Section 176 or Section 176.1. The Planning Department may also refer the violation complaints to other city departments and agencies for appropriate enforcement action under their jurisdiction. *For information about compliance, contact Code Enforcement, Planning Department at 415-575-6863, www.sf-planning.org*
13. **Revocation due to Violation of Conditions.** Should implementation of this Project result in complaints from interested property owners, residents, or commercial lessees which are not resolved by the Project Sponsor and found to be in violation of the Planning Code and/or the specific conditions of approval for the Project as set forth in Exhibit A of this Motion, the Zoning Administrator shall refer such complaints to the Commission, after which it may hold a public hearing on the matter to consider revocation of this authorization. *For information about compliance, contact Code Enforcement, Planning Department at 415-575-6863, www.sf-planning.org*

OPERATION

14. **Sidewalk Maintenance.** The Project Sponsor shall maintain the main entrance to the building and all sidewalks abutting the subject property in a clean and sanitary condition in compliance with the Department of Public Works Streets and Sidewalk Maintenance Standards. *For information about compliance, contact Bureau of Street Use and Mapping, Department of Public Works, 415-695-2017, <http://sfdpw.org>*
15. **Community Liaison.** Prior to issuance of a building permit to construct the project and implement the approved use, the Project Sponsor shall appoint a community liaison officer to deal with the issues of concern to owners and occupants of nearby properties. The Project Sponsor shall provide the Zoning Administrator and all registered neighborhood groups for the area with written notice of the name, business address, and telephone number of the community liaison. Should the contact information change, the Zoning Administrator and registered neighborhood groups shall be made aware of such change. The community liaison shall report to the Zoning Administrator what

issues, if any, are of concern to the community and what issues have not been resolved by the Project Sponsor.

For information about compliance, contact Code Enforcement, Planning Department at 415-575-6863, www.sf-planning.org

16. **Lighting.** All Project lighting shall be directed onto the Project site and immediately surrounding sidewalk area only, and designed and managed so as not to be a nuisance to adjacent residents. Nighttime lighting shall be the minimum necessary to ensure safety, but shall in no case be directed so as to constitute a nuisance to any surrounding property.

For information about compliance, contact Code Enforcement, Planning Department at 415-575-6863, www.sf-planning.org

EXHIBIT B

655 4TH ST
4TH & TOWNSEND
SOMA, SAN FRANCISCO

PLANNING UPDATE
JUNE 06, 2019



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OWNER



DESIGN CONSULTANT
LANDSCAPE DESIGN CONSULTANT



ARCHITECT OF RECORD





VIEW FROM OVER CALTRAIN TRACKS



BIRDS EYE VIEW TOWARDS BAY



VIEW FROM CORNER OF 4TH ST AND TOWNSEND ST



VIEW FROM 4TH STREET



PARKING & LOADING ENTRY ON TOWNSEND ST



CENTRAL COURTYARD

PLANNING UPDATE _ JUNE - 06 - 2019

655 4TH STREET

TISHMAN SPEYER _ BJARKE INGELS GROUP_ ADAMSON ASSOCIATES



VIEW OF ALLEYWAY FROM TOWNSEND STREET



VIEW UNDER GATEWAY ON 4TH STREET



VIEW OF TOWER 2B LEVEL 8 OPEN SPACE



MURALS



FRESCOS



SCULPTURES





ZONING INFORMATION AND PROJECT STATISTICS

ZONING INFORMATION

ADDRESS	655 4TH STREET, SAN FRANCISCO
ASSESSORS BLOCK/LOT	BLOCK 3787: LOT 26, 28, 50, 161, 162/164
SITE AREA	71,290 SF
ZONING DISTRICT	CENTRAL SOMA MIXED USE - OFFICE (CMUO)
SPECIAL USE DISTRICT	CENTRAL SOMA SPECIAL USE DISTRICT
HEIGHT AND BULK	400-CS, STREET WALL SET BACK AT 4TH ST; STREET WALL SETBACK AT 85'= 15'; MAX. HORIZONTAL DIM = 150'; NO RESIDENTIAL FLOOR TO EXCEED 12,000 SF AND MAX DIAGONAL DIMENSION = 190'; TOP 1/3 = 15% MIN BULK REDUCTION; DISTANCE BETWEEN TOWERS MIN. 85' IF THE DIFFERENCE IN HEIGHT OF THE TOWERS IS MIN. 50'
FLOOR AREA RATIO	UNLIMITED
RESIDENTIAL DENSITY	NONE
LOT COVERAGE	67.7% (LESS THAN 80%)
GROUND FLOOR HEIGHT	14' MINIMUM
GROUND FLOOR	ACTIVE USE REQUIRED

RESIDENTIAL UNIT MIX

	TOWER 1A/B	TOWER 2A/B	TOTAL	UNIT %
STUDIO	121	121	242	25%
1 BR	170	160	330	34%
2 BR	190	161	351	37%
3 BR	15	22	37	4%
TOTAL	496	464	960	
HOTEL		38		

CAR PARKING COUNTS

	RESIDENTIAL	OFFICE	RETAIL	HOTEL	TOTAL
CAR PARKING	240	6	15	2	263
CAR SHARE PARKING*	12	0	0	0	12

*CAR SHARE SPACES DO NOT COUNT TOWARDS MAX. PARKING

BIKE PARKING COUNTS

	RESIDENTIAL	OFFICE	RETAIL	HOTEL	TOTAL
CLASS 1 BICYCLE	530	5	3	2	540
CLASS 2 BICYCLE	48	2	29	2	81

SF PLANNING GROSS FLOOR AREA - BY USE

	TOWER 1A	TOWER 1B	TOWER 2A	TOWER 2B	TOTAL
RETAIL	3,070	4,130	4,254	7,000	18,454
INTERIOR POPOS/ RETAIL	0	2,484	0	0	2,484
OFFICE	0	0	0	21,840	21,840
HOTEL	0	0	0	24,509	24,509
RESIDENTIAL	297,075	208,986	318,305	190,504	1,014,968
TOTAL	300,145	215,600	322,559	243,853	1,082,157

OPEN SPACE SUMMARY

TOTAL UNIT COUNT	960
UNITS W/ PRIVATE BALCONIES (GREATER THAN 60 SF)	132
TOTAL UNITS WITHOUT BALCONIES	828
TOTAL PUBLIC OPEN SPACE (GROUND) POPOS	24,495
CSOMA PUBLIC OPEN SPACE REQUIREMENT	54
UNITS SATISFIED	454
TOTAL PRIVATE OPEN SPACES	10,512
CSOMA PRIVATE OPEN SPACE REQUIREMENT	60
UNITS SATISFIED	175
TOTAL UNITS SATISFIED	629
TOTAL UNITS NOT SATISFIED	199

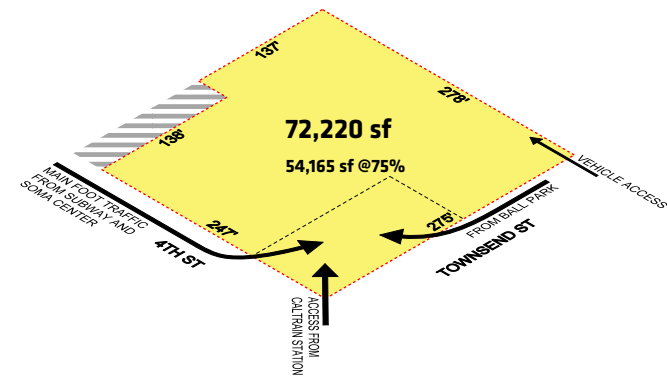
LOADING

	TOWER 1 & 2
34' LONG ROLL-OFF COLLECTION VEHICLE OR SEMI (3 AXLE)	3
SEMI (3 AXLE)	3
20X10 PARCEL DELIVERY	2
TOTAL	8

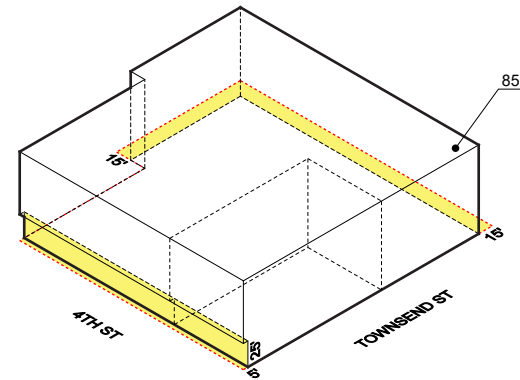
SF PLANNING GROSS FLOOR AREA - ABOVE GRADE BY FLOOR

FLOOR		TOWER 1A/B AREA	TOWER 2A/B AREA
ROOF		0	0
LEVEL	40	7,278	7,278
LEVEL	39	7,278	7,278
LEVEL	38	7,278	7,278
LEVEL	37	7,278	7,278
LEVEL	36	11,950	11,933
LEVEL	35	11,950	11,933
LEVEL	34	11,950	11,933
LEVEL	33	11,950	11,933
LEVEL	32	11,950	11,933
LEVEL	31	11,950	11,933
LEVEL	30	11,950	11,933
LEVEL	29	11,950	11,933
LEVEL	28	11,945	11,933
LEVEL	27	11,945	11,997
LEVEL	26	11,945	12,008
LEVEL	25	11,945	12,171
LEVEL	24	11,945	12,372
LEVEL	23	11,971	12,593
LEVEL	22	11,589	12,856
LEVEL	21	12,188	13,107
LEVEL	20	12,417	13,420
LEVEL	19	12,309	13,782
LEVEL	18	12,500	14,190
LEVEL	17	12,744	14,515
LEVEL	16	12,957	14,965
LEVEL	15	13,274	15,467
LEVEL	14	13,555	16,022
LEVEL	13	13,860	16,655
LEVEL	12	14,280	17,226
LEVEL	11	14,195	17,748
LEVEL	10	14,645	18,289
LEVEL	9	15,011	12,401
LEVEL	8	15,402	18,615
LEVEL	7	15,964	20,373
LEVEL	6	16,164	20,238
LEVEL	5	16,576	20,165
LEVEL	4	16,843	19,922
LEVEL	3	17,039	19,567
LEVEL	2	17,065	19,408
LEVEL	1	18,760	19,831
SUB-TOTAL		515,745	566,412
TOTAL			1,082,157

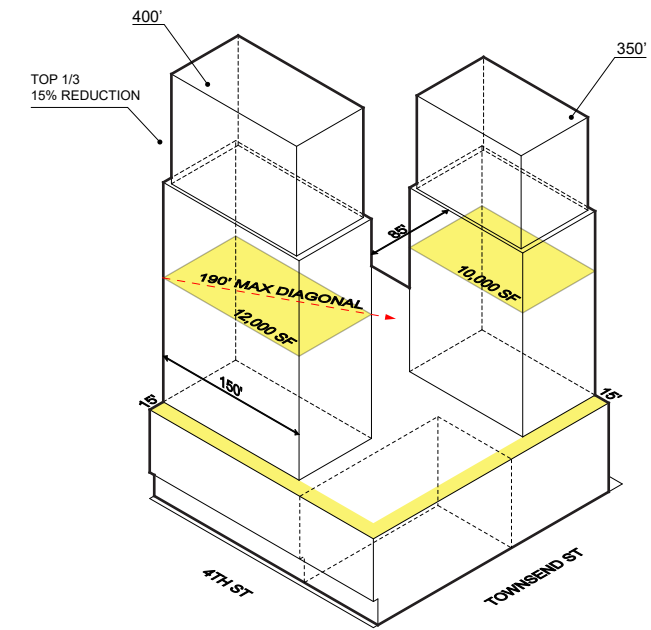
DESIGN CONCEPT



SITE



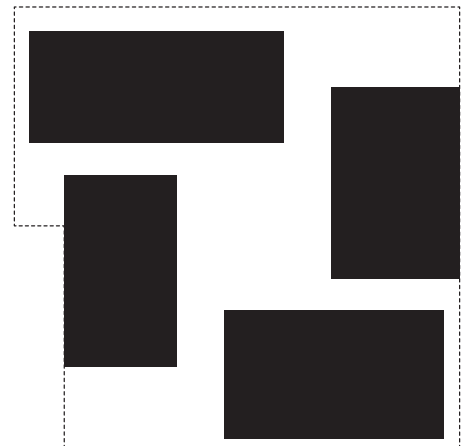
PODIUM SETBACKS



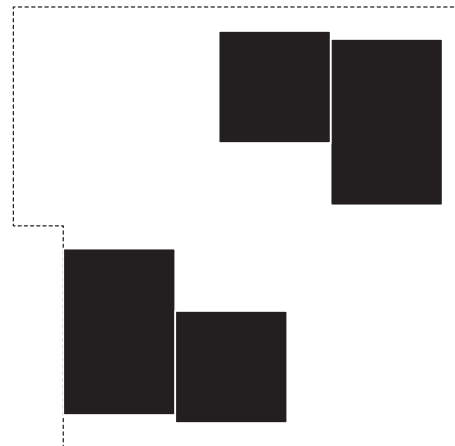
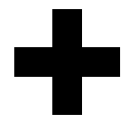
TOWER BULK



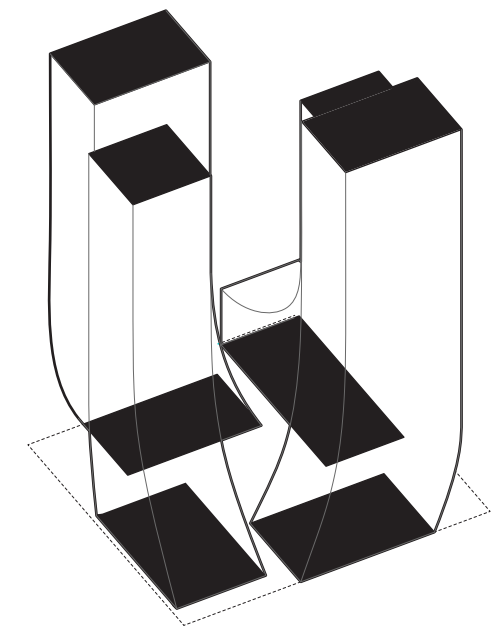
URBAN FORM GOALS



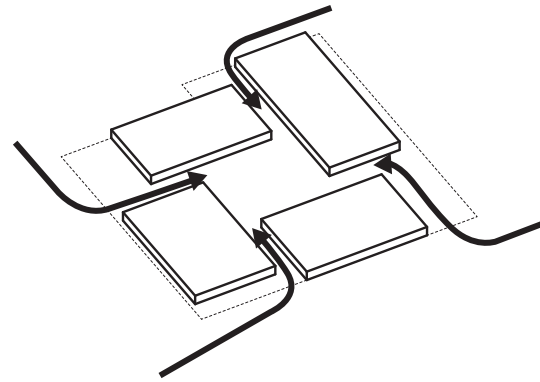
PINWHEEL FOOTPRINT



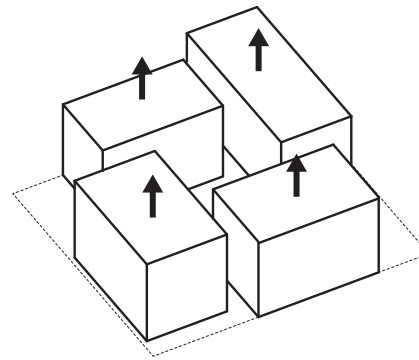
BROKEN UP TOWER MASSING



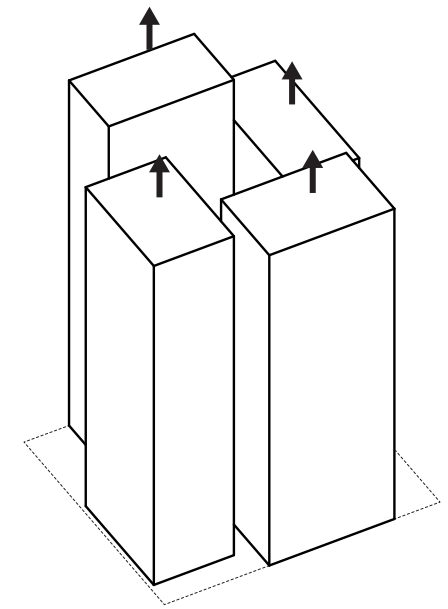
MERGED TWO TOWERS AND PODIUM



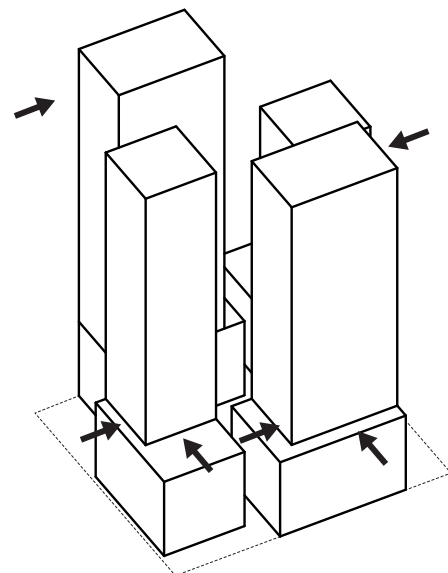
MAXIMUM PUBLIC ACCESS



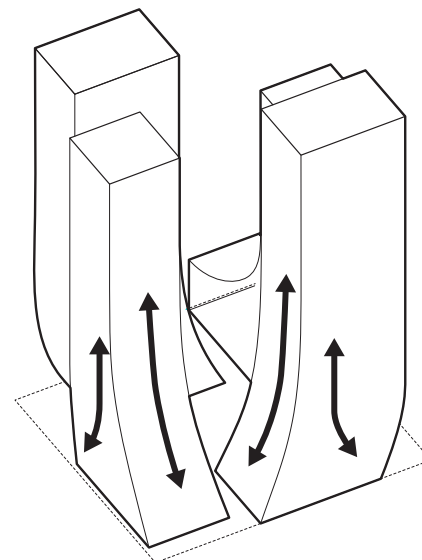
PODIUM



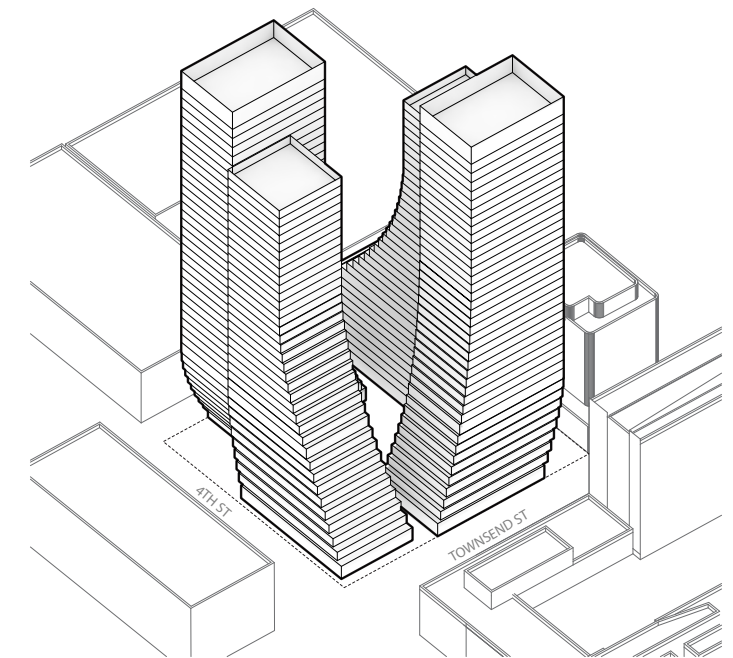
TOWERS



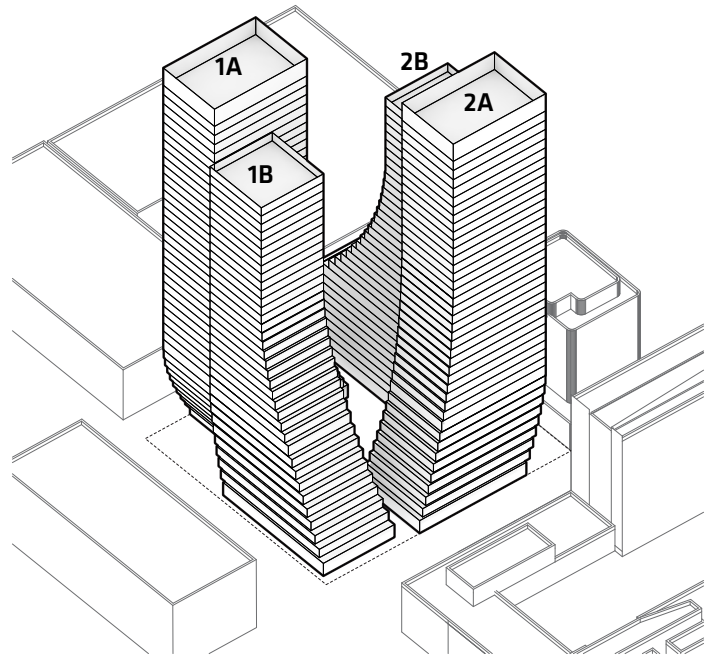
SETBACKS



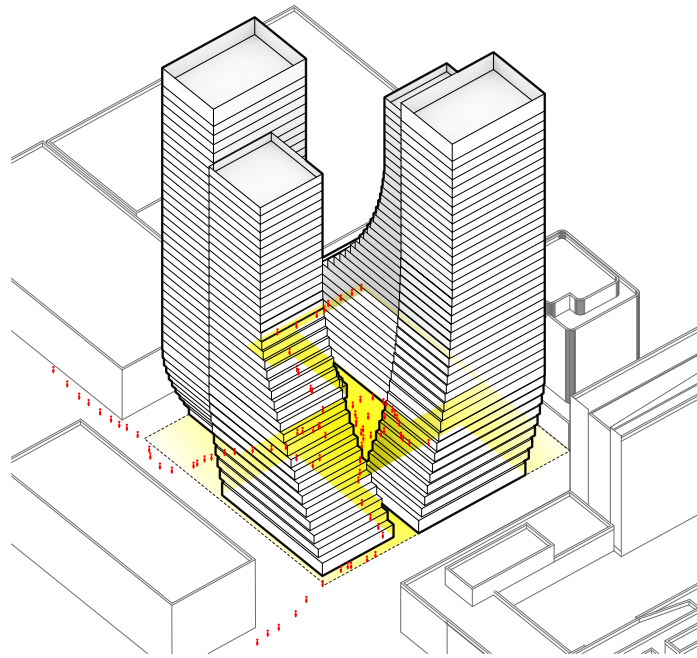
MERGE



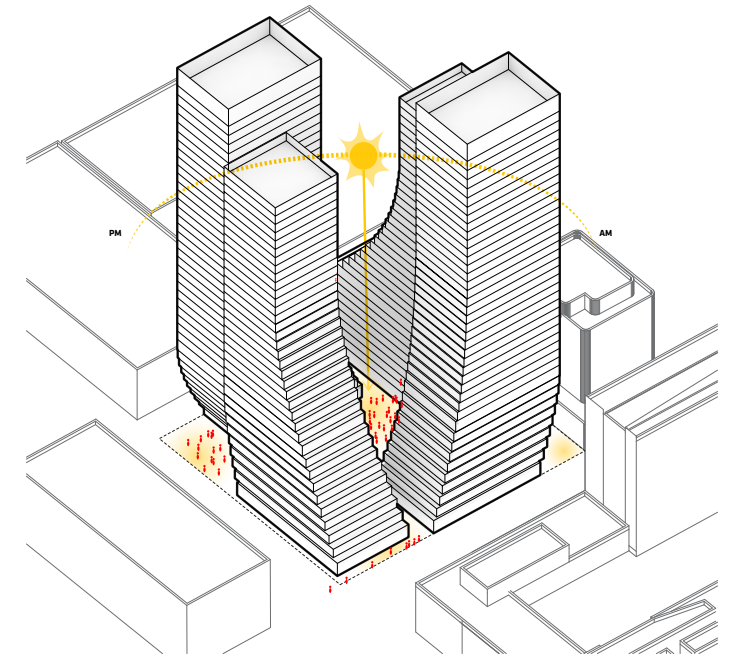
SIMPLE & DYNAMIC



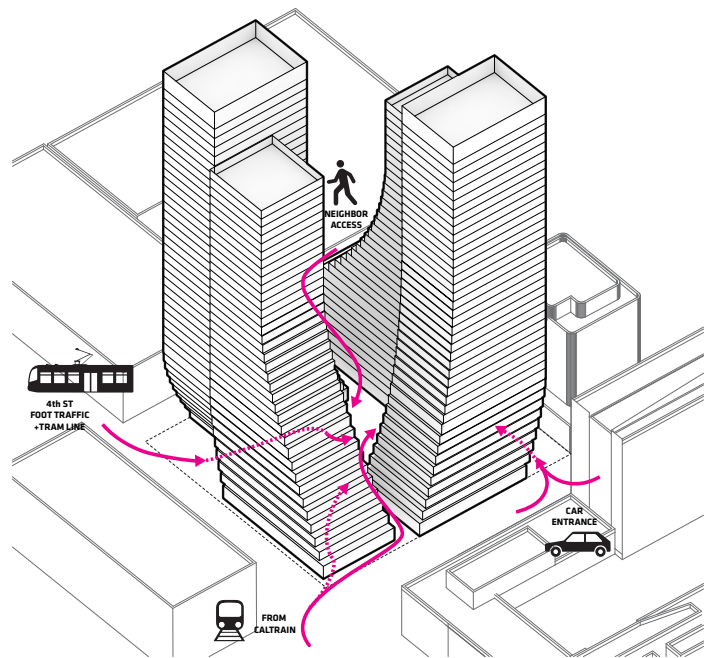
BUILDING NAMING



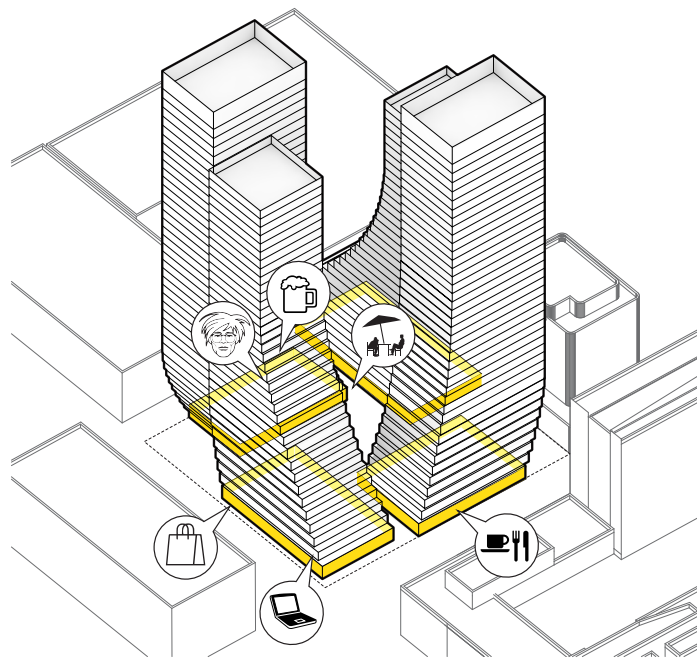
THE SITE AS A PUBLIC PLAZA



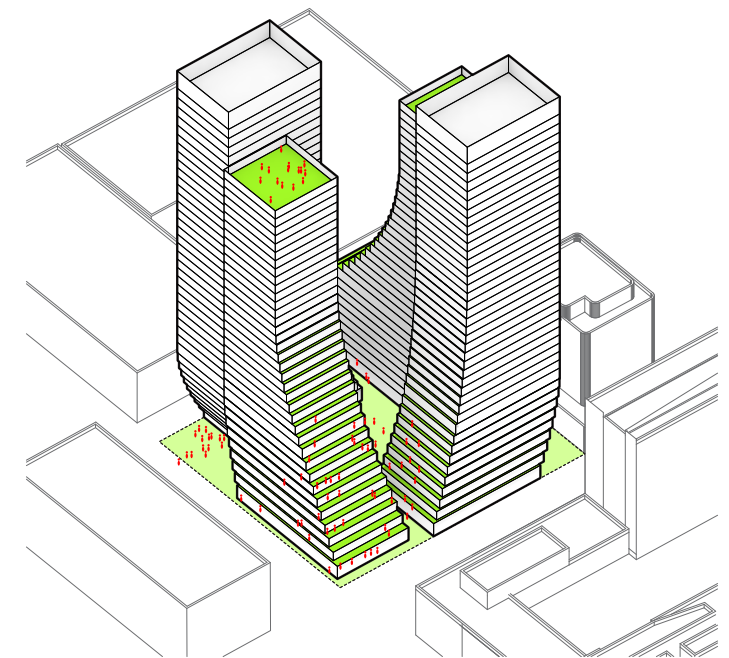
OPENING TO THE SOUTH



POROSITY & BLOCK CONNECTIVITY

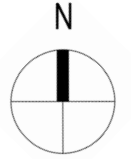


MICRO RETAIL & ACTIVE STOREFRONTS

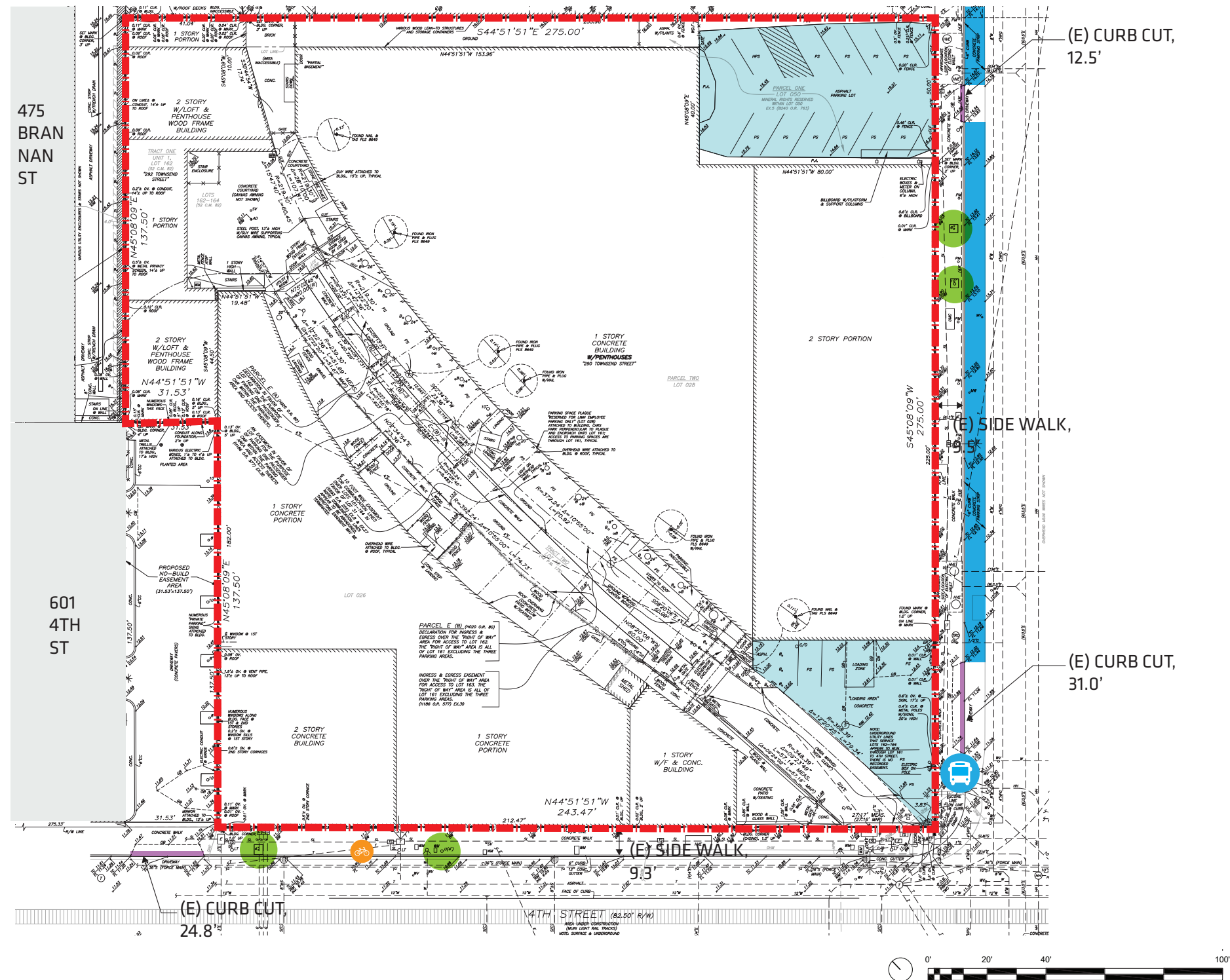







OPEN SPACES

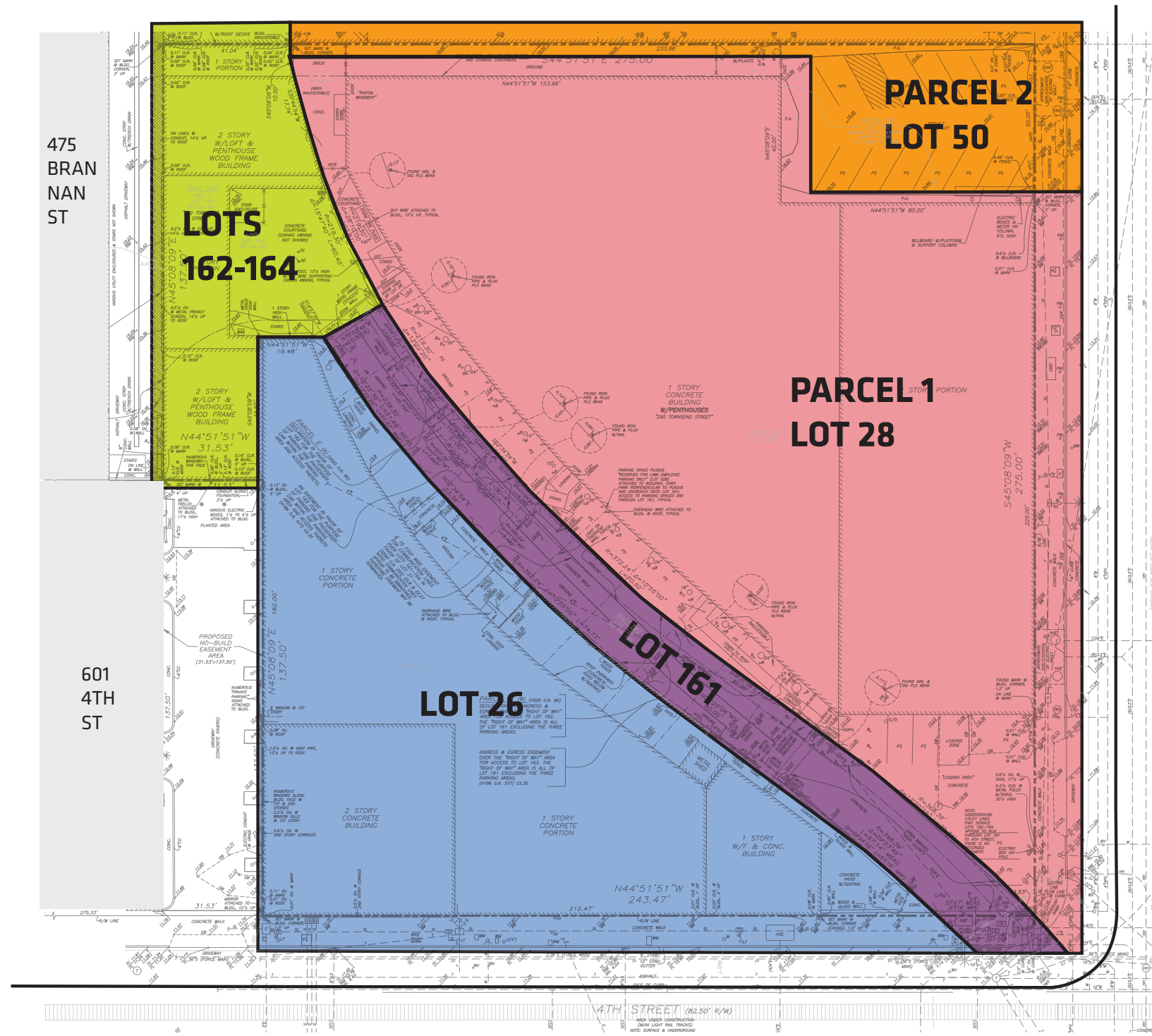
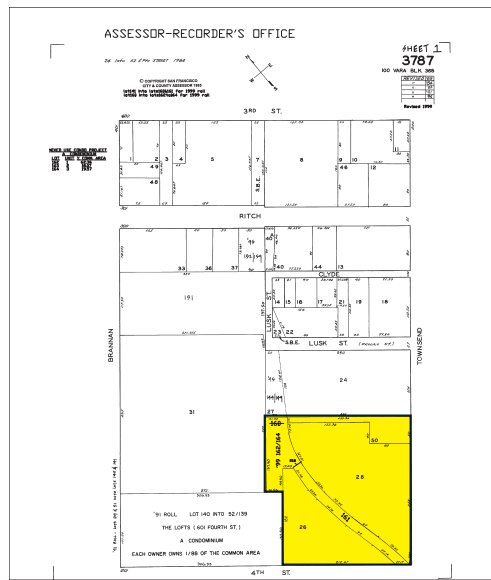
LOCATION MAP

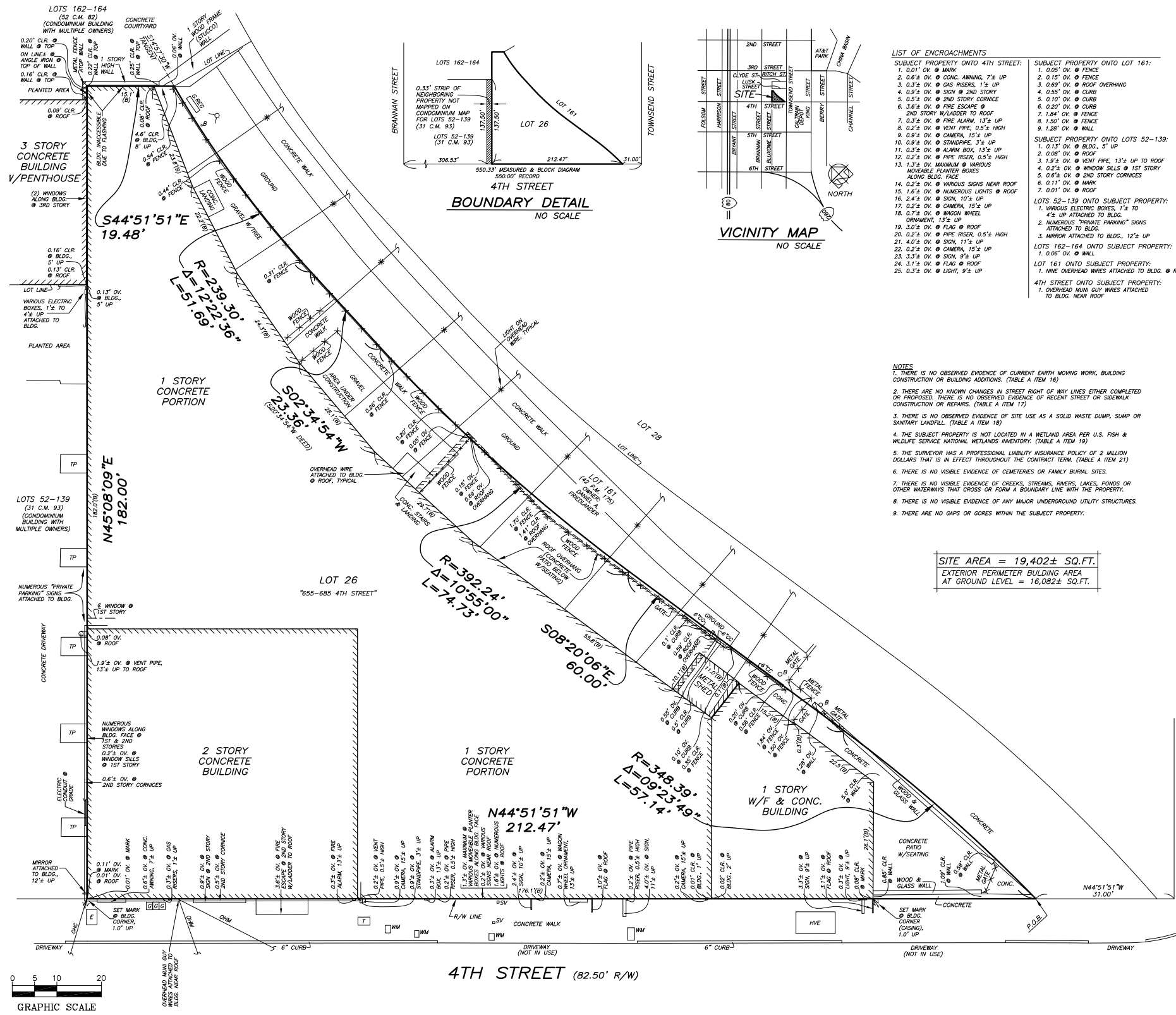


EXISTING SITE PLAN



- LEGEND**
-  (E) PARKING
 -  (E) CURB CUT
 -  (E) BUS STOP
 -  (E) TREE
 -  (E) BIKE PARKING





LIST OF ENCROACHMENTS

- SUBJECT PROPERTY ONTO 4TH STREET:**
- 0.01' OV. MARK
 - 0.6' OV. CONC. AWNING, 7 1/2' UP
 - 0.3' OV. GAS RISER, 1 1/2' UP
 - 0.9' OV. SIGN @ 2ND STORY
 - 0.5' OV. 2ND STORY CORNICE
 - 3.6' OV. FIRE ESCAPE
 - 0.3' OV. FIRE ALARM, 13 1/2' UP
 - 0.2' OV. VENT PIPE, 0.5' HIGH
 - 0.9' OV. CAMERA, 15 1/2' UP
 - 0.9' OV. STANDPIPE, 3 1/2' UP
 - 0.3' OV. ALARM BELL, 13 1/2' UP
 - 0.2' OV. PIPE RISER, 0.5' HIGH
 - 1.3' OV. MAXIMUM & VARIOUS MOVEABLE PLANTER BOXES ALONG BLDG. FACE
 - 0.2' OV. VARIOUS SIGNS NEAR ROOF
 - 1.6' OV. NUMEROUS LIGHTS @ ROOF
 - 2.4' OV. SIGN, 10 1/2' UP
 - 0.2' OV. CAMERA, 15 1/2' UP
 - 0.7' OV. WOODEN WHEEL ORNAMENT, 13 1/2' UP
 - 3.0' OV. FLAG @ ROOF
 - 0.2' OV. PIPE RISER, 0.5' HIGH
 - 4.0' OV. SIGN, 11 1/2' UP
 - 0.2' OV. CAMERA, 15 1/2' UP
 - 3.3' OV. SIGN, 9 1/2' UP
 - 3.1' OV. FLAG @ ROOF
 - 0.3' OV. LIGHT, 9 1/2' UP
- SUBJECT PROPERTY ONTO LOT 161:**
- 0.05' OV. FENCE
 - 0.15' OV. FENCE
 - 0.69' OV. ROOF OVERHANG
 - 0.55' OV. CURB
 - 0.10' OV. CURB
 - 0.20' OV. CURB
 - 1.84' OV. FENCE
 - 1.50' OV. FENCE
 - 1.28' OV. WALL
 - 0.01' OV. ROOF
- SUBJECT PROPERTY ONTO LOTS 52-139:**
- 0.13' OV. BLDG., 5' UP
 - 0.08' OV. ROOF
 - 1.9' OV. VENT PIPE, 13 1/2' UP TO ROOF
 - 0.2' OV. WINDOW SILLS @ 1ST STORY
 - 0.6' OV. 2ND STORY CORNICES
 - 0.11' OV. MARK
 - 0.01' OV. ROOF
- LOTS 52-139 ONTO SUBJECT PROPERTY:**
- VARIOUS ELECTRIC BOXES, 1 1/2' TO 4 1/2' UP ATTACHED TO BLDG.
 - NUMEROUS PRIVATE PARKING SIGNS ATTACHED TO BLDG.
 - MIRROR ATTACHED TO BLDG., 12 1/2' UP
- LOTS 162-164 ONTO SUBJECT PROPERTY:**
- 0.01' OV. MARK
 - 0.6' OV. CONC. AWNING, 7 1/2' UP
 - 0.3' OV. GAS RISER, 1 1/2' UP
 - 0.9' OV. SIGN @ 2ND STORY
 - 0.5' OV. 2ND STORY CORNICE
 - 3.6' OV. FIRE ESCAPE
 - 0.3' OV. FIRE ALARM, 13 1/2' UP
 - 0.2' OV. VENT PIPE, 0.5' HIGH
 - 0.9' OV. CAMERA, 15 1/2' UP
 - 0.9' OV. STANDPIPE, 3 1/2' UP
 - 0.3' OV. ALARM BELL, 13 1/2' UP
 - 0.2' OV. PIPE RISER, 0.5' HIGH
 - 1.3' OV. MAXIMUM & VARIOUS MOVEABLE PLANTER BOXES ALONG BLDG. FACE
 - 0.2' OV. VARIOUS SIGNS NEAR ROOF
 - 1.6' OV. NUMEROUS LIGHTS @ ROOF
 - 2.4' OV. SIGN, 10 1/2' UP
 - 0.2' OV. CAMERA, 15 1/2' UP
 - 0.7' OV. WOODEN WHEEL ORNAMENT, 13 1/2' UP
 - 3.0' OV. FLAG @ ROOF
 - 0.2' OV. PIPE RISER, 0.5' HIGH
 - 4.0' OV. SIGN, 11 1/2' UP
 - 0.2' OV. CAMERA, 15 1/2' UP
 - 3.3' OV. SIGN, 9 1/2' UP
 - 3.1' OV. FLAG @ ROOF
 - 0.3' OV. LIGHT, 9 1/2' UP
- LOT 161 ONTO SUBJECT PROPERTY:**
- OVERHEAD MUNI GUY WIRES ATTACHED TO BLDG. NEAR ROOF
- 4TH STREET ONTO SUBJECT PROPERTY:**
- OVERHEAD MUNI GUY WIRES ATTACHED TO BLDG. NEAR ROOF



LEGEND

CLR.	CLEAR OF PROPERTY LINE	G	GAS BOX
OV.	OVER PROPERTY LINE	E	ELECTRIC PULLBOX
BLDG.	BUILDING	(B)	BUILDING DIMENSION
R/W	RIGHT OF WAY	CB	BOLLARD
P.O.B.	POINT OF BEGINNING	G.REG.	GAS REGULATOR
C.M.	CONDOMINIUM MAPS	CONC.	CONCRETE
CC	CONCRETE CURB	TP	TREE PIT W/TREE
HVE	HIGH VOLTAGE ELECTRIC VAULT	CHC	OVERHEAD COMMUNICATION WIRE
WM	WATER METER	CHM	OVERHEAD MUNI WIRE
SV	SEWER VENT		
T	TELEPHONE PULLBOX		

LEGAL DESCRIPTION

ALL THAT REAL PROPERTY SITUATED IN THE CITY AND COUNTY OF SAN FRANCISCO, STATE OF CALIFORNIA, DESCRIBED AS FOLLOWS:
 BEGINNING AT A POINT IN THE NORTHEASTLY LINE OF 4TH STREET, DISTANT THEREON NORTH 44°51'51" WEST, 31.000 FEET FROM THE NORTHWESTLY LINE OF TOWNSEND STREET; THENCE NORTH 44°51'51" WEST, ALONG SAID NORTHEASTLY LINE OF 4TH STREET, 212.47 FEET; THENCE NORTH 45°08'09" EAST, 182.00 FEET; THENCE SOUTH 44°51'51" EAST, 19.48 FEET; THENCE FROM A TANGENT WHICH BEARS SOUTH 14°57'00" WEST, SOUTHWESTERLY ALONG A CURVE TO THE LEFT HAVING A RADIUS OF 239.30 FEET, A CENTRAL ANGLE OF 122°23'36", AN ARC DISTANCE OF 51.69 FEET; THENCE TANGENT TO SAID CURVE, SOUTH 20°34'54" WEST, 23.36 FEET; THENCE SOUTHERLY ALONG A CURVE TO THE LEFT, TANGENT TO LAST DESCRIBED COURSE, HAVING A RADIUS OF 392.24 FEET, A CENTRAL ANGLE OF 10°55'1", AN ARC DISTANCE OF 74.73 FEET; THENCE SOUTH 8°20'06" EAST, TANGENT TO LAST DESCRIBED CURVE, 60.00 FEET; THENCE SOUTHERLY ALONG A CURVE TO THE RIGHT, TANGENT TO THE LAST DESCRIBED COURSE, HAVING A RADIUS OF 348.39 FEET, A CENTRAL ANGLE OF 9°23'49", AN ARC DISTANCE OF 57.14 FEET TO THE POINT OF BEGINNING.
 BEING A PORTION OF 100 VARA BLOCK NO. 368.

SURVEY REFERENCE

- CHICAGO TITLE INSURANCE COMPANY COMMITMENT NO. FWPH-1014000186 UPDATE-E DATED FEBRUARY 28, 2014.
- THE FOLLOWING IS AN EXCEPTION TO TITLE WITHIN THE ABOVE REFERENCED TITLE COMMITMENT:
- AN ENCROACHMENT OF THE BUILDING SITUATED ON SAID LAND ONTO LOTS 162, 163 AND 164 LYING ADJACENT TO THE NORTH, AS DISCLOSED BY THE PARCEL MAP FOR A MIXED USE CONDOMINIUM PROJECT, FILED MARCH 12, 1997, IN BOOK 52 OF CONDOMINIUM MAPS AT PAGES 82-84.
 - BUILDING 0.01' OVER
 - BUILDING 0.07' OVER
- NOT PLOTTED

BASIS OF SURVEY

- CITY OF SAN FRANCISCO MONUMENT MAP NO. 320 ON FILE IN THE OFFICE OF THE CITY AND COUNTY SURVEYOR.
- BLOCK DIAGRAM OF 100 VARA BLOCK 368 DATED OCTOBER 26, 1909, FILED IN THE OFFICE OF THE CITY AND COUNTY SURVEYOR.
- THERE IS NO VISIBLE EVIDENCE OF ANY MAJOR UNDERGROUND UTILITY STRUCTURES.
- THERE ARE NO GAPS OR GORES WITHIN THE SUBJECT PROPERTY.

GENERAL NOTES

- DETAILS NEAR PROPERTY LINES MAY NOT BE TO SCALE.
- DIMENSIONS ARE IN FEET AND DECIMALS THEREOF.
- ONLY PERTINENT SIDEWALK FEATURES ARE SHOWN HEREON.

ZONING

(PER SAN FRANCISCO PROPERTY INFORMATION MAP)
 S12 - SOMA SERVICE/LIGHT INDUSTRIAL DISTRICT
 HEIGHT AND BULK DISTRICT: 85-X 85 FOOT HEIGHT LIMIT
 THE MEASURED HEIGHT FROM THE TOP OF CURB AT THE MIDDLE OF THE LOT ALONG 4TH STREET TO THE ROOF PARAPET IS 32 FEET PLUS OR MINUS.

PARKING

THERE IS NO PARKING WITHIN THE SUBJECT PROPERTY.

FLOOD NOTE

THE SUBJECT PROPERTY HAS NOT BEEN IDENTIFIED BY THE FEDERAL EMERGENCY MANAGEMENT AGENCY AS A SPECIAL FLOOD HAZARD AREA. THERE IS NO FLOOD INSURANCE RATE MAP FOR SAN FRANCISCO.

SURVEYOR'S CERTIFICATE

TO TISHMAN SPEYER DEVELOPMENT CORPORATION, DLA PIPER LLP (US) AND CHICAGO TITLE INSURANCE COMPANY:
 THIS IS TO CERTIFY THAT THIS MAP OR PLAT AND THE SURVEY ON WHICH IT IS BASED WERE MADE IN ACCORDANCE WITH THE 2011 MINIMUM STANDARD DETAIL REQUIREMENTS FOR ALTA/ACSM LAND TITLE SURVEYS, JOINTLY ESTABLISHED AND ADOPTED BY ALTA AND NSPS, AND INCLUDES ITEMS 2-4, 6(5), 7(5), 7(6), 8, 9, 11(5), 13, 14, 16, 17, 18, 19 AND 21 OF TABLE A THEREOF. THE FIELD WORK WAS COMPLETED ON FEBRUARY 27, 2014.

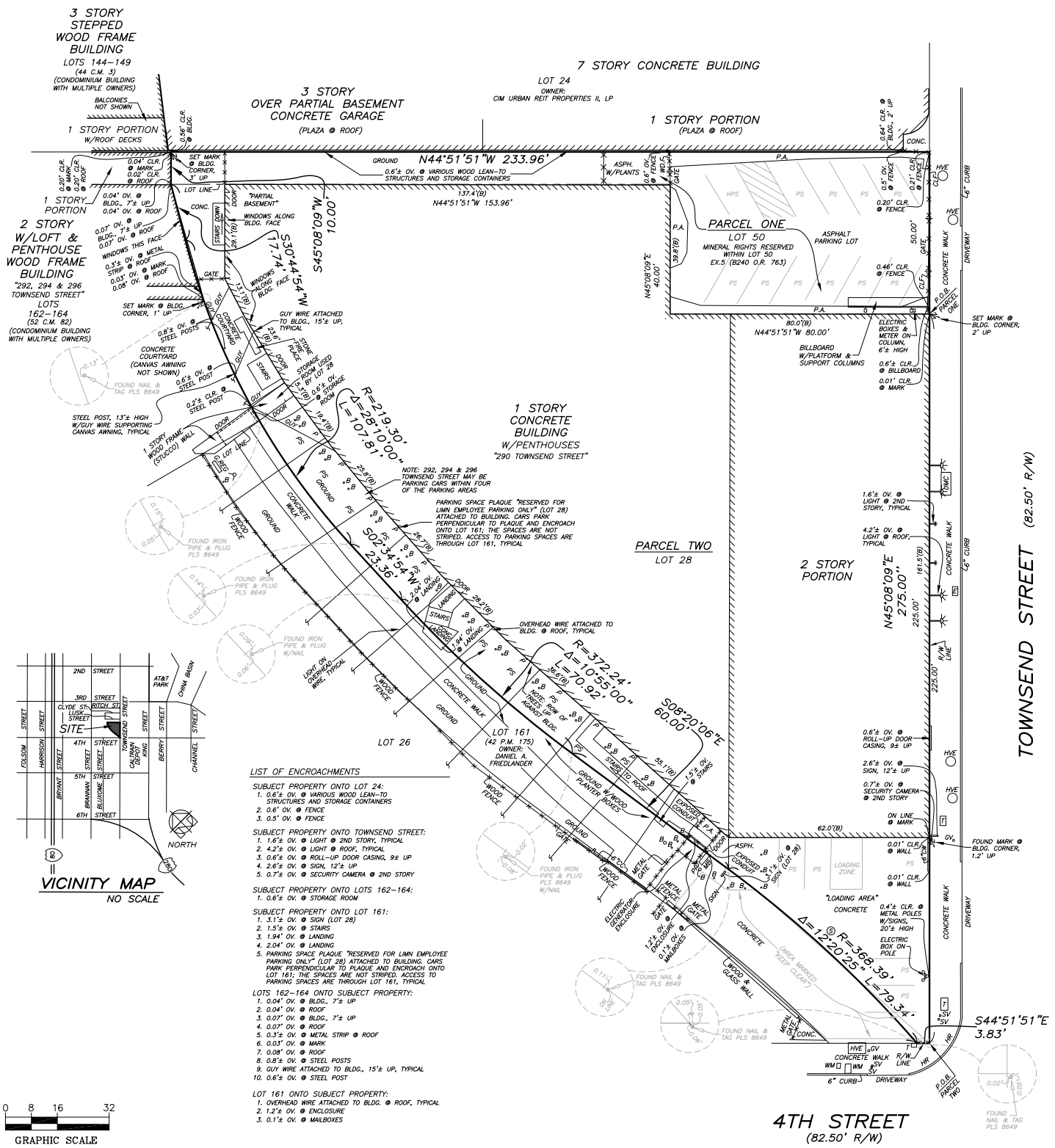
DATE: MARCH 21, 2014

Benjamin B. Ron
 BENJAMIN B. RON
 PROFESSIONAL LAND SURVEYOR NO. 5015



ALTA/ACSM LAND TITLE SURVEY
 OF A PORTION OF ASSESSOR'S BLOCK NO. 3787
 FOR
TISHMAN SPEYER

SCALE: 1" = 10'	MARTIN M. RON ASSOCIATES LAND SURVEYORS 859 HARRISON STREET, SUITE 200 SAN FRANCISCO, CA 94107 (415) 943-4500	SURV. DB/RF
DATE: 3/21/14		DES.
SHEET: 1		DRW. JP
DF: 1		CHK. BR
JOB NO. S-9584		REV. ND.



LEGEND

CLR	CLEAR OF PROPERTY LINE	T	TELEPHONE PULLBOX
OV.	OVER PROPERTY LINE	MB	MAILBOXES FOR 292, 294 & 296 TOWNSEND ST., 6"± HIGH
BLDG.	BUILDING	P.B.	PRIVATE PROPERTY SIGN
(B)	BUILDING DIMENSION	CB	CONCRETE
R/W	RIGHT OF WAY	BOLLARD	BOLLARD
P.O.B.	POINT OF BEGINNING	SEWER MANHOLE	SEWER MANHOLE
P.M.	PARCEL MAPS	HVE	HIGH VOLTAGE
C.M.	CONDOMINIUM MAPS	ELECTRIC MANHOLE	ELECTRIC MANHOLE
CONC.	CONCRETE	UMC	UNKNOWN METAL COVER
CC	CONCRETE CURB	E	ELECTRIC PULLBOX
CW	CONCRETE WALL	GRG	GAS REGULATOR
PS	PARKING SPACE	FR	FIRE RYDRANT
HPS	HANDICAP PARKING SPACE		
CLF	CHAIN LINK FENCE		
WDF	WOOD FENCE		
HR	HANDICAP RAMP		
P.A.	PLANTED AREA		
ASPH.	ASPHALT		
HVE	HIGH VOLTAGE		
WM	WATER METER		
SV	SEWER VENT		

SURVEY REFERENCE
 CHICAGO TITLE INSURANCE COMPANY COMMITMENT NO. FWP-1014000187 AMENDMENT-E DATED APRIL 21, 2014.
 THE FOLLOWING IS AN EXCEPTION TO TITLE WITHIN THE ABOVE REFERENCED TITLE COMMITMENT:
 5. MINERAL RIGHTS AS RESERVED BY THE SOUTHERN PACIFIC COMPANY IN THAT CERTAIN INSTRUMENT RECORDED MAY 10, 1968 IN BOOK B-240, PAGE 763, OFFICIAL RECORDS, PLOTTED HEREON.

BASIS OF SURVEY
 1. CITY OF SAN FRANCISCO MONUMENT MAP NO. 320 ON FILE IN THE OFFICE OF THE CITY AND COUNTY SURVEYOR.
 2. BLOCK DIAGRAM OF 100 VARA BLOCK 368 DATED OCTOBER 26, 1909, FILED IN THE OFFICE OF THE CITY AND COUNTY SURVEYOR.

GENERAL NOTES
 1. DETAILS NEAR PROPERTY LINES MAY NOT BE TO SCALE.
 2. DIMENSIONS ARE IN FEET AND DECIMALS THEREOF.
 3. ONLY PERTINENT SIDEWALK FEATURES ARE SHOWN HEREON.

ZONING (PER SAN FRANCISCO PROPERTY INFORMATION MAP)
 S1 - SOMA SERVICE/LIGHT INDUSTRIAL DISTRICT
 HEIGHT AND BULK DISTRICT: 85-X 85 FOOT HEIGHT LIMIT
 THE MEASURED HEIGHT FROM THE TOP OF CURB AT THE MIDDLE OF THE BUILDING ALONG TOWNSEND STREET TO THE ROOF PARAPET IS 31 FEET PLUS OR MINUS.

PARKING
 THERE ARE 11 MARKED PARKING SPACES (INCLUDES 1 HANDICAP SPACE) WITHIN THE PARKING LOT.
 THERE ARE 8 MARKED PARKING SPACES WITHIN THE LOADING AREA, 3 OF THE PARKING SPACES CAN ONLY BE ACCESSED FROM LOT 161.
 THERE ARE 10 PARKING SPACES AT THE REAR OF THE BUILDING THAT ENCRDACH ONTO LOT 161 AND CAN ONLY BE ACCESSED THROUGH LOT 161.

FLOOD NOTE
 THE SUBJECT PROPERTY HAS NOT BEEN IDENTIFIED BY THE FEDERAL EMERGENCY MANAGEMENT AGENCY AS A SPECIAL FLOOD HAZARD AREA. THERE IS NO FLOOD INSURANCE RATE MAP FOR SAN FRANCISCO.

NOTES
 1. THERE IS NO OBSERVED EVIDENCE OF CURRENT EARTH MOVING WORK, BUILDING CONSTRUCTION OR BUILDING ADDITIONS. (TABLE A ITEM 16)
 2. THERE ARE NO KNOWN CHANGES IN STREET RIGHT OF WAY LINES EITHER COMPLETED OR PROPOSED. THERE IS NO OBSERVED EVIDENCE OF RECENT STREET OR SIDEWALK CONSTRUCTION OR REPAIRS. (TABLE A ITEM 17)
 3. THERE IS NO OBSERVED EVIDENCE OF SITE USE AS A SOLID WASTE DUMP, SUMP OR SANITARY LANDFILL. (TABLE A ITEM 18)
 4. THE SUBJECT PROPERTY IS NOT LOCATED IN A WETLAND AREA PER U.S. FISH & WILDLIFE SERVICE NATIONAL WETLANDS INVENTORY. (TABLE A ITEM 19)
 5. THE SURVEYOR HAS A PROFESSIONAL LIABILITY INSURANCE POLICY OF 2 MILLION DOLLARS THAT IS IN EFFECT THROUGHOUT THE CONTRACT TERM. (TABLE A ITEM 21)
 6. THERE IS NO VISIBLE EVIDENCE OF CEMETERIES OR FAMILY BURIAL SITES.
 7. THERE IS NO VISIBLE EVIDENCE OF CREEKS, STREAMS, RIVERS, LAKES, PONDS OR OTHER WATERWAYS THAT CROSS OR FORM A BOUNDARY LINE WITH THE PROPERTY.
 8. THERE ARE NO GAPS OR GORES WITHIN THE SUBJECT PROPERTY.
 9. THERE IS NO VISIBLE EVIDENCE OF ANY MAJOR UNDERGROUND UTILITY STRUCTURES OR UNDERGROUND UTILITIES THAT PASS THROUGH THE SUBJECT PROPERTY.

SURVEYOR'S CERTIFICATE
 TO TISHMAN SPEYER DEVELOPMENT CORPORATION, DLA PIPER LLP (US) AND CHICAGO TITLE INSURANCE COMPANY.
 THIS IS TO CERTIFY THAT THIS MAP OR PLAN AND THE SURVEY ON WHICH IT IS BASED WERE MADE IN ACCORDANCE WITH THE 2011 MINIMUM STANDARD DETAIL REQUIREMENTS FOR ALTA/ACSM LAND TITLE SURVEYS, JOINTLY ESTABLISHED AND ADOPTED BY ALTA AND NSPS, AND INCLUDES ITEMS 2-4, 6(a), 7(a), 7(b), 7(c), 8, 9, 11(a), 13, 14, 16, 17, 18, 19 AND 21 OF TABLE A THEREOF. THE FIELD WORK WAS COMPLETED ON MAY 19, 2014.
 DATE: MAY 22, 2014

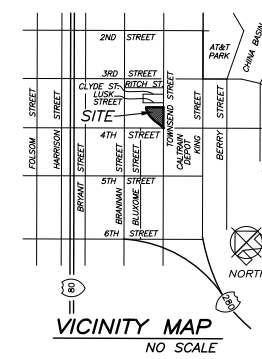
LEGAL DESCRIPTION
 ALL THAT REAL PROPERTY SITUATED IN THE CITY AND COUNTY OF SAN FRANCISCO, STATE OF CALIFORNIA, DESCRIBED AS FOLLOWS:
 PARCEL ONE:
 BEGINNING AT A POINT ON THE NORTHWESTERLY LINE OF TOWNSEND STREET, DISTANT THEREON NORTH 45°08'09" EAST 226 FEET FROM THE NORTHWESTERLY LINE OF FOURTH STREET, SAID POINT ALSO BEING THE MOST EASTERLY CORNER OF THE LANDS DESCRIBED IN DEED FROM SOUTHERN PACIFIC COMPANY, A KENTUCKY CORPORATION TO FORTTOWN REALTY CORPORATION, A CALIFORNIA CORPORATION, DATED MAY 31, 1946 RECORDED ON JUNE 24, 1946, IN BOOK 4472 OF OFFICIAL RECORDS, AT PAGE 229 IN THE OFFICE OF THE RECORDER OF THE CITY AND COUNTY OF SAN FRANCISCO, STATE OF CALIFORNIA; THENCE ALONG THE SAID NORTHWESTERLY LINE OF THE PROPERTY DESCRIBED IN SAID DEED THE FOLLOWING COURSES AND DISTANCES: NORTH 44°51'51" WEST 80 FEET; NORTH 45°08'09" EAST 40 FEET; NORTH 44°51'51" WEST 153.96 FEET; THENCE LEAVING SAID NORTHWESTERLY LINE, NORTH 45°08'09" EAST 10 FEET TO A POINT ON THE SOUTHWESTERLY LINE OF THE LANDS DESCRIBED IN THE DEED FROM MARGUERITE HANSEN TO SAN FRANCISCO STOVE WORKS, INC., A CORPORATION DATED JANUARY 15, 1940 RECORDED ON JANUARY 19, 1940, IN BOOK 3542 OF OFFICIAL RECORDS, AT PAGE 356 IN THE OFFICE OF THE RECORDER OF THE CITY AND COUNTY OF SAN FRANCISCO, STATE OF CALIFORNIA; THENCE SOUTH 44°51'51" EAST ALONG THE SAID SOUTHWESTERLY LINE OF THE PROPERTY DESCRIBED IN THE DEED LASTLY MENTIONED ABOVE 233.96 FEET TO THE NORTHWESTERLY LINE OF TOWNSEND STREET; THENCE SOUTH 45°08'09" WEST ALONG THE SAID NORTHWESTERLY LINE OF TOWNSEND STREET 50 FEET TO THE POINT OF BEGINNING.
 BEING A PORTION OF 100 VARA BLOCK NO. 368.

PARCEL TWO:
 BEGINNING AT THE POINT ON THE INTERSECTION OF THE NORTHWESTERLY LINE OF TOWNSEND STREET WITH THE NORTHWESTERLY LINE OF FOURTH STREET; THENCE NORTH 45°08'09" EAST, ALONG THE SAID NORTHWESTERLY LINE OF TOWNSEND STREET 225.00 FEET; THENCE NORTH 44°51'51" WEST 80.00 FEET; THENCE NORTH 45°08'09" EAST 40.00 FEET; THENCE NORTH 44°51'51" WEST 153.96 FEET; THENCE SOUTH 44°51'51" WEST 17.74 FEET; THENCE SOUTHWESTERLY ALONG A CURVE TO THE LEFT, TANGENT TO THE LAST DESCRIBED COURSE, HAVING A RADIUS OF 219.30 FEET, A CENTRAL ANGLE OF 281°01' FOR AN ARC DISTANCE OF 107.81 FEET TO A POINT; THENCE TANGENT TO THE LAST DESCRIBED CURVE, SOUTH 2°34'54" WEST 23.36 FEET; THENCE SOUTHERLY ALONG A CURVE TO THE LEFT, TANGENT TO THE LAST DESCRIBED COURSE, HAVING A RADIUS OF 372.24 FEET, A CENTRAL ANGLE OF 105°55' FOR AN ARC DISTANCE OF 70.92 FEET; THENCE SOUTH 8°20'08" EAST 60.00 FEET; THENCE SOUTHERLY ALONG A CURVE TO THE RIGHT, TANGENT TO THE LAST DESCRIBED COURSE, HAVING A RADIUS OF 368.39 FEET, A CENTRAL ANGLE OF 122°20'25" FOR AN ARC DISTANCE OF 79.34 FEET TO A POINT ON THE NORTHWESTERLY LINE OF FOURTH STREET; THENCE SOUTH 44°51'51" EAST ALONG THE SAID NORTHWESTERLY LINE OF FOURTH STREET 3.83 FEET TO THE POINT OF BEGINNING.
 BEING A PORTION OF 100 VARA BLOCK NO. 368.

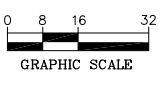
SITE AREA:

PARCEL ONE	= 5,540± SQ.FT.
PARCEL TWO	= 34,621± SQ.FT.
TOTAL	= 40,161± SQ.FT.

EXTERIOR PERIMETER BUILDING AREA AT GROUND LEVEL = 28,913± SQ.FT.



- LIST OF ENCROACHMENTS**
- SUBJECT PROPERTY ONTO LOT 24:**
- 0.6'± OV. VARIOUS WOOD LEAN-TO STRUCTURES AND STORAGE CONTAINERS
 - 0.6'± OV. FENCE
 - 0.5'± OV. FENCE
- SUBJECT PROPERTY ONTO TOWNSEND STREET:**
- 1.6'± OV. LIGHT @ 2ND STORY, TYPICAL
 - 4.2'± OV. LIGHT @ ROOF, TYPICAL
 - 0.6'± OV. ROLL-UP DOOR CASING, 8± UP
 - 2.6'± OV. SIGN, 12± UP
 - 0.7'± OV. SECURITY CAMERA @ 2ND STORY
- SUBJECT PROPERTY ONTO LOTS 162-164:**
- 0.8'± OV. STORAGE ROOM
- SUBJECT PROPERTY ONTO LOT 161:**
- 3.1'± OV. SIGN (LOT 28)
 - 1.5'± OV. STAIRS
 - 1.9'± OV. LANDING
 - 2.0'± OV. LANDING
 - PARKING SPACE PLAQUE "RESERVED FOR LHM EMPLOYEE PARKING ONLY" (LOT 28) ATTACHED TO BUILDING, CARPARK PARK PERPENDICULAR TO PLAQUE AND ENCRDACH ONTO LOT 161; THE SPACES ARE NOT STRIPED, ACCESS TO PARKING SPACES ARE THROUGH LOT 161, TYPICAL
- LOTS 162-164 ONTO SUBJECT PROPERTY:**
- 0.04'± OV. BLDG., 7± UP
 - 0.04'± OV. ROOF
 - 0.07'± OV. BLDG., 7± UP
 - 0.07'± OV. ROOF
 - 0.3'± OV. METAL STRIP @ ROOF
 - 0.03'± OV. MARK
 - 0.08'± OV. ROOF
 - 0.8'± OV. STEEL POSTS
 - GUY WIRE ATTACHED TO BLDG., 15± UP, TYPICAL
 - 0.6'± OV. STEEL POST
- LOT 161 ONTO SUBJECT PROPERTY:**
- OVERHEAD WIRE ATTACHED TO BLDG. @ ROOF, TYPICAL
 - 1.2'± OV. ENCLOSURE
 - 0.1'± OV. MAILBOXES

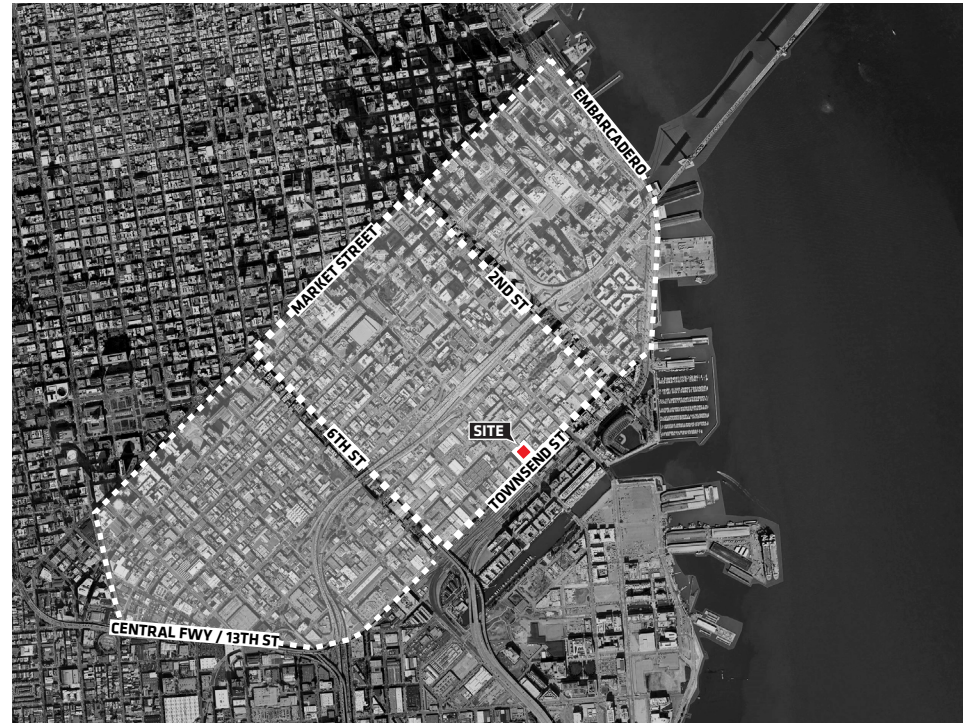


ALTA/ACSM LAND TITLE SURVEY
 OF A PORTION OF ASSESSOR'S BLOCK NO. 3787
 FOR
TISHMAN SPEYER

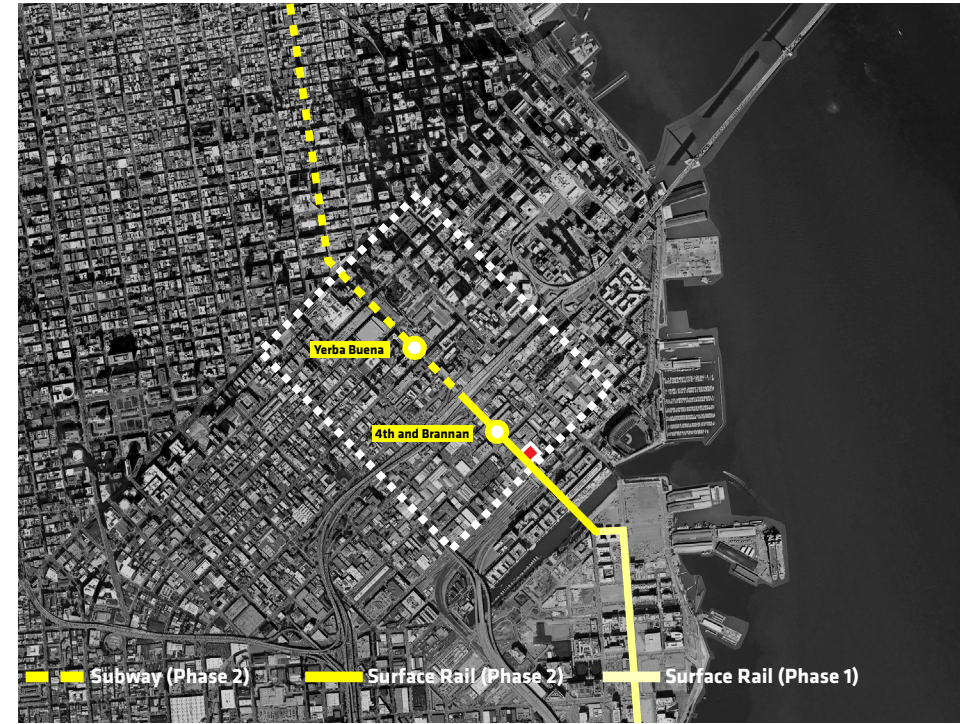
SAN FRANCISCO		CALIFORNIA	
SCALE: 1" = 16'	DATE: 5/22/14	SURV. RF	DES.
SHEET: 1	OF: 1	DRW. JP	CHK. BR
JOB NO. S-8595	MARTIN M. RON ASSOCIATES LAND SURVEYORS 859 HARRISON STREET, SUITE 200 SAN FRANCISCO, CA 94107 (415) 543-4500	CAD FILE: S-8595-1-8095A	LOTS 28 AND 50.6V6







SOMA & CENTRAL CORRIDOR PLAN BOUNDARY



CENTRAL "T" SUBWAY EXPANSION

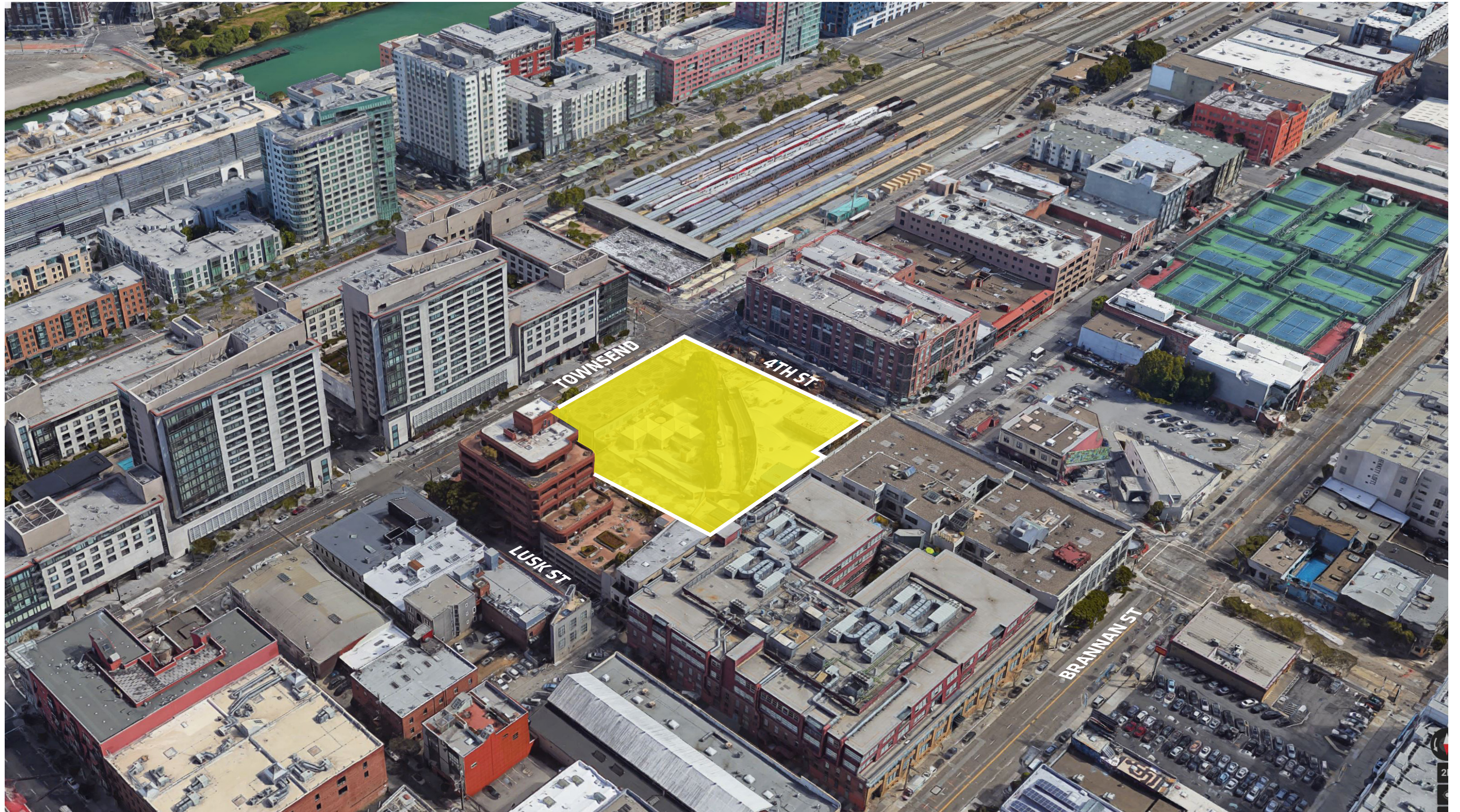


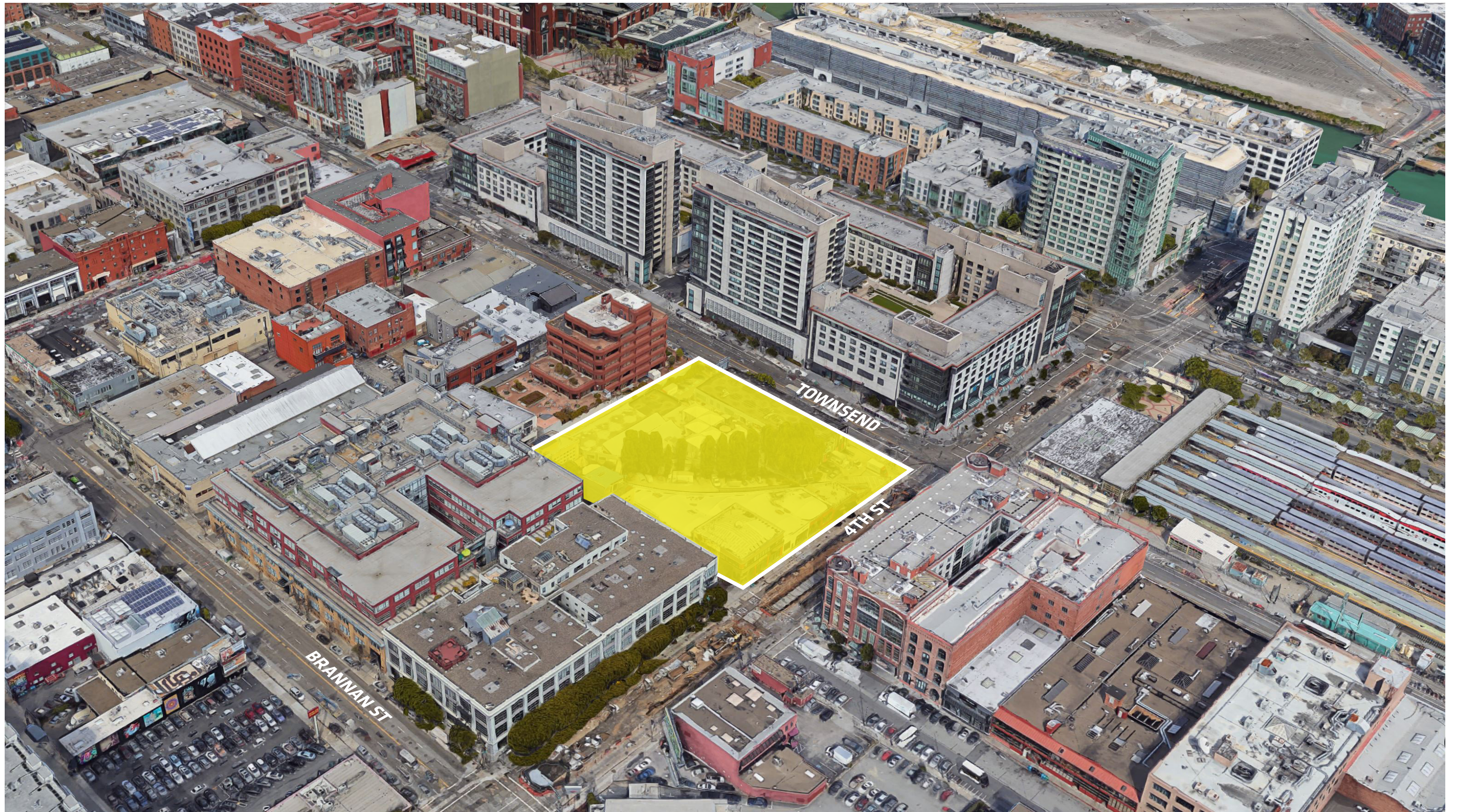
TRANSPORTATION - STREETS

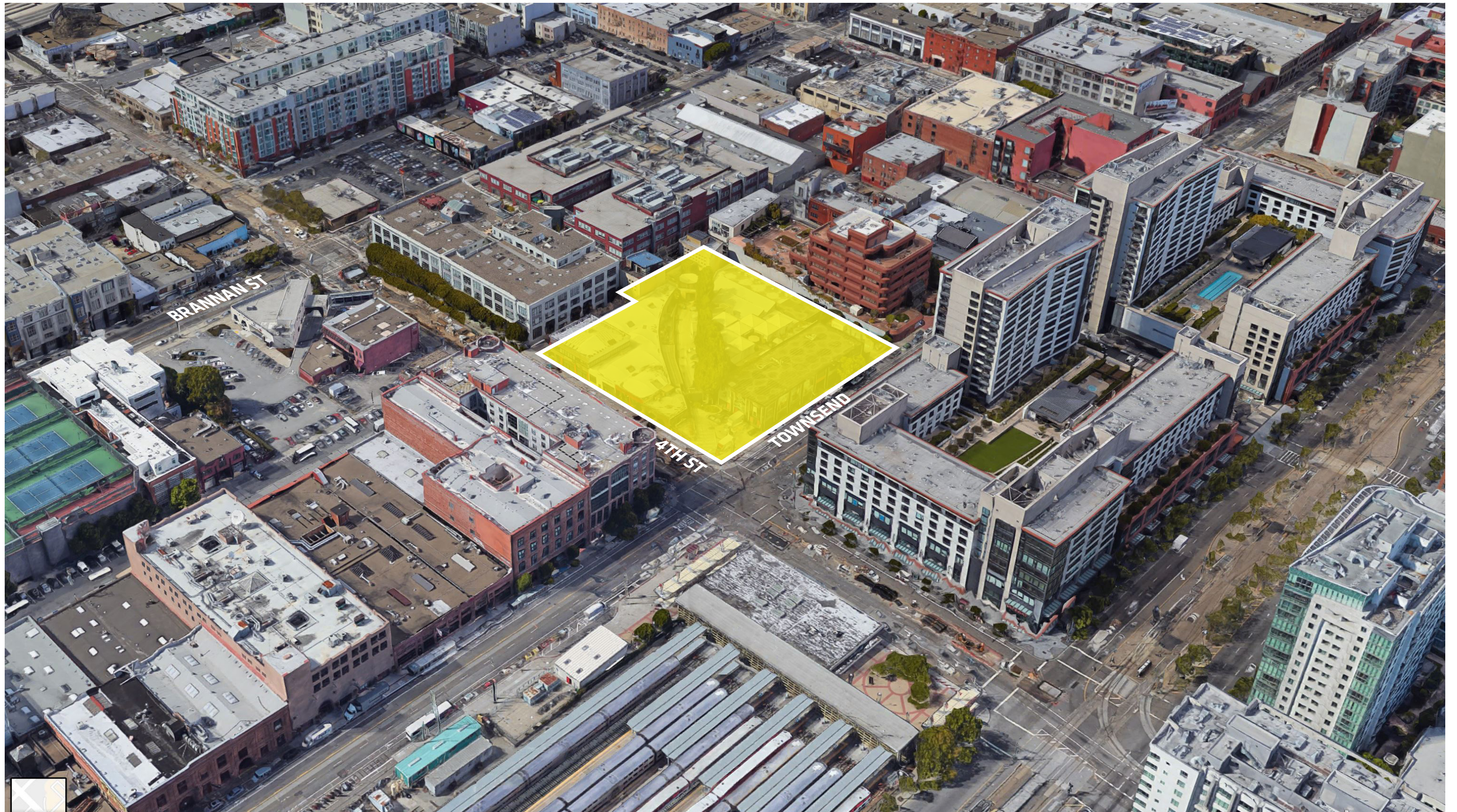


TRANSPORTATION - BUS

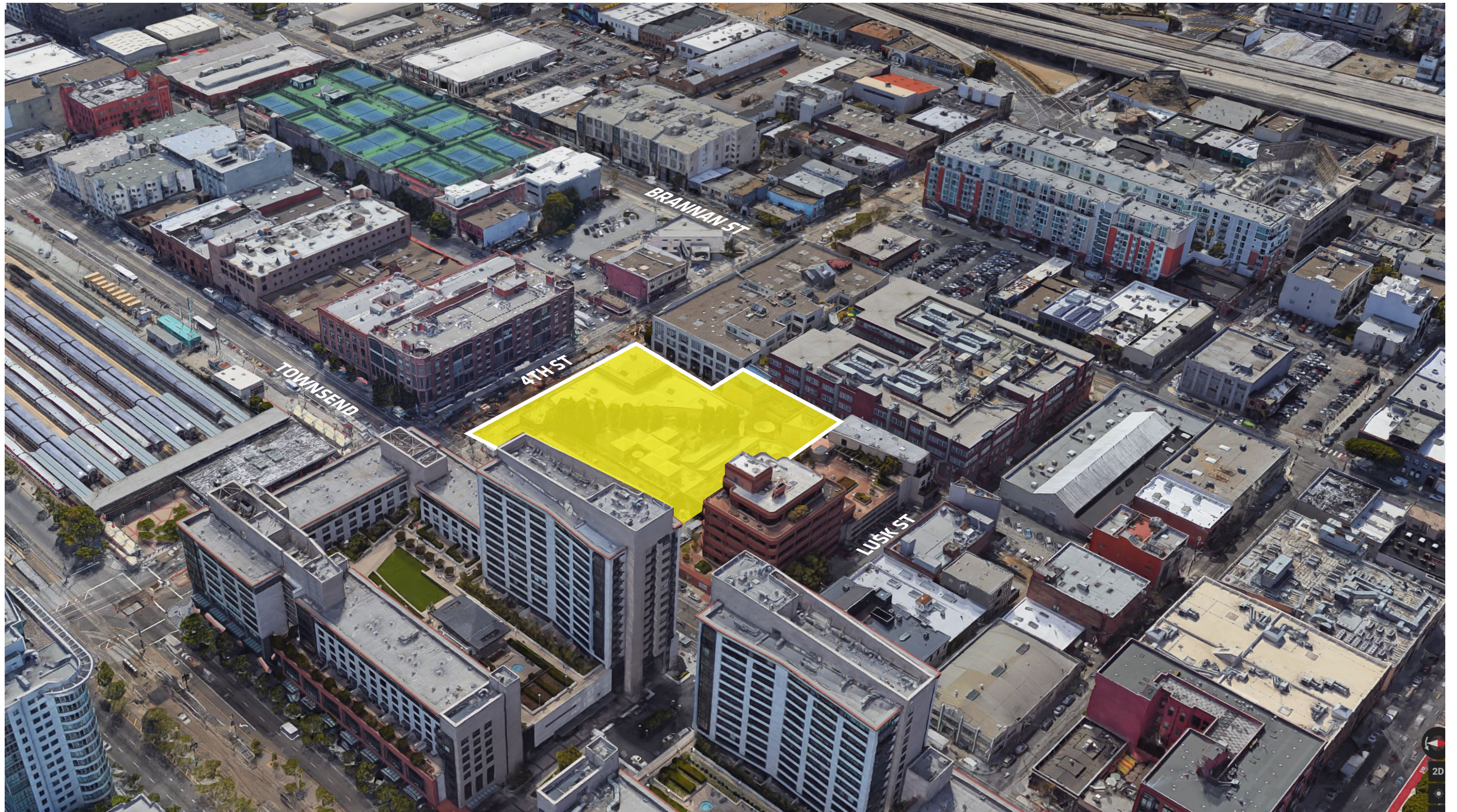
NEIGHBOURHOOD CONTEXT







VIEW NORTH



SITE PHOTOS

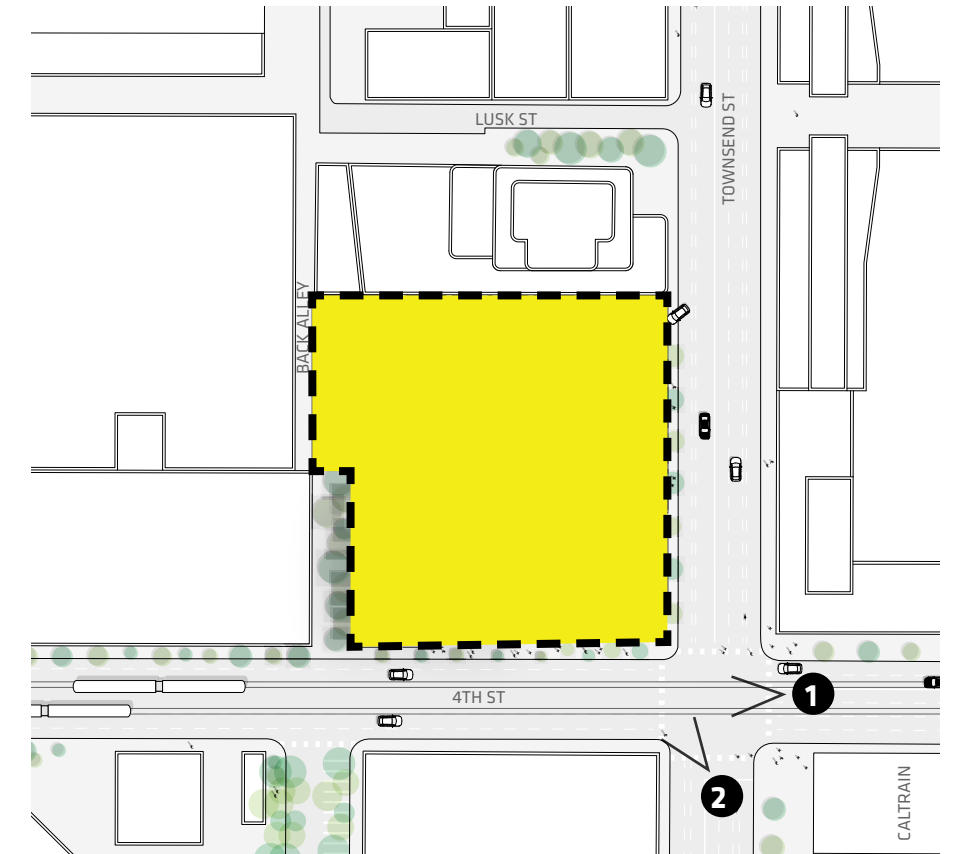


1 VIEW FROM 4TH STREET



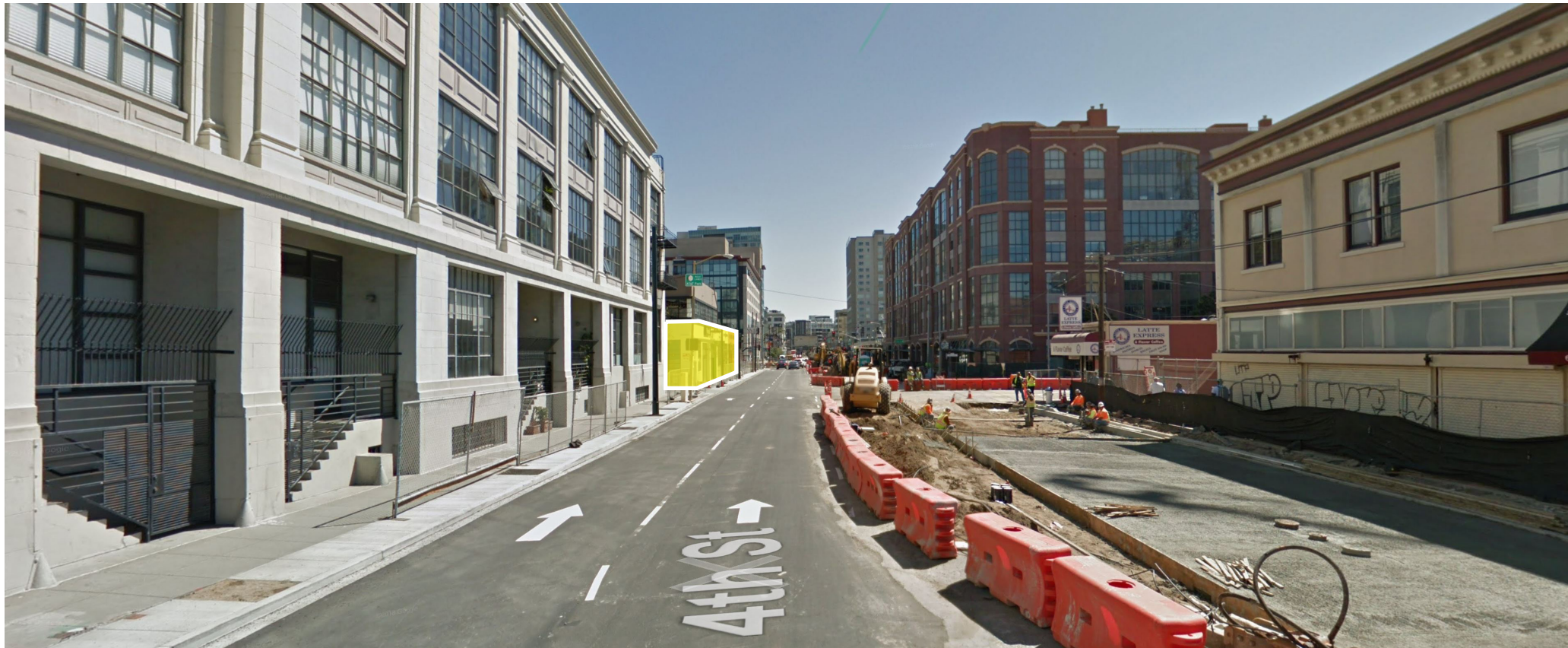
2 VIEW FROM TOWNSEND STREET

SITE KEY





1 VIEW FROM TOWNSEND STREET



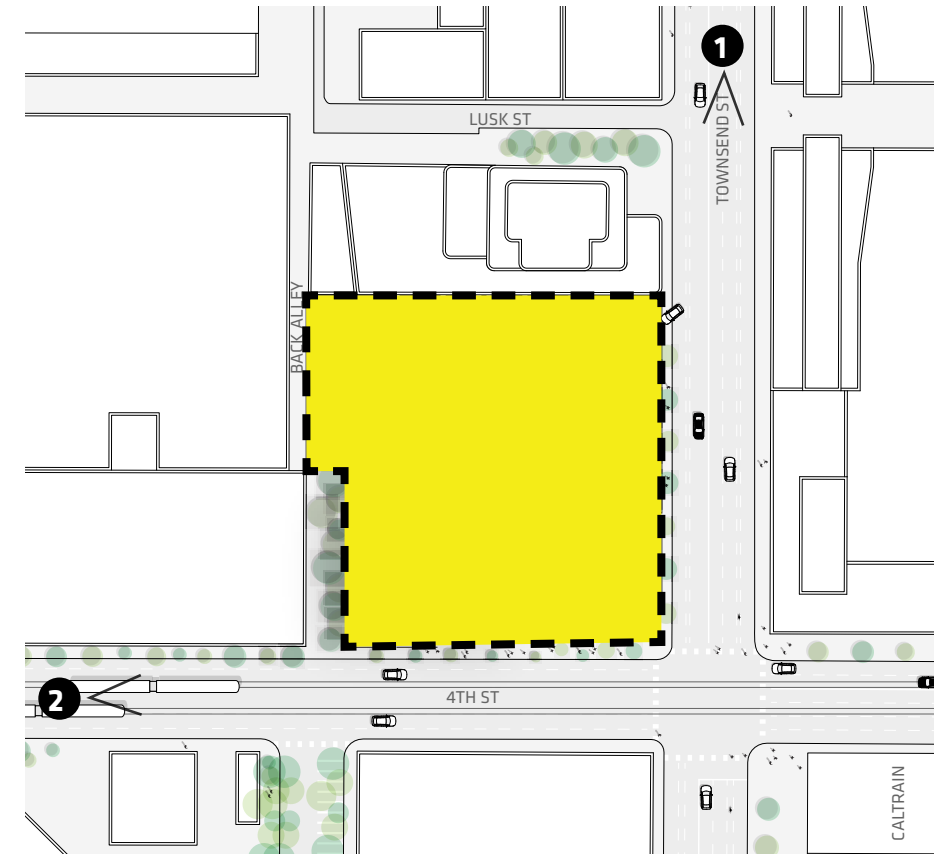
2 VIEW FROM 4TH STREET

PLANNING UPDATE _ JUNE - 06 - 2019

655 4TH STREET

TISHMAN SPEYER _ BJARKE INGELS GROUP_ ADAMSON ASSOCIATES

SITE KEY



VICINITY MAP



- 1 THE BEACON
- 2 CAL TRAIN
- 3 650-688 4TH STREET
- 4 636-648 4TH STREET
- 5 601 4TH STREET
- 6 475 BRANNAN STREET
- 7 38 LUSK STREET
- 8 260 TOWNSEND STREET





1. THE BEACON



2. CAL TRAIN



3. 650-688 4TH STREET



4. 636-648 4TH STREET



5. 601 4TH STREET



6. 475 BRANNAN STREET

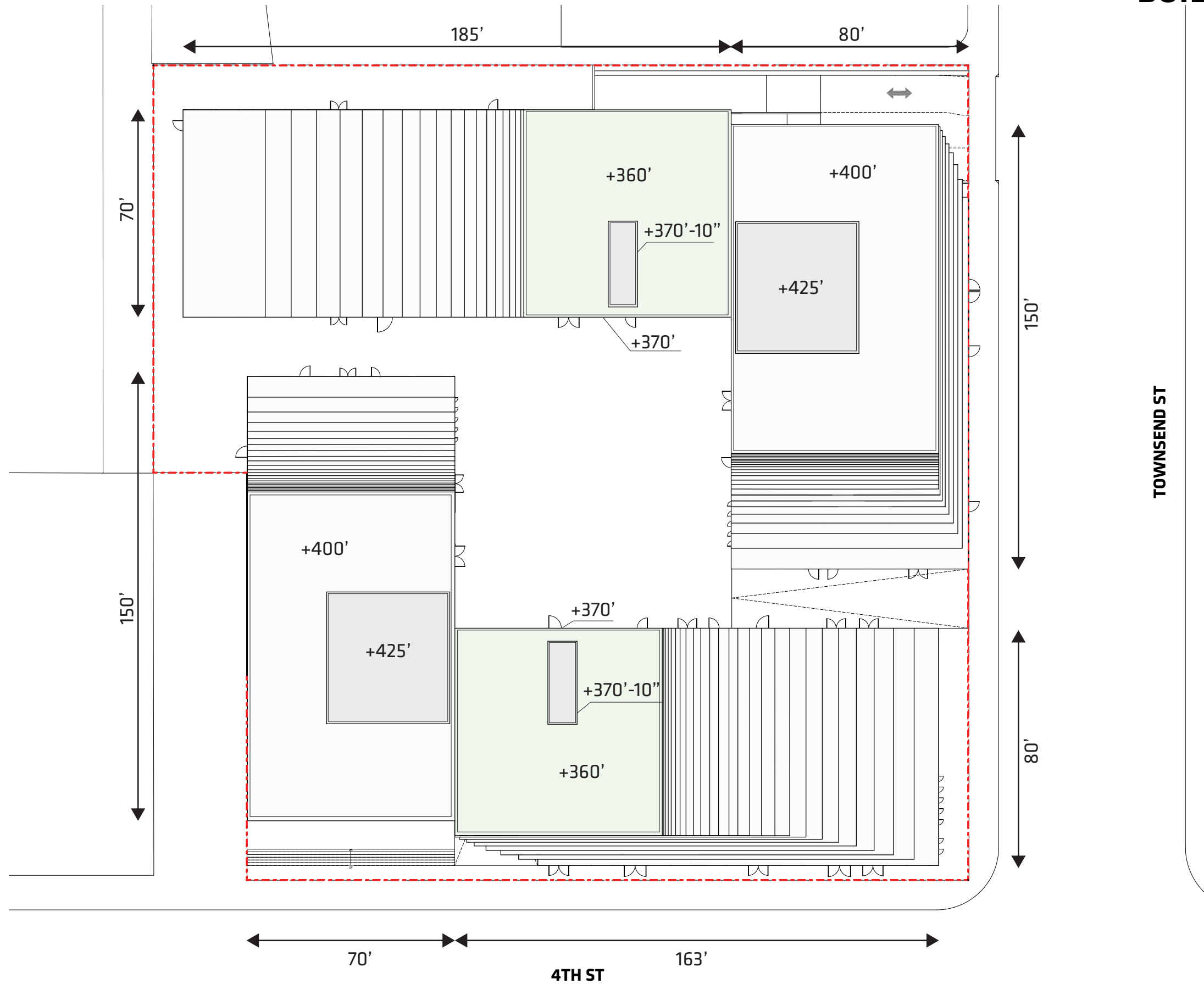


7. 38 LUSK STREET



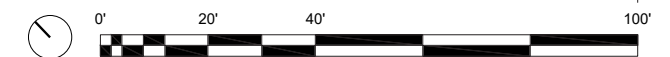
8. 260 TOWNSEND STREET

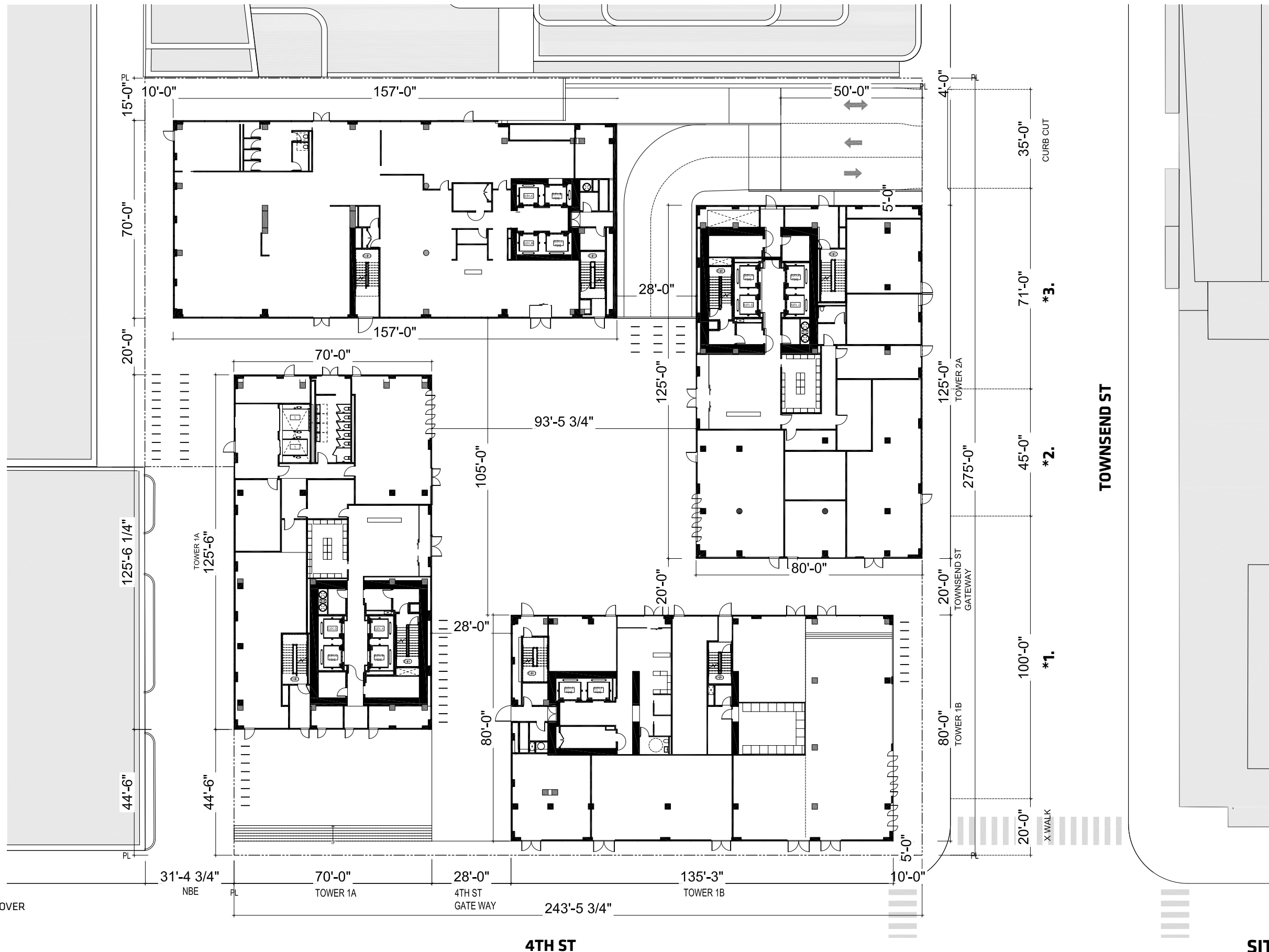
BUILDING PLANS



TOWNSEND ST

ROOF LEVEL





*1. MUNI BUS ZONE (10 TOWNSEND)

*2. PASSENGER LOADING, EXCEPT 6-9 AM, M-F,
WHEN SPACE IS NEEDED FOR 3RD 81/82X BUS TO LAYOVER

*3. PASSENGER LOADING AT ALL TIMES

4TH ST

TOWNSEND ST

SITE PLAN



RETAIL LEGEND

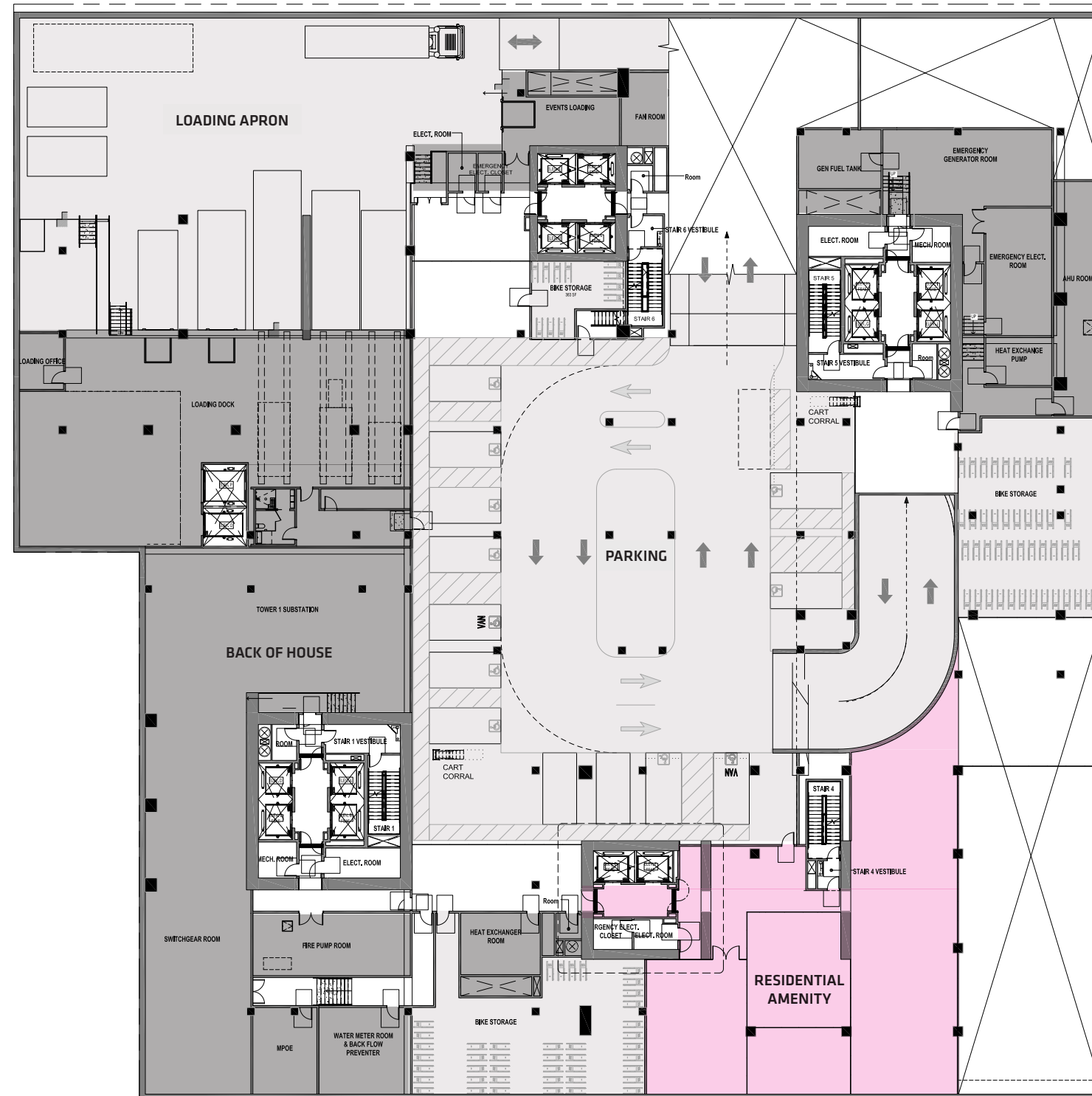
- 1. RETAIL (692 SF)
- 2. RETAIL (472 SF)
- 3. RETAIL (1,452 SF)
- 4. MICRO RETAIL (435 SF)
- 5. RETAIL (1,403 SF)
- 6. RETAIL (469 SF)
- 7. RETAIL (635 SF)
- 8. RETAIL (769 SF)
- 9. RETAIL/POPOS (2,484 SF)
- 10. RETAIL (775 SF)
- 11. RETAIL (1,000 SF)
- 12. RETAIL (584 SF)
- 13. MICRO RETAIL (184 SF)
- 14. MICRO RETAIL (93 SF)
- 15. RETAIL (1,399 SF)
- 16. MICRO RETAIL (269 SF)
- 17. RETAIL (1,232 SF)
- 18. RETAIL (4,000 SF)
- 19. RETAIL (3,200 SF)

LEGEND

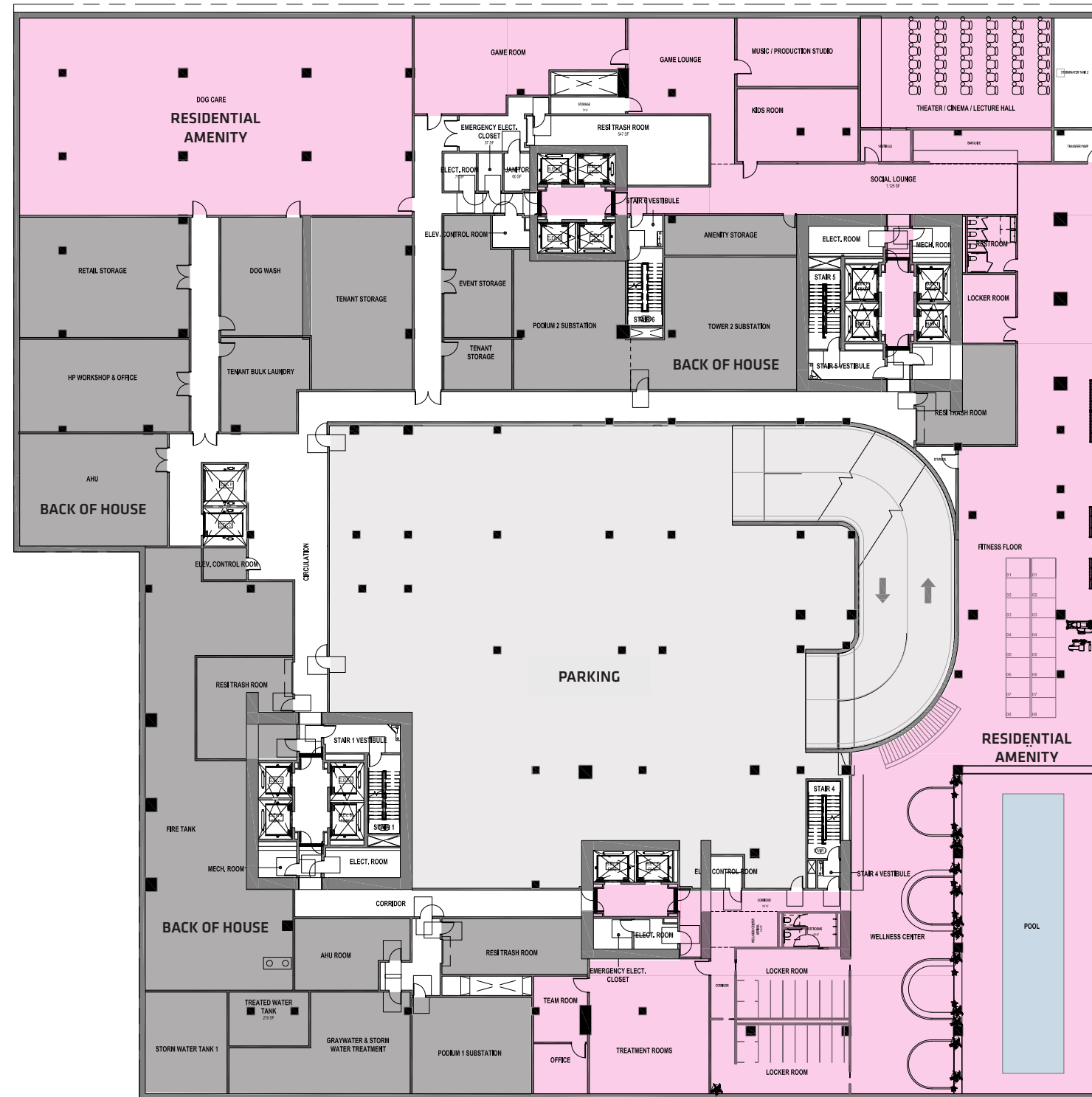
- LOADING
- CURB CUT
- BUS STOP
- TREE
- LOBBY
- RETAIL



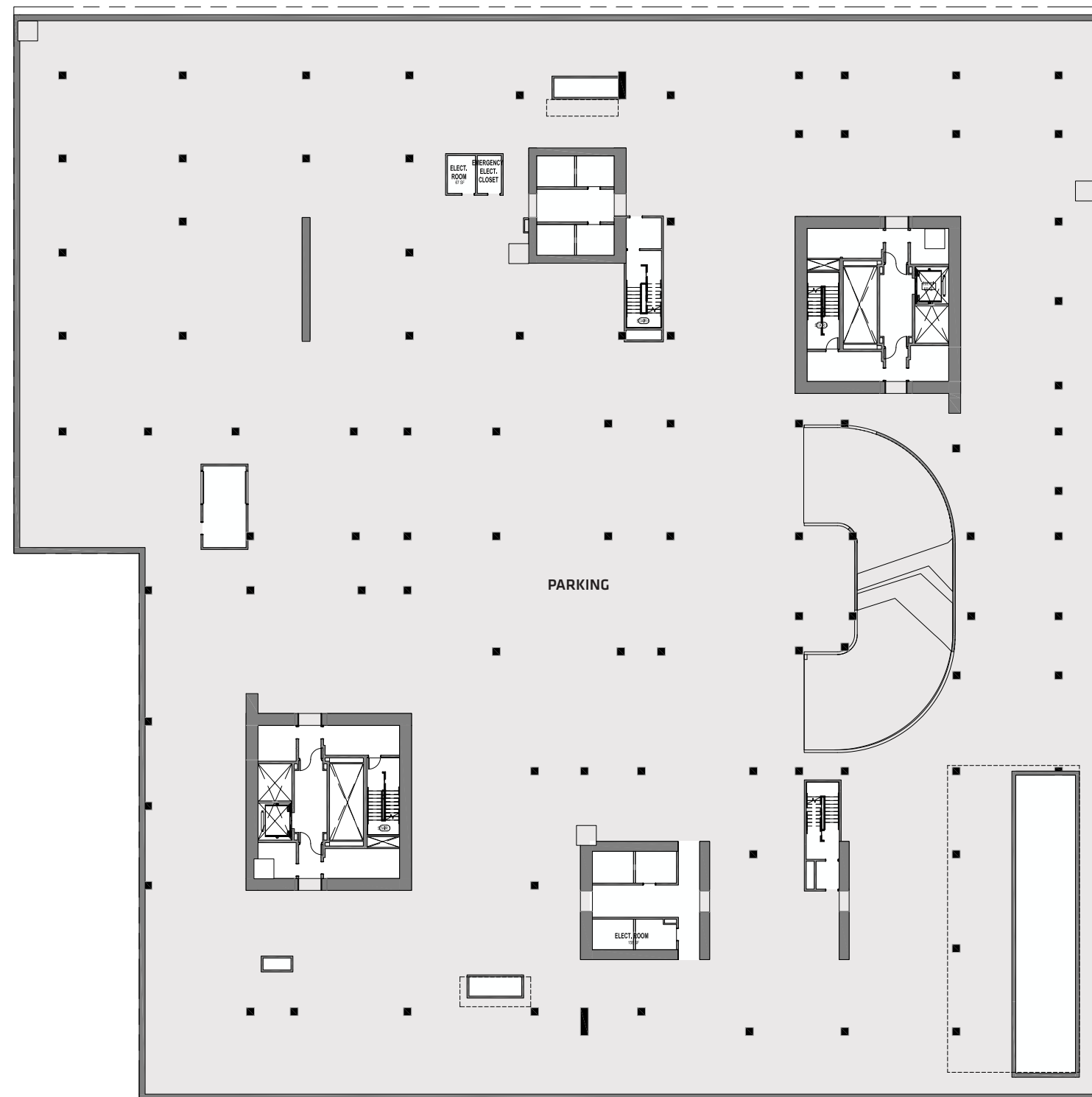
- RESIDENTIAL AMENITY
- BACK OF HOUSE
- PARKING



- RESIDENTIAL AMENITY
- BACK OF HOUSE
- PARKING



■ PARKING



- RETAIL
- LOBBY
- RETAIL/POPOS



- OFFICE
- RESIDENTIAL UNITS
- PRIVATE BALCONY



- RESIDENTIAL UNITS
- HOTEL
- PRIVATE BALCONY



- RESIDENTIAL UNITS/ AMENITY
- COMMON OPEN SPACE (1,863 SF)
- PRIVATE BALCONY



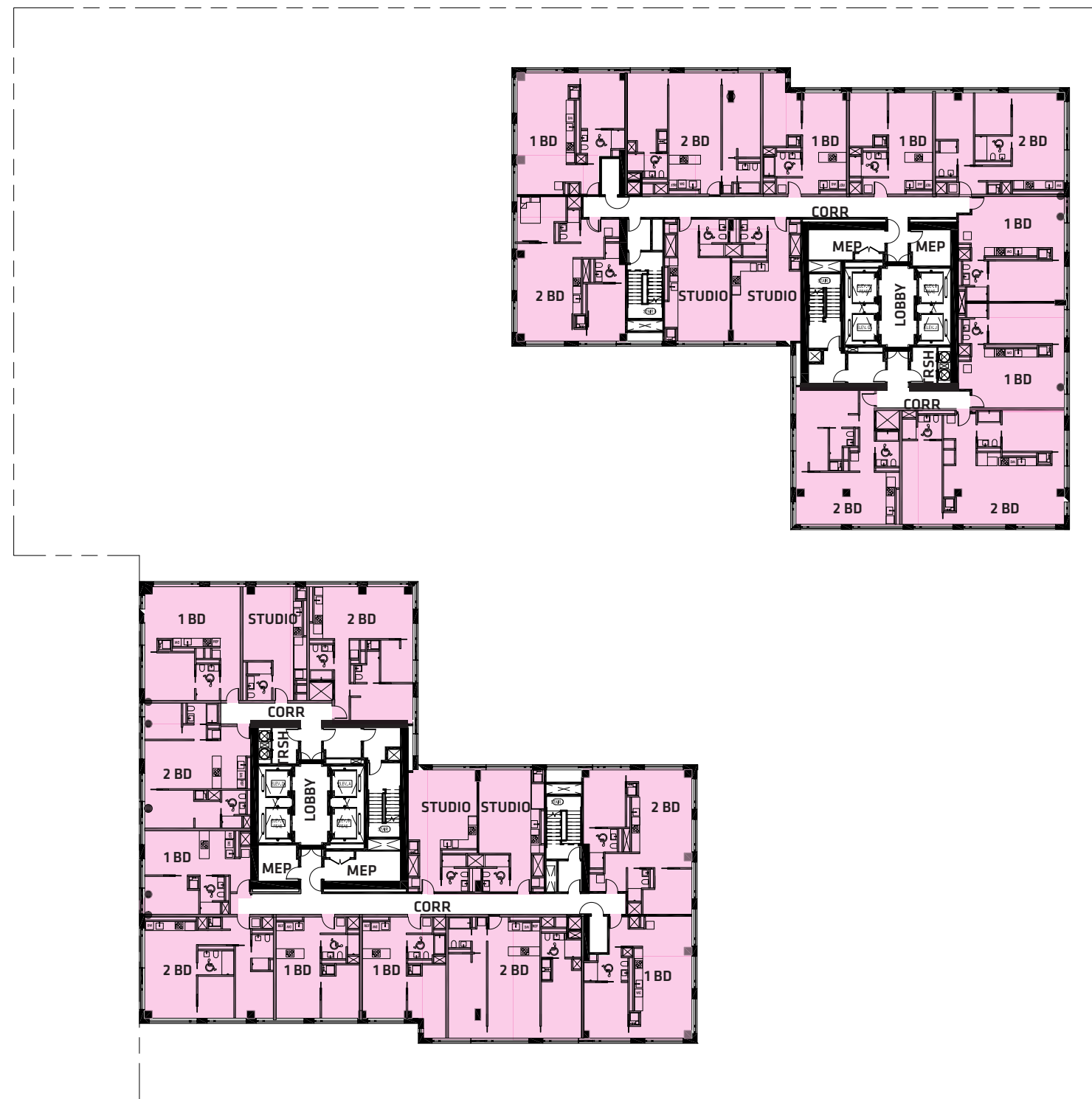
RESIDENTIAL UNITS
PRIVATE BALCONY



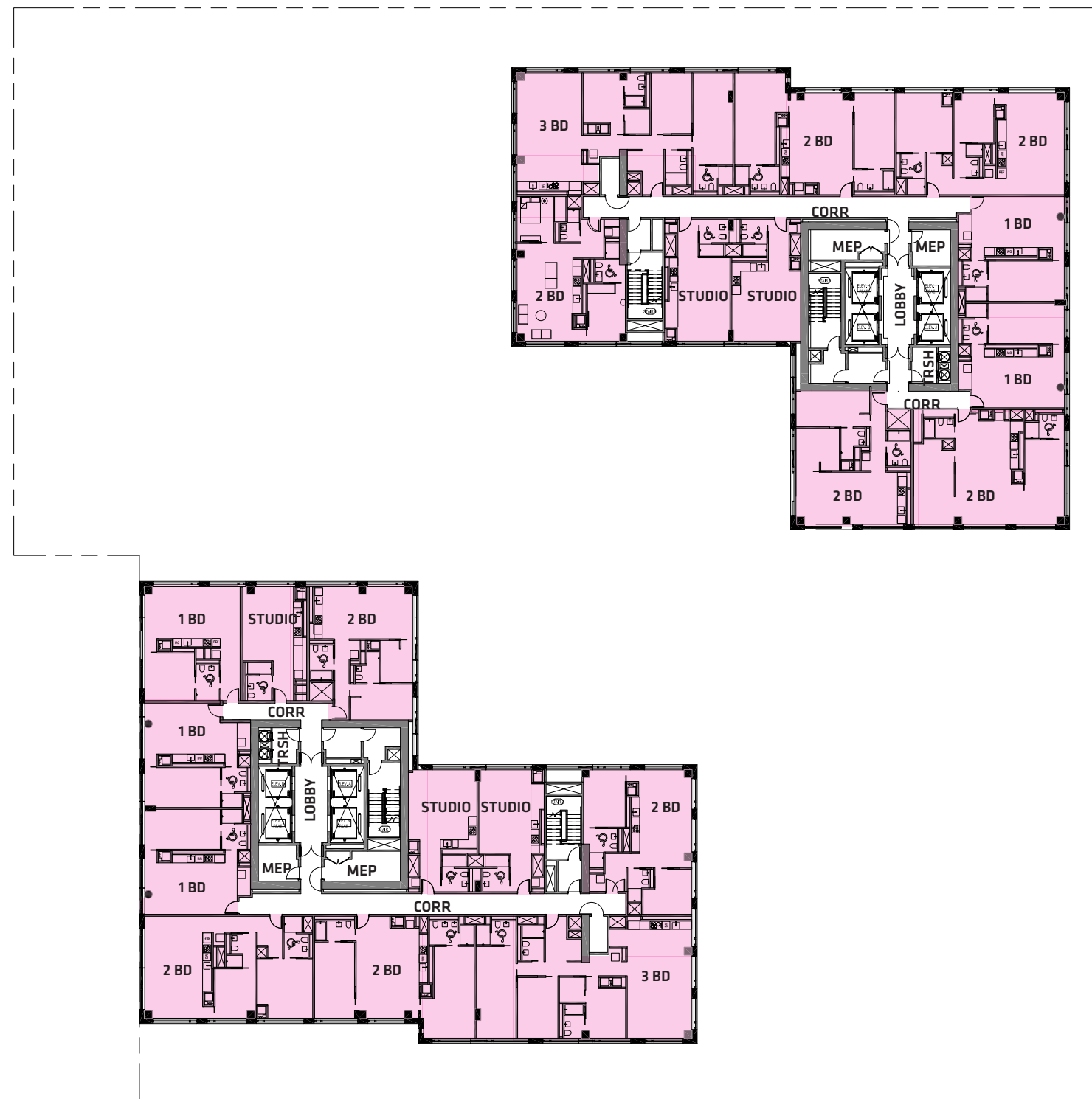
RESIDENTIAL UNITS
PRIVATE BALCONY



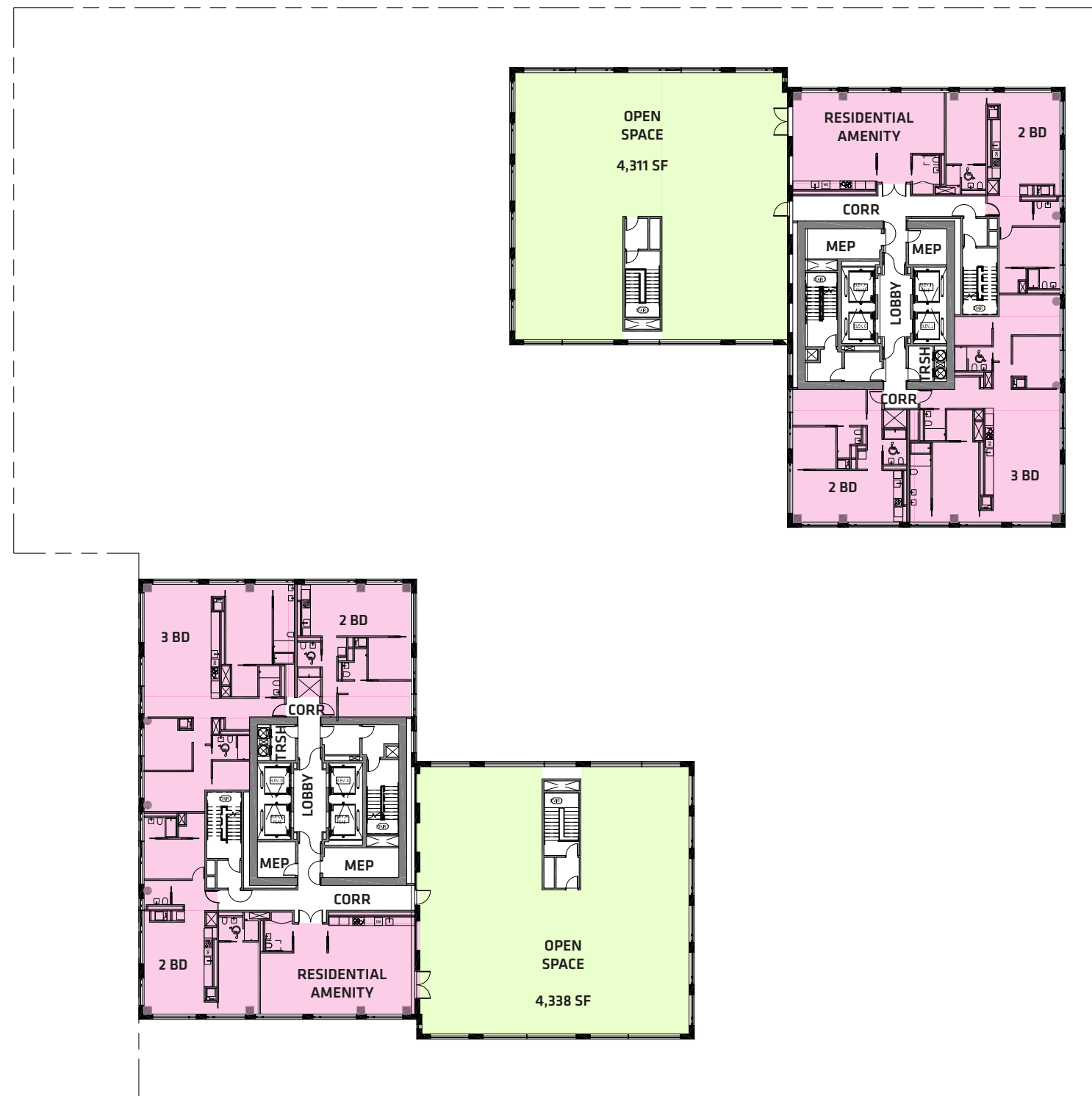
RESIDENTIAL UNITS

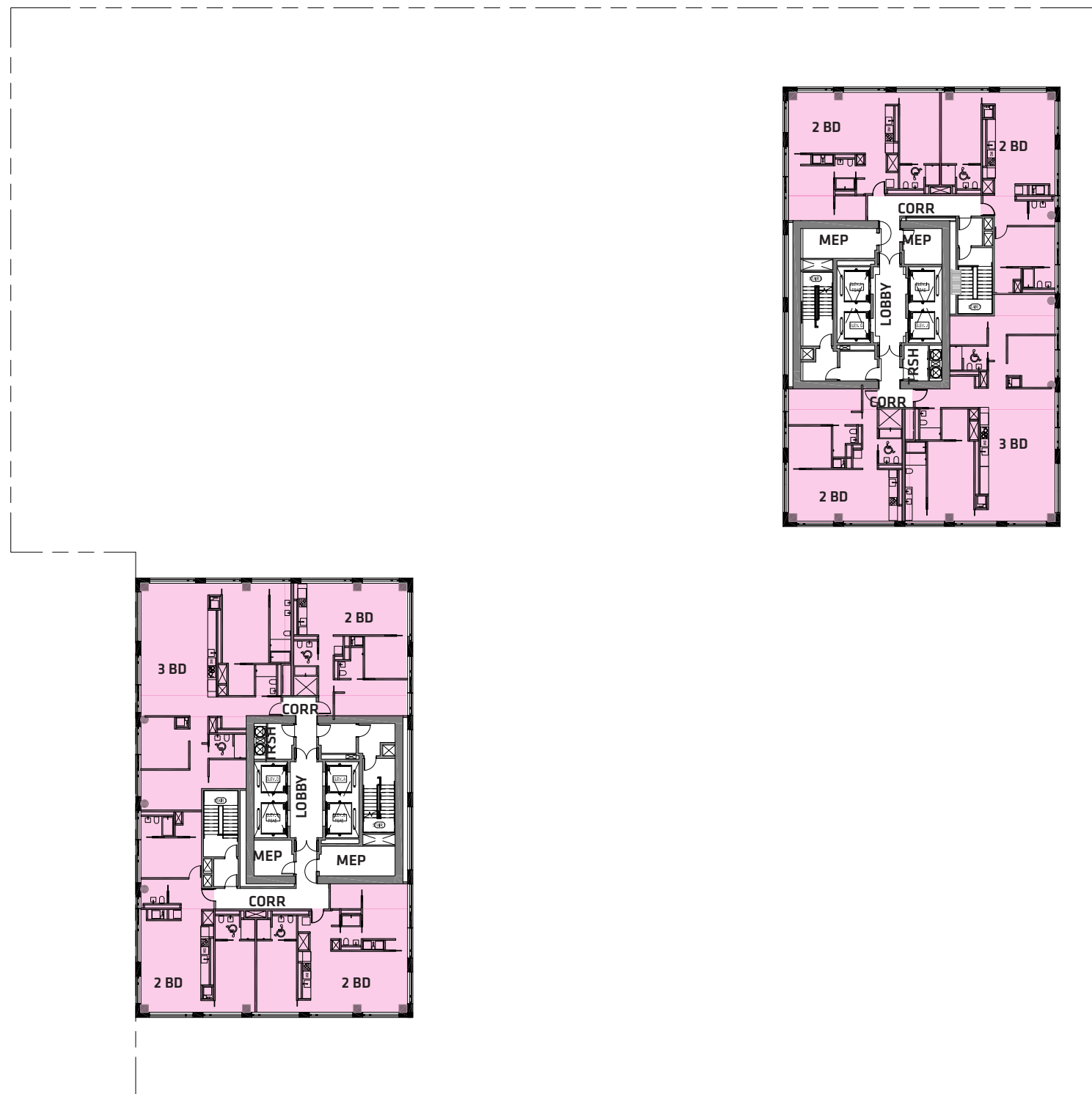


RESIDENTIAL UNITS

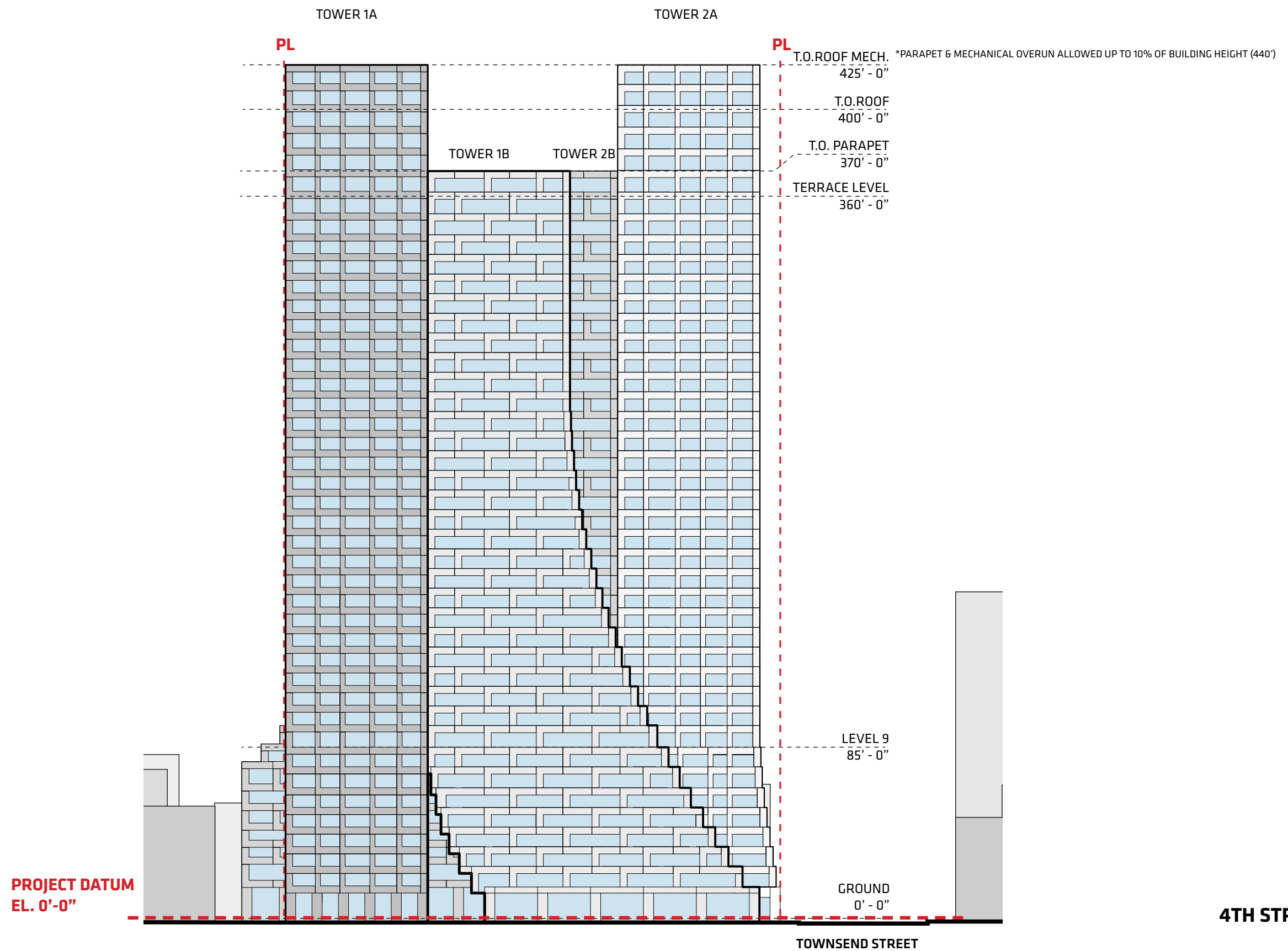


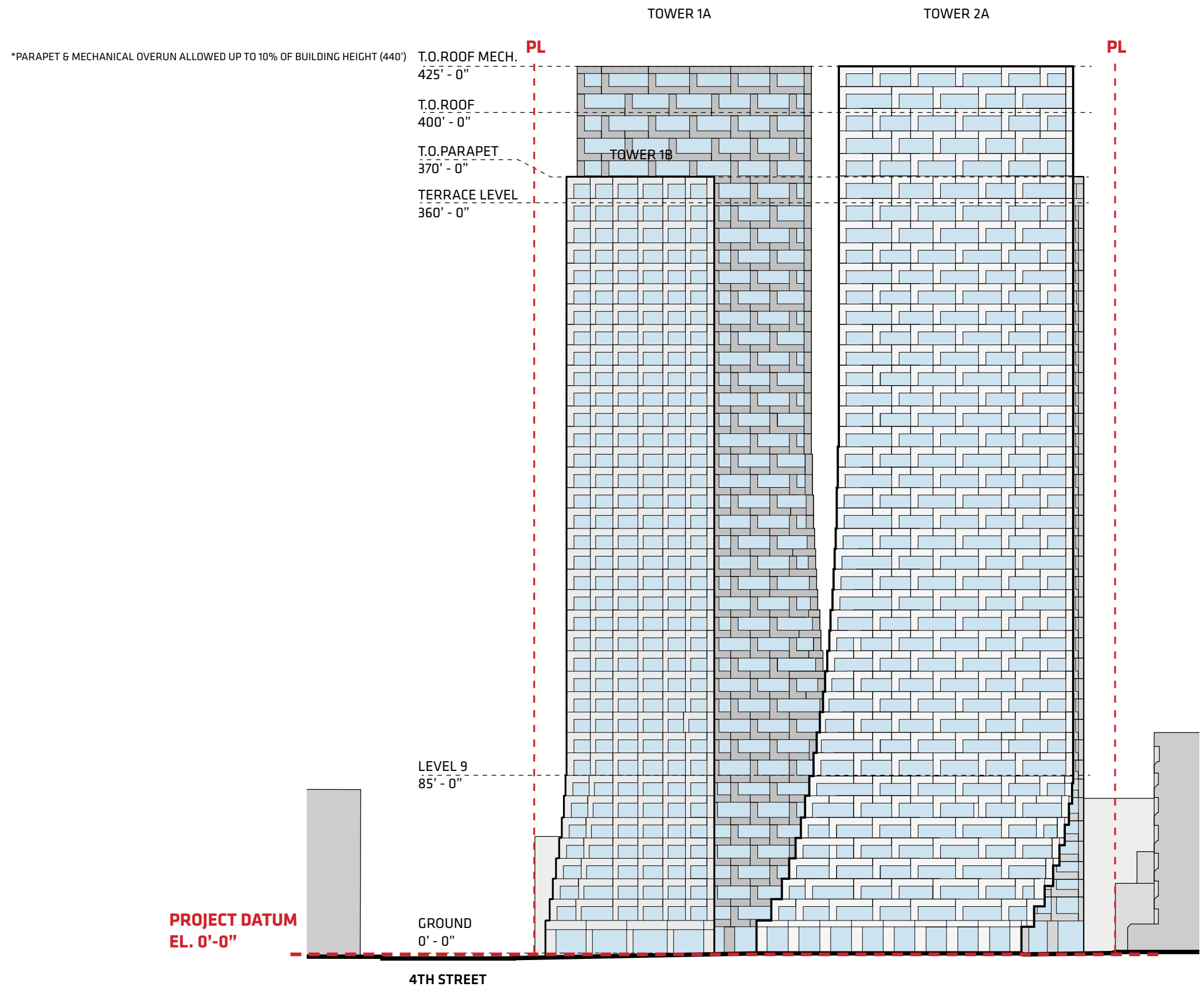
RESIDENTIAL UNITS/ AMENITY
 COMMON OPEN SPACE (8,649 SF)





BUILDING ELEVATIONS

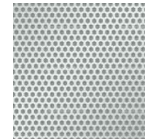




TOWNSEND ST ELEVATION

FACADE MATERIALS

**MECHANICAL PENTHOUSE:
PERFORATED METAL SCREEN**



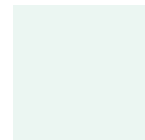
SPANDREL: COLORED GFRC OR UHPC CONCRETE PANELS



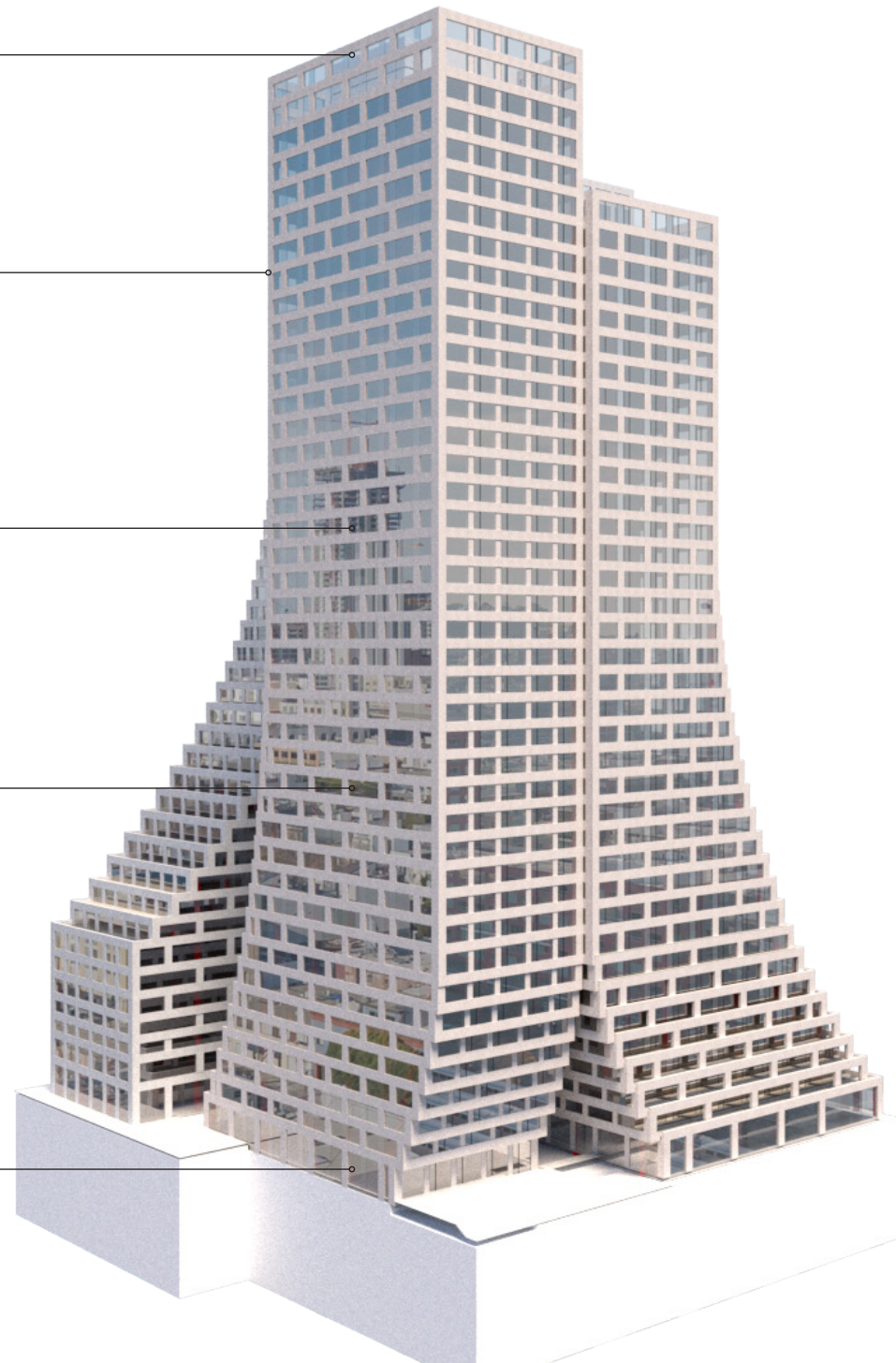
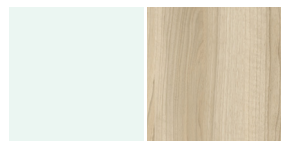
VISION GLASS: LOW E GLASS IGU (SSG)



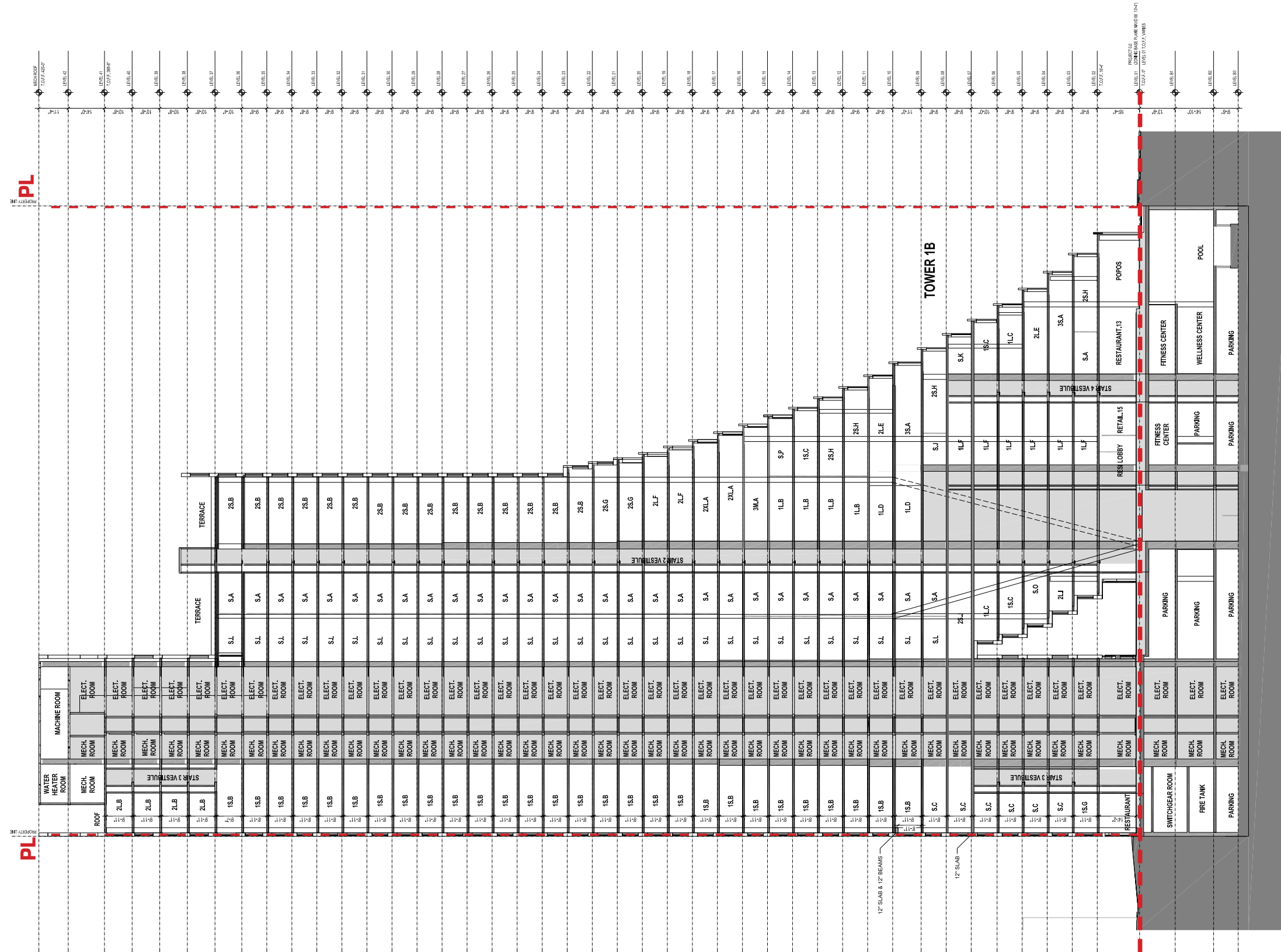
**SHADOW BOX:
LOW E GLASS IGU (SSG) WITH WHITE BACK PAN**



**STORE FRONT: LOW IRON GLASS
WOOD CLAD MULLIONS**



TOWER 1A

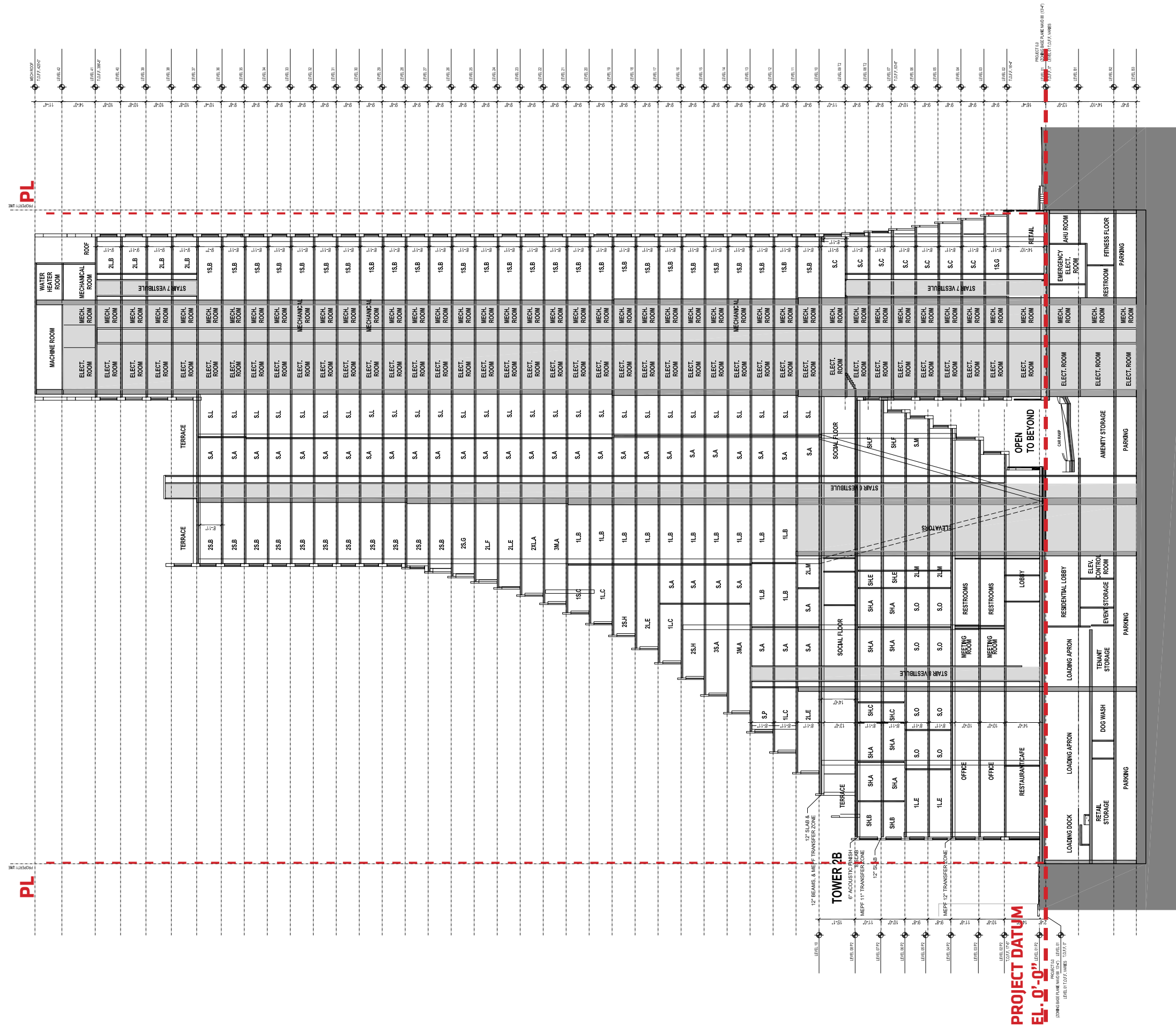


**PROJECT DATUM
EL. 0'-0"**

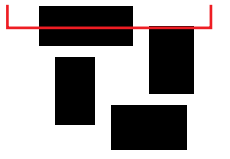
TOWER 1 E-W SECTION



TOWER 2A



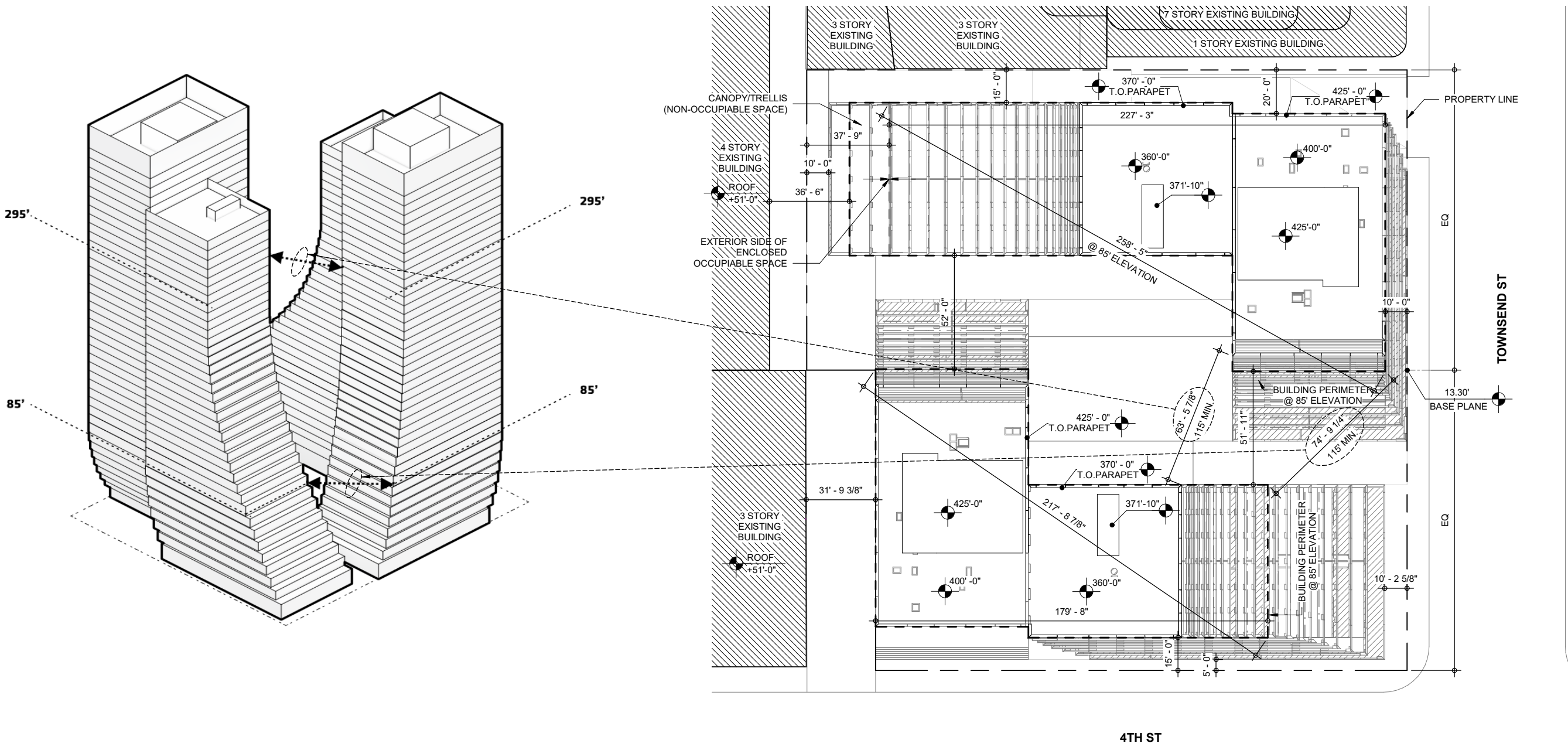
TOWER 2 E-W SECTION



CODE COMPLIANCE AND EXCEPTIONS

1. BUILDING SETBACKS, STREET WALL ARTICULATION & TOWER SEPARATION (PC SEC. 132.4);
2. USABLE OPEN SPACE FOR RESIDENTIAL UNITS (PC SEC. 135 & 329(E)(3)(B)(VI));
3. POPOS DESIGN (PC SEC. 138);
4. DWELLING UNIT EXPOSURE (PC SEC. 140 & 249.78(D)(11));
5. STREET FRONTAGE CONTROLS (PC. SEC. 145.1);
6. GROUND FLOOR COMMERCIAL USE (PC SEC. 145.4);
7. CURB CUTS (PC SEC. 155(R));
8. WIND (PC SEC. 249.78(D)(9));
9. USES ON LARGE DEVELOPMENT LOTS (PC SEC. 249.78(C)(6));
10. NARROW AND MID-BLOCK ALLEY CONTROLS (PC SEC. 261.1);
11. TOWER BULK (PC SEC. 270(H)).

**TOWER SEPARATION (§ 132.4)
SET BACKS AND STREET WALL (§ 132.4(D)(2)(C) / § 132.4(D)(1))**

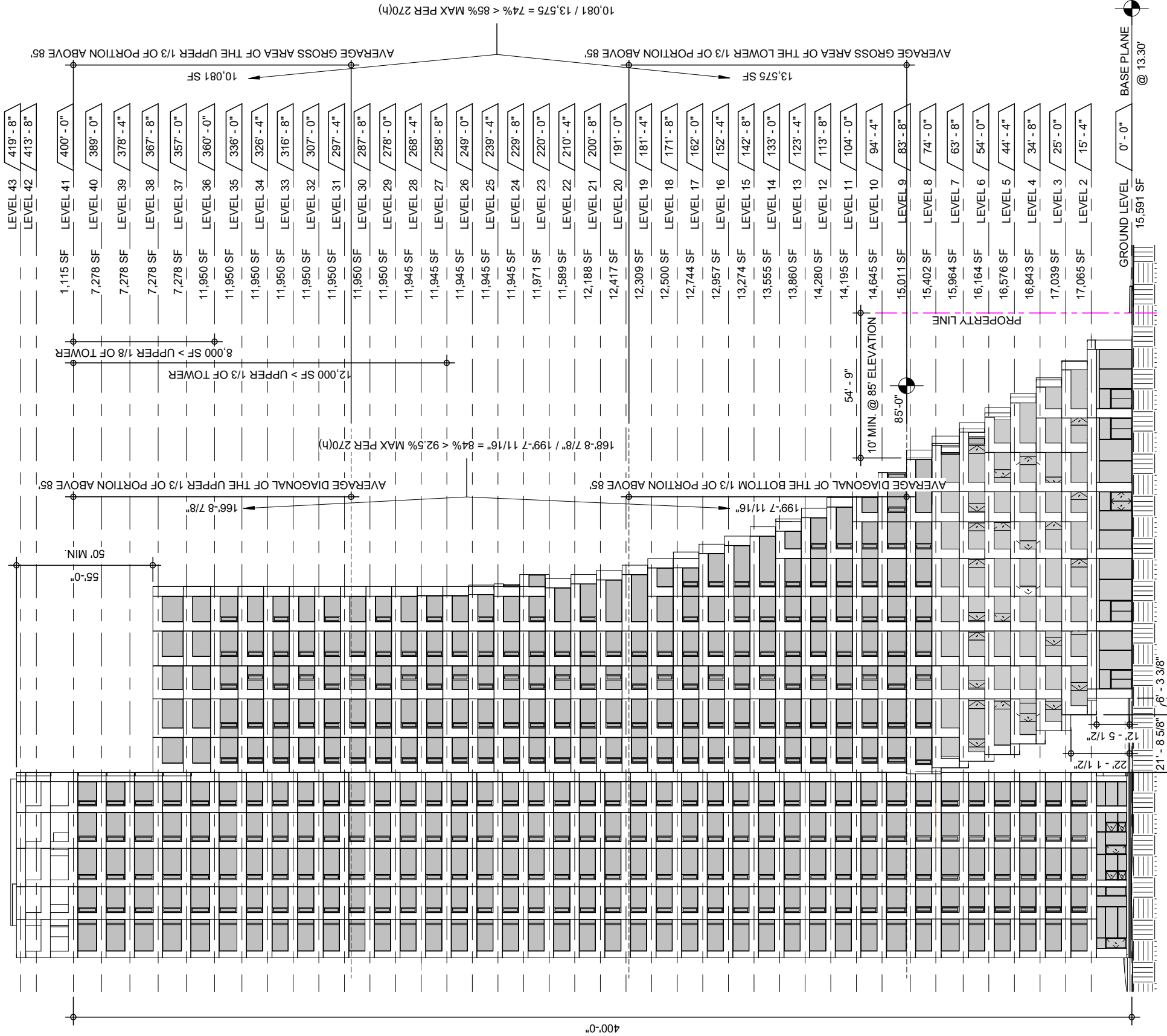


TOWER SEPARATION DIAGRAM

SITE PLAN

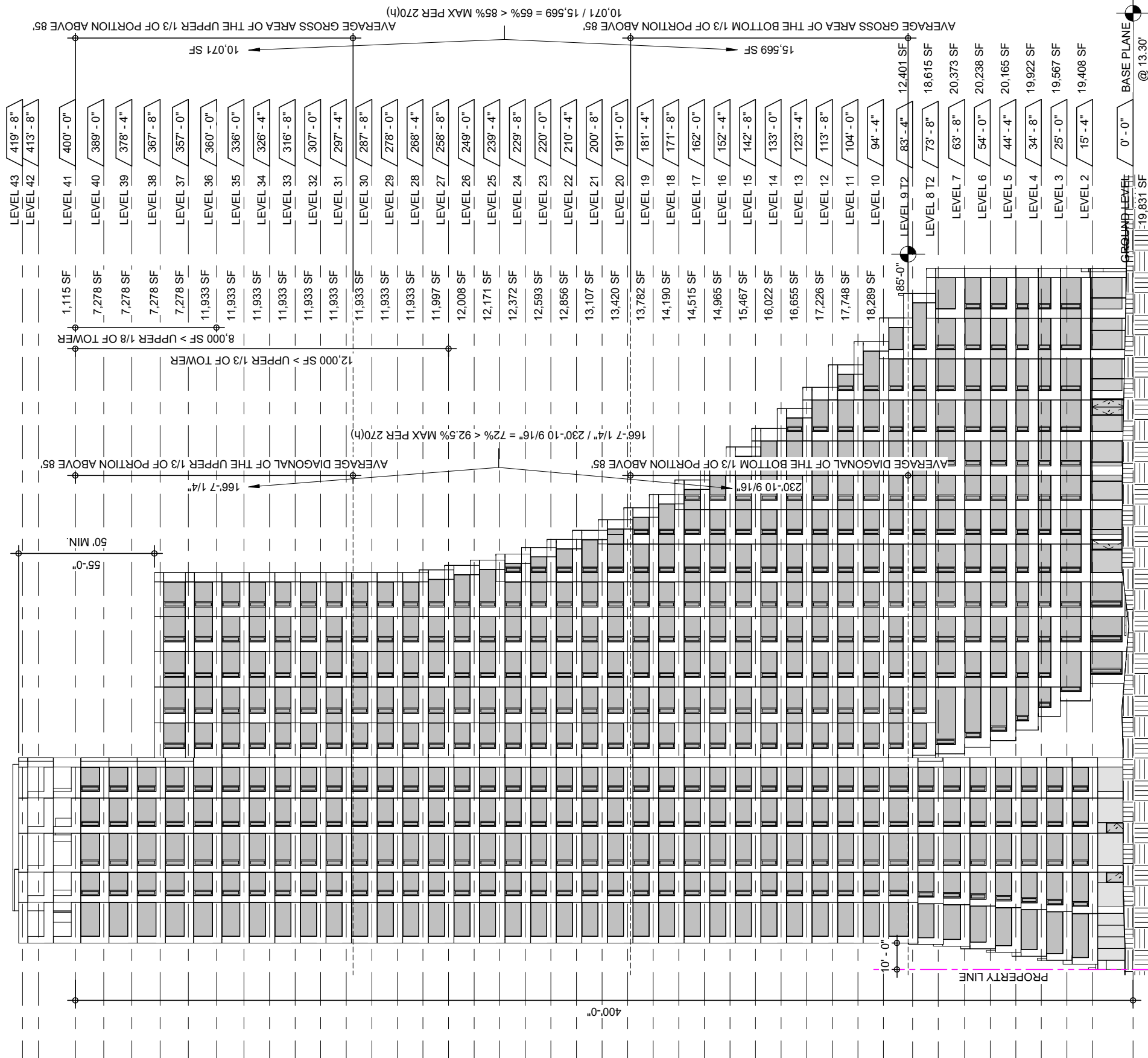
SETBACKS / SEPARATION / HEIGHT CONTROL

TOWER BULK AND FLOOR PLATE SIZE (§ 270(H)(3) & § 132.4)



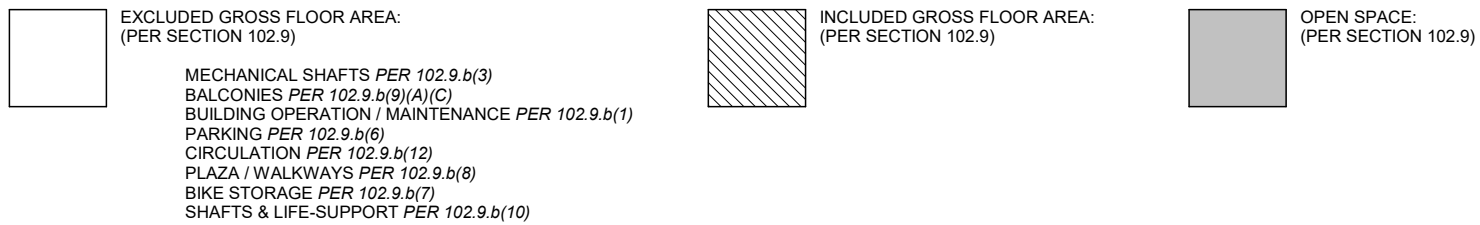
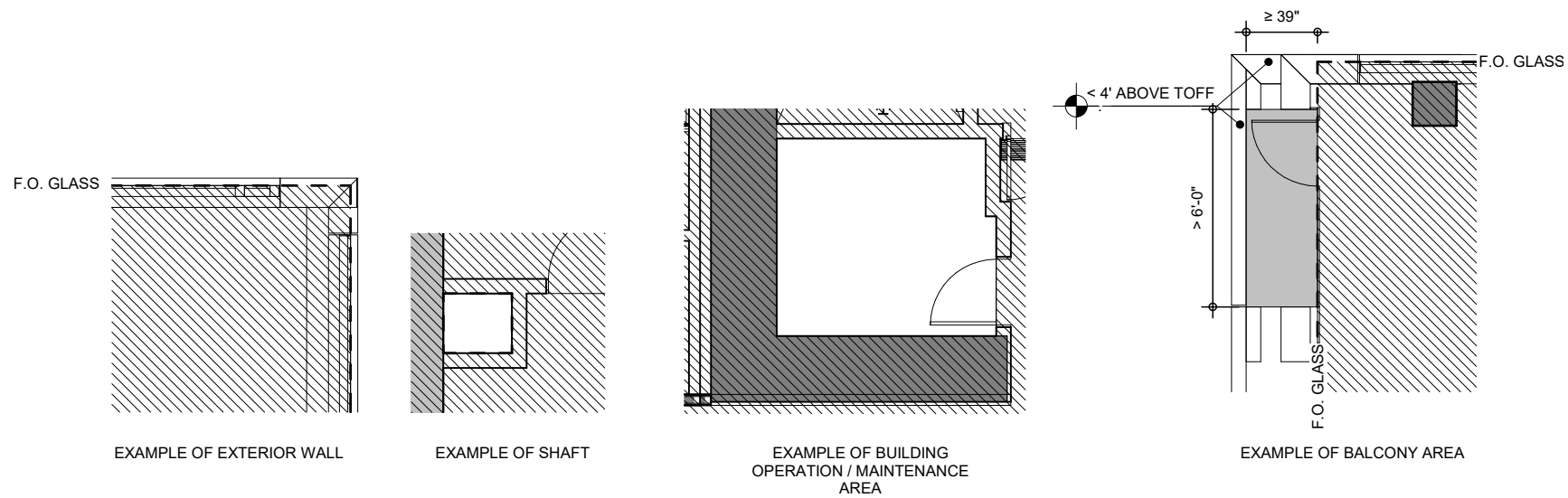
TOWER 1 SOUTH ELEVATION

TOWER BULK AND FLOOR PLATE SIZE (§ 270(H)(3) & § 132.4)

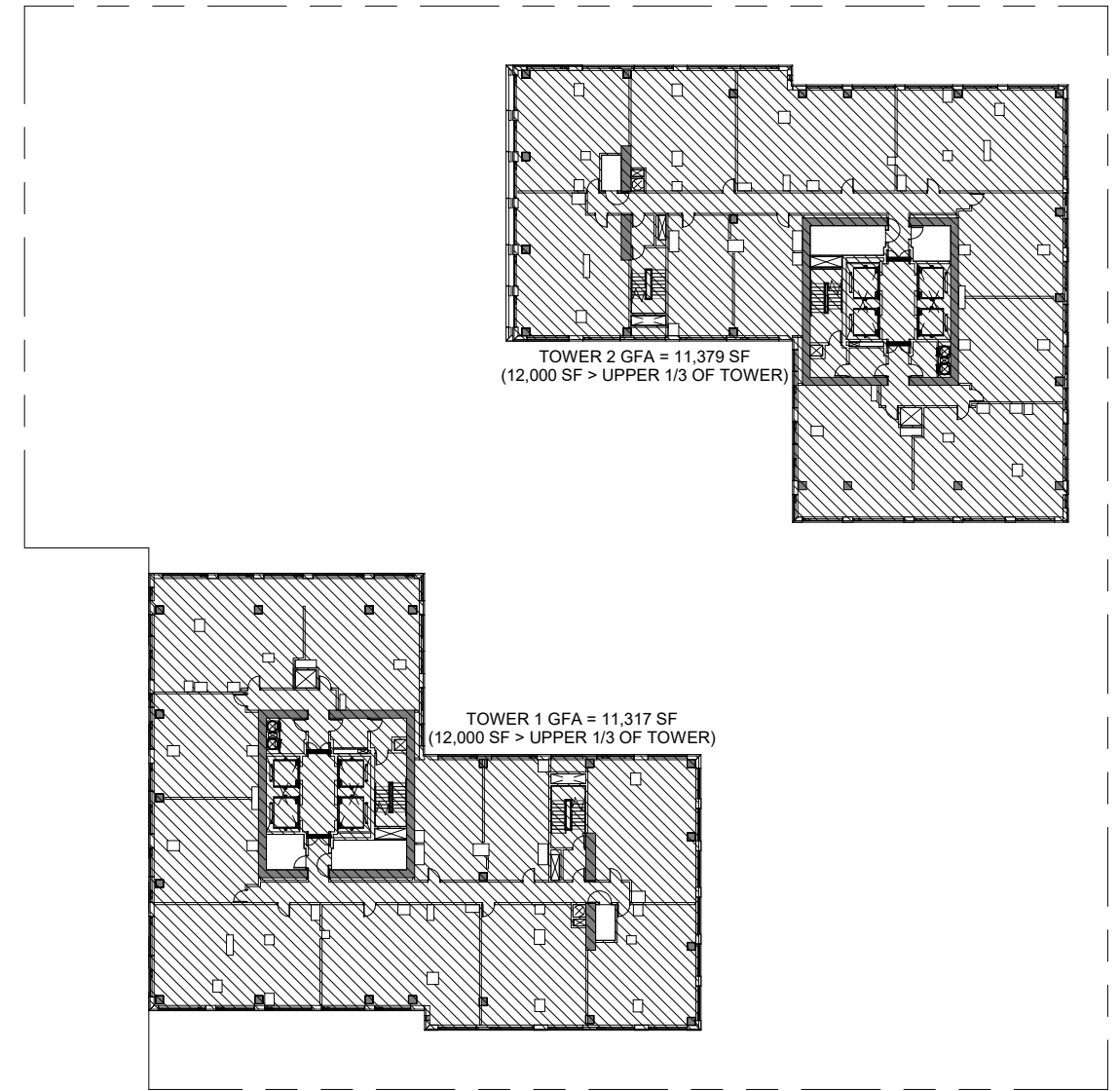


TOWER 2 NORTH ELEVATION

TOWER BULK AND FLOOR PLATE SIZE (§ 270(H)(3) & § 132.4)

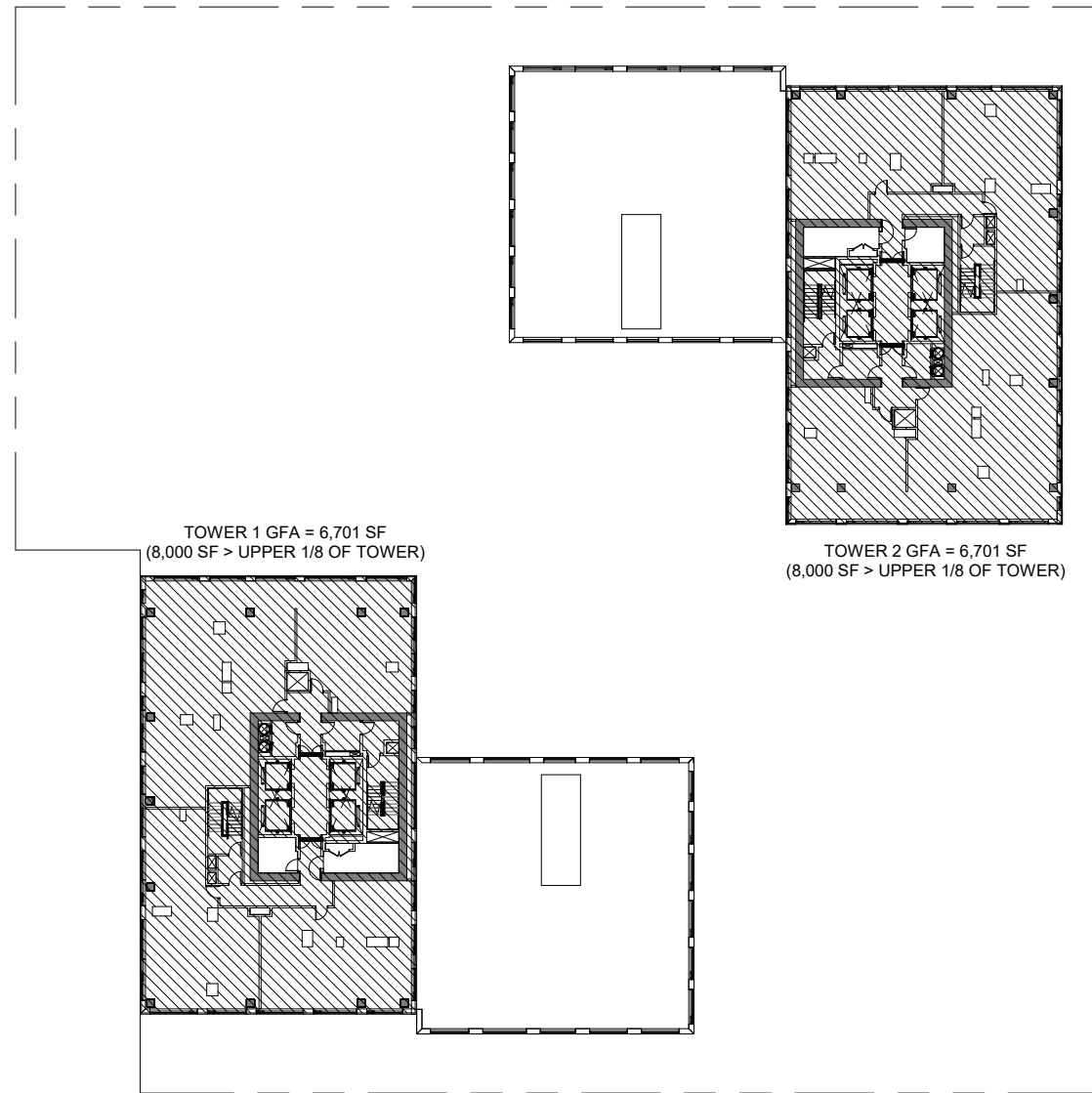


AREA MEASUREMENT DIAGRAM 1

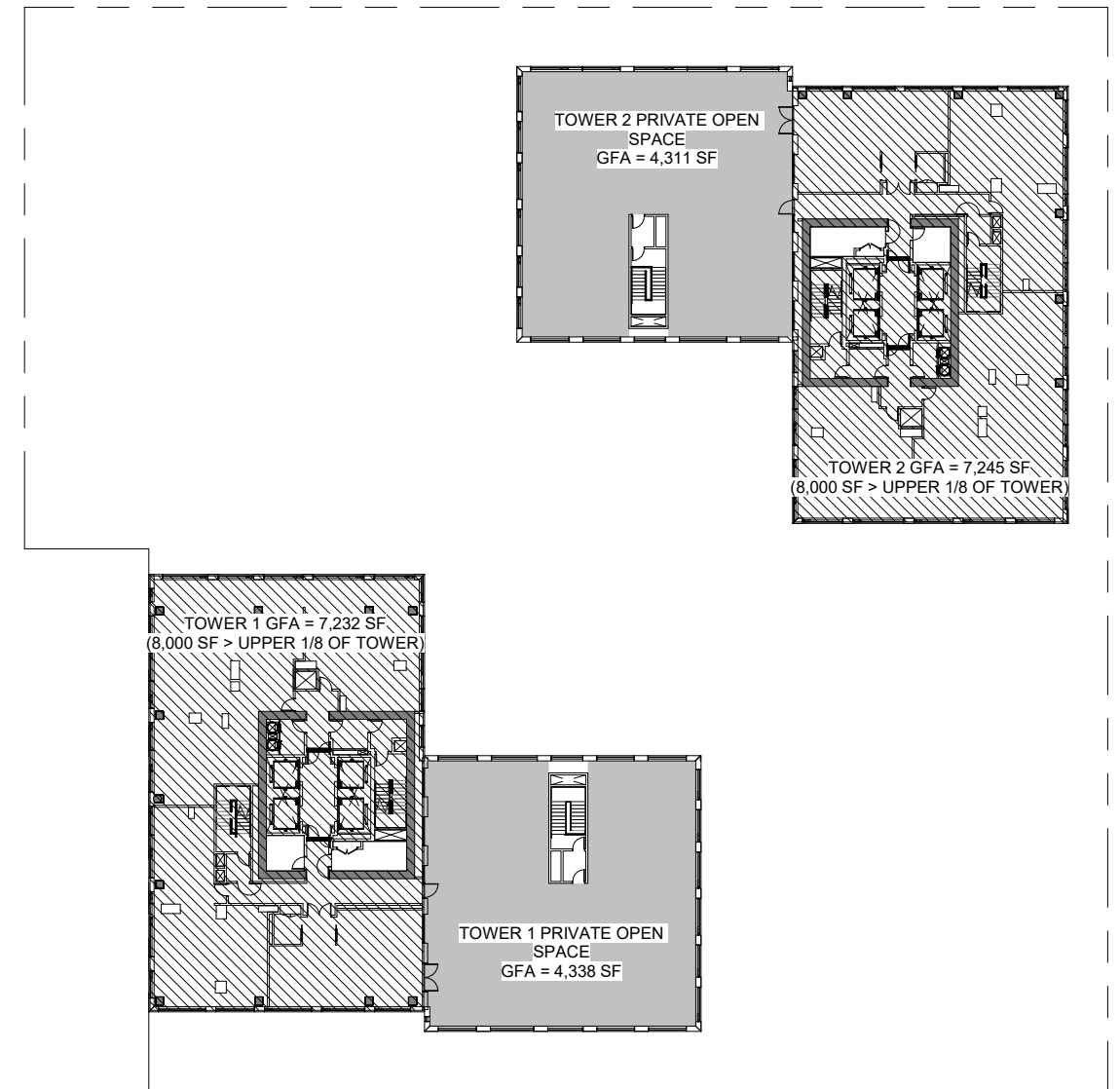


**LEVEL 27 (LEVEL 28-35 SIM) 7
(UPPER 1/3 OF TOWER)**

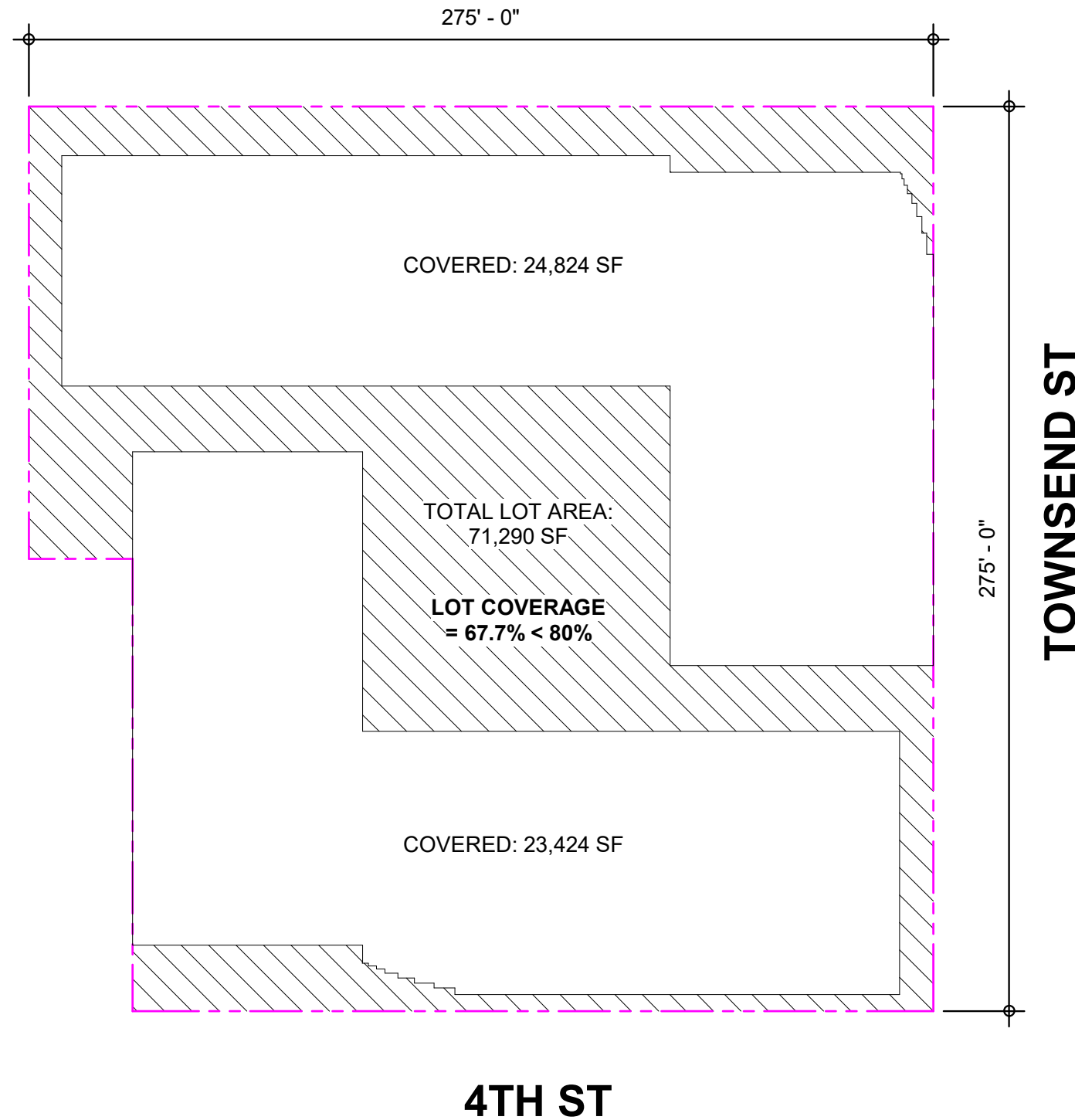
TOWER BULK AND FLOOR PLATE SIZE (§ 270(H)(3) & § 132.4)



**LEVEL 38 (LEVEL 39-40 SIM)
(UPPER 1/8 OF TOWER) 9**



**LEVEL 37 OPEN SPACE
(UPPER 1/8 OF TOWER) 8**



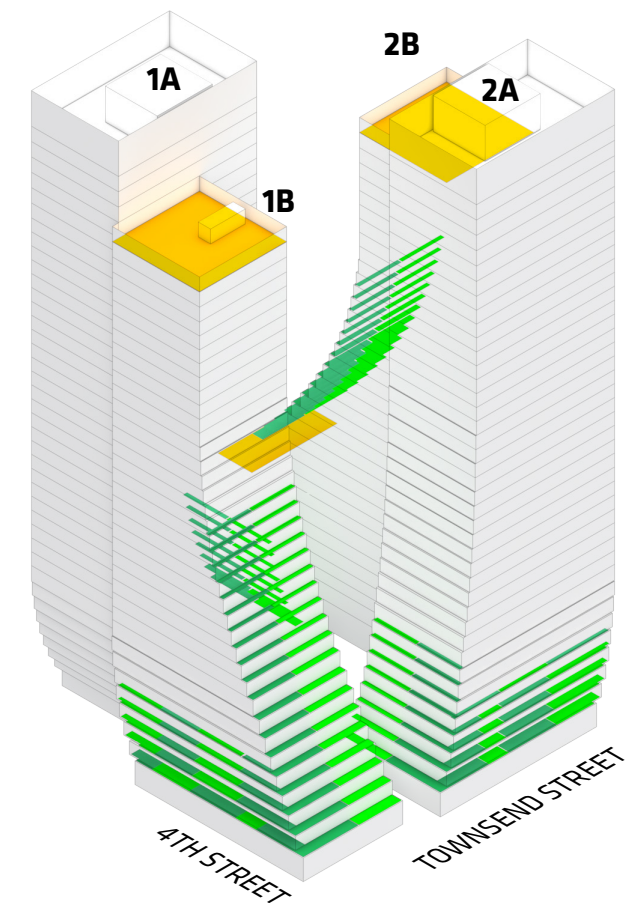
**LOT COVERAGE DIAGRAM
@ LEVEL 2 (LOWEST RESIDENTIAL LEVEL)**

USABLE OPEN SPACE (§ 135)

PRIVATE BALCONY AREAS

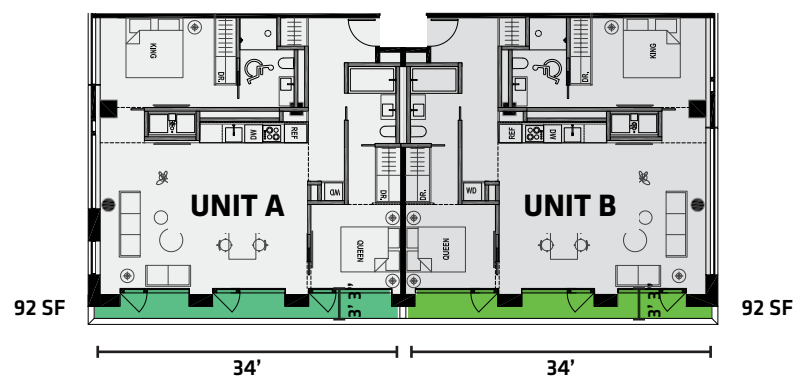
LEVEL	TOWER 1 BALCONIES: 70							TOWER 2 BALCONIES: 62								
	TOTAL							TOTAL								
26										95	95					190
25										98	98					196
24										102	102					204
23										105	105					210
22										107	107					214
21										122	122					244
20			92	92						139	139					278
19			92	92						156	156					312
18			95	95						173	173					346
17			98	98						190	190					380
16			102	102						207	207					414
15			105	105						224	224					448
14			107	107						240	240					480
13			121	121						257	257					514
12			121	121						274	274					548
11			138	138						283	283					566
10			155	155												0
9	92	92	172	175												186
8	95	95	172	179												194
7	98	98	172	184												205
6	102	102	189	284	116	99	108	1000	218	102		104	132			556
5	105	105	189	344	148	127	135	1153	211	105	66	161	202			745
4	107	107	206	451	201	172	163	1407	265	107	90	218	256			936
3	155	155	223	581	253	217	162	1746	391	155	114	275	294			1229
2	223	223	266	625	151	343	277	159	2267	589	223	146	351	326		1635
TOWER 1 BALCONY AREA TOTAL:							11649	TOWER 2 BALCONY AREA TOTAL:							11230	

■ PRIVATE BALCONIES
■ COMMON RESIDENTIAL OPEN SPACE

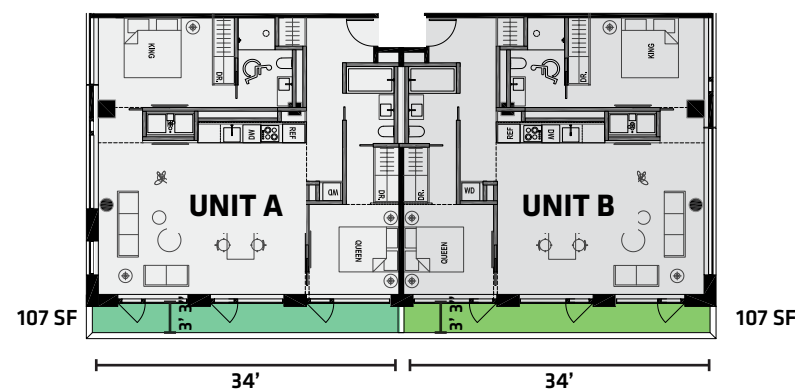


SOUTH ISOMETRIC

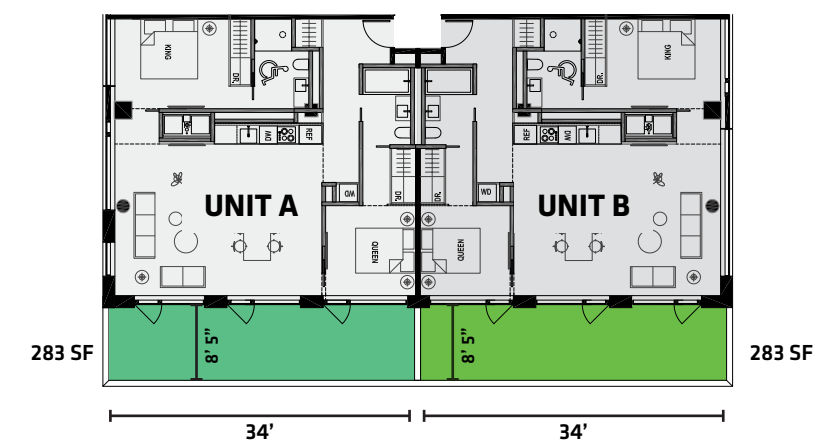
KEY BALCONY DIAGRAMS



TYPICAL SMALLER UPPER BALCONIES



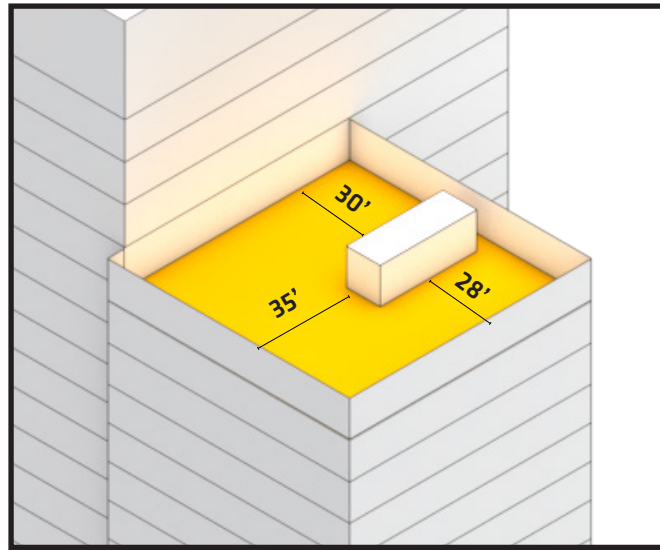
TYPICAL MIDDLE BALCONIES



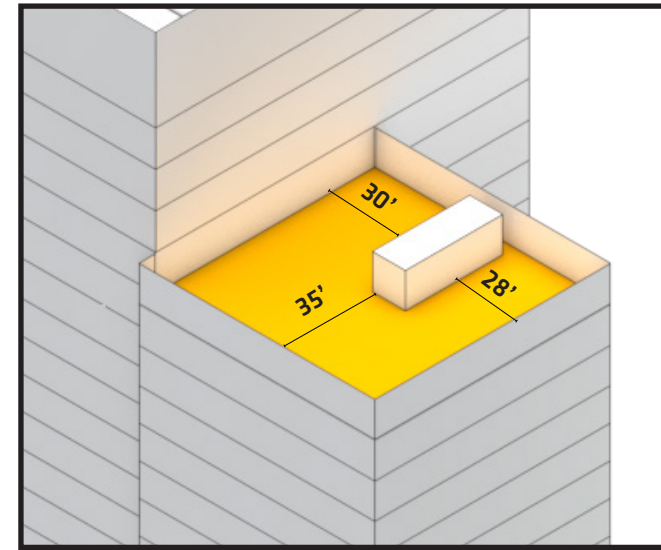
TYPICAL LARGER LOWER BALCONIES

USABLE OPEN SPACE (§ 135)

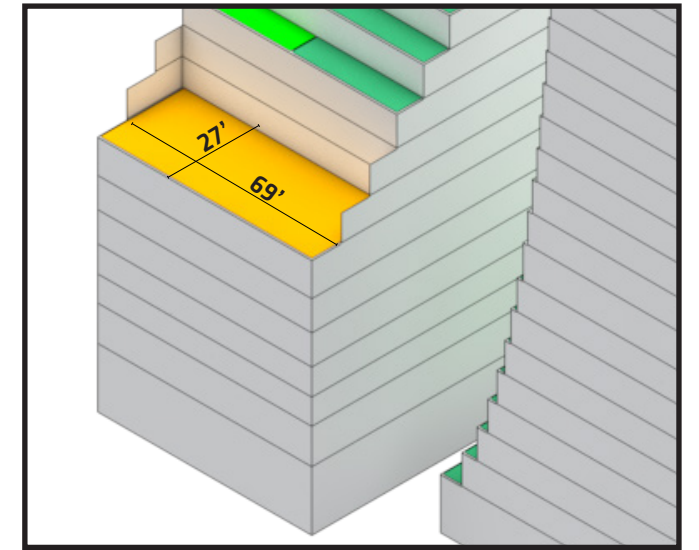
- PRIVATE BALCONIES
- COMMON RESIDENTIAL OPEN SPACE



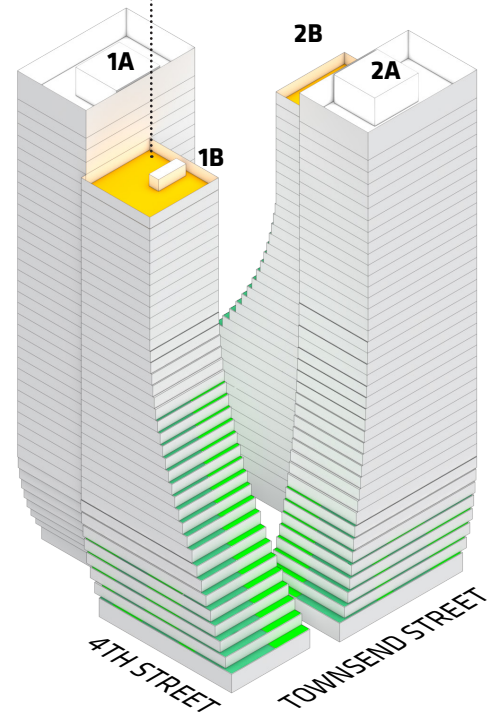
LEVEL 37 OPEN SPACE



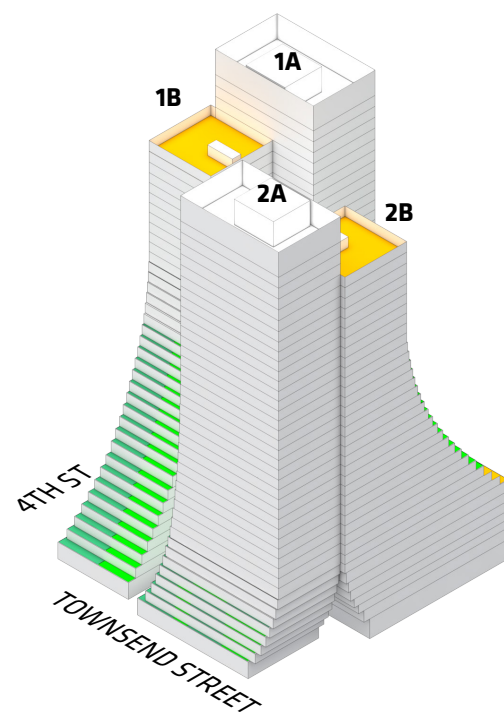
LEVEL 37 OPEN SPACE



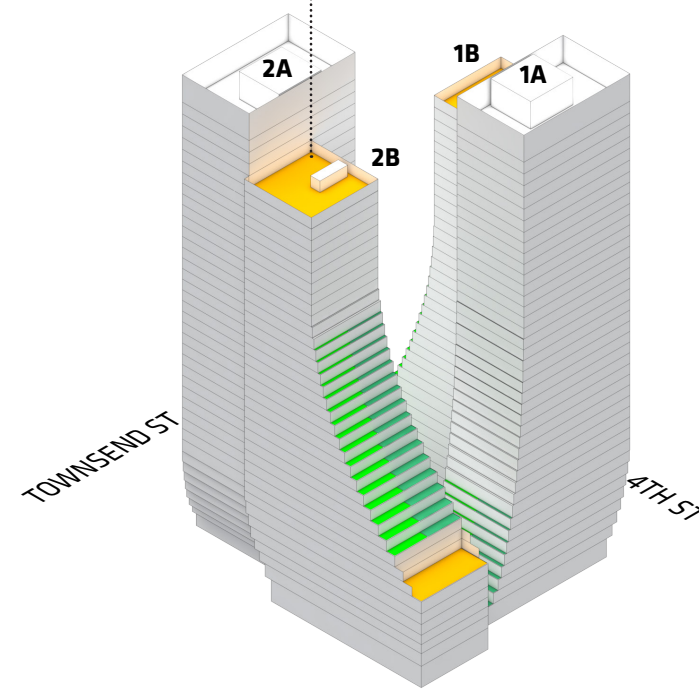
LEVEL 08 OPEN SPACE



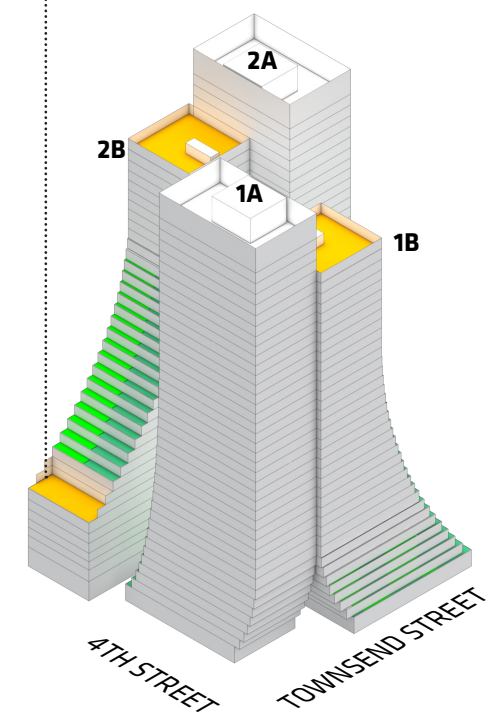
SOUTH ISOMETRIC



EAST ISOMETRIC

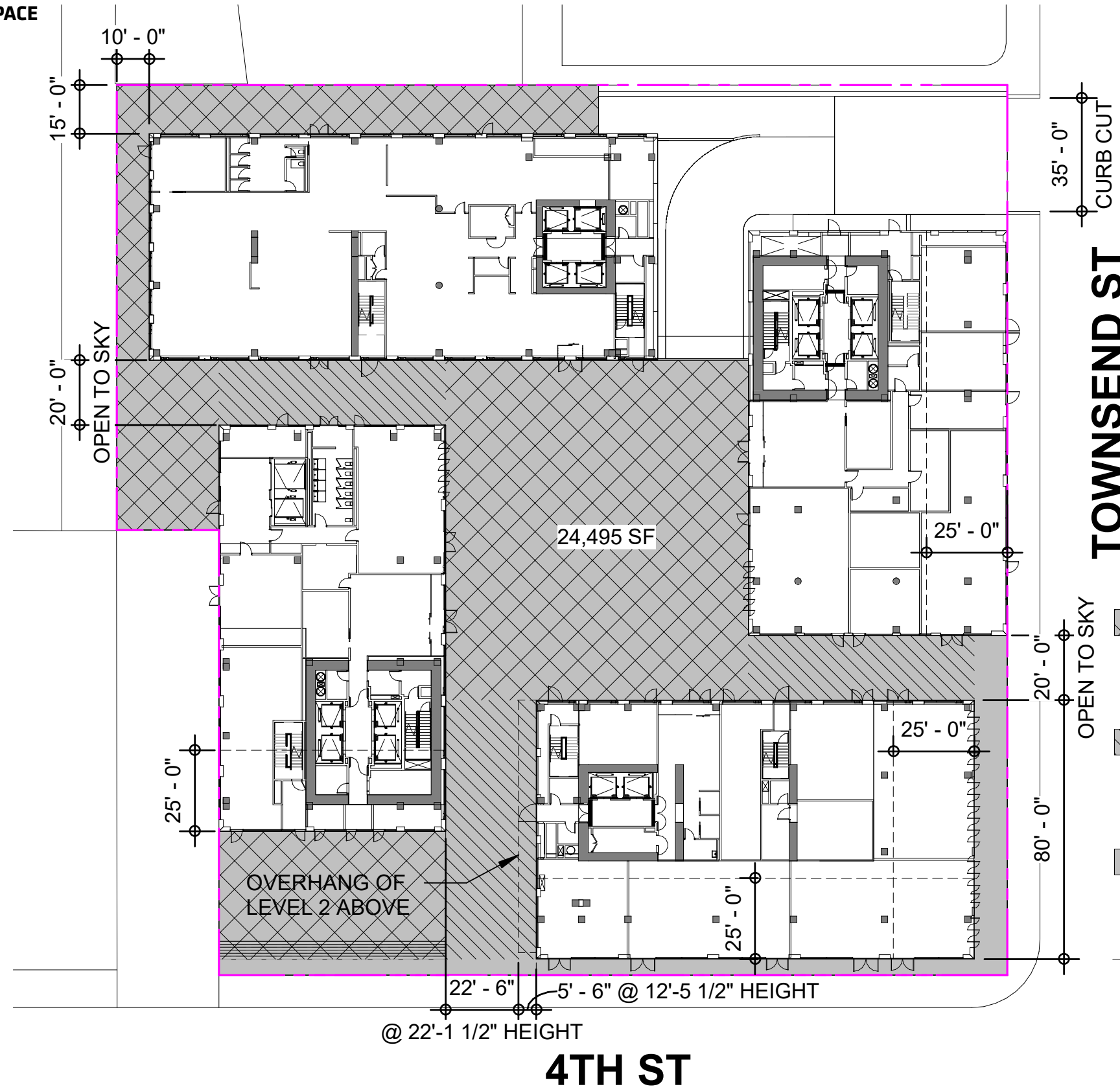


NORTH ISOMETRIC


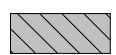



WEST ISOMETRIC

GROUND LEVEL PUBLIC OUTDOOR SPACE
GROSS FLOOR AREA



TOWNSEND ST

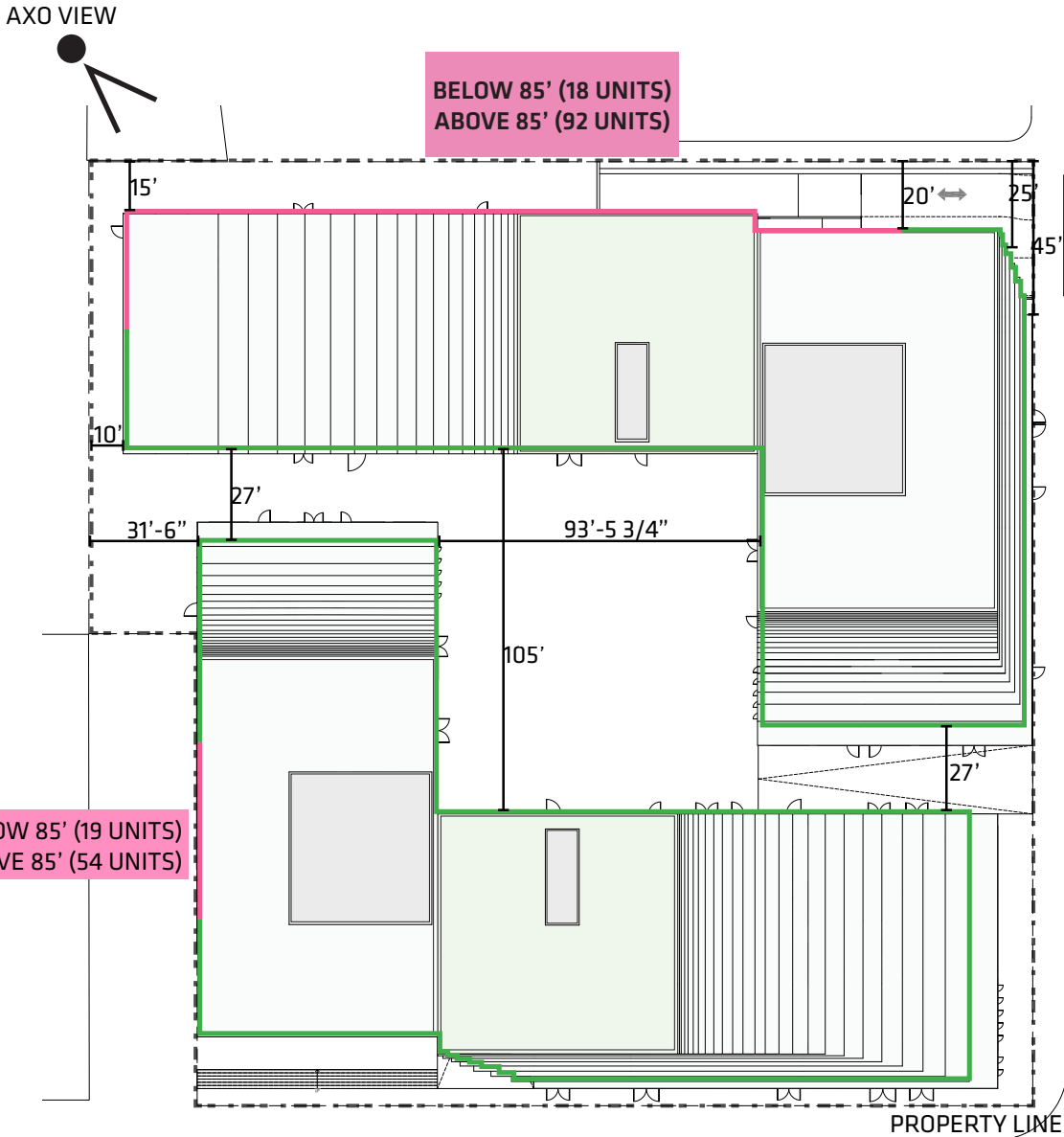
	PUBLICLY-ACCESSIBLE USABLE OPEN SPACE PER SECTION 135 (h)1.B.	17,166 SF
	PUBLICLY-ACCESSIBLE USABLE OPEN SPACE PER SECTION 135 (h)1.C.	5,040 SF (2,101 SF COVERED - 42% < ALLOWED 60%)
	PUBLICLY-ACCESSIBLE USABLE OPEN SPACE PER SECTION 135 (h)1.D.	2,289 SF

TOTAL PUBLICLY-ACCESSIBLE USABLE OPEN SPACE **24,495 SF**

4TH ST

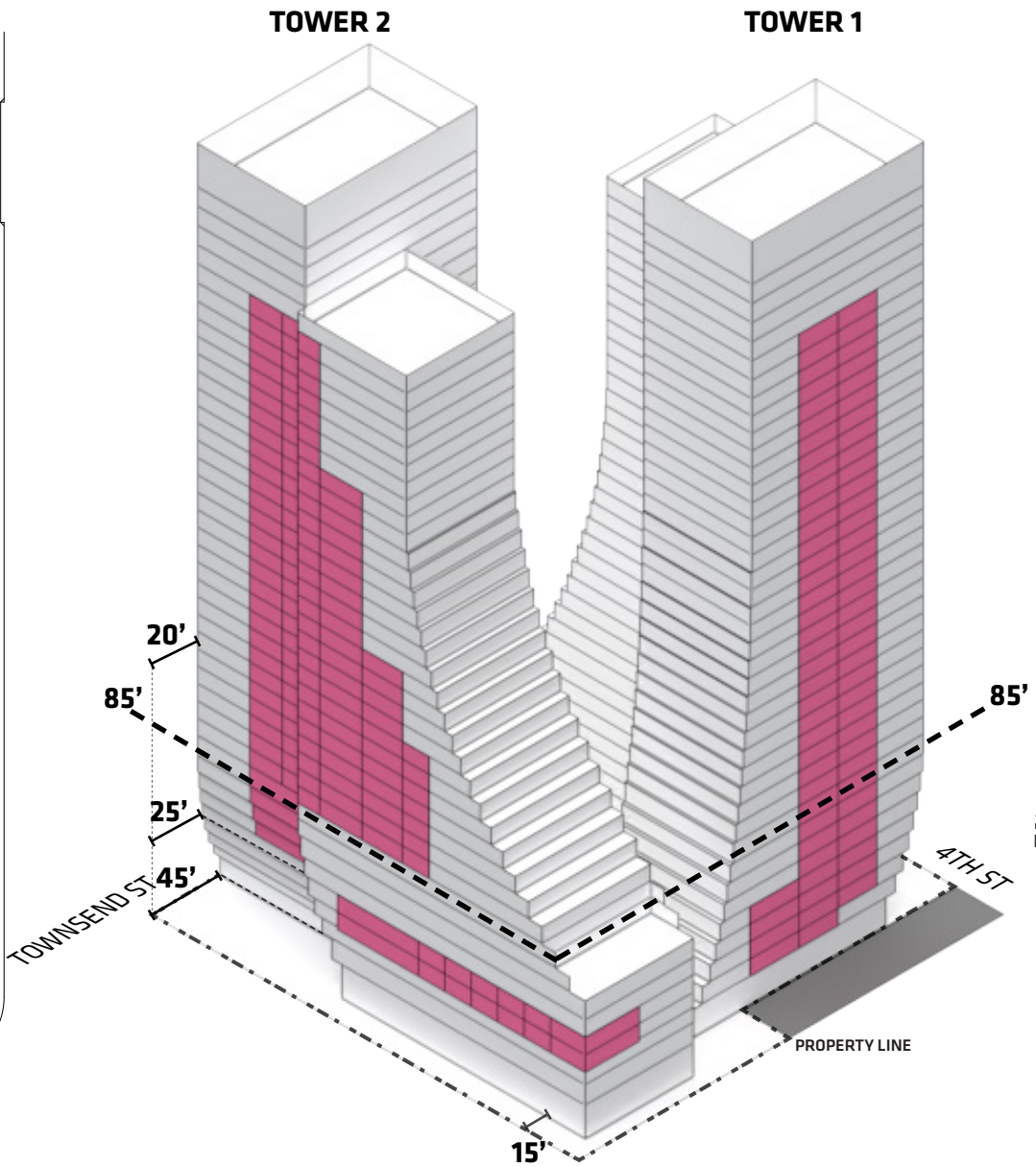
DWELLING UNIT EXPOSURE (§ 140)

■ NON-COMPLIANT UNITS
■ COMPLIANT UNITS



UNIT EXPOSURE DISTANCES

■ NON-COMPLIANT UNITS



NON-COMPLIANT UNITS AXO DIAGRAM

LEVEL	TOWER 1		TOWER 2		
	UNITS PER FLOOR	NON-COMPLIANT UNITS PER FLOOR	UNITS PER FLOOR	NON-COMPLIANT UNITS PER FLOOR	
40	4	0	4	0	
39	4	0	4	0	
38	4	0	4	0	
37	3	0	3	0	
36	10	2	9	2	
35	11	2	10	2	
34	11	2	10	2	
33	11	2	10	2	
32	13	2	10	2	
31	13	2	10	2	
30	13	2	10	2	
29	13	2	12	3	
28	13	2	12	3	
27	13	2	12	3	
26	13	2	12	3	
25	13	2	12	3	
24	13	2	12	3	
23	13	2	12	3	
22	13	2	12	3	
21	13	2	12	3	
20	13	2	14	4	
19	13	2	14	4	
18	13	2	15	4	
17	13	2	15	4	
16	13	2	17	5	
15	13	2	17	5	
14	15	2	17	5	
13	15	2	17	5	
12	15	2	18	5	
11	15	2	18	5	
10	15	2	18	5	
9	15	2	7	1	
8	17	2	7	1	
7	16	2	7	1	
6	15	2	7	1	
5	17	3	24	7	
4	17	3	24	7	
3	16	3	9	0	
2	16	2	7	0	
1	0	0	0	0	
TOTAL ABOVE 85'	367	54	372	92	20%
TOTAL BELOW 85'	129	19	92	18	17%
GRAND TOTAL	496	73	464	110	19%
			960	183	

UNIT EXPOSURE NON-COMPLIANT COUNTS

GROUND FLOOR ACTIVE FRONTAGE CONTROL 60% OPEN

- SOLID FACADE (2,080 SF)
- OPENING (4,759 SF)

69% OPENING



GROUND FLOOR CEILING HEIGHTS (§ 145.1)

■ FLOOR TO FLOOR HEIGHTS



4TH

TOWNSEND

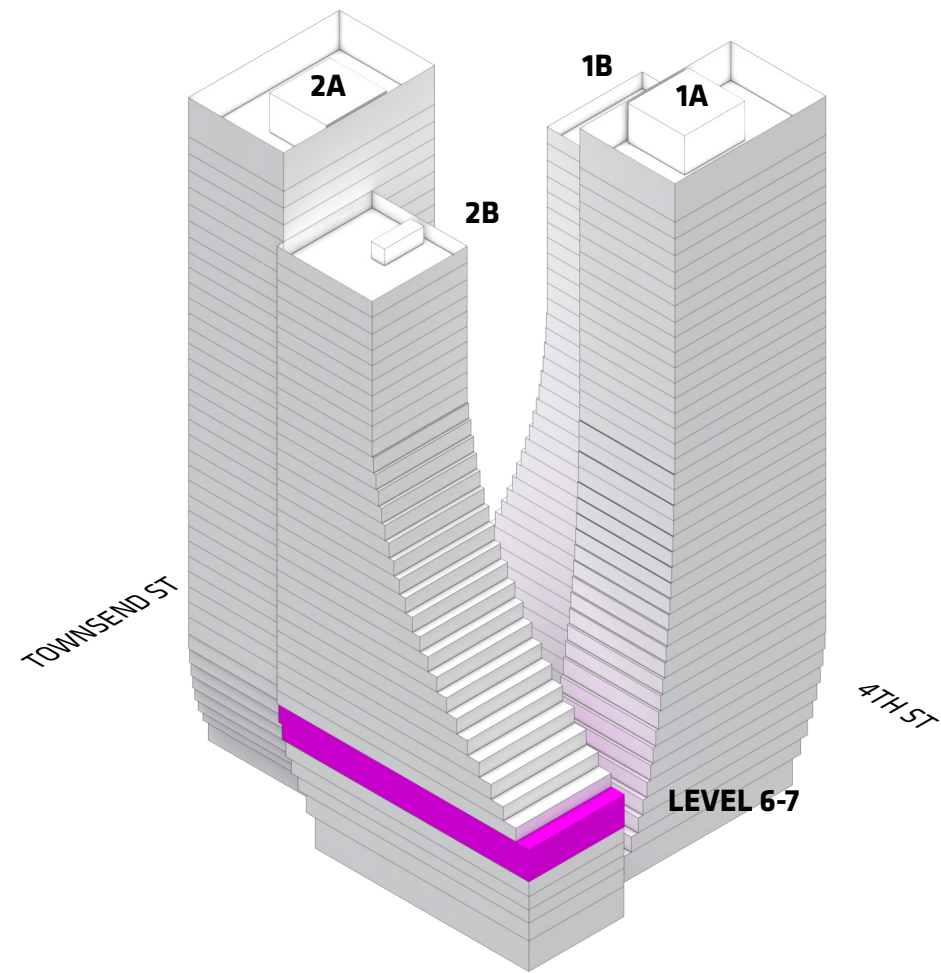
**STREET FRONTAGE CONTROLS:
ACTIVE USE REQUIRED (§ 145.1)**

- ACTIVE RETAIL WITH LESS THAN 25' FROM FACADE FACING STREET OR POPOS

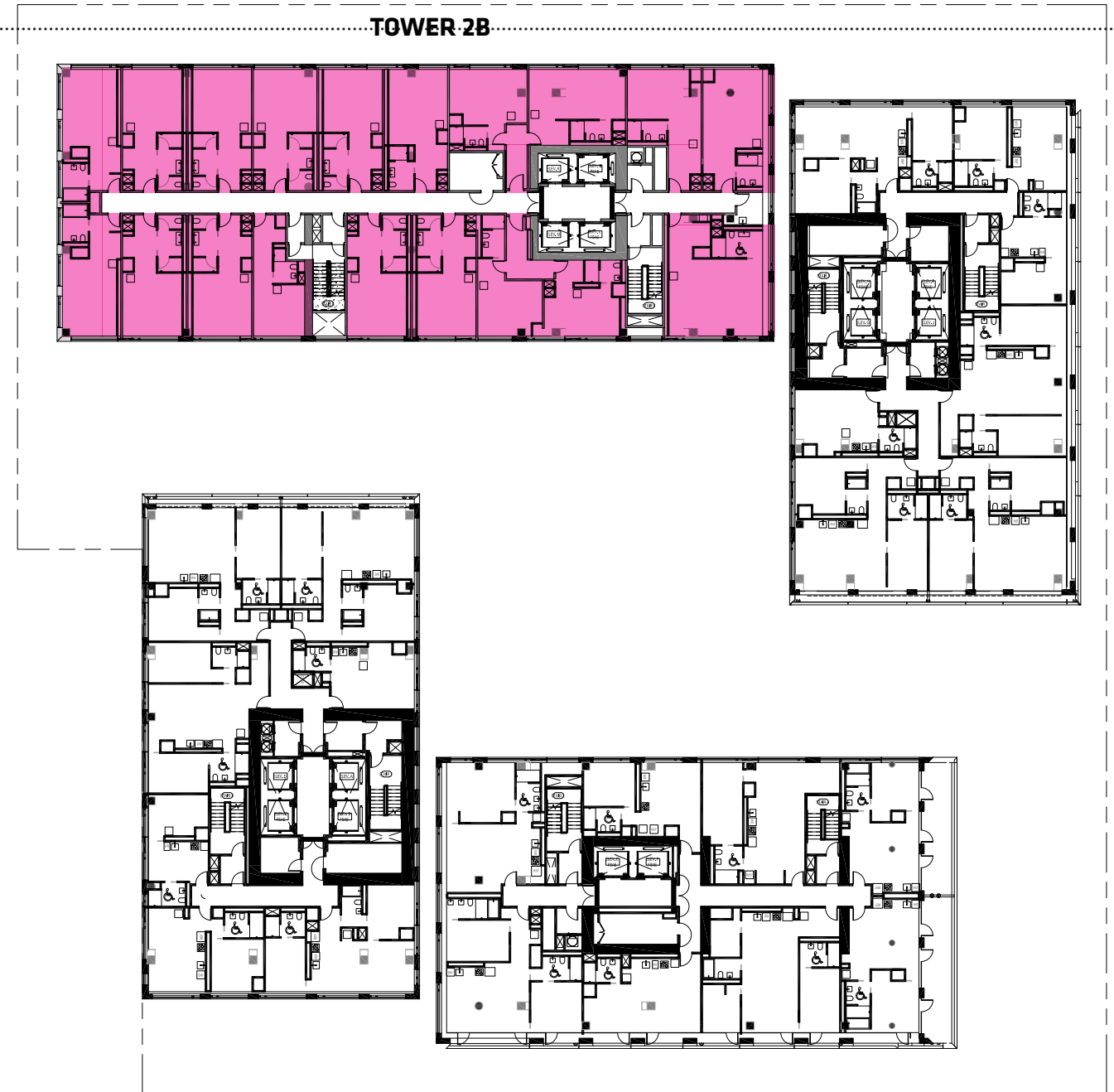


38 HOTEL SUITES

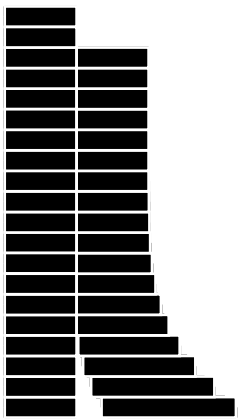
■ HOTEL



NORTH ISOMETRIC



HOTEL @ LEVEL 6 & 7



BIG


TISHMAN SPEYER

 **adamson**
ASSOCIATES, INC.



SAN FRANCISCO PLANNING DEPARTMENT

EXHIBIT C

Certificate of Determination Community Plan Evaluation

Case No.: **2014-000203ENV**
Project Address: **655 Fourth Street**
Zoning: Central South of Market (SoMa) Mixed-Use Office District
400-CS Height and Bulk District
Block/Lot: 3787/Lots 26, 28, 50 and 161-164
Lot Size: 71,290 square feet (1.64 acres)
Plan Area: Central SoMa Area Plan
Project Sponsor: 655 Fourth Street Owner LLC attn. Jeremy Bachrach
415.344.6277; jbachrac@tishmanspeyer.com
Staff Contact: Elizabeth White
415.575.613; elizabeth.white@sfgov.org

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Planning
Information:
415.558.6377

PROJECT DESCRIPTION

The 655 Fourth Street project site is approximately 71,300 square feet, located in San Francisco's South of Market (SoMa) neighborhood, on the southeast corner of Fourth Street and Townsend Street. Composed of seven lots (lots 26, 28, 50, and 161-164 of Assessor's Block 3787), the project site is currently occupied by three buildings (one of which contains residential units), an approximately 4,000-square-foot surface parking lot, and a 2,300-square-foot loading area. The proposed project would entail demolition of the three existing buildings, associated surface parking lots, and vegetation on the project site, including street trees and other plantings. The project would merge the seven existing lots and construct two new buildings containing approximately 1,003,970 square feet of residential area, 24,500 square feet of hotel area (38 hotel rooms), 21,840 square feet of office area, and approximately 18,454 square feet of ground-floor retail use. The proposed project would consist of approximately 960 dwelling units in a mix of 242 studios, 330 one-bedroom units, 351 two-bedroom units, and 37 three-bedroom condominiums. Each building would have two towers: one of which would rise to a height of 425 feet aboveground (including rooftop appurtenances 25 feet above the highest occupied floor) and the second which would rise to a height of 370 feet aboveground (including 10 feet for rooftop appurtenances).

The proposed project would also include a 94,500-square-foot below-grade, four-level garage containing building amenities, a vehicle drop-off area, a loading dock, back of the house retail operations, refuse handling area, 276 car parking spaces, and other back-of-house features such as mechanical equipment required for operation and maintenance of the building. A 35-foot-wide curb cut on Townsend Street would provide two vehicle lanes and one two-way truck lane to access the vehicular ramp to the basement level. The project proposes 540 Class 1 bicycle parking stalls to be located in the basement and 81 Class 2 bicycle parking stalls at grade.¹

¹ Class 1 bicycle spaces are spaces in secure, weather-protected facilities intended for use as long-term, overnight, and work-day bicycle storage by dwelling unit residents, nonresidential occupants, and employees. Class 2 bicycle spaces are spaces located in a publicly-accessible, highly visible location intended for transient or short-term use by visitors, guests, and patrons to the building or use.

The project would include a number of wind reduction features: a porous Tower 1B façade; canopies installed on all four towers; a wind screen installed on southside of Townsend Street near the intersection of Townsend and Lusk streets; and onsite landscaping consisting of shrubs and deciduous trees.

The proposed project would require excavation to a maximum depth of approximately 55 feet below the ground surface for construction of the below-grade parking garage and building foundations, which would require the removal and disposal of approximately 142,000 cubic yards of soil.

The *approval action* for the proposed project is the approval of the large project authorization by the Planning Commission. The *approval action* date establishes the start of the 30-day appeal period for this CEQA determination pursuant to section 31.04(h) of the San Francisco Administrative Code.

COMMUNITY PLAN EVALUATION OVERVIEW

California Public Resources Code Section 21083.3 and CEQA Guidelines Section 15183 provide that projects that are consistent with the development density established by existing zoning, community plan or general plan policies for which an Environmental Impact Report (EIR) was certified, shall not be subject to additional environmental review except as might be necessary to examine whether there are project-specific significant effects which are peculiar to the project or its site. Section 15183 specifies that examination of environmental effects shall be limited to those effects that: a) are peculiar to the project or parcel on which the project would be located; b) were not analyzed as significant effects in a prior EIR on the zoning action, general plan or community plan with which the project is consistent; c) are potentially significant off-site and cumulative impacts that were not discussed in the underlying EIR; or d) are previously identified in the EIR, but which, as a result of substantial new information that was not known at the time that the EIR was certified, are determined to have a more severe adverse impact than that discussed in the underlying EIR. Section 15183(c) specifies that if an impact is not peculiar to the parcel or to the proposed project, then an EIR need not be prepared for the project solely on the basis of that impact.

This determination evaluates the potential project-specific environmental effects of the 655 Fourth Street project, described above and incorporates by reference information contained in the Programmatic EIR for the Central SoMa Plan (PEIR).² Project-specific studies were prepared for the proposed project to determine if the project would result in any significant environmental impacts that were not identified in the Central SoMa PEIR.

FINDINGS

As summarized in the Initial Study- Community Plan Evaluation (Attachment A):

1. The proposed project is consistent with the development density established for the project site in the Central SoMa Plan;
2. The proposed project would not result in effects on the environment that are peculiar to the project or the project site that were not identified as significant effects in the Central SoMa PEIR;

² San Francisco Planning Department. Central SoMa Plan Final Environmental Impact Report. Planning Department Case Number 2011.1356E. Available online at: https://sfplanning.org/environmental-review/documents?field_environmental_review_catag_target_id=214&items_per_page=10, accessed June 3, 2019.

- 3. The proposed project would not result in potentially significant off-site or cumulative impacts that were not identified in the Central SoMa PEIR;
- 4. The proposed project would not result in significant effects, which, as a result of substantial new information that was not known at the time the Central SoMa PEIR was certified, would be more severe than were already analyzed and disclosed in the PEIR; and
- 5. The project sponsor will undertake feasible mitigation measures specified in the Central SoMa PEIR to mitigate project-related significant impacts (see Attachment B).

Mitigation measures are included in this project. See the attached and signed Mitigation Monitoring and Reporting Program.

CEQA DETERMINATION

The project is eligible for streamlined environmental review per Section 15183 of the California Environmental Quality Act (CEQA) Guidelines and California Public Resources Code Section 21083.3.

DETERMINATION

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



Lisa Gibson
Environmental Review Officer

6/11/19

Date

ATTACHMENTS

- A. Initial Study – Community Plan Evaluation
- B. Mitigation Monitoring and Reporting Program

CC: Jeremy Bachrach and Sarah Dennis-Phillips, project sponsor; Melinda Sarjapur, attorney; Supervisor Matt Haney, District 6; Linda Ajello-Hoagland, Current Planning Division; Virna Byrd, M.D.F.; Exemption/Exclusion File



SAN FRANCISCO PLANNING DEPARTMENT

Attachment A

Initial Study – Community Plan Evaluation Checklist

Case No.: 2014-000203ENV
 Project Address: 655 Fourth Street
 Zoning: Central South of Market (SoMa) Mixed-Use Office District
 400-CS Height and Bulk District
 Block/Lot: 3787/Lots 26, 28, 50 and 161-164
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A. PROJECT DESCRIPTION

Project Location

The project site is located at 655 Fourth Street, 280–290 Townsend Street, and 292–296 Townsend Street in San Francisco’s South of Market (SoMa) neighborhood (**Figure 1**, Project Location).¹ The intersection of Fourth Street and Townsend Street is directly south of the project site, with Fourth Street to the west and Townsend Street to the south. The elevated I-80 structure is approximately two blocks north, and the Caltrain Station is located diagonally across the street, at the intersection of Townsend Street and Fourth Street. Oracle Park is located two blocks to the southeast. The closest public transit stop is located at Fourth Street and Townsend Street. It serves the E-Embarcadero Historic Streetcar; the N-Judah and T-Third Street Muni Metro Rail lines; the 10, 30, 45, and 47 Muni Bus lines; and 81X and 82X bus lines. **Figure 2**, Vicinity Map, provides an aerial view of the site.

Existing Site Conditions

The approximately 71,300-square-foot project site (1.64 acres) is composed of seven lots (lots 26, 28, 50, and 161–164 of Assessor’s Block 3787). Buildings on lots 26 and 28 were built in 1947. The building on lots 162–164 was built in 1996. **Figure 3**, Existing Project Site Conditions, illustrates existing site conditions, including locations of the lots, building heights, and access into the project site. The project site currently contains three buildings, an approximately 4,000-square-foot surface parking lot, and a 2,300-square-foot loading area. The project site is completely developed, has minimal landscaping, and has served largely commercial land uses. The project site measures approximately 275 feet along each border.

Lot 26, in the northwest portion of the site, fronts onto Fourth Street and consists of one building. The one-story portion of the building on the southern end of the lot is currently occupied by The Creamery—a café and restaurant. A restaurant, gym, and several commercial office tenants occupy the rest of the building on the remainder of lot 26. The building is 12 to 33 feet high and is not set back from the property line at the street front.

¹ Following San Francisco convention, Market Street and streets parallel to it are considered to run east/west and the perpendicular numbered streets are considered to run north/south.

Lot 161 is a privately-owned driveway accessed via a 31-foot-wide curb cut along Townsend Street, which diagonally splits the project site between lot 26 and lot 28. This driveway is approximately 275 feet long by 30 feet wide and is lined with approximately 30 trees. There is one larger tree on the project site located on lot 161. Excluding the loading zone, there are 14 off-street parking spaces along lot 161 on the southern portion of the project site. There are also 11 off-street parking spaces (including one handicap space) within lot 50, a surface parking lot. Lot 50 is accessed via a 12-foot-wide curb cut along Townsend Street.

One building occupies lot 28 in the southeastern portion of the site. The two-story portion fronting Townsend Street is occupied by HD Buttercup (retail business). The one-story portion behind HD Buttercup is occupied by Bulthaup (a remodeling business) and accessed from the surface parking lot that is lot 50 and the loading area that is part of lot 161.

Lots 162–164 consist of one three-story building. The first floor is a commercial unit and the upper two floors are two separate residential units. Off-street parking for lots 162, 163, and 164 is accessed via the 31-foot-wide curb cut on Townsend Street, and each lot has an easement for one parking space within lot 161 and an easement for ingress and egress through lot 161 to access the reserved parking spaces.

The northwest property line of the project site faces the vehicular access driveway for 601 Fourth Street.

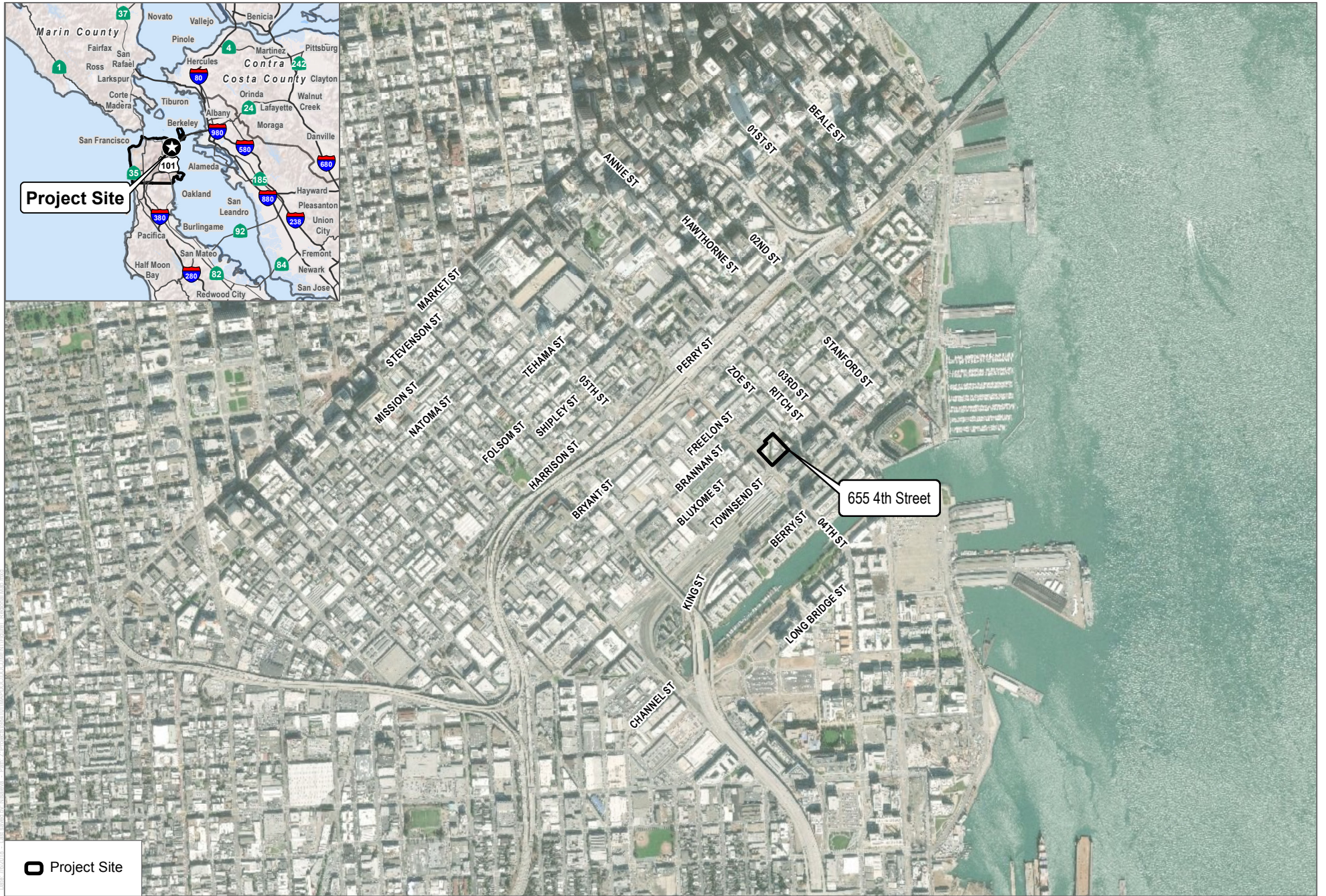
Existing Land Use Designation and Zoning

The project site falls within the Central SoMa plan area, which was evaluated in the Central SoMa Plan Final Programmatic Environmental Impact Report (Central SoMa PEIR), certified on May 10, 2018. The zoning for the project site is Central SoMa Mixed-Use Office and Central SoMa Special Use District, which collectively permit a mix of residential and nonresidential uses, including office, retail, small-scale light industrial, and tourist hotels. The project site is located within the 400-CS height and bulk districts, as shown in **Figure 4, Height and Bulk Limits**.

Project Characteristics

The 655 Fourth Street Project (project or proposed project) would entail demolition of the three existing buildings, associated surface parking lots, and vegetation on the project site, including street trees and other plantings. The project would merge the seven existing lots and construct two new 39-story, 425-foot-tall buildings containing approximately 1,014,968 square feet of residential area including 10,900 square feet of lounge and event space, 24,509 square feet of hotel area, 21,840 square feet of office area, 18,454 square feet of ground-floor retail use, and 2,484 square feet of interior privately owned, publicly accessible open space (POPOS). The new development would also include a 170,300-square-foot, below-grade, four-level basement containing building amenities, a vehicle drop-off area, a loading dock, back-of-house retail operations, refuse handling area, car parking, and other back-of-house features such as mechanical equipment required for operation and maintenance of the building. The project is subject to Health Code article 38 and would be equipped with appropriate (MERV-13) filtration systems.²

² For sensitive-use projects within the air pollutant exposure zone, such as the proposed project, article 38 requires the project sponsor to submit an enhanced ventilation proposal for approval by the Department of Public Health that achieves protection from PM_{2.5} (fine particulate matter) equivalent to that associated with a Minimum Efficiency Reporting Value (MERV) 13 filtration.



SOURCE: ESRI 2018; San Francisco County 2018



FIGURE 1
Project Location
 655 Fourth Street Project

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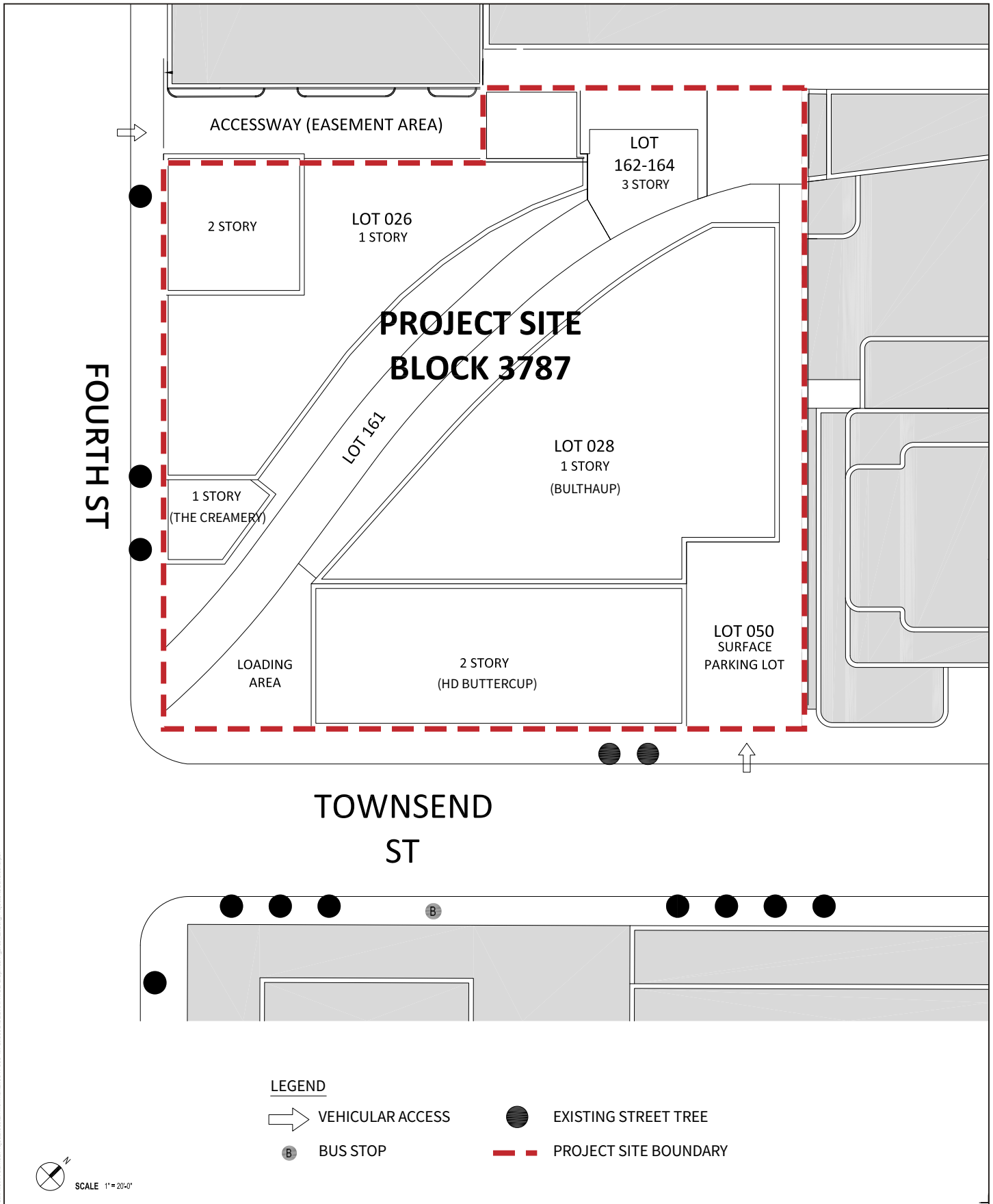


SOURCE: NAIP 2016; San Francisco County 2018



FIGURE 2
Vicinity Map
655 Fourth Street Project

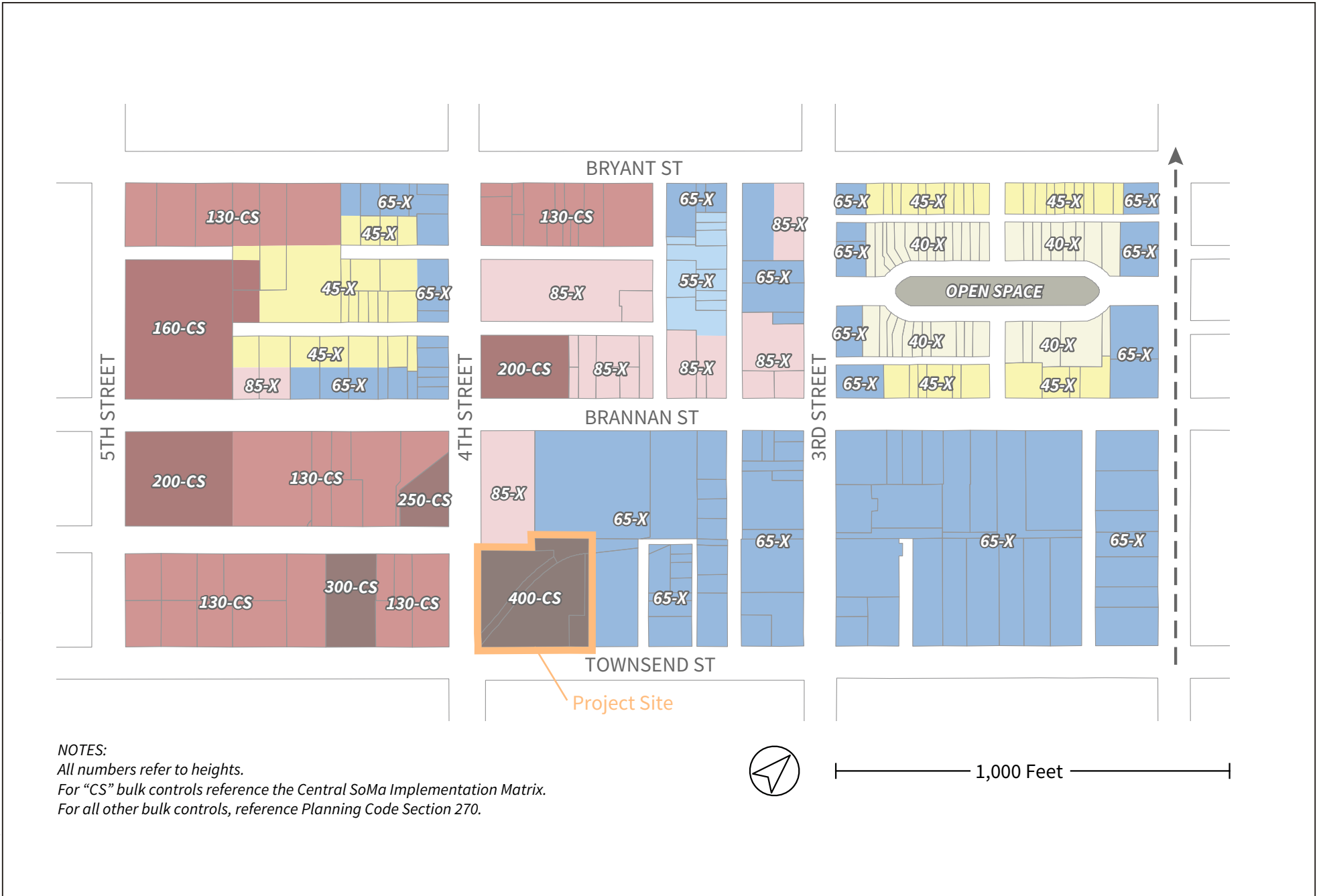
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SOURCE: TISHMAN SPEYER

FIGURE 3
Existing Project Site Conditions
655 Fourth Street Project

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NOTES:

All numbers refer to heights.

For "CS" bulk controls reference the Central SoMa Implementation Matrix.

For all other bulk controls, reference Planning Code Section 270.

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The proposed project would consist of approximately 960 dwelling units in a mix of approximately 242 studios, 330 one-bedroom units, 351 two-bedroom units, and 37 three-bedroom units. In addition, Building 2 would include 38 hotel rooms, which would be located on the sixth and seventh floors. The lobby entrance for the hotel would be accessed through the building's central plaza.

Each building would be made up of two tower structures, one approximately 55 feet taller than the other (**Figure 5**, Axonometric View of Proposed Project). Unlike a typical building where each floor is the same square footage, these buildings would have large ground floors and each subsequent higher floor would be slightly smaller than the floor below it until approximately two-thirds up each tower, when all floors would become uniform in size. This design creates a stepping effect, allowing for private balconies on the lower portions of each tower. Further, cantilevered floors are placed in such a way as to allow for the two segments of the building to operate as separate structures until the seventh floor, where they connect as one building (**Figure 6**, Proposed Project Rooftop View). The two towers would be placed on the site as mirror images of each other. This design would give the impression of four distinct buildings. All towers within the two buildings would include screened rooftop appurtenances, including mechanical elements such as cooling towers, a generator, elevator penthouses, and building maintenance units. All towers would access common basement levels, with residential amenities on the first two levels, such as a swimming pool, a children's play area, a fitness center, bike facilities, pet care, spa facilities; special interest rooms supporting music, games, and maker activities; and car parking on the lowest level. **Figure 7**, Proposed Project Ground Floor Plan, provides a plan view of the proposed ground floor uses and shows the location of the off-site wind screen proposed on Lusk and Townsend streets (described further below).

Building 1

Building 1, on the west side of the project site, would be split into two towers, which, for the purpose of environmental analysis, are referred to as *Tower 1A* and *Tower 1B*.

Tower 1A

Tower 1A would rise 425 feet aboveground (including rooftop appurtenances 25 feet above the highest occupied floor) and have 39 floors of residential units. The ground floor of Tower 1A would feature one level of retail space and residential lobbies facing a landscaped central plaza. As shown in **Table 1**, Tower 1A would have 3,070 square feet of ground-floor retail and 297,075 square feet of residential space. On the ground floor, Tower 1A would be set back from the property line by 44 feet, creating the Fourth Street Plaza. The bases of Tower 1A and Tower 1B would be separated by an approximately 28-foot-wide public pedestrian walkway, known as the Fourth Street Gateway, leading from Fourth Street into the central plaza. After the ground floor of Tower 1A, the first six floors would angle toward Tower 1B until they join together on the seventh floor. The floors of Tower 1B would cantilever toward Fourth Street by 5.5 feet and then by incrementally smaller steps on each floor. The northwest corner of the building would be set back approximately 44 feet from Fourth Street to allow for a landscaped street-level plaza. Pedestrian access to the central plaza would be provided between Tower 1A and Tower 2B from the North Alley.

Table 1
Proposed Building Uses by Gross Square Feet

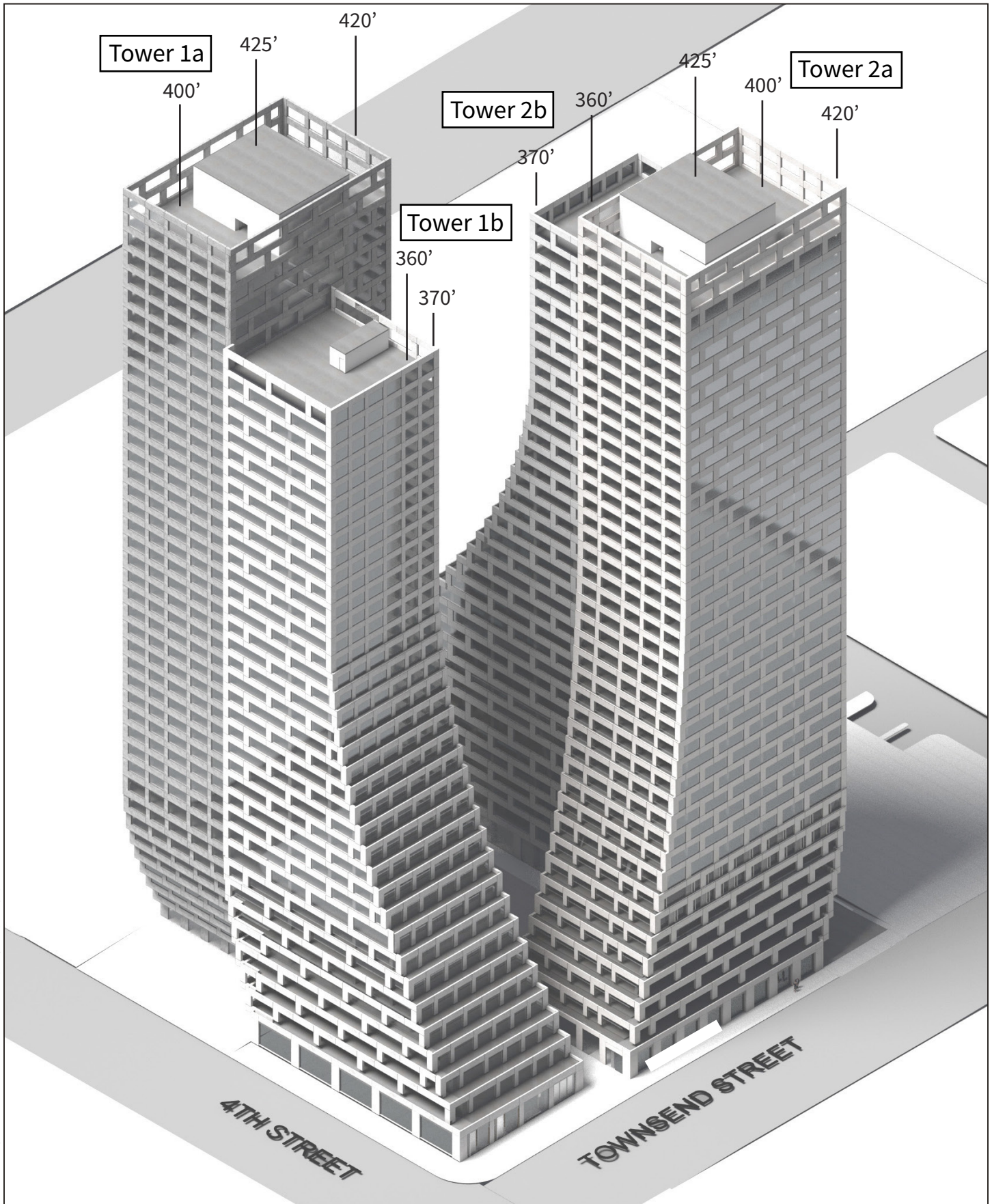
	Tower 1A	Tower 1B	Tower 2A	Tower 2B	Total
Ground-Floor Retail	3,070	4,130	4,254	7,000	18,454
Interior Privately Owned, Public Open Space (POPOS)	—	2,484	—	—	2,484
Office (2nd and 3rd Floors)	—	—	—	21,840	21,840
Hotel (6th and 7th Floors)	—	—	—	24,509	24,509
Residential	297,075	208,986	318,305	179,604	1,003,970
Event (8th floor)*				10,900*	10,900*
Total	300,145	215,600	322,559	243,853	1,082,157

* Event space will generally serve as a residential amenity during most hours; the frequency of events expected for the space is approximately two large events and two medium-sized events per month.

Note: Table values have been rounded.

Tower 1B

Tower 1B would be 370 feet high, including rooftop appurtenances 10 feet above the highest occupied floor. Similar to Tower 1A, the ground floor of Tower 1B would feature one level of retail space and residential lobbies facing a landscaped central plaza. Tower 1B would have 4,130 square feet of ground-floor retail, 2,484 square feet of interior POPOS, and 208,986 square feet of residential space. Tower 1B’s Townsend Street-facing façade would step back 8 feet after the first floor and then in incrementally smaller steps every floor until it reaches a 103-foot setback at 220 feet in height. At this point, the building would rise as a flush vertical façade. Tower 1B’s Fourth Street façade would incorporate a smaller incremental setback starting at 2 feet after the first floor and then in incrementally smaller steps every floor until it reaches a height of 85 feet. At 85 feet above street level, the building would reach a 20-foot setback from Fourth Street, at which point it would rise as a flush vertical façade.



SOURCE: TISHMAN SPEYER

FIGURE 5

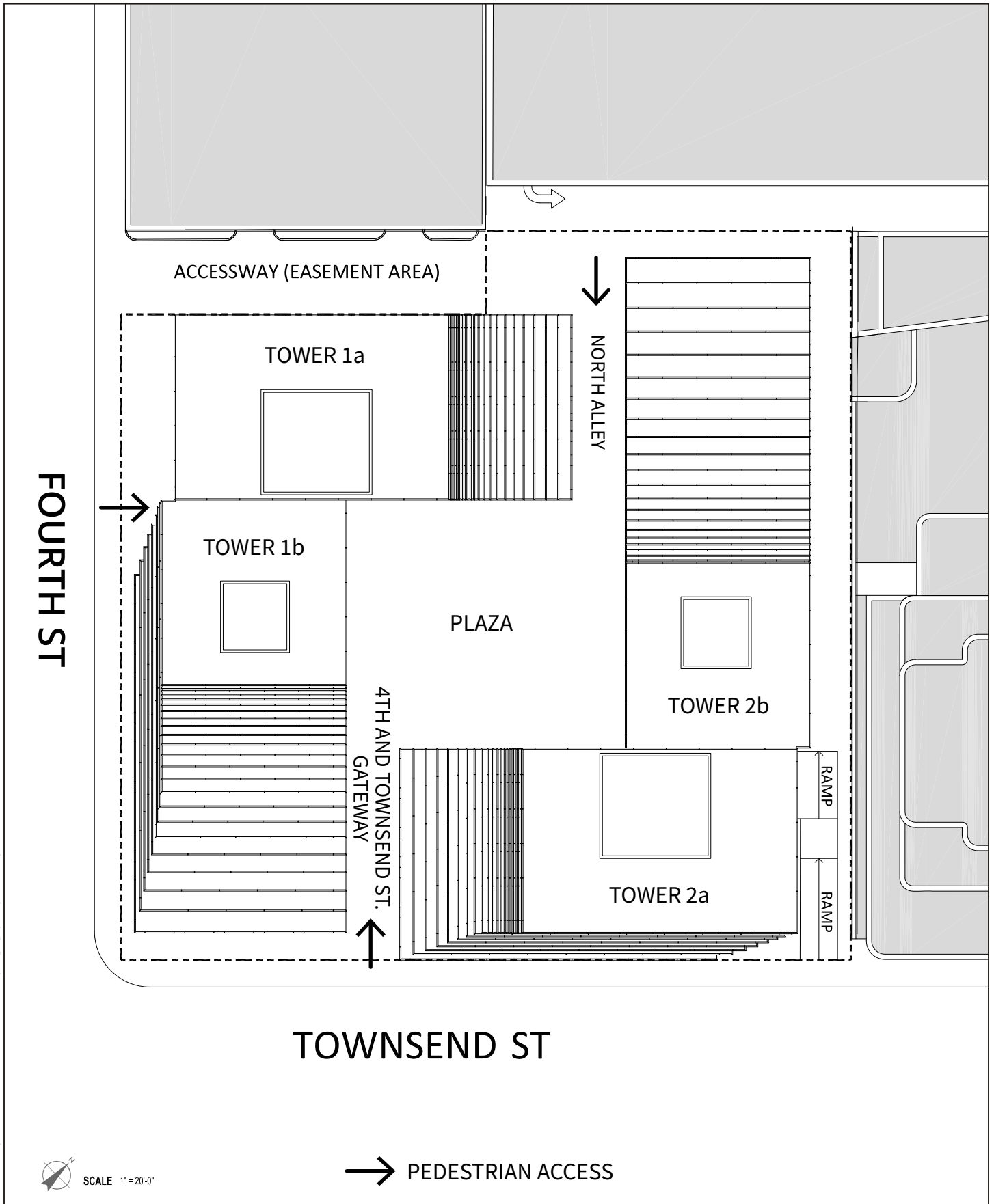
Axonometric View of Proposed Project

655 Fourth Street Project



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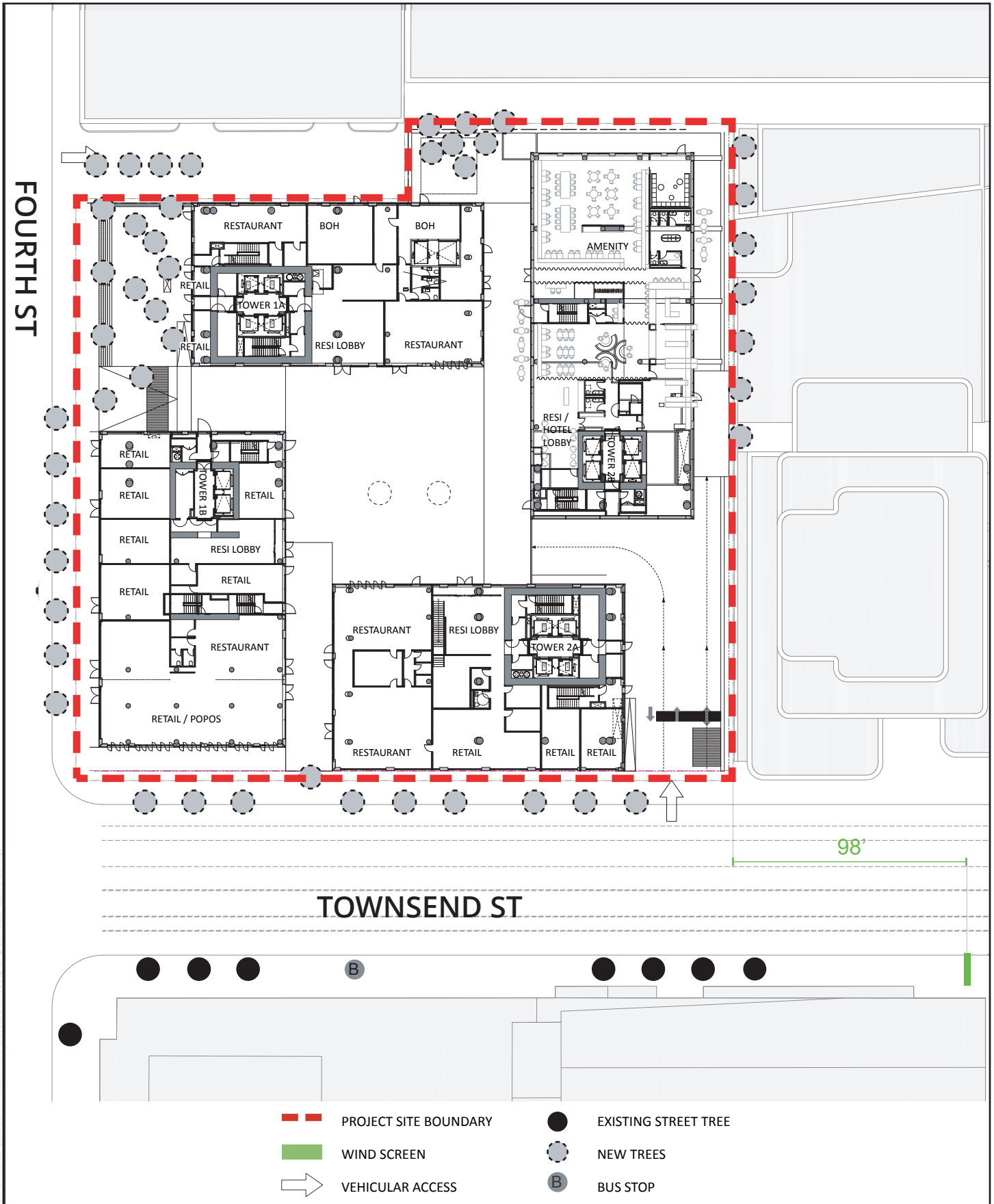


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SOURCE: TISHMAN SPEYER

FIGURE 6
 Proposed Project Rooftop View
 655 Fourth Street Project

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SOURCE: TISHMAN SPEYER

FIGURE 7

Proposed Project Ground Floor Plan

655 Fourth Street Project



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Building 2

Building 2, on the east side of the project site, would be split into two towers, which, for the purpose of environmental analysis, are referred to as *Tower 2A* and *Tower 2B*. Similar to Building 1, the two towers of Building 2 would be different heights.

Tower 2A

Tower 2A would be 425 feet high, including rooftop appurtenances 25 feet above the highest occupied floor. Tower 2A would front Townsend Street and the adjacent properties to the east of the project site. The tower structures would be mirror images of Building 1, but the 28-foot-wide gap would continue down to the basement level following the footprint of the vehicular ramp. Similar to Building 1, the ground floor would feature 4,254 square feet of retail space and a residential lobby. Above the ground floor, Tower 2A would have 318,305 square feet of residential space. Consistent with Tower 1A, the first six floors of Tower 2A would step toward Tower 2B and the two towers would join together on level seven. Starting at the second floor, the tower would cantilever toward the neighboring property over the driveway on Townsend Street with the same dimensions as Tower 1A of Building 1. On the Townsend Street side, the massing would step back starting at 2 feet after the first floor and then in incrementally smaller steps every floor until it reaches a height of 85 feet. The rooftop appurtenances would be consistent with Tower 1B and reach a height of 25 feet above the top of the last occupied floor. Pedestrian access from Townsend Street to the central plaza would be provided between Tower 1B and Tower 2A through the Fourth Street and Townsend Street Gateway.

Tower 2B

Tower 2B would be 370 feet high, including rooftop appurtenances 10 feet above the highest occupied floor. The ground floor would have 7,000 square feet of retail space and the second and third floors would have 21,840 square feet of office space. Above the ground floor, Tower 2B would have 179,604 square feet of residential space. The sixth and seventh floors would have 38 hotel rooms totaling 24,509 square feet and an entrance through Tower 2B's central plaza frontage. The eighth floor of Tower 2B would contain a 10,900-square-foot residential amenity and event space with an outdoor terrace. It would hold a maximum occupancy of 300 individuals. This space is intended to function as a meeting and event space available for building occupants; it will also be available for rental and reservation by external entities and groups for limited programmed events (approximately two large events and two medium-sized events are expected per month). Large events would include approximately 150–200 people and medium events would include approximately 75–150 people. Events on the exterior eighth floor would generally be restricted to a 10 p.m. completion time, though on occasion events may go beyond 10 p.m. If required, an entertainment event permit would be obtained from the San Francisco Entertainment Commission for associated events. The interior eighth floor event space would have no event restrictions. Tower 2B would be set back 80 feet from Townsend Street at grade to allow room for a vehicular ramp accessing below-grade parking. Unlike Building 1's Tower 1B, Building 2's Tower 2B would start to step back 9.5 feet at 80 feet high. Incremental step-backs would continue until the building reaches a total 125-foot setback from the rear property line at 270 feet high, at which point it would rise as a vertical façade.

Access to the four respective lobbies would be provided through the publicly accessible central courtyard. Ground-floor retail uses would be connected to the central courtyard and to the public right-of-way along Townsend Street and Fourth Street. A 35-foot-wide curb cut on Townsend Street would provide two vehicle lanes and one two-way truck lane to access the vehicular ramp to the basement level, serving the valet parking drop-off and a loading dock with five loading bays.

Floor plans for the 2nd–3rd, 8th, 10th, 33rd–36th, 37th, and 39th floors are shown in **Figures 8–13**.

Loading Dock Operations

The loading dock would facilitate the majority of delivery operations for the building, including the following:

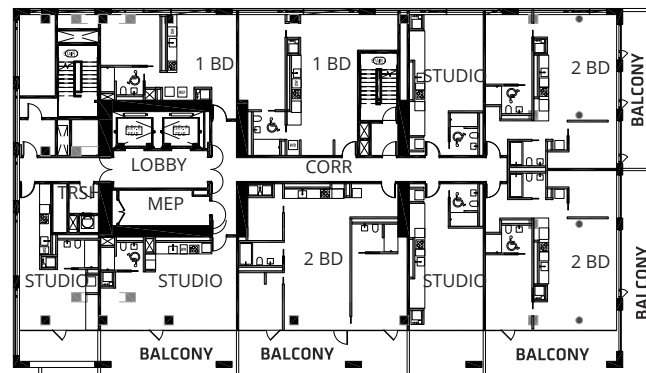
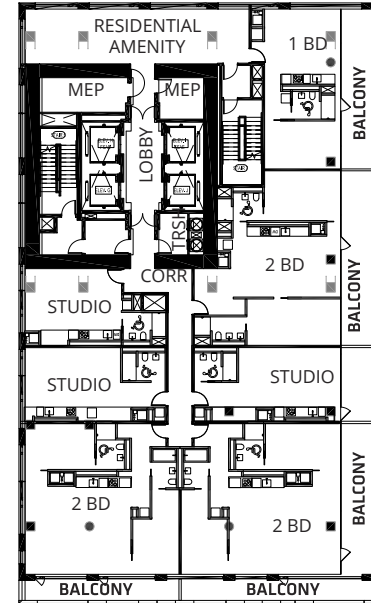
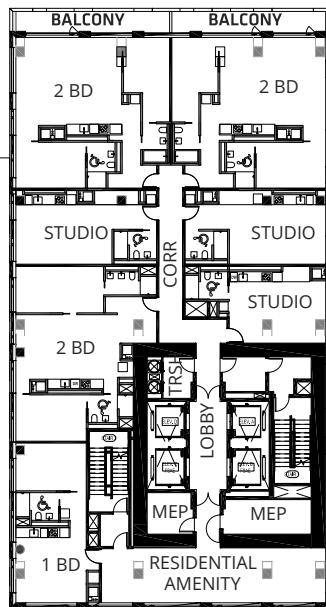
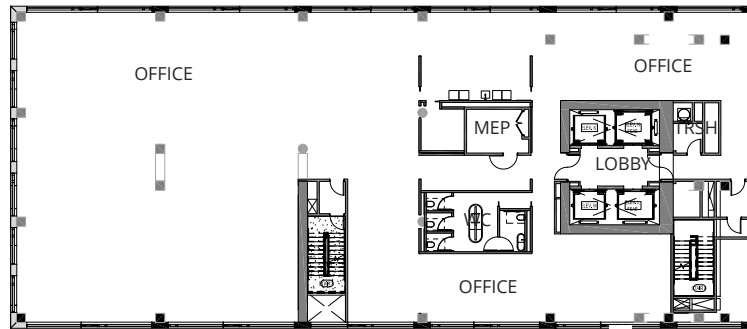
- Residential move-in and move-out operations
- Residential package, furniture, dry cleaning, grocery, and other deliveries
- Retail food supply/servicing and wholesale delivery
- Refuse compaction and recycling services
- Load in and load out of prepared food and materials for events (as described above)
- Building maintenance service vehicles

The loading dock would also contain a central receiving office and a processing/storage facility for package processing for building residents.

Loading Zones

The project proposes to establish a new on-street loading zone for passenger loading (white curb) along the north side of Townsend Street adjacent to the project site. The zone would measure approximately 120 feet in length (equivalent to approximately five on-street parking spaces). Within this loading zone, 45 feet of the 120-foot loading zone would be reserved for San Francisco Municipal Transportation Agency (SFMTA) vehicles during the hours of 6–9 a.m., Monday through Friday.

LEVEL 2-3



SOURCE: Tishman Speyer 2019

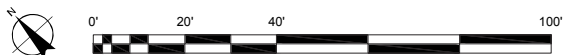
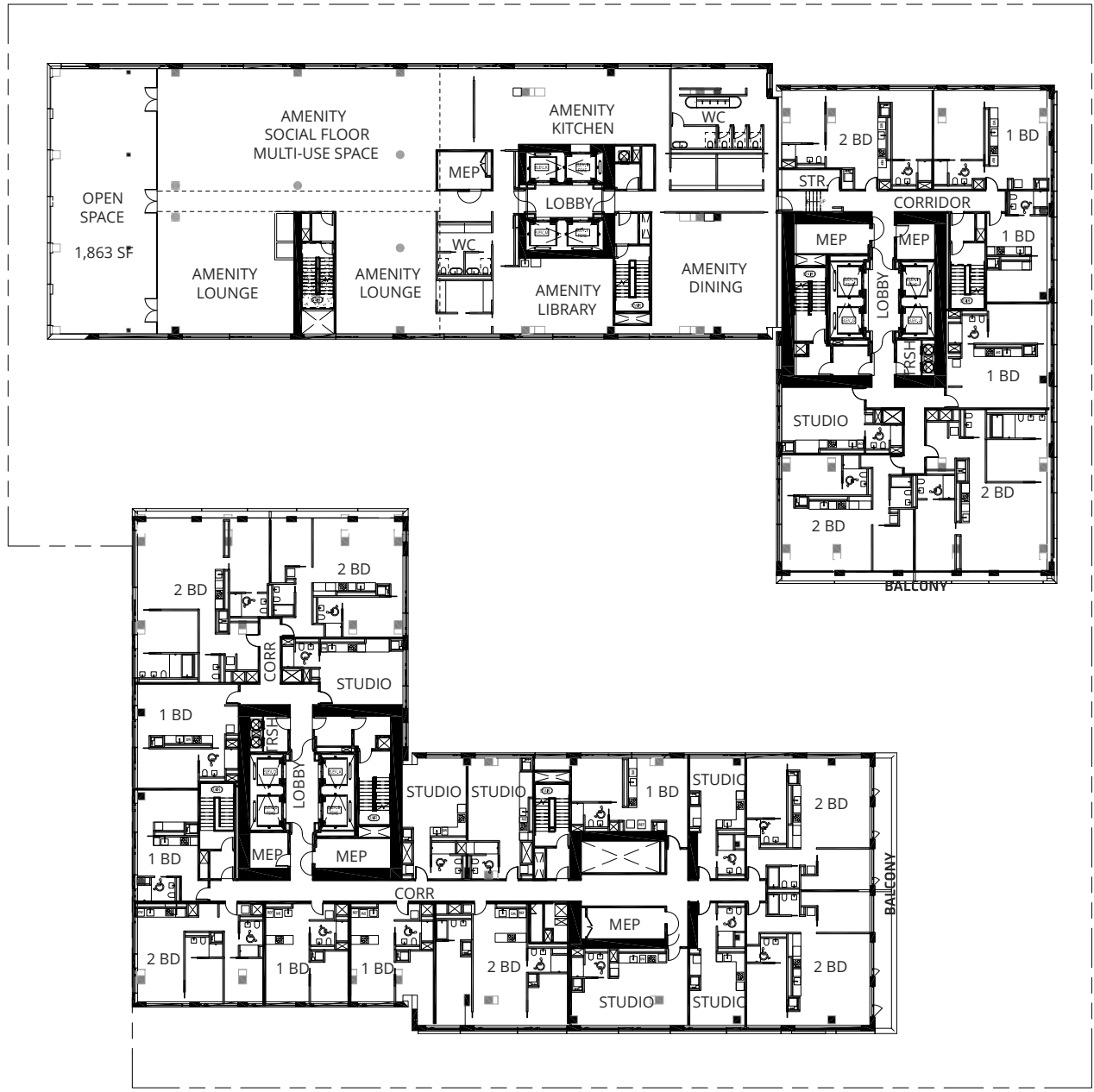


FIGURE 8
Floor Plan: Level 2-3
655 Fourth Street Project

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LEVEL 8



SOURCE: Tishman Speyer 2019

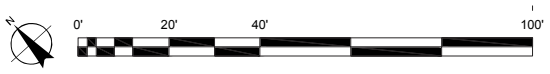
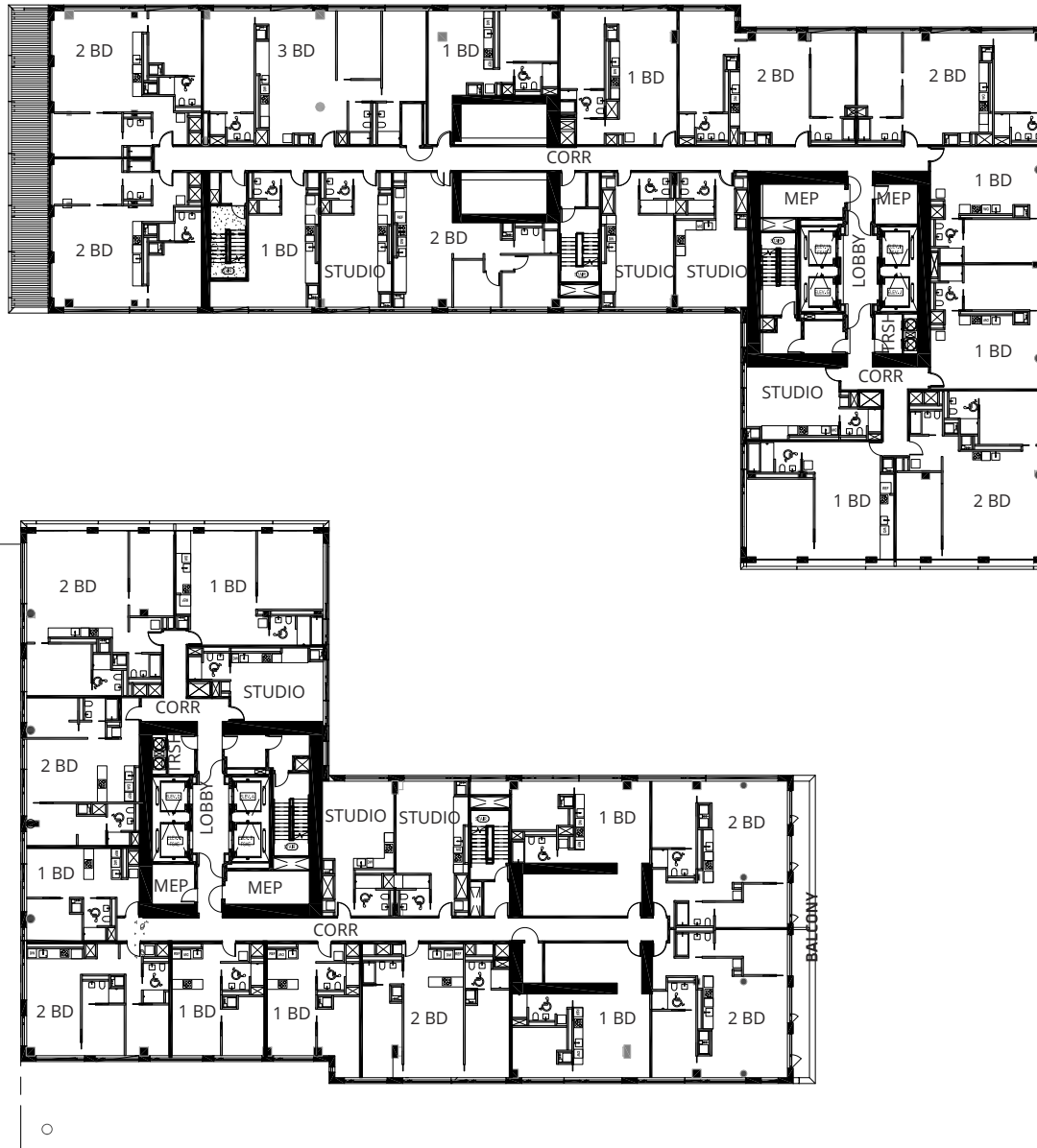


FIGURE 9
Floor Plan: Level 8
 655 Fourth Street Project

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LEVEL 10



SOURCE: Tishman Speyer 2019

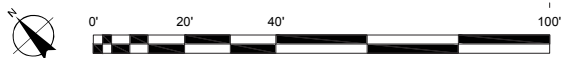
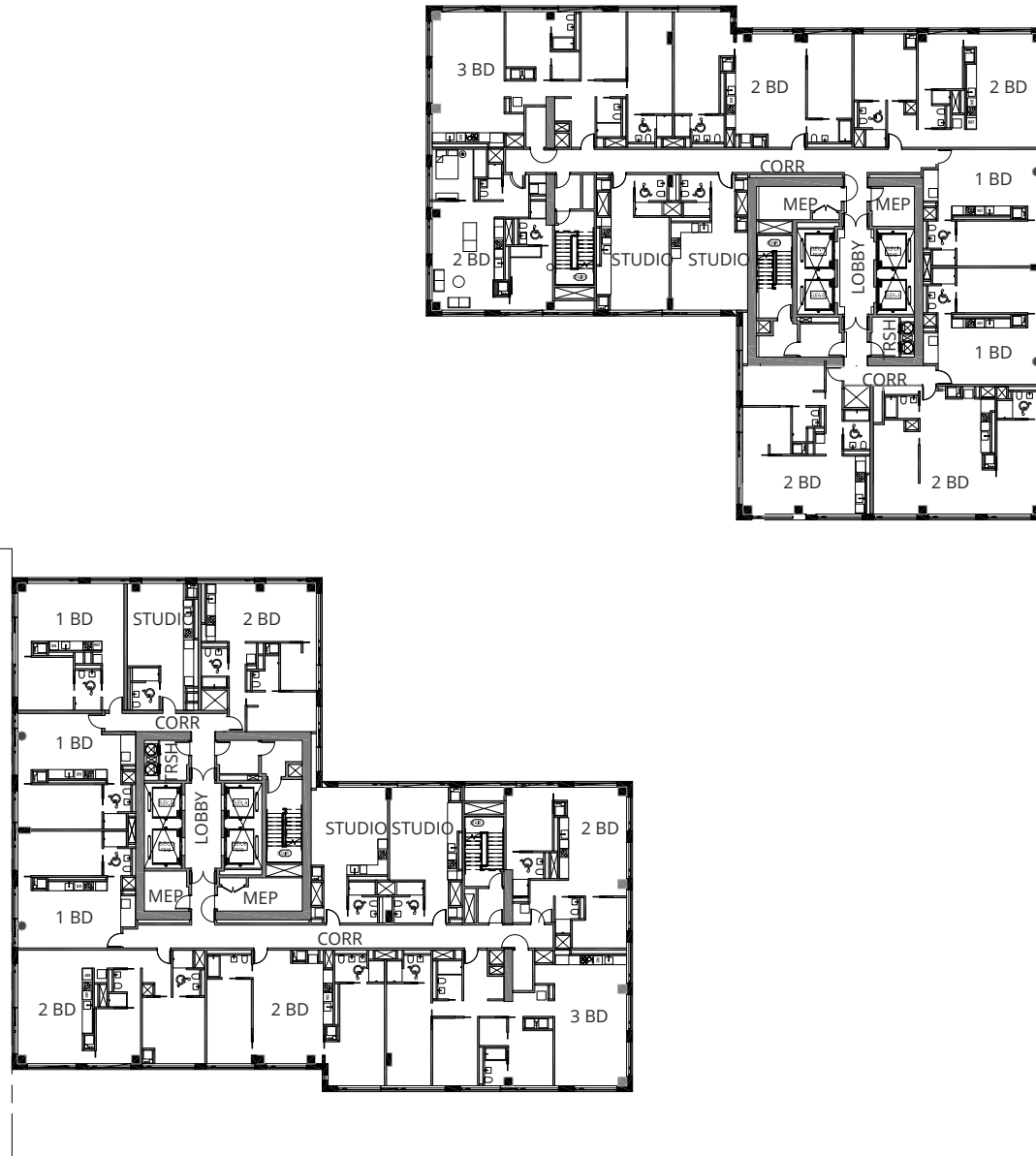


FIGURE 10
Floor Plan: Level 10
655 Fourth Street Project

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LEVEL 33-36



SOURCE: Tishman Speyer 2019

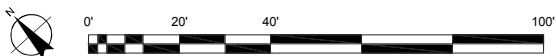
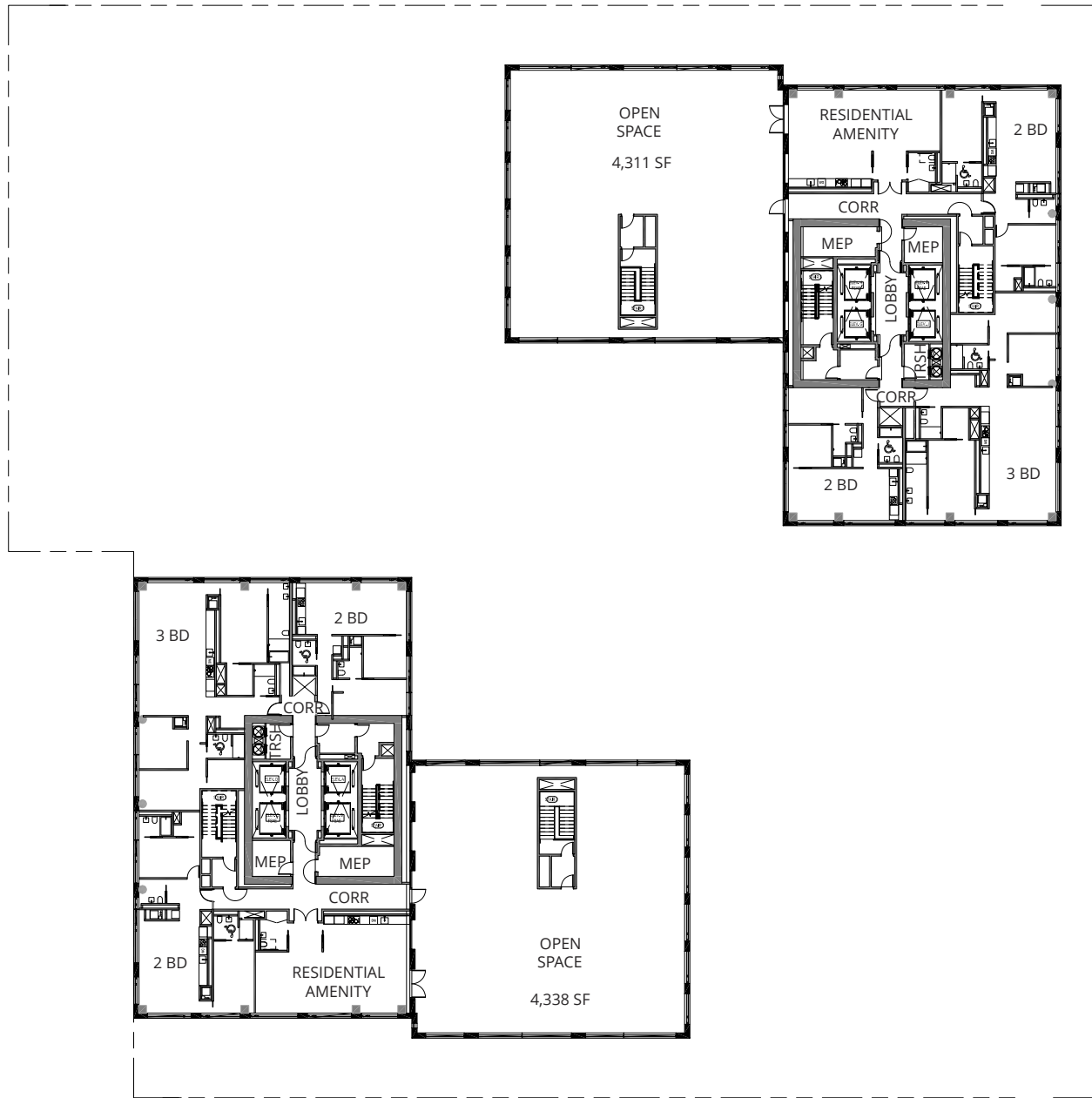


FIGURE 11
Floor Plan: Level 33-36
655 Fourth Street Project

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LEVEL 37



SOURCE: Tishman Speyer 2019

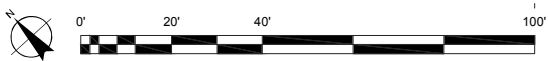
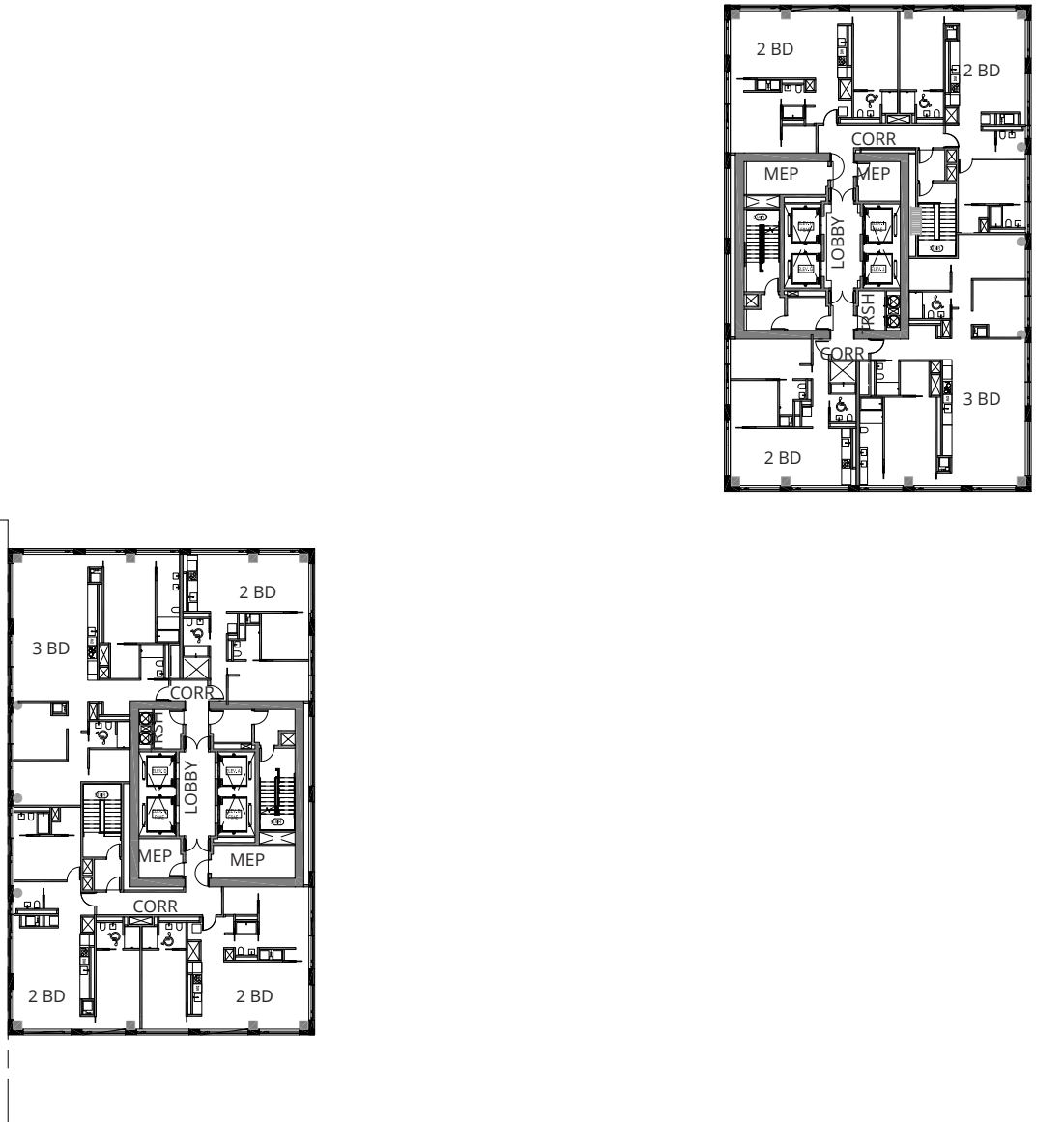


FIGURE 12
Floor Plan: Level 37
655 Fourth Street Project

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LEVEL 39



SOURCE: Tishman Speyer 2019

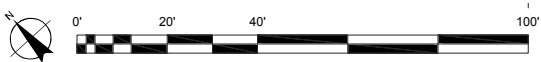


FIGURE 13
Floor Plan: Level 39
655 Fourth Street Project

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Driveway and Loading Operation Plan

The proposed project would result in new construction of more than 100,000 gross square feet; therefore, the proposed project is required to implement a driveway and loading operations plan (DLOP) pursuant to planning code section 155(u). As required under planning code section 155(u), the project sponsor is required to prepare a DLOP to reduce potential conflicts between driveway and loading operations, including passenger and commercial loading activities and pedestrian, bicycles, and vehicles, to maximize reliance of off-street loading spaces to accommodate loading demand, and to ensure that off-street loading activity is considered in the proposed project's design. The proposed DLOP includes the following components:

- *Loading Dock Management.* To ensure that off-street loading facilities are efficiently used, and that trucks that are longer than can be safely accommodated are not permitted to use a building's loading dock, the project sponsor will develop a plan for management of the building's loading dock and ensure that tenants in the building are informed of limitations and conditions on loading schedules and truck size.
- *Loading Dock Attendant.* Building management will employ attendant(s) for the project's loading dock. The attendant would be stationed at the project's driveway to direct freight loading/service vehicles entering and exiting the building and avoid any safety-related conflicts with pedestrians on the sidewalk during the a.m. and p.m. peak periods of traffic, bicycle, and pedestrian activity, with extended hours as dictated by traffic, bicycle, and pedestrian conditions and by activity in the loading dock. The project will also install audible and/or visible warning devices, or comparably effective warning devices as approved by the San Francisco Planning Department and/or the SFMTA, to alert pedestrians of the outbound vehicles from the loading dock.
- *Large Truck Access.* The loading dock attendant will dictate the maximum size of truck that can be accommodated at the on-site loading area. In order to accommodate any large trucks (i.e., generally longer than 40 feet) that may require occasional access to the site (e.g., large move-in trucks that need occasional access for both residential and commercial tenants), the DLOP plan will include procedures as to the location of on-street accommodation, time-of-day restrictions for accommodating larger vehicles, and procedures to reserve available curbside space on adjacent streets from the SFMTA.
- *Trash/Recycling/Compost Collection Design and Management.* The project sponsor or representative will meet with the appropriate representative from Recology (or other trash collection firm) to determine the location and type of trash/recycling/compost bins, frequency of collections, and procedures for collection activities, including the location of Recology trucks during collection. The location of the trash/recycling/compost storage room(s) for each building will be indicated on the building plans prior to submittal of plans to the building department. Procedures for collection will ensure that the collection bins are not placed within any sidewalk, bicycle facility, parking lane or travel lane adjacent to the project site at any time.
- *Delivery Storage.* The loading dock area will be designed to allow for unassisted delivery systems (i.e., a range of delivery systems that eliminate the need for human intervention at the receiving end), particularly for use when the receiver site (e.g., retail space) is not in operation. Examples could include the receiver site providing a key or electronic fob to loading vehicle operators, which enables the loading vehicle operator to deposit the goods inside the business or in a secured area that is separated from the business.

The final DLOP and all revisions will be reviewed and approved by the environmental review officer or designee of the planning department and the sustainable streets director or designee of the SFMTA. The DLOP will be memorialized in the notice of special restrictions on the project site permit.

Parking and Valet Operations

A vehicular ramp from Townsend Street would lead to an approximately 94,500-square-foot, three-level subterranean garage with approximately 276 vehicle parking stalls serving the residential and retail components of the project. There are anticipated to be approximately 40 spaces on basement levels 1 and 2, for a total of 80 spaces, with the balance of the vehicle parking capacity located on basement levels 3 and 4. The garage would be open 24 hours a day, 7 days a week. No vehicle stackers or special parking systems are proposed.

The parking would be unbundled and open to all occupants, visitors, and guests who choose to park their vehicle in the valet-operated garage, as described below. Of the 276 parking spaces, 240 would be made available to residents, 15 would be made available for the retail uses, six spaces for office use, three for hotel guests, and 12 car-share parking spaces.

When vehicles arrive at the first basement level, signage and an attendant would assist drivers in pulling forward and exiting their vehicle. The valet attendant would greet the occupant and request expected time of departure. The attendant would also help guide the occupant to the proper tower. The valet attendant would park the vehicle in one of the levels below. Code-required Americans with Disabilities Act spaces would be provided and managed by the valet operator. If the need arises, specially equipped vehicles would be guided to the appropriate parking space by the valet attendant. When the patron returns for their vehicle, they would either pre-request their car or guests would go to the valet office to pay and request their car. Pre-requested cars would be staged near the pick-up/drop-off zone. The standard garage operation would employ approximately five valet attendants.

Bicycle Parking/Storage

The proposed project would provide 540 class 1 bike parking stalls within three rooms on the basement level and 81 class 2 stalls at-grade near the main pedestrian entries to the buildings.³ These would be accessed through an elevator connecting to the ground level.

Landscaping

The project would have approximately 59,595 square feet of open space, including 35,100 square feet of private and commonly accessible open spaces for building residents and 2,484 square feet of ground-floor exterior POPOS (**Figure 14**, Proposed Access and Ground Floor Uses). POPOS areas would be provided within the central courtyard between the two buildings, at the Fourth Street Plaza in front of Tower 1A, in other areas in front of or between the buildings, and at an enclosed space at the corner of Fourth and Townsend streets. The POPOS would include landscaped trees and vegetation, seating, and public art displays. The project would include 70-foot by 70-foot privately accessible terraces located on the 37th floor of each building. The amenity floor in Tower 2B would include a terrace on floor eight.

³ As defined by the San Francisco Planning Code (section 155.1(A)), class 1 spaces are “spaces in secure, weather-protected facilities intended for use as long-term, overnight, and work-day bicycle storage by dwelling unit residents, nonresidential occupants, and employees,” and class 2 spaces are “spaces located in a publicly-accessible, highly visible location intended for transient or short-term use by visitors, guests, and patrons to the building or use.”

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Wind Reduction Features

The project design was modified through an iterative process of repeated wind tunnel tests that resulted in the following wind reduction features:

- Tower 1B would be modified to include a design that would add more porosity to the façade, referred to as a *Voided Terrace*.
- Canopies would be installed on Towers 1A, 1B, 2A, and 2B to improve wind speeds within the Central Plaza.
- A 6-foot-wide and 10-foot-tall vegetated wind screen would be installed perpendicular to Townsend Street and 2 feet from the curb near the intersection of Lusk and Townsend streets to improve wind speeds on Townsend Street (see **Figure 15**, Pedestrian Wind Screen on Townsend Street).
- A combination of shrubs (5 feet tall) and porous vines attached to a 10-foot-tall artificial barrier would be installed on site within the alleyways between Towers 1A and 1B, as well as between Towers 1B and 2A and between Towers 1A and 2B, to improve wind speeds in the alleyway.
- Deciduous trees would be installed on the Fourth Street Plaza and within the Central Plaza to improve wind speeds in each respective area.

The project would involve removal of five street trees, including two London plane trees on Townsend Street and three purple leaf plum trees on Fourth Street. Approximately 26 street trees would be planted as part of the project.

The final streetscape would be designed in conformance with the City and County of San Francisco (city) Better Streets Plan⁴ and would widen the sidewalks along Fourth Street from 10 feet to the recommended width of 15 feet. The project would also include corner bulb-outs consistent with Better Streets Plan recommendations. On the sidewalk along the south side of Townsend Street near Lusk Street, a 6-foot-wide and 10-foot-tall wind screen would be installed to improve wind speeds on Townsend Street (see **Figure 15**).

Building Designs

Solid L-shaped panels and large glazed openings are proposed for the building façade. The size of the openings would change gradually as the two towers merge. Each rooftop would have a screen wall to conceal cooling towers, mechanical equipment, the elevator penthouse, and building maintenance units. The screen walls on top of Towers 1A and 2A would be 20 feet tall and those on Towers 1B and 2B would be 10 feet tall. The screen would be shorter than the maximum height of some of the rooftop appurtenances; however, the appurtenances would not be visible from the surrounding buildings or the street level. The screen wall system would be an extension of the main tower exterior wall and would be constructed with the same materials, with the exception of custom metal louver grid infills at the openings in lieu of the window glazing used in the tower portion. The acoustical performance of the screen wall system and the metal louver infill would be designed to reduce mechanical equipment noise to below the limits required by article 29 of the San Francisco Police Code, the Noise Ordinance.

⁴ City and County of San Francisco. 2010. *Better Streets Plan*. Adopted December 2010. Available online at: <https://sfplanning.org/resource/better-streets-plan>, accessed June 3, 2019.

The project would provide one life safety diesel generator in the basement of Tower 2A with an appropriate diesel particulate filter for the engine exhaust. Since the project is not a commercial building, no additional tenant-related generators are anticipated. The project would have multiple domestic hot water and space heating, gas-fired, high-efficiency natural gas boilers located within the tower penthouses.

At roof level (level 41 for the taller towers and level 37 for the shorter towers), each of the taller towers would contain the following mechanical equipment:

- A two-cell cooling tower
- Exhaust fans: bathroom exhaust, residential kitchen exhaust, corridor exhaust, smoke exhaust
- Supply fans: stair pressurization, corridor ventilation air handling units
- Enclosed condenser water pump rooms
- Enclosed boiler rooms

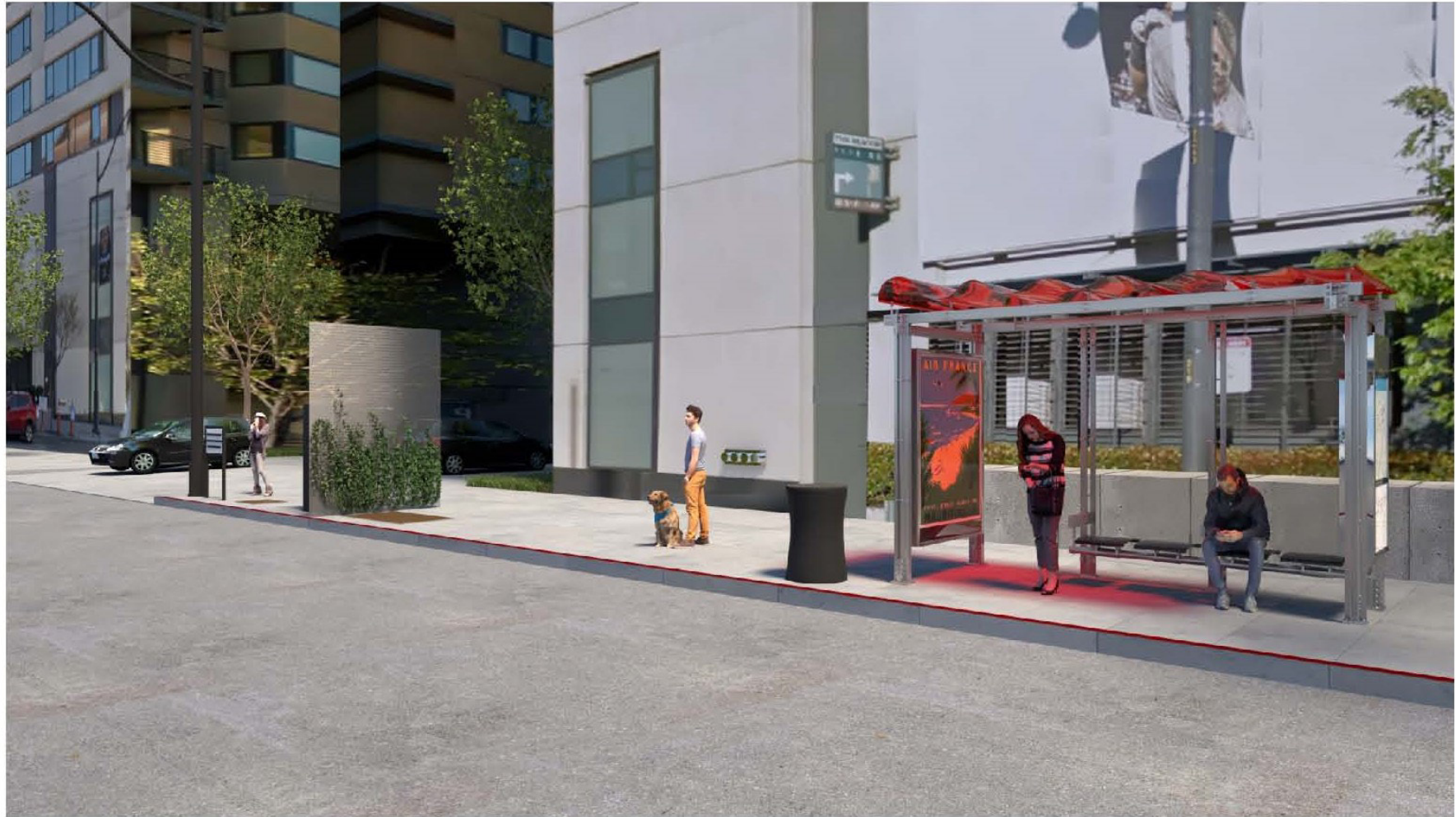
Each of the shorter towers would contain the following mechanical equipment at roof level:

- Exhaust fans: bathroom exhaust, residential kitchen exhaust, corridor exhaust, smoke exhaust
- Supply fans: stair pressurization

Green Building Requirements

The project would feature an on-site rainwater and graywater harvesting and treatment facility that would reuse the treated water to meet 100 percent of the non-potable water demand. Additionally, the project is being designed to achieve Leadership in Energy and Environmental Design (LEED) Silver certification.

The project would provide domestic water sub-metering along with low-flow (WaterSense) fixtures throughout the buildings to track water use.



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SOURCE: BIG

FIGURE 15
Pedestrian Wind Screen on Townsend Street
655 Fourth Street Project

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Transportation Demand Management Measures

The project would require approval of a Transportation Demand Management Plan pursuant to planning code section 169. The project has elected the following transportation demand management measures to satisfy its obligations under the program:

- *ACTIVE-1: Improve Walking Conditions, Option A (Residential).* The project would complete streetscape improvements consistent with the city's Better Streets Plan and any local streetscape plan to ensure that the public right-of-way is safe, accessible, convenient, and attractive to pedestrians. This would entail widening the sidewalk from 10 feet to the city's recommended sidewalk width of 15 feet adjacent to the site and incorporating additional streetscape design elements and safety tools as identified by city staff that contribute to vehicle-miles-traveled reduction and increased walking.
- *ACTIVE-2: Bicycle Parking, Option A (Retail and Office); Option B (Residential).* The project would provide class 1 and class 2 bicycle parking spaces as required by the planning code for office and retail uses. For residential use, the project would provide one class 1 bicycle parking space for each of the first 100 dwelling units, and one class 1 space for every two dwelling units thereafter. The project would also provide two class 2 bicycle parking spaces for every 20 dwelling units.
- *ACTIVE-5A: Bike Repair Station.* The project would provide a bicycle repair station on site consisting of a designated, secure area within the building, such as within a bicycle storage room or in the building garage, where bicycle maintenance tools and supplies would be readily available on a permanent basis and offered in good condition to encourage bicycling.
- *CSHARE-1: Car Share Parking and Membership, Option C (Retail); Option D (Residential).* For retail uses, the project would provide one car-share membership per employee and car-share parking spaces as required by the planning code. For residential uses, the project would provide one car-share membership per dwelling unit and one car-share parking space per each 80 dwelling units.
- *DELIVERY-1: Delivery Supportive Amenities.* The project would facilitate delivery services by providing an area for receipt of deliveries that offers one of the following: (1) clothes lockers for delivery services; (2) temporary storage for package deliveries, laundry deliveries, and other deliveries; or (3) temporary refrigeration for grocery deliveries.
- *FAMILY-1: Family TDM Amenities, Option A and B (Residential):* The project would provide a secure location for storage of personal car seats, strollers, athletic or extracurricular gear, and cargo bicycles or other large bicycles. The project would also provide one collapsible shopping/utility cart for every 10 dwelling units and one cargo bicycle for every 20 dwelling units. All equipment shall be kept clean and well maintained. Cargo bicycles and carts shall be available for use to any unit by advanced reservation on an hourly basis.
- *FAMILY-3: Family TDM Package:* The project would provide amenities as described for the CSHARE-1 and FAMILY-1 TDM Measures.
- *INFO-1: Multimodal Wayfinding Signage.* The project would provide multimodal wayfinding signage in key locations that can withstand weather elements (e.g., wind, rain). This signage would alert building occupants and visitors to nearby transportation services and infrastructure, including transit, bike-share, car-share parking, bicycle parking and amenities, showers and lockers, and taxi stands.

- *INFO-2: Real-Time Transportation Displays (Residential)*. The project would provide real-time transportation information on large television screens or computer monitors in prominent locations (e.g., entry/exit areas, lobbies, elevator bays) to highlight transportation options and support informed trip-making.
- *INFO-3: Tailored Transportation Marketing Services, Option B (Retail & Residential)*. The project would provide building occupants with tailored marketing and communication campaigns, including incentives to encourage the use of sustainable transportation modes.
- *PKG-1: Unbundle Parking, Location E*. All accessory parking spaces would be leased or sold separately from rental or purchase fees for the life of the project, so that residents or tenants have the option of renting or buying a parking space at an additional cost and would, thus, experience a cost savings if they opt not to rent or purchase parking.
- *PKG-3: Parking Cash Out: Non-Residential Tenants (Retail)*. Any retail tenant employer in the project that subsidizes parking for its employees will be required to provide all employees with a choice of forgoing any subsidized/free parking for a cash payment equivalent to the costs of the parking space to the employer.
- *PKG-4: Parking Supply: Option F (Office); Option H (Residential)*. The project would provide accessory parking spaces at rates less than or equal to the applicable neighborhood parking rates for each use category.

To the extent that these measures affect vehicular or bicycle parking, loading operations, and building design, these features have been incorporated into the project's physical description and plans.

Improvements in the public right-of-way would be limited to widening sidewalks, creating bulb-outs, planting street trees, constructing a wind screen (on the south side of Townsend Street), and connecting sewer and stormwater drain services to the existing combined sewer and stormwater system. There are three points of connection on Fourth Street and one connection on Townsend Street.

Relocation of Existing Tenants

The project sponsor has agreements with the existing office, retail, and residential tenants to vacate the premises prior to construction. There are no other relocation plans for existing retail or market-rate residential occupants at the site.

Bird Safe Controls

In compliance with city Standards for Bird-Safe Buildings,⁵ all balcony guardrails would be extensions of the solid parapets and would be made from wire mesh with a solid rail. Glass wind barriers at the 37th floor terraces would receive bird-friendly treatment such as Ornilux Bird Protection Glass⁶ or similar.

Any lighting would be limited to the ground floor and public terraces on the 8th and 37th floors. All lighting would be shielded or directed downward. There would be no façade up-lighting or beacons.

⁵ City and County of San Francisco. 2011. *Standards for Bird-Safe Buildings*. San Francisco Planning Department. June 2011. Available at: <https://sfplanning.org/standards-bird-safe-buildings>, accessed June 3, 2019.

⁶ Ornilux Bird Protection Glass has a patterned, UV-reflective coating making it visible to birds while remaining virtually transparent to the human eye (<http://www.ornilux.com/>).

Construction

Construction activities for both Buildings 1 and 2 are anticipated to take approximately 34–36 months. Buildings 1 and 2 would be constructed concurrently; phased construction of the project is not proposed.

The proposed project would use concrete-framed buildings supported on a 12-foot-thick, steel-reinforced concrete mat foundation. No pile driving would be used for the project. A grid of drilled tension piles would be required due to the depth of the proposed basement. The primary structure would consist of cast-in-place concrete core walls, concrete sheer walls, concrete columns, rebar flat slabs below and at grade, and post-tensioned slabs above grade. The 24- to 32-inch-thick concrete core and sheer walls reinforced with dense layers of reinforcing steel would provide the structure's lateral resistance to wind and seismic loads.

The project site would be initially enclosed by a temporary, covered chain-link fence to prepare for demolition of existing structures and other early site activities. It is anticipated that the city's metered parking spaces located on Fourth Street and Townsend Street would be incorporated as part of the site logistics and materials movement plans. Bus stops currently on Fourth Street and Townsend Street would require temporary relocation. Bus stop relocation would be coordinated with SFMTA and subject to SFMTA approval; all temporary relocations would be made within an estimated one-block distance of permanent locations. The bike lane currently located on Townsend Street would also require temporary relocation. Temporary locations for the bike lane would be determined in consultation with San Francisco Public Works and SFMTA at a future date, taking into account cumulative construction conditions within the neighborhood at the times any relocation should occur.

The project site would be operated and managed strictly in accordance with city regulations. It is possible that there would be sidewalk closures and occasional road closures surrounding the project site; all temporary sidewalk and road closures would be subject to SFMTA review.

The three existing buildings on site, adjacent surface parking lots, and access driveway canopies would all require demolition. Any materials that can be recycled would be separated on site from the waste debris. All materials would be loaded by excavator onto covered tractor-trailers and transported to either recycling centers or directly to landfill. All soils, construction waste, and any hazardous waste would be handled in accordance with all federal, state, and local laws, and would be sent to the appropriate facility based on the soil classification, which would be determined during excavation. It is anticipated that there would be approximately 100–150 trucks required to dispose of the demolished materials over an approximately four-week period.

Immediately following demolition, for approximately five to six months, hazardous soils and materials would be removed. Approximately 69,600 square feet of the project site would be excavated to a depth of approximately 55 feet below grade, resulting in the removal of approximately 142,000 cubic yards of earth.

Dewatering wells would be installed to drop the water level within the site and would be contained by a water containment wall. The project would only require dewatering during construction and only to the depth necessary to support construction of the foundation. The tie-back shoring system, or equivalent shoring system, would follow closely behind the mass excavation. The entire excavation and shoring operation would take five to six months. The anticipated equipment and time durations required to accommodate and supply the mass excavation and temporary shoring operations are discussed below.

Foundation construction would require two to three months to complete. Following installation of the tension piles, a single mat slab (4–12 feet thick) would be cast in two weekend operations. Nighttime work is anticipated during the continuous concrete pours for the foundation. Approximately 1,200 concrete mixers would be required over a continuous 24-hour period to pour the mat slab. The mat slab would require nighttime work for approximately eight nights (Friday and Saturday nights for four weekends); all other construction on the project is anticipated to be completed within standard business hours.

Once the mat slab is poured, basement construction would immediately follow. It would require four to six concrete pours per week; each concrete pour would require 20–40 trucks. Construction of the four basement floors would take approximately five to six months. No nighttime work is anticipated during construction of the basement floors.

Construction of the concrete and steel buildings would begin immediately after the basement is completed to the ground floor. Daily deliveries of steel-reinforcing anchors, link beams, and other materials would occur as the flow of construction dictates. The concrete requirements would be the same as the basement construction: there would be four to six concrete pours per week, and each pour would require 20–40 trucks. This concrete schedule would continue for an additional 9 to 11 months after basement construction; the entire concrete structure and exterior façade construction is expected to be completed over a 12- to 14-month timeframe.

Construction of the exterior wall would begin once the concrete superstructure is completed past the seventh floor, completing approximately one floor of exterior wall panels per week. Façade panel deliveries would take place on a daily basis. Interior framing and finishes would take approximately 16 months to complete. External paving and landscaping would begin once the superstructure and external wall is built and would require approximately four months to complete.

There would be approximately 8–10 days of nighttime work for additional activities that are required to occur at night by the San Francisco Building Department (e.g., large equipment deliveries, tower crane erections, and oversized loads). The project sponsor would apply to the city for permits for these additional activities on an as-required basis. These activities would take place at the commencement of the basement excavation and construction, and at the commencement of construction of the concrete super-structures.

Project Approvals

The proposed project would require the following approvals:

San Francisco Board of Supervisors

- Approval of sidewalk legislation and a major encroachment permit

San Francisco Planning Commission

- A large project authorization, with exceptions, per planning code section 329 for projects entailing new construction of a building taller than 85 feet in height or greater than 25,000 gross square feet in floor area
- Conditional use authorization per planning code sections 317 and 848 to establish a new hotel use and remove two existing residential dwelling units from the property
- Adoption of findings of consistency with the San Francisco General Plan and priority policies of planning code section 101.1
- San Francisco General Plan referral for sidewalk legislation to widen sidewalks, implement streetscape improvements, and implement other public realm improvements

San Francisco Public Works

- Review and approval of permits for street improvements for modifications to public sidewalks, street, trees, and curb cuts
- Approval of permits for streetscape occupancy during construction
- Recommendation to the board of supervisors for sidewalk legislation and a major encroachment permit, and approvals to implement streetscape and other public realm improvements
- Approval of parcel mergers and airspace parcel (condominium) maps

San Francisco Department of Building Inspection

- Approval of demolition permits for existing buildings, grading/excavation permits, and site/building permits for new construction
- Approval of a permit for nighttime construction

San Francisco Municipal Transportation Agency

- Approval of special traffic permits for temporary occupancy of streets and sidewalks during construction by the Sustainable Streets Division
- Approval of construction within the public right-of-way (e.g., bulb-outs, wind screen and sidewalk extensions)
- Approval of designated color curbs for on-street freight or passenger loading, or other restricted parking for the benefit of tenants, operators, and customers
- Review and approval of proposed changes to on-street passenger loading zones, if necessary

San Francisco Public Utilities Commission

- Approval of a stormwater management plan that complies with the city's stormwater design guidelines, including an erosion and sediment control plan (Public Works Code article 4.1)
- Approval of any changes to existing publicly owned fire hydrants, water service laterals, water meters, and water mains and approval of new fire, standard, irrigation, and recycled water service laterals
- Approval of a landscape plan and a water supply assessment
- Approval of the use of dewatering wells (Public Health Code article 12B) and required documentation per the Non-Potable Water Ordinance (joint approval by Department of Public Health)

San Francisco Department of Public Health

- Approval of a construction dust control plan per Health Code article 22B
- Approval of a site mitigation plan in compliance with article 22A of the San Francisco Health Code
- Approval of a work plan for soil and groundwater characterization, if determined necessary
- Approval of required documentation per the Non-Potable Water Ordinance (joint approval by the San Francisco Public Utilities Commission)
- Review for compliance with article 38 of the Health Code for enhanced ventilation

Bay Area Air Quality Management District

- Approval of a permit to operate the proposed backup emergency generator

The *approval action* for the proposed project is the approval of the large project authorization by the planning commission. The approval action date establishes the start of the 30-day appeal period for this California Environmental Quality Act (CEQA) determination pursuant to section 31.04(h) of the San Francisco Administrative Code.

B. COMMUNITY PLAN EVALUATION OVERVIEW

CEQA section 21083.3 and CEQA Guidelines section 15183 mandate that projects that are consistent with the development density established by existing zoning, community plan, or general plan policies for which an environmental impact report (EIR) was certified, shall not be subject to additional environmental review except as might be necessary to examine whether there are project-specific significant effects that are peculiar to the project or its site. Guidelines section 15183(c) specifies that if an impact is not peculiar to the parcel or to the proposed project, then an EIR need not be prepared for the project solely on the basis of that impact.

This initial study evaluates the potential project-specific environmental effects of the proposed 655 Fourth Street project described above and incorporates by reference information contained in the Central SoMa PEIR.⁷ The following project-specific studies were prepared, or reviews conducted, for the proposed project to determine if the project would result in any significant environmental impacts that were not identified in the Central SoMa PEIR⁸:

- Archeology review
- Pedestrian wind study
- Transportation study
- Supplemental wind screen analysis
- Assessment of transportation hazards related to proposed wind screen
- Shadow analysis
- Noise and vibration assessment
- Water supply assessment
- Air quality analysis
- Geotechnical report
- Greenhouse gas compliance checklist
- Phase I environmental site assessment

C. PROJECT SETTING

Site Vicinity

The surrounding neighborhood is a mix of commercial, residential, and entertainment land uses housed in a mixture of primarily three- to seven-story buildings, ranging from 30 to 70 feet in height (**Figure 3**). The neighborhood (sometimes referred to as China Basin) is built largely on landfill along the southern edge of SoMa. As noted above, the elevated I-80 structure is located approximately two blocks northwest of the site where it crosses above Fourth Street, and the Caltrain Station is located diagonally across the street, bounded by

⁷ San Francisco Planning Department. Central SoMa Plan Final Environmental Impact Report. Planning Department Case Number 2011.1356E. Available online at: https://sfplanning.org/environmental-review-documents?field_environmental_review_categ_target_id=214&items_per_page=10, accessed June 3, 2019.

⁸ Project-specific studies prepared for the 655 Fourth Street project are available for public review at the Planning Department, 1650 Mission Street, 4th Floor, San Francisco, CA 94103 as part of case file number 2014-000203ENV.

Townsend Street to the north and Fourth Street to the east. Oracle Park is located two blocks to the southeast along the King Street corridor, which is developed with residential condominiums and numerous restaurants. Extensive public transportation (four to six lines depending on time of day) also runs along this portion of King Street. The Muni Metro Central Subway extension is currently under construction (scheduled to be completed in late 2019) and will operate along and beneath Fourth Street in the future, with the closest stop at Fourth Street and King Street.

There are no hospitals, daycare facilities, housing for older adults, or convalescent facilities within 0.5 miles of the project site. The nearest schools to the project site are the Bessie Carmichael Middle School on Harrison Street, which is west of Fourth Street, approximately 0.4 miles northeast of the project site, and the Five Keys Charter School on Oak Street, which is north of Bryant Street, approximately 0.4 miles west of the site. The nearest childcare centers are the Yerba Buena Gardens Child Development Center, approximately 0.8 miles northeast of the project site, and the Mission Head Start Mission Bay Child Development Center, approximately 0.6 miles southeast of the project site. The nearest residence to the project site is located 35 feet northwest of the project site.

Cumulative Setting

CEQA Guidelines section 15130(b)(1)(A) defines cumulative projects as past, present, and reasonably foreseeable projects producing related or cumulative impacts. CEQA Guidelines section 15130(b)(1) provides two methods for cumulative impact analysis: the “list-based approach” and the “projections-based approach.” The list-based approach uses a list of projects producing closely related impacts that could combine with those of a proposed project to evaluate whether the project would contribute to significant cumulative impacts. The projections-based approach uses projections contained in a general plan or related planning document to evaluate the potential for cumulative impacts. This project-specific CEQA analysis employs both the list-based and projections-based approaches to the cumulative impact analysis, depending on which approach best suits the resource topic being analyzed. The following is a list of projects in the general vicinity of the project site that may be included in the cumulative analysis for certain localized impact topics (e.g., cumulative shadow and wind effects). The following projects within the Central SoMa Plan area have environmental review applications on file and were already evaluated programmatically within the Central SoMa PEIR.

- **505 Brannan Street (Case No. 2015-009704ENV):** The proposed 505 Brannan Street Project would consist of a vertical addition providing up to 156,000 square feet of office space on 11 floors above the existing building. The completed building would have a height of 240 feet
- **598 Brannan Street (Case No. 2012.0640E):** The proposed development would demolish the four existing one- and two-story commercial, industrial, and warehouse buildings and associated surface parking lots and construct four new buildings containing 922,700 square feet of office, 60,500 square feet of retail/production distribution repair space, 5,600 gross square feet of child care space, and 72 dwelling units. The 598 Brannan Street Project would also include a new approximately 38,000 square-foot park at the center of the development site
- **610–698 Brannan Street (Flower Mart site) (Case No. 2015-004256ENV):** The proposed development would demolish all existing buildings on the project site and construct three new buildings containing office space, retail/restaurant space, and the new wholesale flower market. The proposed project would include approximately 2,352,000 square feet of new construction, consisting of 2,032,800 square feet of office space, 204,000 square feet of retail/restaurant space, and 115,000 square feet of vendor space for the new wholesale flower market

- **88 Bluxome Street (Tennis Club site) (Case No. 2015-012490ENV):** The proposed development would include the demolition of the existing building on the project site and construction of three new buildings containing approximately 840,100 square feet of office space, 8,100 square feet of production distribution repair space, 16,600 square feet of ground floor retail/restaurant, 4,600 square feet of a child care facility, 29,700 square feet of a community/recreation center, 134,00 square feet of a private tennis club, and up to 118 units of affordable housing. The proposed 88 Bluxome Street Project includes approximately 1,262,400 square feet of new construction
- **636–648 Fourth Street (2015-003880ENV):** The proposed development would include the demolition of the existing one- and two-story commercial buildings and general advertising billboard and proposes to construct a 350-foot-tall primarily residential tower with 427 units and approximately 3,200 square feet of ground-floor commercial space
- **330 Townsend Street (2016-009102ENV):** The proposed development would include demolition of the existing two-story and partial basement office building and construct an approximately 300-foot-tall, mixed-use retail and residential building. The 330 Townsend Street Project proposes to include approximately 375 dwelling units and 12,000 square feet of retail space

Other cumulative projects in the project area consist of the following, which were included in the cumulative analysis for the Central SoMa PEIR:

- The Sixth Street Improvement Project (Case No. 2014.1010E), which would reduce two existing travel lanes on Sixth Street in each direction to a single lane in each direction, along with right-of-way and sidewalk improvements between Market and Bryant streets
- The University of California San Francisco's Long-Range Development Plan, which guides growth and directs the planning of 2.4 million gross square feet of University of California San Francisco's research and development, institutional, housing, and recreational uses over a 20-year period
- The San Francisco Giants' Mission Rock/Seawall Lot 337 Project (Case No. 2013.0208E) on a parcel bounded by Third Street, Terry A. Francois Boulevard, Mission Rock Street, and China Basin Park adjacent to Pier 48 that would be developed to include up to approximately 1.6 million gross square feet of residential uses (1,600 units), up to 1.4 million gross square feet of commercial uses, and about 5.4 acres of open space throughout the parcels
- Downtown Rail Extension, which will extend Caltrain commuter rail from its current terminus at Fourth and King streets to the new transit center; it will also deliver the California High-Speed Rail Authority's future high-speed rail service to the transit center
- Transbay Program Phase 2, which proposes construction of a new Fourth and Townsend Street Caltrain station; completion of the transit center's train station, including a pedestrian connection to BART and Muni; and a new intercity bus facility

The following projects were not analyzed in the cumulative analysis in the Central SoMa PEIR, but are within 0.25 miles of the project site and thus included in the cumulative analysis for the 655 Fourth Street Project:

- **Brannan Street Safety Project (Case No 2018-014568ENV):** SFMTA has proposed pedestrian and bicycle safety improvements along Brannan Street between The Embarcadero and Division Street, including a road diet from four travel lanes to three travel lanes, with a center two-way left-turn lane; bicycle lanes in both directions; intersection improvements including left-turn pockets and

pedestrian safety enhancements (e.g., crosswalk improvements); and signal timing changes. The Central SoMa PEIR evaluated, at a project level, similar changes to Brannan Street that would include a road diet, but only between Second to Sixth streets.

- **Townsend Corridor Improvement Project (Case No. 2018-011913ENV):** SFMTA is proposing improvements along Townsend Street between The Embarcadero and Eighth Street, including enhancements to existing bikeway facilities and improving connections to transit and surrounding destinations. A preferred design for near-term improvements has been developed for the segment between Fourth Street and Eighth Street that includes protected bicycle lanes and a new “sidewalk island” along the south side of the street between Fourth Street and Fifth Street to provide a continuous raised sidewalk along this section and physically separate bicyclists from moving vehicle traffic in the eastbound direction.
- **Fifth Street Improvement Project (Case No. 2019-012169ENV):** SFMTA would implement bicycle, pedestrian, transit, and loading/parking improvements along Fifth Street between Townsend and Market streets in the SoMa neighborhood. This project is a Vision Zero Project, and, while the Central SoMa PEIR discusses Vision Zero, this specific Fifth Street Improvement Project was not originally included in the Central SoMa PEIR cumulative analysis.

The nearest open spaces to the project site are Victoria Manalo Draves Park (on Sherman Street just west of I-80 and northwest of the project site), South Park Children’s Play Center, and Gene Friend Recreation Center (at Sixth and Folsom streets); each of these parks is a Recreation and Parks Department property. Mission Creek Park (on the edge of Mission Creek at Fifth Street) and South Beach Park (north of Oracle Park) are under the jurisdiction of the Office of Community Investment and Infrastructure. There are other privately owned, publicly accessible plazas, gardens, and open spaces nearby, including areas associated with Oracle Park.

D. SUMMARY OF ENVIRONMENTAL EFFECTS

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

- | | | |
|--|--|---|
| <input type="checkbox"/> Land Use/Planning | <input type="checkbox"/> Greenhouse Gas Emissions | <input type="checkbox"/> Hydrology/Water Quality |
| <input type="checkbox"/> Aesthetics | <input checked="" type="checkbox"/> Wind | <input type="checkbox"/> Hazards & Hazardous Materials |
| <input type="checkbox"/> Population and Housing | <input type="checkbox"/> Shadow | <input type="checkbox"/> Mineral Resources |
| <input checked="" type="checkbox"/> Cultural Resources | <input type="checkbox"/> Recreation | <input type="checkbox"/> Energy |
| <input type="checkbox"/> Tribal Cultural Resources | <input type="checkbox"/> Utilities/Service Systems | <input type="checkbox"/> Agriculture and Forestry Resources |
| <input checked="" type="checkbox"/> Transportation and Circulation | <input type="checkbox"/> Public Services | <input type="checkbox"/> Wildfire |
| <input checked="" type="checkbox"/> Noise | <input checked="" type="checkbox"/> Biological Resources | |
| <input checked="" type="checkbox"/> Air Quality | <input type="checkbox"/> Geology/Soils | |

E. EVALUATION OF ENVIRONMENTAL EFFECTS

The Central SoMa PEIR identified significant plan-level impacts related to land use, cultural resources, transportation and circulation, noise and vibration, air quality, wind, biological resources, and hazards and hazardous materials. Additionally, the Central SoMa PEIR identified significant cumulative impacts related to land use, cultural resources, transportation and circulation, noise and vibration, and air quality. Mitigation measures were identified for the above impacts; these would reduce impacts to biological resources and hazards and hazardous materials to less-than-significant levels, but would not reduce impacts to the remaining resource topics to less-than-significant levels. Therefore, environmental impacts resulting from implementation of the plan related to land use, cultural resources, transportation and circulation, noise and vibration, air quality, and wind would remain significant and unavoidable.

This initial study checklist evaluates whether the environmental impacts of the proposed project are addressed in the Central SoMa PEIR, certified on May 10, 2018. This initial study checklist provides a project-specific and cumulative analysis of environmental effects to determine whether the proposed project would result in significant impacts that are peculiar to the project or project site; that were not identified as significant project-level, cumulative, or off-site effects in the Central SoMa PEIR; or that were previously identified as significant effects that, as a result of substantial new information that was not known at the time that the Central SoMa PEIR was certified, are determined to have a more severe impact than discussed in the Central SoMa PEIR (reference to the Central SoMa PEIR in this document includes, by reference, analysis contained in the Central SoMa initial study). Such impacts, if any, will be evaluated in a project-specific mitigated negative declaration or environmental impact report. If no such impacts are identified, no additional environmental review will be required for the project beyond that provided in the Central SoMa PEIR and this project-specific initial study in accordance with CEQA section 21083.3 and CEQA Guidelines section 15183. As discussed below in this initial study checklist, the proposed project would not result in new significant environmental effects, effects that are peculiar to the project site, or effects of greater severity than were already analyzed and disclosed in the Central SoMa PEIR.

Mitigation measures identified in the Central SoMa PEIR are discussed under each topic area, and measures that are applicable to the proposed project are summarized in the relevant sections of this initial study. Applicable project mitigation measures are denoted by topic code and number. For example, Project Mitigation Measure M-CR-1 refers to the first identified cultural resource mitigation measure that applies to the proposed project.⁹ The full text of mitigation measures that are applicable to the proposed project is included in the mitigation monitoring and reporting program (Attachment B to the Community Plan Evaluation Certificate of Determination).

Updates to the Initial Study Checklist

In March 2019, the San Francisco Planning Department updated its initial study checklist to reflect revisions made by the California Natural Resources Agency to Appendix G of the CEQA Guidelines. The topics and questions in the department's revised checklist are reflected in this initial study checklist.

⁹ Note that some Central SoMa PEIR mitigation measure topic codes differ from those in this initial study checklist because this initial study checklist has been updated to reflect revisions to CEQA Guidelines Appendix G (see Updates to the Initial Study Checklist).

Aesthetics and Parking Impacts for Transit Priority Infill Development

CEQA section 21099(d) states, “Aesthetic and parking impacts of a residential, mixed-use residential, or employment center project on an infill site located within a transit priority area shall not be considered significant impacts on the environment.”¹⁰ Accordingly, aesthetics and parking are not to be considered in determining if a project has the potential to result in significant environmental effects for projects that meet all of the following three criteria:

- The project is in a transit priority area
- The project is on an infill site
- The project is residential, mixed-use residential, or an employment center

The proposed project meets each of the above three criteria; thus, this checklist does not consider aesthetics or parking in determining the significance of project impacts under CEQA.¹¹

E.1 Land Use and Planning

Central SoMa PEIR Analysis

The Central SoMa PEIR determined that implementation of the Central SoMa Plan would not physically divide an established community because the plan does not provide for any new major roadways, such as freeways, that would disrupt or divide the plan area. Implementation of the plan would, however, result in street network changes within the plan area, including improvements to mid-block alleys and mid-block crosswalks. However, these changes could decrease physical barriers by reducing the length of many of the plan area block faces and thereby facilitate pedestrian movement through the neighborhood.

The Central SoMa PEIR determined that adoption of the Central SoMa Plan would result in a significant unavoidable plan-level and cumulative impact related to land use and planning because it would conflict with a policy in the environmental protection element of the city’s general plan related to noise.¹² Specifically, implementation of the plan would generate significant traffic-related noise on Howard Street under the two-way option for Howard and Folsom streets. In addition, the plan would contribute to a cumulative impact related to traffic noise on several street segments in the plan area. Such an increase would conflict with general plan policy 9.6 related to modifying streets in a way that increases traffic noise. Implementation of **Central SoMa PEIR Mitigation Measure M-NO-1a, Transportation Demand Management for New Development Projects**,¹³ would substantially reduce traffic noise, but not to a less-than-significant level. In addition, **Central SoMa PEIR Mitigation Measure M-NO-1b, Siting of Noise Generating Uses**, would be required to ensure that noise-generating uses are appropriately sited to reduce noise-related impacts to a less-than-significant level.

¹⁰ See CEQA section 21099(d)(1).

¹¹ San Francisco Planning Department, Eligibility Checklist: CEQA section 21099 – Modernization of Transportation Analysis, Case 2014-000203ENV, 655 Fourth Street.

¹² San Francisco General Plan Environmental Protection Element policy 9.6. Available at http://generalplan.sfplanning.org/I6_Environmental_Protection.htm. Accessed November 6, 2018.

¹³ The requirements of Central SoMa PEIR Mitigation Measure M-NO-1a have been adopted in planning code section 169. Therefore, this mitigation measure is no longer required for subsequent development projects.

<u>Topics</u>	<i>Significant Impact Peculiar to Project or Project Site</i>	<i>Significant Impact not Identified in Central SoMa PEIR</i>	<i>Significant Impact due to Substantial New Information</i>	<i>No Significant Impact not Previously Identified in Central SoMa PEIR</i>
1. LAND USE AND PLANNING—Would the project:				
a) Physically divide an established community?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Cause a significant physical environmental impact due to a conflict with any land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Project-Specific Analysis

The proposed project would be built on seven adjacent parcels (lots 26, 28, 50, and 161–164) that are all located on block 3787 and would not result in physical barriers along the major streets adjacent to the project site, including Fourth and Townsend streets. The proposed publicly accessible open spaces would serve to create mid-block pedestrian walkways connecting Fourth and Townsend streets. The proposed project would improve sidewalks adjacent to the project site in accordance with the Better Streets Plan. Therefore, the proposed project would not physically divide an established community.

The Central SoMa Plan designates the project site as Mixed-Use Office. The proposed project would add office, hotel, residential, and retail uses to the project site, which are uses that are anticipated under the Central SoMa Plan for the project site. The planning department has determined that the proposed project is consistent with the Central SoMa Mixed-Use Office Zoning District and the 400-CS Height and Bulk District and is therefore consistent with the development density principally permitted for the project site under the planning code and zoning map provision.¹⁴

The requirements of Central SoMa PEIR Mitigation Measure M-NO-1a have been incorporated into planning code section 169. As discussed in the project description, the project proposes various measures to meet the transportation demand management requirement of the planning code. With regards to Central SoMa PEIR Mitigation Measure M-NO-1b, the reader is directed to the noise analysis completed for this community plan evaluation initial study, which identifies this mitigation measure as being applicable to the proposed project.

In light of the above, the proposed project would not result in physical environmental effects beyond those disclosed in the Central SoMa PEIR related to a conflict with a land use plan, policy, or regulation adopted for the purpose of mitigating an environmental effect.

Cumulative Analysis

There are no cumulative development projects nearby that were not encompassed in the Central SoMa PEIR’s analysis. The only additional cumulative projects not evaluated in the Central SoMa PEIR are three streetscape projects along Fifth, Townsend, and Brannan streets. The three streetscape projects would not divide an established community as they would primarily increase safety of those streets for all users. The proposed project in combination with cumulative projects, including the three streetscape projects, would increase traffic noise, but would not result in more severe cumulative land use impacts than previously identified in the Central SoMa PEIR.

¹⁴ Jeff Joslin, San Francisco Planning Department, Community Plan Evaluation Eligibility Determination, Current Planning Analysis, 655 Fourth Street, March 13, 2019.

Conclusion

Consistent with the findings in the Central SoMa PEIR, the proposed project, individually and cumulatively, would not result in a significant impact related to the physical division of an established community. The Central SoMa Plan identified a significant and unavoidable impact due to a conflict with general plan policy 9.6 related to modifying streets in a way that increases traffic noise. The proposed project would implement a transportation demand management plan in accordance with planning code section 169, which would help to reduce project-generated traffic noise. For the reasons discussed above, implementation of the proposed project would not result in significant environmental impacts that were not identified in the Central SoMa PEIR related to land use and planning or that are peculiar to the project site, nor would the proposed project result in more severe project-specific or cumulative land use impacts than were identified in the Central SoMa PEIR.

E.2 Population and Housing

Central SoMa PEIR Analysis

A principal goal of the Central SoMa Plan is to accommodate anticipated population and job growth consistent with regional growth projections and to support a greater mix of uses while also emphasizing office uses in portions of the plan area. The Central SoMa PEIR found that the development projects that could be proposed and approved pursuant to the plan’s zoning controls would accommodate population and job growth already identified for San Francisco and projected to occur within city boundaries and, thus, would not induce substantial unplanned population growth.¹⁵ The environmental effects of population and job growth resulting from the plan are addressed in the Central SoMa PEIR and its initial study.

The Central SoMa PEIR stated that the estimated housing demand resulting from plan-generated employment would be accommodated by increases in housing supply, primarily within the plan area and elsewhere in San Francisco, and development under the Central SoMa Plan would not generate housing demand beyond projected housing forecasts. Office and other non-residential development would be required to pay in-lieu fees to address housing needs from commercial development projects pursuant to the jobs-housing linkage program. Therefore, effects of the Central SoMa Plan related to population and housing would be less than significant.¹⁶

<u>Topics</u>	<u>Significant Impact Peculiar to Project or Project Site</u>	<u>Significant Impact not Identified in Central SoMa PEIR</u>	<u>Significant Impact due to Substantial New Information</u>	<u>No Significant Impact not Previously Identified in Central SoMa PEIR</u>
2. POPULATION AND HOUSING—Would the project:				
a) Induce substantial unplanned population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Displace substantial numbers of existing people or housing units, necessitating the construction of replacement housing?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

¹⁵ Central SoMa PEIR, Appendix B, p. 84.

¹⁶ Central SoMa PEIR, Appendix B, pp. 84–88.

Project-Specific Analysis

The existing project site contains two residential units and approximately 60,000 square feet of commercial space. The proposed project would develop approximately 21,840 gross square feet of office space, 24,509 gross square feet of hotel space (38 guest rooms), 18,454 square feet of ground-floor retail/restaurant space, and 1,014,968 gross square feet of residential space (960 dwelling units). The project is estimated to generate approximately 2,256 total residents (net new)¹⁷ and 149 office, hotel, and retail employees at full occupancy (approximately 22 fewer employees than are currently on site).¹⁸ Project-related residential growth at 655 Fourth Street would amount to approximately 9.2 percent of the residential development anticipated in the Central SoMa Plan. These direct effects of the proposed project on population and employment increases were accounted for in the Central SoMa PEIR growth projections, which found that the plan would result in an increase of about 15,580 residents and 32,000 employees in the plan area.

The occupants of the two existing dwelling units would need to relocate upon commencement of construction activities. After completion of the proposed project, there would be a net addition of 958 dwelling units on site. Therefore, although there would be a temporary displacement of housing units, there would be a net increase of residential units within the project site, and, thus, the project would not necessitate the construction of replacement housing elsewhere.

Cumulative Analysis

There are no cumulative development projects nearby that were not encompassed in the Central SoMa PEIR's analysis. The project is within the scope of development projected under the Central SoMa Plan and would not result in more severe cumulative population and housing impacts than previously identified in the Central SoMa PEIR.

Conclusion

For the above reasons, the proposed project would not result in physical environmental effects with respect to population and housing that were not identified in the Central SoMa PEIR or that would be peculiar to the project site nor would it have more severe impacts than those identified in the Central SoMa PEIR.

E.3 Cultural Resources

The Central SoMa PEIR anticipated that subsequent development projects resulting from the zoning changes could result in significant impacts on cultural resources. The Central SoMa PEIR identified 10 mitigation measures to reduce potentially significant cultural resource impacts. Even with mitigation, however, the Central SoMa PEIR anticipated that the significant adverse impacts on historic architectural resources and/or contributors to a historic district or conservation district located in the plan area (including as-yet unidentified resources) could not be fully mitigated. Thus, the Central SoMa PEIR found these impacts to be significant and unavoidable. Impacts to other resources covered under this topic were determined to be less than significant with mitigation. A more comprehensive discussion of the Central SoMa PEIR findings and the proposed project's impact with respect to each cultural resource subtopic is included below.

¹⁷ Population estimate is based on 2.35 persons per household; see <https://www.census.gov/quickfacts/fact/table/sanfranciscocitycalifornia,US/PST045217>

¹⁸ Employment calculations in this section are based on the following employment density ratios: an average density of 200 square feet per office employee, 350 square feet per retail employee, and 787 square feet per hotel employee. See Central SoMa Plan Initial Study (February 2014), p. 82 (http://sfmea.sfplanning.org/2011.1356E_IS.pdf).

Topics	<i>Significant Impact Peculiar to Project or Project Site</i>	<i>Significant Impact not Identified in Central SoMa PEIR</i>	<i>Significant Impact due to Substantial New Information</i>	<i>No Significant Impact not Previously Identified in Central SoMa PEIR</i>
3. CULTURAL RESOURCES—Would the project:				
a) Cause a substantial adverse change in the significance of a historical resource as defined in §15064.5, including those resources listed in Article 10 or Article 11 of the San Francisco Planning Code?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Cause a substantial adverse change in the significance of an archaeological resource pursuant to §15064.5?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Disturb any human remains, including those interred outside of formal cemeteries?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Historic Resources

Central SoMa PEIR Analysis

The Central SoMa PEIR determined that plan-level and cumulative impacts to individually identified historic architectural resources and/or contributors to a historic district or conservation district located in the plan area, including as-yet-unidentified resources, would be significant and unavoidable, even with implementation of **Central SoMa PEIR Mitigation Measures M-CP-1a, Mandatory Consultation Regarding Avoidance or Minimization of Effects on Historical Resources; M-CP-1b, Documentation of Historical Resource(s); M-CP-1c, Oral Histories; M-CP-1d, Interpretive Program; and M-CP-1e, Video Recordation.** The Central SoMa PEIR also determined that construction could adversely affect historical resources by damaging historic architectural resources during construction activities. However, implementation of **Central SoMa PEIR Mitigation Measure M-CP-3a, Protect Historical Resources from Adjacent Construction Activities, and Mitigation Measure M-CP-3b, Construction Monitoring Program for Historical Resources,** would reduce this impact to less than significant.

Historic Architectural Resources in the Project Vicinity

The project site currently includes three buildings. Buildings on lots 26 and 28 were built in 1947. The building on lots 162–164 was built in 1996. The planning department surveyed all buildings on the project site as part of the South of Market Historic Resources Survey completed in 2010.¹⁹ The survey determined that none of the buildings on the project site are historic resources.

The nearest identified historic resource to the project site is the building at 601 Fourth Street, at the corner of Fourth Street and Brannan, approximately 40 feet northwest of the project site. The 601 Fourth Street building is eligible for designation under article 10 of the planning code (Preservation of Historical, Architectural, and Aesthetic Landmarks). These designations provide for official listing of buildings, landmarks, and historic districts throughout the city that have “a special character or special historical, architectural or aesthetic interest or value.” In addition, as described in the Central SoMa PEIR, the buildings approximately 200 feet northeast of the project site are part of the Clyde and Crooks Warehouse Historic District called out in the Central SoMa PEIR as a Proposed Extension to the South End article 10 Landmark District.

¹⁹ San Francisco Planning Department. South of Market Area Historic Resource Survey. Available at <https://sfplanning.org/project/central-soma-historic-resources-survey>

Project-Specific Analysis

There are no historic resources on the project site; therefore, there are would be no direct impacts to historic architectural resources as a result of demolition of the existing buildings on the project site. No mitigation measures are required to address the demolition of the existing buildings on the project site. Furthermore, there would be no indirect impact to the article 10 Clyde and Crooks Warehouse Historic District as there is a sufficient buffer provided by the 260 Townsend Street building, which is situated between the project site and this historic district.

Construction of the project would not require pile driving, and therefore any potential damage to adjacent historic resources resulting from vibrations generated by pile-driving activities would not occur. Use of other construction equipment could also result in vibration at levels that could affect nearby structures. As demonstrated in the noise section of this initial study, vibration levels from construction activities at the closest historic resource, 601 Fourth Street, would be approximately 0.05 peak particle velocity (PPV). This vibration level is well below the standard of 0.25 PPV established by the California Department of Transportation as potentially resulting in damage to historic buildings.²⁰ Therefore, Central SoMa PEIR Mitigation Measures M-CP-3a and M-CP-3b would not be required and historical resource impacts from the proposed project would be less than significant.

Archaeological Resources and Human Remains

Central SoMa PEIR Analysis

The Central SoMa PEIR found that development under the plan could cause a substantial adverse change to the significance of archaeological resources because the entire plan area is considered generally sensitive for both prehistoric and historical archaeological resources including human burials. **Central SoMa PEIR Mitigation Measure M-CP-4a, Project-Specific Preliminary Archeological Assessment**, which requires site specific archaeological review of individual projects for identification of appropriate archaeological assessment and data recovery measures, as needed, and **Central SoMa PEIR Mitigation Measure M-CP-4b, Procedures for Accidental Discovery of Archeological Resources**, were found to reduce significant impacts to archaeological resources and human remains to less-than-significant levels.

Project-Specific Analysis

The planning department completed a preliminary archaeological review for the project site.²¹ Based on an updated prehistoric archaeological sensitivity map recently drafted for the City of San Francisco,²² this particular project site has low sensitivity for submerged, buried, or prehistoric archaeological resources because the site was submerged by the rising bay some 10,000 years ago. Although humans were present in the wider region by this date, few archaeological sites dating this early have been found, and none in San Francisco. On this account, the potential for impacts to prehistoric archaeological resources, and to prehistoric human remains, appears to be low. However, archival mapping indicates that two maritime features (piers) were present on either side of the site in 1857. Remnants of these features could be present in the landfill or on the bay bottom mud that underlies the project site, most likely in the areas of the parcel that are closest to

²⁰ California Department of Transportation. *Transportation and Construction Vibration Guidance Manual, Table 19*. September 2013. Available at http://www.dot.ca.gov/hq/env/noise/pub/TCVGM_Sep13_FINAL.pdf. Accessed April 17, 2019.

²¹ San Francisco Planning Department. 2017. *Preliminary Archaeological Review for 655 Fourth Street*. May 8, 2017.

²² Far Western Anthropological Research Group. 2019. DRAFT. *Geoarchaeological Assessment and Site Sensitivity Model for the City and County of San Francisco, California*. Confidential document on file with the Environmental Planning Department.

Bluxome and Townsend streets. If disturbed during excavation, the proposed project would result in a significant impact to archaeological resources. The significant archaeological impacts associated with the potential discovery of historic archaeological deposits or features during soils-disturbing activity resulting from the proposed project would be reduced to less-than-significant levels with implementation of **Project Mitigation Measure M-CR-1, Archaeological Testing** (implementing Central SoMa PEIR Mitigation Measure M-CP-4a). The full text of Project Mitigation Measure M-CR-1 is provided in the mitigation monitoring and reporting program (Attachment B to the Community Plan Evaluation). This mitigation measure would require the project sponsor to retain the services of an archaeological consultant to undertake an archaeological testing program and be available to conduct an archaeological monitoring and/or data recovery program if required pursuant to results of the testing program.

Cumulative Analysis

There are currently no cumulative development projects nearby that were not encompassed in the Central SoMa PEIR's analysis. The only additional cumulative projects not evaluated in the Central SoMa PEIR are three streetscape projects along Fifth, Townsend, and Brannan streets. The proposed project in combination with these other cumulative projects would not result in new cumulative impacts to historic resources that were not disclosed in the Central SoMa PEIR because they would not directly affect a historic resource or district and because impacts to archaeological resources are typically site specific and do not generally combine to result in cumulative archaeological resource impacts. Therefore, the project would not result in more severe cumulative cultural resource impacts than were previously identified in the Central SoMa PEIR.

Conclusion

As demonstrated above, the proposed project would not result in significant project-level or cumulative impacts on cultural resources that were not identified in the Central SoMa PEIR, nor would the project result in significant project-level or cumulative impacts on cultural resources that are more severe than those identified in the Central SoMa PEIR or that are peculiar to the project site. Project Mitigation Measure M-CR-1 would apply to the proposed project.

E.4 Tribal Cultural Resources

Central SoMa PEIR Analysis

Based on discussions with Native American tribal representatives in San Francisco, while there are no other known or potential tribal cultural resources in San Francisco, prehistoric archaeological resources are presumed to be potential tribal cultural resources. The Central SoMa PEIR identified a potentially significant impact to prehistoric archaeological resources that also may be tribal cultural resources as a result of plan implementation and developed **Central SoMa PEIR Mitigation Measure M-CP-5, Project-Specific Tribal Cultural Resource Assessment**, to address this impact. Under this measure, a project-specific archaeological assessment may identify additional archaeological testing or monitoring required to assess the potential for impacts to tribal cultural resources at the project site. This mitigation measure applies to any project involving soil disturbance of 5 feet or greater below ground surface. These projects are required to be reviewed as part of the project-specific preliminary archaeological evaluation to determine if they may have significant effects on tribal cultural resources. If it is determined that a project may have a significant effect, the project is required to develop and implement an archaeological resource preservation plan or, if the resource cannot feasibly be preserved, an interpretive plan. The Central SoMa PEIR concluded that with implementation of Mitigation Measure M-CP-5, impacts of subsequent development projects on tribal cultural resources would be reduced to less-than-significant levels.

<u>Topics:</u>	<u>Significant Impact Peculiar to Project or Project Site</u>	<u>Significant Impact not Identified in Central SoMa PEIR</u>	<u>Significant Impact due to Substantial New Information</u>	<u>No Significant Impact not Previously Identified in Central SoMa PEIR</u>	
4. TRIBAL CULTURAL RESOURCES. Would the project:					
a) Cause a substantial adverse change in the significance of a tribal cultural resource, defined in Public Resources Code section 21074 as either a site, feature, place, or cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to a California Native American tribe, and that is:					
i)	Listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources as defined in Public Resources Code section 5020.1(k), or	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
ii)	A resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of Public Resources Code section 5024.1. In applying the criteria set forth in subdivision (c) of Public Resources Code section 5024.1, the lead agency shall consider the significance of the resource to a California Native American tribe.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Project-Specific Analysis

The project site is in a location with no recorded prehistoric archaeological sites in the vicinity. Further, as noted above, the preliminary archaeological review indicates that the potential for prehistoric archaeological resources or human remains to be present at the project site is low.²³ On this basis, the potential to encounter tribal cultural resources also is low. No impact is anticipated.

Cumulative Analysis

As explained in the Central SoMa PEIR and again above, impacts to archaeological resources, including tribal cultural resources, are typically site specific and do not generally combine to result in cumulative impacts. Therefore, the project would not result in more severe cumulative tribal cultural resource impacts than were previously identified in the Central SoMa PEIR.

Conclusion

As demonstrated above, no tribal cultural resources are expected to be present at the project site. Therefore, the proposed project would not result in significant impacts to tribal cultural resources that were not identified in the Central SoMa PEIR, nor would the project result in significant project-level or

²³ San Francisco Planning Department. 2017. Preliminary Archeological Review, 655 Fourth Street (2014-000203ENV). May 8, 2017; updated May 2019.

cumulative impacts to tribal cultural resources that are more severe than those identified in the Central SoMa PEIR or that are peculiar to the project site.

E.5 Transportation and Circulation

Central SoMa PEIR Analysis

The Central SoMa PEIR anticipated that growth resulting from the zoning changes could result in significant impacts on transit, pedestrians, and loading, along with significant construction impacts. The Central SoMa PEIR identified 10 transportation mitigation measures; however, the Central SoMa PEIR anticipated that the significant impacts on transit, pedestrians, loading and construction could not be fully mitigated. Thus, the Central SoMa PEIR found these impacts to be significant and unavoidable. The Central SoMa PEIR found impacts to emergency vehicle access as a result of the amount of growth anticipated under the plan in combination with the proposed street network changes could be significant, and identified four mitigation measures to reduce impacts to emergency vehicle access to less than significant.

Additionally, the Central SoMa PEIR conducted a plan-level analysis and project-level screening analysis of the vehicle-miles-traveled (VMT) impacts of subsequent development projects enabled under the plan, such as the proposed project, and found that VMT impacts would not be significant. The proposed project consists of land uses (residential, office, and retail²⁴) that were analyzed in the VMT analysis in the Central SoMa PEIR and is located in a transportation analysis zone 642 that was analyzed in the Central SoMa PEIR. Therefore, the proposed project would also not result in significant VMT impacts and this topic is not addressed below.

<u>Topics</u>	<u>Significant Impact Peculiar to Project or Project Site</u>	<u>Significant Impact not Identified in Central SoMa PEIR</u>	<u>Significant Impact due to Substantial New Information</u>	<u>No Significant Impact not Previously Identified in Central SoMa PEIR</u>
5. TRANSPORTATION AND CIRCULATION—Would the project:				
a) Conflict with a program, plan, ordinance, or policy addressing the circulation system, including transit, roadway, bicycle, and pedestrian facilities?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Conflict or be inconsistent with CEQA Guidelines section 15064.3, subdivision (b)?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Result in inadequate emergency access?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Project-Specific Analysis

A transportation study was prepared for the proposed project to evaluate potential project-specific effects, and this study is summarized below along with a more comprehensive discussion of the Central SoMa PEIR findings for each transportation subtopic.²⁵ The project-specific transportation study estimated the net new person trips and distribution of those trips among various travel modes, referred to as the project's

²⁴ The proposed project also includes a 38-room hotel, which for purposes of VMT analysis is considered a residential land use and therefore addressed in the Central SoMa PEIR's VMT analysis.

²⁵ AECOM. 2019. 655 Fourth Street Transportation Impact Study. Prepared for the San Francisco Planning Department, Environmental Planning Division. February 12, 2019.

travel demand. The travel demand was then used to assess the project’s impact on transportation and circulation, as discussed below.

Travel Demand

The existing tenants/businesses at the project site can be generally classified into one of three land use types:

- General office (Layer Business)
- Eating/drinking (The Iron Cactus and The Creamery)
- General retail (United Barbell/CrossFit SoMa, Bulthaup, and HD Buttercup)

Existing uses at the project site currently generate approximately 325 peak-hour person-trips across all existing uses. Net new person-trips by mode and vehicle trips, including trip credits for existing uses that would be removed with the project, are summarized in **Table 2**. Trips by mode for the existing and proposed uses were estimated using San Francisco Guidelines data.

Table 2
Project Travel Demand – Net New Trips by Mode

Direction, Land Use, and Building	Weekday Daily						Weekday p.m. Peak Hour					
	Person-Trips					Vehicle-Trips	Person-Trips					Vehicle-Trips
	Auto-mobile	Transit	Walk	Other	Total		Auto-mobile	Transit	Walk	Other	Total	
<i>Trips Generated by the Proposed Project</i>												
<i>Inbound</i>	2,837	1,866	2,720	853	8,276	1,775	471	328	460	140	1,399	329
<i>Outbound</i>	2,837	1,866	2,720	853	8,276	1,775	358	244	330	105	1,036	222
Total	5,674	3,731	5,439	1,706	16,551	3,549	828	572	790	245	2,435	551
<i>Existing Trips at the Project Site</i>												
<i>Inbound</i>	(666)	(337)	(633)	(217)	(1,853)	(284)	(62)	(27)	(63)	(22)	(174)	(26)
<i>Outbound</i>	(666)	(337)	(633)	(217)	(1,853)	(284)	(70)	(41)	(61)	(21)	(194)	(32)
Total	(1,331)	(674)	(1,267)	(433)	(3,705)	(568)	(132)	(69)	(124)	(43)	(368)	(57)
<i>Net New Trips</i>												
<i>Inbound</i>	2,171	1,529	2,086	637	6,423	1,491	409	301	397	119	1,225	303
<i>Outbound</i>	2,171	1,529	2,086	637	6,423	1,491	287	203	268	83	842	190
Total	4,343	3,057	4,173	1,273	12,846	2,982	696	504	666	202	2,067	493

Source: 655 Fourth Street Transportation Impact Study, Case No. 2014-000203ENV, AECOM 2019.

Note: Component values may not sum to total values due to rounding.

Traffic Hazards

Central SoMa PEIR Analysis

The Central SoMa PEIR defines a traffic hazard as any physical feature that impairs the ability of drivers to see other vehicles, pedestrians, or bicyclists. As described in the Central SoMa PEIR, subsequent development projects under the plan would generally not introduce unusual design features that would result in traffic hazards. Development projects are required to undergo various levels of city review to

ensure that proposed pedestrian access, vehicular access, and streetscape improvements follow appropriate design guidelines and are constructed consistent with city standards. The Central SoMa PEIR concluded that traffic hazards resulting from implementation of the plan would be less than significant.

Project-Specific Analysis

The proposed project would result in a general increase in vehicle traffic activity on the surrounding roadway network, including several of the streets in the vicinity of the project site that are classified as part of the Vision Zero High Injury Network²⁶—namely, Third Street, Fourth Street (north of Bluxome Street), Townsend Street (between Third Street and Fifth Street), and Brannan Street (west of Jack London Alley). However, the project would represent a marginal increase in specific types of traffic activity along these streets that could be potential sources of vehicle–vehicle conflicts (such as permitted left-turn movements). The project would add less than 100 vehicle trips during the weekday p.m. peak hour on left-turn movements with the highest levels of project-generated vehicle activity, such as the westbound left turn at Fourth Street/Townsend Street, the northbound left turn at Third Street/Townsend Street, and the eastbound left turn at Third Street/King Street.

At these various locations, the project would represent only a minor increase in vehicle traffic on these turn movements relative to background traffic levels and would not constitute a substantial hazard for motorists. In addition, the existing traffic signal phasing at several of these locations already includes protected or permitted–protected phases²⁷ for the affected left-turn movements, reducing the potential for vehicle–vehicle conflicts.

The project does not involve any changes to the roadway network or include any design features that could cause major traffic hazards. In particular, the project’s streetscape improvements would primarily consist of enhancements to the pedestrian realm, including building setbacks and street trees, and would not include any modifications to curb lines along the adjacent street frontages. In addition, the project would remove the two existing curb cuts serving the project site and construct a single consolidated curb cut at the southeast corner of the site. This change would reduce potential impacts as one consolidated curb cut offers fewer opportunities for vehicle–vehicle and vehicle–pedestrian or –bicycle conflicts.

The project also proposes to install a wind screen on Townsend Street. The proposed wind screen would be located opposite the project site, between the active pedestrian walking area and street traffic within the sidewalk along the south side of Townsend Street (see **Figures 7 and 15**).

Potential impacts from the wind screen could result from the reduction in sight distance for people driving and biking. An analysis of the proposed wind screen examined the sight distance as measured from the approximate centerline of the travel lane or bicycle lane at the approximate eye height of a motorist or bicyclist, respectively.²⁸

The analysis indicates that the location of the proposed wind screen would not fall within the sight distance triangle for people driving or biking and approaching the intersection, even when assuming a conservative stopping sight distance of 200 feet. The analysis also shows that the proposed wind screen would not

²⁶ Vision Zero is San Francisco’s road safety policy, adopted in 2014.

²⁷ Protected phases refer to traffic control indications (such as signals) that are adjusted to provide that all conflicting vehicular movements are stopped to accommodate movements typically associated with higher risk.

²⁸ AECOM. 2019. Assessment of Potential Transportation Hazards Related to Proposed Wind Screen 655 Fourth Street Transportation Impact Study (Case No. 2014-000203ENV).

obstruct motorists' or bicyclists' sightlines to the pole-mounted signal, which is located along Townsend at the intersection of Lusk Street and the driveway for a large residential building.

Even assuming that the proposed greenery extends several inches outside of the physical frame of the screen, it would be unlikely to obstruct sightlines to the near-side traffic signal head for people driving or biking. Further, the study shows that sight distance to oncoming traffic along Townsend Street was not an issue for existing motorists in most situations, as the majority of these conflicts are already eliminated by the traffic signal. A small percentage of right-turn-on-red activity was seen among motorists exiting the driveway; however, motorists generally make this movement in two stages, checking for adequate gaps in oncoming traffic along eastbound Townsend Street before entering the traffic flow. Given these considerations, the proposed wind screen is unlikely to substantially affect sight distance for motorists or bicyclists exiting the residential driveway.

The intersection of Townsend Street with Lusk Street and the residential driveway only features one crosswalk across the east leg of Townsend Street. The crosswalk across the west leg is a "closed" crosswalk, with a "NO PED CROSSING" sign mounted within the sidewalk directing pedestrians to use the east crosswalk. Therefore, the proposed wind screen would have no effect on crosswalk safety at this location because crossing is not permitted. For motorists and bicyclists attempting to enter the residential driveway, the proposed wind screen may partially obstruct views of pedestrian activity in the sidewalk along the south side of Townsend Street for a brief period of time (over a short distance) as they approach the intersection. However, these motorists and bicyclists would generally be traveling no faster than the speed limit (25 miles per hour (mph)) upstream of the intersection, and would need to substantially slow down approaching the intersection to adequately negotiate the turn. As pedestrians would have the right-of-way, any such motorists and bicyclists are already required to yield and exercise caution when traversing the sidewalk and entering the driveway, which would continue to remain the case whether or not the proposed wind screen is constructed. Given these considerations, the proposed wind screen is unlikely to substantially affect sight distance for motorists entering and exiting The Beacon driveway.

Cumulative Analysis

Under cumulative conditions, vehicle activity on the surrounding street network would likely increase as a result of development projects within Central SoMa and background growth elsewhere in the city and the region. This would generally be expected to lead to an increase in the potential for vehicle-vehicle and vehicle-pedestrian or -bicycle conflicts (e.g., permitted left-turn movements), which could create hazards for traffic circulation. However, these effects would be offset by transportation network changes proposed as part of the Central SoMa Plan, such as an improved bicycle network, improvements to sidewalks and other pedestrian amenities, and infrastructure improvements to minimize conflicts between vehicles, pedestrians, and bicycles.

Three cumulative streetscape projects not analyzed in the Central SoMa PEIR cumulative analysis were identified as part of the project-specific cumulative impact analysis. All three projects, the Brannan Street Safety Project, the Townsend Corridor Improvement Project, and the Fifth Street Improvement Project, propose pedestrian and bicycle safety improvements within and adjacent to the plan area. The Brannan Street Safety Project is a modified version of the street network proposal for this street that was already analyzed in the Central SoMa PEIR from Second to Sixth streets. The Townsend Corridor Improvement Project includes protected bicycle lanes and a new sidewalk island along the south side of the streets between Fourth and Fifth streets to provide a continuous raised sidewalk along this section and physically separate people bicycling from moving vehicle traffic in the eastbound direction. The Fifth Street Improvement Project would implement bicycle, transit, parking, and loading improvements along Fifth Street. All of these projects would increase the safety of travelers in and through the plan area and would not exacerbate existing traffic hazards.

The project would contribute to an increase in vehicle activity on surrounding streets but does not propose any features that would result in a traffic hazard or preclude or inhibit the future implementation of transportation network changes proposed as part of the Central SoMa Plan or other traffic safety measures. Given these considerations, the project would not result in new significant cumulative impacts related to traffic hazards that were not identified in the Central SoMa PEIR, or result in an increased severity of traffic hazards that were not discussed in the Central SoMa PEIR.

Transit

Central SoMa PEIR Analysis

The Central SoMa PEIR found that growth resulting from Central SoMa Plan implementation, including proposed changes to the street system, would result in significant impacts on transit capacity (due to increased ridership demand) and transit operations (due to delays to transit vehicles).²⁹ The Central SoMa PEIR identified three mitigation measures to reduce these impacts: **Central SoMa PEIR Mitigation Measures M-TR-3a, Transit Enhancements** (i.e., enhanced transit funding, transit corridor improvements, transit accessibility improvements, and Muni storage and maintenance improvements); **M-TR-3b, Boarding Improvements**; and **M-TR-3c, Signalization and Intersection Restriping at Townsend/Fifth Streets**. Central SoMa PEIR Mitigation Measures M-TR-3b and M-TR-3c would be implemented by the city and are not applicable to individual development projects. Central SoMa PEIR Mitigation Measure M-TR-3a contains requirements for both the city and developers of subsequent development projects. One portion of Central SoMa PEIR Mitigation Measure M-TR-3a that applies to subsequent development projects requires the city to establish fee-based sources of revenue toward transit improvements. The Central SoMa Plan levies fees on subsequent development projects to finance the plan's public benefits package, which includes \$500 million for local and regional transit improvements. Therefore, this portion of the M-TR-3a has been implemented with approval of the Central SoMa Plan and implementation of the plan's development impact fees. Nonetheless, due to uncertainty regarding the feasibility and effectiveness of all of the transit mitigation measures, the Central SoMa PEIR determined that these impacts would be significant and unavoidable.

Project-Specific Analysis

The project site is well served by both local and regional transit service. Local rail transit in the vicinity of the project site is provided along the Muni Metro Extension, which connects into the eastern end of the Market Street Subway at the Embarcadero Station and operates along The Embarcadero and King Street, terminating at Fourth & King Station, approximately one block south of the project site. Service on the Muni Metro Extension is provided primarily by the N-Judah and the T-Third Street. Caltrain's San Francisco (Fourth & King) Station—located diagonally opposite the project site at the southwest corner of the Fourth Street/Townsend Street intersection—is also a major hub for Muni bus service, including the 10 Townsend, 30 Stockton, 45 Union/Stockton, 47 Van Ness, 81X Caltrain Express, 82X Levi Plaza Express, and 83X Mid-Market Express. Slightly further away from the project site, supplementary service is provided by other bus routes through SoMa, including the high-frequency Bayshore Expresses (8 Bayshore, 8AX Bayshore "A" Express, and 8BX Bayshore "B" Express).

Regional public transit service is provided by a variety of transit operators including BART; the Alameda-Contra Costa Transit District; the Golden Gate Bridge, Highway & Transportation District; the Peninsula

²⁹ The San Francisco Planning Department no longer considers transit capacity as an environmental effect. This is consistent with state guidance in which the addition of new users is not treated as an adverse physical environmental effect.

Corridors Joint Powers Board; and the San Mateo County Transit District. Regional transit services not within walking or biking distance of the project site can also be accessed by connecting local transit service.

The project would generate approximately 581 net new transit person-trips (336 inbound transit person-trips and 244 outbound transit person-trips) during the weekday p.m. peak hour.

The project would not result in the permanent relocation or removal of any existing bus stops or other changes that would alter transit service. The existing all-day (i.e., at all times) near-side Muni zone at Fourth Street/Townsend Street adjacent to the project site, currently used by the 10 Townsend, would remain at this location. Likewise, the on-street parking restrictions stretching east of this zone to Lusk Street would also remain in effect, although there would be a reduction in the available curb space for Muni staging/layover (from approximately 275 feet under existing conditions to approximately 181 feet with the proposed project). The proposed project would restore the existing 12-foot-wide curb cut (that currently serves lot 50); however, the project also proposes a new 35-foot-wide curb cut on Townsend Street and 71 feet of curb to accommodate the portion of the project's on-street passenger loading zone that would be in effect at all times. These modifications under the proposed project would ultimately reduce the amount of available curb space for bus layover from existing conditions.

The project would also remove the existing 31-foot-wide existing curb cut serving the loading area for lot 28, which is currently located within the extents of the all-day Muni zone used by the 10 Townsend. While the project would slightly reduce the available curb space in the temporary zone used as staging/layover for the 81X Caltrain Express and 82X Levi Plaza Express, it could also reduce curb cut-related vehicle-transit conflicts for the 10 Townsend at the all-day zone.

Project-generated vehicle traffic would be most concentrated on the segment of Townsend Street between Third Street and Fourth Street, as the project's sole vehicle ingress/egress is proposed on Townsend Street. All project-generated vehicle traffic would be concentrated in the westbound direction of Townsend Street with restrictions in place prohibiting left-turn movements into and out of the driveway. While Townsend Street is not a major transit corridor, it accommodates an important secondary line (the 10 Townsend), and the segment in the vicinity of the project site (i.e., near the Caltrain station) also carries short segments of many other Muni routes, including major lines such as the 30 Stockton and 47 Van Ness. Project-generated vehicle traffic could result in significant impacts on transit operations including temporary delays to the 10 Townsend bus due to vehicle ingress/egress associated with the project's below-grade garage and project-generated vehicle traffic attempting to make a right-turn movement approaching the intersection of Fourth and Townsend from westbound Townsend street. These impacts were previously identified as significant plan-level impacts on transit operations in the Central SoMa PEIR.

Given the considerations described above, the project could cause a substantial increase in delays or operating costs such that significant adverse impacts in transit service levels could occur. Central SoMa PEIR Mitigation Measure M-TR-3a includes actions related to queue abatement specifically intended to be undertaken by sponsors of subsequent development projects within the plan area. Therefore, this specific portion of Central SoMa PEIR Mitigation Measure M-TR-3a would apply to the project's impacts to transit operations and is identified as **Project Mitigation Measure M-TR-1, Queue Abatement**. However, it is uncertain if this mitigation measure would fully mitigate the project's significant impacts to transit operations. Therefore, consistent with the findings of the Central SoMa PEIR, the project's impact on transit operations would remain significant and unavoidable with mitigation.

Cumulative Analysis

The Central SoMa PEIR identified a cumulative transit impact. For the reasons discussed in the project-level analysis above, the project would contribute to that previously identified significant transit impact. The Brannan Street Safety Project, Townsend Corridor Improvement Project, and Fifth Street Improvement Project propose pedestrian and bicycle safety improvements within and adjacent to the plan area. The Townsend Corridor Improvement Project includes protected bicycle lanes and a new sidewalk island along the south side of the streets between Fourth and Fifth streets to provide a continuous raised sidewalk along this section and physically separate people bicycling from moving vehicle traffic in the eastbound direction. The Fifth Street Improvement Project would implement bicycle, transit, parking, and loading improvements along Fifth Street. The 655 Fourth Street transportation study analyzed the impacts of the proposed project in combination with these cumulative projects and determined that the cumulative transit impacts would not be more severe than those identified in the Central SoMa PEIR. The Central SoMa PEIR evaluated changes to the street network along Brannan Street within the plan area, and because the project's driveway is proposed to be on Townsend Street, vehicle trips generated by the proposed project in combination with the modified Brannan Street Safety Project would not result in new or more severe impacts to transit operations on Brannan Street. Further, both the Townsend Corridor Improvement Project and Fifth Street Improvement Project include transit enhancements, such as boarding islands, that would facilitate transit service. Therefore, the proposed project in combination with the Townsend Corridor Improvement Project and Fifth Street Improvement Project would not combine to result in more severe cumulative transit impacts than were disclosed in the Central SoMa PEIR.

Pedestrians

Central SoMa PEIR Analysis

The Central SoMa PEIR determined that development under the plan would not result in pedestrian safety hazards nor result in substantial overcrowding on sidewalks or at corner locations, but would result in overcrowding at the following crosswalks:

- Third Street/Mission Street: east and west crosswalks (weekday midday and p.m. peak hours)
- Fourth Street/Mission Street: east and west crosswalks (weekday midday and p.m. peak hours)
- Fourth Street/Townsend Street: west crosswalk (weekday midday and p.m. peak hours)
- Fourth Street/King Street: west crosswalk (weekday p.m. peak hour)

The Central SoMa PEIR identified **Central SoMa PEIR Mitigation Measure M-TR-4, Upgrade Central SoMa Area Crosswalks**, whereby the SFMTA would widen crosswalks at three intersections in the plan area, as feasible. However, because the feasibility of crosswalk widening beyond the current width is uncertain due to roadway or other physical constraints (e.g., presence of bus stops or platforms), the Central SoMa PEIR concluded this impact would remain significant and unavoidable. The Central SoMa PEIR determined that cumulative impacts to pedestrian overcrowding would also be significant and unavoidable.

Project-Specific Analysis

The project would not generate any activities or include any design or features that would create hazards for pedestrians or interfere with pedestrian access or circulation. Given existing traffic levels and the estimates of project-generated vehicle traffic, the project is not expected to substantially increase overall traffic levels along these streets such that it could create potentially hazardous conditions for pedestrians or otherwise interfere with pedestrian access or circulation. The project would also implement several improvements to the pedestrian realm, including setbacks along the entire Fourth Street frontage of the site

and a portion of the Townsend Street frontage of the site. This improvement would essentially increase the effective width of the sidewalk available to pedestrians. Additionally, a proposed POPOS at the southwest corner of the site fronting the Fourth Street/Townsend Street intersection and proposed public walkways would maximize pedestrian connectivity into, out of, and through the site.

Affected crosswalks in the immediate vicinity of the project site include the south and west crosswalks at Fourth Street/Townsend Street; the north, south, and west crosswalks at Fourth Street/King Street; and the west crosswalk at Fourth Street/Brannan Street. These identified locations reflect the dominant pedestrian circulation patterns to/from the Caltrain station and Muni's Fourth & King Station. Given the location of these crosswalks (along the west side of Fourth Street) relative to the project site (located on the east side of Fourth Street) and the expected routes for project-generated foot traffic, the project is unlikely to represent a substantial share of the overall pedestrian activity in these particular crosswalks. In particular, pedestrians arriving at the project site from areas to the north (e.g., Market Street) or south (e.g., Mission Bay) would likely have positioned themselves on the east side of Fourth Street by the time they reach the immediate vicinity of the project site, knowing that the project site is located on the east side of Fourth Street and the areas on the west side of Fourth Street are undeveloped (e.g., the Caltrain railyard and the I-280 terminal at Fifth Street/King Street) or almost exclusively residential in nature (e.g., the blocks west of Fourth Street between King Street and Mission Creek) and would not be major attractors of project-generated pedestrian activity.

Based on the location of affected crosswalks in the Central SoMa Plan area, the project site is unlikely to represent a substantial share of the overall pedestrian activity at these locations. While the project would generate some transit ridership on Caltrain, it is unlikely to represent a substantial contribution to the overall pedestrian activity in the affected (west and south) crosswalks at Fourth Street/Townsend Street. This is because the project's net new weekday p.m. peak-hour transit ridership to/from the Peninsula/South Bay is expected to be approximately 57 person trips (33 inbound person trips and 24 outbound person trips). Of these transit riders, some would likely use other transit providers (e.g., BART, SamTrans), but even assuming that all of this project-generated ridership is assigned to Caltrain, the project is unlikely to add more than 2-3 pedestrians to either of these crosswalks during the busiest signal cycles, and would, on average, only add up to one additional person per signal cycle (assuming a 60-second cycle) over the course of the entire peak hour.

The proposed project would also install a 6-foot-wide and 10-foot-tall wind screen on Townsend Street near the intersection of Townsend and Lusk Street. The proposed wind screen would be located opposite the project site, between the active pedestrian walking area and street traffic within the sidewalk along the south side of Townsend Street. The intersection in this location only features one crosswalk across the east leg of Townsend Street. The crosswalk across the west leg is a "closed" crosswalk, with a "NO PED CROSSING" sign mounted within the sidewalk directing pedestrians to use the east crosswalk. Therefore, the proposed wind screen would have no effect on crosswalk safety at this location because crossing is not permitted.

For people driving and biking who attempt to enter the residential driveway at this intersection, the proposed wind screen may partially obstruct views of pedestrian activity in the sidewalk along the south side of Townsend Street for a brief period of time (over a short distance) as they approach the intersection. However, people driving and biking would generally be traveling no faster than the speed limit (25 mph) and would need to substantially slow down approaching the intersection to adequately negotiate the turn. As people walking would have the right-of-way, people driving and biking are already required to yield and exercise caution when traversing the sidewalk and entering the driveway, which would continue to

remain the case whether or not the proposed wind screen is constructed. Given these considerations, the proposed wind screen would not create hazardous conditions for people walking.

Based on the analysis above, the project would not create potentially hazardous conditions for people walking or otherwise interfere with pedestrian accessibility to the site or adjoining areas. Therefore, the project would result in less-than-significant impacts to pedestrian safety and access.

Cumulative Analysis

The Brannan Street Safety Project, the Townsend Corridor Improvement Project, and the Fifth Street Improvement Project all propose pedestrian and bicycle safety improvements within and adjacent to the Central SoMa Plan area. The 655 Fourth Street transportation study analyzed the impacts of the proposed project in combination with these cumulative projects and determined that the cumulative impacts to people walking would not be more severe than those identified in the Central SoMa PEIR. All of these projects would enhance the pedestrian realm and therefore would not combine with impacts of the proposed project to result in new or more severe cumulative impacts to people walking than were identified in the Central SoMa PEIR.

For the reasons discussed above, implementation of the proposed project would not result in significant impacts that were not identified in the Central SoMa PEIR related to pedestrian safety that are peculiar to the project site, nor would the proposed project result in more severe cumulative pedestrian impacts than were identified in the Central SoMa PEIR.

Bicycles

Central SoMa PEIR Analysis

The Central SoMa PEIR determined that both plan-level and cumulative impacts to bicycle safety and access would be less than significant. Therefore, no mitigation measures were identified in the Central SoMa PEIR. However, the Central SoMa PEIR identified two improvement measures—Improvement Measure I-TR-5a, Protected Bicycle Lane Public Education Campaign, and Improvement Measure I-TR-5b, Protected Bicycle Lane Post-Implementation Surveys—entailing outreach and data collection to be undertaken by SFMTA related to the protected bicycle lanes proposed by the plan along Howard Street/Folsom Street, Brannan Street, and Third Street/Fourth Street. Neither of these improvement measures are applicable to subsequent development projects within the plan area.

Project-Specific Analysis

There are multiple bikeways in the vicinity of the project site, including Townsend Street/Division Street, The Embarcadero/King Street/Third Street/Terry A. Francois Boulevard, Fourth Street (south of Townsend Street), Second Street, Fifth Street, and the San Francisco Bay Trail. Bicycle turning movement counts conducted at key intersections in the vicinity of the project site show that current bicycle activity in the vicinity of the project site is generally concentrated along Townsend Street, with slightly lower activity levels along Fourth Street and marginal activity along Third Street, Brannan Street, and King Street.

The project would provide class 1 bicycle parking in secure storage rooms, as well as class 2 bicycle parking in various on-site locations at street level. Public walkways such as the Fourth Street Gateway, Townsend Street Gateway, and North Alley would provide convenient access between the interior of the project site and the adjacent streets (Townsend Street and Fourth Street). Project-generated bicycle activity would likely be distributed across both Townsend Street and Fourth Street, although there may be higher concentrations along Townsend Street. In particular, Townsend Street features class 2 bikeways and offers

connections to north–south streets with bikeways (such as Second Street, Fifth Street, and Seventh Street/Eighth Street) that may be more attractive alternatives to bicycling on Fourth Street, which does not feature any designated bikeways.

Potential vehicle–bicycle conflict points associated with the project would be most concentrated along Townsend Street, which is a major route for bicyclists and the location of the proposed vehicle ingress/egress for the below-grade garage. In particular, all vehicles entering and exiting the project site would need to cross the westbound class 2 bikeway along Townsend Street, which can result in increased conflicts near the driveway for bicyclists using this bikeway. This is not expected to constitute a substantial hazard for bicyclists, however, as motorists would generally have unobstructed sightlines and/or substantial sight distance towards approaching bicyclists along westbound Fifth Street. In particular, traffic entering the driveway would have unobstructed sightlines towards bicyclists using the bicycle lane and would be required to wait until there is sufficient space in the flow of people bicycling (and if applicable, westbound vehicles and pedestrians in the sidewalk) to clear their vehicle before encroaching into the bikeway.

Similarly, the project would provide a large, unobstructed driveway apron and 35-foot-wide curb cut, which would maximize the field of vision for motorists exiting the project site and reduce potential vehicle–bicycle conflicts. A smaller curb cut or, primarily, obstructions such as building walls/columns, street trees, or adjacent on-street parking spaces, for example, can make it more difficult for exiting motorists to see pedestrians in the sidewalk or oncoming bicyclists and motorists along Townsend Street.

As discussed above, an analysis of the proposed wind screen was conducted to determine whether it could present any potential hazards to people walking, bicycling, and driving. The analysis indicates that the location of the proposed wind screen would not fall within the sight distance triangle for people biking approaching the intersection, even when assuming a conservative stopping sight distance of 200 feet. The analysis also shows that the proposed wind screen would not obstruct bicyclists' sightlines to the pole-mounted signal, which is located along Townsend at the intersection of Lusk Street and the driveway for a large residential building. For bicyclists attempting to enter the residential driveway at the intersection of Townsend Street with Lusk Street, the proposed wind screen may partially obstruct views of pedestrian activity in the sidewalk along the south side of Townsend Street for a brief period of time (over a short distance) as they approach the intersection. However, these bicyclists would likely be traveling no faster than the speed limit (25 mph) upstream of the intersection and would need to substantially slow down approaching the intersection to adequately negotiate the turn. As pedestrians would have the right-of-way, any such bicyclists are already required to yield and exercise caution when traversing the sidewalk and entering the driveway, which would continue to remain the case whether or not the proposed wind screen is constructed. Given these considerations, the proposed wind screen would not substantially affect sight distance for people bicycling that are exiting The Beacon driveway and impacts to people bicycling would be less than significant.

Cumulative Analysis

The Brannan Street Safety Project, Townsend Corridor Improvement Project, and Fifth Street Improvement Project all propose pedestrian and bicycle safety improvements within and adjacent to the plan area. The 655 Fourth Street transportation study analyzed the impacts of the proposed project in combination with these cumulative projects and determined that the cumulative impacts to people bicycling would not be more severe than those identified in the Central SoMa PEIR. All of these cumulative streetscape projects propose enhancements to bicycle facilities and therefore would not combine with impacts of the proposed project to

result in more severe cumulative impacts than disclosed in the Central SoMa PEIR. For the reasons described above, the project would result in less-than-significant cumulative impacts to bicycle safety and access.

Loading

Central SoMa PEIR Analysis

The Central SoMa PEIR concluded that development under the Central SoMa Plan, including the street network changes, would result in an increase in demand for on-street commercial and passenger loading and a reduction in on-street commercial loading supply such that the loading demand during the peak hours of loading activities would not be accommodated within the on-street loading supply; would affect existing passenger loading/unloading zones; and may create hazardous conditions or result in significant delay that may affect transit, other vehicles, bicycles, or pedestrians. **Central SoMa PEIR Mitigation Measures M-TR-6a, Driveway and Loading Operations Plan (DLOP), and M-TR-6b, Accommodation of On-Street Commercial Loading Spaces and Passenger Loading/Unloading Zones**, were identified to reduce the significant impact caused by inadequate commercial and passenger loading opportunities. These mitigation measures have been incorporated into the planning code requirements for projects within the Central SoMa Plan area and are implemented during the project's entitlement review. The Central SoMa PEIR concluded that it is unlikely that sufficient on-street commercial and passenger loading spaces could be provided to offset the net loss in these spaces without avoiding conflicts between trucks, bicyclists, and other vehicles and that the feasibility of providing replacement on-street passenger loading zones for properties affected by the removal of existing zones is uncertain. Therefore, even with implementation of these two mitigation measures, loading impacts (both commercial and passenger) would remain significant and unavoidable.

Project-Specific Analysis

Commercial Loading

The project proposes to provide a total of seven on-site loading spaces accessible through the project's 35-foot-long curb cut off Townsend Street. The project would generate a freight loading/service vehicle demand of approximately four to five spaces during the average hour and approximately five to six spaces during the peak hour. The project's proposed seven freight loading/service vehicle spaces, consisting of five full-sized freight loading spaces and two service vehicle spaces, would satisfy the average-hour and peak-hour loading demands. However, it is likely that at least some types of freight loading/service activities (e.g., restaurant deliveries) would prefer to service the site at street level.

Although the site includes approximately 250 feet of frontage along Fourth Street, curbside commercial loading cannot be accommodated along Fourth Street due to the lack of an on-street parking lane. However, some freight loading/service vehicle operators may still choose to service the site along Fourth Street by encroaching into the sidewalk (to avoid obstructing the northbound travel lane along Fourth Street while stopped). Additionally, on-street parking is available in the surrounding area, but not in sufficient proximity to be an attractive option for most project-generated freight loading/service vehicle demand that chooses not to use the project's on-site loading area. As a result, some operators attempting to service the site at street level may choose to queue/dwell or begin servicing in unpermitted areas along the Fourth Street or Townsend Street frontages of the site or elsewhere in the immediate vicinity of the project site. These areas could include (but would not be limited to) the sidewalk along the east side of Fourth Street and various areas along the north side of Townsend Street, including the all-day Muni zone (10 Townsend stop); the proposed on-street white zone or temporary Muni staging/layover zones; the proposed curb cut and/or adjacent sidewalk; and the bicycle lane and/or adjacent travel lane along westbound Townsend Street.

In these cases, freight loading/service vehicle activities could result in potential disruptions to traffic, transit, bicycle, and pedestrian circulation or delays to transit. As a result, the project could generate a freight loading/service vehicle demand in excess of available and proposed on- or off-street accommodations such that hazardous conditions for traffic, transit, bicycles, or pedestrians or substantial delays to transit could occur under existing plus project conditions.

For the reasons described above, the project could result in significant impacts related to commercial loading, the same significant plan-level commercial loading impacts identified in the Central SoMa PEIR. Therefore, Central SoMa PEIR Mitigation Measure M-TR-6a, requiring a driveway and loading operations plan, is applicable to the project. The requirements of this Central SoMa PEIR mitigation measure have been adopted as part of planning code section 155(u) and the requirements are summarized in the project description.³⁰ Therefore, this mitigation measure is no longer required for subsequent development projects, as compliance with planning code section 155(u) is required. While compliance with planning code section 155(u) would reduce project-specific impacts to less-than-significant levels, the impact would remain significant and unavoidable with mitigation, as stated in the Central SoMa PEIR.

Passenger Loading

Project-generated passenger loading activities include those associated with resident vehicles and for-hire services (e.g., taxis, transportation network company vehicles). The passenger loading demand for the project is 288 vehicles per hour. These vehicles represent 121 residential vehicles, 143 restaurant vehicles, and 24 vehicles attributed to hotel, retail, and office.³¹ The project includes a proposed valet station on level B1 of the project's below-grade garage that would include an extended driveway apron and ramp from street level and a double-lane interior loop, which together would provide substantial stacking capacity and maneuvering space that would likely have the capacity to accommodate any surplus passenger loading demand.

Vehicles may attempt to queue/dwell or conduct drop off/pick up in unpermitted areas along the frontage of the project site along Fourth Street or along Townsend Street at or near the on-street white zone. The project proposes to provide an approximately 120-foot-long on-street white zone along the north side of Townsend Street (equivalent to approximately five on-street parking spaces), with 45 feet of that loading zone reserved for SFMTA vehicles during the hours of 6–9 a.m., Monday through Friday.

The project's proposed on-street white zone would only be capable of satisfying some, but not all, of the estimated peak passenger loading demand. While the proposed valet station could provide additional capacity for passenger loading activities, site constraints and other factors could create situations where project-generated passenger loading activities may affect traffic, transit, bicycle, pedestrian circulation, or transit operations. Given the amount of passenger loading anticipated from the project and the specific confluence of transit, pedestrian, bicycle, and vehicle use in the project area, the project could result in significant impacts related to passenger loading. Therefore, Central SoMa PEIR Mitigation Measure M-TR-6b, requiring the project sponsor to develop a passenger loading plan, is applicable to the project. However, the requirements of this Central SoMa PEIR mitigation measure have been adopted as part of planning

³⁰ Planning code section 155(u) applies to all projects in the Central SoMa plan area that would include 100,000 gross square feet of new development, such as the proposed 655 Fourth Street project, and requires those projects to prepare a driveway and loading operations plan and passenger loading plan.

³¹ AECOM, 2018.

code section 155(u) and the requirements are summarized in the project description. Therefore, no further mitigation beyond compliance with planning code section 155(u) is required.

Cumulative Analysis

Loading impacts would likely be exacerbated under cumulative conditions by the loss of on-street accommodations for passenger loading (including both on-street white zones and on-street parking spaces) due to street network changes under the Central SoMa Plan and other transportation network changes, as well as a general increase in localized demand for such accommodations in the vicinity of the project site as a result of new development expected from land use changes enabled by the Central SoMa Plan. As discussed above, the Central SoMa PEIR found significant and unavoidable loading impacts. The 655 Fourth Street transportation study analyzed the impacts of the proposed project in combination with the Brannan Street Safety Project, Townsend Corridor Improvement Project, and the Fifth Street Improvement Project and determined that the cumulative passenger or commercial loading impacts would not be more severe than those identified in the Central SoMa PEIR. The Brannan Street Safety Project and Fifth Street Improvement Project would not result in any new or more physical environmental impacts than were previously identified in the Central SoMa PEIR. In the case of the Townsend Corridor Improvement Project, a parking lane—whether located curbside as currently or in a “floating” configuration as part of a parking-protected bikeway—would need to be maintained along the north side of Townsend Street in order to continue to provide a temporary Muni layover/staging zone. When this temporary Muni zone (between 6 a.m. and 9 a.m. on weekdays) is not in effect, the parking lane could provide space for on-street loading zones (as proposed by the project) or on-street parking. While implementation of Central SoMa PEIR Mitigation Measures M-TR-6a and M-TR-6b, implemented through planning code section 155(u), would reduce project-specific loading impacts to less-than-significant levels, it is unlikely to fully mitigate the project’s cumulative passenger loading impacts, which would remain significant and unavoidable with mitigation, as stated in the Central SoMa PEIR.

Since the Central SoMa PEIR identified significant and unavoidable impacts resulting from inadequate commercial and passenger loading and the proposed project would contribute to those impacts, the project would not result in new significant impacts related to loading that were not identified in the Central SoMa PEIR. Additionally, for the reasons discussed above, the proposed project would not result in more severe cumulative impacts related to loading than those identified in the Central SoMa PEIR.

Emergency Vehicles

Central SoMa PEIR Analysis

The Central SoMa PEIR determined that development under the Central SoMa Plan, including the proposed street network changes, could result in significant impacts on emergency vehicle access. However, with implementation of **Central SoMa PEIR Mitigation Measure M-TR-8, Emergency Vehicle Access Consultation**, along with mitigation measures regarding transit enhancements (M-TR-3a), transportation demand management (M-NO-1a), and **Central SoMa PEIR Mitigation Measure M-AQ-5e, Air Quality Improvement Strategy**, the impact would be reduced to less than significant. While Central SoMa PEIR Mitigation Measures M-TR-3a, M-TR-8, and M-AQ-5e would be implemented by the city and are not applicable to subsequent development projects, such projects would be required to implement M-NO-1a. As discussed previously, Central SoMa PEIR Mitigation Measure M-NO-1a is implemented by planning code section 169 and is a requirement of the proposed project. The project description includes a list of measures the project sponsor proposes in order to meet the city’s transportation demand management requirements.

No further implementation of Central SoMa PEIR Mitigation Measure M-NO-1a is required beyond compliance with the planning code.

Project-Specific Analysis

Emergency vehicle access to the project site is currently provided along all four streets bounding the block containing the project site (Brannan Street, Townsend Street, Third Street, and Fourth Street). Emergency vehicles would have access to any of the through streets (i.e., streets other than alleys) in SoMa, most of which function as major arterial or collector streets. During the weekday a.m. and p.m. peak periods, general traffic congestion in the vicinity of the project site can result in some delay to emergency vehicle response, but nonemergency vehicles must yield right-of-way to emergency vehicles, as required by California Vehicle Code section 21806.

The project does not propose any major modifications to the roadway network such as vacation of existing (or creation of new) streets or public rights-of-way for use by vehicles and does not include any features that would affect emergency vehicle access, such as changes to curb lines and turning radii. The project site is also not located in the immediate vicinity of any existing uses or facilities that generate unusually large amounts of emergency vehicle activity (such as a hospital or fire station), such that project-generated activities could result in potential disruptions to emergency vehicle response times. San Francisco Fire Department Station 8 is located approximately 350 feet from the project site along the north side of Bluxome Street (between Fourth Street and Fifth Street). There is sufficient physical separation between the project and Station 8 that the project would be unlikely to result in any substantial effects on emergency vehicle response or access; impacts of the proposed project on emergency vehicle access would be less than significant.

Cumulative Analysis

Under cumulative conditions, vehicle activity on the surrounding street network would likely increase as a result of subsequent development projects enabled under the Central SoMa Plan and background growth elsewhere in the city and the region. This would generally be expected to lead to an increase in traffic congestion and associated delays to vehicles traveling within the neighborhood. Additionally, many of the transportation network changes, including the street network changes proposed by the Central SoMa Plan, proposed by cumulative projects, such as the Brannan Street Safety Project, Townsend Corridor Improvement Project, and Fifth Street Improvement Project, would affect roadway and intersection geometry but would not preclude emergency vehicle access. Some of the cumulative projects, including new peak-period transit-only lanes under the Central SoMa Plan and a new transit-only turn pocket under the Brannan Street Safety Project, would be available for use by emergency vehicles to bypass traffic congestion in mixed-flow lanes. To the extent that other changes from proposed cumulative projects reduce the available roadway capacity and unobstructed roadway width, they may affect motorists' ability to yield right-of-way, as well as the ability of emergency vehicles to pass other traffic. Overall cumulative impacts to emergency vehicle access would be significant, as was determined in the Central SoMa PEIR.

Given the project's location on a major traffic route to I-280 (via the Fifth Street/King Street on-ramp), project-generated vehicle traffic could increase congestion, thereby exacerbating the effects on emergency vehicle access. Given these considerations, the project's contribution to the cumulative impact to emergency vehicle access identified in the Central SoMa PEIR would be considerable. As discussed above, the proposed project would be required to implement the city's transportation demand management requirements of planning code section 169. Another applicable mitigation measure to reduce the project's impact to emergency vehicle access is Project Mitigation Measure M-TR-1 (Queue Abatement). Project Mitigation Measure M-TR-1 would address the queuing of vehicles into and out of the project site and would also facilitate emergency vehicles traveling on roadways surrounding the project site. With

implementation of the transportation demand management requirements and Project Mitigation Measure M-TR-1, cumulative emergency vehicle access impacts would be less than significant.

Based on the above analysis, the proposed project would not result in new or more severe cumulative impacts related to emergency vehicle access than those identified in the Central SoMa PEIR.

Construction Impacts

Central SoMa PEIR Analysis

The Central SoMa PEIR determined that plan-level construction activities associated with development under the Central SoMa Plan, including the proposed open space improvements and street network changes, could disrupt nearby streets, transit services, and pedestrian and bicycle circulation, resulting in a significant impact. **Central SoMa PEIR Mitigation Measure M-TR-9, Construction Management Plan and Construction Coordination**, was identified to reduce impacts by requiring individual development projects within the plan area to develop a construction management plan. However, even with implementation of M-TR-9, the plan-level impact would be significant and unavoidable because it was unknown how many subsequent development projects enabled by the plan could be under construction simultaneously; likewise, the construction activities required for those projects were unknown. The Central SoMa PEIR determined that cumulative construction impacts (impacts resulting from projects enabled by the plan in addition to other cumulative projects) would be less than significant.

Project-Specific Analysis

During the anticipated 34- to 36-month construction period, temporary and intermittent transportation impacts would result from construction-related truck movements to and from the project site during demolition and construction activities associated with the proposed project. No roadway, parking lane, or traffic lane closures are anticipated as a result of construction activities in and around the project site. Sidewalks, bike lanes, and a bus stop may be temporarily closed for short periods of time to accommodate utility work.

During the construction period, there would be an influx of construction-related vehicles (including large trucks) traveling to and from the site on a regular basis. Construction trucks would be required to use designated freight traffic routes to access the construction site. The San Francisco General Plan identifies multiple freight traffic routes in the vicinity of the construction site, including major freeways (I-80, I-280, and U.S. 101) and most through streets in the SoMa area—namely, the Howard Street/Folsom Street and Harrison Street/Bryant Street couplets in the east–west direction and all streets between Fremont Street and Tenth Street (except Second Street) in the north–south direction. Also included among the designated freight traffic routes are The Embarcadero/King Street, Fourth Street (between King Street and Third Street), and Third Street (south of King Street).

The impact of construction truck traffic would be a temporary lessening of the capacities of surrounding roadways and truck routes (as well as connecting local streets) due to the slower movement and larger turning radii of trucks. Construction truck traffic could result in minor congestion and conflicts with traffic, transit, bicycle, and pedestrian circulation. However, potential impacts would be considered less than significant due to their temporary and limited duration and to the fact that the majority of construction activity would occur during off-peak hours, when traffic volumes and the potential for conflicts are substantially lower. While there may be some occasional disruption to circulation as a result of on-road construction vehicles or construction-related truck traffic during the weekday a.m. or p.m. peak periods, these effects would not be frequent or substantial enough to constitute a significant impact.

Construction staging would be expected to take place primarily within the confines of the project site, although the sidewalk fronting the site along Fourth Street and/or Townsend Street may need to be closed on a temporary basis.

In consideration of the project site location and other relevant project characteristics, the duration and magnitude of temporary project-related construction activities could result in substantial interference with bicycle, pedestrian, or vehicle circulation and accessibility to adjoining areas, thereby resulting in potentially hazardous conditions. This would be a significant impact. Mitigation Measure M-TR-9, identified in the Central SoMa PEIR to address plan-level significant impacts as described above, includes actions related to development of a construction management plan (and, if necessary, a coordinated construction management plan) specifically intended to be undertaken by sponsors of subsequent development projects within the plan area. Therefore, this mitigation measure would apply to the proposed project and is identified as **Project Mitigation Measure M-TR-2, Construction Management Plan and Construction Coordination** (implementing Central SoMa PEIR Mitigation Measure M-TR-9), which is provided in full detail in Attachment B, Mitigation Monitoring and Reporting Program, to this Initial Study-Community Plan Evaluation. As described above for plan-level impacts, however, this mitigation measure would reduce, but not fully mitigate, the project's impacts related to construction. Therefore, these impacts would remain significant and unavoidable with mitigation.

Cumulative Analysis

There is also the potential for other nearby construction projects to generate traffic from construction-related vehicles (including large trucks) traveling to and from nearby sites. None of the cumulative development projects would be located on the same block as the project site. However, one project (636–648 Fourth Street) is located diagonally opposite the project site at Fourth Street/Bluxome Street, and two additional projects are located within a half-block distance of the project site (505 Brannan Street and 330 Townsend Street). The project site is also approximately one to two blocks away from the largest concentration of development proposals under the Central SoMa Plan at Fifth Street/Brannan Street, which includes the San Francisco Flower Mart redevelopment, 598 Brannan Street, and 88 Bluxome Street. Other development projects enabled by the Central SoMa Plan would be located further away and would generally make a much smaller contribution to any construction-related effects in the immediate vicinity of the project site. In addition, construction of the proposed project could overlap with construction of the Townsend Corridor Improvement Project and possibly the Brannan Street Safety Project. Other cumulative transportation projects in the area would involve construction activities on street segments in the immediate vicinity of the project site, including the Downtown Rail Extension and Transbay Program Phase 2 and the Fifth Street Improvement Project.

Given the volume of proposed potential land use developments in the area that are enabled under the Central SoMa Plan, and the scope, scale, and duration of potential transportation changes, it is possible that construction activities at multiple sites could overlap at least partially. Furthermore, any overlap in construction activities could amplify potential effects on traffic, transit, bicycle, and pedestrian circulation at some locations due to the proximity and concentration of construction sites. Given these considerations, the proposed project's contribution to cumulative plan-level construction-related transportation impacts under the Central SoMa Plan would be significant. Implementation of Project Mitigation Measure M-TR-2 would reduce this impact; however, it is uncertain whether or not this mitigation measure would fully mitigate the project's contribution to this significant plan-level impact identified in the Central SoMa PEIR. The timing of adjacent projects is uncertain and could change, and it is therefore difficult to accurately predict the number, scale, and intensity of construction activities that could be underway simultaneous to the proposed project's

construction activity. Therefore, construction impacts from the proposed project combined with other projects enabled under the plan would remain significant and unavoidable with mitigation.

For the reasons discussed above, implementation of the proposed project would not result in more severe cumulative construction impacts than were identified in the Central SoMa PEIR.

Parking

Central SoMa PEIR Analysis

The Central SoMa PEIR found that development under the plan would not result in a substantial parking deficit that would create hazardous conditions or significant delays affecting transit, bicycles, or pedestrians, and where particular characteristics of the Central SoMa Plan render the use of other modes infeasible. The secondary effects of increased parking demand generated by development under the plan and on-street parking loss as a result of Central SoMa Plan street network changes would be less than significant because increased demand and removal of parking would be spread out over multiple streets, other on- and off-street parking spaces would be available, the area is well served by public transit and other modes, street network changes would improve conditions for other modes, and the parking loss would not create hazardous conditions such as impairing visibility on narrow streets or blocking sidewalks or crosswalks.

Project-Specific Analysis

As discussed under Evaluation of Environmental Effects, above, the proposed project qualifies as an infill project under CEQA section 21099(d), and therefore, parking impacts need not be considered in CEQA review. No substantial parking deficit would occur. The project site is currently well served by local and regional transit services and the surrounding area is generally conducive to both biking and walking. Therefore, any secondary impacts resulting from a parking deficit would be less than significant, consistent with the findings of the Central SoMa PEIR.

Cumulative Analysis

Several of the transportation network changes, including those associated with the Brannan Street Safety Project, the Townsend Corridor Improvement Project, and the Fifth Street Improvement Project, would occur under cumulative conditions. These network changes combined with the project's design features (such as wider sidewalks, project provided POPOs, and bicycle parking) would enhance pedestrian connectivity for and through the project site and improve the quality of transit service and bicycle and pedestrian facilities in the vicinity of the project site. This would further enhance the safety and attractiveness of these particular travel modes. Therefore, any secondary impacts resulting from a parking deficit that would result under cumulative conditions would also be less than significant.

In summary, implementation of the proposed project would not result more severe cumulative impacts as a result of a lack of parking than were identified in the Central SoMa PEIR.

Conclusion

For the reasons described above, the proposed project would not result in significant project-level or cumulative impacts on transportation and circulation that were not identified in the Central SoMa PEIR, nor would the project result in significant project-level or cumulative impacts on transportation and circulation that are more severe than those identified in the Central SoMa PEIR or that are peculiar to the project site. Project Mitigation Measures M-TR-1 and M-TR-2, implementing various mitigation measures identified in the Central SoMa Plan, would apply to the proposed project.

E.6 Noise

Central SoMa PEIR Analysis

The Central SoMa PEIR determined that implementation of the plan would result in a substantial permanent increase in ambient traffic noise levels as a result of growth in jobs and residents anticipated under the plan and changes to the street network proposed by the plan. Although this impact would be reduced by Central SoMa PEIR Mitigation Measure M-NO-1a (now implemented by planning code section 169), the Central SoMa PEIR concluded that existing sensitive receptors (residences, schools, and childcare centers) would be adversely affected by increased traffic noise generated by Central SoMa Plan traffic and street network changes and under cumulative conditions, and that the impact would remain significant and unavoidable. The Central SoMa PEIR concluded that impacts associated with new noise-generating uses, now enabled under the plan, could result in significant noise impacts. Further, the plan concluded that implementation of Central SoMa PEIR Mitigation Measure M-NO-1b would render this impact less than significant.

With respect to construction noise and vibration, the Central SoMa PEIR determined that construction activities in the plan area could expose people to temporary increases in noise and vibration levels substantially in excess of ambient levels, which would be a significant impact. However, the Central SoMa PEIR found this impact could be mitigated to less than significant for individual building construction with implementation of **Central SoMa PEIR Mitigation Measures M-NO-2a, General Construction Noise Control Measure, and M-NO-2b, Noise and Vibration Control Measures during Pile Driving**. However, the Central SoMa PEIR found that if construction of multiple buildings were to simultaneously occur near the same receptors, the impact could be significant and unavoidable. The Central SoMa PEIR also determined that construction activities could expose people and buildings to significant temporary increases in vibration levels. The Central SoMa PEIR determined that these impacts could be mitigated to less than significant with implementation of Central SoMa PEIR Mitigation Measures M-NO-2b, M-CP-3a, and M-CP-3b.

The Central SoMa Plan area is not located near a private airstrip or an airport land use plan area; therefore, topic 5c below is not applicable to the plan nor any subsequent development projects within the plan area.

<i>Topics</i>	<i>Significant Impact Peculiar to Project or Project Site</i>	<i>Significant Impact not Identified in Central SoMa PEIR</i>	<i>Significant Impact due to Substantial New Information</i>	<i>No Significant Impact not Previously Identified in Central SoMa PEIR</i>
6. NOISE—Would the project result in the:				
a) Generation of a substantial temporary or permanent increase in ambient noise levels in the vicinity of the project in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Generation of excessive groundborne vibration or groundborne noise levels?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) For a project located within the vicinity of a private airstrip or an airport land use plan area, or, where such a plan has not been adopted, in an area within two miles of a public airport or public use airport, would the project expose people residing or working in the area to excessive noise levels?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Project-Specific Analysis

An environmental noise and vibration assessment³² was prepared to evaluate potential project-specific noise impacts resulting from the proposed project. The findings of this analysis are summarized below along with a comparison against the Central SoMa PEIR findings for each noise subtopic. To support the noise impact analysis for the proposed project, short-term (15-minute) and long-term (24-hour) noise measurements were conducted near the project site. Results of the long-term noise measurements indicate ambient daytime noise levels of about 64 A-weighted decibels (dBA)³³ with ambient nighttime noise levels of 61 dBA and day-night average (Ldn)³⁴ noise levels of 68 dBA. Short-term (15-minute) noise measurements around the project site indicate noise levels of 62–72 dBA.

Traffic Noise

The proposed project would contribute vehicle trips onto the local and regional roadway network. Consequently, traffic noise levels would increase with the project's contribution of additional vehicles. Peak-hour vehicle trip generation estimates resulting from the proposed project were obtained from the 655 Fourth Street transportation study and existing vehicle traffic levels were obtained from the Central SoMa PEIR to determine if the project's vehicular traffic on local roadways would result in a substantial increase in ambient noise levels.

A potentially significant increase in the ambient noise level due to traffic resulting from a proposed project is unlikely unless the project would cause a doubling of existing traffic levels, which is generally assumed to result in a 3 dBA increase in the existing ambient noise environment.³⁵ An increase of less than 3 dBA is generally not perceptible outside of controlled laboratory conditions.³⁶ Based on the transportation study, the proposed project would add 2,426 net p.m. peak-hour vehicle trips to the local roadway network. Five loading/service spaces would also be needed to accommodate the project's anticipated freight truck trips during the peak hour.

The noise study analyzed existing and project-generated p.m. peak-hour traffic volumes to determine whether the proposed project would result in a perceptible increase in traffic noise. The analysis found that project traffic would increase the most (by 26 percent) on Townsend Street between Lusk and Third streets and that noise levels would be expected to increase by less than 1 decibel. Thus, project-related traffic would not result in a substantial increase in ambient noise levels.

Article 29 of the Police Code, also known as the noise ordinance, regulates noise in the city. An analysis was conducted to determine whether noise from loading operations would meet the interior noise standard of 45 dBA as specified in section 2909(d) of the noise ordinance. Interior noise levels of 45 dBA or lower are

³² Dudek. 2019. Environmental Noise and Vibration Assessment, Case Number: 2014-000203ENV for the 655 Fourth Street Project in San Francisco, California.

³³ Decibels as measured on a sound level meter using the A-weighting filter network. The A-weighting filter de-emphasizes low and high frequency components of sound in a manner similar to the frequency response of the human ear and correlates well with subjective response to sound.

³⁴ The average A-weighted noise level during a 24-hour day, obtained after addition of 10 decibels to levels measured during the night between 10 p.m. and 7 a.m.

³⁵ Caltrans, *Technical Noise Supplement*, November 2009. Available at: <http://www.dot.ca.gov/env/noise/docs/tens-sep2013.pdf>. Accessed: December 18, 2017.

³⁶ California Department of Transportation, *Technical Noise Supplement to the Traffic Noise Analysis Protocol*, pp. 2-44 to 2-45, September 2013. Available: http://www.dot.ca.gov/hq/env/noise/pub/TeNS_Sept_2013B.pdf. Accessed July 30, 2017.

generally accepted as the noise level requisite to ensure sleep disturbance does not occur. Typical freight and passenger loading operations generate average noise levels of 55 to 60 dBA Leq³⁷ and maximum levels (Lmax)³⁸ of 80 to 84 dBA at a distance of 50 feet.³⁹ The proposed loading areas would be at least 100 feet from the nearest on-site residence, and the line of sight would be interrupted by barriers or walls. The distance and intervening barriers would attenuate (reduce) noise levels from loading to an average of approximately 32 to 37 dBA Leq or a maximum of approximately 57 to 61 dBA Lmax at the nearest on-site residence. Thus, average interior noise levels from loading operations would generally be below the 45 dBA interior noise standard in the noise ordinance. At times, brief noise from loading operations may be audible at the nearest residence. Noise from loading operations at the nearest on-site sensitive receptor would also be below the ambient noise levels measured near the project site (68 dBA Ldn). Additionally, noise levels from loading operations would be even lower at off-site sensitive receptors because there would be greater separation between the loading areas and these receptors.⁴⁰

As a result, the proposed project would not result in significant traffic noise impacts.

Mechanical Equipment

Mechanical equipment required for building operation, including heating, ventilation, and air conditioning units; exhaust fans; condenser water pumps; boilers; and a backup emergency generator, would generate noise. This equipment would be located in the basements or in mechanical penthouses on the building rooftops. Noise from each of these sources was evaluated in the noise study and the findings are summarized below.

The noise ordinance specifies that noise generated from a property must not result in noise levels of 5 dBA above the ambient noise level from noise generated at a residential property plane or 8 dBA above the ambient noise level from noise generated at a commercial property plane and, for fixed noise sources, must not result in interior noise levels at any residence above 45 dBA during nighttime hours or 55 dBA during daytime hours. As discussed above, the day-night average noise level in the project area is about 68 dBA Ldn. To ensure compliance with these standards, screen walls would be constructed on the building roofs to conceal cooling towers, mechanical equipment, the elevator penthouse, and building maintenance units. As shown in the project-specific noise study, with the proposed screen walls, the project would not result in operational noise from building mechanical equipment in excess of the applicable noise ordinance standards. A more detailed discussion is provided below.

The upper roof level of each tower would contain exhaust fans serving different functions in the building. Each tower would have 12 fans (48 fans total). Not all fans are expected to be operating at the same time. For the purpose of the noise analysis, no more than six fans were assumed to be operating at the same time in each of the towers (24 fans total). Six operating fans would produce a noise level of 62 dBA Leq at 50 feet. On-site residences may be as close as 25 feet from the center of the operating fans and could therefore be subject to an exhaust fan noise level of 68 dBA Leq at the exterior of their residential space. Assuming 25 dB of attenuation from exterior to interior, the interior noise levels from combined exhaust fan operations would be 43 dBA Leq.

³⁷ The average A-weighted sound level during the measurement period. For this CEQA evaluation, Leq refers to a one-hour period unless otherwise stated.

³⁸ The maximum A-weighted sound level during the measurement period.

³⁹ EDAW. 2006. Sound measurement data of loading dock activities collected on August 7 and 8, 2006. Personal observation by A. Kerr (EDAW). August 7 and 8, 2006.

⁴⁰ The nearest off-site residents are occupants of the 601 Fourth Street building, approximately 35 feet northwest of the project site's northwestern border. Given the size of the project site, residents of the 601 Fourth Street building are at least, if not more than, 200 feet north of the project's proposed loading areas.

Thus, mechanical fan noise would be less than the 45 dBA Leq nighttime limit in the noise ordinance. The tower fans are not closer than 60 feet from an adjacent property plane, and therefore exhaust fan noise levels at any property plane would not exceed 60 dBA Leq, which is 8 dBA below the measured 68 dBA Ldn.

For existing noise sensitive land uses in the vicinity, a direct line of sight would not occur between the rooftop equipment and the receiver locations due to the height of the proposed 655 Fourth Street building and surrounding building heights. The distance from the fans to the property plane in the direction of the nearest noise sensitive land uses (601 Fourth Street) is estimated to be approximately 310 feet. At this distance, the expected exterior sound level of the fans is 43 dBA Leq at the closest off-site receiver locations, which are ground level at 601 Fourth Street. Interior noise levels would be even lower as the building of 601 Fourth Street would further attenuate noise from the 655 Fourth Street heating, ventilation, and air conditioning equipment.

Additionally, air handling units are planned for level 41 on Tower 1A and Tower 2B. A typical sound power level for similar air handling units with a fan is 94 dBA. At 50 feet, the sound pressure level would be approximately 62 dBA; consequently, air handling unit noise would also not result in 5 dBA over ambient noise levels at the property plane (estimated to be 68 dBA Ldn). For the on-site noise sensitive residential uses, noise from the air handling units would be reduced to approximately 43 dBA Leq within the closest interior space, which is at a distance of approximately 25 feet from the air handlers. This equipment would not exceed the 45 dBA Leq nighttime noise limit for residential interiors in the noise ordinance. At the property plane of 601 Fourth Street, approximately 310 feet away, and including the additional noise attenuation from interruption of the line of sight between air handling units and the exterior of 601 Fourth Street, exterior noise levels would be about 42 dBA, well below the nighttime residential interior noise limit in the noise ordinance.

Condenser water pumps, boilers, and an emergency back-up generator would all be located in enclosed rooms, which is expected to effectively limit noise from these sources. Furthermore, the emergency back-up generator would be operated only in emergencies and for periodic testing; because of its intermittent use, it would not be expected to increase ambient noise levels.

Therefore, the proposed project's mechanical systems would not result in a significant noise impact.

Events

The eighth floor of Tower 2B would contain an event space with an outdoor terrace 85 feet above the street level with a maximum occupancy of 300 people. This space would function as a meeting and event space available for building occupants and for rental and reservation by external entities and groups for limited programmed events. The event space and other amenities would be 10,900 square feet. Primary noise sources on the outdoor terrace would include people talking and amplified music. As a result of the project's step-back design, the outdoor terrace would be about 60 feet from the northeast property plane and more than 100 feet from the nearest off-site residences at 601 Fourth Street.

The number of people expected to attend events on the 8th floor event space will vary depending on the event. Based on a maximum capacity of 300 people at the event space, a maximum of 122 people would be expected on the outdoor terrace at one time. Noise levels associated with the people gathering at the outdoor areas were assumed to be between 62 dBA and 65 dBA at a distance of 3.3 feet.

The existing nighttime ambient noise level at the project site is 61 dBA Leq. Noise levels from people's voices would be attenuated to approximately 48 dBA Leq at the property plane, which is less than the existing ambient noise level. Therefore, noise from people on the terrace would meet the property plane noise limits specified in section 2909 of the noise ordinance (noise cannot exceed 8 dBA above the ambient noise level at the property plane from noise generated on a commercial property). The estimated exterior

noise levels at the on-site private terraces (outdoors) above the event space from people gathering on the event terrace would be approximately 59 dBA Leq. Assuming the exterior building shell would provide 25 dB of exterior to interior attenuation, the interior crowd noise level would be reduced to 34 dBA Leq. The estimated exterior noise levels at the nearest off-site noise sensitive receptors (601 Fourth Street) would be 44 dBA Leq. These noise levels are below the 45 dBA nighttime interior standard required to prevent sleep disturbance and are consistent with the nighttime interior noise limits in section 2909(d) of the noise ordinance.

Speaker systems produce sound levels that vary depending on the music or speech amplified from the speaker(s) and the levels set by system operators. With existing nighttime ambient noise levels of 61 dBA Leq, the speaker system would need to produce noise that is less than 69 dBA (8 dBA above ambient, because this is a commercial source) at the property line to comply with the section 2909(b) regulation in the noise ordinance. If the speaker system conforms to this limit, then the system would also comply with the 45 dBA nighttime interior noise level for sleeping rooms in section 2909(d) of the noise ordinance. Should the speaker system produce noise levels that exceed 69 dBA at the property line, the system may not comply with the noise ordinance regulations and could result in significant temporary increases in ambient noise levels, which would be a significant impact, consistent with the findings in the Central SoMa PEIR related to noise-generating uses. The frequency of events expected for the space is approximately two large events (150–250 people) and two medium-sized (75–150 people) events per month.

To ensure that amplified sound does not result in a substantial increase in ambient noise levels in compliance with the applicable noise ordinance standards, the proposed project would be required to implement **Project Mitigation Measure M-NO-1, Siting of Noise Generating Uses** (implementing Central SoMa PEIR Mitigation Measure M-NO-1b). Project Mitigation Measure M-NO-1 would require that the amplified sound system be tested to ensure that it does not exceed 69 dBA at the property plane, and if the system would exceed this noise level, events would be restricted to a 10 p.m. completion time, unless an applicable event permit is obtained from the San Francisco Entertainment Commission for associated events. With implementation of Project Mitigation Measure M-NO-1, the proposed project would not result in new or more severe operational noise impacts than those disclosed in the Central SoMa PEIR.

Construction Noise

Construction activities for both Buildings 1 and 2 are anticipated to take approximately 34–36 months; the buildings would be constructed concurrently. Construction noise levels would vary from hour to hour and day to day, depending on the equipment in use, the operations being performed, and the distance between the source and receptor. Construction is expected to include demolition, site preparation, grading, paving, building construction, and architectural coating. Construction equipment with substantially higher noise generation characteristics (such as pile drivers, rock drills, blasting equipment) would not be necessary. Noise levels resulting from the proposed construction activities were calculated using the Federal Highway Administration Roadway Construction Noise Modeling software. **Table 3** shows the noise levels in a case when all expected equipment is operating at the same time.

Table 3
Construction Noise Modeling Summary Results

Construction Phase	Leq (dBA)			
	Residential 35 feet	Residential 100 feet	Mixed-Use Residential 80 feet	Mixed-Use Residential 250 feet
Mobilization and Demolition	87	80	81	73
Shoring and Excavation	87	80	82	73
Foundation	88	80	81	73
Structure	90	82	84	75
Exterior Skin	87	79	81	71
Interior Construction	88	81	82	74
Landscaping and Site Work	87	78	80	70

Leq = average sound level; dBA = A-weighted decibel.

The estimated construction noise levels generated by the proposed project would average 87 dBA Leq for typical moderate construction efforts at the nearest residential properties (at 35 feet from the construction site). When intense construction is conducted the noise levels would be higher, ranging from 87 to 90 dBA Leq (as shown in **Table 3**). These noise levels would be a substantial temporary increase over those existing without the project, which range from 62 to 72 dBA during various times of the day.

Construction of the proposed project would be subject to the San Francisco Noise Ordinance, which regulates construction noise. The Department of Building Inspection is responsible for enforcing the noise ordinance for private construction projects during normal business hours (8 a.m. to 5 p.m.). The police department is responsible for enforcing the noise ordinance during all other hours. Nonetheless, during the construction period for the proposed project, occupants of the nearby properties could be disturbed by construction noise. Instances may occur when noise could interfere with indoor activities in nearby residences and other businesses near the project site.

As discussed in the project description, limited nighttime construction work is required for approximately eight nights covering four weekends. The proposed nighttime work is expected to take place during the construction of the building’s foundation. During continuous nighttime concrete pours, construction noise levels of 86 dBA could be experienced at the nearest existing residences, located approximately 35 feet northwest of the project site at 601 Fourth Street. This level would exceed the ambient plus 5 dBA nighttime construction noise limit in section 2908 of the Police Code and a special permit would be required. Also, based on other accounts of nighttime concrete pours in similar urban environments with a mix of uses in the vicinity, backup alarms and workers communicating by yelling are important noise sources of concern. Assuming the exterior shell of the 601 Fourth Street building (which is the closest noise sensitive receptor) provides 25 dB of noise reduction from exterior noise sources, the interior nighttime construction noise level expected at this residential building could be as high as 61 dBA Leq, which could interfere with people being able to fall asleep or stay asleep.

In summary, because construction noise levels would continue for about three years and result in construction noise levels of 87 to 90 dBA Leq (compared to existing noise levels without the project, which range from 62 to 72 dBA during various times of the day), construction noise impacts from the proposed project would be significant, consistent with the conclusions in the Central SoMa PEIR. Therefore, **Project Mitigation Measure M-NO-2, General Construction Noise Control Measures** (implementing Central SoMa PEIR Mitigation

Measure M-NO-2a), would be required, to reduce and manage construction noise. Project Mitigation Measure M-NO-2 would require the construction team to implement a series of best management practices to reduce construction noise and, to the extent feasible, during nighttime construction, to use electronic means (such as walkie talkies) to communicate over distances of 15 feet or more to reduce the team’s need to yell and employ the use of advanced back-up alarms on construction equipment.

Vibration

No operational components of the proposed project would include substantial groundborne noise or vibration sources. Thus, no substantial groundborne noise or vibration impacts would occur with the operation of the proposed project.

Construction vibration was evaluated to determine if it would result in building damage or if nighttime construction activities would result in sleep disturbance. In general, on-site construction equipment that would cause the most groundborne vibration and noise would be associated with site grading. During grading, the largest groundborne vibration levels are anticipated to be generated by large bulldozers and loaded trucks used for earthmoving.

The nearest building to the construction site would be the Swinerton commercial building, located at 260 Townsend Street, approximately 20 feet from the northwest construction boundary. This building is considered a category II building under Federal Transit Administration vibration damage guidelines. These guidelines indicate that building damage for category II buildings could occur when vibration levels exceed 0.3 inches per second peak (in/sec) PPV. The second nearest existing building is located approximately 35 feet northeast from the project site, at 601 Fourth Street. According to the Federal Transit Administration, this historic 1910 non-engineered timber and masonry building could experience damage if vibration levels exceed 0.2 in/sec PPV. Buildings located across Townsend (90 feet away) and across Fourth (85 feet away) would be considered category I buildings and would be susceptible to damage if vibration levels exceeded 0.5 in/sec PPV. Using the distance and building categories described immediately above, vibration from construction activity was calculated at each of the adjacent existing buildings. Results are presented below in **Table 4**.

Table 4
Construction Vibration Levels at Adjacent Receivers

Receiver	Equipment	Distance to Construction	Calculated Vibration Level (in/sec PPV)	Damage Threshold (in/sec PPV)	Exceed Damage Threshold?
Swinerton (260 Townsend Street)	Large Bulldozer	20	0.12	0.3	N
	Loaded Trucks	20	0.11		N
601 Fourth Street	Large Bulldozer	35	0.05	0.2	N
	Loaded Trucks	35	0.05		N
Across Townsend	Large Bulldozer	90	0.01	0.5	N
	Loaded Trucks	90	0.01		N
Across Fourth	Large Bulldozer	85	0.01	0.5	N
	Loaded Trucks	85	0.01		N

As shown in **Table 4**, construction-related vibration levels at each adjacent building would fall below the damage criteria applicable to the buildings. Thus, building damage during construction is not expected.

Loaded trucks are the main vibration producing construction equipment during nighttime concrete pouring. Given this, the expected vibration levels produced during nighttime concrete pours would be 0.076 in/sec PPV at 25 feet. The closest residences to the construction activity are located at a distance of approximately 35 feet; at 35 feet, the vibration would be reduced to approximately 0.05 in/sec PPV. This level of vibration is below the 0.1 in/sec PPV vibration level that is considered “strongly perceptible.” Therefore, nighttime construction vibration would not be likely to result in sleep disturbance and the project would have less-than-significant impacts from construction vibration.

Cumulative Analysis

There are no cumulative development projects nearby that were not encompassed in the Central SoMa PEIR cumulative noise and vibration analysis. Construction of the proposed project could overlap with construction of two streetscape improvement projects not specifically considered in the Central SoMa PEIR: the Brannan Street Safety Project and the Townsend Corridor Improvement Project. Construction noise impacts from the proposed project are unlikely to combine with construction noise impacts from the Fifth Street Improvement Project given that the Fifth Street Improvement Project is over 900 feet west of the project site. Nevertheless, all of these streetscape projects are similar in nature to the street network changes evaluated in the Central SoMa PEIR. The Central SoMa PEIR determined that plan-level construction impacts could be significant and unavoidable because of the possibility of multiple projects under construction at the same time. Therefore, the proposed project in combination with cumulative projects would not result in more severe cumulative construction noise impacts than disclosed in the Central SoMa PEIR.

Conclusion

For the reasons discussed above, implementation of the proposed project would not result in significant environmental impacts that were not identified in the Central SoMa PEIR related to noise and vibration, nor would the proposed project result in more severe project-specific or cumulative impacts than were identified in the Central SoMa PEIR.

E.7 Air Quality

Central SoMa PEIR Analysis

The Central SoMa PEIR identified potentially significant air quality impacts from subsequent development projects related to the generation of criteria air pollutants and impacts to sensitive receptors⁴¹ as a result of exposure to elevated levels of diesel particulate matter and other toxic air contaminants (TACs) during project operations. The Central SoMa PEIR identified six mitigation measures that would reduce these air quality impacts; however, the Central SoMa PEIR determined that impacts from subsequent development projects would remain significant and unavoidable. The mitigation measures identified in the Central SoMa PEIR that are applicable to subsequent development projects are as follows: M-NO-1a, as well as **Central SoMa PEIR Mitigation Measures M-AQ-3a, Education for Residential and Commercial Tenants Concerning Low-VOC Consumer Products; M-AQ-3b, Reduce Operational Emissions; M-AQ-5a, Best Available Control Technology for Diesel Generators and Fire Pumps; M-AQ-5b, Siting of Uses that Emit Particulate Matter (PM_{2.5}), Diesel Particulate Matter, or Other Toxic Air Contaminants; and M-AQ-5d,**

⁴¹ BAAQMD (Bay Area Air Quality Management District). 2011. *Recommended Methods for Screening and Modeling Local Risks and Hazards*. May 2011, p. 12. (The Bay Area Air Quality Management District considers sensitive receptors as children, adults, and older adults occupying or residing in residential dwellings, including apartments, houses, condominiums; schools, colleges, and universities; daycare centers; hospitals; and senior care facilities.)

Land Use Buffers around Active Loading Docks. As discussed throughout this initial study, M-NO-1a is implemented by planning code section 169.

The Central SoMa PEIR also identified potentially significant air quality impacts from subsequent development projects related to the generation of criteria air pollutants resulting from construction activities and impacts to sensitive receptors as a result of exposure to elevated levels of diesel particulate matter and other TACs during project construction. The Central SoMa PEIR identified four mitigation measures applicable to construction projects that would reduce these air quality impacts to less than significant: **Central SoMa PEIR Mitigation Measures M-AQ-4a, Construction Emissions Analysis; M-AQ-4b and M-AQ-6a, Construction Emissions Minimization Plan;** and **M-AQ-6b, Implement Clean Construction Requirements** (applicable to city projects only).

All other air quality impacts, including consistency with applicable air quality plans and exposure of people to objectionable odors, would be less than significant and no mitigation is required.

Topics	<i>Significant Impact Peculiar to Project or Project Site</i>	<i>Significant Impact not Identified in Central SoMa PEIR</i>	<i>Significant Impact due to Substantial New Information</i>	<i>No Significant Impact not Previously Identified in Central SoMa PEIR</i>
7. AIR QUALITY—Would the project:				
a) Conflict with or obstruct implementation of the applicable air quality plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal, state, or regional ambient air quality standard?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Expose sensitive receptors to substantial pollutant concentrations?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Result in other emissions (such as those leading to odors) adversely affecting a substantial number of people?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Project-Specific Analysis

Construction Dust Control

Project-related construction activities, primarily ground-disturbing activities, would result in construction dust. The board of supervisors adopted the San Francisco Construction Dust Control Ordinance (codified in Health Code article 22B and San Francisco Building Code section 106.A.3.2.6) with the intent of reducing the quantity of fugitive dust generated during site preparation, demolition, and construction work, in order to protect the health of the general public and of on-site workers and to minimize public nuisance complaints. The project would be required to comply with construction dust control ordinance, which requires the project sponsor and the contractor responsible for construction activities at the project site to implement a number of practices to control construction dust on the site or other practices that result in equivalent dust control that are acceptable to the director of the building department. For projects more than 0.5 acres in size, such as the proposed project, the ordinance requires that the project sponsor submit a dust control plan for approval by the San Francisco Department of Public Health. The building department will not issue a building permit without written notification from the director of public health that the applicant has a site-specific dust control plan, unless the director waives the requirement. The site-specific dust control plan would require the project sponsor to implement additional dust control measures, such as installation of dust curtains and windbreaks,

and to provide independent third-party inspections and monitoring, provide a public complaint hotline, and suspend construction during high-wind conditions.

The regulations and procedures set forth by the San Francisco Construction Dust Control Ordinance would ensure that construction dust impacts would be less than significant.

Construction Criteria Air Pollutants

The Bay Area Air Quality Management District’s (air district’s) 2017 CEQA Air Quality Guidelines (Air Quality Guidelines)⁴² provide methodologies for analyzing air quality impacts. The Air Quality Guidelines also provide thresholds of significance for those criteria air pollutants for which the San Francisco Bay Area Air Basin is in non-attainment. These thresholds of significance are used by the city and are presented in **Table 5**. By its very nature, regional air pollution is largely a cumulative impact in that no single project is sufficient in size, by itself, to result in non-attainment of air quality standards. Instead, a project’s individual emissions contribute to existing cumulative air quality impacts. If a project’s contribution to cumulative air quality impacts is considerable, then the project’s impact on air quality would be considered significant.⁴³

Construction activities from the proposed project would result in the emission of criteria air pollutants from equipment exhaust, construction-related vehicular activity, and construction worker automobile trips. Construction of the proposed project would occur over approximately 34 to 36 months. Construction is expected to begin in 2020 and be completed in 2023. Construction-related criteria air pollutants generated by the proposed project were quantified using the California Emissions Estimator Model (CalEEMod) (Version 2016.3.1) and are provided within the air quality emissions assessment report prepared for the proposed project.⁴⁴ The model, including default data (e.g., emissions factors, meteorology), was developed in collaboration with staff from California air districts. The specific modeling assumptions are provided in the air quality technical report and default assumptions were used where project-specific information was unknown. Total construction period emissions were converted from tons per year to pounds per day using the estimated construction duration of 1,162 working days. As shown in **Table 5**, project construction emissions would be below the threshold of significance for all criteria pollutants; thus, construction emissions of criteria pollutants would result in a less-than-significant impact. No mitigation measures are required.

Table 5
Daily Project Construction Emissions

	Pollutant Emissions (Average Pounds per Day)			
	ROG	NO _x	Exhaust PM ₁₀	Exhaust PM _{2.5}
Project Emissions	24.0	42.8	1.2	1.2
Significance Threshold	54.0	54.0	82.0	54.0
Significant Impact?	No	No	No	No

SOURCE: Air Quality Emissions Assessment, Dudek 2019.

ROG = reactive organic gas; NO_x = nitrogen oxide; PM₁₀ = particles in the atmosphere with a diameter equal to or less than 10 micrometers; PM_{2.5} = particles with a diameter equal to or less than 2.5 micrometers.

⁴² Bay Area Air Quality Management District. 2017. *CEQA Air Quality Guidelines*. Updated May 2017, p. 2-1. Accessed December 26, 2017. Available at http://www.baaqmd.gov/~media/files/planning-and-research/ceqa/ceqa_guidelines_may2017-pdf.pdf?la=en.

⁴³ Bay Area Air Quality Management District, *CEQA Air Quality Guidelines*, updated May 2017.

⁴⁴ Dudek. 2019. Memorandum to Elizabeth White and Jessica Range. 655 Fourth Street Project Air Quality Emissions Assessment.

Operational Criteria Air Pollutants

For the proposed project and existing operations, CalEEMod was used to estimate operational emissions from area sources, including emissions from consumer product use, architectural coatings, and landscape maintenance equipment associated with the proposed project. Emissions associated with natural gas use in space heating, hearths, water heating, and stoves were calculated in the building energy use module of CalEEMod. It was assumed that “hearth emissions” would occur from natural gas combustion (rather than wood-burning fireplaces, which are not proposed).

Consumer products in this analysis are chemically formulated products used by household and institutional consumers, including detergents; cleaning compounds; polishes; floor finishes; cosmetics; personal care products; home, lawn, and garden products; disinfectants; sanitizers; aerosol paints; and automotive specialty products.

The proposed project would also generate criteria pollutant emissions associated with vehicle traffic (mobile sources) and testing of a backup diesel generator. Operational-related criteria air pollutants generated by the proposed project were quantified using CalEEMod and model assumptions and results are provided within the air quality emissions assessment report for the proposed project.⁴⁵ Default assumptions were used where project-specific information was unknown.

The daily and annual emissions associated with operation of the proposed project are shown in **Table 6**. **Table 6** also includes the thresholds of significance used by the city.

Table 6
Summary of Net Operational Criteria Air Pollutant Emissions

Emissions Source	ROG	NOx	PM ₁₀	PM _{2.5}
Maximum Daily Emissions in pounds per day (lbs/day)				
Area Sources	31.75	19.49	1.94	1.94
Energy	0.36	3.15	0.25	0.25
Mobile Sources - Passenger Vehicles	5.70	4.48	19.09	5.15
Mobile Sources - Freight Vehicles	0.25	5.57	0.80	0.24
Stationary Sources	0.72	2.02	0.11	0.11
Total Project Maximum Daily Emissions (lbs/day)	38.78	34.71	22.19	7.69
Total Existing Emissions (lbs/day)	3.06	5.33	2.50	0.76
Net New Project Emissions (lbs/day)	35.72	29.38	19.69	6.93
Significance Threshold (lbs/day)	54	54	82	54
Significant Impact?	No	No	No	No
Annual Emissions in tons per year (tpy)				
Total Project Maximum Annual Emissions (tpy)	6.09	2.28	3.04	0.90
Total Existing Emissions (tpy)	0.50	0.81	0.36	0.11
Net New Project Emissions (tpy)	5.59	1.47	2.68	0.79
Significance Threshold (tpy)	10	10	15	10
Significant Impact?	No	No	No	No

SOURCE: Air Quality Emissions Assessment, Dudek 2018.

⁴⁵ Ibid

ROG = reactive organic gas; NO_x = nitrogen oxide; PM₁₀ = particles in the atmosphere with a diameter equal to or less than 10 micrometers; PM_{2.5} = particles with a diameter equal to or less than 2.5 micrometers; lbs/day = pounds per day; tpy = tons per year.

As shown in **Table 6**, the proposed project would not exceed any criteria air pollutant threshold of significance. Therefore, individual and cumulative operational criteria air pollutant impacts resulting from the proposed project would be less than significant. No mitigation measures are required.

The proposed project would not result in significant project or cumulative criteria air pollutant impacts that were not identified in the Central SoMa PEIR, nor would the project result in air quality impacts that are substantially more severe than those identified in the Central SoMa PEIR.

Health Risk

The project site is within an air pollutant exposure zone. As defined in Health Code article 38, an air pollutant exposure zone consists of areas that, based on modeling of all known air pollutant sources, exceed health protective standards for cumulative fine particulate matter (PM_{2.5}) concentration or cumulative excess cancer risk. The zone also incorporates health vulnerability factors and proximity to freeways. For sensitive-use projects within the air pollutant exposure zone, such as the proposed project, article 38 requires the project sponsor to submit an enhanced ventilation proposal for approval by the Department of Public Health that achieves protection from PM_{2.5} equivalent to that associated with a minimum efficiency reporting value (MERV) 13 filtration. The Department of Building Inspection will not issue a building permit without written notification from the Director of Public Health that the applicant has an approved enhanced ventilation proposal. In compliance with article 38, the project sponsor has submitted an initial application to the Department of Public Health.⁴⁶ The regulations and procedures set forth by article 38 would reduce exposure of the proposed project's sensitive receptors to pollutant concentrations.

Additionally, projects within an air pollutant exposure zone require special consideration to determine whether the project's activities would expose existing sensitive receptors to substantial air pollutant concentrations or add emissions to areas already adversely affected by poor air quality. The nearest schools to the project site are the Bessie Carmichael Middle School on Harrison Street west of Fourth Street, approximately 1,850 feet northeast of the project site, and the Five Keys Charter School on Oak Street north of Bryant Street, approximately 1,930 feet west of the site. The nearest childcare centers are the Yerba Buena Gardens Child Development Center, approximately 2,550 feet northeast of the project site, and the Mission Head Start Mission Bay Child Development Center, approximately 2,990 feet southeast of the project site. The nearest residence to the project site is located 35 feet northwest of the project site.

Construction Health Risks

The Central SoMa PEIR found that subsequent development projects requiring the use of diesel-powered equipment and vehicles during construction within the air pollutant exposure zone would result in a significant impact to nearby sensitive receptors, and determined that with implementation of M-AQ-6a, construction period health risks from subsequent development projects would be reduced to less than significant. Because the project site is located within an identified air pollutant exposure zone and would require heavy-duty off-road diesel vehicles and equipment throughout the anticipated 34- to 36-month construction period, M-AQ-6a is required.

⁴⁶ 655 Fourth Street Enhanced Ventilation Requirement under article 38. This document is available for review at the San Francisco Planning Department, 1650 Mission Street, Suite 400, as part of Case No 2014-000203ENV.

Project Mitigation Measure M-AQ-1, Construction Emissions Minimization Plan (implementing Central SoMa PEIR Mitigation Measure M-AQ-6a), requires that diesel engines powering construction equipment meet all of the following minimum standards: (1) comply with U.S. Environmental Protection Agency Tier 2 emissions standards, (2) be equipped with a level 3 diesel particulate filter,⁴⁷ and (3) use renewable diesel. Use of Tier 2 engines and a Level 3 Verified Diesel Emission Control Strategy (VDECS) can reduce construction emissions by 89 to 94 percent compared to equipment with engines meeting no emission standards and without a VDECS.⁴⁸ Emissions reductions from the combination of Tier 2 equipment and a Level 3 VDECS is almost equivalent to requiring only equipment with Tier 4 Final engines. Furthermore, renewable diesel, R100, has the potential to reduce particulate matter emissions by about 30 percent and provides an added co-benefit of reducing nitrogen oxide emissions by 10 percent.⁴⁹ Therefore, with implementation of Project Mitigation Measure M-AQ-1 (implementing Central SoMa PEIR M-AQ-6a), health risk impacts to sensitive receptors from the project's construction activities would be reduced to less than significant.

Operational Health Risks

The Central SoMa PEIR identified a significant and unavoidable impact regarding operational health risks and identified five mitigation measures, four of which apply to subsequent development projects.

The proposed project would generate an increase in daily vehicle trips and include a backup diesel generator, which would emit diesel particulate matter and other TACs. Therefore, the proposed project would be subject to M-NO-1a, which is implemented as part of the entitlement review process in compliance with planning code section 169. The proposed project would also include a diesel emergency backup generator, which emits diesel particulate matter, and therefore Central SoMa PEIR Mitigation Measure M-AQ-5a is applicable to the proposed project. This mitigation measure is incorporated into the proposed project as **Project Mitigation Measure M-AQ-2** (implementing Central SoMa PEIR Mitigation Measure M-AQ-5a) and requires the project's diesel generator to meet the best available emissions standards and be fueled with renewable diesel. The proposed project would not include other sources of TACs, and therefore Central SoMa PEIR Mitigation Measure M-AQ-5b is not applicable. Additionally, the proposed project would provide five loading bays within the below-grade parking garage, which would

⁴⁷ Construction equipment meeting Tier 4 interim or Tier 4 final emissions standards automatically meet the Tier 2 plus level 3 diesel particulate filter standard.

⁴⁸ PM emissions benefits are estimated by comparing off-road PM emission standards for Tier 2 with Tier 1 and 0. Tier 0 off-road engines do not have PM emission standards, but the United States Environmental Protection Agency's Exhaust and Crankcase Emissions Factors for Nonroad Engine Modeling – Compression Ignition has estimated Tier 0 engines between 50 horsepower (hp) and 100 hp to have a PM emission factor of 0.72 grams per horsepower per hour (g/hp-hr) and greater than 100 hp to have a PM emission factor of 0.40 g/hp-hr. Therefore, requiring off-road equipment to have at least a Tier 2 engine would result in between a 25 percent and 63 percent reduction in PM emissions, as compared to off-road equipment with Tier 0 or Tier 1 engines. The 25 percent reduction comes from comparing the PM emission standards for off-road engines between 25 hp and 50 hp for Tier 2 (0.45 grams per brake horsepower per hour (g/bhp-hr)) and Tier 1 (0.60 g/bhp-hr). The 63 percent reduction comes from comparing the PM emission standards for off-road engines above 175 hp for Tier 2 (0.15 g/bhp-hr) and Tier 0 (0.40 g/bhp-hr). In addition to the Tier 2 requirement, ARB Level 3 VDECSs are required and would reduce PM by an additional 85 percent. Therefore, the mitigation measure would result in between an 89 percent (0.0675 g/bhp-hr) and 94 percent (0.0225 g/bhp-hr) reduction in PM emissions, as compared to equipment with Tier 1 (0.60 g/bhp-hr) or Tier 0 engines (0.40 g/bhp-hr).

⁴⁹ California Environmental Protection Agency. 2015. *Staff Report: Multimedia Evaluation of Renewable Diesel*. May 2015. Accessed October 23, 2015. Available at <https://calepa.ca.gov/wp-content/uploads/sites/6/2016/10/CEPC-2015yr-RenDieselRpt.pdf>.

be sufficiently separated from residential uses, and therefore the project's design will meet the requirements of Central SoMa PEIR Mitigation Measure M-AQ-5d.

Project Mitigation Measures M-AQ-1 and M-AQ-2 (implementing Central SoMa PEIR Mitigation Measures M-AQ-6a and M-AQ-5a, respectively) would apply to the proposed project and would reduce health risk impacts from the proposed project to less-than-significant levels.

Cumulative Analysis

As discussed above, criteria air pollutant impacts are cumulative impacts because no single project is sufficient in size, by itself, to result in non-attainment of air quality standards. As demonstrated above, the project would not result in cumulatively considerable criteria air pollutant emissions.

With respect to localized health risks, the Fifth Street Improvement Project, Brannan Street Safety Project, and the Townsend Corridor Improvement Project are similar in nature to the streetscape improvement projects analyzed in the Central SoMa PEIR. All of these projects would be subject to the Clean Construction Ordinance, which requires construction equipment to meet similar standards as those required for the project through Project Mitigation Measure M-AQ-1, thereby reducing construction period emissions and associated health risks. For these reasons, cumulative health risks would not be more severe than disclosed in the Central SoMa PEIR.

Conclusion

For the reasons described above, the proposed project would not result in significant project-level or cumulative air quality impacts that were not identified in the Central SoMa PEIR, nor would the project result in significant project-level or cumulative air quality impacts that are more severe than those identified in the Central SoMa PEIR or that are peculiar to the project site.

E.8 Greenhouse Gas Emissions

Central SoMa PEIR Analysis

The Central SoMa PEIR concluded that adoption of the Central SoMa Plan would not directly result in operational greenhouse gas (GHG) emissions; however, implementation of development projects in the plan area, including the proposed project, would result in GHG emissions. The Central SoMa Plan includes goals and policies that would apply to the proposed project, and these policies are consistent with the city's Strategies to Address Greenhouse Gas Emissions.⁵⁰ The Central SoMa PEIR concluded that GHG emissions resulting from development under the Central SoMa Plan would be less than significant, and no mitigation measures were required.

The air district has issued guidelines and methodologies for analyzing GHGs. These guidelines are consistent with CEQA Guidelines sections 15064.4 and 15183.5, which address the analysis and determination of significant impacts from a proposed project's GHG emissions, and allow for projects that are consistent with an adopted GHG reduction strategy to conclude that the project's GHG impact is less than significant. San Francisco's Strategies to Address Greenhouse Gas Emissions⁵¹ presents a comprehensive assessment of

⁵⁰ San Francisco Planning Department. *Strategies to Address Greenhouse Gas Emissions in San Francisco*. July 2017. This document is available online at: <http://sf-planning.org/strategies-address-greenhouse-gas-emissions>.

⁵¹ San Francisco Planning Department, *Strategies to Address Greenhouse Gas Emissions in San Francisco*, November 2010. Available at http://sfmea.sfplanning.org/GHG_Reduction_Strategy.pdf, accessed March 3, 2016.

policies, programs, and ordinances that collectively represent the city's GHG reduction strategy in compliance with the air district and CEQA Guidelines. These GHG reduction actions have resulted in a 36 percent reduction in GHG emissions in 2017 compared to 1990 levels,⁵² exceeding the year 2020 reduction goals outlined in the air district's 2017 Clean Air Plan,⁵³ Executive Order S-3-05,⁵⁴ and Assembly Bill 32 (also known as the Global Warming Solutions Act).^{55,56} In addition, the city's GHG reduction goals are consistent with, or more aggressive than, the long-term goals established under Executive Orders S-3-05⁵⁷ and B-30-15^{58,59} and Senate Bill 32.^{60,61} Therefore, projects that are consistent with the city's GHG reduction strategy would not result in GHG emissions that would have a significant effect on the environment, and would not conflict with state, regional, or local GHG reduction plans and regulations.

⁵² San Francisco Department of the Environment, *San Francisco's Carbon Footprint (2019)*, April 2019. Available at <https://sfenvironment.org/carbon-footprint>, accessed April 22, 2019.

⁵³ Bay Area Air Quality Management District, *Clean Air Plan*, September 2017. Available at <http://www.baaqmd.gov/plans-and-climate/air-quality-plans/current-plans>, accessed July 13, 2018.

⁵⁴ Office of the Governor, *Executive Order S-3-05*, June 1, 2005. Available at <http://www.climatestrategies.us/library/library/view/294>, accessed April 22, 2019.

⁵⁵ California Legislative Information, *Assembly Bill 32*, September 27, 2006. Available at http://www.leginfo.ca.gov/pub/05-06/bill/asm/ab_0001-0050/ab_32_bill_20060927_chaptered.pdf, accessed March 3, 2016.

⁵⁶ Executive Order S-3-05, Assembly Bill 32, and the Bay Area 2010 Clean Air Plan set a target of reducing GHG emissions to below 1990 levels by year 2020.

⁵⁷ Executive Order S-3-05 sets forth a series of target dates by which statewide emissions of GHGs need to be progressively reduced, as follows: by 2010, reduce GHG emissions to 2000 levels (approximately 457 million metric tons of carbon dioxide equivalent (MT CO₂e)); by 2020, reduce emissions to 1990 levels (approximately 427 million MT CO₂e); and by 2050 reduce emissions to 80 percent below 1990 levels (approximately 85 million MT CO₂e). Because of the differential heat absorption potential of various GHGs, GHG emissions are frequently measured in "carbon dioxide-equivalents," which present a weighted average based on each gas's heat absorption (or "global warming") potential.

⁵⁸ Office of the Governor, *Executive Order B-30-15*, April 29, 2015. Accessed March 3, 2016. <https://www.gov.ca.gov/news.php?id=18938>. Executive Order B-30-15 sets a state GHG emissions reduction goal of 40 percent below 1990 levels by 2030.

⁵⁹ San Francisco's GHG reduction goals are codified in section 902 of the Environment Code and include (i) by 2008, determine city GHG emissions for 1990; (ii) by 2017, reduce GHG emissions by 25 percent below 1990 levels; (iii) by 2025, reduce GHG emissions by 40 percent below 1990 levels; and by 2050, reduce GHG emissions by 80 percent below 1990 levels.

⁶⁰ Senate Bill 32 amends California Health and Safety Code Division 25.5 (also known as the California Global Warming Solutions Act of 2006) by adding section 38566, which directs that statewide greenhouse gas emissions to be reduced by 40 percent below 1990 levels by 2030.

⁶¹ Senate Bill 32 was paired with Assembly Bill 197, which would modify the structure of the State Air Resources Board; institute requirements for the disclosure of greenhouse gas emissions criteria pollutants, and toxic air contaminants; and establish requirements for the review and adoption of rules, regulations, and measures for the reduction of greenhouse gas emissions.

Topics	<i>Significant Impact Peculiar to Project or Project Site</i>	<i>Significant Impact not Identified in Central SoMa PEIR</i>	<i>Significant Impact due to Substantial New Information</i>	<i>No Significant Impact not Previously Identified in Central SoMa PEIR</i>
8. GREENHOUSE GAS EMISSIONS—Would the project:				
a) Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Conflict with any applicable plan, policy, or regulation of an agency adopted for the purpose of reducing the emissions of greenhouse gases?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Project-Specific Analysis

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

The proposed project would meet LEED Silver standards and would be subject to adopted regulations that would reduce GHG emissions as identified in the GHG reduction strategy. As discussed below, compliance with the applicable regulations would reduce the project’s GHG emissions related to transportation, energy, waste disposal, wood burning, and use of refrigerants. The project sponsor submitted a checklist demonstrating compliance with the GHG reduction strategy.⁶²

Compliance with the city’s Commuter Benefits Program, Emergency Ride Home Program, transportation demand management programs, Transportation Sustainability Fee, Jobs-Housing Linkage Program, bicycle parking requirements, low-emission car parking requirements, and car-sharing requirements would reduce the proposed project’s transportation-related emissions. These regulations would reduce GHG emissions from single-occupancy vehicles by promoting the use of transportation modes with zero or lower GHG emissions on a per-capita basis.

The proposed project would be required to comply with the energy efficiency requirements of the city’s Green Building Code, Stormwater Management Ordinance, Water Efficient Ordinance, Water Conservation and Irrigation Ordinance, and Energy Conservation Ordinance, which would promote energy and water efficiency, thereby reducing the proposed project’s energy-related GHG emissions.⁶³ The proposed project would be required to meet the renewable energy criteria of the Green Building Code and comply with the commercial buildings energy performance ordinance. Reaching this compliance will mean the project, like other large buildings in the Central SoMa area, will be 100 percent free of building energy GHG emissions.

The proposed project’s waste-related emissions would be reduced through compliance with the city’s Recycling and Composting Ordinance and Construction and Demolition Debris Recovery Ordinance and

⁶² San Francisco Planning Department, Greenhouse Gas Analysis: Compliance Checklist for 655 Fourth Street November 9, 2018.

⁶³ Compliance with water conservation measures reduce the energy (and GHG emissions) required to convey, pump, and treat water required for the project.

Green Building Code requirements. These regulations reduce the amount of materials sent to a landfill, reducing GHGs emitted by landfill operations. These regulations also promote reuse of materials, conserving their embodied energy⁶⁴ and reducing the energy required to produce new materials.

Therefore, the proposed project's GHG emissions would not conflict with state, regional, or local GHG reduction plans and regulations. Furthermore, the proposed project would not result in impacts associated with GHG emissions beyond those disclosed in the Central SoMa PEIR. For the above reasons, the proposed project would not result in significant GHG emissions that were not identified in the Central SoMa PEIR, and no mitigation measures are necessary.

Cumulative Analysis

Similar to criteria air pollutants, GHG emissions and global climate change represent cumulative impacts. GHG emissions cumulatively contribute to the significant adverse environmental impacts of global climate change. No single project could generate enough GHG emissions to noticeably change the global average temperature; instead, the combination of GHG emissions from past, present, and future projects have contributed and will continue to contribute to global climate change and its associated environmental impacts. Therefore, the analysis above addresses the project's contribution to cumulatively significant GHG emissions and no separate cumulative analysis is required.

Conclusion

For the reasons described above, the proposed project would not result in new significant or more severe GHG impacts that were not identified in the Central SoMa PEIR or that are peculiar to the project site.

E.9 Wind

Central SoMa PEIR Analysis

Wind is analyzed as part of CEQA review in the city with respect to potential pedestrian hazards, based on the criteria in planning code section 148, Reduction of Ground-Level Wind Currents in C-3 Use Districts. Although the project site is outside the C-3 (Downtown Commercial) Use Districts, section 148 was the city's first codification of wind standards, and its criteria remain the foundation of wind analysis in the city. For wind hazards, section 148 requires that buildings do not cause an equivalent wind speed of 26 mph as averaged for a single full hour of the year.^{65,66} Although section 148 applies only within the C-3 Use Districts, the hazard criterion of section 148 is used by the planning department as a CEQA significance

⁶⁴ Embodied energy is the total energy required for the extraction, processing, manufacture, and delivery of building materials to the building site.

⁶⁵ The wind ordinance comfort criteria are defined in terms of equivalent wind speed, which is an average wind speed (mean velocity), adjusted to include the level of gustiness and turbulence. Equivalent wind speed is defined as the mean wind velocity, multiplied by the quantity (one plus three times the turbulence intensity) divided by 1.45. This calculation magnifies the reported wind speed when turbulence intensity is greater than 15 percent. Unless otherwise stated, use of the term "wind speed" in connection with the wind-tunnel tests refers to equivalent wind speeds that are exceeded 10 percent of the time.

⁶⁶ The wind hazard criterion is derived from the 26 mph hourly average wind speed that would generate a 3-second gust of wind at 20 meters per second, a commonly used guideline for wind safety. Because the original federal building wind data was collected at 1-minute averages, the 26 mph hourly average is converted to a 1-minute average of 36 mph, which is used to determine compliance with the 26 mph 1-hour hazard criterion in the planning code (Arens, E., et al. 1989. "Developing the San Francisco Wind Ordinance and its Guidelines for Compliance," *Building and Environment*, Vol. 24, No. 4, p. 297–303).

threshold for the determination of whether a project would create wind hazards in publicly accessible areas of substantial pedestrian use.

The Central SoMa PEIR wind analysis found that the average wind speed for 1 hour per year would decrease by 1 mph, from 26 mph under existing conditions to 25 mph, with Central SoMa Plan implementation, which represents an incremental improvement. However, the number of locations that would exceed the hazard criteria would increase from three to five, and the hours per year during which the 1-hour wind hazard criterion would be exceeded would increase from 4 hours to 81 hours per year, resulting in a significant plan-level wind impact. Because the wind environment around a building is highly dependent on design details beyond the scope of the Central SoMa PEIR’s programmatic analysis (e.g., setbacks, podiums, street wall heights), the results indicate only generally how new, taller buildings could affect pedestrian-level winds. **Central SoMa PEIR Mitigation Measure M-WI-1, Wind Hazard Criterion for the Plan Area**, was identified to reduce wind impacts from subsequent development within the plan area, and requires project-specific evaluation by a wind expert for projects taller than 85 feet and, if deemed necessary, wind-tunnel testing and implementation of feasible measures to meet the 1-hour 26 mph wind hazard criterion. Should wind tunnel testing reveal that a project would exceed the hazard criteria, then the project would need to be shaped to minimize the overall number of hours of the exceedance. However, because the Central SoMa PEIR could not determine with certainty that each subsequent development project would be able to meet the 1-hour, 26 mph wind hazard criterion, the Central SoMa PEIR determined that plan-level wind impacts would remain significant and unavoidable with mitigation. Cumulative wind impacts (implementation of the plan in addition to other cumulative projects) were determined to be less than significant.

In the Central SoMa Special Use District, which includes the project site, wind conditions with respect to project approval are governed by planning code section 249.78(d)(9). Section 249.78(d)(9) incorporates the section 148 hazard criterion of 26 mph for 1 hour per year, but permits the planning commission to grant exceptions for projects that result in an exceedance of the hazard criterion up to a maximum of 9 hours per year per wind-tunnel test location, if the “project has undertaken all feasible measures to reduce hazardous wind speeds, such as building sculpting and appurtenances, permanent wind baffling measures, and landscaping,” and compliance with the 1-hour hazard criterion “would detract from the building design or unduly restrict the potential square footage of the project.” Exceptions are not permitted for projects that would result in an exceedance of the 26 mph hazard criterion for more than 9 hours per year at any wind-tunnel test location. Section 249.78(d)(9) also includes wind comfort criteria that incorporate section 148’s 7 mph and 11 mph wind speeds, which can be exceeded 10 percent of the time. However, section 249.78(d)(9) requires that buildings not cause a “substantial increase”—defined as 6 mph—in the wind speed more than 15 percent of the time, where the resulting wind speed exceeds the applicable comfort criterion. Exceptions may be granted based on the same findings as for granting exceptions to the 1-hour wind hazard criterion.

<u>Topics</u>	<i>Significant Impact Peculiar to Project or Project Site</i>	<i>Significant Impact not Identified in Central SoMa PEIR</i>	<i>Significant Impact due to Substantial New Information</i>	<i>No Significant Impact not Previously Identified in Central SoMa PEIR</i>
9. WIND —Would the project:				
a) Create wind hazards in publicly accessible areas of substantial pedestrian use?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Project-Specific Analysis

The analysis in the Central SoMa PEIR reveals no new exceedances of the hazard criterion in the five sensors located on or immediately adjacent to the project site; however, the analysis in the Central SoMa PEIR reveals that the corner of Fourth Street and Townsend Street would experience an increase in average wind speed of more than 3 miles per hour. A qualified wind consultant prepared a wind technical analysis for the proposed project and conducted wind tunnel testing.⁶⁷ The criteria used for this analysis relates to pedestrian comfort such that wind speeds will not exceed, more than 15 percent of the time, 11 mph in substantial pedestrian use areas, and 7 mph in public seating areas. The 1-hour hazard criterion of the code requires that buildings not cause equivalent wind speeds to reach or exceed the hazard level of 26 mph as averaged from a single full hour of the year, except as allowed by the planning commission. Test configurations included the following five different scenarios:

- existing conditions
- existing-plus-project conditions
- existing plus project plus wind reduction features
- cumulative conditions with the project (including wind reduction features)
- cumulative conditions (without the project)

Table 7, below, provides the results of the wind tunnel testing with respect to the 1-hour wind hazard criterion for each of the five scenarios above because this is the criterion used in CEQA review for determining whether a significant wind impact would occur. The wind technical analysis contains detailed tables of compliance with the planning code's wind comfort criteria and the 9-hour wind hazard criterion.

⁶⁷ RWDI. 2019. 655 Fourth Street, Pedestrian Wind Study. April 4, 2019.

Table 7
Wind Hazard Conditions – 1 Hour

Location	Existing			Existing + Project				Existing + Project + Wind Reduction Features				Project + Cumulative + Wind Reduction Features				Cumulative – no Project			
	Wind Speed Exceeded 1hr/year (mph)	Hours per Year Wind Speed Exceeds Hazard Criteria	Exceeds	Wind Speed Exceeded 1hr/year (mph)	Hours per Year Wind Speed Exceeds Hazard Criteria	Hours Change Relative to Existing	Exceeds	Wind Speed Exceeded 1hr/year (mph)	Hours per Year Wind Speed Exceeds Hazard Criteria	Hours Change Relative to Existing	Exceeds	Wind Speed Exceeded 1hr/year (mph)	Hours per Year Wind Speed Exceeds Hazard Criteria	Hours Change Relative to Existing	Exceeds	Wind Speed Exceeded 1hr/year (mph)	Hours per Year Wind Speed Exceeds Hazard Criteria	Hours Change Relative to Existing	Exceeds
1	21	0		38	1	1	e	32	0	0		30	0	0		25	0	0	
2	20	0		49	79	79	e	34	0	0		34	0	0		29	0	0	
3				46	43		e	14	0			15	0						
4	25	0		46	55	55	e	19	0	0		21	0	0		29	0	0	
5	18	0		38	5	5	e	25	0	0		18	0	0		20	0	0	
6	13	0		32	0	0		24	0	0		14	0	0		13	0	0	
7	25	0		41	36	36	e	30	0	0		19	0	0		24	0	0	
8	21	0		33	0	0		24	0	0		18	0	0		24	0	0	
9				44	29		e	30	0			17	0						
10	22	0		35	0	0		28	0	0		15	0	0		24	0	0	
11	21	0		34	0	0		23	0	0		17	0	0		22	0	0	
12	22	0		31	0	0		24	0	0		19	0	0		23	0	0	
13	28	0		37	1	1	e	33	0	0		31	0	0		30	0	0	
14	20	0		21	0	0		21	0	0		16	0	0		16	0	0	
15	15	0		46	41	41	e	23	0	0		20	0	0		13	0	0	
16	9	0		37	2	2	e	32	0	0		27	0	0		13	0	0	
17	8	0		34	0	0		31	0	0		26	0	0		12	0	0	
18	7	0		35	0	0		30	0	0		23	0	0		10	0	0	
19				31	0			35	0			23	0						
20	11	0		31	0	0		23	0	0		20	0	0		13	0	0	
21	12	0		27	0	0		23	0	0		23	0	0		16	0	0	
22	14	0		32	0	0		33	0	0		23	0	0		12	0	0	
23				42	30		e	37	2		e	27	0						
24				31	0			23	0			14	0						
25				44	40		e	28	0			21	0						
26	15	0		37	2	2	e	28	0	0		18	0	0		14	0	0	
27				38	2		e	22	0			18	0						
28	18	0		37	1	1	e	21	0	0		14	0	0		15	0	0	
29				35	0			27	0			15	0						
30				42	37		e	33	0			19	0						
31				42	19		e	29	0			21	0						
32	22	0		21	0	0		23	0	0		33	0	0		34	0	0	
33	22	0		21	0	0		21	0	0		46	40	40	e	47	48	48	e
34	18	0		26	0	0		24	0	0		27	0	0		26	0	0	
35	27	0		29	0	0		29	0	0		33	0	0		28	0	0	
36	27	0		34	0	0		34	0	0		35	0	0		37	9	9	e
37	23	0		28	0	0		28	0	0		33	0	0		32	0	0	
38	16	0		32	0	0		32	0	0		27	0	0		16	0	0	
39	21	0		32	0	0		31	0	0		23	0	0		22	0	0	
40	10	0		10	0	0		13	0	0		12	0	0		12	0	0	
41	23	0		24	0	0		24	0	0		34	0	0		33	0	0	
42	24	0		25	0	0		24	0	0		24	0	0		24	0	0	

**Table 7
Wind Hazard Conditions – 1 Hour**

Location	Existing			Existing + Project				Existing + Project + Wind Reduction Features				Project + Cumulative + Wind Reduction Features				Cumulative – no Project			
	Wind Speed Exceeded 1hr/year (mph)	Hours per Year Wind Speed Exceeds Hazard Criteria	Exceeds	Wind Speed Exceeded 1hr/year (mph)	Hours per Year Wind Speed Exceeds Hazard Criteria	Hours Change Relative to Existing	Exceeds	Wind Speed Exceeded 1hr/year (mph)	Hours per Year Wind Speed Exceeds Hazard Criteria	Hours Change Relative to Existing	Exceeds	Wind Speed Exceeded 1hr/year (mph)	Hours per Year Wind Speed Exceeds Hazard Criteria	Hours Change Relative to Existing	Exceeds	Wind Speed Exceeded 1hr/year (mph)	Hours per Year Wind Speed Exceeds Hazard Criteria	Hours Change Relative to Existing	Exceeds
43	22	0		26	0	0		25	0	0		21	0	0		25	0	0	
44	24	0		29	0	0		25	0	0		17	0	0		29	0	0	
45	23	0		23	0	0		23	0	0		18	0	0		19	0	0	
46	27	0		26	0	0		28	0	0		22	0	0		21	0	0	
47	36	1	e	35	0	1		33	0	1		28	0	1		28	0	1	
48	24	0		29	0	0		28	0	0		18	0	0		19	0	0	
49	23	0		31	0	0		28	0	0		17	0	0		19	0	0	
50	35	0		36	2	2	e	31	0	0		25	0	0		32	0	0	
51	26	0		49	65	65	e	40	7	7	e	24	0	0		28	0	0	
52	23	0		39	5	5	e	32	0	0		29	0	0		20	0	0	
53	28	0		48	54	54	e	37	2	2	e	31	0	0		29	0	0	
54	26	0		23	0	0		23	0	0		19	0	0		19	0	0	
55	19	0		23	0	0		22	0	0		20	0	0		15	0	0	
56	26	0		38	3	3	e	36	1	1	e	28	0	0		22	0	0	
57	10	0		38	2	2	e	33	0	0		27	0	0		12	0	0	
58	13	0		23	0	0		29	0	0		22	0	0		13	0	0	
59	16	0		22	0	0		22	0	0		16	0	0		17	0	0	
60	12	0		30	0	0		28	0	0		21	0	0		16	0	0	
Summary	Average (Mph)	Total Hours	Total	Average (Mph)	Total Hours	Hours Change	Total	Average (Mph)	Total Hours	Hours Change	Total	Average (Mph)	Total Hours	Hours Change	Total	Average (Mph)	Total Hours	Hours Change	Total
	20	1	1/50	33	554	553	23/60	27	12	11	4/60	23	40	39	1/60	22	57	56	2/50

NOTE: (a) A 'e' in the table denotes a sensor that is not included in the analysis as it is covered by an existing building on the project site

Existing Conditions

Wind testing of existing conditions revealed one location that exceeds the 1-hour wind hazard criterion at the corner of Fourth and King streets and no locations that exceed the 9-hour wind hazard criterion. Wind speeds at 18 of 50 locations tested exceeded the 11 mph pedestrian comfort criterion (see **Figure 16**, Pedestrian Wind Hazard Conditions – Existing).

Existing Conditions Plus Proposed Project

The existing plus proposed project condition revealed 23 exceedances of the 1-hour wind hazard criterion with the proposed project and 12 locations that exceed the 9-hour wind hazard criterion.

Existing Conditions Plus Proposed Project Plus Wind Reduction Features

Pursuant to the requirements of planning code section 249.78(d)(9), the project is required to implement feasible measures to reduce hazardous wind speeds. Therefore, the project underwent iterative testing that included various wind reduction features. The results of that testing yielded the following wind reduction features, which have been incorporated into the proposed project, as discussed in the Project Description section of this initial study:

- Tower 1B has been modified to include a design that would add more porosity to the façade, referred to as a *Voided Terrace*.
- Canopies would be installed on Towers 1A, 1B, 2A, and 2B to improve wind speeds within the 655 Fourth Street Project's Central Plaza.
- A combination of shrubs (5 feet tall) and porous vines attached to a 10-foot tall artificial barrier would be installed on site within the alleyways between Towers 1A and 1B, between Towers 1B and 2A, and between Towers 1A and 2B to improve wind speeds in the alleyway.
- Deciduous trees would be planted within the Fourth Street Plaza and the Central Plaza to reduce wind speeds in each respective area.
- A 6-foot-wide and 10-foot-tall wind screen would be installed perpendicular to Townsend Street and 2 feet from the curb near the Lusk Street and Townsend Street bus stop to reduce wind speeds on Townsend Street (see **Figure 15**).

With these on- and off-site wind reduction elements, the project would result in a total of four locations that would exceed the 1-hour wind hazard criterion, which would be a net addition of three hazard locations from the existing condition. Because the proposed project would incorporate all feasible wind reduction measures in compliance with the planning code and the project would still exceed the 1-hour hazard criterion, the proposed project would result in a significant and unavoidable wind impact, consistent with the findings of the Central SoMa PEIR (see **Figure 17**, Pedestrian Wind Hazard Conditions – Existing + Project + Wind Reduction Features).

With the wind reduction features, all locations tested would comply with the planning code's 9-hour wind hazard criterion. Nonetheless, Central SoMa Plan Mitigation Measure M-WI-1 shall remain applicable to the project as **Project Mitigation Measure M-WI-1, Wind Hazard Evaluation for Building Design Modifications**, in the event the project sponsor proposes modifications to the current project design that may, as determined by the planning department, necessitate further wind analysis. The addition of the proposed project would result in 52 locations that exceed the wind comfort criterion. Wind reduction measures would eliminate eight of these exceedances, leaving 44 locations where the 11-mph pedestrian comfort criterion would be exceeded.

Cumulative Analysis

Cumulative Conditions Plus Proposed Project Plus Wind Reduction Features

A cumulative scenario, including the proposed project, the project's wind reduction features, and cumulative projects in the area, was also analyzed. The cumulative scenario did not identify any new cumulative development projects not already included in the Central SoMa PEIR plan-level or cumulative analysis. With cumulative development added to the with-project scenario, the total number of locations exceeding the 1-hour wind hazard criterion would be reduced to one, similar to existing conditions without the project or cumulative development (although the location of the 1-hour wind hazard would shift from King and Fourth streets north to Fourth Street between Bluxome and Brannan streets). This location would also exceed the 9-hour wind hazard criterion with the addition of the cumulative projects (see **Figure 18**, Pedestrian Wind Hazard Conditions – Project + Cumulative + Wind Reduction Features). It should be noted that the 9-hour wind hazard at this location also exists under the cumulative conditions without the project scenario (see discussion below) and therefore cannot be attributed solely to the project. Although the proposed project would eliminate one wind hazard location under cumulative conditions, one exceedance of the 1-hour wind hazard criterion would occur, similar to existing conditions.

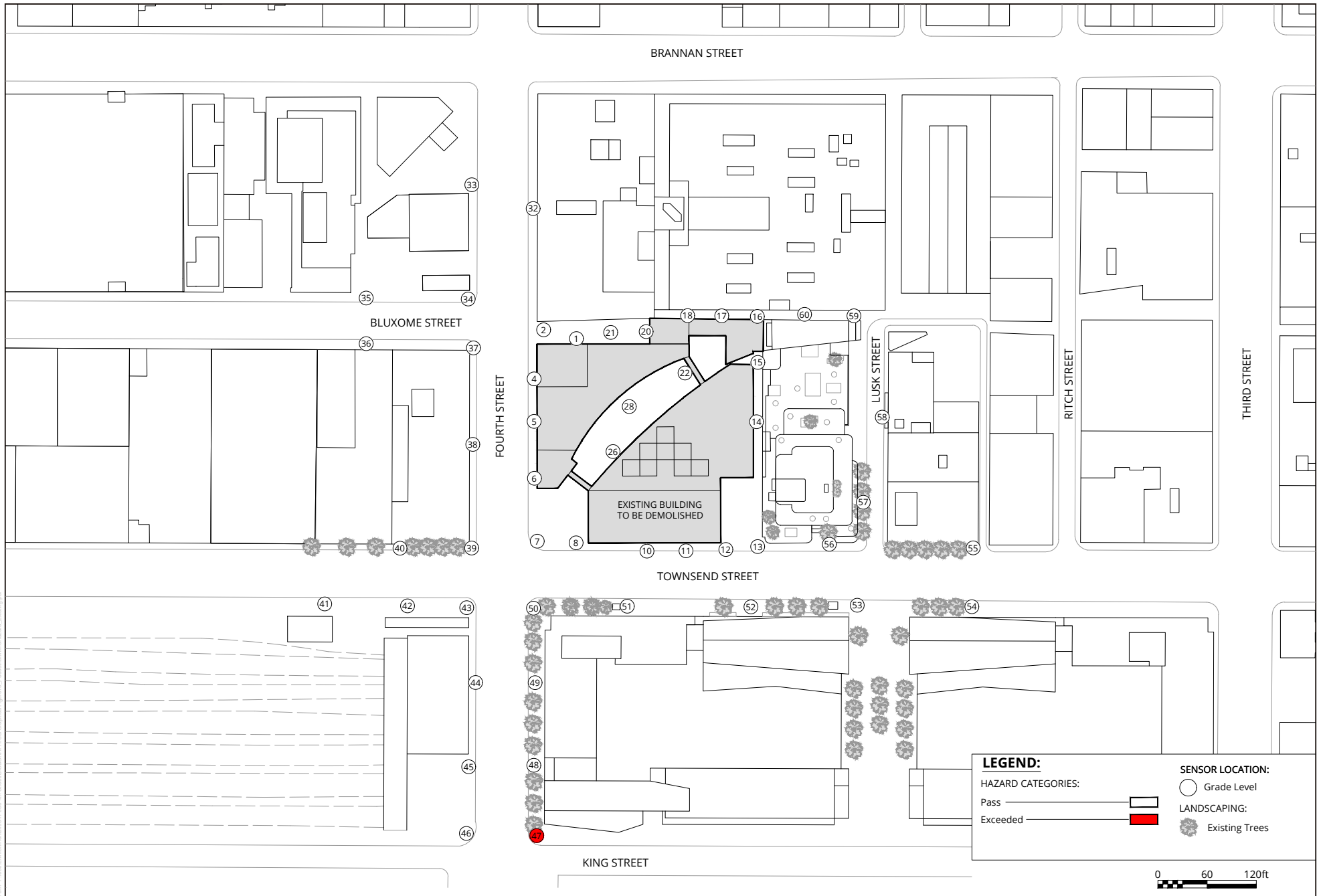
Cumulative Conditions Without the Proposed Project

The analysis of cumulative development without the proposed project in the project area shows wind speeds are expected to exceed the 1-hour wind hazard criterion at two test locations due to the addition of the future buildings. Winds would exceed the 9-hour wind hazard criterion at one location. These two wind hazards are due to the addition of the cumulative buildings and do not include the proposed project. Therefore, as shown here, with the proposed project, including wind reduction features, and cumulative development, the number of locations exceeding the 1-hour wind hazard criterion would be reduced from two to one. Wind comfort conditions for the cumulative configuration without the project are anticipated to exceed the 11-mph pedestrian comfort criterion at 20 locations around the project area.

Conclusion

The proposed project would result in a significant wind hazard impact, consistent with the finding in the Central SoMa PEIR. The proposed project has implemented all feasible measures to reduce hazardous wind speeds in compliance with Central SoMa PEIR Mitigation Measure M-WI-1 and the planning code.⁶⁸ Therefore, consistent with the Central SoMa PEIR, the proposed project would result in significant and unavoidable wind impacts. For this reason, the proposed project would not result in new or more severe project-level or cumulative wind impacts than were identified in the Central SoMa PEIR.

⁶⁸ Although the proposed project has included various design measures to reduce wind hazards, project mitigation measure M-WI-1 (implementing Central SoMa PEIR Mitigation Measure M-WI-1) will remain in effect to require additional wind analysis should the project's design change such that there is potential for a new hazard not analyzed in this community plan evaluation initial study.

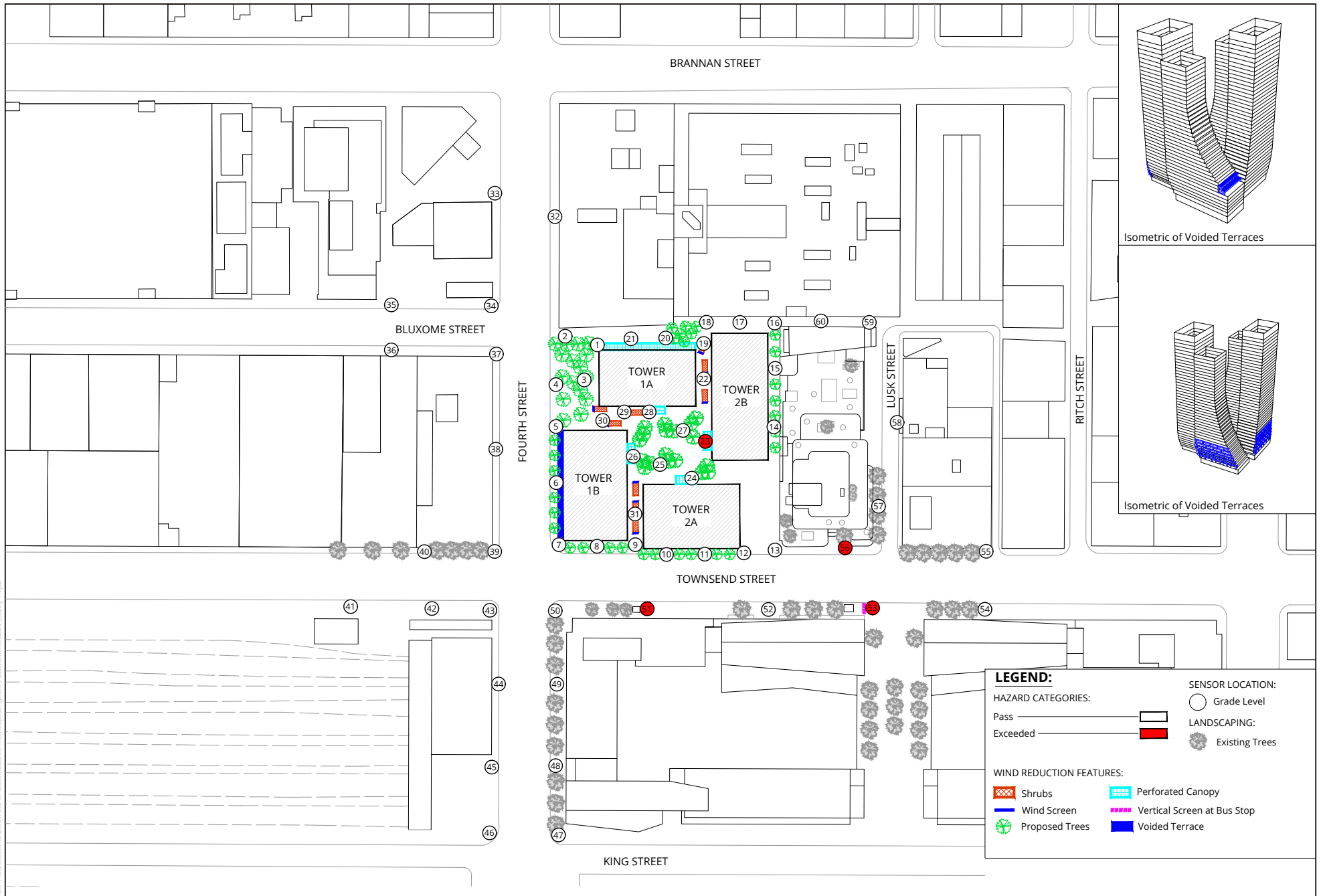


SOURCE: RWDI, 2019



FIGURE 16
 Pedestrian Wind Hazard Conditions – Existing
 655 Fourth Street Project

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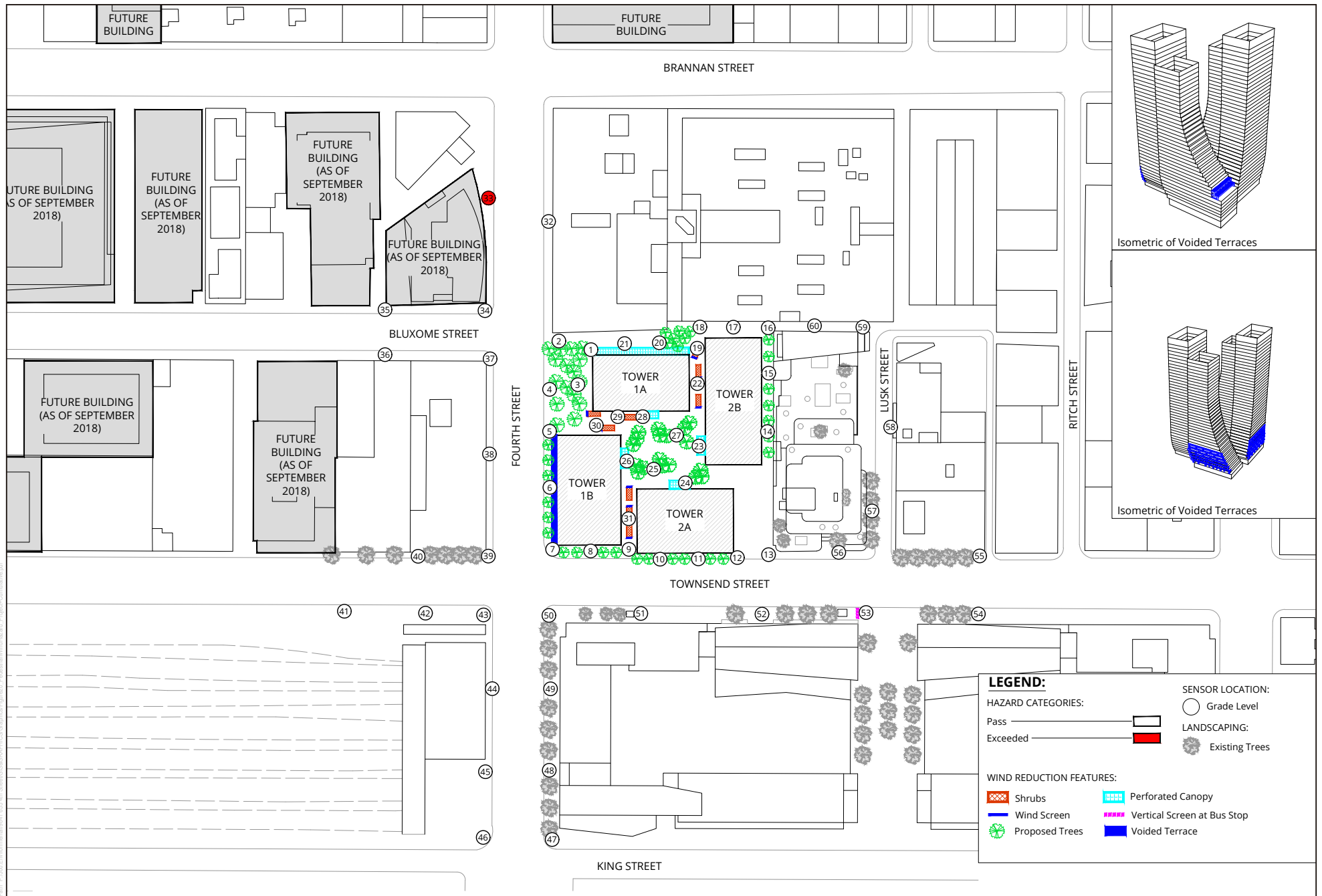


SOURCE: RWDI, 2019



FIGURE 17
Pedestrian Wind Hazard Conditions – Existing+Project+Wind Reduction Features

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SOURCE: RWDI, 2019

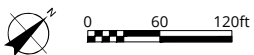


FIGURE 18
 Pedestrian Wind Hazard Conditions – Project+Cumulative+Wind Reduction Features

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E.10 Shadow

Central SoMa PEIR Analysis

Planning code section 295 regulates new structures above 40 feet in height that would cast additional shadows on open space that is under the jurisdiction of the San Francisco Recreation and Park Commission between one hour after sunrise and one hour before sunset, at any time of the year. A project that adds new shadow to sidewalks or a public open space or exceeds the absolute cumulative limit⁶⁹ on a section 295 park does not necessarily result in a significant impact under CEQA; the city’s significance criteria used in CEQA review asks whether a project would “create new shadow that substantially and adversely affects the use and enjoyment of publicly accessible open spaces.”

The Central SoMa PEIR analyzed the change in shadow on existing area parks and open spaces under the Central SoMa Plan and considered how the shadows would affect the use of those spaces. The Central SoMa PEIR determined that the shadow impacts of development under the plan would not substantially affect the use of existing public outdoor recreation facilities and would have a less-than-significant impact with respect to shadow.

<u>Topics</u>	<u>Significant Impact Peculiar to Project or Project Site</u>	<u>Significant Impact not Identified in Central SoMa PEIR</u>	<u>Significant Impact due to Substantial New Information</u>	<u>No Significant Impact not Previously Identified in Central SoMa PEIR</u>
10. SHADOW —Would the project:				
a) Create new shadow that substantially and adversely affects the use and enjoyment of publicly accessible open spaces?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Project-Specific Analysis

The proposed 425-foot-tall (including rooftop appurtenances 25 feet above the highest occupied floor) buildings would cast shadow on publicly accessible open spaces; therefore, a shadow analysis was prepared for the proposed project, the results of which are summarized below.⁷⁰ The shadow analysis was conducted for an existing plus project scenario and a cumulative scenario. The cumulative scenario did not identify any new cumulative development projects not already included in the Central SoMa PEIR plan-level or cumulative analysis. The proposed project would result in net new shadow on the following open spaces: Willie Mays Plaza, Giants Promenade, South Beach Park, Townsend-Embarcadero Plaza, and China Basin Park. As part of the shadow analysis, two 30-minute open space observation site visits were made (one on a weekday and one on a weekend) to identify the uses and activities of each affected open space. Please refer to **Figure 19**, Publicly Accessible Open Spaces, for the location of these areas relative to the project site. The proposed project’s shadow impact on each affected open space is summarized below.

⁶⁹ The absolute cumulative limit represents the maximum percentage of new shadow, expressed as a percentage of theoretical annual available sunlight. Theoretical annual available sunlight is the amount of sunlight, measured in square-foot-hours, that would fall on a given park during the hours covered by planning code section 295. It is computed by multiplying the area of the park by 3,721.4, which is the number of hours in the year subject to planning code section 295. Thus, this quantity is not affected by shadow cast by existing buildings, but instead represents the amount of sunlight that would be available with no buildings in place. Theoretical annual available sunlight calculations for each downtown park were used by the Planning and Recreation and Park Commissions in establishing the allowable absolute cumulative limit for downtown parks in 1989.

⁷⁰ PreVision Design. 2019. Shadow Analysis Report for the Proposed 655 Fourth Street Per SF Planning and CEQA Standards.

Willie Mays Plaza

During the two 30-minute use observation visits, the number of users in Willie Mays Plaza ranged from about 90 to 145 individuals. Most open space users passed through the plaza, with about 15–20 users stopping for more than a few minutes to take pictures or congregate. Observed use was substantially higher during the weekend visit when compared to the weekday, and intensity of use is characterized as moderate for the weekday visit and high for the weekend visit. The predominant observed use of the plaza was transitory in nature for both site visits, with about 85 percent of plaza users passing through the park rather than remaining for longer than a few minutes.

Neither of the observation visits occurred on a date when a San Francisco Giants game was held at the Oracle Park, when it would be expected that open space use would be higher due to the adjacent main entry and exit gate to the ballpark. However, most people attending baseball games would be anticipated to use the plaza in a similar transitory nature to either enter or exit the ballpark.

Under existing shadow conditions, the Willie Mays Plaza receives a moderate amount of early morning and late afternoon/evening shadow year-round, is largely unshaded during midday hours from spring through fall, and during winter months approximately 30–100 percent of the plaza area is cast in shadow throughout the day.

Net new shadow from the proposed project would be present during two periods, from approximately early August through late September and again from mid-March through early May. New shadow would occur in the late afternoon/early evening and would be present for up to approximately 60 minutes within the daily analysis period (one hour after sunrise through one hour before sunset). On affected dates, new shadow would occur between approximately 5:30 p.m. to 6:30 p.m. During the affected period, net new shadow due to the proposed project would fall at various times on all portions of the plaza (though never on the entire plaza at any one moment). At the moment of maximum net new shadow from the proposed project, net new shadow would cover approximately 60 percent of the plaza area.

Under cumulative conditions, the project at 636 Fourth Street⁷¹ and the Seawall Lot 337⁷² Project would also cast net new shadow on Willie Mays Plaza. The proposed project at 636 Fourth Street would cast a small amount of late afternoon shadow for up to 30 minutes between late September and late October and again from mid-February through mid-March. The proposed Seawall Lot 337 project would also shade a portion of the plaza for up to about 25 minutes during early morning hours from early December through mid-January. Shadow from these cumulative projects would not result in shadow that overlaps with shadow from the proposed project, but would increase the amount and duration of shadow on the plaza throughout the year.

The proposed project would shade portions of Willie Mays Plaza in the late afternoon throughout the late summer/early fall and springtime months. Based on the observed uses, such shading may be noticeable to users of the plaza; however, given the transitory nature of the uses observed, it would be unlikely that the new shadow would substantially impair the use and enjoyment of the plaza. Therefore, the proposed project would result in less-than-significant individual and cumulative shadow impacts on the Willie Mays Plaza.

⁷¹ PreVision Design. 2019. Shadow Analysis Report for the Proposed 655 Fourth Street Per SF Planning and CEQA Standards.

⁷² Ibid.



SOURCE: PREVISION DESIGN, 2019



FIGURE 19
Publicly Accessible Open Spaces
655 Fourth Street Project

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Giants Promenade

During the observation period, the vast majority of Giants Promenade users were observed walking along the promenade, with 5–10 users stopping for several minutes to congregate or take photos and two users observed to be using the promenade’s benches. Overall, observed use was higher during the weekend, but both weekend and weekday use could be characterized as low to moderate and predominantly transitory in nature, as about 85 percent of Giants Promenade users passed through the promenade without stopping.

Under existing shadow conditions, Giants Promenade receives no morning or midday shadow year-round. The promenade is largely unshaded during midday hours and is incrementally shaded starting in mid-to-late afternoon when 30–100 percent of the promenade is eventually shaded by the adjacent Oracle Park.

Net new shadow from the proposed project would be present during two periods, from approximately late July through late August and again from late April through late May. New shadow would be present for up to 30 minutes within the daily analysis period and on the affected dates of net new shadow. During the affected period, net new shadow due to the proposed project would fall only on the southwestern end of the promenade near the Third Street Bridge and at the moment of maximum net new shadow from the proposed project, net new shadow would cover less than 10 percent of the promenade.

Cumulative projects would also cast net new shadow on the Giants Promenade. The proposed Seawall Lot 337 Project would shade portions of the promenade intermittently over the course of about two hours during morning hours from late November through late January. Shadow cast by the Seawall Lot 337 project would not interact or overlap with shadow cast by 655 Fourth Street, but would increase the amount of shadow on the promenade throughout the year.

The proposed project would cast net new shadow over a small portion of the Giants Promenade in the late afternoon/early evenings during the late spring and late summer. Shading may be noticeable to users of the promenade, in particular those using the fixed benches. However, given the predominantly transitory uses observed, it would be unlikely that the new shadow would substantially impair the use and enjoyment of the open space for most users. Therefore, the proposed project would result in less-than-significant individual and cumulative shadow impacts on the Giants Promenade.

South Beach Park (Port Property)

South Beach Park is 2.78 acres (121,113 square feet). During the observation period, the majority of South Beach Park users passed through the park via the waterfront promenade, with another 10–15 users using the grassy areas; approximately 20 users reading, resting, or eating on fixed benches; and between 2–6 children using the playground area. Overall, observed use was higher during the weekend. Park use is characterized as moderate to high, but predominantly transitory in nature; about 80–85 percent of park users passed through the park rather than remaining for longer than a few minutes.

The park is largely unshaded during morning and afternoon periods, with shadow encroaching from the west during late afternoon to early evening hours year round, accounting for up to approximately 40–90 percent shadow coverage on the park within the daily analysis period. All features within the park are currently affected by existing shadow at some time throughout the year.

The proposed project would result in net new shadow falling on the park during two periods: from approximately early September through late November and again from late January through early April. New shadow would be present in the late afternoon for up to around 45 minutes within the daily analysis

period over these dates. At the moment of maximum net new shadow from the proposed project, net new shadow would cover approximately 30 percent of the park area.

The days of maximum net new shadow on the park due to the proposed project would occur around February 15 and October 25, when the proposed project would shade larger portions of the green, the children's play area, pedestrian pathways, and several fixed seating areas in the late afternoon for approximately 20 minutes. No cumulative projects would cast net new shadow on South Beach Park under the cumulative scenario.

The proposed project would cast net new shadow over portions of South Beach Park in the late afternoon/early evenings throughout fall, winter, and spring. Net new shadow may be noticeable to certain users of the park, in particular to users occupying fixed benches and grassy areas and using the children's play area. For the predominantly transitory uses observed, it would be unlikely that the net new shadow would substantially impair the use and enjoyment of the open space. New shadow on the grassy areas, fixed benches, and playground would likely be more noticeable; however, the relatively short duration of new shadow effects on any single feature or area (under 20 minutes) would make it unlikely for the use and enjoyment of the park to be substantially impaired. Therefore, the proposed project would result in less-than-significant individual and cumulative shadow impacts on South Beach Park.

Townsend-Embarcadero Plaza

During the two 30-minute use observation visits, the number of users in the Townsend-Embarcadero Plaza ranged from about 23 to 30 individuals. The majority of open space users passed through the plaza on the paved walkways, with 3–5 users occupying the plaza's fixed benches to read or rest. Overall, observed use was slightly higher during the weekend visit, but both periods could be characterized as low to moderate and predominantly transitory in nature. During both site visits, about 80–85 percent of open space users passed through the plaza rather than remaining for longer than a few minutes.

Under existing shadow conditions, the Townsend-Embarcadero Plaza receives very low levels of morning and afternoon shadow year-round and is incrementally shaded starting in the mid-afternoon until the plaza is completely shaded by the late afternoon or early evening hours.

Net new shadow from the proposed project would be present only during the winter months, from approximately late November through mid-January during the afternoon hours. New shadow would be present for up to 15 minutes within the daily analysis period and on the affected dates new shadow would shade the plaza no earlier than 3:30 pm. During the affected period, net new shadow due to the proposed project would fall across the western portion of the plaza, shading the grassy areas, the circular planter at the intersection of Townsend Street and The Embarcadero, and, potentially for a few minutes, one of the two fixed benches on the western edge of the space (the other bench would be unaffected by net new shadow). At the moment of maximum net new shadow from the proposed project, net new shadow would cover approximately 40 percent of the plaza. No cumulative projects would cast net new shadow on the Townsend-Embarcadero Plaza under the cumulative scenario.

The proposed project would cast net new shadow over portions of the Townsend-Embarcadero Plaza in the late afternoon/early evenings throughout the summer months. Based on observed uses, such shading may be noticeable to users of the plaza, in particular those using the fixed benches. However, given the short duration (15 minutes or less) of net new shadow, the limited time period of new shadow throughout the year, and the predominantly transitory uses observed, it would be unlikely that the new shadow would substantially impair the use and enjoyment of the open space for most users. Therefore, the proposed project would result in less-than-significant individual and cumulative shadow impacts on the Townsend-Embarcadero Plaza.

China Basin Park (Existing Conditions)

China Basin Park is 2.58 acres (112,283 square feet). During the two 30-minute use observation visits, the number of users in China Basin Park ranged from about 85 to 94. The majority of park users were observed along the northern walkway running and walking, with a smaller number of users observed sitting on the seating wall. Overall, observed use was slightly higher during the weekend visit and is characterized as moderate to high but predominantly transitory in nature; on both site visits about 70–80 percent of park users were observed passing through the park rather than remaining for more than a few minutes.

China Basin Park is entirely unshaded during morning and afternoon periods of the summer months, with small amounts of shadow reaching the park in the very late afternoon to early evening hours. From fall through spring, some early morning shadows are cast by the adjacent Pier 48 structure. Features affected by existing shadow include western portions of the northern concrete walkway, seating wall, and green; these are also affected during some late afternoons. The Junior Giant’s field is shaded during some mornings.

The proposed project would result in net new shadow falling on the park in the late afternoon through early evening annually between April 20 and August 22; the new shadow would be present for up to about 40 minutes per day within the daily analysis period on affected dates. At the moment of maximum net new shadow from the proposed project, net new shadow would cover approximately 45 percent of the park area.

Cumulative projects would also cast net new shadow on the China Basin Park. The proposed Seawall 337 Project would shade portions of the park for up to 10 hours (throughout the day) from mid-August through late April. As discussed below, the Seawall 337 Project would almost double the size of China Basin Park. Shadow from the Seawall 337 Project would not interact or overlap with shadow cast by the proposed project, but would increase the amount of shadow on the park throughout the year.

The proposed project would cast net new shadow over portions of China Basin Park in the late afternoon/early evening throughout the summer months. Based on the observed use of the park, this shadow may be noticeable to some users of the park. However, given the predominantly transitory nature of the uses observed, it would be unlikely that new shadow resulting from the project would impact the use and enjoyment of the park for most users. Therefore, the proposed project would result in less-than-significant individual and cumulative shadow impacts on the China Basin Park.

Proposed Expanded China Basin Park (Cumulative Condition)

The expansion and renovation of China Basin Park as proposed by the Seawall Lot 337 Project would create a 4.86-acre (211,867 square-foot) park. Accordingly, for the proposed expanded China Basin Park’s analysis, the Seawall Lot 337 Project is considered part of the “existing” conditions, rather than a cumulative project. As the future expanded China Basin Park is not yet in existence, the nature and patterns of park use cannot be observed, but it is likely to be similar in nature to the existing China Basin Park use.

During summer months, the future park would be largely unshaded, as shadow would be limited to the southern edge of the park, affecting the park promenade and southern portions of the play areas and the great lawn. In the fall and spring, shadows would be longer and cast further northward, shading the southern half of the park in September/April up to the full park in October/March. Areas shaded would be similar to those affected during summer months, with later fall/early spring shadow extending to the waterfront promenade and rain gardens. Over winter, shadow would be cast over the majority of the park and beyond onto China Basin, sweeping from west to east from morning through evening. Portions of all park features would, at different times, receive winter shadow throughout the day.

The proposed project would result in net new shadow annually cast for up to approximately 45 minutes in the late afternoon/early evening between April 20 and August 22.

The days of maximum net new shadow on the park due to the proposed project would occur on approximately May 17 and July 26, when the proposed project would incrementally shade portions of all park features over the course of about 25 minutes in the early evening, covering up to 60 percent of the park area. No cumulative projects would cast net new shadow on the proposed expanded China Basin Park under the cumulative condition.

Other Public Open Spaces

The proposed project would also shade portions of nearby streets, sidewalks, and private properties in the project vicinity at different times of day throughout the year. Shadows on streets and sidewalks would be transitory in nature and would not exceed levels commonly expected in urban areas and would be considered a less-than-significant impact under CEQA. Although occupants of nearby properties may regard the increase in shadow as undesirable, the limited increase in shading of private properties as a result of the proposed project would be considered a less-than-significant impact under CEQA.

Cumulative Analysis

There are no cumulative development projects nearby that were not encompassed in the Central SoMa PEIR cumulative shadow analysis. The project is within the scope of development projected under the Central SoMa Plan and would not result in new or more severe cumulative shadow impacts than were previously identified in the Central SoMa PEIR.

Conclusion

The proposed project would have no shadow impact on section 295 properties, but would increase shadow on surrounding outdoor public areas. However, given the short duration of the net new shadow and the observed transitory use of these areas, the net new shadow would not substantially impair the use and enjoyment of these open spaces. For the reasons explained above, shadow impacts from the proposed project, both individually and cumulatively, would be less than significant.

The proposed project would not result in new or more severe shadow impacts, or any significant project or cumulative shadow impacts that are peculiar to the site, beyond those analyzed in the Central SoMa PEIR.

E.11 Recreation

Central SoMa PEIR Analysis

The Central SoMa PEIR found that implementation of the Central SoMa Plan would result in an increase in the use of existing neighborhood parks and recreational facilities, but not to a degree that would lead to or accelerate their physical deterioration or require the construction of new recreational facilities. Although the Central SoMa Plan would increase the population of the area, one of the primary objectives of the Central SoMa Plan is to expand the network of open space and recreational uses to serve the existing and future population. Because the growth forecasts for the plan area anticipate a considerable amount of employment growth, the Central SoMa PEIR found it is likely that much of the new recreational use resulting from plan area development would likely be passive use, since employees are less likely than residents to make active use of parks and open spaces. The Central SoMa PEIR concluded that new publicly available open spaces and a comprehensive pedestrian-friendly network to increase access to existing, new, and improved spaces would help to alleviate the demand for recreational facilities that would be generated by the increase in population.

Given the Central SoMa Plan’s proposed network of new open spaces, including a potential new neighborhood park, several new and expanded linear open spaces and plazas, new mid-block pedestrian/bicycle connections, and POPOS, and continued planning code requirements for new residential open space, the Central SoMa PEIR determined that implementation of the Central SoMa Plan would have a less-than-significant impact on recreation and public open space, and no mitigation measures were required.

<u>Topics</u>	<i>Significant Impact Peculiar to Project or Project Site</i>	<i>Significant Impact not Identified in Central SoMa PEIR</i>	<i>Significant Impact due to Substantial New Information</i>	<i>No Significant Impact not Previously Identified in Central SoMa PEIR</i>
11. RECREATION—Would the project:				
a) Increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facilities would occur or be accelerated?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Include recreational facilities or require the construction or expansion of recreational facilities that might have an adverse physical effect on the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Project-Specific Analysis

The nearest open spaces to the project site are Victoria Manalo Draves Park (on Sherman Street just west of I-80 and northwest of the project site), South Park Children’s Play Center, and Gene Friend Recreation Center (at 6th and Folsom streets); each of these parks is a Recreation and Parks Department property. Mission Creek Park (on the edge of Mission Creek at Fifth Street) and South Beach Park (north of Oracle Park) are under the jurisdiction of the Office of Community Investment and Infrastructure. There are other privately owned, publicly accessible plazas, gardens, and open spaces nearby, including areas associated with Oracle Park.

The project would provide approximately 59,595 square feet of open space, including 35,100 square feet of private and commonly accessible open spaces for building residents and 2,484 square feet of exterior ground-floor POPOS. The proposed project would include a ground-level plaza that would serve as part of the project’s POPOS. In addition, the project site frontage at the corner of Fourth and Townsend streets would accommodate a pedestrian plaza. These POPOS would be accessible from Townsend and Fourth streets and from Bryant Street via Morris Street.

Although new workers, hotel guests, and residents at the project site would increase the use of nearby public and private open spaces, the project’s provision of new open space resources, both publicly accessible and private, including the new pedestrian connections, would satisfy at least some of the increased demand. Consistent with the Central SoMa PEIR, existing recreational resources would not experience overuse or accelerated physical deterioration. Other than construction of the project’s proposed open spaces, which are evaluated in this initial study, the project would not require the construction of other recreational facilities. Therefore, the proposed project would result in less-than-significant recreation impacts.

Cumulative Analysis

There are no cumulative development projects nearby that were not encompassed in the Central SoMa PEIR cumulative recreation analysis. The project is within the scope of development projected under the Central SoMa Plan and would not result in more severe recreation impacts than previously identified in the Central SoMa PEIR.

Conclusion

The proposed project would not result in new or more severe physical environmental impacts on recreational resources or any significant project or cumulative impacts peculiar to the site beyond those analyzed in the Central SoMa PEIR.

E.12 Utilities and Service Systems

Central SoMa PEIR Analysis

The Central SoMa PEIR found that implementation of the Central SoMa Plan would result in less-than-significant impacts to utilities and service systems, and no mitigation measures were identified.

The Central SoMa PEIR determined that development under the area plan would not require expansion of the city's water supply system and would not adversely affect the city's water supply. This determination was based on the best available water supply and demand projections available at the time, which were contained in the San Francisco Public Utilities Commission (SFPUC) 2010 Urban Water Management Plan and a 2013 Water Availability Study prepared by the SFPUC to update demand projections for San Francisco.^{73,74}

Under the 2013 Water Availability Study, the SFPUC determined it would be able to meet the demand of projected growth, including growth that would result from development under the Central SoMa Plan, in years of average precipitation as well as in a single dry year and a multiple dry year event, for each five-year period beginning in 2020 through 2035.⁷⁵ The study projected a small deficit (0.25 percent of demand) for a normal year and single dry year, and a deficit of two percent of demand during a multiple-year drought, as a result of development and occupancy of new projects in advance of improvements planned in the SFPUC's water supply. The SFPUC noted in the 2013 Water Availability Study that a two-percent shortfall in water supplies "can be easily managed through voluntary conservation measures or rationing." Further, it stated that "retail" demand (water the SFPUC provides to individual customers within San Francisco), as opposed to "wholesale" demand (water the SFPUC provides to other water agencies supplying other jurisdictions), has declined by more than 10 percent in the last 10 years.⁷⁶ For the SFPUC's regional system as a whole, which includes retail and wholesale demand, in a single dry year and multiple dry years, it is possible that the SFPUC would not be able to meet 100 percent of demand and would therefore have to impose reductions on its deliveries. Under the SFPUC's Water Shortage Allocation Plan, retail customers would experience no reduction in regional water system deliveries within a 10-percent system-wide shortage. During a 20-percent system-wide shortage, retail customers would experience a 1.9-percent reduction in deliveries. Retail allocations would be reduced to 79.5 million gallons per day (mgd) (98.1 percent of normal year supply), and wholesale allocations would be reduced to 132.5 mgd (72 percent of normal year supply).⁷⁷

⁷³ SFPUC, *2013 Water Availability Study for the City and County of San Francisco*, May 2013. Available at: <http://www.sfwater.org/modules/showdocument.aspx?documentid=4168>. The 2013 Water Availability Study was prepared as an update to the 2010 Urban Water Management Plan to evaluate water demand based on updated growth projections completed by the planning department in 2012 in response to the Association of Bay Area Governments Sustainable Community Strategy Jobs-Housing Connections scenario.

⁷⁴ The current 2015 Urban Water Management Plan update adopted in 2016 contains updated demand projections and supersedes the 2010 Urban Water Management Plan and 2013 Water Availability Study.

⁷⁵ SFPUC, *2013 Water Availability Study for the City and County of San Francisco*, May 2013.

⁷⁶ Ibid.

⁷⁷ Ibid.

The Central SoMa PEIR therefore concluded that with the ongoing development of additional local supplies through implementation of the SFPUC’s Water System Improvement Program and rationing contemplated under the Water Shortage Allocation Plan, the impacts of development under the area plan on the city’s water supply would be less than significant.

The SFPUC is in the process of implementing the sewer system improvement program, which is a 20-year, multi-billion-dollar citywide upgrade to the city’s sewer and stormwater infrastructure to ensure a reliable and seismically safe system. The program includes planned improvements that will serve development in the plan area, including at the Southeast Treatment Plant, which is located in the Bayview District and treats the majority of flows in the plan area, and the North Point Plant, which is located on the northeast waterfront and provides additional wet-weather treatment capacity. The Central SoMa PEIR found that sufficient dry-weather capacity exists at the Southeast Water Pollution Control Plant, and that development under the Central SoMa Plan would cause a reduction in stormwater flows that is expected to offset estimated increases in wastewater flows during wet weather. The Central SoMa PEIR concluded that development under the Central SoMa Plan, which included the proposed project, would not exceed wastewater treatment requirements of the Regional Water Quality Control Board and would not require construction of new water or wastewater treatment facilities.

Regarding solid waste, the Central SoMa PEIR found that impacts would be less than significant because, given the existing and anticipated increase in solid waste recycling and the existing and potential future landfill capacities, the Central SoMa Plan would not result in either landfill exceeding its permitted capacity or non-compliance with federal, state, or local statutes or regulations related to solid waste.

<i>Topics</i>	<i>Significant Impact Peculiar to Project or Project Site</i>	<i>Significant Impact not Identified in Central SoMa PEIR</i>	<i>Significant Impact due to Substantial New Information</i>	<i>No Significant Impact not Previously Identified in Central SoMa PEIR</i>
12. UTILITIES AND SERVICE SYSTEMS—Would the project:				
a) Require or result in the relocation or construction of new or expanded, water, wastewater treatment, or storm water drainage, electric power, natural gas, or telecommunications facilities, the construction or relocation of which could cause significant environmental effects?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Have sufficient water supplies available to serve the project and reasonably foreseeable future development during normal, dry, and multiple dry years?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Result in a determination by the wastewater treatment provider which serves or may serve the project that it has inadequate capacity to serve the project’s projected demand in addition to the provider’s existing commitments?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Generate solid waste in excess of state or local standards, or in excess of the capacity of local infrastructure, or otherwise impair the attainment of solid waste reduction goals?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e) Comply with federal, state, and local management and reduction statutes and regulations related to solid waste?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Project-Specific Analysis

The project site is located in an urban area and would connect to existing utilities including water and wastewater connections, electricity, natural gas, and telecommunications systems. The proposed project

would represent a small fraction of the overall demand for utilities and service systems analyzed in the Central SoMa PEIR and, consistent with the findings in the Central SoMa PEIR, utilities and service providers have accounted for the growth in demand, including that of the proposed project, individually and cumulatively. The construction impacts associated with connecting to these systems are accounted for in the construction equipment and operating assumptions that provide the basis for determining the environmental effects on various environmental resources, including construction noise and air quality. Therefore, this initial study accounts for any environmental effects associated with providing connections to these utilities.

Water Supply

The following analysis evaluates whether (1) sufficient water supplies are available to serve the proposed project and reasonably foreseeable future development in normal, dry, and multiple dry years and (2) the proposed project would require or result in the relocation or construction of new or expanded water supply facilities, the construction or relocation of which would have significant environmental impacts that were not identified in the Central SoMa PEIR. To support this analysis, the SFPUC prepared a project-specific water supply assessment based on updated water supply and demand projections. Background on the city's water system and the updated projections are described in the sections below.

Background on Hetch Hetchy Regional Water System

San Francisco's Hetch Hetchy regional water system, operated by the SFPUC, supplies water to approximately 2.7 million people. The system supplies both retail customers—primarily in San Francisco—and 27 wholesale customers in Alameda, Santa Clara, and San Mateo counties. The system supplies an average of 85 percent of its water from the Tuolumne River watershed, stored in Hetch Hetchy Reservoir in Yosemite National Park, and the remaining 15 percent from local surface waters in the Alameda and Peninsula watersheds. The split between these resources varies from year to year depending on hydrological conditions and operational circumstances. Separate from the regional water system, the SFPUC owns and operates an in-city distribution system that serves retail customers in San Francisco. Approximately 97 percent of the San Francisco retail water supply is from the regional system; the remainder is comprised of local groundwater and recycled water.

Water Supply Reliability and Drought Planning

In 2008, the SFPUC adopted the Phased Water System Improvement Program (WSIP) to ensure the ability of the regional water system to meet certain level of service goals for water quality, seismic reliability, delivery reliability, and water supply through 2018.⁷⁸ The SFPUC's level of service goals for regional water supply are to meet customer water needs in non-drought and drought periods and to meet dry-year delivery needs while limiting rationing to a maximum of 20 percent system-wide. In approving the WSIP, the SFPUC established a supply limitation of up to 265 mgd to be delivered from its water supply resources in the Tuolumne, Alameda, and Peninsula watersheds in years with normal (average) precipitation.⁷⁹ The SFPUC's water supply agreement with its wholesale customers provides that approximately two-thirds of this total (up to 184 mgd) is available to wholesale purchasers and the remaining one-third (up to 81 mgd) is available to retail customers. The total amount of water the SFPUC can deliver to retail and wholesale customers in any one year depends on several factors, including the amount of water that is available from natural runoff, the

⁷⁸ On December 11, 2018, the SFPUC Commission extended the timing of the WSIP water supply decision through 2028 in its Resolution No. 18-0212.

⁷⁹ SFPUC Resolution No. 08-200, *Adoption of the Water System Improvement Program Phased WSIP Variant*, October 30, 2008.

amount of water in reservoir storage, and the amount of that water that must be released from the system for purposes other than customer deliveries (e.g., required instream flow releases below reservoirs). A “normal year” is based on historical hydrological conditions that allow the reservoirs to be filled by rainfall and snowmelt, allowing full deliveries to customers; similarly, a “wet year” and a “dry year” is based on historical hydrological conditions with above and below “normal” rainfall and snowmelt, respectively.

For planning purposes, the SFPUC uses a hypothetical drought that is more severe than what has historically been experienced. This drought sequence is referred to as the “design drought” and serves as the basis for planning and modeling of future scenarios. The design drought sequence used by the SFPUC for water supply reliability planning is an 8.5-year period that combines the following elements to represent a drought sequence more severe than historical conditions:

- Historical Hydrology – a six-year sequence of hydrology from the historical drought that occurred from July 1986 to June 1992
- Prospective Drought – a 2.5-year period which includes the hydrology from the 1976–1977 drought
- System Recovery Period – The last six months of the design drought are the beginning of the system recovery period. The precipitation begins in the fall, and by approximately the month of December, inflow to reservoirs exceeds customer demands and SFPUC system storage begins to recover.

While the most recent drought (2012 through 2016) included some of the driest years on record for the SFPUC’s watersheds, the design drought still represents a more severe drought in duration and overall water supply deficit.

Based on historical records of hydrology and reservoir inflow from 1920 to 2017, current delivery and flow obligations, and fully-implemented infrastructure under the WSIP, normal or wet years occurred 85 out of 97 years. This translates into roughly nine normal or wet years out of every 10 years. Conversely, system-wide rationing is required roughly one out of every 10 years. The frequency of dry years is expected to increase as climate change intensifies.

2015 Urban Water Management Plan

The California Urban Water Management Planning Act⁸⁰ requires urban water supply agencies to prepare *urban water management plans* to plan for the long-term reliability, conservation, and efficient use of California’s water supplies to meet existing and future demands. The act requires water suppliers to update their plans every five years based on projected growth for at least the next 20 years.

Accordingly, the current urban water management plan for the City and County of San Francisco is the 2015 Urban Water Management Plan update.⁸¹ The 2015 plan is an update to the 2010 Urban Water Management Plan and the 2013 Water Availability Study that were the basis for analysis contained in the Central SoMa PEIR, as discussed above. The 2015 plan update presents information on the SFPUC’s retail and wholesale service areas, the regional water supply system and other water supply systems operated by the SFPUC, system supplies and demands, water supply reliability, Water Conservation Act of 2009 compliance, water shortage contingency planning, and water demand management.

⁸⁰ California Water Code, division 6, part 2.6, sections 10610 through 10656, as last amended in 2015.

⁸¹ San Francisco Public Utilities Commission, *2015 Urban Water Management Plan for the City and County of San Francisco*, June 2016. This document is available at <https://sfwater.org/index.aspx?page=75>

The water demand projections in the 2015 plan reflect anticipated population and employment growth, socioeconomic factors, and the latest conservation forecasts. For San Francisco, housing and employment growth projections are based on the San Francisco Planning Department's Land Use Allocation 2012 (see 2015 Urban Water Management Plan, Appendix E, Table 5, p. 21), which in turn is based on the Association of Bay Area Governments growth projections through 2040.⁸² The 2015 plan presents water demand projections in five-year increments over a 25-year planning horizon through 2040.

The 2015 plan compares anticipated water supplies to projected demand through 2040 for normal, single-dry, and multiple-dry water years. Retail water supplies are comprised of regional water system supply, groundwater, recycled water, and non-potable water. Under normal hydrologic conditions, the total retail supply is projected to increase from 70.1 mgd in 2015 to 89.9 mgd in 2040. According to the plan, available and anticipated future water supplies would fully meet projected demand in San Francisco through 2040 during normal years.

On December 11, 2018, by Resolution No. 18-0212, the SFPUC amended its 2009 Water Supply Agreement between the SFPUC and its wholesale customers. That amendment revised the Tier 1 allocation in the Water Supply Allocation Plan to require a minimum reduction of 5 percent of the regional water system supply for San Francisco retail customers whenever system-wide reductions are required due to dry-year supply shortages.⁸³ When accounting for the requirements of this recently amended agreement, existing and planned supplies would meet projected retail water system demands in all years except for an approximately 3.6 to 6.1 mgd or 5 to 6.8 percent shortfall during dry years through the year 2040. This relatively small shortfall is primarily due to implementation of the amended 2009 water supply agreement. In such an event, the SFPUC would implement the SFPUC's Retail Water Shortage Allocation Plan and could manage this relatively small shortfall by prohibiting certain discretionary outdoor water uses and/or calling for voluntary rationing among all retail customers. Based on experience in past droughts, retail customers could reduce water use to meet this projected level of shortfall. The required level of rationing is well below the SFPUC's regional water supply level of service goal of limiting rationing to no more than 20 percent on a system-wide basis.

Based on the 2015 Urban Water Management Plan, as modified by the 2018 amendment to the 2009 Water Supply Agreement, sufficient retail water supplies would be available to serve projected growth in San Francisco through 2040. While concluding supply is sufficient, the 2015 Urban Water Management Plan also identifies projects that are underway or planned to augment local supply. Projects that are underway or recently completed include the San Francisco Groundwater Supply Project and the Westside Recycled Water Project. A more current list of potential regional and local water supply projects that the SFPUC is considering is provided below under Additional Water Supplies.

In addition, the plan describes the SFPUC's ongoing efforts to improve dry-year water supplies, including participation in Bay Area regional efforts to improve water supply reliability through projects such as interagency interties, groundwater management and recharge, potable reuse, desalination, and water transfers. While no specific capacity or supply has been identified, this program may result in future supplies that would benefit SFPUC customers.

⁸² Association of Bay Area Governments, *Jobs-Housing Connection Strategy*, May 2012.

⁸³ SFPUC, Resolution No. 18-0212, December 11, 2018.

2018 Bay-Delta Plan Amendment

In December 2018, the State Water Resources Control Board adopted amendments to the Water Quality Control Plan for the San Francisco Bay/Sacramento-San Joaquin Delta Estuary, which establishes water quality objectives to maintain the health of the rivers and the Bay-Delta ecosystem.⁸⁴ Among the goals of the adopted Bay-Delta Plan Amendment is to increase salmonid populations in the San Joaquin River, its tributaries (including the Tuolumne River), and the Bay-Delta. Specifically, the plan amendment requires increasing flows in the Stanislaus, Tuolumne, and Merced rivers to 40 percent of unimpaired flow⁸⁵ from February through June every year, whether it is wet or dry. During dry years, this would result in a substantial reduction in the SFPUC's water supplies from the Tuolumne River watershed.

If this plan amendment is implemented, the SFPUC would be able to meet the projected retail water demands presented in the 2015 Urban Water Management Plan in normal years but would experience supply shortages in single dry years and multiple dry years. Implementation of the Bay-Delta Plan Amendment would result in substantial dry-year water supply shortfalls throughout the SFPUC's regional water system service area, including San Francisco. The 2015 Urban Water Management Plan assumes limited rationing for retail customers may be needed in multiple dry years to address an anticipated supply shortage by 2040; the 2018 amendment to the 2009 Water Supply Agreement with wholesale customers would slightly increase rationing levels indicated in the 2015 plan. By comparison, implementation of the Bay-Delta Plan Amendment would result in supply shortfalls in all single dry years and multiple dry years and rationing to a greater degree than previously anticipated to address supply shortages not accounted for in the 2015 Urban Water Management Plan or as a result of the 2018 amendment to the Water Supply Agreement.

The state water board has stated that it intends to implement the plan amendment by the year 2022, assuming all required approvals are obtained by that time. However, at this time, the implementation of the Bay-Delta Plan Amendment is uncertain for several reasons, as the SFPUC explained in the Water Supply Assessment prepared for this project. First, under the federal Clean Water Act, the U. S. Environmental Protection Agency must approve the water quality standards identified in the plan amendment within 90 days from the date the approval request is received. It is uncertain what determination the U.S. Environmental Protection Agency will make, and its decision could result in litigation.

Second, since adoption of the Bay-Delta Plan Amendment, over a dozen lawsuits have been filed in state and federal court, challenging the water board's adoption of the plan amendment, including legal challenges filed by the federal government at the request of the U.S. Bureau of Reclamation. That litigation is in the early stages, and there have been no dispositive court rulings as of this date.

Third, the Bay-Delta Plan Amendment is not self-executing and does not allocate responsibility for meeting its new flow requirements to the SFPUC or any other water rights holders. Rather, the plan amendment merely provides a regulatory framework for flow allocation, which must be accomplished by other regulatory and/or adjudicatory proceedings, such as a comprehensive water rights adjudication or, in the case of the Tuolumne River, the Clean Water Act, section 401, certification process in the Federal Energy Regulatory Commission's relicensing proceeding for Don Pedro Dam. The license amendment process is

⁸⁴ State Water Resources Control Board Resolution No. 2018-0059, *Adoption of Amendments to the Water Quality Control Plan for the San Francisco Bay/Sacramento-San Joaquin Delta Estuary and Final Substitute Environmental Document*, December 12, 2018, available at https://www.waterboards.ca.gov/plans_policies/docs/2018wqcp.pdf.

⁸⁵ "Unimpaired flow" represents the water production of a river basin, unaltered by upstream diversions, storage, or by export or import of water to or from other watersheds.

currently expected to be completed in the 2022–2023 timeframe. This process and other regulatory and/or adjudicatory proceeding would likely face legal challenges and have lengthy timelines, and quite possibly could result in a different assignment of flow responsibility for the Tuolumne River than currently exists (and therefore a different water supply effect on the SFPUC).

Fourth, in recognition of the obstacles to implementation of the Bay-Delta Plan Amendment, the water board directed its staff to help complete a “Delta watershed-wide agreement, including potential flow measures for the Tuolumne River” by March 1, 2019, and to incorporate such agreements as an “alternative” for a future amendment to the Bay-Delta Plan to be presented to the [water board] as early as possible after December 1, 2019.” In accordance with the water board’s instruction, on March 1, 2019, the SFPUC, in partnership with other key stakeholders, submitted a proposed project description for the Tuolumne River that could be the basis for a voluntary agreement with the state water board that would serve as an alternative path to implementing the Bay-Delta Plan’s objectives. On March 26, 2019, the SFPUC adopted Resolution No. 19-0057 to support its participation in the voluntary agreement negotiation process. To date, those negotiations are ongoing.

For these reasons, whether, when, and the form in which the Bay-Delta Plan Amendment will be implemented, and how those amendments will affect the SFPUC’s water supply, is currently unknown.

Additional Water Supplies

In light of the adoption of the Bay-Delta Plan Amendment and the resulting potential limitation to the SFPUC’s regional water system supply during dry years, the SFPUC is expanding and accelerating its efforts to develop additional water supplies and explore other projects that would improve overall water supply resilience. Developing these supplies would reduce water supply shortfalls and reduce rationing associated with such shortfalls. The SFPUC has taken action to fund the study of additional water supply projects, which are described in the water supply assessment for the proposed project and listed below:

- Daly City Recycled Water Expansion
- Alameda County Water District Transfer Partnership
- Brackish Water Desalination in Contra Costa County
- Alameda County Water District-Union Sanitary District Purified Water Partnership
- Crystal Springs Purified Water
- Eastside Purified Water
- San Francisco Eastside Satellite Recycled Water Facility
- Additional Storage Capacity in Los Vaqueros Reservoir from Expansion
- Calaveras Reservoir Expansion

The capital projects that are under consideration would be costly and are still in the early feasibility or conceptual planning stages. These projects would take 10 to 30 or more years to implement and would require environmental permitting negotiations, which may reduce the amount of water that can be developed. The yield from these projects is unknown and not currently incorporated into SFPUC’s supply projections.

In addition to capital projects, the SFPUC is also considering developing related water demand management policies and ordinances, such as funding for innovative water supply and efficiency technologies and requiring potable water offsets for new developments.

Water Supply Assessment

Under sections 10910 through 10915 of the California Water Code, urban water suppliers like the SFPUC must prepare water supply assessments for certain large projects, as defined in CEQA Guidelines section 15155.⁸⁶ Water supply assessments rely on information contained in the water supplier's urban water management plan and on the estimated water demand of both the proposed project and projected growth within the relevant portion of the water supplier's service area. Because the proposed project is a mixed-use residential development containing approximately 960 dwelling units, it meets the definition of a water demand project under CEQA. Accordingly, the SFPUC adopted a water supply assessment for the proposed project on May 28, 2019.⁸⁷

The water supply assessment for the proposed project identifies the project's total water demand, including a breakdown of potable and non-potable water demands. The proposed project is subject to San Francisco's Non-potable Water Ordinance (article 12C of the San Francisco Health Code). The Non-potable Water Ordinance requires new commercial, mixed-use, and multi-family residential development projects with 250,000 square feet or more of gross floor area to install and operate an on-site non-potable water system. Such projects must meet their toilet and urinal flushing and irrigation demands through the collection, treatment, and use of available graywater, rainwater, and foundation drainage. While not required, projects may use treated blackwater or stormwater if desired. Furthermore, projects may choose to apply non-potable water to other non-potable water uses, such as cooling tower blowdown and industrial processes, but are not required to do so under the ordinance. The proposed project would exceed the requirements of the Non-potable Water Ordinance by using graywater and rainwater for toilet and urinal flushing and irrigation.

Both potable and non-potable demands for the project were estimated using the SFPUC's Non-potable Water Calculator and supplemented with additional calculations for the swimming pool and commercial laundry demands. According to the demand estimates, the project's total water demand would be 0.102 mgd, which would be comprised of 0.082 mgd of potable water and 0.020 mgd of non-potable water. Accordingly, 19.6 percent of the project's total water demand would be met by non-potable water.

The water supply assessment estimates future retail (citywide) water demand through 2040 based on the population and employment growth projections contained in the planning department's Land Use

⁸⁶ Pursuant to CEQA Guidelines section 15155(1), "a water-demand project" means:

- (A) A residential development of more than 500 dwelling units.
- (B) A shopping center or business establishment employing more than 1,000 persons or having more than 500,000 square feet of floor space.
- (C) A commercial office building employing more than 1,000 persons or having more than 250,000 square feet of floor area.
- (D) A hotel or motel, or both, having more than 500 rooms, (e) an industrial, manufacturing, or processing plant, or industrial park planned to house more than 1,000 persons, occupying more than 40 acres of land, or having more than 650,000 square feet of floor area.
- (F) a mixed-use project that includes one or more of the projects specified in subdivisions (a)(1)(A), (a)(1)(B), (a)(1)(C), (a)(1)(D), (a)(1)(E), and (a)(1)(G) of this section.
- (G) A project that would demand an amount of water equivalent to, or greater than, the amount of water required by a 500 dwelling unit project.

⁸⁷ SFPUC, *Water Supply Assessment for the 655 Fourth Street Project (Case No. 2014-000203ENV)*, May 28, 2019

Allocation 2012. The department has determined that the proposed project represents a portion of the planned growth accounted for in Land Use Allocation 2012. Therefore, the project's demand is incorporated in the 2015 Urban Water Management Plan.

The water supply assessment determined that the project's potable water demand of 0.082 mgd would contribute 0.09 percent to the projected total retail demand of 89.9 mgd in 2040. The project's total water demand of 0.102 mgd, which does not account for the 0.020 mgd savings anticipated through compliance with the non-potable water ordinance, would represent 0.11 percent of 2040 total retail demand. Thus, the proposed project represents a small fraction of the total projected water demand in San Francisco through 2040.

Due to the recent 2018 Bay Delta Plan Amendment, the water supply assessment considers these demand estimates under three water supply scenarios. To evaluate the ability of the water supply system to meet the demand of the proposed project in combination with both existing development and projected growth in San Francisco, the water supply assessment describes each of the following water supply scenarios:

- Scenario 1 – Current Water Supply
- Scenario 2 – Bay-Delta Plan Voluntary Agreement
- Scenario 3 – 2018 Bay-Delta Plan Amendment

As discussed below, the water supply assessment concludes that water supplies would be available to meet the demand of the proposed project in combination with both existing development and projected growth in San Francisco through 2040 under each of these water supply scenarios with varying levels of rationing during dry years. The following is a summary of the analysis and conclusions presented in the SFPUC's water supply assessment for the project under each of the three water supply scenarios considered.

Scenario 1 – Current Water Supply

Scenario 1 assumes no change to the way in which water is supplied, and that neither the Bay-Delta Plan Amendment nor a Bay-Delta Plan Voluntary Agreement would be implemented. Thus, the water supply and demand assumptions contained in the 2015 Urban Water Management Plan and the 2009 Water Supply Agreement as amended would remain applicable for the project's water supply assessment. As stated above, the project is accounted for in the demand projections in the 2015 Urban Water Management Plan.

Under Scenario 1, the water supply assessment determined that water supplies would be available to meet the demand of the project in combination with existing development and projected growth in all years, except for an approximately 3.6 to 6.1 mgd or 5- to 6.8-percent shortfall during dry years through the year 2040. This relatively small shortfall is primarily due to implementation of the amended 2009 Water Supply Agreement. To manage a small shortfall such as this, the SFPUC may prohibit certain discretionary outdoor water uses and/or call for voluntary rationing by its retail customers. During a prolonged drought at the end of the 20-year planning horizon, the project could be subject to voluntary rationing in response to a 6.8-percent supply shortfall, when the 2018 amendments to the 2009 Water Supply Agreement are taken into account. This level of rationing is well within the SFPUC's regional water system supply level of service goal of limiting rationing to no more than 20 percent on a system-wide basis (i.e., an average throughout the regional water system).

Scenario 2 – Bay-Delta Plan Voluntary Agreement

Under Scenario 2, a voluntary agreement would be implemented as an alternative to the adopted Bay-Delta Plan Amendment. The March 1, 2019, proposed voluntary agreement submitted to the state water board

has yet to be accepted, and the shortages that would occur with its implementation are not known. The voluntary agreement proposal contains a combination of flow and non-flow measures that are designed to benefit fisheries at a lower water cost, particularly during multiple dry years, than would occur under the Bay-Delta Plan Amendment. The resulting regional water system supply shortfalls during dry years would be less than those under the Bay-Delta Plan Amendment and would require rationing of a lesser degree and closer in alignment to the SFPUC's adopted level of service goal for the regional water system of rationing of no more than 20 percent system-wide during dry years. SFPUC Resolution No. 19-0057, which authorized the SFPUC staff to participate in voluntary agreement negotiations, stated its intention that any final voluntary agreement allow the SFPUC to maintain both the water supply and sustainability level of service goals and objectives adopted by the SFPUC when it approved the WSIP. Accordingly, it is reasonable to conclude that if the SFPUC enters into a voluntary agreement, the supply shortfall under such an agreement would be of a similar magnitude to those that would occur under Scenario 1. In any event, the rationing that would be required under Scenario 2 would be of a lesser degree than under the Bay-Delta Plan Amendment as adopted.

Scenario 3 – Bay-Delta Plan Amendment

Under Scenario 3, the 2018 Bay-Delta Plan Amendment would be implemented as it was adopted by the state water board without modification. As discussed above, there is considerable uncertainty whether, when, and in what form the plan amendment will be implemented. However, because implementation of the plan amendment cannot be ruled out at this time, an analysis of the cumulative impact of projected growth on water supply resources under this scenario is included in this document to provide a worst-case impact analysis.

Under this scenario, which is assumed to be implemented after 2022, water supplies would be available to meet projected demands through 2040 in wet and normal years with no shortfalls. However, under Scenario 3 the entire regional water system—including both the wholesale and retail service areas—would experience significant shortfalls in single dry and multiple dry years, which over the past 97 years occur on average just over once every 10 years. Significant dry-year shortfalls would occur in San Francisco, regardless of whether the proposed project is constructed. Except for the currently anticipated shortfall to retail customers of about 6.1 mgd (6.8 percent) that is expected to occur under Scenario 1 during years seven and eight of the 8.5-year design drought based on 2040 demand levels, these shortfalls to retail customers would exclusively result from supply reductions resulting from implementation of the Bay-Delta Plan Amendment. The retail supply shortfalls under Scenario 3 would not be attributed to the incremental demand associated with the proposed project, because the project's demand is incorporated already in the growth and water demand/supply projections contained in the 2015 Urban Water Management Plan.

Under the Bay-Delta Plan Amendment, existing and planned dry-year supplies would be insufficient for the SFPUC to satisfy its regional water system supply level of service goal of no more than 20 percent rationing system-wide. The Water Shortage Allocation Plan does not specify allocations to retail supply during system-wide shortages above 20 percent. However, the plan indicates that if a system-wide shortage greater than 20 percent were to occur, regional water system supply would be allocated between retail and wholesale customers per the rules corresponding to a 16- to 20-percent system-wide reduction, subject to consultation and negotiation between the SFPUC and its wholesale customers to modify the allocation rules. The allocation rules corresponding to the 16- to 20-percent system-wide reduction are reflected in the project's water supply assessment. These allocation rules result in shortfalls of 15.6 to 49.8 percent across the retail service area as a whole under Scenario 3. As shown in Table 5 of the water supply assessment, total shortfalls under Scenario 3 would range from 12.3 mgd (15.6 percent) in a single dry year to 36.1 mgd

(45.7 percent) in years seven and eight of the 8.5-year design drought based on 2025 demand levels and from 21 mgd (23.4 percent) in a single dry year to 44.8 mgd (49.8 percent) in years seven and eight of the 8.5-year design drought based on 2040 demand.

Impact Analysis

As described above, the supply capacity of the Hetch Hetchy regional water system that provides the majority of the city's drinking water far exceeds the potential demand of any single development project in San Francisco. No single development project alone in San Francisco would require the development of new or expanded water supply facilities or require the SFPUC to take other actions, such as imposing a higher level of rationing across the city in the event of a supply shortage in dry years. Therefore, a separate project-only analysis is not provided for this topic. The following analysis instead considers whether the proposed project in combination with both existing development and projected growth through 2040 would require new or expanded water supply facilities, the construction or relocation of which could have significant cumulative impacts on the environment that were not identified in the Central SoMa PEIR. It also considers whether a high level of rationing would be required that could have significant cumulative impacts. It is only under this cumulative context that development in San Francisco could have the potential to require new or expanded water supply facilities or require the SFPUC to take other actions, which in turn could result in significant physical environmental impacts related to water supply. If significant cumulative impacts could result, then the analysis considers whether the project would make a considerable contribution to the cumulative impact.

Impacts related to New or Expanded Water Supply Facilities

The SFPUC's adopted water supply level of service goal for the regional water system is to meet customer water needs in non-drought and drought periods. The system performance objective for drought periods is to meet dry-year delivery needs while limiting rationing to a maximum of 20 percent system-wide reduction in regional water service during extended droughts. As the SFPUC has designed its system to meet this goal, it is reasonable to assume that to the extent the SFPUC can achieve its service goals, sufficient supplies would be available to serve existing development and planned growth accounted for in the 2015 Urban Water Management Plan (which includes the proposed project) and that new or expanded water supply facilities are not needed to meet system-wide demand. While the focus of this analysis is on the SFPUC's retail service area and not the regional water system as a whole, this cumulative analysis considers the SFPUC's regional water supply level of service goal of rationing of not more than 20 percent in evaluating whether new or expanded water supply facilities would be required to meet the demands of existing development and projected growth in the retail area through 2040. If a shortfall would require rationing more than 20 percent to meet system-wide dry-year demand, the analysis evaluates whether as a result, the SFPUC would develop new or expanded water supply facilities that result in significant physical environmental impacts. It also considers whether such a shortfall would result in a level of rationing that could cause significant physical environmental impacts. If the analysis determines that there would be a significant cumulative impact, then per CEQA Guidelines section 15130, the analysis considers whether the project's incremental contribution to any such effect is "cumulatively considerable."

As discussed above, existing and planned dry-year supplies would meet projected retail demands through 2040 under Scenario 1 within the SFPUC's regional water system adopted water supply reliability level of service goal. Therefore, the SFPUC could meet the water supply needs for the proposed project in combination with existing development and projected growth in San Francisco through 2040 from the SFPUC's existing system. The SFPUC would not be expected to develop new or expanded water supply facilities for retail customers under Scenario 1 and there would be no significant cumulative environmental impact.

The effect of Scenario 2 cannot be quantified at this time but as explained previously, if it can be designed to achieve the SFPUC's level of service goals and is adopted, it would be expected to have effects similar to Scenario 1. Given the SFPUC's stated goal of maintaining its level of service goals under Scenario 2, it is expected that Scenario 2 effects would be more similar to Scenario 1 than to Scenario 3. In any event, any shortfall effects under Scenario 2 that exceed the SFPUC's service goals would be expected to be less than those under Scenario 3. Therefore, the analysis of Scenario 3 would encompass any effects that would occur under Scenario 2 if it were to trigger the need for increased water supply or rationing in excess of the SFPUC's regional water system level of service goals.

Under Scenario 3, the SFPUC's existing and anticipated water supplies would be sufficient to meet the demands of existing development and projected growth in San Francisco, including the proposed project, through 2040 in wet and normal years, which have historically occurred in approximately nine out of 10 years on average. During single dry and multiple dry years, retail supply shortfalls of 15.6 to 49.8 percent could occur.

The SFPUC has indicated in its water supply assessment that as a result of the adoption of the Bay-Delta Plan Amendment and the resulting potential limitations on supply to the regional water system during dry years, the SFPUC is increasing and accelerating its efforts to develop additional water supplies and explore other projects that would increase overall water supply resilience. It lists possible projects that it will study. The SFPUC is beginning to study water supply options, but it has not determined the feasibility of the possible projects, has not made any decision to pursue any particular supply projects, and has determined that the identified potential projects would take anywhere from 10 to 30 years or more to implement.

There is also a substantial degree of uncertainty associated with the implementation of the Bay-Delta Plan Amendment and its ultimate outcome, and therefore, there is substantial uncertainty in the amount of additional water supply that may be needed, if any. Moreover, there is uncertainty and lack of knowledge as to the feasibility and parameters of the possible water supply projects the SFPUC is beginning to explore. Consequently, the physical environmental impacts that could result from future supply projects is quite speculative at this time and would not be expected to be reasonably determined for a period of time ranging from 10 to 30 years. Although it is not possible at this time to identify the specific environmental impacts that could result, this analysis assumes that if new or expanded water supply facilities, such as those listed above under Additional Water Supplies, were developed, the construction and/or operation of such facilities could result in significant adverse environmental impacts, and this would be a significant cumulative impact.

As discussed above, the proposed project would represent 0.11 percent of total demand and 0.09 percent of potable water demand in San Francisco in 2040, whereas implementation of the Bay Delta Plan Amendment would result in a retail supply shortfall of up to 49.8 percent. Thus, new or expanded dry-year water supplies would be needed under Scenario 3 regardless of whether the proposed project is constructed. As such, any physical environmental impacts related to the construction and/or operation of new or expanded water supplies would occur with or without the proposed project. Therefore, the proposed project would not have a considerable contribution to any significant cumulative impacts that could result from the construction or operation of new or expanded water supply facilities developed in response to the Bay-Delta Plan Amendment.

Impacts Related to Rationing

Given the long lead times associated with developing additional water supplies, in the event the Bay-Delta Plan Amendment were to take effect sometime after 2022 and result in a dry-year shortfall, the expected

action of the SFPUC for the next 10 to 30 years (or more) would be limited to requiring increased rationing. The remaining analysis therefore focuses on whether rationing at the levels that might be required under the Bay-Delta Plan Amendment could result in any cumulative impacts, and if so, whether the project would make a considerable contribution to these impacts.

The SFPUC has established a process through its Retail Water Shortage Allocation Plan for actions it would take under circumstances requiring rationing. Rationing at the level that might be required under the Bay-Delta Plan Amendment would require changes to how businesses operate, changes to water use behaviors (e.g., shorter and/or less-frequent showers), and restrictions on irrigation and other outdoor water uses (e.g., car washing), all of which could lead to undesirable socioeconomic effects. Any such effects would not constitute physical environmental impacts under CEQA.

High levels of rationing could, however, lead to adverse physical environmental effects, such as the loss of vegetation cover resulting from prolonged restrictions on irrigation. Prolonged high levels of rationing within the city could also make San Francisco a less desirable location for residential and commercial development compared to other areas of the state not subject to such substantial levels of rationing, which, depending on location, could lead in turn to increased urban sprawl. Sprawl development is associated with numerous environmental impacts, including, for example, increased GHG emissions and air pollution from longer commutes and lower density development, higher energy use, loss of farmland, and increased water use from less water-efficient suburban development.⁸⁸ In contrast, as discussed in the transportation section, the proposed project is located in an area where VMT per capita is well below the regional average; projects in San Francisco are required to comply with numerous regulations that would reduce GHG emissions, as discussed in the GHG section of this initial study, and San Francisco's per capita water use is among the lowest in the state. Thus, the higher levels of rationing on a citywide basis that could be required under the Bay-Delta Plan Amendment could lead directly or indirectly to significant cumulative impacts. The question, then, is whether the project would make a considerable contribution to impacts that may be expected to occur in the event of high levels of rationing.

While the levels of rationing described above apply to the retail service area as a whole (i.e., 5 to 6.8 percent under Scenario 1, 15.6 to 49.8 percent under Scenario 3), the SFPUC may allocate different levels of rationing to individual retail customers based on customer type (e.g., dedicated irrigation, single-family residential, multi-family residential, commercial, etc.) to achieve the required level of retail (citywide) rationing. Allocation methods and processes that have been considered in the past and may be used in future droughts are described in the SFPUC's current Retail Water Shortage Allocation Plan.⁸⁹ However, additional allocation methods that reflect existing drought-related rules and regulations adopted by the SFPUC during the recent drought are more pertinent to current and foreseeable development and water use in San Francisco and may be included in the SFPUC's update to its Retail Water Shortage Allocation Plan.⁹⁰ The Retail Water Shortage Allocation Plan will be updated as part of the 2020 Urban Water Management Plan update in 2021. The SFPUC anticipates that the updated Retail Water Shortage Allocation Plan would include a tiered allocation approach that imposes lower levels of rationing on customers who use less water than other customers in the same customer class and would require higher

⁸⁸ Pursuant to the SFPUC 2015 Urban Water Management Plan, San Francisco's per capita water use is among the lowest in the state.

⁸⁹ San Francisco Public Utilities Commission, *2015 Urban Water Management Plan for the City and County of San Francisco, Appendix L – Retail Water Shortage Allocation Plan*, June 2016. This document is available at <https://sfwater.org/index.aspx?page=75>

⁹⁰ SFPUC, *2015-2016 Drought Program*, adopted by Resolution 15-0119, May 26, 2015.

levels of rationing by customers who use more water. This approach aligns with the state water board's statewide emergency conservation mandate imposed during the recent drought, in which urban water suppliers who used less water were subject to lower reductions than those who used more water. Imposing lower rationing requirements on customers who already conserve more water is also consistent with the implementation of prior rationing programs based on past water use in which more efficient customers were allocated more water.

The SFPUC anticipates that, as a worst-case scenario under Scenario 3, a mixed-used residential project could be subject to up to 38-percent rationing during a severe drought.⁹¹ In accordance with the Retail Water Shortage Allocation Plan, the level of rationing that would be imposed on the proposed project would be determined at the time of a drought or other water shortage and cannot be established with certainty prior to the shortage event. However, newly-constructed buildings, such as the proposed project, have water-efficient fixtures and non-potable water systems that comply with the latest regulations. Thus, if these buildings can demonstrate below-average water use, they would likely be subject to a lower level of rationing than other retail customers that meet or exceed the average water use for the same customer class.

While any substantial reduction in water use in a new, water efficient building likely would require behavioral changes by building occupants that are inconvenient, temporary rationing during a drought is expected to be achievable through actions that would not cause or contribute to significant environmental effects. The effect of such temporary rationing would likely cause occupants to change behaviors but would not cause the substantial loss of vegetation because vegetation on this urban infill site would be limited to ornamental landscaping, and non-potable water supplies would remain available for landscape irrigation in dry years. The project would not include uses that would be forced to relocate because of temporary water restrictions, such as a business that relies on significant volumes of water for its operations. While high levels of rationing that would occur under Scenario 3 could result in future development locating elsewhere, existing residents, office workers, and businesses occupying the proposed project would be expected to tolerate rationing for the temporary duration of a drought.

As discussed above, implementation of the Bay-Delta Plan Amendment would result in substantial system-wide water supply shortfalls in dry years. These shortfalls would occur with or without the proposed project, and the project's incremental increase in potable water demand (0.010 percent of total retail demand) would have a negligible effect on the levels of rationing that would be required throughout San Francisco under Scenario 3 in dry years.

⁹¹ This worst-case rationing level for San Francisco multi-family residential was estimated for the purpose of preparing comments on behalf of the City and County of San Francisco on the SWRCB's Draft Substitute Environmental Document in Support of Potential Changes to the Bay- Delta Plan, dated March 16, 2017. See comment letter Attachment 1, Appendix 3, Page 5, Table 3. The comment letter and attachments are available on the SWRCB website:

https://www.waterboards.ca.gov/public_notices/comments/2016_baydelta_plan_amendment/docs/dennis_herrera.pdf The rationing estimates prepared for the comment letter apply to the first 6 years of the SFPUC's 8.5-year design drought as they reflect the 1987-92 drought. For the last 2.5 years of the design drought, a corresponding worst-case rationing level for San Francisco multi-family residential customers was not estimated. While the level of rationing imposed on the retail system will be higher for the outer years of the design drought compared to the first 6 years, it is reasonable to assume that multi-family residential customers such as the proposed project would not have to conserve more than 38 percent.

As such, temporary rationing that could be imposed on the project would not cause or contribute to significant environmental effects associated with the high levels of rationing that may be required on a city-wide basis under Scenario 3. Thus, the project would not make a considerable contribution to any significant cumulative impacts that may result from increased rationing that may be required with implementation of the Bay-Delta Plan Amendment, were it to occur.

Conclusion

As stated above, there is considerable uncertainty as to whether the Bay-Delta Plan Amendment will be implemented. If the plan amendment is implemented, the SFPUC will need to impose higher levels of rationing than its regional water system level of service goal of no more than 20 percent rationing during drought years by 2025 and for the next several decades. Implementation of the plan amendment would result in a shortfall beginning in years two and three of multiple dry-years in 2025 of 33.2 percent, and dry year shortfalls by 2040 ranging from 23.4 percent in a single dry year and year one of multiple dry years to up to 49.8 percent in years seven and eight of the 8.5-year design drought. While the SFPUC may seek new or expanded water supply facilities, it has not made any definitive decision to pursue particular actions and there is too much uncertainty associated with this potential future decision to identify environmental effects that would result. Such effects are therefore speculative at this time. In any case, the need to develop new or expanded water supplies in response to the Bay Delta Plan Amendment and any related environmental impacts would occur irrespective of the water demand associated with the proposed project. Given the long lead times associated with developing additional supplies, the SFPUC's expected response to implementation of the Bay-Delta Plan Amendment would be to ration in accordance with procedures in its Retail Water Shortage Allocation Plan.

Both direct and indirect environmental impacts could result from high levels of rationing. However, the project is a mixed-use urban infill development that would be expected to tolerate the level of rationing imposed on it for the duration of the drought, and thus would not contribute to sprawl development caused by rationing under the Bay-Delta Plan Amendment. The project itself would not be expected to contribute to a loss of vegetation because project-generated non-potable supplies would remain available for irrigation in dry years. Nor would the small increase in potable water demand attributable to the project compared to citywide demand substantially affect the levels of dry-year rationing that would otherwise be required throughout the city. Thus, the proposed project would not make a considerable contribution to a cumulative environmental impact caused by implementation of the Bay-Delta Plan Amendment. Therefore, for the reasons described above, under all three scenarios, this impact would be considered less than significant.

Stormwater, Wastewater, and Solid Waste

The project site is covered by impervious surfaces and would be required to comply with the city's Stormwater Management Ordinance. This ordinance requires the proposed project to decrease the amount of impervious area on site and reduce peak stormwater runoff compared to existing conditions. Therefore, with implementation of the proposed project, stormwater runoff from the project site to the Southeast Water Treatment Plant would be reduced compared to existing conditions. Further, wastewater volumes generated by the project would be minimal in comparison to stormwater flows. Thus, the proposed project would not require new or expanded stormwater or wastewater facilities.

The proposed project would comply with solid waste regulations and would not be expected to generate solid waste in amounts that would exceed the permitted landfill capacity analyzed in the Central SoMa PEIR. The proposed project would adhere to the city’s plumbing, water conservation, and waste diversion requirements.⁹²

Cumulative Analysis

There are no cumulative development projects nearby that were not encompassed in the Central SoMa PEIR cumulative utilities and service systems analysis. The project is within the scope of development projected under the Central SoMa Plan and would not result in more severe utilities and service systems impacts than previously identified in the Central SoMa PEIR.

Conclusion

For the reasons discussed above, implementation of the proposed project would not result in significant impacts that were not identified in the Central SoMa PEIR related to utilities and service systems or impacts that are peculiar to the project site, nor would the proposed project result in more severe project or cumulative impacts than were identified in the Central SoMa PEIR.

E.13 Public Services

Central SoMa PEIR Analysis

The Central SoMa PEIR found that implementation of the Central SoMa Plan and the anticipated increase in population would not result in significant impacts related to the provision of new or physically altered public services, including police, fire, schools, and park services. Further, the Central SoMa PEIR found that if new or expanded facilities would be needed, the environmental effects of construction and operation of these facilities would be similar to that of subsequent development projects anticipated in the Central SoMa PEIR. That is, construction of a new fire station, police station, or other comparable government facility would not result in new significant impacts not already analyzed; thus, the effects have already been addressed in the Central SoMa PEIR.

<u>Topics</u>	<u>Significant Impact Peculiar to Project or Project Site</u>	<u>Significant Impact not Identified in Central SoMa PEIR</u>	<u>Significant Impact due to Substantial New Information</u>	<u>No Significant Impact not Previously Identified in Central SoMa PEIR</u>
13. PUBLIC SERVICES—Would the project:				
a) Result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times, or other performance objectives for any of the public services such as fire protection, police protection, schools, parks, or other public facilities?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Project-Specific Analysis

The increased employees, visitors, and residents resulting from the proposed project would increase demand for police and fire protection services, schools, and parks. The proposed project would account for a fraction of the increased demand for these services that were analyzed in the Central SoMa PEIR, and the project falls within the development density assumptions for the site that were analyzed in the Central

⁹² San Francisco Water Power Sewer. 2019. *Water Supply Assessment for the 655 4th Street Project*. May 28, 2019.

SoMa PEIR. Therefore, the proposed project would not result in a more substantial increase in the demand for police or fire protection services than was previously identified in the Central SoMa PEIR. As described under the Recreation section, the proposed project would not result in new or more severe physical environmental impacts to parks or recreational facilities.

Cumulative Analysis

There are no cumulative development projects nearby that were not encompassed in the Central SoMa PEIR cumulative public services analysis. The project is within the scope of development projected under the Central SoMa Plan and would not result in more severe public services impacts than were previously identified in the Central SoMa PEIR.

Conclusion

For the reasons discussed above, implementation of the proposed project would not result in significant impacts that were not identified in the Central SoMa PEIR related to public services or impacts that are peculiar to the project site, nor would the proposed project result in more severe project or cumulative impacts than were identified in the Central SoMa PEIR.

E.14 Biological Resources

Central SoMa PEIR Analysis

The Central SoMa PEIR found that the Central SoMa Plan would be implemented in a developed urban area with no natural vegetation communities remaining; therefore, development under the Central SoMa Plan would not affect any special-status plants. There are no riparian corridors, estuaries, marshes, or wetlands in the plan area that could be affected by the development anticipated under the Central SoMa Plan.

In addition, development envisioned under the Central SoMa Plan would not substantially interfere with the movement of any resident or migratory wildlife species. However, **Central SoMa PEIR Improvement Measure I-BI-2, Night Lighting Minimization**, was identified to further reduce potential effects on birds from nighttime lighting at individual project sites.

The Central SoMa PEIR determined that construction in the plan area would not have a significant impact on special-status species, apart from bats. The Central SoMa PEIR concluded that impacts to bats would be reduced to less than significant with implementation of **Central SoMa PEIR Mitigation Measure M-BI-1, Pre-Construction Bat Surveys**, requiring pre-construction surveys for bats. This mitigation measure applies to all projects removing trees at least 6 inches at diameter at breast height or where buildings that are proposed for demolition have been vacant for at least six months.

Topics	<i>Significant Impact Peculiar to Project or Project Site</i>	<i>Significant Impact not Identified in Central SoMa PEIR</i>	<i>Significant Impact due to Substantial New Information</i>	<i>No Significant Impact not Previously Identified in Central SoMa PEIR</i>
14. BIOLOGICAL RESOURCES—Would the project:				
a) Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special-status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Wildlife or U.S. Fish and Wildlife Service?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations or by the California Department of Fish and Wildlife or U.S. Fish and Wildlife Service?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Have a substantial adverse effect on federally protected wetlands (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e) Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
f) Conflict with the provisions of an adopted habitat conservation plan, natural community conservation plan, or other approved local, regional, or state habitat conservation plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Project-Specific Analysis

As the project is located within the Central SoMa Plan area, the proposed project would not affect any natural vegetation communities, special-status plants, riparian corridors, estuaries, marshes, or wetlands. The proposed project would remove at least one tree over 6 inches in diameter and it is likely buildings will be vacant or underutilized at the time of demolition; therefore, **Project Mitigation Measure M-BI-1, Pre-Construction Bat Surveys** (implementing Central SoMa PEIR Mitigation Measure M-BI-1) would be applicable. Implementation of Project Mitigation Measure M-BI-1 would reduce the project’s impact to any special-status bats to a less-than-significant level by requiring that pre-construction surveys be conducted to identify bats and avoid impacts to roosting bats.

Also, the proposed project would require the removal of five street trees, including two London plane trees on Townsend Street and three purple leaf plum trees on Fourth Street. The proposed project would plant up to approximately 26 street trees.

During tree removal activities, the proposed project could disturb nesting birds and those protected by the federal Migratory Bird Treaty Act and the California Fish and Game Code. Nesting birds may be present in the existing street trees and foliage surrounding the project site. As such, if tree removal would occur during the nesting season (January 15 through August 15) or during the breeding season (March through August), nesting birds could be disturbed. This would be considered a potentially significant impact. However, the project sponsor is required to comply with California Fish and Game Code section 3500 et al., including sections 3503, 3503.5, 3511, and 3513, which provide that it is unlawful to take or possess any migratory nongame bird or needlessly destroy nests of birds except as otherwise outlined in the code. The California

Department of Fish and Wildlife enforces the code by requiring that projects incorporate measures to avoid and minimize impacts to nesting birds if any tree removal would occur during the nesting or breeding season. For example, a qualified biologist would conduct a tree survey within 15 days before the start of construction occurring in March through May, or 30 days before the start of construction occurring in June through August. These surveys would help establish the presence of any nesting birds that would need to be protected through avoidance and minimization measures. Additionally, California Department of Fish and Wildlife staff may require notification if any active nests are identified, including consultation with the California Department of Fish and Wildlife and establishment of construction-free buffer zones. Compliance with these existing state regulations would ensure that project impacts relating to nesting birds would be less than significant.

Planning code section 139, Standards for Bird-Safe Buildings, establishes building design standards to reduce avian mortality rates associated with bird strikes.⁹³ The proposed project would be required to comply with the building feature-related hazards standards of section 139 by using bird-safe glazing treatment on 100 percent of any building feature-related hazards such as free-standing glass walls, wind barriers, and balconies. The project would be subject to and would be required to comply with the city's regulations for bird-safe buildings and federal and state migratory bird regulations. Therefore, the proposed project would not interfere with the movement of native resident or wildlife species or with established native resident or migratory wildlife corridors and would not result in a significant impact to native resident or wildlife species.

Although the project would not result in significant impacts to native resident and migratory birds, impacts to birds resulting from the proposed project would be further reduced through the implementation of Project Improvement Measure I-BI-1 (implementation of Central SoMa Improvement Measure I-BI-2, Night Lighting Minimization). I-BI-1 includes voluntary compliance with the San Francisco Lights Out Program, which encourages project sponsors of buildings developed pursuant to the Central SoMa Plan to implement bird-safe building operations to prevent and minimize bird strike impacts, and generally keep lighting to a minimum, as birds can become disoriented from building lighting. Implementation of this improvement measure would further reduce the project's less-than-significant impact to birds.

Cumulative Analysis

There are no cumulative development projects nearby that were not encompassed in the Central SoMa PEIR cumulative biological resources analysis. The street improvement projects along Townsend, Brannan, and Fifth streets are substantially similar in scope to the street network changes already analyzed in the Central SoMa PEIR. Therefore, the project would not result in more severe biological resource impacts than previously identified in the Central SoMa PEIR.

Conclusion

The proposed project would not result in significant project-level or cumulative impacts on biological resources that were not identified in the Central SoMa PEIR, nor would the project result in significant project-level or cumulative impacts on biological resources that are more severe than those identified in the Central SoMa PEIR or that are peculiar to the project site. Impacts to native resident and migratory birds would further be reduced with the implementation of Project Improvement Measure I-BI-1.

⁹³ San Francisco Planning Department, Standards for Bird-Safe Buildings, July 14, 2011. Available at: <http://planning.sanfranciscocode.org/1.2/139>, accessed on January 18, 2017.

E.15 Geology and Soils

Central SoMa PEIR Analysis

The Central SoMa PEIR found that impacts related to geology and soils would be less than significant, including impacts related to earthquake faults, seismic ground shaking, seismically induced ground failure, and landslides. The Central SoMa PEIR found that the plan area is generally flat and that implementation of the Central SoMa Plan would have no impact on altering the topography of the plan area. Most of the plan area is located within a potential liquefaction hazard zone identified by the California Geological Survey. Compliance with applicable state and local codes and recommendations made in project-specific geotechnical analyses would reduce the geologic hazards of subsequent development projects to a less-than-significant level. Additionally, the Central SoMa PEIR found that development enabled by the Central SoMa Plan could induce ground settlement as a result of excavation for construction of subsurface parking or basement levels, construction dewatering, heave during installation of piles, and long-term dewatering.

In addition, proposed buildings over 160 feet tall, such as the proposed project's buildings, could be subject to compliance with the building department's Administrative Bulletin 083, Requirements and Guidelines for the Seismic Design of New Tall Buildings using Non-Prescriptive Seismic-Design Procedures.⁹⁴ This bulletin specifies the requirements and guidelines for the non-prescriptive design of new tall buildings that are higher than 160 feet to ensure that the design meets the standards of the building code.⁹⁵ Also, the building department's Administrative Bulletin 082, Guidelines and Procedures for Structural Design Review, specifies the guidelines and procedures for structural design review during the application review process for a building permit. In addition to requirements for a site-specific geotechnical report as articulated in San Francisco Building Code section 1803 and building department Information Sheet S-05, Geotechnical Report Requirements, structural design review may result in review by an independent structural design reviewer. Administrative Bulletin 082 describes what types of projects may require this review, the qualifications of the structural design reviewer, the scope of the structural design review, and how the director of the building department as the building official would resolve any disputes between the structural design reviewer and the project's engineer of record. A building department Structural Information Sheet S-18 will also be required. It provides Interim Guidelines and Procedures for Structural, Geotechnical, and Seismic Hazard Engineering Design Review for New Tall Buildings and supplements and clarifies the requirements and procedures in Administrative Bulletins 082 and 083. It applies to buildings 240 feet or taller and is thus relevant to subsequent development projects in the Plan area. With implementation of the recommendations provided in project-specific detailed geotechnical studies for subsequent development projects, subject to review and approval by the building department, impacts related to the potential for settlement and subsidence due to construction on soil that is unstable, or could become unstable as a result of such construction, would be less than significant. Thus, the Central SoMa PEIR concluded that implementation of the Central SoMa Plan would not result in significant impacts with regard to geology and soils, and no mitigation measures were identified in the Central SoMa PEIR.

The Central SoMa PEIR found that there is low potential to uncover unique or significant fossils within the plan area or vicinity. Construction excavations could encounter undisturbed dune sands, the Colma Formation, or artificial fills associated with previous development (e.g., road bases, foundations, and

⁹⁴ Non-prescriptive seismic design deviates from one or more of the specific standards contained in the San Francisco Building Code.

⁹⁵ Building Department Administrative Bulletins and Information Sheets are available at <http://sfdbi.org/administrative-bulletins> and <http://sfdbi.org/information-sheets>, respectively.

previous backfills for underground utilities). Due to their age and origin, these geological materials have little to no likelihood of containing unique or significant fossils.

<i>Topics</i>	<i>Significant Impact Peculiar to Project or Project Site</i>	<i>Significant Impact not Identified in Central SoMa PEIR</i>	<i>Significant Impact due to Substantial New Information</i>	<i>No Significant Impact not Previously Identified in Central SoMa PEIR</i>
15. GEOLOGY AND SOILS—Would the project:				
a) Directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving:	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
i) Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? Refer to Division of Mines and Geology Special Publication 42.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
ii) Strong seismic ground shaking?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
iii) Seismic-related ground failure, including liquefaction?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
iv) Landslides?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Result in substantial soil erosion or the loss of topsoil?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Be located on geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction or collapse?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial direct or indirect risks to life or property?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e) Have soils incapable of adequately supporting the use of septic tanks or alternative wastewater disposal systems where sewers are not available for the disposal of waste water?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
f) Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Project Analysis

As discussed in this initial study checklist, wastewater would flow into the city’s combined sewer system and would not require a septic system. Therefore, initial study checklist question 15e is not applicable to the proposed project.

Soil, Seismic, and Geological Hazards

A geotechnical investigation was prepared for the proposed project.^{96,97} Given that the project is in a seismic hazard zone, the building department is required to make sure the recommendations that address seismic hazards, including liquefaction hazards, in the geotechnical report are adhered to. Project design and the geotechnical report must comply with the guidelines and procedures for design review of tall buildings

⁹⁶ Rollo & Ridley. 2017. Geotechnical Investigation 655 Fourth Street, San Francisco, California. May 19, 2017.

⁹⁷ Rollo & Ridley. 2018. Update to Geotechnical Investigation. Updated June 29, 2018.

established by the building department; the final project design will undergo review by the city's engineering design review team, which includes geotechnical and civil engineers.

The geotechnical investigation found that the project site is underlain by 16 feet of fill material composed of sand, silt, clay, brick, gravel, concrete, and other debris. Below the fill is a 2- to 5.5-foot-thick layer of marine deposits consisting of soft to stiff clay and sandy clay. Below the fill and marine deposits the site is underlain by a layer of medium dense to very dense sand, clayey sand, and sandy clay referred to as the Colma Formation, which extends to bedrock. The bedrock consists of Franciscan Complex Mélange, which includes layers of shale and sandstone and, to a lesser extent, layers of greywacke, serpentinite, siltstone, chert, and greenstone. The geotechnical investigation estimated that groundwater is at a depth of 8 to 11 feet below grade.

The geotechnical investigation concluded that the proposed buildings are feasible to construct and identified specific design features for the building foundation to adequately support the proposed buildings. The final building design is required to implement the report recommendations for site preparation and grading, including a reinforced-concrete mat foundation, basement floor waterproofing and groundwater level accommodations, basement wall lateral pressure requirements, tiedown anchors, soil cement shoring walls and concrete diaphragm walls, slant drilled underpinning piers, dewatering, construction monitoring, drainage and infiltration, and seismic design. The following summarizes the preliminary geotechnical recommendations. As discussed above, because the project site is located within a seismic hazard zone, the building department would ensure conformance of the proposed project's construction plans with recommendations in the geotechnical investigation during the permit review process.

Reinforced-Concrete Mat Foundation. The geotechnical report recommends that the proposed building be supported on a reinforced-concrete mat foundation. The geotechnical report anticipates that bedrock will be exposed in the northeast corner of the building footprint. Where encountered, 3 feet of bedrock should be removed below the planned bottom of the mat and replaced with engineered fill. As designed, the loads from the mat will bear directly on a combination of Colma Formation soil and engineered fill replacing the bedrock where exposed at subgrade. This would create a relatively homogenous subgrade for uniform support of the structure. Groundwater depths range from approximately 8 to 11 feet below the ground surface, which would be accounted for in the structural and basement design.

Basement Walls. Basement walls would be designed to resist lateral pressures created by the soil and adjacent surcharges. In addition, because the site is in a seismically active area, all below-grade walls would be designed to resist pressures associated with seismic forces.

Tiedown Anchors. Tiedown anchors would be used to provide uplift resistance across portions of the mat where the uplift pressure will exceed the anticipated building loads.⁹⁸

Shoring and Underpinning. The excavation would extend below the groundwater level. Therefore, the shoring scheme will need to consist of a system which acts as a water cutoff (barrier). Soil cement shoring walls and concrete diaphragm walls are recommended, as they require the least amount of dewatering, are

⁹⁸ Tiedown anchors typically consist of relatively small-diameter, drilled, concrete- or grout-filled shafts with high strength bars with a minimum stressing length of 15 feet and minimum of 10 feet below the mat acting as tensile reinforcement in the anchors.

relatively rigid, and substantially limit lateral deflections and excavation-related ground subsidence. The shoring system would be tied back or internally braced.

Dewatering. The groundwater level within the site should be lowered to a depth of at least 3 feet below the bottom of the planned excavation and maintained at that level until sufficient weight and/or uplift capacity of the structure is available to resist the hydrostatic uplift forces on the bottom of the structure. The project structural engineer should determine when the dewatering can be terminated.

Construction Monitoring. Adjacent buildings such as 601 Fourth Street, 38 Lusk Street, and 260 Townsend Street and utilities border the site. These and critical utilities would be documented as part of a baseline crack and photographic survey before construction begins. A licensed surveyor would monitor ground movements and the movements of adjacent structures and improvements (both vertical and horizontal) during construction activities to evaluate the effects of construction on the surrounding improvements (building, streets, utilities, etc.). Prior to starting construction, the contractor would establish survey points on adjacent improvements within 50 feet of the jobsite perimeter and the buildings across the street sides. During construction, the project geotechnical and shoring engineers would continuously evaluate the soil conditions and compare them to the monitoring results so modifications in the shoring system can be made in a timely manner, if necessary.

The proposed project would conform to state and local building codes and the building department's implementing procedures, which ensures the safety of all new construction in the city. The building department would review the project-specific geotechnical report during its review of the building permit for the proposed project, and may require additional site-specific soils reports through the building permit application process. The state Seismic Hazards Mapping Act of 1990 requires that, due to the location of the site within a liquefaction hazard zone, the measures identified in the geotechnical report that address liquefaction hazard (primarily focused on susceptible fill removal) be made conditions of the building permit.

The building department requirement for a geotechnical report and review of the building permit application pursuant to the building department's implementation of state and local codes, including compliance with requirements specified in applicable administrative bulletins and information sheets, would ensure that the proposed project would have no significant impacts related to soils, seismicity, or other geological hazards.

Paleontological Resources

The project site is located within the Central SoMa Plan area and the Central SoMa PEIR evaluated the potential for subsequent development projects to result in impacts to paleontological resources based on the underlying geology and soils in the plan area, concluding that subsequent development projects would not likely result in significant impacts to unique paleontological resources. Based on the project-specific geotechnical study, the project would not involve excavation or other soil disturbance within any geological formations that are likely to contain unique or significant fossils. Therefore, the proposed project is not anticipated to result in significant impacts to paleontological resources. No mitigation is required.

Cumulative Analysis

There are no cumulative development projects nearby that were not encompassed in the Central SoMa PEIR cumulative geology and soils analysis. The project is within the scope of development projected under the Central SoMa Plan and would not result in more severe cumulative geology and soils impacts than were previously identified in the Central SoMa PEIR.

Conclusion

Consistent with the findings in the Central SoMa PEIR, the proposed project would not result in a significant effect related to geology and soils. Therefore, the proposed project would not result in any new or more severe project or cumulative significant impacts related to geology and soils than were identified in the Central SoMa PEIR.

E.16 Hydrology and Water Quality

Central SoMa PEIR Analysis

The Central SoMa PEIR determined that the anticipated increase in population would not result in a significant impact on hydrology and water quality, including the combined sewer system and future flooding hazards, taking into account future sea level rise. The Central SoMa PEIR noted that portions of the plan area would be exposed to an increased risk of flooding in the future due to sea level rise, although Central SoMa Plan development would not exacerbate this risk and, therefore, would not result in a significant impact. Moreover, the Central SoMa Plan includes objectives, policies, and implementation measures intended to maximize flood resilience. All hydrology and water quality impacts of the Central SoMa Plan were determined to be less than significant and no mitigation measures were identified in the Central SoMa PEIR.

<u>Topics</u>	<i>Significant Impact Peculiar to Project or Project Site</i>	<i>Significant Impact not Identified in Central SoMa PEIR</i>	<i>Significant Impact due to Substantial New Information</i>	<i>No Significant Impact not Previously Identified in Central SoMa PEIR</i>
16. HYDROLOGY AND WATER QUALITY—Would the project:				
a) Violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or groundwater quality?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the project may impede sustainable groundwater management of the basin?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river or through the addition of impervious surfaces, in a manner that would:	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
i) Result in substantial erosion or siltation on- or offsite;	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
ii) Substantially increase the rate or amount of surface runoff in a manner which would result in flooding on or offsite;	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
iii) Create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff; or	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
iv) Impede or redirect flood flows?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
v) Substantially increase the rate or amount of surface runoff in a manner which would result in flooding on or offsite;	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) In flood hazard, tsunami, or seiche zones, risk release of pollutants due a project inundation?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e) Conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Project-Specific Analysis

Construction Water Quality and Stormwater Runoff

The proposed project would involve excavation to a maximum depth of 55 feet below grade for construction of the building foundation and belowground parking garage. Excavation would require dewatering, given that the depth to groundwater is estimated at 8 to 11 feet below grade.⁹⁹ Any groundwater encountered during construction of the proposed project would be subject to the requirements of article 4.1 of the San Francisco Public Works Code (Industrial Waste), requiring that groundwater meet specified water quality standards before it may be discharged into the sewer system. The SFPUC must be notified of projects necessitating dewatering and may require water analysis before discharge.

During construction, and pursuant to Public Works Code sections 146 and 147, the proposed project would be required to implement and maintain best management practices to minimize surface runoff erosion and to comply with a stormwater control plan. As a result, the proposed project would not increase stormwater runoff, alter the existing drainage, or violate water quality or wastewater discharge standards. Construction stormwater discharges to the city's combined sewer system would be subject to the requirements of Public Works Code article 4.1 (supplemented by San Francisco Department of Public Works Order No. 158170), which incorporates and implements the city's National Pollutant Discharge Elimination System permit and the federal Combined Sewer Overflow Control Policy. Stormwater drainage during construction would flow to the city's combined sewer system, where it would receive treatment at the Southeast Plant or other wet-weather facilities and would be discharged through an existing outfall or overflow structure in compliance with the existing pollutant discharge permit. Therefore, the city's compliance with applicable permits would reduce water quality impacts and the proposed project would not result in new or more severe impacts than identified in the Central SoMa PEIR related to violation of water quality standards or degradation of water quality due to discharge of construction-related stormwater runoff.

Operational Water Quality and Stormwater Runoff

The project site currently contains structures and paved areas, resulting in a primarily impervious surface area. The proposed project would redevelop the entire site, but would also include the addition of street trees and landscaped open space areas. Therefore, the proposed project would decrease the amount of impervious area on site and reduce peak stormwater runoff compared to existing conditions and would not contribute runoff that would exceed the capacity of existing or planned stormwater drainage systems.

Stormwater flows and drainage from the proposed project would be controlled consistent with San Francisco's Stormwater Management Ordinance, contained in Public Works Code article 4.2, and the city's Stormwater Design Guidelines. The project sponsor would be required to submit a stormwater control plan for approval by SFPUC that complies with the Stormwater Design Guidelines, using best management practices, thereby ensuring that the proposed project meets performance measures set by SFPUC related to stormwater runoff rate and volume. Compliance with San Francisco's Stormwater Design Guidelines would reduce the quantity and rate of stormwater runoff to the city's combined sewer system and improve the water quality of those discharges. In addition, the proposed project would be required to comply with Health Code article 12C, which requires the on-site reuse of rainwater, graywater, and foundation drainage to reduce potable water use, which would also reduce stormwater runoff rate and volume.

⁹⁹ Rollo & Ridley. 2017. Geotechnical Investigation 655 Fourth Street, San Francisco, California. May 19, 2017. Updated June 29, 2018

In light of the above, the proposed project's construction and operational activities would not result in significant water quality impacts or obstruct implementation of a water quality control plan. Further, the proposed project would not increase runoff that would exceed the capacity of stormwater drainage systems or release substantial additional sources of polluted runoff.

Groundwater

Regarding groundwater supplies, the proposed project would use potable water from the SFPUC and non-potable water from two on-site sources: greywater from the building recycled on site and rainwater collected in an on-site catchment system. Groundwater from the Downtown San Francisco Groundwater Basin, where the project site is located, is not used as drinking water, and the proposed project would not result in additional impervious surfaces that would affect groundwater recharge, because the site is fully occupied by existing buildings and impervious surfaces. Therefore the proposed project would not substantially decrease groundwater supplies, interfere with groundwater recharge, or conflict with a groundwater management plan.

Flood Hazards

The project site is within the portion of the plan area that would be exposed to increased future flood risk due to sea level rise. The proposed project would not exacerbate the risk of flooding due to sea level rise because it would not impede or redirect flood flows and because it would not increase the rate or amount of surface runoff in a manner that would result in flooding on or off site. Implementation of policies addressing flood resilience, such as the Stormwater Management Ordinance and Stormwater Management Requirements and Design Guidelines, would ensure that the project would be resilient to future flooding due to sea level rise.

The project site is located in the South of Market Flood Zone identified by SFPUC as an area with existing flooding hazards related to the depth of sewer lines relative to properties they serve. The project site is also located within an area that is prone to flooding during storms, especially where ground floors are located below an elevation of 0.0 city datum or, more importantly, below the hydraulic grade line or water level of the sewer. Pursuant to Planning Director Bulletin Number 4,¹⁰⁰ the project sponsor submitted the project proposal for preliminary review to the Public Works Hydraulics Division. The purpose of this review is to avoid flooding problems caused by the relative elevation of a proposed structure to the hydraulic grade line in the sewers. Public Works staff reviewed the proposed project and found that since the project site is in a low-lying area, its sewers will be surcharged often, making it an area of potential concern for plumbing drainage purposes. Public Works staff recommended that the finished ground floor elevation be at or higher than the official grade elevation to minimize the potential reverse flow through the sewer pipes and that the ground floor and the basement levels be discharged through a dedicated sewer line separate from the upper floors of the development, to reduce the probability that surcharging occurs during certain storm conditions.¹⁰¹ As required, the project sponsor is continuing coordination with Public Works regarding conceptual sewer design. These requirements would ensure that the proposed project would not exacerbate an existing flood hazard in the project area.

¹⁰⁰ San Francisco Planning Department. Planning Director Bulletin No. 4, Review of Projects in Identified Areas Prone to Flooding. October 2009. Available at: http://default.sfplanning.org/publications_reports/DB_04_Flood_Zones.pdf

¹⁰¹ Wong, Cliff. "Re: SOMA Flood Zone: Fourth & Townsend. Message to Ryan Beaton (KPF Consulting Engineers). December 18, 2017. E-mail.

Because the project site is not located near a water course or within a tsunami hazard zone, the proposed project would not result in significant impacts involving the release of pollutants from inundation by seiche or tsunami.¹⁰²

Cumulative Analysis

There are no cumulative development projects nearby that were not encompassed in the Central SoMa PEIR cumulative hydrology and water quality analysis. The project is within the scope of development projected under the Central SoMa Plan and would not result in more severe hydrology and water quality impacts than previously identified in the Central SoMa PEIR.

Conclusion

Consistent with the findings in the Central SoMa PEIR, the proposed project would not result in any new or more severe project or cumulative significant impacts related to hydrology and water quality, or any significant impacts peculiar to the project site other than those that were identified in the Central SoMa PEIR.

E.17 Hazards and Hazardous Materials

Central SoMa PEIR Analysis

The Central SoMa PEIR found that implementation of the Central SoMa Plan would not result in any significant impacts with respect to hazards or hazardous materials that could not be mitigated to a less-than-significant level. The Central SoMa PEIR determined that compliance with San Francisco Health Code article 22A (also known as the Maher Ordinance), which incorporates state and federal requirements regulating the handling, treatment, cleanup, and disposal of hazardous materials in soils and groundwater, would minimize potential exposure of site personnel and the public to any accidental releases of hazardous materials or waste and would also protect against potential environmental contamination. In addition, the transportation of hazardous materials is regulated by the California Highway Patrol and the California Department of Transportation. Therefore, potential impacts related to the routine use, transport, and disposal of hazardous materials associated with Central SoMa Plan implementation would be less than significant.

The Central SoMa PEIR determined that compliance of subsequent development projects with the San Francisco Fire and Building Codes, which are implemented through the city's ongoing permit review process, would ensure that potential fire hazards related to development activities would be minimized to less-than-significant levels. The plan area is not within 2 miles of an airport land use plan or an airport or private airstrip, and therefore would not interfere with air traffic or create safety hazards in the vicinity of an airport. The Central SoMa PEIR did not identify any cumulative impacts related to hazards or hazardous materials.

The Central SoMa PEIR determined that demolition and renovation of buildings in the plan area could expose workers and the public to hazardous building materials or release those materials into the environment. Such materials include asbestos-containing materials, lead-based paint, polychlorinated biphenyls (PCBs), di (2-ethylhexyl) phthalate, and mercury. **Central SoMa PEIR Mitigation Measure M-HZ-3, Hazardous Building Materials Abatement**, which requires abatement of certain hazardous building materials in accordance with existing laws, was identified to reduce impacts to less than significant.

¹⁰² San Francisco Planning Department. 2012. San Francisco General Plan Community Safety Element; Map 05, Tsunami Hazard Zones, page 15. October 2012. Accessed December 1, 2017. http://www.sf-planning.org/ftp/General_Plan/Community_Safety_Element_2012.pdf.

However, this mitigation measure is not necessary because regulations have been enacted to address these common hazardous building materials.

<i>Topics</i>	<i>Significant Impact Peculiar to Project or Project Site</i>	<i>Significant Impact not Identified in Central SoMa PEIR</i>	<i>Significant Impact due to Substantial New Information</i>	<i>No Significant Impact not Previously Identified in Central SoMa PEIR</i>
17. HAZARDS AND HAZARDOUS MATERIALS—Would the project:				
a) Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e) For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard or excessive noise for people residing or working in the project area?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
f) Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
g) Expose people or structures, either directly or indirectly, to a significant risk of loss, injury or death involving wildland fires?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
a) Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Project-Specific Analysis

Hazardous Building Materials

The proposed project would demolish all existing structures on the project site. Some building materials commonly used in older buildings could present a public health risk if disturbed during an accident or during demolition or renovation of an existing building. Hazardous building materials addressed in the Central SoMa PEIR include asbestos, electrical equipment (such as transformers and fluorescent light ballasts that contain PCBs or di (2 ethylhexyl) phthalate), fluorescent lights containing mercury vapors, and lead-based paints. Asbestos and lead-based paint may also present a health risk to existing building occupants if they are in a deteriorated condition. If removed during demolition of a building, these materials would also require special disposal procedures. Regulations are in place to address the proper removal and disposal of asbestos-containing building materials, lead-based paint, and other hazardous building materials. Therefore, as discussed above, Central SoMa PEIR Mitigation Measure M-HZ-3, addressing the proper removal and disposal of other hazardous building materials, is not necessary to reduce impacts related to hazardous building materials. Compliance with these regulations would ensure

the proposed project would not result in significant impacts from the potential release of hazardous building materials.

The California Department of Toxic Substance Control considers asbestos hazardous, and removal is required. Asbestos-containing materials must be removed in accordance with local and state regulations as well as the air district, the California Occupational Safety and Health Administration, and California Department of Health Services requirements. This includes materials that could be disturbed by the proposed demolition and construction activities.

The proposed project would demolish the existing buildings located on the project site. Buildings on lots 26 and 28 were built in 1947 and the building on lots 162–164 was built in 1996. Lead paint may be found in the buildings on lots 26 and 28 as these buildings were constructed prior to 1978. Lead may cause a range of health effects, from behavioral problems and learning disabilities to seizures and death. Children 6 years old and under are most at risk. Demolition must be conducted in compliance with section 3425 of the San Francisco Building Code, Work Practices for Lead-Based Paint on Pre-1979 Buildings and Steel Structures. Where there is any work that may disturb or remove interior or exterior lead-based paint on pre-1979 buildings, work practices must be used that minimize or eliminate the risk of lead contamination on the environment.

The proposed project would be subject to and would comply with the above regulations, therefore, impacts from lead-based paint would be less than significant.

Soil and Groundwater Contamination

Health Code article 22A includes properties throughout the city where there is potential to encounter hazardous materials, primarily industrial zoning districts, sites with industrial uses or underground storage tanks, sites with historic bay fill, and sites in proximity to freeways or underground storage tanks. The overarching goal of the Maher Ordinance is to protect public health and safety by requiring appropriate handling, treatment, disposal, and, when necessary, remediation of contaminated soils that are encountered in the building construction process.

The project site is located within the Maher area and subject to the provisions of the Maher Ordinance. Accordingly, the project sponsor submitted a Maher Application to the Department of Public Health and a phase I environmental site assessment was completed to evaluate the potential presence of hazardous materials in the soils or groundwater underlying the project site based on prior land uses and available records.^{103,104} The assessment found that there were no recognized environmental conditions¹⁰⁵ within the project site but that there may be areas of concern. The site was first developed by the Southern Pacific Rail Road Company in 1887 and was later used for warehousing and possibly light industrial operations. However, there is no indication of any widespread hazardous waste contamination. The site is not listed on any environmental databases indicative of a release or generation of hazardous materials. Given that the buildings on site were constructed before current regulations regarding the use of asbestos-containing materials and lead-based paint, it is possible that these materials may be present on site. However, neither were detected in initial limited observations. The phase I site assessment found no evidence of leaking underground storage tanks.

¹⁰³ Maher Application for 655 Fourth Street, submitted March 1, 2018.

¹⁰⁴ Phase 1 Environmental Site Assessment, 655-695 Fourth Street/292-296 Townsend Street, San Francisco, California, ENVIRON International Corporation, March 11, 2014.

¹⁰⁵ Recognized Environmental Conditions are defined as the presence or likely presence of any hazardous substances or petroleum products in, on, or at a property.

Despite the results of the phase I site assessment, there remains potential to encounter soil and groundwater contamination during construction. Therefore, the San Francisco Department of Public Health may require further subsurface investigation, including soil and groundwater sampling. If concerns are identified during the sampling, a site mitigation plan would be required. The proposed project would be required to remediate potential soil and groundwater contamination in accordance with Health Code article 22A, and removal of underground storage tanks would be required in accordance with Health Code article 21. Upon successful implementation of a site mitigation plan, the San Francisco Department of Public Health would provide notification of compliance with article 22A. Approval by the San Francisco Department of Public Health is required prior to issuance of approval from the building department to commence work on the project.

Cumulative Analysis

There are no cumulative development projects nearby that were not encompassed in the Central SoMa PEIR hazards and hazardous materials analysis. The project is within the scope of development projected under the Central SoMa Plan and would not result in more severe cumulative hazards and hazardous materials impacts than were previously identified in the Central SoMa PEIR.

Conclusion

The proposed project would not result in new or more severe significant project-level or cumulative impacts related to hazards or hazardous materials, or any significant impacts peculiar to the project site, than were identified in the Central SoMa PEIR.

E.18 Mineral Resources

Central SoMa PEIR Analysis

All land in San Francisco, including in the plan area, is designated by the California Geological Survey as Mineral Resource Zone 4 under the Surface Mining and Reclamation Act of 1975. The Mineral Resource Zone 4 designation indicates that adequate information does not exist to assign the area to any other Mineral Resource Zone; thus, the area is not one designated to have significant mineral deposits. The Central SoMa PEIR determined that the plan area has been designated as having no known mineral deposits, and it would not deplete any nonrenewable natural resources; therefore, the Central SoMa Plan would have no effect on mineral resources.

<u>Topics</u>	<u>Significant Impact Peculiar to Project or Project Site</u>	<u>Significant Impact not Identified in Central SoMa PEIR</u>	<u>Significant Impact due to Substantial New Information</u>	<u>No Significant Impact not Previously Identified in Central SoMa PEIR</u>
18. MINERAL RESOURCES—Would the project:				
a) Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Result in the loss of availability of a locally-important mineral resource recovery site delineated on a local general plan, specific plan or other land use plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Project-Specific and Cumulative Analysis

The project site is not a mineral resource recovery site, it would not require quarrying, mining, dredging, or extracting locally important mineral resources on the project site, and it would not deplete non-renewable natural resources. Therefore, the proposed project would have no impact on mineral resources either individually or cumulatively.

Conclusion

Consistent with the findings in the Central SoMa PEIR, the proposed project would have no impact related to mineral resources, and, therefore, it would not result in any new or more severe significant project or cumulative impacts than were identified in the Central SoMa PEIR.

E.19 Energy Resources

Several federal, state, and citywide policies and measures promote energy efficiency and reduce demands on nonrenewable resources. The city’s Green Building Code is codified in Chapter 13C of the San Francisco Building Code. Chapter 13C, which is to be used in conjunction with the 2013 California Green Building Standards Code, places more stringent energy, materials, and construction debris management requirements on new residential and commercial buildings. Further, the Central SoMa Plan initial study states that future development projects in the plan area would be subject to the most current energy efficiency standards in effect at the time the project is proposed and would be subject to the established performance metrics set forth in the plan’s Eco-District guidelines. Therefore, the implementation of the plan would not result in wasteful consumption of energy and this impact would be less than significant.

<u>Topics</u>	<i>Significant Impact Peculiar to Project or Project Site</i>	<i>Significant Impact not Identified in Central SoMa PEIR</i>	<i>Significant Impact due to Substantial New Information</i>	<i>No Significant Impact not Previously Identified in Central SoMa PEIR</i>
19. ENERGY RESOURCES—Would the project:				
a) Result in potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources, during project construction or operation?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Conflict with or obstruct a state or local plan for renewable energy or energy efficiency?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Project-Specific Analysis

Development of the proposed project would not result in unusually large amounts of fuel, water, or energy in the context of energy use throughout the city or region. The project is required, as discussed above, to comply with the transportation demand management ordinance, and because the site is located in an area that exhibits low levels of VMT per capita, it would not result in a wasteful use of fuel.

As stated in the project description, the proposed project would achieve LEED Silver certification, with a goal of achieving LEED Gold standards. Energy demand from the proposed project would be typical for a building of the size and nature proposed, and the project would meet or exceed the current state and local codes and standards concerning energy consumption, including California Code of Regulations Title 24 and the San Francisco Green Building Ordinance. Documentation showing compliance with these standards has been submitted to the city in the form of the “Compliance Checklist Table for Greenhouse Gas Analysis: Private Development Projects,” described above. Title 24 and the Green Building Ordinance are enforced by the Department of Building Inspection.

In light of the above, the proposed project would not result in the wasteful, inefficient, or unnecessary consumption of energy and would not conflict with any state or local plan for renewable energy or energy efficiency.

Cumulative Analysis

All cumulative projects in the city are required to comply with the transportation demand management ordinance and the same energy efficiency standards set forth in the California Code of Regulations Title 24 and the San Francisco Green Building Ordinance. Therefore, cumulative impacts on energy resources would be less than significant.

Conclusion

Consistent with the findings in the Central SoMa PEIR, the proposed project would have a less-than-significant impact related to energy resources, and, therefore, it would not result in any new or more severe significant project or cumulative impacts than were identified in the Central SoMa PEIR.

E. 20 Agriculture and Forest Resources

Central SoMa PEIR Analysis

The Central SoMa PEIR determined that the plan area and the surrounding areas do not contain agricultural or forest uses, and are not zoned for such uses; therefore, implementation of the Central SoMa Plan would not convert any Prime Farmland, Unique Farmland, or Farmland of Statewide Importance to non-agricultural use. In addition, the Central SoMa Plan would not conflict with existing zoning for agricultural land use or a Williamson Act contract, nor would it involve any changes to the environment that could result in the conversion of farmland. The Central SoMa Plan would not result in the loss of forest land or conversion of forest land to non-forest uses.

<u>Topics</u>	<u>Significant Impact Peculiar to Project or Project Site</u>	<u>Significant Impact not Identified in Central SoMa PEIR</u>	<u>Significant Impact due to Substantial New Information</u>	<u>No Significant Impact not Previously Identified in Central SoMa PEIR</u>
20. AGRICULTURE AND FOREST RESOURCES—Would the project: In determining whether impacts to agricultural resources are significant environmental effects, lead agencies may refer to the California Agricultural Land Evaluation and Site Assessment Model (1997) prepared by the California Department of Conservation as an optional model to use in assessing impacts on agriculture and farmland. In determining whether impacts to forest resources, including timberland, are significant environmental effects, lead agencies may refer to information compiled by the California Department of Forestry and Fire Protection regarding the state’s inventory of forest land, including the Forest and Range Assessment Project and the Forest Legacy Assessment project; and forest carbon measurement methodology provided in Forest Protocols adopted by the California Air Resources Board.				
a) Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance, as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Conflict with existing zoning for agricultural use, or a Williamson Act contract?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code section 12220(g)), timberland (as defined by Public Resources Code section 4526), or timberland zoned Timberland Production (as defined by Government Code section 51104(g))?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Result in the loss of forest land or conversion of forest land to non-forest use?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e) Involve other changes in the existing environment which, due to their location or nature, could result in conversion of farmland to non-agricultural use or forest land to non-forest use?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Project-Specific and Cumulative Analysis

The proposed project is located in the Central SoMa Plan area, which does not contain agricultural or forest resources, and therefore would have no impact on these resources either individually or cumulatively.

Conclusion

Consistent with the findings in the Central SoMa PEIR, the proposed project would have no impact related to agriculture and forest resources, and, therefore, it would not result in any new or more severe project or cumulative impacts than were identified in the Central SoMa PEIR.

E.21 Wildfire

Central SoMa PEIR Analysis

The Central SoMa PEIR did not explicitly analyze impacts of the plan on wildfire risk, but the plan area is not located in or near state responsibility areas. Therefore, this topic is not applicable to the Central SoMa Plan or any subsequent development projects enabled by the plan.

<u>Topics</u>	<u>Significant Impact Peculiar to Project or Project Site</u>	<u>Significant Impact not Identified in Central SoMa PEIR</u>	<u>Significant Impact due to Substantial New Information</u>	<u>No Significant Impact not Previously Identified in Central SoMa PEIR</u>
21. WILDFIRE. If located in or near state responsibility areas or lands classified as very high fire hazard severity zones, would the project:				
a) Substantially impair an adopted emergency response plan or emergency evacuation plans?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Due to slope, prevailing winds, and other factors, exacerbate wildfire risks, and thereby expose project occupants to, pollutant concentrations from a wildfire or the uncontrolled spread of a wildfire?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Require the installation or maintenance of associated infrastructure (such as roads, fuel breaks, emergency water sources, power lines or other utilities) that may exacerbate fire risk or that may result in temporary or ongoing impacts to the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Expose people or structure to significant risks including downslope or downstream flooding or landslides, as a result of runoff, post-fire slope instability, or drainage changes?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
a) Substantially impair an adopted emergency response plan or emergency evacuation plans?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Project-Specific and Cumulative Analysis

As discussed above, the project site is not located in or near state responsibility areas and therefore would have no impact either individually or cumulatively with respect to wildfire risk.

Conclusion

The proposed project would not result in any new or more severe project or cumulative impacts related to wildfires than were identified in the Central SoMa PEIR.

F. PUBLIC NOTICE AND COMMENT

A “Notification of Project Receiving Environmental Review” was mailed on November 1, 2018, to adjacent occupants and owners of properties within 300 feet of the project site and citywide neighborhood group

lists. Six responses were received. Two individuals requested that they be sent the completed environmental document when published. Three commenters expressed concern over the construction of high-rise buildings in the area, with two commenters opining that the proposed project would negatively affect the character of the area. One commenter expressed concerns regarding the transportation impacts of the proposed project, specifically the amount of foot traffic at the corner of Fourth and Townsend streets and the potential impacts of Lyfts and Ubers in the area with the additional new residential units. Two commenters requested that the department evaluate the proposed project's wind impacts to the surrounding area. Finally, one commenter inquired about the potential air quality and noise impacts from the project's construction activities and operations. Overall, concerns and issues raised by the public in response to the notice were taken into consideration and incorporated in the environmental review as appropriate for CEQA analysis. The proposed project would not result in significant adverse environmental impacts associated with the issues identified by the public beyond those identified in the Central SoMa PEIR.

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ATTACHMENT B: MITIGATION MONITORING AND REPORTING PROGRAM

Mitigation Measures	Responsibility for Implementation	Mitigation Schedule	Monitoring/Report Responsibility	Status/Date Completed
Cultural Resources				
<p>Project Mitigation Measure M-CR-1: Archeological Testing (Implementation of Central SoMa PEIR Mitigation Measure M-CP-4a) Based on a reasonable presumption that archeological resources may be present within the project site, the following measures shall be undertaken to avoid any potentially significant adverse effect from the proposed project on buried or submerged historical resources and on human remains and associated or unassociated funerary objects. The project sponsor shall retain the services of an archaeological consultant from the rotational Department Qualified Archaeological Consultants List (QACL) maintained by the Planning Department archaeologist. After the first project approval action or as directed by the ERO, the project sponsor shall contact the Department archeologist to obtain the names and contact information for the next three archeological consultants on the QACL. The archeological consultant shall undertake an archeological testing program as specified herein. In addition, the consultant shall be available to conduct an archeological monitoring and/or data recovery program if required pursuant to this measure. The archeological consultant's work shall be conducted in accordance with this measure at the direction of the Environmental Review Officer (ERO). All plans and reports prepared by the consultant as specified herein shall be submitted first and directly to the ERO for review and comment, and shall be considered draft reports subject to revision until final approval by the ERO. Archeological monitoring and/or data recovery programs required by this measure could suspend construction of the project for up to a maximum of four weeks. At the direction of the ERO, the suspension of construction can be extended beyond four weeks only if such a suspension is the only feasible means to reduce to a less than significant level potential effects on a significant archeological resource as defined in CEQA Guidelines Sect. 15064.5 (a) and (c).</p>	<p>Project sponsor and archeological consultant at the direction of the ERO</p>	<p>Prior to issuance of site permits</p>	<p>Planning Department</p>	<p>Considered complete after archeological consultant is retained and archeological consultant has approved scope by the ERO for the archeological testing program</p>

ATTACHMENT B: MITIGATION MONITORING AND REPORTING PROGRAM

Mitigation Measures	Responsibility for Implementation	Mitigation Schedule	Monitoring/Report Responsibility	Status/Date Completed
<p><i>Consultation with Descendant Communities:</i> On discovery of an archeological site¹ associated with descendant Native Americans, the Overseas Chinese, or other potentially interested descendant group an appropriate representative² of the descendant group and the ERO shall be contacted. The representative of the descendant group shall be given the opportunity to monitor archeological field investigations of the site and to offer recommendations to the ERO regarding appropriate archeological treatment of the site, of recovered data from the site, and, if applicable, any interpretative treatment of the associated archeological site. A copy of the Final Archaeological Resources Report shall be provided to the representative of the descendant group.</p> <p><i>Archeological Testing Program.</i> The archeological consultant shall prepare and submit to the ERO for review and approval an archeological testing plan (ATP). The archeological testing program shall be conducted in accordance with the approved ATP. The ATP shall identify the property types of the expected archeological resource(s) that potentially could be adversely affected by the proposed project, the testing method to be used, and the locations recommended for testing. The purpose of the archeological testing program will be to determine to the extent possible the presence or absence of archeological resources and to identify and to evaluate whether any archeological resource encountered on the site constitutes an historical resource under CEQA.</p>				

¹ By the term “archeological site” is intended here to minimally include any archeological deposit, feature, burial, or evidence of burial.

² An “appropriate representative” of the descendant group is here defined to mean, in the case of Native Americans, any individual listed in the current Native American Contact List for the City and County of San Francisco maintained by the California Native American Heritage Commission and in the case of the Overseas Chinese, the Chinese Historical Society of America. An appropriate representative of other descendant groups should be determined in consultation with the Department archeologist.

ATTACHMENT B: MITIGATION MONITORING AND REPORTING PROGRAM

Mitigation Measures	Responsibility for Implementation	Mitigation Schedule	Monitoring/Report Responsibility	Status/Date Completed
<p>At the completion of the archeological testing program, the archeological consultant shall submit a written report of the findings to the ERO. If based on the archeological testing program the archeological consultant finds that significant archeological resources may be present, the ERO in consultation with the archeological consultant shall determine if additional measures are warranted. Additional measures that may be undertaken include additional archeological testing, archeological monitoring, and/or an archeological data recovery program. No archeological data recovery shall be undertaken without the prior approval of the ERO or the Planning Department archeologist. If the ERO determines that a significant archeological resource is present and that the resource could be adversely affected by the proposed project, at the discretion of the project sponsor either:</p> <ul style="list-style-type: none"> A) The proposed project shall be re-designed so as to avoid any adverse effect on the significant archeological resource; or B) A data recovery program shall be implemented, unless the ERO determines that the archeological resource is of greater interpretive than research significance and that interpretive use of the resource is feasible. <p><i>Archeological Monitoring Program.</i> If the ERO in consultation with the archeological consultant determines that an archeological monitoring program shall be implemented the archeological monitoring program shall minimally include the following provisions:</p> <ul style="list-style-type: none"> • The archeological consultant, project sponsor, and ERO shall meet and consult on the scope of the AMP reasonably prior to any project-related soils disturbing activities commencing. The ERO in consultation with the archeological consultant shall determine what project activities shall be 				

ATTACHMENT B: MITIGATION MONITORING AND REPORTING PROGRAM

Mitigation Measures	Responsibility for Implementation	Mitigation Schedule	Monitoring/Report Responsibility	Status/Date Completed
<p>archeologically monitored. In most cases, any soils- disturbing activities, such as demolition, foundation removal, excavation, grading, utilities installation, foundation work, site remediation, etc., shall require archeological monitoring because of the risk these activities pose to potential archaeological resources and to their depositional context;</p> <ul style="list-style-type: none"> • The archeological consultant shall undertake a worker training program for soil-disturbing workers that will include an overview of expected resource(s), how to identify the evidence of the expected resource(s), and the appropriate protocol in the event of apparent discovery of an archeological resource; • The archeological monitor(s) shall be present on the project site according to a schedule agreed upon by the archeological consultant and the ERO until the ERO has, in consultation with project archeological consultant, determined that project construction activities could have no effects on significant archeological deposits; • The archeological monitor shall record and be authorized to collect soil samples and artifactual/ecofactual material as warranted for analysis; • If an intact archeological deposit is encountered, all soils-disturbing activities in the vicinity of the deposit shall cease. The archeological monitor shall be empowered to temporarily redirect demolition/excavation/construction activities and equipment until the deposit is evaluated. The archeological consultant shall immediately notify the ERO of the encountered archeological deposit. The archeological consultant shall make a reasonable effort to assess the identity, integrity, and significance of the encountered archeological deposit, and present the findings of this assessment to the ERO. 				

ATTACHMENT B: MITIGATION MONITORING AND REPORTING PROGRAM

Mitigation Measures	Responsibility for Implementation	Mitigation Schedule	Monitoring/Report Responsibility	Status/Date Completed
<p>Whether or not significant archeological resources are encountered, the archeological consultant shall submit a written report of the findings of the monitoring program to the ERO.</p> <p><i>Archeological Data Recovery Program.</i> The archeological data recovery program shall be conducted in accord with an archeological data recovery plan (ADRP). The archeological consultant, project sponsor, and ERO shall meet and consult on the scope of the ADRP prior to preparation of a draft ADRP. The archeological consultant shall submit a draft ADRP to the ERO. The ADRP shall identify how the proposed data recovery program will preserve the significant information the archeological resource is expected to contain. That is, the ADRP will identify what scientific/historical research questions are applicable to the expected resource, what data classes the resource is expected to possess, and how the expected data classes would address the applicable research questions. Data recovery, in general, should be limited to the portions of the historical property that could be adversely affected by the proposed project. Destructive data recovery methods shall not be applied to portions of the archeological resources if nondestructive methods are practical.</p> <p>The scope of the ADRP shall include the following elements:</p> <ul style="list-style-type: none"> • <i>Field Methods and Procedures.</i> Descriptions of proposed field strategies, procedures, and operations. • <i>Cataloguing and Laboratory Analysis.</i> Description of selected cataloguing system and artifact analysis procedures. • <i>Discard and Deaccession Policy.</i> Description of and rationale for field and post-field discard and deaccession policies. • <i>Interpretive Program.</i> Consideration of an on-site/off-site public interpretive program during the course of the archeological data recovery program. 				

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<ul style="list-style-type: none"> • <i>Security Measures.</i> Recommended security measures to protect the archeological resource from vandalism, looting, and non-intentionally damaging activities. • <i>Final Report.</i> Description of proposed report format and distribution of results. • <i>Curation.</i> Description of the procedures and recommendations for the curation of any recovered data having potential research value, identification of appropriate curation facilities, and a summary of the accession policies of the curation facilities. <p><i>Human Remains, Associated or Unassociated Funerary Objects.</i> If human remains and associated or unassociated funerary objects are discovered during any soils disturbing activity, all applicable State and Federal Laws shall be followed, including immediate notification of the Coroner of the City and County of San Francisco and in the event of the Coroner’s determination that the human remains are Native American remains, notification of the California State Native American Heritage Commission (NAHC) who shall appoint a Most Likely Descendant (MLD) (Pub. Res. Code Sec. 5097.98). The ERO shall also be immediately notified upon discovery of human remains. The archeological consultant, project sponsor, ERO, and MLD shall make all reasonable efforts to develop an agreement for the treatment of human remains and associated or unassociated funerary objects with appropriate dignity (CEQA Guidelines. Sec. 15064.5(d)) within six days of the discovery of the human remains. This proposed timing shall not preclude the PRC 5097.98 requirement that descendants make recommendations or preferences for treatment within 48 hours of being granted access to the site. The agreement should take into consideration the appropriate excavation, removal, recordation, analysis, curation, possession, and final disposition of the human</p>				

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<p>remains and associated or unassociated funerary objects. Nothing in existing State regulations or in this mitigation measure compels the project sponsor and the ERO to accept recommendations of an MLD. The archeological consultant shall retain possession of any Native American human remains and associated or unassociated burial objects until completion of any scientific analyses of the human remains or objects as specified in the treatment agreement if such as agreement has been made or, otherwise, as determined by the archeological consultant and the ERO. If no agreement is reached State regulations shall be followed including the reinternment of the human remains and associated burial objects with appropriate dignity on the property in a location not subject to further subsurface disturbance (Pub. Res. Code Sec. 5097.98).</p> <p><i>Final Archeological Resources Report.</i> The archeological consultant shall submit a Draft Final Archeological Resources Report (FARR) to the ERO that evaluates the historical significance of any discovered archeological resource and describes the archeological and historical research methods employed in the archeological testing/monitoring/data recovery program(s) undertaken. The Draft FARR shall include a curation and deaccession plan for all recovered cultural materials. The Draft FARR shall also include an Interpretation Plan for public interpretation of all significant archeological features.</p> <p>Copies of the Draft FARR shall be sent to the ERO for review and approval. Once approved by the ERO, the consultant shall also prepare a public distribution version of the FARR. Copies of the FARR shall be distributed as follows: California Archaeological Site Survey Northwest Information Center (NWIC) shall receive one (1) copy and the ERO shall receive a copy of the transmittal of the FARR to the NWIC. The Environmental Planning division of the Planning Department shall</p>				

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<p>receive one bound and one unlocked, searchable PDF copy on CD 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 public interest in or the high interpretive value of the resource, the ERO may require a different or additional final report content, format, and distribution than that presented above.</p>				
<p>Transportation and Circulation</p>				
<p>Project Mitigation Measure M-TR-1: Queue Abatement (Implementation of Central SoMa PEIR M-TR-3a)</p> <p>The project sponsor shall ensure that recurring vehicular turning movements into the 655 4th Street Project driveway or vehicle queues do not substantially affect public transit operations on the public right-of-way along Townsend Street near the off-street vehicular parking facility. A vehicle queue is defined as one or more vehicles (destined to the parking facility) blocking any portion of the street (including the sidewalk) for a consecutive period of three minutes or longer on a daily or weekly basis.</p> <p>If a recurring queue occurs, the owner/operator of the parking facility shall employ abatement methods as needed to abate the queue. Suggested abatement methods include but are not limited to the following: redesign of facility to improve vehicle circulation and/or onsite queue capacity; employment of additional parking attendants; installation of LOT FULL signs with active management by parking attendants; use of off-site parking facilities or shared parking with nearby uses; transportation demand management strategies such as those listed in the San Francisco Planning Code TDM Program.</p> <p>If the Planning Director, or his or her designee, suspects that a recurring queue is present, the Department shall notify the property owner in writing. Upon request, the owner/operator shall hire a qualified transportation consultant to evaluate the conditions at the site for no</p>	<p>Project sponsor</p>	<p>Ongoing</p>	<p>Planning Department and project sponsor</p>	<p>Ongoing</p>

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<p>less than seven days. The consultant shall prepare a monitoring report to be submitted to the Department for review. If the Department determines that a recurring queue does exist, the facility owner/operator shall have 90 days from the date of the written determination to abate the queue.</p>				
<p>M-TR-2: Construction Management Plan and Construction Coordination (Implementation of Central SoMa PEIR M-TR-9) The project sponsor shall develop and, upon review and approval by the San Francisco Municipal Transportation Agency (SFMTA) and Public Works, implement a Construction Management Plan, addressing transportation-related circulation, access, staging and hours of delivery. The Construction Management Plan would disseminate appropriate information to contractors and affected agencies with respect to coordinating construction activities to minimize overall disruption and ensure that overall circulation in the project area is maintained to the extent possible, with particular focus on ensuring transit, pedestrian, and bicycle connectivity. The Construction Management Plan would supplement and expand, rather than modify or supersede, any manual, regulations, or provisions set forth by the SFMTA, Public Works, or other City departments and agencies, and the California Department of Transportation. If construction of the proposed project is determined to overlap with nearby adjacent project(s) to result in transportation-related impacts, the project sponsor or its contractor(s) shall consult with various City departments such as the SFMTA and Public Works, and other interdepartmental meetings as deemed necessary by the SFMTA, Public Works, and the Planning Department, to develop a Coordinated Construction Management Plan. The Coordinated Construction Management Plan, to be prepared by the contractor, would be reviewed by the SFMTA and would address issues of circulation</p>	Project sponsor	Prior to the start of the project's construction and throughout the construction period	SFMTA, Public Works, and Planning Department	Considered complete upon approval and implementation of the construction management plan and completion of the project's construction activities

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<p>(traffic, pedestrians, and bicycle), safety, parking and other project construction in the area. Based on review of the construction logistics plan, the project may be required to consult with SFMTA Muni Operations prior to construction to review potential effects to nearby transit operations.</p> <p>The Construction Management Plan and, if required, the Coordinated Construction Management Plan, shall include, but not be limited to, the following:</p> <ul style="list-style-type: none"> • <i>Restricted Construction Truck Access Hours</i>—Limit construction truck movements during the hours between 7:00 and 9:00 a.m. and between 4:00 and 7:00 p.m., and other times if required by the SFMTA, to minimize disruption to vehicular traffic, including transit during the a.m. and p.m. peak periods. • <i>Construction Truck Routing Plans</i>—Identify optimal truck routes between the regional facilities and the project site, taking into consideration truck routes of other development projects and any construction activities affecting the roadway network. • <i>Coordination of Temporary Lane and Sidewalk Closures</i>—The project sponsor shall coordinate travel lane closures with other projects requesting concurrent lane and sidewalk closures through interdepartmental meetings, to minimize the extent and duration of requested lane and sidewalk closures. Travel lane closures shall be minimized especially along transit and bicycle routes, so as to limit the impacts to transit service and bicycle circulation and safety. • <i>Maintenance of Transit, Vehicle, Bicycle, and Pedestrian Access</i>—The project sponsor/construction contractor(s) shall meet with Public Works, SFMTA, the Fire Department, Muni Operations and other City agencies to coordinate feasible measures to include in the Coordinated Construction Management Plan to maintain access for transit, vehicles, bicycles and pedestrians. 				

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<p>This shall include an assessment of the need for temporary transit stop relocations or other measures to reduce potential traffic, bicycle, and transit disruption and pedestrian circulation effects during construction of the project.</p> <ul style="list-style-type: none"> • <i>Carpool, Bicycle, Walk and Transit Access for Construction Workers</i>— The construction contractor shall include methods to encourage carpooling, bicycling, walk and transit access to the project site by construction workers (such as providing transit subsidies to construction workers, providing secure bicycle parking spaces, participating in free-to-employee ride matching program from www.511.org, participating in emergency ride home program through the City of San Francisco (www.sferh.org), and providing transit information to construction workers). • <i>Construction Worker Parking Plan</i>—The location of construction worker parking shall be identified as well as the person(s) responsible for monitoring the implementation of the proposed parking plan. The use of on-street parking to accommodate construction worker parking shall be discouraged. All construction bid documents shall include a requirement for the construction contractor to identify the proposed location of construction worker parking. If on-site, the location, number of parking spaces, and area where vehicles would enter and exit the site shall be required. If off-site parking is proposed to accommodate construction workers, the location of the off-site facility, number of parking spaces retained, and description of how workers would travel between the off-site facility and project site shall be required. • <i>Project Construction Updates for Adjacent Businesses and Residents</i>— To minimize construction impacts on access for nearby institutions and businesses, the project sponsor shall provide nearby residences and adjacent businesses with regularly- 				

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<p>updated information regarding project construction, including construction activities, peak construction vehicle activities (e.g., concrete pours), travel lane closures, and lane closures. At regular intervals to be defined in the Construction Management Plan and, if necessary, in the Coordinated Construction Management Plan, a regular email notice shall be distributed by the project sponsor that shall provide current construction information of interest to neighbors, as well as contact information for specific construction inquiries or concerns.</p>				
Noise and Vibration				
<p>Project Mitigation Measure M-NO-1: Siting of Noise-Generating Uses (Implementation of Central SoMa PEIR Mitigation Measure M-NO-1b)</p> <p>The project sponsor shall undertake the following: If outdoor sound systems are installed for the outdoor terrace of the event space, prior to a certificate of occupancy, the project sponsor shall submit documentation to the Planning Department demonstrating that the speaker system has been tested and achieves the noise limit of no greater than 69 dBA at the property plane. The results of this test shall be submitted to the Planning Department for review and approval. If results of this testing indicate that noise limits would exceed 69 dBA at the property plane, amplified sound emanating from the outdoor terrace of the event space shall be prohibited past 10 p.m., unless an applicable event permit is obtained from the Entertainment Commission.</p>	<p>Project sponsor and Planning Department</p>	<p>Analysis of noise from speaker system to be completed prior to the certificate of occupancy</p>	<p>Planning Department (Environmental Review Officer [ERO] and Planning's Noise Technical Team).</p>	<p>Considered complete upon either: 1) approval of final plan set by Department of Building Inspection if outdoor sound systems are installed for the outdoor terrace of the event space; or 2) analysis of the speaker system indicates the system will not exceed 69 dBA at the property plane; or upon confirmation that amplified sound from the terrace would be prohibited past 10 p.m., unless an applicable permit is obtained from the Entertainment Commission</p>

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Mitigation Measures	Responsibility for Implementation	Mitigation Schedule	Monitoring/Report Responsibility	Status/Date Completed
<p>Project Mitigation Measure M-NO-2: General Construction Noise Control Measures (Implementation of Central SoMa PEIR Mitigation Measure M-NO-2a)</p> <p>The project sponsor shall undertake the following:</p> <ul style="list-style-type: none"> Require the general contractor to ensure that equipment and trucks used for project construction use the best available noise control techniques (e.g., improved mufflers, equipment redesign, use of intake silencers, ducts, engine enclosures and acoustically attenuating shields or shrouds), wherever feasible. Require the general contractor to locate stationary noise sources (such as compressors) as far from adjacent or nearby sensitive receptors along the northwest site boundary as possible, to muffle such noise sources, and to construct barriers around such sources and/or the construction site. To further reduce noise, the contractor shall locate stationary equipment in pit areas or excavated areas, if feasible. Require the general contractor to use impact tools (e.g., jack hammers, pavement breakers, and rock drills) that are hydraulically or electrically powered wherever possible to avoid noise associated with compressed air exhaust from pneumatically powered tools. Where use of pneumatic tools is unavoidable, an exhaust muffler on the compressed air exhaust shall be used, along with external noise jackets on the tools. Include noise control requirements in specifications provided to construction contractors. Such requirements could include, but are not limited to, performing all work in a manner that minimizes noise to the extent feasible; use of equipment with effective mufflers; undertaking the most noisy activities during times of least disturbance to surrounding residents and occupants, as feasible; and 	<p>Project sponsor and construction general contractor</p>	<p>During construction period</p>	<p>Planning Department, Department of Building Inspection (as requested and/or on complaint basis), Police Department (on complaint basis)</p>	<p>Considered complete upon submittal and implementation of construction noise control plan and completion of construction activities pursuant to the plan</p>

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<p>selecting haul routes that avoid residential buildings to the extent that such routes are otherwise feasible.</p> <ul style="list-style-type: none"> • Prior to the issuance of each building permit, along with the submission of construction documents, submit to the Planning Department and Department of Building Inspection (DBI) a list of measures that shall be implemented and that shall respond to and track complaints pertaining to construction noise. These measures shall include (1) a procedure and phone numbers for notifying DBI and the Police Department (during regular construction hours and off-hours); (2) a sign posted on site describing noise complaint procedures and a complaint hotline number that shall be answered at all times during construction; (3) designation of an on-site construction complaint and enforcement manager for the project; and (4) notification of neighboring residents and nonresidential building managers within 300 feet of the project construction area at least 30 days in advance of extreme noise generating activities (defined as activities generating anticipated noise levels of 80 dBA or greater without noise controls, which is the standard in the Police Code) about the estimated duration of the activity. • Two-Way Radio Use – During concrete pours, the construction team shall use electronic means (such as walkie talkies) to communicate over distances of 15 feet or more to reduce the team’s need to yell. These devices should be used to the extent feasible. • Back Up Alarms – Advanced back up alarms should be used on equipment to the extent feasible. Advanced back up alarms would either sense ambient noise levels and adjust the backup alarm level and/or would emit a broad band noise instead of the more common tonal alarm sounds. 				

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Mitigation Measures	Responsibility for Implementation	Mitigation Schedule	Monitoring/Report Responsibility	Status/Date Completed
Air Quality				
<p>Project Mitigation Measure M-AQ-1: Construction Emissions Minimization Plan (Implementation of Central SoMa PEIR M-AQ-4b)</p> <p>The project sponsor shall submit a Construction Emissions Minimization Plan (Plan) to the Environmental Review Officer (ERO) for review and approval by an Environmental Planning Air Quality Specialist. The Plan shall be designed to reduce air pollutant emissions to the greatest degree practicable. The Plan shall detail project compliance with the following requirements:</p> <ol style="list-style-type: none"> 1. All off-road equipment greater than 25 horsepower and operating for more than 20 total hours over the entire duration of construction activities shall meet the following requirements: <ol style="list-style-type: none"> a) Where access to alternative sources of power are available, portable diesel engines shall be prohibited; b) All off-road equipment shall have: <ol style="list-style-type: none"> i. Engines that meet or exceed either U.S. Environmental Protection Agency or California Air Resources Board Tier 2 off-road emission standards, <i>and</i> ii. Engines that are retrofitted with an ARB Level 3 Verified Diesel Emissions Control Strategy (VDECS) (Tier 4 interim or final engines meet the requirement of a Tier 2 engine and ARB Level 3 VDECS), <i>and</i> iii. Engines shall be fueled with renewable diesel (at least 99 percent renewable diesel or R99). c) Exceptions: <ol style="list-style-type: none"> i. Exceptions to 1(a) may be granted if the project sponsor has submitted information providing 	<p>Project sponsor and Planning Department</p>	<p>Prior to the start of diesel equipment use on site</p>	<p>Planning Department (Environmental Review Officer and Planning's Air Quality Technical Team)</p>	<p>Considered complete upon Planning Department review and acceptance of Construction Emissions Minimization Plan, implementation of the plan, and completion of construction activities pursuant to the plan</p>

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<p>evidence to the satisfaction of the ERO that an alternative source of power is limited or infeasible at the project site and that the requirements of this exception provision apply. Under this circumstance, the sponsor shall submit documentation of compliance with 1(b) for onsite power generation.</p> <p>ii. Exceptions to 1(b)(ii) may be granted if the project sponsor has submitted information providing evidence to the satisfaction of the ERO that a particular piece of off-road equipment with an ARB Level 3 VDECS (1) is technically not feasible, (2) would not produce desired emissions reductions due to expected operating modes, (3) installing the control device would create a safety hazard or impaired visibility for the operator, or (4) there is a compelling emergency need to use off-road equipment that are not retrofitted with an ARB Level 3 VDECS and the sponsor has submitted documentation to the ERO that the requirements of this exception provision apply. If granted an exception to 1(b)(ii), the project sponsor shall comply with the requirements of 1(c)(iii).</p> <p>iii. If an exception is granted pursuant to 1(c)(ii), the project sponsor shall provide the next-cleanest piece of off-road equipment as provided by the step-down schedule in Table M-AQ-4:</p>				

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Mitigation Measures	Responsibility for Implementation	Mitigation Schedule	Monitoring/Report Responsibility	Status/Date Completed									
<p style="text-align: center;">TABLE M-AQ-4B: OFF-ROAD EQUIPMENT COMPLIANCE STEP DOWN SCHEDULE*</p> <table border="1" data-bbox="121 509 831 732"> <thead> <tr> <th data-bbox="121 509 348 586">Compliance Alternative</th> <th data-bbox="348 509 606 586">Engine Emission Standard</th> <th data-bbox="606 509 831 586">Emissions Control</th> </tr> </thead> <tbody> <tr> <td data-bbox="121 586 348 659">1</td> <td data-bbox="348 586 606 659">Tier 2</td> <td data-bbox="606 586 831 659">ARB Level 2 VDECS</td> </tr> <tr> <td data-bbox="121 659 348 732">2</td> <td data-bbox="348 659 606 732">Tier 2</td> <td data-bbox="606 659 831 732">ARB Level 1 VDECS</td> </tr> </tbody> </table> <p data-bbox="128 743 825 951">* How to use the table. If the requirements of 1(b) cannot be met, then the project sponsor would need to meet Compliance Alternative 1. Should the project sponsor not be able to supply off-road equipment meeting Compliance Alternative 1, then Compliance Alternative 2 would need to be met.</p> <ol data-bbox="107 1000 930 1489" style="list-style-type: none"> The project sponsor shall require the idling time for off-road and on-road equipment be limited to no more than two minutes, except as provided in exceptions to the applicable State regulations regarding idling for off-road and on-road equipment. Legible and visible signs shall be posted in multiple languages (English, Spanish, Chinese) in designated queuing areas and at the construction site to remind operators of the two-minute idling limit. The project sponsor shall require that construction operators properly maintain and tune equipment in accordance with manufacturer specifications. The Plan shall include estimates of the construction timeline by phase with a description of each piece of off-road equipment required for every construction phase. Off-road equipment descriptions and information may include, but is not limited to, 	Compliance Alternative	Engine Emission Standard	Emissions Control	1	Tier 2	ARB Level 2 VDECS	2	Tier 2	ARB Level 1 VDECS				
Compliance Alternative	Engine Emission Standard	Emissions Control											
1	Tier 2	ARB Level 2 VDECS											
2	Tier 2	ARB Level 1 VDECS											

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<p>equipment type, equipment manufacturer, equipment identification number, engine model year, engine certification (Tier rating), horsepower, engine serial number, and expected fuel usage and hours of operation. For the VDECS installed: technology type, serial number, make, model, manufacturer, ARB verification number level, and installation date and hour meter reading on installation date. For off-road equipment not using renewable diesel, reporting shall indicate the type of alternative fuel being used.</p> <p>5. The Plan shall be kept on-site and available for review by any persons requesting it and a legible sign shall be posted at the perimeter of the construction site indicating to the public the basic requirements of the Plan and a way to request a copy of the Plan. The project sponsor shall provide copies of Plan as requested.</p> <p>6. <i>Reporting.</i> Quarterly reports shall be submitted to the ERO indicating the construction phase and off-road equipment information used during each phase including the information required in Paragraph 4, above. In addition, for off-road equipment not using renewable diesel, reporting shall indicate the type of alternative fuel being used.</p> <p>Within six months of the completion of construction activities, the project sponsor shall submit to the ERO a final report summarizing construction activities. The final report shall indicate the start and end dates and duration of each construction phase. For each phase, the report shall include detailed information required in Paragraph 4. In addition, for off-road equipment not using renewable diesel, reporting shall indicate the type of alternative fuel being used.</p> <p>7. <i>Certification Statement and On-site Requirements.</i> Prior to the commencement of construction activities, the project sponsor shall certify (1) compliance with the Plan, and (2) all applicable requirements of the Plan have been incorporated into contract specifications.</p>				

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<p>Project Mitigation Measure M-AQ-2: Best Available Control Technology for Diesel Generators and Fire Pumps (Implementation of Central SoMa PEIR M-AQ-5a) All diesel generators and fire pumps shall have engines that (1) meet Tier 4 Final or Tier 4 Interim emission standards, or (2) meet Tier 2 emission standards and are equipped with a California Air Resources Board Level 3 Verified Diesel Emissions Control Strategy. All diesel generators and fire pumps shall be fueled with renewable diesel, R99, if commercially available. For each new diesel backup generator or fire pump permit submitted for the project, including any associated generator pads, engine and filter specifications shall be submitted to the San Francisco Planning Department for review and approval prior to issuance of a permit for the generator or fire pump from the San Francisco Department of Building Inspection. Once operational, all diesel backup generators and Verified Diesel Emissions Control Strategy shall be maintained in good working order in perpetuity and any future replacement of the diesel backup generator, fire pumps, and Level 3 Verified Diesel Emissions Control Strategy filters shall be required to be consistent with these emissions specifications. The operator of the facility shall maintain records of the testing schedule for each diesel backup generator and fire pump for the life of that diesel backup generator and fire pump and provide this information for review to the Planning Department within three months of requesting such information.</p>	<p>Project sponsor</p>	<p>For generator and fire pump specifications, prior to issuance of building permit for diesel generator or fire pump. For maintenance, ongoing</p>	<p>Planning Department (ERO, Air Quality technical staff)</p>	<p>Equipment specifications portion considered complete when equipment specifications approved by ERO. Maintenance portion is ongoing and records are subject to Planning Department review upon request</p>

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Wind				
<p>Project Mitigation Measure M-WI-1: Wind Hazard Evaluation for Building Design Modifications (Implementation of Central SoMa PEIR M-WI-1)</p> <p>In the event that the proposed project’s design is modified, the new design shall be evaluated by a qualified wind expert as to the potential to result in a new wind hazard exceedance or aggravate an existing pedestrian-level wind hazard exceedance (defined as the one-hour wind hazard criterion of 26 miles per hour equivalent wind speed). If the qualified expert determines that wind-tunnel testing is required due to the potential for a new or worsened wind hazard exceedance, the project shall adhere to the following standards for reduction of ground-level wind speeds in areas of substantial pedestrian use:</p> <ul style="list-style-type: none"> • New buildings shall be shaped (e.g., include setbacks, or other building design techniques), or other wind baffling measures shall be implemented, so that the development would result in the following with respect to the one-hour wind hazard criterion of 26 miles per hour equivalent wind speed: <ul style="list-style-type: none"> ○ No net increase, compared to existing conditions, in the overall number of hours during which the wind hazard criterion is exceeded (the number of exceedance locations may change, allowing for both new exceedances and elimination of existing exceedances, as long as there is no net increase in the number of exceedance locations), based on wind-tunnel testing of a representative number of locations proximate to the project site; OR ○ Any increase in the overall number of hours during which the wind hazard criterion is exceeded shall be 	Project sponsor	In the event that the project’s design is modified	Planning Department	Considered complete after approval of final construction plan set

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<p>evaluated in the context of the overall wind effects of anticipated development that is in accordance with the Plan. Such an evaluation shall be undertaken if the project contribution to the wind hazard exceedance at one or more locations relatively distant from the individual project site is minimal and if anticipated future Plan area development would substantively affect the wind conditions at those locations. The project and foreseeable development shall ensure that there is no increase in the overall number of hours during which the wind hazard criterion is exceeded.</p> <ul style="list-style-type: none"> ○ New buildings that cannot meet the one-hour wind hazard criterion of 26 miles per hour equivalent wind speed performance standard of this measure based on the above analyses, shall minimize to the degree feasible the overall number of hours during which the wind hazard criterion is exceeded. 				

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Mitigation Measures	Responsibility for Implementation	Mitigation Schedule	Monitoring/Report Responsibility	Status/Date Completed
Biological Resources				
<p>Project Mitigation Measure M-BI-1: Pre-Construction Bat Surveys (Implementation of Central SoMa PEIR M-BI-1)</p> <p>As part of the construction contract, the project sponsor shall include a requirement for pre-construction special-status bat surveys when trees with a diameter at breast height equal to or greater than 6 inches are to be removed or vacant buildings that have been vacant for six months or longer are to be demolished. If active day or night roosts are found, a qualified biologist (i.e., a biologist holding a California Department of Fish and Wildlife [CDFW] collection permit and a Memorandum of Understanding with the CDFW allowing the biologist to handle and collect bats) shall take actions to make such roosts unsuitable habitat prior to tree removal or building demolition. A no disturbance buffer shall be created around active bat roosts being used for maternity or hibernation purposes at a distance to be determined in consultation with CDFW. Bat roosts initiated during construction are presumed to be unaffected, and no buffer would necessary, unless the feature upon which the roost is located would be demolished.</p>	<p>Project sponsor, qualified biologist, and California Department of Fish and Wildlife, and project contractor</p>	<p>Prior to issuance of demolition or building permits when trees would be removed or demolition of existing buildings</p>	<p>Planning Department; CDFW if applicable</p>	<p>Considered complete upon issuance of demolition or building permits</p>

ATTACHMENT B: MITIGATION MONITORING AND REPORTING PROGRAM

Project Improvement Measure	Responsibility for Implementation	Mitigation Schedule	Monitoring/Report Responsibility	Status/Date Completed
<p>Project Improvement Measure I-BI-1: Night Lighting Minimization (Implementation of Central SoMa PEIR Improvement Measure I-BI-2)</p> <p>In compliance with the voluntary San Francisco Lights Out Program, the project sponsor will implement bird-safe building operations to prevent and minimize bird strike impacts, including but not limited to the following measures:</p> <ul style="list-style-type: none"> • Reduce building lighting from exterior sources by: <ul style="list-style-type: none"> ○ Minimizing the amount and visual impact of perimeter lighting and façade up-lighting and avoid up-lighting of rooftop antennae and other tall equipment, as well as of any decorative features; ○ Installing motion-sensor lighting; ○ Using minimum wattage fixtures to achieve required lighting levels. • Reduce building lighting from interior sources by: <ul style="list-style-type: none"> ○ Dimming lights in lobbies, perimeter circulation areas, and atria; ○ Turning off all unnecessary lighting by 11:00 p.m. through sunrise, especially during peak migration periods (mid-March to early June and late August through late October); ○ Using automatic controls (motion sensors, photo-sensors, etc.) to shut off lights in the evening when no one is present; ○ Encouraging the use of localized task lighting to reduce the need for more extensive overhead lighting; ○ Scheduling nightly maintenance to conclude by 11:00 p.m.; ○ Educating building users about the dangers of night lighting to birds. 	<p>Project sponsor</p>	<p>Ongoing during project operation</p>	<p>Planning Department</p>	<p>Considered complete upon approval of building plans by Planning Department. Planning Department may engage in follow-up discussion with project sponsors, as applicable</p>



SAN FRANCISCO PLANNING DEPARTMENT

Land Use Information

PROJECT ADDRESS: 655 4TH STREET
RECORD NO.: 2014000203ENX/CUA

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

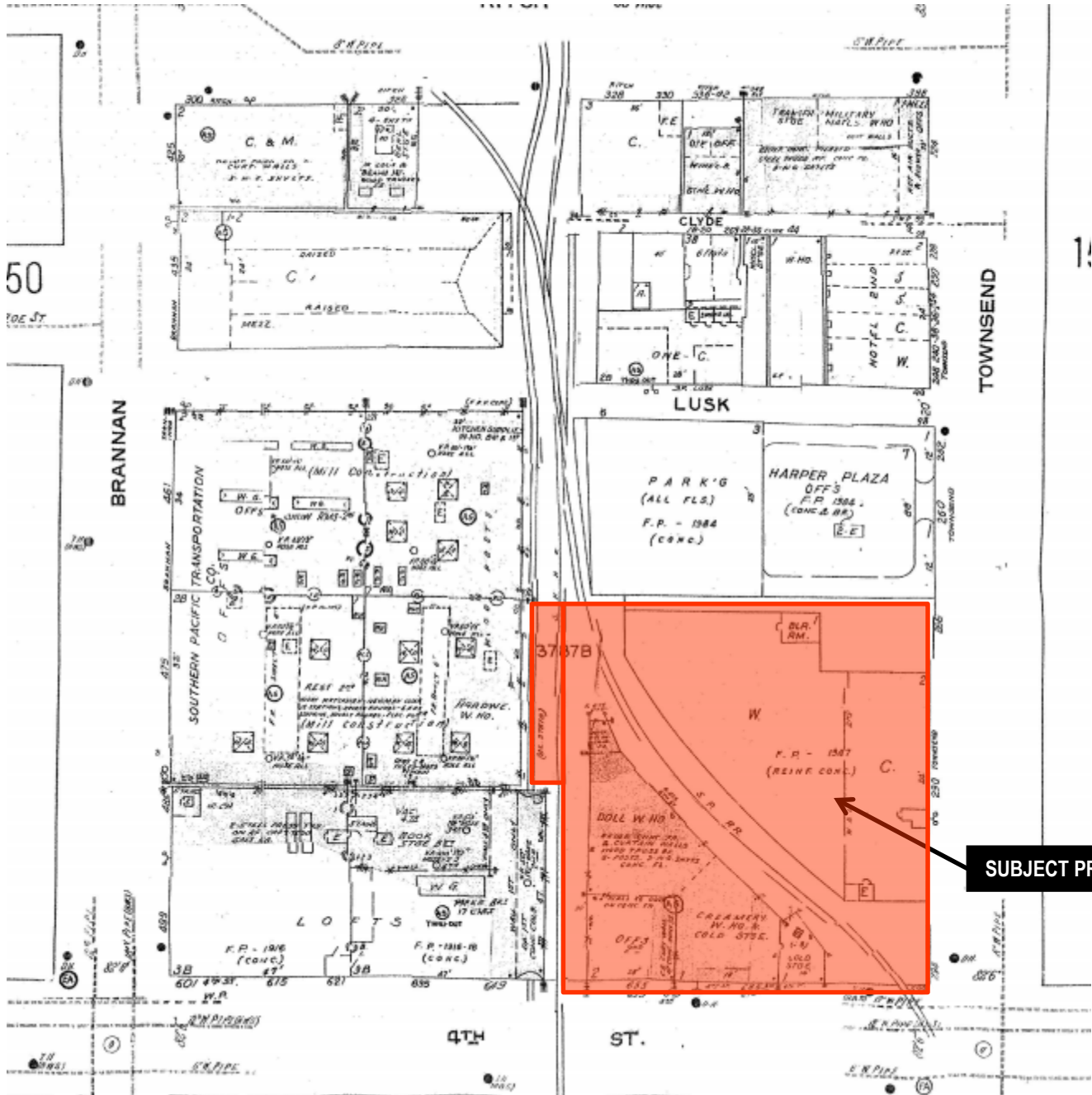
Reception:
415.558.6378

Fax:
415.558.6409

Planning
Information:
415.558.6377

	EXISTING	PROPOSED	NET NEW
GROSS SQUARE FOOTAGE (GSF)			
Parking GSF	~4,000	90,500	94,500
Residential GSF	~6,000 live/work	1,014,968	~1,008,968
Retail/Commercial GSF	~52,590	18,454 retail 2,484 retail/interior POPOS	20,938
Office GSF	0	21,840	21,840
Industrial/PDR GSF <i>Production, Distribution, & Repair</i>	0	0	0
Medical GSF	0	0	0
Visitor GSF	0	24,509 (hotel)	24,509 (hotel)
CIE GSF	0	0	0
Usable Open Space	0	POPOS – 24,495 Private -18,432	POPOS – 24,495 Private -18,432
Public Open Space	0	24,495	24,495
Other ()	-	-	-
TOTAL GSF	~62,590	~1,240,177	1,238,177
	EXISTING	NET NEW	TOTALS
PROJECT FEATURES (Units or Amounts)			
Dwelling Units - Affordable	0	0	0
Dwelling Units - Market Rate	2	958	960
Dwelling Units - Total	2	958	960
Hotel Rooms	0	38	38
Number of Buildings	3	-1	2
Number of Stories	1-3	35-37	36-40
Parking Spaces	25	250	275 (includes 12 car share spaces)
Loading Spaces	1	7	8
Bicycle Spaces	0	540 Class 1 81 Class 2	540 Class 1 81 Class 2
Car Share Spaces	0	12	12
Other ()	-	-	-

Sanborn Map*

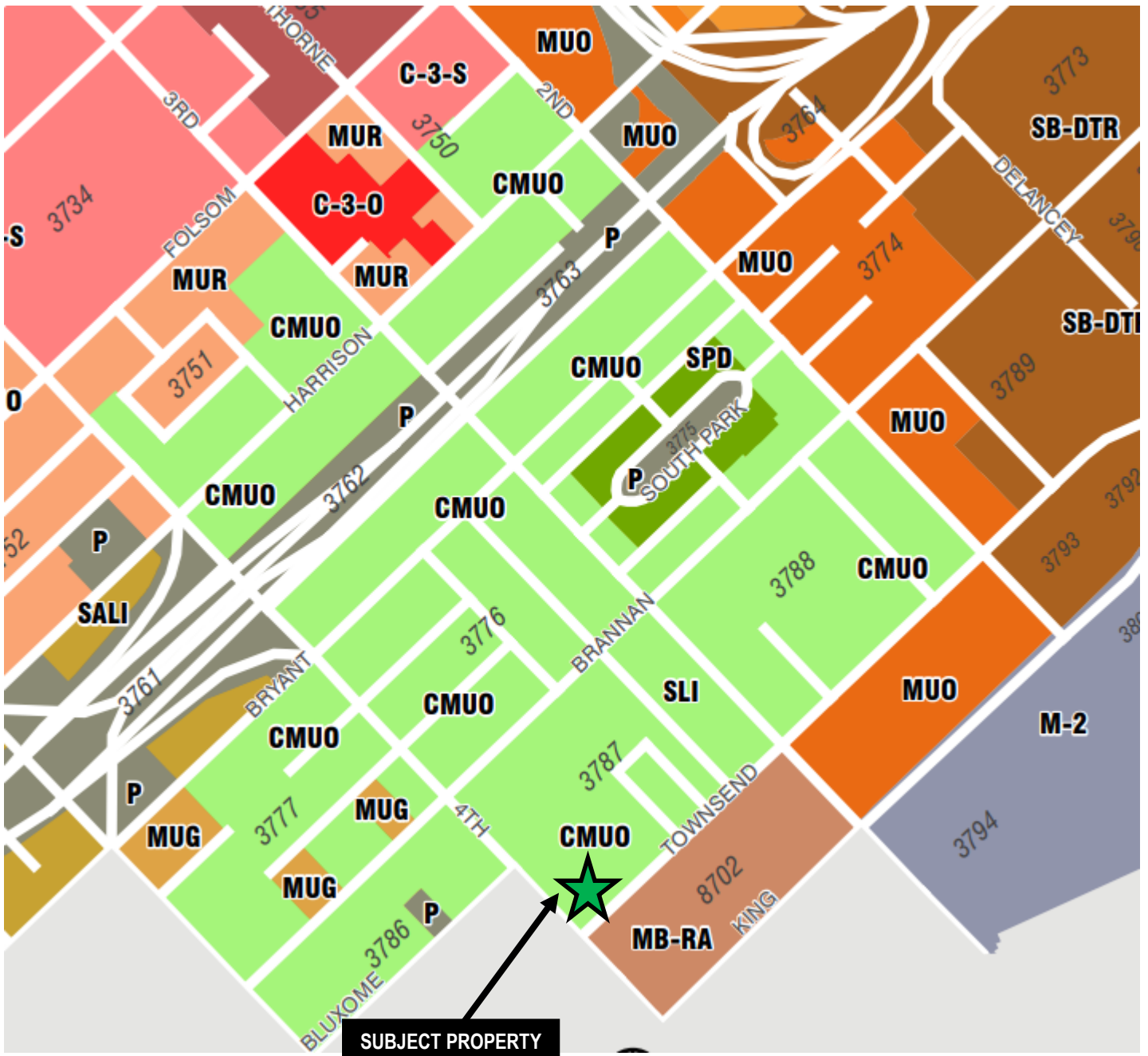


*The Sanborn Maps in San Francisco have not been updated since 1998, and this map may not accurately reflect existing conditions.

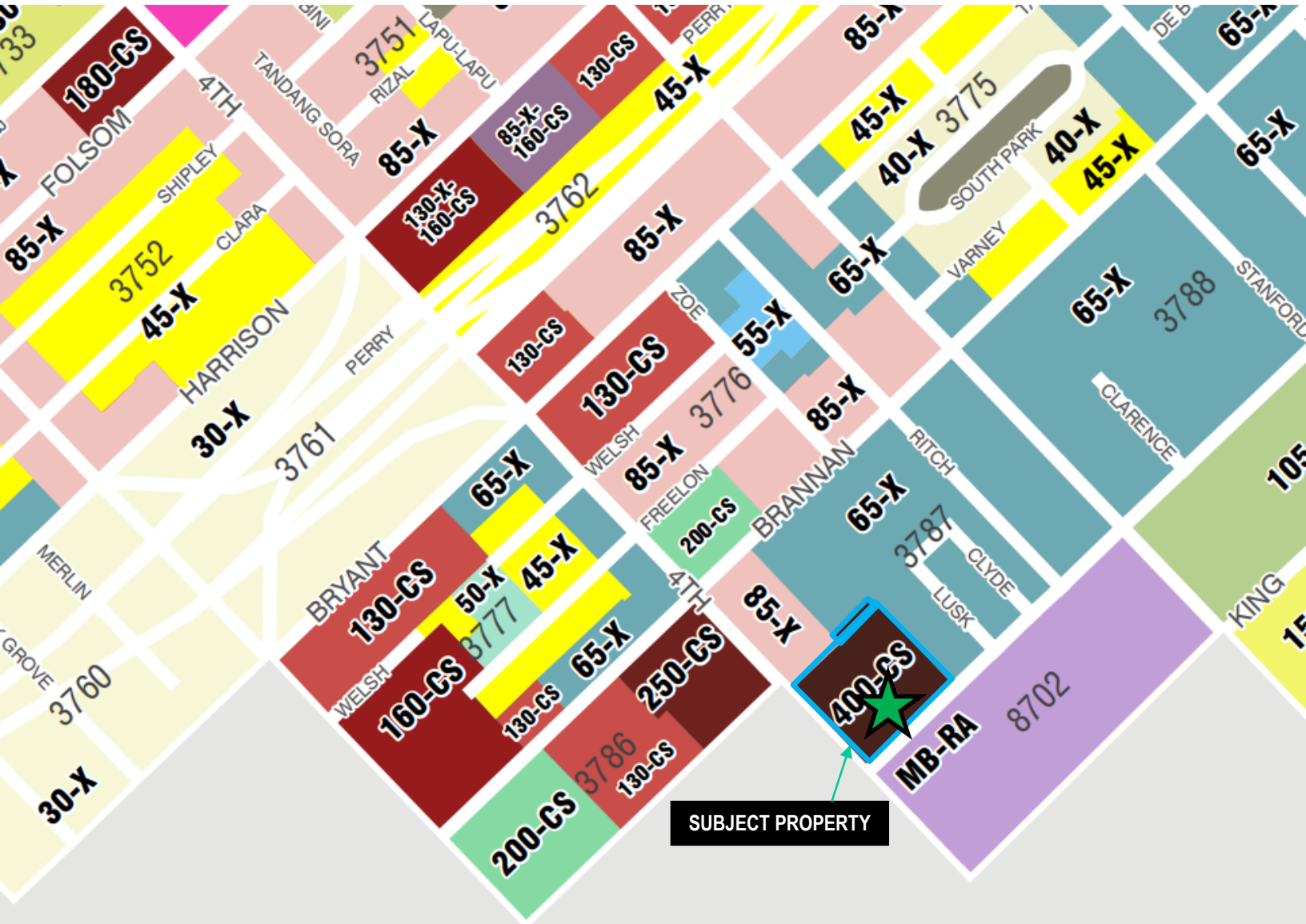
Large Project Authorization &
 Conditional Use Authorization
 Case Number 2014-000203ENX/CUA
 655 4th Street



Zoning Map



Height and Bulk Map



SUBJECT PROPERTY



Large Project Authorization &
Conditional Use Authorization
Case Number 2014-000203ENX/CUA
655 4th Street

Aerial Photo

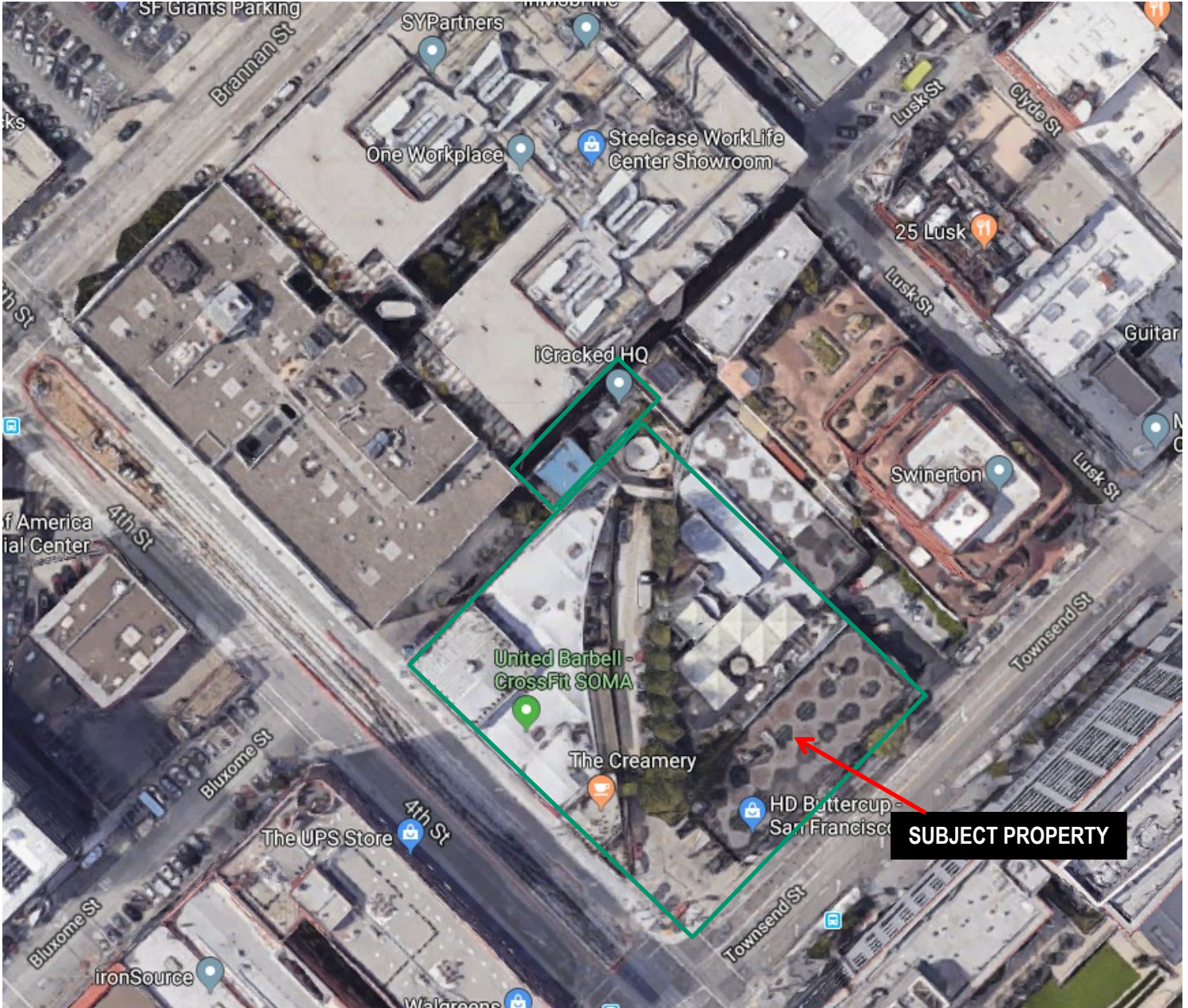


SUBJECT PROPERTY



Large Project Authorization &
Conditional Use Authorization
Case Number 2014-000203ENX/CUA
655 4th Street

Aerial Photo



Large Project Authorization &
Conditional Use Authorization
Case Number 2014-000203ENX/CUA
655 4th Street

Site Photos

SUBJECT PROPERTY @ 4th STREET



SUBJECT PROPERTY FROM TOWNSEND STREET



Large Project Authorization &
Conditional Use Authorization
Case Number 2014-000203ENX/CUA
655 4th Street

Site Photos

PORTION OF SUBJECT BLOCK FROM TOWNSEND STREET



PORTION OF SUBJECT BLOCK FROM 4TH STREET



Large Project Authorization &
Conditional Use Authorization
Case Number 2014-000203ENX/CUA
655 4th Street

Site Photos

PORTION OF OPPOSITE BLOCK TOWNSEND STREET @ 5th STREET



PORTION OF OPPOSITE BLOCK TOWNSEND STREET @ 5th STREET



Large Project Authorization &
Conditional Use Authorization
Case Number 2014-000203ENX/CUA
655 4th Street

Context Photo

PORTION OF OPPOSITE BLOCK ON 5th STREET



PORTION OF OPPOSITE BLOCK @ 4th & TOWNSEND STREETS



Large Project Authorization &
Conditional Use Authorization
Case Number 2014-000203ENX/CUA
655 4th Street

Melinda A. Sarjapur
msarjapur@reubenlaw.com

June 6, 2019

Delivered Via Hand Delivery & E-Mail

(linda.ajellohoagland@sfgov.org)

Commission President Myrna Melgar
San Francisco Planning Commission
1650 Mission Street, Suite 400
San Francisco, CA 94103

Re: 655 4th Street – Large Project Authorization; Conditional Use Authorization
Planning Case No.: 2014.000203ENX/CUA
Hearing Date: June 20, 2019
Our File No.: 6250.25

Dear President Melgar and Commissioners:

Our office represents 655 4th Owner, LLC, the sponsor (“**Sponsor**”) of project located at the northeast corner of 4th and Townsend Streets, which is identified as “Key Site 8: “4th and Townsend” under the Central SoMa Area Plan. The project would construct two mixed-use residential towers reaching up to 400 feet and containing 960 dwelling units; a mix of hotel, office, and retail use; and approximately 24,495 square feet of publicly-accessible open space (the “**Project**”).

The Project requires a Large Project Authorization (“**LPA**”) for new construction exceeding a height of 85 feet and containing more than 50,000 gsf in the Central SoMa neighborhood, and a Conditional Use Authorization (“**CU**”) to establish a hotel use in the Central SoMa Mixed Use Office (“**CMUO**”) Zoning District and to remove two market-rate condominium units.

The Project is the result of a multi-year design process. It advances key goals of the Central SoMa Plan and its Key Development Sites Guidelines, which call for: (1) tower development featuring distinctive architecture at this site; and (2) a substantial network of ground-floor POPOS to facilitate and improved pedestrian network adjacent to Caltrain and the new Central Subway.

We look forward to presenting this Project to the Commission on June 20th.

1. Site Conditions

The Project site is 1.64 acres in size, located at the northeast corner of 4th and Townsend Streets in the South of Market neighborhood and Central SoMa Plan (“**Plan**”) area. It is zoned Central SoMa Mixed Use Office (“**CMUO**”), Central SoMa Special Use District, and is in a 400-CS height and bulk district.

The site contains three non-historic buildings and surface parking, including a three-story condo building with one commercial unit and two market-rate dwelling units, and two one- and two-story retail buildings. The retail buildings contain H.D. Buttercup (home furnishings), Balthaup (kitchen and bath design), Iron Cactus (taqueria), and the Creamery (café).

The SoMa neighborhood is a high-density downtown neighborhood with a mix of office, residential, and retail uses. To the immediate west is 4th Street and the new Central Subway line. Kitty-corner to the southwest is the 4th & King Caltrain Station. To the immediate south (across Townsend Street) is a 13-story mixed-use residential, retail, and office development at 250 King Street (The Beacon).

The Plan allows for up to 400 feet in height at this site, to emphasize its location at the intersection of two major rail lines. In addition, the Plan’s Key Sites Guidelines call for development with distinctive architecture to “demarcate the importance of the site and serve as an identifier of Central SoMa on the skyline.”

2. Project Description

The Project will construct two mixed-use residential towers. The buildings reach up to 400 feet in height (425 to top of screening) and contain approximately 960 units; a 38-room hotel; 21,840 gross square feet (“**gsf**”) of office; and 20,938 gsf of ground-floor retail (including four “micro” retail units of no greater than 1,000 gsf).

The buildings feature a distinctive and dynamic architectural style that emphasizes the importance of the 4th & Townsend intersection. Each building will be made up of two tower components, one approximately 55 feet taller than the other. Unlike a typical building where each floor is the same square footage, these buildings would have larger ground floors that decrease at each subsequent level until approximately two-thirds up each tower, when all floors would become uniform in size. The design creates a stepping effect, allowing for private balconies on the lower levels and creating an appearance of movement. Cantilevered floors are placed in such a way as to allow for the two segments of each building to operate as separate structures until the seventh floor, where they will connect as one. The towers would be placed on the site as mirror images of each other. The design would give the impression of four distinct buildings, as shown in the renderings below:



The building lobbies will be oriented toward the center of the site, to draw foot traffic to ground-floor active retail uses framing approximately 24,495 square feet of attractively landscaped and hardscaped POPOS. The open space includes two new mid-block pedestrian connections from 4th and Townsend Streets, and an approximately 3,110 square foot plaza along 4th Street. The Project would also include 132 private balconies and 10,512 square feet of common rooftop open space for building residents.



The Project would be served by a below-grade garage and loading area accessed from a single recessed entrance along Townsend Street and containing up to 264 off-street parking spaces, 12 car share spaces, and eight freight loading spaces. The Project would provide approximately 540 Class One bicycle spaces.

The Project will also construct significant streetscape improvements, including sidewalk replacement and widening to meet Better Streets Plan standards, planting trees, and installation of new landscaping, furnishings, lighting and bicycle parking to revitalize all frontages.

3. Summary of Project Benefits

The Project would provide a range of public benefits, including:

- **Residential Development.** Constructing approximately 960 new dwelling units, in a diverse mix of studio, 1- 2- and 3-bed units, many of which will be suitable for family housing. The Project will be amongst the largest housing developments in the Central SoMa neighborhood.

- **Pedestrian Network.** Providing a network of mid-block alleys, setback plazas, widened streetscapes, and landscaped publicly-accessible open spaces at this prominent corner. This will substantially contribute to a safe, convenient, and attractive walking environment for pedestrians adjacent to the new Central Subway line and 4th & King Caltrain station.
- **POPOS & Mid-Block Alleys.** Creating 24,495 square feet of attractively-landscaped and hardscaped POPOS. These publicly-accessible open areas will include two new mid-block pedestrian connections from 4th and Townsend Streets through to a central plaza, lined with active ground-floor retail uses.
- **Neighborhood-Serving Retail.** Activating ground-floor street frontages and publicly-accessible open spaces with approximately 20,938 gsf of neighborhood-serving retail, including four micro-retail locations.
- **Streetscape Improvements.** Revitalizing the public realm through a broad array of streetscape improvements, including sidewalk replacement and widening, installation of lighting and furnishings, and planting street trees.
- **Development Impact Fees.** Paying a robust package of development impact fees used to fund Central SoMa neighborhood and citywide improvements – providing a projected value to the City of more than \$115 million.
- **Job Creation.** Creating hundreds of temporary jobs during construction, and creating hundreds of new positions in the long-term through development of approximately 68,187 gross square feet of office, retail, and hotel use.

4. Required Entitlements

The Project requires Commission approval of (1) a Large Project Authorization (“LPA”) for new construction exceeding a height of 85 feet and containing more than 50,000 gsf in the Central SoMa neighborhood; and (2) Conditional Use Authorization (“CU”) to remove two market-rate condo units and establish a new 38-room hotel use.

In connection with the LPA, the Project is requesting exception from certain design controls, which are described in detail in the Commission’s hearing packet. These exceptions are consistent with the scope of development identified for this site under the Key Development Sites Guidelines for the Central SoMa Plan, and are justified in light of the Project’s exemplary design and substantial public benefits package.

5. Community Outreach

Since the initial conception of the project, the Sponsor team has conducted community outreach to residents and merchants. Engagement included several one-on-one meetings, and meetings held at adjacent buildings. The Sponsor team has met with individual stakeholders,

San Francisco Planning Commission
Attn: Myrna Melgar
June 5, 2019
Page 6

community organization representatives, and nearby homeowner's associations. A detailed summary of Project outreach activities is attached as **Exhibit A**.

6. Conclusion

The Project is the result of a multi-year planning and design review process. It features exemplary design and will substantially improve pedestrian conditions adjacent to the 4th & King Caltrain station and new Central Subway line through provision of approximately 24,495 square feet of attractively-landscaped POPOS and new mid-block connections from 4th and Townsend. The Project is also anticipated to pay a robust package of development impact fees necessary to fund local and citywide affordable housing and infrastructure improvements. For these reasons and those listed in the application, we urge you to approve the requested Large Project Authorization application and Conditional Use Authorization.

Thank you for your consideration.

Very truly yours,

REUBEN, JUNIUS & ROSE, LLP



Melinda A. Sarjapur

cc: Vice President Joel Koppel
Commissioner Rich Hillis
Commissioner Milicent Johnson
Commissioner Kathryn Moore
Commissioner Dennis Richards
Commissioner Frank Fung
Jonas P. Ionin, Commission Secretary
Tishman Speyer

EXHIBIT A

June 6, 2019

Public Outreach Summary
655 Fourth Street (The Creamery)

The site plan, public benefits, and design for 655 Fourth Street (The Creamery) project was shaped by an extensive and productive public outreach process.

Since the initial conception of the project, the team has conducted community outreach to residents and merchants. Engagement included several one-on-one meetings, and meetings held at adjacent buildings. The project team has met with individual stakeholders, community organization representatives, and nearby homeowner’s associations.

The project will bring needed rental housing units, while increasing retail activity and open space, at the corner of Fourth & Brannan Streets. It has the support of on-site and adjacent retail owners, as the development will expand opportunities for new customers and participate in the growth of the area.

Some of the key project changes that have resulted from outreach include:

- Under the draft Central SoMa Plan, the project was initially slated as an office site. With support from the pro-housing community and the Planning Department, we proposed this be supported as a for-rent residential site, to address housing needs and complement office growth in the area.
- Community participation will be a key element in design of the POPOS at the central Plaza and the Townsend Street Gateway. Upon procurement of a landscape architect, the team will hold an initial community session to hear their input directly. We will develop plans that include features desired by the community, such as public art, water features, seating and lawn areas, and clear signage/ welcoming wayfinding.
- The 4th Street façade was stepped back to increase light and air to the neighboring building, 601 Fourth Street.
- The 4th Street plaza was expanded as a community gathering place and retail “front door” to respond to neighborhood support.
- Parking was substantially reduced, eliminating close to 200 stalls to arrive at current .25 spaces per unit.

Meetings were held with residents of adjacent buildings, including the 601 Fourth Street HOA and the Beacon, to discuss details of the project. Other community outreach forums included:

- | | |
|----------|---|
| 12/19/17 | Pre-App Neighborhood Meeting, at 296 Townsend Street. |
| 1/9/2018 | Social Gathering at the Beacon, at 250 King Street. |
| 5/15/19 | Presentation to San Francisco Housing Coalition |

MARKET DEMAND ANALYSIS

Market Demand Analysis - Proposed Hotel
655 4th Street
San Francisco, CA 94107
CBRE Group, Inc. File No. 18-490SF-0083

Mr. Jeremy Bachrach
Tishman Speyer
655 4th Street Owner, LLC
One Bush Street, Suite 450
San Francisco, CA 94104

www.cbre.com
www.cbrehotels.com





Chris Kraus
Managing Director
CBRE Hotels Advisory

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Salesforce Tower
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San Francisco, CA 94105

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+1 415 652 4483 Mobile

chris.kraus@cbre.com
www.cbrehotels.com

December 27, 2018

Mr. Jeremy Bachrach
Tishman Speyer
655 4th Street Owner, LLC
One Bush Street, Suite 450
San Francisco, CA 94104

Re: Market Demand Analysis – Proposed Hotel
655 4th Street
San Francisco, CA 94107
CBRE, Inc. File No. 18-490SF-0083

Dear Mr. Bachrach:

In accordance with your request, we have completed our engagement contract, which is a study of the potential market demand for a proposed 38-room hotel (the “Subject” or “Hotel”) to be located at 655 4th Street in San Francisco, California. As we understand it, 655 4th Street Owner, LLC, (a special purpose entity controlled by Tishman Speyer) was created for the purpose of developing a mixed-use project to be located in San Francisco, California. Pursuant to our engagement, we have prepared this report summarizing our findings.

The conclusions set forth are based on an analysis of the existing and potential future supply and demand for the competitive lodging market as of the completion of our fieldwork in December of 2018. It is our understanding that the purpose and use of this analysis is for 655 4th Street Owner, LLC, and its affiliated entities, to present to representatives of the City and County of San Francisco to understand the potential market demand for the proposed Hotel within the City of San Francisco’s lodging market.

As in all studies of this type, the estimated results are based on competent and efficient management and presume no significant change in the status of the competitive lodging market from that as set forth in this report. The terms of our engagement are such that we have no obligation to revise our conclusions to reflect events or conditions that occur subsequent to the date

of completion of our fieldwork. However, we are available to discuss the necessity for revisions in view of changes in the economy or market factors impacting the competitive lodging market.

Since the proposed Hotel's future performance is based on estimates and assumptions that are subject to uncertainty and variation, we do not present them as results that will actually be achieved. However, our analysis has been conscientiously prepared on the basis of information obtained during the course of this assignment and on our experience in the industry. This report is subject to the Assumptions and Limiting Conditions presented in the Addenda.

After you have had an opportunity to review this report, please feel free to contact us with any questions or comments. Thank you for the opportunity to work with you on this interesting engagement.

Yours sincerely,

CBRE Hotels Advisory



By: Chris Kraus
Managing Director
chris.kraus@cbre.com | 415.652.4483



By: Kapil Gopal
Consultant
kapil.gopal@cbre.com | 303.385.2024

A. INTRODUCTION

1. OVERVIEW OF THE MARKET STUDY

CBRE Hotels Advisory was formally retained on November 15, 2018 by 655 4th Street Owner, LLC to conduct a study of the potential market demand for a proposed hotel to be located at 655 4th Street in San Francisco, California.

As a component of this analysis, we first determined the market potential for a hotel by evaluating supply and demand trends within the San Francisco lodging market. Based on the recent performance of comparable hotels in the market, we then provided our projections of the occupancy and average daily room rate (“ADR”) the proposed Hotel could achieve for its first five years of operation. For the purpose of this analysis, we have assumed that the proposed Hotel would be open and available for occupancy by April 1, 2023, in line with developer’s construction timeline.

2. METHODOLOGY

Specifically, in conducting the study of the potential market demand, we:

- Visited the site and assessed the impact of its accessibility, visibility, and location relative to demand generators;
- Researched and analyzed current economic and demographic trends to determine their impact on future lodging demand in the market;
- Researched the competitive lodging supply in San Francisco, with a particular focus on the hotels that would compete most directly with the proposed Hotel;
- Reviewed the historical performance of the competitive lodging market;
- Estimated the anticipated growth in supply and demand for lodging accommodations in the local market area;
- Prepared a forecast of future performance for the competitive lodging market;
- Evaluated the project’s development plan for appropriateness within the market based on projected demand growth in San Francisco and the city’s lodging needs; and,
- Prepared a forecast of the projected market penetration and the resulting occupancy levels and average daily rates (“ADR”) for the proposed Hotel’s first five years of operation.

Several sources were used in compiling the background information and preparing the analyses contained in this report. These sources include CBRE’s *Trends® in the Hotel Industry*, STR Inc., data gathered through direct interviews with representatives of local businesses, data provided by

sources in the lodging chains with which the competitive properties are affiliated, data from various local government agencies, and data collected by STR, Inc.

B. SUMMARY OF FINDINGS

Based on the preceding work program, we have made a determination of the market viability for the proposed Hotel in San Francisco, California. Presented below is a summary of the historical and projected future performance of the greater San Francisco lodging market, followed by a more detailed projection of the primary sample of hotels deemed most competitive to the proposed Hotel. We have also presented the potential market performance of the proposed Hotel.

1. SAN FRANCISCO LODGING MARKET

A summary of historical and projected future performance for the San Francisco MSA lodging market for years 2013 to 2022 is presented below (from *CBRE Hotels Hotel Horizons, December 2018 – February 2019 Edition*). It should be noted that this table includes hotels in San Francisco, San Mateo, and Marin Counties and is generally referred to as the San Francisco MSA lodging market.

San Francisco MSA Lodging Market
Historical and Projected Performance

YEAR	OCC	Δ OCC	ADR	Δ ADR	REVPAR	Δ REVPAR
2013	82.8%	3.1%	\$187.33	9.1%	\$155.02	12.5%
2014	84.0%	1.5%	\$208.09	11.1%	\$174.83	12.8%
2015	84.4%	0.5%	\$222.10	6.7%	\$187.50	7.2%
2016	84.3%	-0.2%	\$230.62	3.8%	\$194.32	3.6%
2017	82.8%	-1.8%	\$229.02	-0.7%	\$189.52	-2.5%
2018F	82.4%	-0.5%	\$242.55	5.9%	\$199.80	5.4%
2019F	83.6%	1.5%	\$253.94	4.7%	\$212.22	6.2%
2020F	83.8%	0.3%	\$265.09	4.4%	\$222.20	4.7%
2021F	83.4%	-0.5%	\$271.92	2.6%	\$226.74	2.0%
2022F	83.1%	-0.3%	\$274.94	1.1%	\$228.56	0.8%

Source: CBRE Hotels Americas Research, STR, Inc, Q3 2018

The San Francisco Bay Area is one of the strongest lodging markets in the United States. Occupancy has been consistently strong between 2013 and 2017, and has been approximately 20 percentage points above national averages for each of the past five years. ADR has also been very strong with rate growth ranging between -0.7 percent in 2017 (primarily due to the temporary

closing of the Moscone Center) and 11.1 percent in 2014. The long run average ADR for the San Francisco MSA lodging market is 3.8 percent, above the national long run average growth rate of 3.0 percent. Based on performance data through the first three quarters of 2018, Occupancy is expected to decrease 0.5 percent, resulting in a forecasted occupancy of 82.4 percent, and, ADR is projected to increase approximately 5.9 percent, resulting in an ADR of \$242.55. It should be noted that the decrease in occupancy and ADR between 2016 and 2017 is largely attributable to decrease in market compression resulting from the closure of the Moscone Center, San Francisco’s convention center, which was undergoing a renovation/expansion. Approximately 490,000 group and convention room nights were cancelled, many of which were booked in 2017. However, with the re-opening of the Moscone Center, occupancy in the local lodging market is projected to remain in the low- to mid-80 percent range over the next five years, with continual ADR growth beginning in 2018.

2. COMPETITIVE LODGING MARKET

Presented in the following table is a summary of historical performance for the 11 San Francisco hotels that comprise the proposed Hotel’s competitive market from 2012 to 2017. On the following page, we have also presented the competitive market’s projected performance between 2018 and 2028, coinciding with the proposed Hotel’s first five full years of operation.

Proposed Hotel - San Francisco, CA									
Historical Performance of the Competitive Market									
Year	Annual Supply	Percent Change	Occupied Rooms	Percent Change	Market Occupancy	ADR	Percent Change	RevPAR	Percent Change
2012	838,602	-	693,524	-	82.7%	\$259.93	-	\$214.96	-
2013	844,665	0.7%	716,276	3.3%	84.8%	\$285.14	9.7%	\$241.80	12.5%
2014	848,994	0.5%	730,984	2.1%	86.1%	\$312.73	9.7%	\$269.26	11.4%
2015	877,015	3.3%	761,249	4.1%	86.8%	\$326.04	4.3%	\$283.00	5.1%
2016	913,960	4.2%	796,973	4.7%	87.2%	\$323.28	-0.8%	\$281.90	-0.4%
2017	948,628	3.8%	800,642	0.5%	84.4%	\$317.98	-1.6%	\$268.38	-4.8%
CAGR	2.5%	-	2.9%	-	85.3%	4.1%	-	4.5%	-
YTD Oct '17	786,002	-	676,748	-	86.1%	\$322.86	-	\$277.98	-
YTD Oct '18	811,072	3.2%	679,678	0.4%	83.8%	\$342.92	6.2%	\$287.37	3.4%

Source: CBRE Hotels Advisory

Proposed Hotel - San Francisco, CA									
Projected Performance of the Competitive Market									
Year	Annual Supply	Percent Change	Occupied Rooms	Percent Change	Market Occupancy	ADR	Percent Change	RevPAR	Percent Change
2017	948,628	3.8%	800,642	0.5%	84%	\$317.98	-1.6%	\$268.38	-4.8%
2018	973,820	2.7%	804,400	0.5%	83%	\$337.00	6.0%	\$278.37	3.7%
2019	1,120,915	15.1%	925,900	15.1%	83%	\$354.00	5.0%	\$292.41	5.0%
2020	1,219,100	8.8%	1,007,000	8.8%	83%	\$368.00	4.0%	\$303.98	4.0%
2021	1,250,125	2.5%	1,050,100	4.3%	84%	\$379.00	3.0%	\$318.36	4.7%
2022	1,280,785	2.5%	1,088,700	3.7%	85%	\$390.00	2.9%	\$331.51	4.1%
2023	1,291,370	0.8%	1,097,700	0.8%	85%	\$402.00	3.1%	\$341.71	3.1%
2024	1,294,655	0.3%	1,100,500	0.3%	85%	\$414.00	3.0%	\$351.91	3.0%
2025	1,294,655	0.0%	1,100,500	0.0%	85%	\$426.00	2.9%	\$362.11	2.9%
2026	1,294,655	0.0%	1,100,500	0.0%	85%	\$439.00	3.1%	\$373.16	3.1%
2027	1,294,655	0.0%	1,100,500	0.0%	85%	\$452.00	3.0%	\$384.22	3.0%
2028	1,294,655	0.0%	1,100,500	0.0%	85%	\$466.00	3.1%	\$396.12	3.1%
CAGR	2.9%	-	3.2%	-	-	3.3%		3.6%	

Source: CBRE Hotels Advisory

As shown, the competitive market’s occupancy has been very strong and ranged from 82.7 percent in 2012 to a high of 87.2 percent in 2016. Over this six-year period from 2012 to 2017, the competitive market’s average occupancy was 85.3 percent. ADR for the competitive market has increased by a compound annual growth rate (“CAGR”) of 4.1 percent, negatively impacted in 2016 and 2017 by the temporary disruption from renovations at the Moscone Center. As of year-end 2017, ADR for the competitive market was \$317.98 as compared to the \$229.02 ADR indicated by the San Francisco MSA.

The performance of the hotels comprising the proposed Hotel’s direct competitive market is amongst the strongest in the nation, surpassing both national and regional trends. We are of the opinion that the addition of the proposed Hotel will not have any material impact on the overall market’s long-term performance; in fact, the City of San Francisco is vastly under-served with regard to hotel supply and generates a significant amount of unsatisfied demand that is displaced to other markets throughout the Bay Area such as the SFO market and Oakland/Emeryville market.

Occupancy for the competitive market is projected to remain relatively stable between 83 and 85 percent over the next several years, even with the anticipated hotel additions, including the proposed Hotel, expected to enter the market.

3. SUBJECT

Finally, we have presented our projections of future performance for the 38-room proposed Hotel in the following table. As mentioned, we have assumed that the proposed Hotel will be open as of April 1, 2023.

Proposed Hotel - San Francisco, CA Projected Performance					
Year	Hypothetical ADR	Market Growth	Occupancy	RevPAR	Percent Change
2018	\$375.00	-	-	-	-
2019	\$398.00	6.0%	-	-	-
2020	\$418.00	5.0%	-	-	-
2021	\$435.00	4.0%	-	-	-
2022	\$448.00	3.0%	-	-	-
2023	\$461.00	3.0%	83%	\$383.26	-
2024	\$475.00	3.0%	85%	\$404.11	5.4%
2025	\$489.00	3.0%	85%	\$416.02	2.9%
2026	\$504.00	3.0%	85%	\$428.78	3.1%
2027	\$519.00	3.0%	85%	\$441.54	3.0%
2028	\$535.00	3.0%	85%	\$455.16	3.1%
2029	\$551.00	3.0%	85%	\$468.77	3.0%
2030	\$568.00	3.0%	85%	\$483.23	3.1%
2031	\$585.00	3.0%	85%	\$497.69	3.0%
2032	\$603.00	3.0%	85%	\$513.01	3.1%

Source: CBRE Hotels Advisory

If the Hotel were open in 2018, we believe that it could achieve an ADR of approximately \$375 based upon the performance of other hotels of similar quality in the City of San Francisco. Applying the same growth rates for the competitive market, we project an ADR of \$461 upon opening in 2023. We expect the proposed Hotel to achieve a stabilized occupancy in 2024 of 85 percent, in line with the stabilized level projected for the competitive market.

C. PROJECT AND SITE DESCRIPTION

As we understand it, the 38-room proposed Hotel will be located at 655 4th Street in the South of Market (“SoMa”) district of San Francisco, and will be a component of a larger mixed-use multi-family residential development. According to the developers, the mixed-use project will include 960 residential units, 22,000 square feet of office space, and 38 hotel rooms spread across two floors (6th and 7th floors) with approximately 500 square feet dedicated to each hotel room.

The proposed Hotel will be located approximately 0.7 miles southeast of the Moscone Center, the Metreon, Yerba Buena Center (a 10- to 15-minute walk), and adjacent to the CalTrain Station, which provides easy access to the South Bay area. The proposed Hotel will also be located approximately 0.5 miles southeast from the Montgomery BART and Muni Metro Station, and approximately 0.4 miles northeast of the Yerba Buena/Moscone Central Subway Station at 4th and Folsom Streets. It should also be noted that the proposed Hotel will be located adjacent to the Central Subway Project, an extension of the Muni Metro T Third Line through SoMa. A more detailed discussion regarding transportation is provided later in the report.

SoMa is a relatively large neighborhood in San Francisco and contains several sub-neighborhoods including South Beach, Mission Bay, Rincon Hill, South Park, Yerba Buena, and Financial District South. SoMa’s boundaries are generally Market Street to the north, the San Francisco Bay to the east, Mission Creek to the south, and Division Street, 13th Street, and U.S. 101 to the west. It is the

part of San Francisco in which the street grid runs parallel and perpendicular to Market Street. It should also be mentioned that the proposed Hotel will be located within 0.3 miles of the AT&T Park (7 minutes walking distance), and less than 1 mile from the soon to be built Chase Center in Mission Bay (15 minutes walking distance).

Many major software and technology companies have headquarters and offices in SoMa, including: Ustream, Planet Labs, Foursquare, CloudFlare, Wikia, Thumtak, Wired, GitHub, Pinterest, CBS Interactive, LinkedIn, Trulia, Cleanify, Dropbox, IGN, Salesforce.com, BitTorrent Inc., Yelp, Zynga, Airbnb, Uber, Twitter, Facebook, and Advent Software.

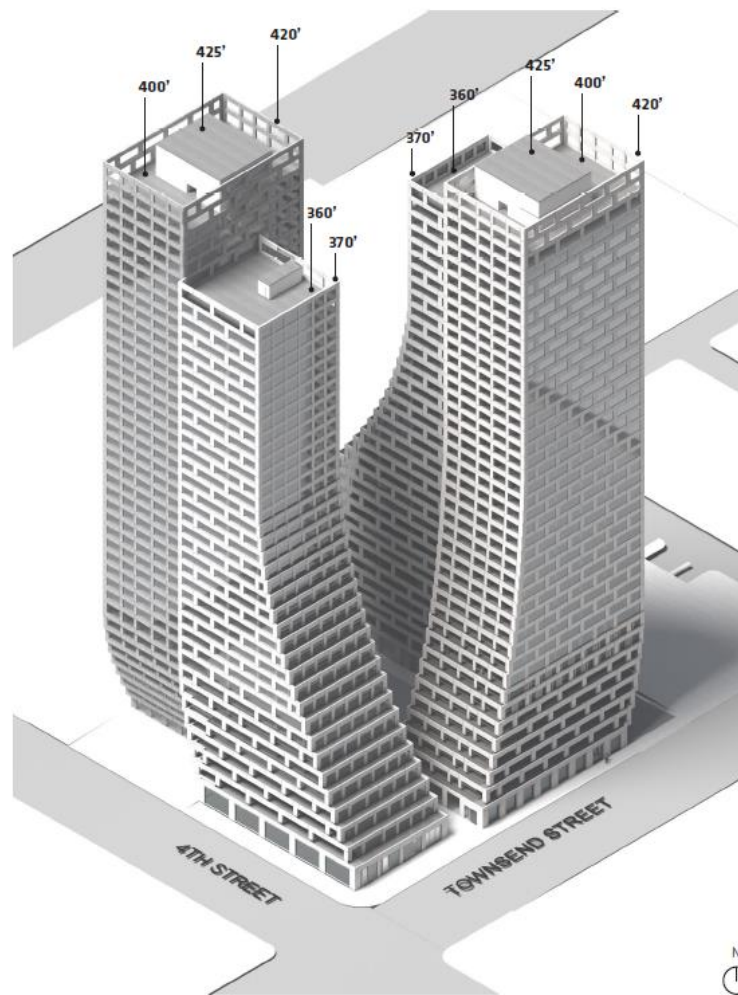
Furthermore, the site benefits from a location with convenient freeway access, facilitating access to the region’s two main airports: the San Francisco International Airport (“SFO”) and the Oakland International Airport (“OAK”).

Overall, the location of the Subject site is ranked “excellent,” as outlined in the following table.

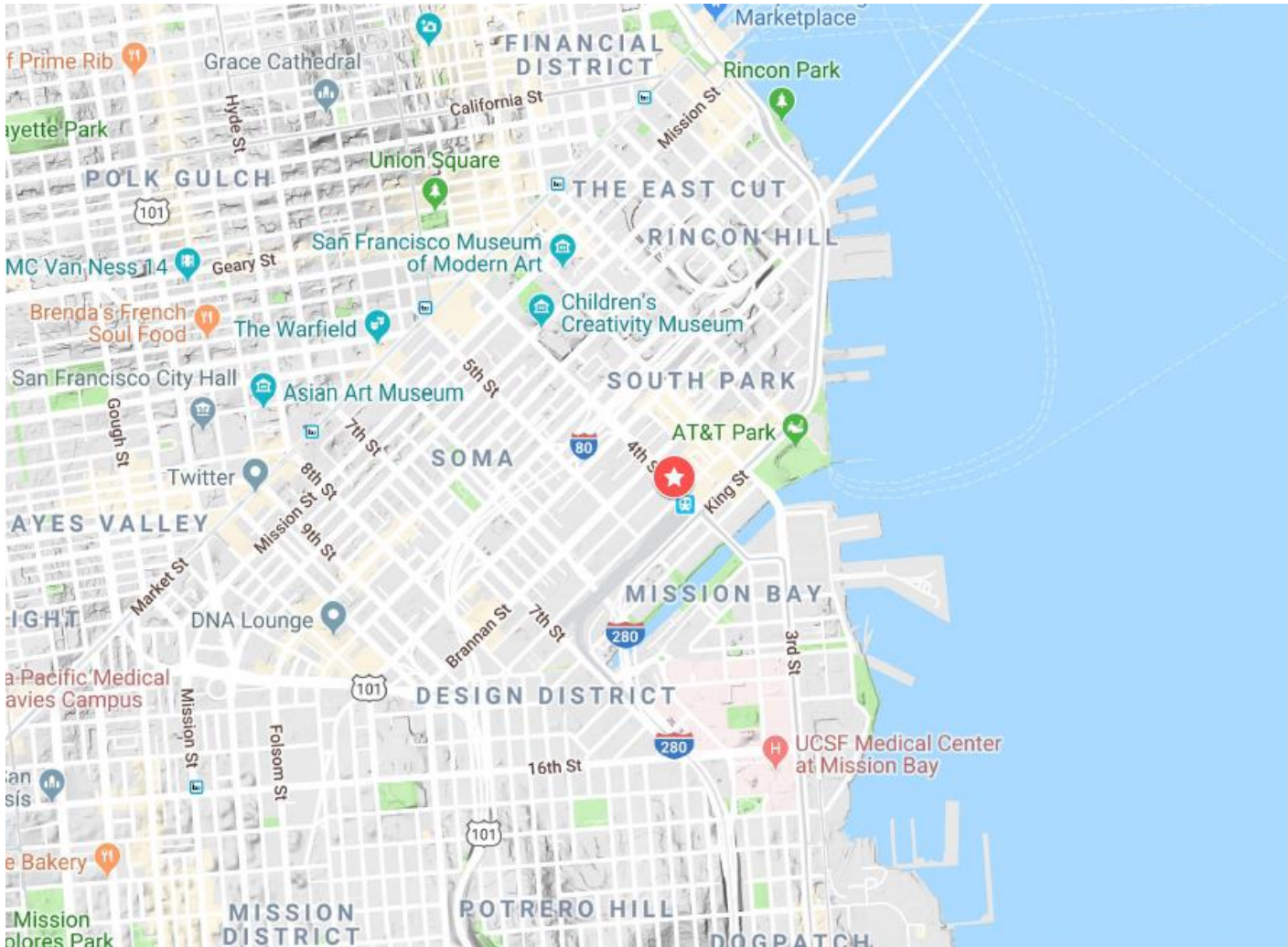
Subject Site Analysis					
	Excellent	Very Good	Good	Fair	Poor
Accessibility	X				
Visibility	X				
Proximity to Amenities-upon opening	X				
Proximity to Demand	X				
Long-term Strategic Potential	X				

Renderings of the mixed-use development, and a neighborhood and aerial map have been presented on the following pages.

Proposed Development Renderings



Neighborhood Map



Aerial Map (4th Street and Townsend Street)



D. LOCAL AREA ECONOMIC HIGHLIGHTS

Presented in the pages below is a brief summary of several of the economic highlights impacting the economy and subsequently the lodging demand in San Francisco.

Introduction: The market performance of a hotel is often influenced by factors that can be broadly categorized as economic, governmental, social, and environmental. It is therefore necessary to evaluate the dynamics of these factors within the local and primary feeder markets to understand their effect on the performance of a lodging property.

National Overview: Economic growth was strong in the third quarter, with real GDP increasing by 3.5 percent on an annualized basis, according to the Bureau of Economic Analysis. This result compares to a roaring 4.2 percent increase in the previous quarter. The Q3 2018 growth is attributable to both robust consumption and a large increase in inventories. Total nonfarm payroll employment increased by an average of 192,000 jobs per month in Q3, according to the Bureau of Labor Statistics. This is lower than the previous quarter's average of 211,000. The unemployment rate edged down from the previous quarter by a small margin to 3.8 percent. On the other hand, median weekly wages increased in Q3 by 1.3 percent.

In Q3, the Federal Reserve raised its target interest rate 25 basis points for the third time in 2018, to between 2.00 percent and 2.25 percent. This action was spurred in part by a strong employment outlook and in part by an inflation rate of 2.3 percent for the year ended in September. The new level is very close to the Federal Reserve's stated goal of 2.0 percent inflation, and core inflation is slightly closer at 2.2 percent growth. CBRE-EA forecasts inflation to stay at 2.3 percent for 2018 and slow to 2.2 percent in 2019.

Our baseline outlook for the U.S. predicts GDP growth of 3.0 percent in 2018 and 2.6 percent in 2019. The rate of job creation has slowed as the number of available workers falls and the economy operates at near-peak capacity. The total annual job creation is forecast to be 2.4 million in 2018 and then 1.7 million in 2019. Wages should continue to rise with a tightening labor market, and real personal income is predicted to increase by 2.5 percent in 2018 and 2.9 percent in 2019. Moving forward, close attention will be paid to the actions of the Federal Reserve, as the "rate normalization" policy continues to ratchet interest rates upward.

Presented in the following text is a brief overview of the local socio-economic factors directly impacting the performance of the proposed Hotel.

State of California: California's economy has surpassed that of the United Kingdom to become the world's fifth largest. California's gross domestic product rose by \$127 billion from 2016 to 2017, surpassing \$2.7 trillion. Meanwhile, the U.K.'s economic output slightly shrank over that time when measured in U.S. dollars, due in part to exchange rate fluctuations. The data

demonstrates the sheer immensity of California’s economy, home to nearly 40 million people, a thriving technology sector in Silicon Valley, the world’s entertainment capital in Hollywood, and the Central Valley agricultural heartland. It also reflects a substantial turnaround since the Great Recession.

All economic sectors except agriculture contributed to California’s higher GDP, according to the California Department of Finance. Financial services and real estate led the pack at \$26 billion in growth, followed by the information sector, which includes many technology companies, at \$20 billion. Manufacturing was up \$10 billion. California last had the world’s fifth largest economy in 2002 but fell as low as 10th following the Great Recession. Since then, the most populous U.S. state has added 2.0 million jobs and grown its GDP by \$700 billion.

California’s economic output is now surpassed only by the total GDP of the U.S., China, Japan, and Germany. The state has 12 percent of the U.S. population but contributed 16 percent of the country’s job growth between 2012 and 2017. Its share of the national economy also grew to 14.2 percent from 12.8 percent over that five-year period, according to state economists. California’s strong economic performance relative to other industrialized economies is driven by worker productivity. The U.K. has 25 million more people than California but now has a smaller GDP.

City and County of San Francisco Overview: The proposed Hotel is located in the City and County of San Francisco. San Francisco is the focal point of the Bay Area and a major West Coast financial, retail, and transportation center, with an economy driven primarily by technology and tourism. Although the city was negatively impacted by the 2008 and 2009 economic downturn, it has been quick to rebound. A knowledge-based economy, coupled with numerous developments within the city, will continue to support economic growth in the region.

Population: According to the U.S. Census Bureau, San Francisco had a population of approximately 883,963 as of January 2018. The population has grown at a compound annual growth rate (“CAGR”) of 1.2 percent since 2010, slightly above the statewide growth rate of 0.7 percent over the same period due primarily to the city’s rapid economic growth following the most recent recession. Going forward, San Francisco’s population is projected to trail that of the state for the next decade as residents relocate to more affordable areas in surrounding Bay Area cities.

Employment: According to the State of California Employment Development Department, San Francisco has an employment base of 565,700 as of October 2018. Major sectors within the city include professional and business services; trade, transportation, and utilities; government; and leisure and hospitality. However, San Francisco (and the entire Bay Area) is primarily known for its high-tech presence. The city has more than 60,000 tech employees within approximately 75 major companies.

As with the rest of the nation, San Francisco's unemployment rate has fluctuated greatly over the past two decades, with peaks in the early 1990s, early 2000s, and late 2000s. During the recent economic recession, the city reported an annual unemployment rate of 9.4 percent in 2009 and 9.5 percent in 2010, with the latter representing San Francisco's highest unemployment rate of the past 20 years. This rate has dropped considerably in the years since, and was reported to be 2.3 percent as of October 2018, lower than the national rate of 3.7 percent and the statewide rate of 4.1 percent that same month due to the city's highly-trained workforce and concentration of high-growth technology companies.

Commercial Office Market: According to CBRE, Inc., the San Francisco commercial office market consists of approximately 82.1 million square feet of net rentable area. The office market can be generally categorized into ten sectors, which consist of: 1) Financial District, 2) South Financial District, 3) North Waterfront & Jackson Square, 4) South of Market, 5) Yerba Buena, 6) South of Market West, 7) Mission Bay/China Basin, 8) Potrero Hill, 9) Civic Center & Van Ness, and 10) Union Square. The proposed Hotel is located in the South of Market sector.

According to CBRE Research's Q3 2018 San Francisco Office MarketView, the 3.3 million square feet of positive net absorption recorded year-to-date surpassed the previous annual record volume of 2.6 million square feet in 2006. Class A properties in the South of Financial District accounted for 40 percent of the overall market's 1.2 million square feet of positive net absorption, primarily due to the continued occupancy of the Salesforce Tower. New record highs for rent and net absorption were set during Q3 2018. The average asking lease rent surged by 2.7 percent to \$77.61 per square foot quarter-over-quarter and is up 6.3 percent for the year.

Convention Center: San Francisco is home to the Moscone Convention Center, which is responsible for generating an estimated 21 percent of all tourism to San Francisco. The Center features three main buildings: Moscone North, South, and West. Moscone North offers 181,440 square feet of exhibit space in two halls and up to 53,410 square feet of flexible meeting space in 17 rooms. Moscone South offers 260,560 square feet of exhibit space, divisible into three halls, along with 60,580 square feet of meeting space within 41 flexible meeting rooms. The most recent addition to the center, known as Moscone West, opened in June of 2003 and provides 300,000 square feet of flexible exhibit and meeting space. Combined, the Center offers over 740,000 square feet of exhibit space, up to 106 meeting rooms, and as many as four ballrooms.

However, the city and the San Francisco Travel Association believed that there was insufficient space to support local convention demand, and the San Francisco Travel Association estimates that the City will have lost nearly \$2.1 billion in meeting revenue between 2010 and 2019 as a result of space limitations. Thus, the Center has undertaken a \$500 million project to construct 515,000 square feet of contiguous exhibition space. The project also includes the construction of two new pedestrian bridges connecting the upper levels of Moscone North and Moscone South, as well as

an upgrade to the existing pedestrian bridge across Howard Street. The actual ground-breaking of the expansion project began in April of 2015 and the expanded Center is anticipated to open on January 3, 2019.

Based on recent discussions with representatives of the San Francisco Travel Association, we understand that in order to complete the expansion on time, the conference dates for several groups scheduled at Moscone were moved between the dates of April and August of 2017, resulting in some cancellations. In addition, many groups were also moved in 2018. This rescheduling was for those meetings being held in Moscone North and South only as Moscone experienced significant closures during this time. Based on the November 2018 Trends Analysis Projections, LLC (“TAP”) report, the projected hotel room nights generated from Moscone Center events is approximately 694,000 for 2018, well below the Pace Target of 1,095,647. However, with the completed expansion combined with a full twelve-month calendar, definite room nights booked for 2019 have exceeded the pace target and are currently at 113 percent of pace with nearly 1.2 million rooms nights booked, a record for San Francisco. Despite the disruption from the Moscone renovation/expansion, occupancy for the San Francisco hotel market has remained strong given significant demand for hotel room nights in the city as well as the hotel market’s ability to flex self-contained room nights.

Tourism: San Francisco is a world-class tourist destination and is widely appreciated for its numerous attractions, picturesque scenery, and diverse culture. It is consistently ranked as one of the top ten best cities to visit by the Condé Nast Traveler’s Readers’ Choice Awards, and has received a variety of additional accolades from other national and international publications.

The San Francisco Travel Association estimated a total of 25.5 million visitors to the city for 2017, an increase of 1.4 percent over 2016. Total visitor spending reached \$9.1 billion, up 1.4 percent over 2016. This was the eighth consecutive year of record-breaking performance for San Francisco’s tourism industry. This massive influx of visitor dollars benefits hotels, restaurants, retail shops, local attractions, and cultural institutions, and has in fact bolstered practically every segment of the city’s economy. It has also remained a positive influence on government finances. Major contributors to that figure include hotel tax and property tax. Due to a high volume of visitation, the city’s hotel rooms achieve one of the highest annual occupancy levels in the nation.

City Development: San Francisco continues to be involved in various medium- to large-scale development projects that will revive some underused areas and improve other already-popular districts of the city, such as the Embarcadero and Mission Bay. These projects are discussed further in the following paragraphs.

The continuous development of The Embarcadero, San Francisco’s waterfront area between Mission Bay and Fisherman’s Wharf, is part of a master plan known as the Waterfront Land Use

Plan of 1997. This mixed-use plan emphasizes opening up the bay to residents and tourists and promoting the development of abandoned piers and buildings into more attractive uses. Between 1997 and 2014, 63 new acres of waterfront open space were constructed, 19 historical resources were rehabilitated, seven derelict piers and wharves were removed, and AT&T Park was constructed. The Ferry Building, a San Francisco landmark, is the most visual of the numerous Embarcadero developments. After a comprehensive renovation and restoration in 2003, the Ferry Building now houses numerous restaurants, shops, and a popular farmers' market. Additional restaurants and retail outlets along Steuart Street (which runs parallel to the waterfront) and on the first and second floors of the Embarcadero Center have made this area a destination.

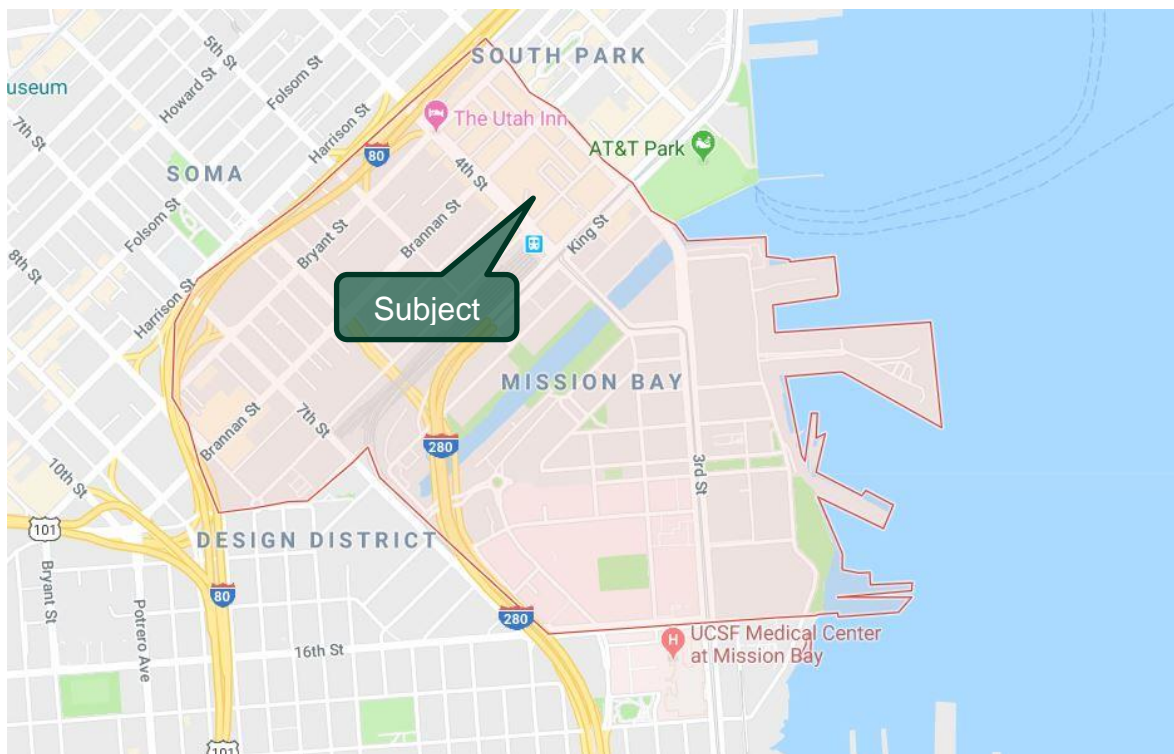
Current projects in the planning stages for The Embarcadero include the following:

- Construction of an affordable housing development and a new welcome center for the National Park Service at Alcatraz Landing;
- The re-purposing of Pier 29 to potentially include new retail facilities;
- The repairing of the Pier 38 bulkhead;
- A redevelopment of Pier 48 to include a waterfront park, and 3.6 million square feet of retail, light manufacturing, commercial, and residential uses;
- Construction of the nine-acre Crane Cove waterfront park at Pier 70;
- Redevelopment of a 28-acre site at Pier 70, to potentially include the construction of 950 residential units; 2.6 million square feet of office, retail, and commercial uses; rehabilitation of four historic buildings; seven acres of open space; and parking structures;
- Redevelopment of a privately-owned 21-acre site located south of Pier 70, to potentially include the construction of residential, life and sciences, office developments, and a hotel. This represents the Potrero Power Station mixed-use development;
- The construction of an automobile import/export terminal at Pier 80; and,
- Development of a cargo terminal at Pier 90 to facilitate the export of iron ore mining products.

The Subject technically sits in Mission Bay, a 303-acre redevelopment area located just south of AT&T Park, is the city's largest raw land development project and is being promoted as the future headquarters to the world's biotechnology industry. When fully complete, the project could potentially include 6,400 housing units (including 1,900 designated affordable units), 3.4 million square feet of commercial space and biotech lab space, a 3.15 million-square-foot UCSF research campus, a 550-bed UCSF Medical Center (which opened its first phase in February 2015 and started the second phase in March 2017), 425,000 square feet of retail space, a 250-room Marriott

hotel, 49+ acres of public parks and open space, a 500-student public school, a public library, a new fire and police station, and other community facilities. Development began in 2000 and will take place over 20 to 30 years, and is expected to cost in excess of \$9 billion. \$700 million of investment in new public infrastructure and parks is being leveraged to generate \$9+ billion in new investment from private developers, users, and institutions. This community will be home to an estimated 11,000 new residents, promoting smart growth by placing housing and jobs directly adjacent to transit. With an estimated 30,000 jobs at full build-out in critical fields like biotech, healthcare, technology and education, Mission Bay creates a hub for innovation and economic growth for the city, region and state. As of August 2017, 5,296 housing units, including 1,048 affordable units, have been constructed in Mission Bay. More than 1.9 million square feet of retail, office, clinical, and biotechnology lab space has been built with another 2.5 million square feet under construction. A map of Mission Bay is presented below.

Mission Bay Map



Source: CBRE Hotels Advisory

Mission Rock, a 28-acre project area located in Mission Bay at the site of AT&T Park's Lot A surface parking, is proposed to be a new mixed-use neighborhood. The project is expected to consist of eight acres of new parks and open space, approximately 1,500 new rental homes (40 percent affordable housing), historic rehabilitation of Pier 48, 1.3 to 1.7 million square feet of commercial

space, 150,000 to 200,000 square feet of retail, and 850,000 square feet of structured parking. Construction is expected to begin in 2019 and be complete by 2025.

The Golden State Warriors basketball team is relocating from Oakland to San Francisco, and has begun construction on a privately funded \$800 million arena. This arena, the Chase Center, is located in Mission Bay on a 12-acre site bounded by South Street, Terry Francois Boulevard, 16th Street, and 3rd Street. The 18,000-seat structure will include a view deck and two public plazas, and represents another indoor venue for the city with ability to host approximately 220 events, annually. Completion is slated for the start of the 2019-20 NBA season.

The ongoing development of Mission Bay has led to the revitalization of the nearby Rincon Hill and Dogpatch neighborhoods. A 49-story, 298-unit residential development at One Rincon Hill opened in 2014 as a companion to an existing 64-story, 390-unit tower. In addition, over 1,500 housing units are proposed or under construction in the Dogpatch area.

Redevelopment of the Transbay Terminal in San Francisco's SoMa neighborhood began in December 2008. This \$4.5 billion transportation and housing project has replaced the current Transbay Terminal at First and Mission Streets with a modern regional transit hub connecting eight Bay Area counties through 11 transit systems. The project consists of three elements: replacing the existing terminal; extending CalTrain and the California High Speed Rail underground; and creating a new neighborhood with homes, hotels, offices, parks, and shops surrounding the new Transit Center, now referred to as the Salesforce Transit Center. The center will include over six million square feet of new office space, 4,400 units of new housing (1,200 of which will be affordable), 100,000 square feet of new retail, 1,000 new hotel rooms, the 1,070-foot Salesforce Tower, and 11 acres of public parks. Construction on the first phase, the aboveground bus terminal, began in 2010. Limited Muni bus service began in December 2017, and full service from AC Transit and other regional bus operators began in August 2018. Full funding has not yet been secured for the second phase of construction, the Downtown Rail Extension, which will add an underground terminal station for Caltrain and California High-Speed Rail. Once completed, the new Transit Center is anticipated to accommodate over 100,000 passengers each weekday and up to 45 million people per year. The Transit Center was abruptly ordered closed on September 25, 2018 following the discovery of a crack in a steel beam supporting the rooftop park. After discovering of a crack in a second beam, the facility will be closed until repairs can be made.

The Central Subway Project will improve public transportation in San Francisco by extending the Muni Metro T Third Line to provide a direct transit link between the Bayshore and Mission Bay areas to SoMa, downtown San Francisco, and Chinatown. When the Central Subway is completed, T Third Line trains will travel mostly underground from the 4th Street Caltrain Station, directly adjacent to the Subject site, to Chinatown, bypassing heavy traffic on congested 4th Street and Stockton Street. Four new stations will be built along the 1.7-mile alignment: 1) 4th and Brannan Station, 2)

Yerba Buena/Moscone Station (4th and Folsom Streets), 3) Union Square/Market Street Station (Stockton Street at Union Square), and 4) Chinatown Station (Stockton and Washington Streets). Construction is underway and the project is scheduled for completion in 2019.

Treasure Island, a former naval base, is currently in the stages of converting to civilian use and incorporation into the jurisdiction of San Francisco. Current plans for the \$1.5 billion project include the development of approximately 8,000 residential units, 300,000 square feet of retail, 100,000 square feet of office, 500 hotel rooms, 300 acres of parks and open space, a marina, and a ferry terminal. Additional developments may include an organic farm, wind farm, parkland, and tidal marshes.

San Francisco has long been known for its art and culture and is the home to a diverse selection of museums, many of which have undergone expansions or renovations in recent years. Most notable is the San Francisco Museum of Modern Art (“SFMOMA”), which closed in June 2013 to undergo a \$295 million expansion to triple the amount of gallery space and reopened in May 2016.

The Hunters Point Shipyard, a former naval base, is a master-planned community of approximately 500 acres. A two-phase development program is planned for the area: Phase I is underway and upon completion will include the construction of 1,600 homes (27 to 40 of which will be affordable) and 26 acres of open space. Phase II provides for an additional 10,500 new housing units (32 percent of which will be affordable) and over three million square feet of research and development uses centered around green and clean technology uses. Phases I and II will generate hundreds of new construction jobs each year, and ultimately will create over 10,000 permanent jobs. The redevelopment project is projected to take seven years and \$15 billion to complete. However, the overall development has recently been stalled due to concerns over the initial removal of nuclear residue and other toxic materials.

One of the fastest growing neighborhoods in San Francisco is Mid-Market, which generally refers to the area bordered by Market, 5th, Mission, and 9th Streets. Approximately 35 projects are currently in varying stages of development in and around this fast-growing area, including multi-family residential, retail, office developments, and several boutique hotels.

Transportation: San Francisco has a well-developed transportation system with sophisticated air, highway, rail, trucking, and water infrastructure. Each is discussed in the paragraphs below.

The San Francisco International Airport (“SFO”) is located approximately 15 miles south of San Francisco between the cities of South San Francisco and Millbrae. Passenger volume has increased steadily since 2004, aided by the expansion of services by Southwest Airlines and Virgin America in 2008. Overall, passenger traffic has increased dramatically since 1995, with 2017 representing the strongest year in terms of passenger counts. In 2017, SFO served over 55 million inbound and

outbound passengers; a 5.1 percent increase over 2016 passenger traffic. Through fiscal year-to-date March 2018, total passenger traffic has increased 7.1 percent over prior year levels. Through year-to-date September 2018, passenger volume increased by 4.9 percent over prior year levels to approximately 43.8 million. Additional airports that service the San Francisco Bay Area include the Oakland International Airport approximately ten miles east, and the San Jose International Airport approximately 40 miles south.

A \$383 million renovation of Terminal 2 was completed in April 2011 that included a new control tower, the use of green materials, and a seismic retrofit. The renovated terminal features permanent art installations from Janet Echelman, Kendall Buster, Norie Sato, Charles Sowers, and Walter Kitundu. Terminal 2 set accolades by being the first U.S. airport to achieve LEED Gold status. It is home to Alaska Airlines (formerly Virgin America) and American Airlines, who share the 14-gate common-use facility. A \$253 million renovation of Terminal 3 was completed at the end of 2015 that included a 53,000-square-foot expansion of its East Concourse which resulted in the introduction of three more boarding gates, a new United Club, and a larger, more consolidated central security checkpoint. The renovation began in June 2013 and covered the concourse's 400,000 square feet.

SFO began the renovation of Terminal 1, one of its oldest terminals, to meet the needs of modern travelers. When fully completed in 2024, T1 will elevate SFO's standard of providing a world-class, environmentally friendly travel experience and is expected to meet or exceed the award-winning standards of Terminal 2 and Terminal 3 boarding areas. The \$2.4 billion project will include:

- Design and construction of Terminal 1's north, south, and central areas.
- A new boarding area with improved passenger circulation and access to its 24 gates, new passenger loading bridges, and new concessions.
- A refreshed boarding area C.
- A new central area with improved spaces for passenger check-in, a consolidated security checkpoint, a re-composure area, a new common use baggage handling system and baggage claims, and a new mezzanine with connections to the AirTran, and the Central Parking Garage.

A number of additional construction projects are currently planned for SFO over the next few years as part of a ten-year \$4.1 billion capital improvement plan. Major projects include the construction of a new rental car center and the redevelopment of the old Air Traffic Control Tower that was decommissioned in October 2016 when the new 221-foot Tower opened. Additionally, a new 351-room Grand Hyatt Hotel is currently under construction at the entrance of SFO with an expected completion date in mid-2019.

The major highways in and out of the city include Interstates 80 and 280 and Highways 1 and 101. Interstate 80 connects with the Bay Bridge and Oakland, and Highway 101 connects with the Golden Gate Bridge and Marin County. Bay Area Rapid Transit (“BART”), a high-speed rail system, is a major commuter transportation system that links 43 stations in the Counties of Alameda, Contra Costa, San Mateo, and San Francisco. BART has had a tremendous impact on the Bay Area, transporting approximately 126 million passengers annually and, thus, facilitating the region’s commercial and residential growth. The CalTrain system provides commuter rail service to Peninsula cities from San Francisco to Gilroy, and the MUNI light rail and bus systems facilitate transportation throughout the city.

As mentioned, the proposed Hotel will be located adjacent to the Central Subway Project, which is expected to improve public transportation by extending the Muni Metro T Third Line through SoMa, Union Square, and Chinatown. This extension is expected to vastly improve transportation to and from some of the city’s most populated and busiest areas. The 1.7-mile alignment will include four new stations including, 4th and Brannan Station, Yerba Buena/Moscone Station, Union Square/Market Street Station, and Chinatown Station. Testing for the new Central Subway Project is expected to carry into 2019 with revenue service also beginning in 2019.

Conclusion: While San Francisco was negatively impacted by the last recession in 2008 and 2009, the City rebounded quickly due to its economic diversity and knowledge-based employment. Furthermore, San Francisco’s tourism industry is projected to remain healthy given its world-renowned reputation, ongoing improvements, and easy accessibility. Additionally, with the expansion of the Moscone Center scheduled for completion in late 2018, the estimated number of convention attendees beginning in 2019 are reaching levels well beyond the center’s targeted pace. As such, we are of the opinion that local demographic and economic conditions will continue to facilitate demand for the San Francisco hotel market.

E. HOTEL MARKET ANALYSIS

1. NATIONAL LODGING MARKET

In addition to our advisory and valuation group, our Firm contains a research division, CBRE Hotels’ Americas Research (“CBRE Hotels’ Research”). CBRE Hotels’ Research owns the database for Trends® in the Hotel Industry, the statistical review of U.S. hotel operations, which first appeared in 1935 and has been published every year since. Beginning in 2007, CBRE Hotels’ Research unveiled its powerful Hotel Horizons®, an economics-based hotel forecasting model that projects five years of supply, demand, occupancy, ADR, and revenue per available room (“RevPAR”) for the U.S. lodging industry with a high degree of accuracy. Hotel Horizons® reports are published on a quarterly basis for 60 markets and six national chain-scales.

Based on the *December 2018 – February 2019 National Edition of Hotel Horizons®*, CBRE forecasts a 1.9 percent increase in the number of available U.S. hotel rooms from 2018 to 2019. This is slightly less than 2018's growth rate of 2.0 percent. With the slowing growth rate, it appears that supply growth has peaked, which should provide some relief for hotel owners and operators in 2019 and beyond. That said, we expect 50 of the 60 markets we cover to have supply growth greater than 2.0 percent in 2019, which is up from the 39 markets that realized growth greater than 2.0 percent in 2018. Nashville, Denver, Savannah, New York, and Seattle are a few of the markets that are expected to have the greatest rates of new hotel supply growth next year.

Fortunately for owners and operators, a robust economy continues to support even greater increases in the demand for these new accommodations. For 2019, CBRE is forecasting a 2.1 percent rise in the number of occupied rooms. This will mark the tenth consecutive year of occupancy growth for the U.S. With occupancy levels at record highs, one would expect outsized increases in ADR. Unfortunately, this has not occurred during this cycle. ADR growth is forecast to grow by 2.5 percent in 2019, which is just above our forecast of inflation.

U.S. Hotel RevPAR is expected to grow by just 2.7 percent in 2019. This is the lowest rate of growth since the recovery began in 2010. While operating margins are at the highest levels since 1960, we do not expect any more growth in the margin during this cycle primarily because of rising labor costs. Given our modest forecasts of RevPAR change over the next few years, operators will need to keep expense growth to under 3.0 percent for hotels to achieve real gains in profits.

2. SAN FRANCISCO MSA OVERVIEW

Based on the *December 2018 – February 2019 San Francisco Edition of Hotel Horizons®*, which includes the Nob Hill/ Wharf, Market Street, Airport, and San Mateo/Redwood City submarkets, San Francisco hotels are forecast to see a RevPAR increase of 5.4 percent by year-end 2018. This is the result of an estimated decline in occupancy of 0.5 percent and a 5.9 percent gain in average daily room rates (ADR). The 5.4 percent boost in San Francisco RevPAR is better than the national projection of a 2.8 percent increase.

Leading the way in 2018 RevPAR growth is the upper-priced segment of San Francisco. The properties in this category are forecast to achieve a 5.3 percent gain in ADR, with no change in occupancy, resulting in a 5.3 percent RevPAR increase. Lower priced hotels are projected to experience an ADR growth rate of 6.9 percent, along with a 1.7 percent loss in occupancy, resulting in a 5.1 percent RevPAR increase.

Looking towards 2019, San Francisco RevPAR is expected to grow 6.2 percent. This is better than the rate of growth in 2018. Prospects for RevPAR growth in the upper-priced segment (positive 6.5 percent) are better than in the lower-priced segment (positive 5.0 percent). San Francisco market

occupancy levels are expected to range from 82.4 percent to 83.8 percent during the 5-year forecast period.

Within the San Francisco MSA, the City of San Francisco represents the largest submarket with almost 34,000 rooms accounting for approximately 64 percent of the total room count in the San Francisco MSA as a whole. As can be seen in the following table, occupancy in the City of San Francisco submarket averaged 84.5 percent between 2013 and 2017. Going forward, occupancy is forecast to be 83.0 percent in 2018, 84.0 percent in 2019, and 83.0 percent in 2020. The City of San Francisco finished 2017 with an ADR of \$249.75 with the rate expected to increase to \$262.00 in 2018, \$276.00 in 2019, and \$289.00 in 2020.

City of San Francisco Lodging Market Projected Performance									
Year	Daily Supply	% Chg.	Daily Demand	% Chg.	Occupancy	ADR	% Chg.	RevPAR	% Chg.
2013	33,442	-	28,049	-	83.9%	\$209.41	-	\$175.64	-
2014	33,297	-0.4%	28,287	0.8%	85.0%	\$232.47	11.0%	\$197.48	12.4%
2015	33,302	0.0%	28,274	0.0%	84.9%	\$245.60	5.6%	\$208.51	5.6%
2016	33,687	1.2%	28,763	1.7%	85.4%	\$253.20	3.1%	\$216.19	3.7%
2017	33,963	0.8%	28,289	-1.6%	83.3%	\$249.75	-1.4%	\$208.03	-3.8%
2018 Forecast	34,628	1.9%	28,575	1.0%	83.0%	\$262.00	5.0%	\$216.00	4.0%
2019 Forecast	34,800	0.5%	29,150	2.0%	84.0%	\$276.00	5.5%	\$232.00	7.0%
2020 Forecast	35,325	1.5%	29,450	1.0%	83.0%	\$289.00	4.5%	\$241.00	4.0%

Source: STR, Inc. and CBRE Hotels Advisory

The primary hotel supply can generally be categorized into five lodging products or classifications: luxury, first-class/convention, boutique, middle-market, and limited-service as detailed in the following paragraphs.

Luxury Hotels provide extensive and personalized services along with high-quality furnishings, superior food and beverage facilities, and extensive, varied guest amenities. The emphasis on personalized guest services results in a high employee-to-guest ratio, an intimate atmosphere, and high room rates. These properties provide meeting and banquet space; however, the emphasis is on catering to small meetings of less price-sensitive, top-level professionals and executives.

Large First-Class/Convention Hotels have guest services, amenities, and product quality designed to appeal to middle and high-income convention and individual travelers. These are medium to large properties which offer high quality but less personalized service than luxury hotels. First-class hotels usually offer a variety of food and beverage facilities at varying price ranges. In San Francisco, they are located near the Moscone Convention Center, Financial District, or various tourist attractions. Meeting facilities are provided to accommodate the group and convention segment needs. Many first-class hotels provide designated floors with special services for the upscale executive traveler. Generally, these hotels are newer or well-maintained older properties. Room rates typically fall between luxury room rates and the citywide ADR.

Boutique and Lifestyle Upscale Hotels are typically older buildings, ranging in size from 80 to 200 rooms. The majority of these hotels have been fully renovated within the last ten to 15 years. Because renovation or conversion of an existing hotel or office building is generally less expensive than building a new facility, these properties are able to offer below-market room rates for a high-quality product. In San Francisco, boutique and lifestyle hotels have developed a significant market presence, competing with the full-service hotels for the commercial and leisure traveler predominately and for group demand to a lesser extent. They tend to have limited meeting space and small public areas, and have eliminated expensive overhead such as extensive food and beverage facilities. A number of boutique hotels do, however, have “signature” restaurants on-premises that are marketed independently of the hotel and have achieved a high level of recognition for quality and uniqueness. Lastly, there have been a number of new nationally affiliated hotels that have entered the San Francisco market over the last several years that also fall into this category.

Middle-Market Hotels appeal to the middle-income individual and family traveler. Tour operators primarily book these hotels because they offer a good compromise among service, product quality, and room rate. Guest service is usually good, but with few frills. Food and beverage facilities are limited and more economical than in first-class hotels. Room rates are typically similar to the citywide average.

Limited-Service, Midscale and Economy Hotels generally range in size from 30 to 150 rooms. These properties offer room rates at the lower end of the scale and commonly do not offer on premise food and beverage facilities or recreational components. This lodging product type is located outside of the more highly trafficked areas such as the Financial District or Union Square, and is instead proximate to the Civic Center, SoMa, and Lombard Street. This product-type generally does not compete, directly or indirectly, with the four other lodging products discussed.

3. PRIMARY LODGING SECTORS

The five primary lodging sectors in San Francisco are: 1) Union Square/Moscone/SoMa; 2) Nob Hill; 3) the Financial District and South Financial District; 4) Fisherman's Wharf; and 5) Civic Center/Van Ness Corridor. While these are distinct areas with their own supply and demand dynamics, there is often some market area overlap. The map on the following page indicates the general location of these sectors within San Francisco. It should be noted that the proposed Hotel is located adjacent to Union Square/Moscone/SoMa lodging submarket as the Mission Bay neighborhood does not yet contain enough hotels to represent a separate market area.

The City of San Francisco – Primary Lodging Sectors



Source: CBRE Hotels Advisory

Union Square/Moscone/SoMa: This sector's location makes it attractive to most lodging demand, as Union Square is proximate to the Financial District and the Moscone Convention Center. Union Square is one of the nation's most prestigious retail districts, continually attracting new retail shops and expanding its existing stores. Westfield San Francisco Centre is the largest shopping center in this district, as well as one of the largest in the country. This general area also includes the growing SoMa district, The Transbay District and the Museum of Modern Art, Yerba Buena Gardens, the Sony Metreon, and AT&T Park and Mission Bay is easily accessible from this sector.

Union Square contains the city's largest supply of hotel rooms and attracts a mix of commercial, leisure, and group travelers. This sector has benefited from the completion of Moscone West in 2003 and will benefit further from the Center's expansion. The proposed Hotel will be located directly southeast of this submarket border.

Nob Hill: This lodging sector has the most prestigious location in the city, with luxury properties including the Ritz-Carlton, Stanford Court, Fairmont Hotel, and the Mark Hopkins-InterContinental. However, it is also the smallest of the lodging sectors in terms of number of properties and number of guestrooms. The Ritz-Carlton, which opened in 1991, was the first addition to this sector's supply since the mid-1970s. Typical guests are upper-income corporate and leisure travelers, as well as the high-end group market.

Historically, this sector has commanded the highest ADR in the city, but with below-average occupancy. This is due to the higher cost of the hotel rooms and to their somewhat removed, hilltop location.

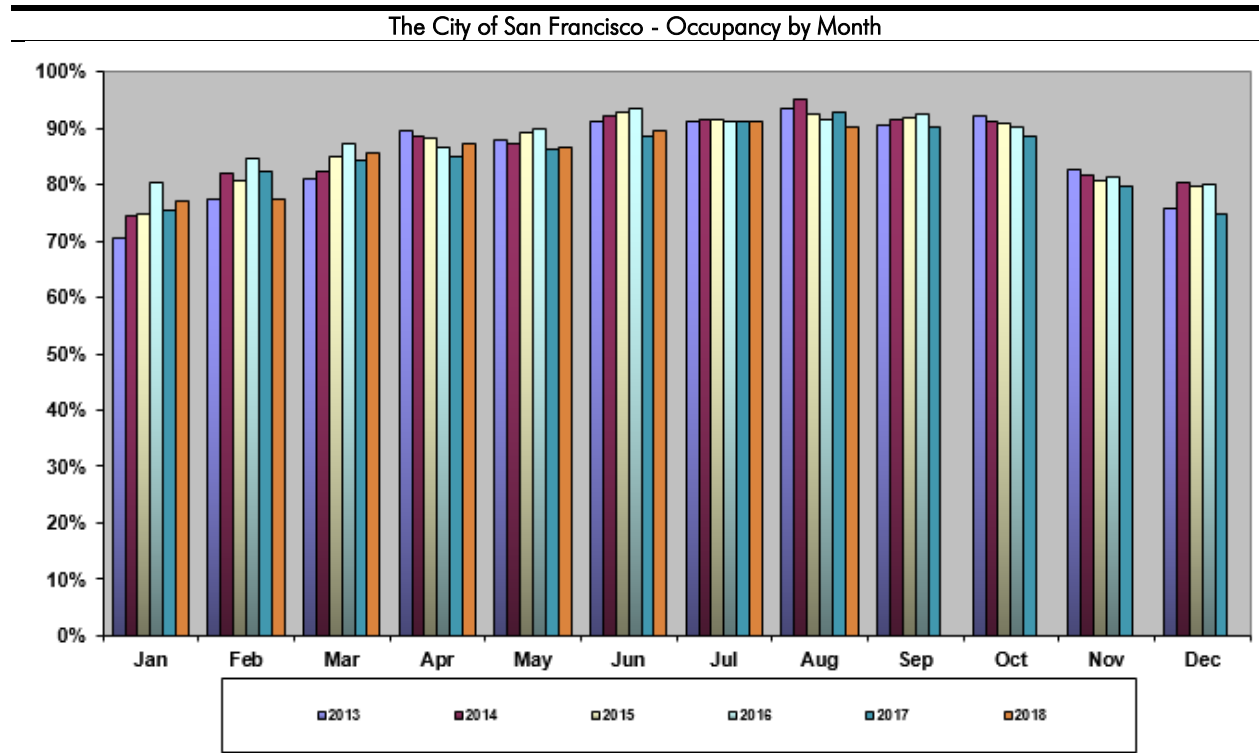
Financial and South Financial District: The major demand generator for the Financial District lodging sector is the high-density office population located within the area, both north and south of Market Street. The north is comprised of more traditional professional services firms while the south of market financial district is comprised of a higher concentration of technology companies. Typical guests in this sector are middle to high-income business, professional, and group travelers. Hotels in this neighborhood attract primarily commercial visitors due to their location. They experience their highest demand on weekdays, and obtain above-average occupancy and ADRs.

Fisherman's Wharf: This area is considered to be one of the top tourist attractions in Northern California. Its hotels are designed and oriented primarily to service middle-income families visiting San Francisco. However, given its proximity to the Financial District, the hotels attract a secondary share of business travelers. Most of the major U.S. lodging chains are represented in this sector by their respective mid-level products such as Hilton, Holiday Inn, Hyatt Centric, Marriott, and Sheraton. Furthermore, this sector is family-friendly due to its convenience, price point, and proximity to venues and attractions. Consequently, families visiting San Francisco perceive a more casual and comfortable ambiance in the Fisherman's Wharf lodging sector as opposed to Nob Hill, Union Square, or the Financial District. Historically, this sector has achieved the highest occupancy of all the city's sectors. ADR, on the other hand, is typically below the overall average.

Civic Center/Van Ness Corridor: This lodging sector stretches along Van Ness Avenue, reaching south from the San Francisco Civic Center into SoMa, north to Fisherman's Wharf, and along Lombard Street into the Cow Hollow area. This lodging sector caters to the more price-sensitive visitors to San Francisco, as well as state and federal government employees. Historically, its composite occupancy and ADR tends to be the lowest of the five lodging sectors.

4. SEASONALITY OF DEMAND

The seasonality of demand in San Francisco is largely tied to leisure travel as well as the convention calendar. Presented in the following table is a graph summarizing the city's occupancy by month for the past five calendar years and through year-to-date August 2018.

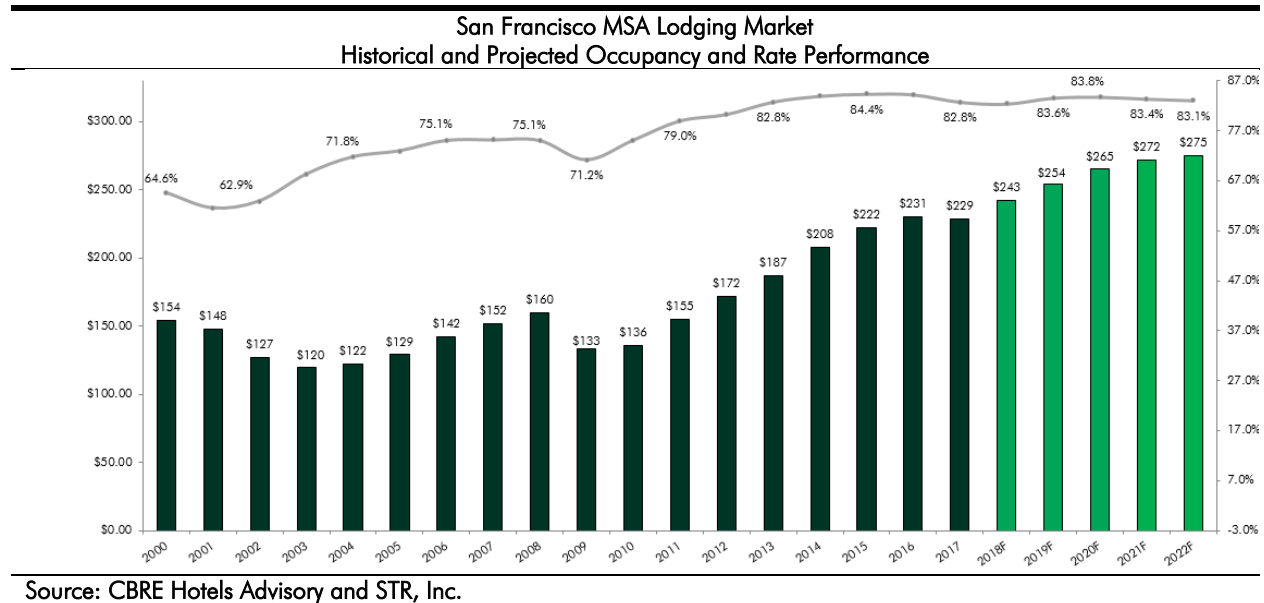


Source: CBRE Hotels Advisory

As noted, San Francisco hotels run a high occupancy year-round. However, the summer and fall months of June, July, August, September, and October are generally the strongest due to the seasonal increase of leisure travelers in the summer and to the high volume of conventioners in the fall. March, April, and May are also strong months due to convention activity. January, February, November, and December are the slowest months, as both commercial and leisure travel declines during the holiday season. However, occupancy during these months still well exceeds national averages.

5. HISTORICAL PERFORMANCE

Presented in the chart on the following page is a summary of the historical performance of the overall San Francisco MSA lodging market from 2000 through 2017, along with performance projections through 2022. This historical and projected future performance is compiled by CBRE Hotels, Americas Research. It should be noted that the historical and projected performance of the San Francisco MSA market includes hotels located in San Francisco, San Mateo, and Marin Counties.



Occupancy has historically been strong for the San Francisco MSA lodging market over the past five calendar years, averaging 83.7 percent and ranging from a low of 82.8 percent in 2013 to a high of 84.4 percent in 2015. With occupancy levels this high, the MSA generated a significant amount of unsatisfied demand, or demand that was turned away to other Bay Area markets due to the limited supply growth during those years. This high demand allowed hotel managers to significantly increase room rates. Between 2013 and 2017, the San Francisco MSA achieved rate growth ranging between approximately -0.7 and 11.1 percent per year, resulting in a year-end 2017 ADR of approximately \$229. It should be noted that hotels within the City of San Francisco achieve a premium in ADR over the markets comprising the San Francisco MSA, as well as an overall higher occupancy level.

Lastly, the City of San Francisco is generally regarded as one of the strongest lodging markets in the United States, achieving record occupancy levels and extraordinary average rate growth with relatively few projected additions to supply. In fact, lodging demand is forecast to remain so strong that the City of San Francisco has a significant undersupply of new rooms in the development pipeline, ensuring strong levels of occupancy, even during the downturns in normal economic cycles.

6. CHANGES TO SUPPLY

We are aware of numerous projects that have been proposed or are currently under construction throughout the City of San Francisco. However, as many of these projects are deemed to be either highly speculative at this point in time and/or are deemed to be noncompetitive to the proposed Hotel due to their positioning within the market and/or their location, we have excluded them from

our analysis. We have, however, provided a summary of the hotels currently under construction in San Francisco in the table below.

City of San Francisco Hotel Additions			
Hotel	Rooms	Status	Date Open
The Lodge at the Presidio	40	Open	June 2018
Yotel	203	U/C	Q4 2018
Virgin Hotel	194	U/C	Q1 2019
Hyatt Place	228	U/C	Q1 2019
950 Market Street	212	U/C	2020
Marriott SOMA Mission Bay	250	U/C	2020
Waldorf Astoria	171	U/C	2021
Total Planning	+/- 25 Projects		
Total Rooms Recently Opened	40		
Total Rooms U/C	1,258		
Total Rooms in Planning	+/- 3,000		

Source: CBRE Hotels Advisory

As summarized in the table above, there are currently six hotels under construction, totaling 1,258 rooms. However, for the purpose of this analysis, we have only included the Virgin Hotel, Hyatt Place, Marriott SOMA Mission Bay, and Waldorf Astoria as additions to supply as these properties are all located in either the Union Square/Moscone/SoMa submarket or growing Mission Bay submarket. A brief summary of each of these four hotels is provided below.

- **Virgin Hotel:** An 11-story, 194-room Virgin Hotel is being developed by Developer Jay Singh. The Virgin Hotel will have a restaurant and a bar/lounge and is scheduled to open in January of 2019. The hotel will be located at 250 4th Street, approximately 0.5 miles northwest of the proposed Hotel.
- **Hyatt Place:** Stonebridge Corporation is developing a 228-room, 11-story Hyatt Place hotel on a 13,750-acre site. The hotel is projected to open in February 2019 and will be located at 701 3rd Street, approximately one block to the east of the proposed Hotel.
- **Marriott SOMA Mission Bay:** Located on a three-acre site, known as Block 1, the Marriott SOMA Mission Bay is currently being developed by the Strada Investment Group and Stanford Hotels Corporation. The hotel will encompass an estimated 250 rooms and 15 floors and is projected to open in 2020. Located at 1000 Channel Street, the hotel will be approximately 0.3 miles southeast of the proposed Hotel.
- **Waldorf Astoria:** The 171-room Waldorf Astoria hotel is currently under construction in the mixed-use tower known as the Oceanwide Center. The project is being developed by Oceanwide Holdings and will include over 1.0 million square feet of office space, 265 residential condominium units and the 171-room hotel. The hotel is expected to open in

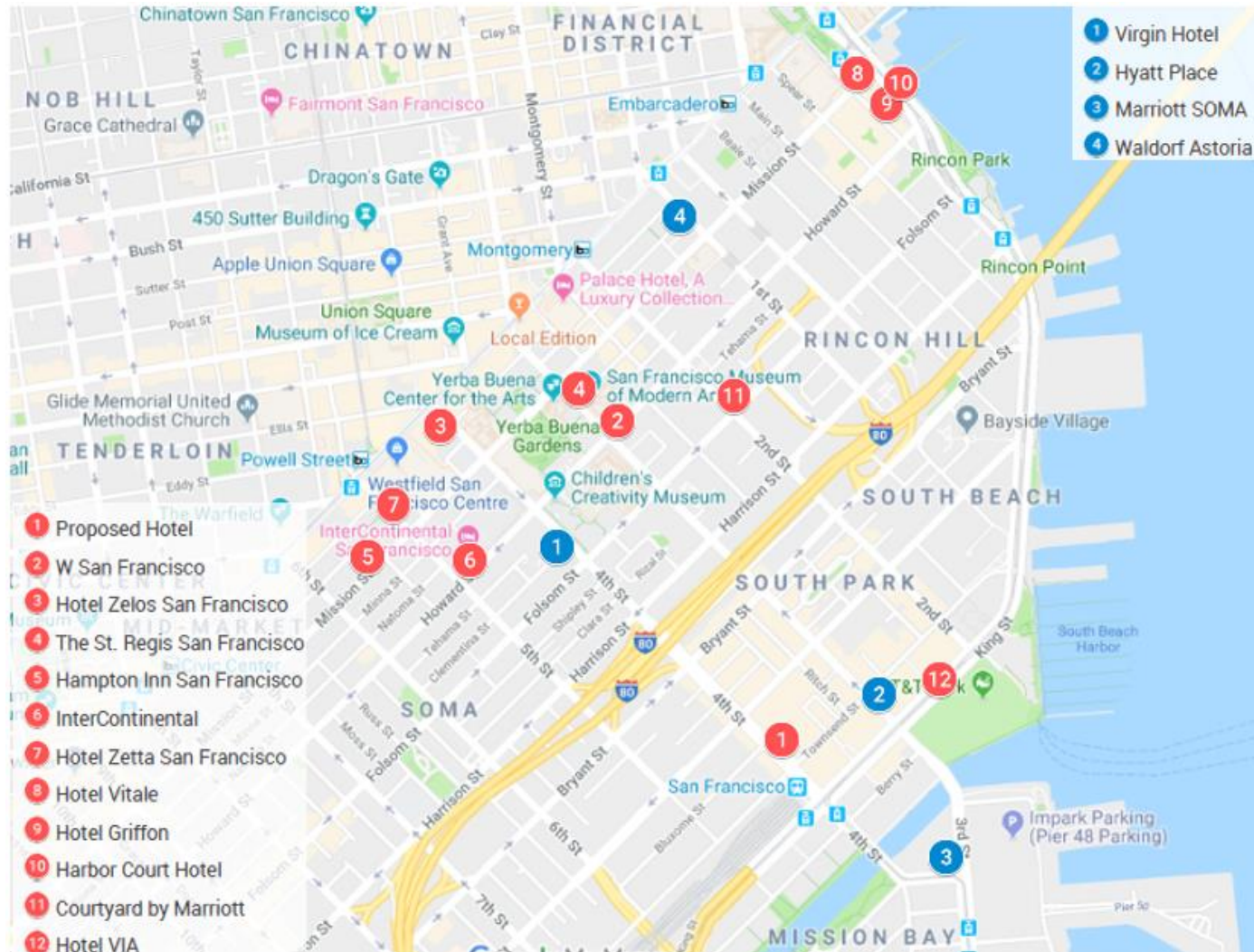
2021 and will be located at 50 1st Street, approximately 1.2 miles north of the proposed Hotel.





7. COMPETITIVE LODGING MARKET OVERVIEW





Within the San Francisco lodging market, the proposed Hotel will compete with similarly-positioned hotels located in and around the SoMa district. Based on our research and understanding of the proposed Hotel, we have identified 11 properties (totaling 2,668 guestrooms) as representing the primary competitive market.

Competitive properties were identified on the basis of location, affiliation, room product offered, guest type, rate structure, and overall quality. A map and tables on the following pages show the location and provide a summary of the competitive hotels.

Competitive Lodging Market (Red) and Additions to Supply (Blue)



Summary of Hotels in the Primary Competitive Lodging Market				
Property	W Hotel San Francisco	Hotel Zelos	St. Regis San Francisco	Hampton Inn San Francisco Downtown
				
Address	181 3 rd Street	12 4 th Street	125 3 rd Street	942 Mission Street
Distance from Subject	1.3 miles	1.6 miles	0.9 miles	1.4 miles
Year Opened	1999	1908	2005	2015
Number of Rooms	404	202	260	174
Affiliation	Marriott International	Independent	Marriott International	Hilton
Chain Scale	Luxury	Luxury	Luxury	Upper Midscale

Summary of Hotels in the Primary Competitive Lodging Market				
Property	InterContinental San Francisco	Hotel Zetta	Hotel Vitale	Hotel Griffon
				
Address	888 Howard Street	55 5 th Street	8 Mission Street	155 Steuart Street
Distance from Subject	1.1 miles	1 mile	1.6 miles	1.8 miles
Year Opened	2008	1913	2005	1906
Number of Rooms	550	116	200	62
Affiliation	IHG	Independent	Joie De Vivre	Independent
Chain Scale	Luxury	Luxury	Upper Upscale	Luxury

Summary of Hotels in the Primary Competitive Lodging Market			
Property	Harbor Court Hotel	Courtyard San Francisco Downtown	Hotel Via
			
Address	165 Steuart Street	299 2 nd Street	138 King Street
Distance from Subject	1.7 miles	0.9 miles	0.5 miles
Year Opened	1907	2001	2017
Number of Rooms	131	410	159
Affiliation	Independent	Marriott International	Independent
Chain Scale	Luxury	Upscale	Luxury

8. HISTORICAL PERFORMANCE OF THE COMPETITIVE MARKET

The following table summarizes the historical performance of these 11 hotels between 2012 and 2017, as well as for year-to-date (“YTD”) October 2017 and 2018.

Proposed Hotel - San Francisco, CA Historical Performance of The Competitive Market									
Year	Annual Supply	Percent Change	Occupied Rooms	Percent Change	Market Occupancy	ADR	Percent Change	RevPAR	Percent Change
2012	838,602	-	693,524	-	82.7%	\$259.93	-	\$214.96	-
2013	844,665	0.7%	716,276	3.3%	84.8%	\$285.14	9.7%	\$241.80	12.5%
2014	848,994	0.5%	730,984	2.1%	86.1%	\$312.73	9.7%	\$269.26	11.4%
2015	877,015	3.3%	761,249	4.1%	86.8%	\$326.04	4.3%	\$283.00	5.1%
2016	913,960	4.2%	796,973	4.7%	87.2%	\$323.28	-0.8%	\$281.90	-0.4%
2017	948,628	3.8%	800,642	0.5%	84.4%	\$317.98	-1.6%	\$268.38	-4.8%
CAGR	2.5%	-	2.9%	-	85.3%	4.1%	-	4.5%	-
YTD Oct '17	786,002	-	676,748	-	86.1%	\$322.86	-	\$277.98	-
YTD Oct '18	811,072	3.2%	679,678	0.4%	83.8%	\$342.92	6.2%	\$287.37	3.4%

Source: CBRE Hotels Advisory

- Supply for the competitive market has increased at a compound annual growth rate (“CAGR”) of 2.5 percent between 2012 and 2017. Two of the hotels comprising the competitive market underwent extensive renovations and were repositioned within the local market over the past few years, causing supply to fluctuate. These properties were Hotel Zetta (formerly Milano Hotel) and Hotel Zelos (formerly Hotel Palomar). Additionally, two new hotels were added to the market: the 174-room Hampton Inn & Suites Downtown (August 2015) and the 159-room Hotel Via (June 2017). The net supply changes noted from 2012 through 2017 reflect temporary closings of hotels in the competitive market for renovation/conversions as well as the new hotel openings.
- Demand for room nights, as measured by occupied rooms, increased at a CAGR of 2.9 percent from 2012 to 2017. Occupancy during this historical period averaged 85.3 percent, ranging from a low of 82.7 percent in 2012 to a high of 87.2 percent in 2016. Demand growth has been steady over the historical period, only outpacing the growth in supply by 0.4 percentage points, an indication that the market is operating at capacity. Through year-to-date October 2018, demand grew a modest 0.4 percent over prior year levels, below the level of supply during the same time period, resulting in a small decline in occupancy.
- With hotels operating at such high occupancy levels, operators were successful in their ability to significantly increase ADR in 2013 and 2014 as there was insignificant growth in supply during those years. As shown, ADR increased 9.7 percent in 2013 and 2014, but began to taper between 2015 and 2017 as new supply (Hampton Inn & Suites Downtown and Hotel Via) was introduced into the market. Additionally, hotel operators offered

discounted rates to build occupancy in an effort to offset the decrease in convention room nights generated by the Moscone Center during that same time period. ADR growth has since rebounded as those rooms have been absorbed into the market and the Moscone Center has re-opened. ADR has increased at a CAGR of 4.1 percent since 2012, and between 2012 and 2017, ADR for the competitive market increased nearly \$58. Through year-to-date October 2018, ADR increased 6.2 percent over prior year levels.

- RevPAR for the competitive market increased at a CAGR of 4.5 percent over the past six years, increasing by approximately \$53 during the six-year period. Through year-to-date October 2018, RevPAR increased approximately 3.4 percent over prior year levels as hotel operators were successfully able to drive rates after the re-opening of the Moscone Center.
- The majority of the properties comprising the competitive market receive most of their demand from the transient commercial and leisure market segment. We estimate the demand segmentation of the competitive market is comprised of approximately 75 percent transient commercial and leisure demand and 25 percent group demand. These hotels generally attract travelers who seek convenient access to the SoMa, Union Square, and Mid-Market submarkets of San Francisco.
- As illustrated in the following table, occupancy in the competitive market does exhibit seasonal patterns, albeit modestly. Focusing on the three-year average, the strongest months are the months of June through October when occupancy is in the high 80 percent to low 90 percent range. February, March, April, May and November are shoulder months with occupancy in the low to high 80 percent range. January and December are the slowest months with occupancy in the high 70 to low 80 percent range.

Competitive Market Seasonality (Monthly)				
Monthly Occupancy	2015	2016	2017	3-Year Avg.
January	81%	82%	80%	81%
February	85%	85%	85%	85%
March	87%	86%	84%	85%
April	88%	87%	88%	87%
May	88%	88%	86%	87%
June	92%	93%	89%	91%
July	89%	89%	87%	88%
August	92%	91%	90%	91%
September	89%	92%	86%	89%
October	90%	91%	86%	89%
November	81%	83%	79%	81%
December	79%	81%	73%	78%
Average	87%	87%	84%	86%

Source: STR, Inc.

- The chart below illustrates the demand in the competitive market by day of the week. Corporate travel drives demand from Monday through Thursday, with the peak nights

achieving occupancy in the 90 percent range. Leisure travel drives demand on Fridays and Saturdays, with occupancy in the mid 80 percent range. Sundays are the slowest day of the week, albeit still very strong with occupancy in the mid 70 percent range.

Competitive Market Seasonality (Weekly)				
Day of Week	TTM 1/16	TTM 1/17	TTM 1/18	3-Year Avg.
Sunday	76%	74%	73%	74%
Monday	87%	85%	82%	85%
Tuesday	92%	90%	87%	90%
Wednesday	93%	91%	88%	91%
Thursday	88%	87%	85%	87%
Friday	85%	83%	80%	83%
Saturday	88%	87%	83%	86%
Average	87%	85%	83%	85%

Source: STR, Inc.

9. PROJECTED PERFORMANCE OF THE COMPETITIVE MARKET

Presented in the following table is a summary of our occupancy and ADR projections for the competitive market for the years 2018 through 2028, coinciding with the proposed Hotel's first five full years of operation. As discussed, we have assumed that the proposed Hotel would be open and available for occupancy by April 1, 2023 and will include 38 guestrooms.

Proposed Hotel - San Francisco, CA Projected Performance of the Competitive Market									
Year	Annual Supply	Percent Change	Occupied Rooms	Percent Change	Market Occupancy	ADR	Percent Change	RevPAR	Percent Change
2017	948,628	3.8%	800,642	0.5%	84%	\$317.98	-1.6%	\$268.38	-4.8%
2018	973,820	2.7%	804,400	0.5%	83%	\$337.00	6.0%	\$278.37	3.7%
2019	1,120,915	15.1%	925,900	15.1%	83%	\$354.00	5.0%	\$292.41	5.0%
2020	1,219,100	8.8%	1,007,000	8.8%	83%	\$368.00	4.0%	\$303.98	4.0%
2021	1,250,125	2.5%	1,050,100	4.3%	84%	\$379.00	3.0%	\$318.36	4.7%
2022	1,280,785	2.5%	1,088,700	3.7%	85%	\$390.00	2.9%	\$331.51	4.1%
2023	1,291,370	0.8%	1,097,700	0.8%	85%	\$402.00	3.1%	\$341.71	3.1%
2024	1,294,655	0.3%	1,100,500	0.3%	85%	\$414.00	3.0%	\$351.91	3.0%
2025	1,294,655	0.0%	1,100,500	0.0%	85%	\$426.00	2.9%	\$362.11	2.9%
2026	1,294,655	0.0%	1,100,500	0.0%	85%	\$439.00	3.1%	\$373.16	3.1%
2027	1,294,655	0.0%	1,100,500	0.0%	85%	\$452.00	3.0%	\$384.22	3.0%
2028	1,294,655	0.0%	1,100,500	0.0%	85%	\$466.00	3.1%	\$396.12	3.1%
CAGR	2.9%	-	3.2%	-	-	3.3%	-	3.6%	-

Source: CBRE Hotels Advisory

- Supply for the competitive market is expected to increase by approximately 33 percent between 2018 and 2024 with the annualized addition of the Hotel Via, and the additions of the 194-room Virgin Hotel, 228-room Hyatt Place, 250-room Marriott SOMA Mission Bay, 169-room Waldorf Astoria, and 38-room proposed Hotel. The largest increase in supply will occur between 2019 and 2020 as 672 additional rooms from the Virgin Hotel, Hyatt Place, and Marriott SOMA Mission Bay will be added to the market.

- Demand is expected to increase modestly in 2018, consistent with year-to-date trends. In 2019 and 2020, we are of the opinion that the induced demand stemming from the new hotel rooms, and from the Moscone Center expansion, demand growth will mirror the growth in supply during that time period. Therefore, we expect occupancy to remain at 83 percent through 2020. As the new rooms are absorbed into the market, we expect occupancy to increase to 84 percent in 2021 and finally stabilize at 85 percent in 2022.
- As noted in the historical performance table, the competitive market has consistently achieved occupancy levels in the low to high 80 percent range. Consistent with projections for the overall San Francisco MSA based on historical averages, new supply additions, and current market conditions, we believe it is reasonable to assume an occupancy level in the mid-80 percent range through 2028.
- ADR for the competitive market decreased by 0.8 percent in 2016 and further decreased by 1.6 percent in 2017, due primarily to the temporary closing of the Moscone Center for the renovation and expansion. While there is high demand in San Francisco for hotel room nights outside of room nights emanating from the Moscone Center, hotel operators discounted rates in an attempt to attract a fair share of demand from other sources. However, largely due to the Moscone Center reopening, ADR for the competitive market increased 6.2 percent through year-to-date 2018. Consistent with year-to-date trends, it is expected that ADR will grow by 6.0 percent in 2018 before tapering down 5.0 percent in 2019 and 4.0 percent in 2020 as new supply is introduced into the market. Thereafter, it is expected that ADR will increase by 3.0 percent per annum, consistent with our long-term outlook for inflation.

F. PROJECTED PERFORMANCE OF THE SUBJECT

Based upon our analysis contained herein, including a review of the overall competitive market and of each identified hotel, we have provided our occupancy and ADR projections for the proposed Hotel's first five years of operation, as stated in calendar years.

Assuming that the proposed Hotel will be a 38-room boutique hotel, we assume that it will be able to achieve its fair share of demand after a one year ramp up period. Specifically, we believe that it could achieve an occupancy of 83 percent as it is introduced into the market in April 2023. As it gains recognition, we project occupancy to increase to 85 percent in 2024. It is at this level we project the proposed Hotel to stabilize. Our stabilized occupancy for the proposed Hotel is in line with our stabilized occupancy for the competitive market, which we believe is reasonable given the proposed Hotel's location and small number of guestrooms.

Based on the individual attributes and performance levels of the individual competitive hotels, we believe that the proposed Hotel could achieve an ADR of \$375 under the hypothetical condition that it was open and stabilized in 2018.

We project ADR to grow at rates in line with our projections for the competitive market, such that the proposed Hotel is projected to open with an ADR of **\$461** in **2023**. Projections for both occupancy and ADR for the proposed Hotel’s first ten full years of operation are presented in the following table.

Proposed Hotel - San Francisco, CA Projected Performance					
Year	Hypothetical ADR	Market Growth	Occupancy	RevPAR	Percent Change
2018	\$375.00	-	-	-	-
2019	\$398.00	6.0%	-	-	-
2020	\$418.00	5.0%	-	-	-
2021	\$435.00	4.0%	-	-	-
2022	\$448.00	3.0%	-	-	-
2023	\$461.00	3.0%	83%	\$383.26	-
2024	\$475.00	3.0%	85%	\$404.11	5.4%
2025	\$489.00	3.0%	85%	\$416.02	2.9%
2026	\$504.00	3.0%	85%	\$428.78	3.1%
2027	\$519.00	3.0%	85%	\$441.54	3.0%
2028	\$535.00	3.0%	85%	\$455.16	3.1%
2029	\$551.00	3.0%	85%	\$468.77	3.0%
2030	\$568.00	3.0%	85%	\$483.23	3.1%
2031	\$585.00	3.0%	85%	\$497.69	3.0%
2032	\$603.00	3.0%	85%	\$513.01	3.1%

Source: CBRE Hotels Advisory

As noted, the proposed Hotel is assumed to open on April 1, 2023. Accordingly, we must convert the calendar year forecast into fiscal year periods. To accomplish this for the fiscal year 2023/24, we have taken a weighted average of nine months of the calendar year 2023 and three months of the calendar year 2024 to derive the fiscal year projection. We have then performed this analysis for each subsequent fiscal year. In doing so, it is our calculation that for the first fiscal year, the proposed Hotel will achieve an ADR of \$465 with a corresponding occupancy of 84 percent. We project a long-term stabilized occupancy of 85 percent beginning in 2024/25.

Proposed Hotel - San Francisco, CA Projected Future Performance							
Calendar Year Projections				Fiscal Year Conversion			
Year	Occupancy	ADR	Percent Change	Fiscal Year	Occupancy	ADR	Percent Change
2023	83%	\$461.00	3%	2023/24	84%	\$465.00	3%
2024	85%	\$475.00	3%	2024/25	85%	\$479.00	3%
2025	85%	\$489.00	3%	2025/26	85%	\$493.00	3%
2026	85%	\$504.00	3%	2026/27	85%	\$508.00	3%
2027	85%	\$519.00	3%	2027/28	85%	\$523.00	3%

Note: Average daily rates rounded to the whole dollar

Source: CBRE Hotels Advisory

Of particular note is that, given the previously discussed strong fundamentals of the greater San Francisco lodging market, and the proposed Hotel's competitive market, along with the proposed Hotel's assumed quality new improvements, the new 38-room Hotel will open with very strong levels of performance and with minimal impact on the greater competitive San Francisco lodging market.

While it is possible that the proposed Hotel will experience growth in occupancy and ADR above those estimated in the report, it is also possible that sudden economic downturns, unexpected additions to the room supply, or other external factors will force the property below the selected point of stability. Consequently, the estimated occupancy and ADR levels are representative of the most likely potential operations of the proposed Hotel over the projection period based on our analysis of the market as of the date of the report.

This completes our analysis of the potential market demand for the proposed Hotel at 655 4th Street in San Francisco. After you have had an opportunity to review this report, please feel free to contact us with any questions or comments. Thank you for this opportunity to work with you on this engagement. Please let us know should you have any questions or should you require any further information.

Yours sincerely,

CBRE Hotels Advisory



By: Chris Kraus
Managing Director
chris.kraus@cbre.com | 406.582.8189



By: Kapil Gopal
Consultant
kapil.gopal@cbre.com | 303.583.2024

ADDENDA

Addendum A

ASSUMPTIONS AND LIMITING CONDITIONS

Assumptions and Limiting Conditions

1. CBRE, Inc. through its advisor (collectively, "CBRE") has inspected through reasonable observation the subject property. However, it is not possible or reasonably practicable to personally inspect conditions beneath the soil and the entire interior and exterior of the improvements on the subject property. Therefore, no representation is made as to such matters.
2. The report, including its conclusions and any portion of such report (the "Report"), is as of the date set forth in the letter of transmittal and based upon the information, market, economic, and property conditions and projected levels of operation existing as of such date. The dollar amount of any conclusion as to value in the Report is based upon the purchasing power of the U.S. Dollar on such date. The Report is subject to change as a result of fluctuations in any of the foregoing. CBRE has no obligation to revise the Report to reflect any such fluctuations or other events or conditions which occur subsequent to such date.
3. Unless otherwise expressly noted in the Report, CBRE has assumed that:
 - (i) Title to the subject property is clear and marketable and that there are no recorded or unrecorded matters or exceptions to title that would adversely affect marketability or value. CBRE has not examined title records (including without limitation liens, encumbrances, easements, deed restrictions, and other conditions that may affect the title or use of the subject property) and makes no representations regarding title or its limitations on the use of the subject property. Insurance against financial loss that may arise out of defects in title should be sought from a qualified title insurance company.
 - (ii) If any, existing improvements on the subject property conform to applicable local, state, and federal building codes and ordinances, are structurally sound and seismically safe, and have been built and repaired in a workmanlike manner according to standard practices; all building systems (mechanical/electrical, HVAC, elevator, plumbing, etc.) are in good working order with no major deferred maintenance or repair required; and the roof and exterior are in good condition and free from intrusion by the elements. CBRE has not retained independent structural, mechanical, electrical, or civil engineers in connection with this report and, therefore, makes no representations relative to the condition of improvements. CBRE advisors are not engineers and are not qualified to judge matters of an engineering nature, and furthermore structural problems or building system problems may not be visible. It is expressly assumed that any purchaser would, as a precondition to closing a sale, obtain a satisfactory engineering report relative to the structural integrity of the property and the integrity of building systems.
 - (iii) Any proposed improvements, on or off-site, as well as any alterations or repairs considered will be completed in a workmanlike manner according to standard practices.
 - (iv) Hazardous materials are not present on the subject property. CBRE is not qualified to detect such substances. The presence of substances such as asbestos, urea formaldehyde foam insulation, contaminated groundwater, mold, or other potentially hazardous materials may affect the value of the property.
 - (v) No mineral deposit or subsurface rights of value exist with respect to the subject property, whether gas, liquid, or solid, and no air or development rights of value may be transferred. CBRE has not considered any rights associated with extraction or exploration of any resources, unless otherwise expressly noted in the Report.
 - (vi) There are no contemplated public initiatives, governmental development controls, rent controls, or changes in the present zoning ordinances or regulations governing use, density, or shape that would significantly affect the value of the subject property.
 - (vii) All required licenses, certificates of occupancy, consents, or other legislative or administrative authority from any local, state, nor national government or private entity or organization have been or can be readily obtained or renewed for any use on which the Report is based.
 - (viii) The subject property is managed and operated in a prudent and competent manner, neither inefficiently or super-efficiently.
 - (ix) The subject property and its use, management, and operation are in full compliance with all applicable federal, state, and local regulations, laws, and restrictions, including without limitation environmental laws, seismic hazards, flight patterns, decibel levels/noise envelopes, fire hazards, hillside ordinances, density, allowable uses, building codes, permits, and licenses.
 - (x) The subject property is in full compliance with the Americans with Disabilities Act (ADA). CBRE is not qualified to assess the subject property's compliance with the ADA, notwithstanding any discussion of possible readily achievable barrier removal construction items in the Report.

- (xi) All information regarding the areas and dimensions of the subject property furnished to CBRE are correct, and no encroachments exist. CBRE has neither undertaken any survey of the boundaries of the subject property nor reviewed or confirmed the accuracy of any legal description of the subject property.

Unless otherwise expressly noted in the Report, no issues regarding the foregoing were brought to CBRE's attention, and CBRE has no knowledge of any such facts affecting the subject property. If any information inconsistent with any of the foregoing assumptions is discovered, such information could have a substantial negative impact on the Report. Accordingly, if any such information is subsequently made known to CBRE, CBRE reserves the right to amend the Report, which may include the conclusions of the Report. CBRE assumes no responsibility for any conditions regarding the foregoing, or for any expertise or knowledge required to discover them. Any user of the Report is urged to retain an expert in the applicable field(s) for information regarding such conditions.

4. CBRE has assumed that all documents, data and information furnished by or behalf of the client, property owner, or owner's representative are accurate and correct, unless otherwise expressly noted in the Report. Such data and information include, without limitation, numerical street addresses, lot and block numbers, Assessor's Parcel Numbers, land dimensions, square footage area of the land, dimensions of the improvements, gross building areas, net rentable areas, usable areas, unit count, room count, rent schedules, income data, historical operating expenses, budgets, and related data. Any error in any of the above could have a substantial impact on the Report. Accordingly, if any such errors are subsequently made known to CBRE, CBRE reserves the right to amend the Report, which may include the conclusions of the Report. The client and intended user should carefully review all assumptions, data, relevant calculations, and conclusions of the Report and should immediately notify CBRE of any questions or errors within 30 days after the date of delivery of the Report.
5. CBRE assumes no responsibility (including any obligation to procure the same) for any documents, data or information not provided to CBRE, including without limitation any termite inspection, survey or occupancy permit.
6. Any cash flows included in the analysis are forecasts of estimated future operating characteristics based upon the information and assumptions contained within the Report. Any projections of income, expenses and economic conditions utilized in the Report, including such cash flows, should be considered as only estimates of the expectations of future income and expenses as of the date of the Report and not predictions of the future. Actual results are affected by a number of factors outside the control of CBRE, including without limitation fluctuating economic, market, and property conditions. Actual results may ultimately differ from these projections, and CBRE does not warrant any such projections.
7. The Report contains professional opinions and is expressly not intended to serve as any warranty, assurance or guarantee of the performance of the subject property. Accordingly, CBRE shall not be liable for any losses that arise from any investment or lending decisions based upon the Report that the client, intended user, or any buyer, seller, investor, or lending institution may undertake related to the subject property, and CBRE has not been compensated to assume any of these risks. Nothing contained in the Report shall be construed as any direct or indirect recommendation of CBRE to buy, sell, hold, or finance the subject property.
8. No opinion is expressed on matters which may require legal expertise or specialized investigation or knowledge beyond that customarily employed by the advisors. Any user of the Report is advised to retain experts in areas that fall outside the scope of the advisor for such matters.
9. CBRE assumes no responsibility for any costs or consequences arising due to the need, or the lack of need, for flood hazard insurance. An agent for the Federal Flood Insurance Program should be contacted to determine the actual need for Flood Hazard Insurance.
10. Acceptance or use of the Report constitutes full acceptance of these Assumptions and Limiting Conditions and any special assumptions set forth in the Report. It is the responsibility of the user of the Report to read in full, comprehend and thus become aware of all such assumptions and limiting conditions. CBRE assumes no responsibility for any situation arising out of the user's failure to become familiar with and understand the same.
11. The Report applies to the property as a whole only, and any pro ration or division of the title into fractional interests will invalidate such conclusions, unless the Report expressly assumes such pro ration or division of interests.
12. The maps, plats, sketches, graphs, photographs, and exhibits included in this Report are for illustration purposes only and shall be utilized only to assist in visualizing matters discussed in the Report. No such items shall be removed, reproduced, or used apart from the Report.

13. The Report shall not be duplicated or provided to any unintended users in whole or in part without the written consent of CBRE, which consent CBRE may withhold in its sole discretion. Exempt from this restriction is duplication for the internal use of the intended user and its attorneys, accountants, or advisors for the sole benefit of the intended user. Also exempt from this restriction is transmission of the Report pursuant to any requirement of any court, governmental authority, or regulatory agency having jurisdiction over the intended user, provided that the Report and its contents shall not be published, in whole or in part, in any public document without the written consent of CBRE, which consent CBRE may withhold in its sole discretion. Finally, the Report shall not be made available to the public or otherwise used in any offering of the property or any security, as defined by applicable law. Any unintended user who may possess the Report is advised that it shall not rely upon the Report or its conclusions and that it should rely on its own consultants and advisors for any decision in connection with the subject property. CBRE shall have no liability or responsibility to any such unintended user.



SAN FRANCISCO
PLANNING
DEPARTMENT

AFFIDAVIT FOR FIRST SOURCE HIRING PROGRAM

Administrative Code

Chapter 83

1650 Mission Street, Suite 400 • San Francisco CA 94103-2479 • 415.558.6378 • <http://www.sfplanning.org>

Section 1: Project Information

PROJECT ADDRESS 655 4th Street, 292-296 Townsend Street, & 280-290 Townsend Street		BLOCK/LOT(S) 3787/ 026, 028, 050, 161-164	
BUILDING PERMIT APPLICATION NO. N/A	CASE NO. (IF APPLICABLE) 2014-000203	MOTION NO. (IF APPLICABLE) N/A	
PROJECT SPONSOR 655 4th Owner, LLC	MAIN CONTACT Jeremy Bachrach	PHONE (415) 344-6277	
ADDRESS One Bush Street, Suite 450			
CITY, STATE, ZIP San Francisco, CA 94104		EMAIL jbachrac@fishmanspeyer.com	
ESTIMATED RESIDENTIAL UNITS 960	ESTIMATED SQ FT COMMERCIAL SPACE Approx. 65,000	ESTIMATED HEIGHT/FLOORS Approx. 400'; 40 floors	ESTIMATED CONSTRUCTION COST
ANTICIPATED START DATE			

Section 2: First Source Hiring Program Verification

CHECK ALL BOXES APPLICABLE TO THIS PROJECT	
<input type="checkbox"/>	Project is wholly Residential
<input type="checkbox"/>	Project is wholly Commercial
<input checked="" type="checkbox"/>	Project is Mixed Use
<input checked="" type="checkbox"/>	A: The project consists of ten (10) or more residential units;
<input checked="" type="checkbox"/>	B: The project consists of 25,000 square feet or more gross commercial floor area.
<input type="checkbox"/>	C: Neither 1A nor 1B apply.
NOTES:	
<ul style="list-style-type: none"> If you checked C, this project is NOT subject to the First Source Hiring Program. Sign Section 4: Declaration of Sponsor of Project and submit to the Planning Department. If you checked A or B, your project IS subject to the First Source Hiring Program. Please complete the reverse of this document, sign, and submit to the Planning Department prior to any Planning Commission hearing. If principally permitted, Planning Department approval of the Site Permit is required for all projects subject to Administrative Code Chapter 83. For questions, please contact OEWD's CityBuild program at CityBuild@sfgov.org or (415) 701-4848. For more information about the First Source Hiring Program visit www.workforourdevelopments.org If the project is subject to the First Source Hiring Program, you are required to execute a Memorandum of Understanding (MOU) with OEWD's CityBuild program prior to receiving construction permits from Department of Building Inspection. 	

Continued..

Section 3: First Source Hiring Program – Workforce Projection

Per Section 83.11 of Administrative Code Chapter 83, it is the developer's responsibility to complete the following information to the best of their knowledge.


Provide the estimated number of employees from each construction trade to be used on the project, indicating how many are entry and/or apprentice level as well as the anticipated wage for these positions.

Check the anticipated trade(s) and provide accompanying information (Select all that apply):

TRADE/CRAFT	ANTICIPATED JOURNEYMAN WAGE	# APPRENTICE POSITIONS	# TOTAL POSITIONS	TRADE/CRAFT	ANTICIPATED JOURNEYMAN WAGE	# APPRENTICE POSITIONS	# TOTAL POSITIONS
Abatement Laborer	-	-	-	Laborer	66.53	55	110
Boilermaker	-	-	-	Operating Engineer	92.30	17	34
Bricklayer	-	-	-	Painter	72.00	6	12
Carpenter	93.60	29	58	Pile Driver	-	-	-
Cement Mason	94.00	15	30	Plasterer	-	-	-
Drywall/Latherer	94.81	13	26	Plumber and Pipefitter	125.00	23	46
Electrician	125.00	21	42	Roofer/Water proofer	91	3	6
Elevator Constructor	135.00	4	8	Sheet Metal Worker	125	7	14
Floor Coverer	79.00	3	6	Sprinkler Fitter	95.00	5	10
Glazier	96.00	15	30	Taper	105.92	11	22
Heat & Frost Insulator	75.00	1	2	Tile Layer/Finisher	79	6	12
Ironworker	92.00	40	80	Other:			
		TOTAL:	282			TOTAL:	266

1. Will the anticipated employee compensation by trade be consistent with area Prevailing Wage? YES NO
2. Will the awarded contractor(s) participate in an apprenticeship program approved by the State of California's Department of Industrial Relations? YES NO
3. Will hiring and retention goals for apprentices be established? YES NO
4. What is the estimated number of local residents to be hired? _____

Section 4: Declaration of Sponsor of Principal Project

PRINT NAME AND TITLE OF AUTHORIZED REPRESENTATIVE Authorized Signatory Carl D. Shannon	EMAIL cshannon@ fishmanSpeyer.com	PHONE NUMBER (415) 344-6630
I HEREBY DECLARE THAT THE INFORMATION PROVIDED HEREIN IS ACCURATE TO THE BEST OF MY KNOWLEDGE AND THAT I COORDINATED WITH OEWD'S CITYBUILD PROGRAM TO SATISFY THE REQUIREMENTS OF ADMINISTRATIVE CODE CHAPTER 83.		
		6/14/19 (DATE)
(SIGNATURE OF AUTHORIZED REPRESENTATIVE)		

FOR PLANNING DEPARTMENT STAFF ONLY: PLEASE EMAIL AN ELECTRONIC COPY OF THE COMPLETED AFFIDAVIT FOR FIRST SOURCE HIRING PROGRAM TO OEWD'S CITYBUILD PROGRAM AT CITYBUILD@SFGOV.ORG

Cc: Office of Economic and Workforce Development, CityBuild
Address: 1 South Van Ness 5th Floor San Francisco, CA 94103 Phone: 415-701-4848
Website: www.workforcedevelopmentsf.org Email: CityBuild@sfgov.org

AFFIDAVIT

EXHIBIT I



San Francisco Planning

SAN FRANCISCO PLANNING DEPARTMENT
169C MISSION STREET, SUITE 400
SAN FRANCISCO, CA 94103-2479
MAIN: (415) 558-6378 SFPLANNING.ORG

COMPLIANCE WITH THE INCLUSIONARY AFFORDABLE HOUSING PROGRAM

PLANNING CODE SECTION 415, 417 & 419

Date 6/3/19

I, Carl Shannon do hereby declare as follows:

The subject property is located at (address and block/lot): 655 4th St.; 280-290 Townsend St.; & 292-296 Townsend St.

3787 / 26, 28, 50, & 161-164 Block / Lot

The subject property is located within the following Zoning District: CMUO / Central SoMa SUD

400-X Height and Bulk District

Central SoMa SUD Special Use District, if applicable

Is the subject property located in the SOMA NCT, North of Market Residential SUD, or Mission Area Plan? No

The proposed project at the above address is subject to the Inclusionary Affordable Housing Program, Planning Code Section 415 and 419 et seq.

The Planning Case Number and/or Building Permit Number is: 2014-000203

N/A Building Permit Number

This project requires the following approval:

- Planning Commission approval (e.g. Conditional Use Authorization, Large Project Authorization)
Zoning Administrator approval (e.g. Variance)
This project is principally permitted.

The Current Planner assigned to my project within the Planning Department is:

Linda Ajello-Hoagland Planner Name

A complete Environmental Evaluation Application or Project Application was accepted on:

11/16/2015 Date

The project contains 960 total dwelling units and/or group housing rooms.

This project is exempt from the Inclusionary Affordable Housing Program because:

- This project is 100% affordable.
This project is 100% student housing.

Is this project in an UMU Zoning District within the Eastern Neighborhoods Plan Area?

No (If yes, please indicate Affordable Housing Tier)

Is this project a HOME-SF Project?

No (If yes, please indicate HOME-SF Tier)

Is this project an Analyzed or Individually Requested State Density Bonus Project?

No

C Please indicate the tenure of the project.

Ownership. If affordable housing units are provided on-site or off-site, all affordable units will be sold as ownership units and will remain as ownership units for the life of the project. The applicable fee rate is the ownership fee rate.

Rental. If affordable housing units are provided on-site or off-site, all affordable units will be rental units and will remain rental units for the life of the project. The applicable fee rate is the rental fee rate.

D This project will comply with the Inclusionary Affordable Housing Program by:

Payment of the Affordable Housing Fee prior to the first construction document issuance (Planning Code Section 415.5)

On-site Affordable Housing Alternative (Planning Code Sections 415.6)

Off-site Affordable Housing Alternative (Planning Code Sections 415.7)

Combination of payment of the Affordable Housing Fee and the construction of on-site or off-site units (Planning Code Section 415.5 - required for Individually Requested State Density Bonus Projects)

Eastern Neighborhoods Alternate Affordable Housing Fee (Planning Code Section 417)

Land Dedication (Planning Code Section 419)

The applicable inclusionary rate is:

30%

On-site, off-site or fee rate as a percentage

If the method of compliance is the payment of the Affordable Housing Fee pursuant to Planning Code Section 415.5, please indicate the total residential gross floor area in the project.

1,014,968

Residential Gross Floor Area

E The Project Sponsor acknowledges that any change which results in the reduction of the number of on-site affordable units following the project approval shall require public notice for a hearing and approval by the Planning Commission.

F The Project Sponsor acknowledges that failure to sell or rent the affordable units or to eliminate the on-site or off-site affordable units at any time will require the Project Sponsor to:

(1) Inform the Planning Department and the Mayor's Office of Housing and Community Development and, if applicable, fill out a new affidavit;

(2) Record a new Notice of Special Restrictions; and

(3) Pay the Affordable Housing Fee plus applicable interest (using the fee schedule in place at the time that the units are converted from ownership to rental units) and any applicable penalties by law.

G The Project Sponsor acknowledges that in the event that one or more rental units in the principal project become ownership units, the Project Sponsor shall notify the Planning Department of the conversion, and shall either reimburse the City the proportional amount of the Inclusionary Affordable Housing Fee equivalent to the then-current requirement for ownership units, or provide additional on-site or off-site affordable units equivalent to the then-current requirements for ownership units.

I For projects with over 25 units and with EEA's accepted between January 1, 2013 and January 12 2016, in the event that the Project Sponsor does not procure a building or site permit for construction of the principal project before December 7, 2018, rental projects will be subject to the on-site rate in effect for the Zoning District in 2017, generally 18% or 20%.

J For projects with EEA's/PRJ's accepted on or after January 12 2016, in the event that the Project Sponsor does not procure a building or site permit for construction of the principal project within 30 months of the Project's approval, the Project shall comply with the Inclusionary Affordable Housing Requirements applicable thereafter at the time the Sponsor is issued a site or building permit.

K If a Project Sponsor elects to completely or partially satisfy their Inclusionary Housing requirement by paying the Affordable Housing Fee, the Sponsor must pay the fee in full sum to the Development Fee Collection Unit at the Department of Building Inspection for use by the Mayor's Office of Housing prior to the issuance of the first construction document.

UNIT MIX TABLES

Number of All Units in PRINCIPAL PROJECT:					
TOTAL UNITS:	SRO / Group Housing:	Studios:	One-Bedroom Units:	Two-Bedroom Units:	Three (or more) Bedroom Units:
960	0	242	330	351	37

If you selected the On-site, Off-Site, or Combination Alternative, please fill out the applicable section below. The On-Site Affordable Housing Alternative is required for HOME-SF Projects pursuant to Planning Code Section 206.4. State Density Bonus Projects that have submitted an Environmental Evaluation Application prior to January 12, 2016 must select the On-Site Affordable Housing Alternative. State Density Bonus Projects that have submitted an Environmental Evaluation Application on or after to January 12, 2016 must select the Combination Affordable Housing Alternative to record the required fee on the density bonus pursuant to Planning Code Section 415.3. If the Project includes the demolition, conversion, or removal of any qualifying affordable units, please complete the Affordable Unit Replacement Section.

On-site Affordable Housing Alternative (Planning Code Section 415.6, 419.3, or 206.4): % of the unit total.

Number of Affordable Units to be Located ON-SITE:					
TOTAL UNITS:	SRO / Group Housing:	Studios:	One-Bedroom Units:	Two-Bedroom Units:	Three (or more) Bedroom Units:
LOW-INCOME	Number of Affordable Units		% of Total Units	AMI Level	
MODERATE-INCOME	Number of Affordable Units		% of Total Units	AMI Level	
MIDDLE-INCOME	Number of Affordable Units		% of Total Units	AMI Level	

Off-site Affordable Housing Alternative (Planning Code Section 415.7 or 419.3): % of the unit total.

Number of Affordable Units to be Located OFF-SITE:					
TOTAL UNITS:	SRO / Group Housing:	Studios:	One-Bedroom Units:	Two-Bedroom Units:	Three (or more) Bedroom Units:
Area of Dwellings in Principal Project (in sq. feet):		Off-Site Project Address:			
Area of Dwellings in Off-Site Project (in sq. feet):					
Off-Site Block/Lot(s):		Motion No. for Off-Site Project (if applicable):		Number of Market-Rate Units in the Off-site Project:	

AMI LEVELS:	Number of Affordable Units		% of Total Units	AMI Level	
	Number of Affordable Units		% of Total Units	AMI Level	
	Number of Affordable Units		% of Total Units	AMI Level	

UNIT MIX TABLES: CONTINUED

Combination of payment of a fee, on-site affordable units, or off-site affordable units with the following distribution:
 Indicate what percent of each option will be implemented (from 0% to 99%) and the number of on-site and/or off-site below market rate units for rent and/or for sale.

1. On-Site % of affordable housing requirement.

If the project is a State Density Bonus Project, please enter "100%" for the on-site requirement field and complete the Density Bonus section below.

Number of Affordable Units to be Located ON-SITE:

TOTAL UNITS:	SRO / Group Housing:	Studios:	One-Bedroom Units:	Two-Bedroom Units:	Three (or more) Bedroom Units:
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2. Off-Site % of affordable housing requirement.

Number of Affordable Units to be Located OFF-SITE:

TOTAL UNITS:	SRO / Group Housing:	Studios:	One-Bedroom Units:	Two-Bedroom Units:	Three (or more) Bedroom Units:
Area of Dwellings in Principal Project (in sq. feet):		Off-Site Project Address:			
Area of Dwellings in Off-Site Project (in sq. feet):					
Off-Site Block/Lot(s):		Motion No. for Off-Site Project (if applicable):		Number of Market-Rate Units in the Off-site Project:	

Income Levels for On-Site or Off-Site Units in Combination Projects:

AMI LEVELS:	Number of Affordable Units	% of Total Units	AMI Level

3. Fee % of affordable housing requirement.

Is this Project a State Density Bonus Project? Yes No

If yes, please indicate the bonus percentage, up to 35% _____, and the number of bonus units and the bonus amount of residential gross floor area (if applicable) _____

I acknowledge that Planning Code Section 415.4 requires that the Inclusionary Fee be charged on the bonus units or the bonus residential floor area.

Affordable Unit Replacement: Existing Number of Affordable Units to be Demolished, Converted, or Removed for the Project

TOTAL UNITS:	SRO / Group Housing:	Studios:	One-Bedroom Units:	Two-Bedroom Units:	Three (or more) Bedroom Units:
0	0	0	0	0	0

This project will replace the affordable units to be demolished, converted, or removed using the following method:

N/A

- On-site Affordable Housing Alternative
- Payment of the Affordable Housing Fee prior to the first construction document issuance
- Off-site Affordable Housing Alternative (Section 415.7)
- Combination of payment of the Affordable Housing Fee and the construction of on-site or off-site units (Section 415.5)

Contact Information and Declaration of Sponsor of PRINCIPAL PROJECT

655 4th Owner, LLC

Company Name

Jeremy Bachrach

Name (Print) of Contact Person

One Bush Street, Suite 450

Address

(415) 344-6277

Phone / Fax

San Francisco, CA 94104

City, State, Zip

jbachrac@tishmanspeyer.com

Email

I am a duly authorized agent or owner of the subject property. I declare under penalty of perjury under the laws of the State of California that the foregoing is true and correct. I hereby declare that the information herein is accurate to the best of my knowledge and that I intend to satisfy the requirements of Planning Code Section 415 as indicated above.

Sign Here

Signature:



Name (Print), Title:

**Authorized Signatory
Carl D. Shannon**

Executed on this day in:

Location:

San Francisco, CA

Date:

6/3/19

Contact Information and Declaration of Sponsor of OFF-SITE PROJECT (If Different)

Company Name

Name (Print) of Contact Person

Address

City, State, Zip

Phone / Fax

Email

I hereby declare that the information herein is accurate to the best of my knowledge and that I intend to satisfy the requirements of Planning Code Section 415 as indicated above.

Sign Here

Signature:

Name (Print), Title:


SUPPLEMENTAL INFORMATION FOR Anti-Discriminatory Housing Policy

1. Owner/Applicant Information

PROPERTY OWNER'S NAME: Various, c/o 655 4th Owner, LLC	
PROPERTY OWNER'S ADDRESS: 655 4th Owner, LLC One Bush Street, Suite 450 San Francisco, CA 94104 (Attn: Jeremy Bachrach)	TELEPHONE: (415) 344-6277 EMAIL: jbachrach@tishmanspeyer.com

APPLICANT'S NAME: Same as Above 	
APPLICANT'S ADDRESS:	TELEPHONE: () EMAIL:

CONTACT FOR PROJECT INFORMATION: Same as Above 	
ADDRESS:	TELEPHONE: () EMAIL:

COMMUNITY LIAISON FOR PROJECT (PLEASE REPORT CHANGES TO THE ZONING ADMINISTRATOR): Same as Above 	
ADDRESS:	TELEPHONE: () EMAIL:

2. Location and Project Description

STREET ADDRESS OF PROJECT: 655 4th Street; 280-290 Townsend Street; 292-294 Townsend Street		ZIP CODE: 94107
CROSS STREETS: 4th & Townsend		
ASSESSORS BLOCK/LOT: 3787 26, 28, 50 & 161-164	ZONING DISTRICT: CMUO	HEIGHT/BULK DISTRICT: 400-X

PROJECT TYPE: (Please check all that apply) <input checked="" type="checkbox"/> New Construction <input checked="" type="checkbox"/> Demolition <input type="checkbox"/> Alteration <input type="checkbox"/> Other: _____	EXISTING DWELLING UNITS: 2	PROPOSED DWELLING UNITS: 960	NET INCREASE: 958
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Compliance with the Anti-Discriminatory Housing Policy

1. Does the applicant or sponsor, including the applicant or sponsor's parent company, subsidiary, or any other business or entity with an ownership share of at least 30% of the applicant's company, engage in the business of developing real estate, owning properties, or leasing or selling individual dwelling units in States or jurisdictions outside of California? YES NO

1a. If yes, in which States? New York, MASSACHUSETTS,
WASHINGTON DC

1b. If yes, does the applicant or sponsor, as defined above, have policies in individual States that prohibit discrimination based on sexual orientation and gender identity in the sale, lease, or financing of any dwelling units enforced on every property in the State or States where the applicant or sponsor has an ownership or financial interest? YES NO

1c. If yes, does the applicant or sponsor, as defined above, have a national policy that prohibits discrimination based on sexual orientation and gender identity in the sale, lease, or financing of any dwelling units enforced on every property in the United States where the applicant or sponsor has an ownership or financial interest in property? YES NO

If the answer to 1b and/or 1c is yes, please provide a copy of that policy or policies as part of the supplemental information packet to the Planning Department.

Human Rights Commission contact information
hrc.info@sfgov.org or (415)252-2500

Applicant's Affidavit

- Under penalty of perjury the following declarations are made:
- a: The undersigned is the owner or authorized agent of the owner of this property.
 - b: The information presented is true and correct to the best of my knowledge.
 - c: Other information or applications may be required.

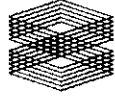
Signature: 

Date: 4/3/19.

Authorized Signatory
Carl D. Shannon

Print name, and indicate whether owner, or authorized agent:

Owner / Authorized Agent (circle one)



TISHMAN SPEYER

Fair Housing Policy

Tishman Speyer is committed to comply with all federal, state, and local fair housing laws. Tishman Speyer will not discriminate against any person in the advertising, financing, lease, or sale of property because of race, color, age, sex, sexual orientation, gender, gender identity, marital status, military or veteran status, national origin, disability, religion, or any other characteristic protected by law.

SOP : Non-discriminatory Practices

Our customers and associates will appreciate our non-discriminatory practices when interacting with each other. We strive to treat each customer with dignity and integrity, in a non-judgmental manner.

Rationale

Last updated: March 21, 2019

Effective Date**Policy**

- We do not discriminate.
- We follow the Fair Housing Act of 1968 and the Fair Housing Amendments Act of 1988 at all times.
- Certain financial guidelines and occupancy standards are to be followed in the approval of an applicant.
- Any associate who does not comply with the Federal Fair Housing Laws will be terminated.
- Fair housing posters are displayed at each community.
- All advertisements must have the Fair Housing logo.

Procedure

1. Complete annual Fair Housing recertification.
2. Discuss any questions you have with your supervisor.
3. You should request additional instruction if you are unsure of the fair housing laws.
4. Take any outside seminars offered by the local apartment associations, at Bozzuto's expense, to refresh your knowledge of fair housing. Obtain Property Manager approval before attending.
5. Treat people similarly in similar situations. If in doubt, ask your supervisor.

Materials and Notes**Contact**

Please direct all questions to:
standards@bozzuto.com

EXHIBIT K

From: [Kaushik Roy](#)
To: [Ajello Hoagland, Linda \(CPC\)](#)
Subject: Please stop the high-rise at the Xing of 4th St and Townsend St
Date: Monday, June 03, 2019 10:31:10 PM

This message is from outside the City email system. Do not open links or attachments from untrusted sources.

Project Address: 655 4th St; 280-290 Townsend St.
Record number: 2014-000203ENX/CUA

Dear Ms. Hoagland,

Please stop the high-rise at the Xing of 4th St and Townsend St.

I am a resident at a nearby residential complex (The Beacon, 260 King St). I see that there is a proposal to build a high-rise at the intersection of 4th St and Townsend St. Please think about it for a second - this place is already overcrowded and resources (roads, parking, people, transportation) are already stressed. Adding another high-rise would add more stress to the system and resources. Furthermore, it would look ugly and it will be unhealthy. The little sunlight that I get will be gone.

How would you feel if you were in my shoes? Please stop the construction of the high-rise.

Thank you very much.

Kaushik Roy
260 King St #1401
San Francisco CA 94107

From: [Michael Guthrie](#)
To: [CPC-Commissions Secretary](#); [Ajello Hoagland, Linda \(CPC\)](#)
Subject: New 4th and Townsend Towers by Tishman Speyer
Date: Monday, June 10, 2019 10:41:58 AM
Attachments: [image001.png](#)

This message is from outside the City email system. Do not open links or attachments from untrusted sources.

Dear SF Planning Commission:

I have lived at 601 Fourth Street for 30 years. My condominium faces South and I would like to voice my concern that this proposed new project will significantly remove “light and air” from 25 condominiums (my neighbors) that face the same direction as my unit #110. We are not opposed to the project and at over 40 or 50 feet the height is not the issue. In fact, a Building of 100 feet would not have any different impact on our “light and air”.

The current design has multiple towers with facades that partially slope/stagger to allow light and air into plazas and streetscapes by and for the developers own benefit. However, there is one massive, vertical façade that does not slope and that is directly impacting those of us with 601 Fourth Street dwellings facing south, looking directly at the massive, non sloping facade. Of the other sloping/staggered facades, none of them are in response to the impact on adjacent existing dwellings. The neighboring structures benefitting from the sloping facades are businesses with minimal occupancy beyond business hours and the new projects own rental property values.

We would like to request the design be adjusted to respond to the only neighboring condominium dwellings on this entire city block. The sloping facades should be designed to accommodate existing dwellings by allowing “light and air” into existing dwellings that have benefitted from “light and air” for the past 30 years. The design currently accommodates its own proposed rentals and courtyards “light and air” concerns and ignores adjacent 601 Fourth Street neighbor’s dwellings. Please consider the design adjustment suggested. We believe in the growth of San Francisco and that we all can live in harmony if our historic rights to “light and air” are accommodated.

Respectfully,
Michael Guthrie, AIA
Napa Valley, San Francisco



MICHAEL GUTHRIE + CO. ARCHITECTS

601 4th Street | Suite 110 | San Francisco | California 94107
415.777.2101 Studio | 415.305.6268 Cell | www.mgandco.com

From: [Chanchal Chatterjee](#)
To: [Byrd, Vernaliza \(CPC\)](#); [Ajello Hoagland, Linda \(CPC\)](#)
Cc: [Sheta Chatterjee](#); [Sudeshna Chatterjee](#)
Subject: Project Address: 655 4th Street
Date: Sunday, June 09, 2019 11:22:07 PM

This message is from outside the City email system. Do not open links or attachments from untrusted sources.

I am a resident of 260 King Street, San Francisco, CA 94107.

I **OBJECT** to this project and am writing to protest this construction. This project will cause great harm to the environment, our neighborhood, and the local population for the following reasons:

1. Overcrowding near the Caltrain train station and a major entry/exit to/from San Francisco to I-280. There is already a huge traffic due to the Caltrain station, Light rail station on King and 4th and the freeway access road to I-280. A big construction here will create huge overcrowding and traffic.
2. Major construction on 4th street for light rail extension is going on and will continue through 2019. Any additional construction will create a traffic and pollution hazard that will be unbearable for local residents.
3. There will be major environmental impact due to this project and other large projects on Townsend street. Overcrowding, pollution and noise pollution will be huge, not to mention noise and dust due to construction. There is also potential construction hazard since there has been several accidents during construction in this area.
4. Mission Bay subsoil cannot handle more than 16 floors and most buildings follow this code. a 40 floor structure will be a hazard to neighboring buildings because a Millennial Tower like fiasco will be disastrous for this neighborhood. The sub soil can not support a 40 floor building and in the event of an earthquake this is a liquefaction zone and a high rise like this will collapse on all neighboring buildings.

Hence I strongly OBJECT to this project. Please register my protest at the hearing scheduled on June 20, 2019.

Please feel free to call or write to me if there are questions.

Thanks,
Chanchal and Sudeshna Chatterjee
260 King Street, Unit 1009, San Francisco, CA 94107
[REDACTED]

From: [michael cruz](#)
To: [White, Elizabeth \(CPC\)](#)
Cc: [Kevin Rudich](#); [Kevin Rudich](#); [Ajello Hoagland, Linda \(CPC\)](#)
Subject: Re: 655 4th Street
Date: Thursday, November 08, 2018 12:25:34 PM

Thank you Liz. And thank you Linda!

Michael Cruz

On Nov 8, 2018, at 11:38 AM, White, Elizabeth (CPC) <elizabeth.white@sfgov.org> wrote:

Hi Michael,

The 655 4th Street Project is still undergoing review here at the Planning Department. At this step in the planning process, contacting Linda with your concerns/input about the design and me with your concerns/input about the scope of the environmental review (as you have done below) is the appropriate step for this part of the process. We will let you know of any upcoming meeting/publications of environmental documents.

Thanks,
Liz

From: michael cruz <michaelcruz1010@gmail.com>
Sent: Thursday, November 08, 2018 10:22 AM
To: White, Elizabeth (CPC) <Elizabeth.White@sfgov.org>
Cc: Kevin Rudich <kevin.rudich@ado.sccgov.org>; Kevin Rudich <kevrudich@aol.com>; Ajello Hoagland, Linda (CPC) <linda.ajellohoagland@sfgov.org>
Subject: Re: 655 4th Street

Hi Liz,

Thank you for your quick response. I really appreciate it.

Is there anything else I can do as a concerned property owner that will be affected by the 655 4th St project? Thank you for any insights or guidance you many have for me.

Nice to e-meet you Ms. Ajello-Hoagland.

Sincerely,
Michael Cruz

On Nov 8, 2018, at 10:19 AM, White, Elizabeth (CPC) <elizabeth.white@sfgov.org> wrote:

Hi Michael,

I am confirming receipt of your e-mail and will send you the 655 4th Street Community Plan Evaluation (CPE) when it is published. I'm also including the Current Planner on the project, Linda Ajello-Hoagland, so she is aware that you are interested in receiving information about future meetings related to this project.

Thank you,
Liz

Elizabeth White, Senior Environmental Planner
Environmental Planning Division
San Francisco Planning Department
1650 Mission Street, Suite 400 San Francisco, CA 94103
Direct: [415.575.6813](tel:415.575.6813) | www.sfplanning.org
[San Francisco Property Information Map](#)

From: michael cruz <michaelcruz1010@gmail.com>
Sent: Thursday, November 08, 2018 10:06 AM
To: White, Elizabeth (CPC) <Elizabeth.White@sfgov.org>
Cc: Michael Cruz <michaelcruz1010@gmail.com>; Kevin Rudich <kevin.rudich@ado.sccgov.org>; Kevin Rudich <kevrudich@aol.com>
Subject: 655 4th Street

This message is from outside the City email system. Do not open links or attachments from untrusted sources.

Good morning Elizabeth,

I am responding to the SF Planning Department's Notification Letter:

Dated: November 1, 2018

Case No: 2014-000203ENV

Project Address: 655 4th Street

Lot Size: 71,300 Square Feet

Block/Lot: 3787/26, 28, 50, 161-164

The height of this project will negatively affect my property at:

601 4th St
Unit 210
SF, CA 94117

My unit is on the 2nd floor and facing south and directly into the new project site at 655 4th St.

I am concerned how the project negatively affect my tenant and my unit regarding :

- blocking of light, air and noise
- wind tunnels created
- 2 year + construction
- noise, dirt and dust

I would like to be notified on all meetings, procedures and progress of this project.

My contact information is:

Michael Cruz
4846 17th St
San Francisco, CA
94117

████████████████████

Regards,
Michael Cruz