SAN FRANCISCO
**PLANNING DEPARTMENT**

# Executive Summary
## Large Project Authorization & Office Allocation

**HEARING DATE: AUGUST 13, 2015**

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

Reception:
**415.558.6378**

Fax:
**415.558.6409**

Planning
Information:
**415.558.6377**

| | |
|---|---|
| *Date:* | August 6, 2015 |
| *Case No.:* | **2014.0679BX** |
| *Project Address:* | **510-520 Townsend Street** |
| *Zoning:* | WMUO (Western SOMA Mixed-Use Office) District<br>65-X and 85-X Height and Bulk District |
| *Block/Lot:* | 3784/007 and 3784/080 |
| *Project Sponsor:* | Alexandria Real Estate Equities<br>Attn: Greg Gehlen<br>1700 Owens Street, Suite 590<br>San Francisco, CA 94158 |
| *Staff Contact:* | Chris Townes – (415) 575-9195<br>*chris.townes@sfgov.org* |
| *Recommendation:* | **Approval with Conditions** |

## PROJECT DESCRIPTION

The proposed project would demolish the five existing buildings on both lots, merge the two lots, and construct a new 269,063 sf office building with basement level parking including 46 parking spaces and 4 off-street loading spaces. The basement and ground levels would also include 36 and 62 bicycle parking spaces, respectively, for a total of 90 Class I bicycle parking spaces and 8 Class II bicycle parking spaces. The basement level garage would be accessed from the rear off of Harriet Street. The proposed building would contain five to seven stories, measuring between 65 and 85 feet in height. The project includes a pedestrian walkway connecting Harriet and Townsend Streets. The project also proposes streetscape improvements in accordance with the *Better Streets Plan* consisting of widened sidewalks up to 15 feet, tree plantings providing 11 new street trees, drought-tolerant landscaping, bike parking and a bulb-out at the pedestrian walkway entry.

The project requires a Large Project Authorization (Planning Code Section 329), an Office Development Authorization (Planning Code Section 321), a Lot Merger approval from the Department of Public Works, and Building Permits for the demolition of the existing buildings and new construction on the project site. Under the Large Project Authorization, the project is seeking modification to the Planning Code requirement for 1) Dimensions for off-street loading [Planning Code Section 154(b)]. Pursuant to Planning Code Section 321, an Office Allocation is required for new office space exceeding 25,000 sf. Since the project proposes a total of 269,063 sf of new office space, an Office Allocation (Large Cap) is required.

## SITE DESCRIPTION AND PRESENT USE

The project site is located in the Western SOMA Plan Area, directly west of the Interstate 280 on- and off-ramps at Sixth and Brannan Streets on the north side of Townsend Street (between Sixth and Seventh Streets) on the block surrounded by Sixth Street/I-280 on/off-ramps, Townsend Street, Seventh Street and Brannan Street.

The site consists of two parcels, one of which (3784/080) contains two single-story warehouse structures, and the other (3784/007) contains three separate structures: a two-story office building fronting Townsend; and two two-story warehouse buildings along the rear of the property. There is a total of 48 parking spaces on the existing two parcels. There is currently 27,078 sf of office use and 23,545 sf of warehouse use, all of which is currently vacant.

## SURROUNDING PROPERTIES AND NEIGHBORHOOD

The Zoning Districts surrounding the project site includes SALI (Service/Arts/Light Industrial) to the north and RED-MX (Residential Enclave Mixed) further northwest, MB-RA (Mission Bay South Redevelopment Plan) to the south, and P (Public, the location of the I-280 freeway) immediately adjacent to the east with WMUO (Western SOMA Mixed-Use Office) futher east of the I-280 freeway. The area surrounding the project site has a light-industrial mixed-use character, including a variety of commercial showroom/retail, office, postal service, warehouse, and live work uses, such as the projects located at 590 6th Street, 673-683 Brannan Street/168-178 Bluxome Street, and 175 Bluxome Street. Buildings along Townsend, west of the I-280 elevated freeway, are typically one to two stories with building footprints that occupy the entire lot, while buildings along Townsend east of the I-280 elevated freeway range from one to four stories with similar building footprints that are characteristic of the industrial heritage of the surrounding area. A number of small businesses line Harriet Street to the rear of site, including auto repair, retail, and warehouse uses. There is also a large surface parking lot located at the southeast corner of Harriet and Brannan Streets. The site south of the subject project across Townsend Street is occupied by the Caltrain rail lines.

## ENVIRONMENTAL REVIEW

The project is exempt per Section 15183 of the California Environmental Quality Act (CEQA) Guidelines and California Public Resources Code Section 21083.3.

## HEARING NOTIFICATION

| TYPE | REQUIRED PERIOD | REQUIRED NOTICE DATE | ACTUAL NOTICE DATE | ACTUAL PERIOD |
|---|---|---|---|---|
| Classified News Ad | 20 days | July 24, 2015 | July 20, 2015 | 24 days |
| Posted Notice | 20 days | July 24, 2015 | July 24, 2015 | 20 days |
| Mailed Notice | 20 days | July 24, 2015 | July 24, 2015 | 20 days |

## PUBLIC COMMENT

- Throughout the review process for this project, the Department has met with a small group of business and property owners along Harriet Street who have issued their concern that the project

poses a negative impact to their businesses in terms of the vehicular traffic congestion the project will contribute to Harriet Street which serves their busineses. Specifically, these individuals have shared their collective concern that the project's proposed vehicular access to its subterranean parking level off of Harriet Street to the rear will exacerbate an already congested area given the high volume of traffic accessing the freeway on- and off-ramp at Sixth and Brannan Streets. These business and property owners highlighted their existing difficulties with loading given the density of businesses sharing Harriet Street coupled with the narrowness of the street (40 feet), lack of off-street loading space, and traffic congestion associated with the site's proximity to the freeway. Department staff has met with these neighbors numerous times and has had numerous correspondences. A memorandum dated December 11, 2014 detailing their project concerns and opposition to the proposed vehicular access of the project is attached.

As a result of the concerns raised, the Project Sponsor developed a parking access alternative that proposed access from the Townsend Street frontage instead of from Harriet Street. In collaboration with Environmental Planning staff, this parking access alternative was analyzed through a Transportation Impact Study (TIS) in which SFMTA staff evaluated the alternative and concluded that the as-proposed project is favored over the Townsend Street access alternative given anticipated streetscape improvements along Townsend Street, coupled with the fact that Townsend Street experiences heavier traffic volumes than Brannan Street; therefore, a curb cut and driveway interruption on Townsend would pose a greater negative impact to vehicular circulation in the area. Ultimately, as a result of the findings, Planning staff supports the as-proposed parking access option since it is considered to be less impactful to the pedestrian realm and vehicular circulation. These findings were shared with both the Project Sponsor and the interested Harriet Street business and property owners and staff encouraged the parties to work collaboratively to explore other operational means of mitigating Harriet Street congestion concerns. This led the Project Sponsor to develop a *"Harriet Street Operations Plan"* which aims to better coordinate parking and loading activities.

## ISSUES AND OTHER CONSIDERATIONS

- **Office Development Authorization.** The proposed project would construct 269,063 sf of office space. As of August 2015, there is 1,698,826 sf of "Large" Cap Office Development available under the Planning Code Section 321 Office Allocation Program. The project is requesting an office space allocation equivalent to approximately 15.8% of the available "Large" Cap Office Development limit.
- **Available Office Allocation.** There currently exists 1,698,826 sf of office space available for allocation to projects containing more than 50,000 sf of office space ("Large Building") during the current Approval Period, which ends October 16, 2015. On October 17, 2015 and October 17 of each succeeding year, an additional 875,000 sf of office space will become available for allocation to buildings of greater than 49,999 sf of office space. It should be noted that there are additional office projects in the pipeline that will come before the Planning Commission in the coming months include the 5M mixed-use project, proposing approximately 600,000 sf of office space, and 645 Harrison Street which proposes approximately 100,000 sf of office space.
- **Large Project Authorization Modifications.** As part of the Large Project Authorization, the Commission may grant modifications from certain Planning Code requirements for projects that

exhibit outstanding overall design and are complementary to the design and values of the surrounding area. The proposed project requests modification from: 1) Dimensions for off-street loading [Planning Code Section 154(b)]. Planning staff is generally in agreement with the proposed modification, given the overall project and its outstanding and compatible design.

- **Development Impact Fees.** The project would be subject to the following development impact fees, which are estimated as follows:

| FEE TYPE | PLANNING CODE SECTION/FEE | AMOUNT |
|---|---|---|
| Transit Impact Development Fee (269,063 sq ft – New Office Development) | 411 (@ $13.87) | $3,731,903.81 |
| | | |
| Jobs-Housing Linkage (269,063 sq ft – New Office Development) | 413 (@ $24.03) | $6,465,583.89 |
| | | |
| Child Care Development In-Lieu Fee (269,063 sq ft – New Office Development) | 414 (@ $1.21) | $325,566.23 |
| | | |
| Eastern Neighborhoods Impact Fee (269,063 sq ft – New Non-Residential) | 423 (@ $9.71) | $2,612,601.73 |
| | | |
| School Impact Fee (269,063 sq ft – New Office Development) | State Ed. Code Section 17620 (@ $0.389) | $104,665.51 |
| | | |
| Public Art Fee (Based on Construction Cost – New Non-Residential Development) | 429 (@ 1% of Construction Cost) | TBD during Plan Check |
| | | |
| | **TOTAL** | **$13,240,321.17** |

## REQUIRED COMMISSION ACTION

In order for the project to proceed, the Commission must approve an allocation of office square footage under the 2014-2015 Annual Office Development Limitation Program pursuant to Sections 320 through 325 of the Planning Code. In addition, the Commission must grant a Large Project Authorization pursuant to Planning Code Section 329 to allow the new construction of a five to seven story, 269,063 sf office building with 46 off-street parking spaces and to allow modification to the requirement for 1) Dimensions for off-street loading [Planning Code Section 154(b).

## BASIS FOR RECOMMENDATION

- The project will add office space that will contribute to the employment base of the City and support the viability of a mid-rise business corridor along Townsend Street as envisioned by the policies and objectives of the *Western SOMA Area Plan*.

- The project meets the criteria for allocation of office square footage, as outlined in the draft motion.
- The project site is currently underutilized, and the addition of a ground floor pedestrian walkway connecting Townsend Street to Harriet Street along with streetscape improvements in accordance with the *Better Streets Plan* will enliven the streetscape and improve connectivity.
- The project has been approved for *Priority Application Processing* by the Planning Deparment as it achieves LEED Platinum certification from the Green Building Certification Institute.
- The project's architectural design, mass and scacle is compatible with the light-industrial architectual context of the surrounding neighborhood.
- The project contributes approximately $13,240,321.17 in development impact fees to the City and County of San Francisco.
- On balance, the project is consistent with the goals, policies, and objectives of the General Plan and the *Western SOMA Area Plan*.

| **RECOMMENDATION:** | **Approval with Conditions** |
|---|---|

**Attachments:**
Draft Motion- Large Project Authorization
Draft Motion- Office Allocation
Block Book Map
Sanborn Map
Aerial Photographs
Zoning Map
Major Projects within a .25 radius
Architectural Drawings
Public Correspondence
Community Plan Exemption (CPE)
MMRP's
Transportation Impact Study (TIS)
Parking Access Alternative
Harriet Street Operations Plan (by Alexandria Real Estate)

Attachment Checklist:

- ☒ Executive Summary
- ☒ Draft Motion
- ☒ Environmental Determination
- ☒ Zoning District Map
- ☒ Height & Bulk Map
- ☒ Parcel Map
- ☒ Sanborn Map
- ☒ Aerial Photo
- ☒ Context Photos
- ☒ Site Photos
- ☒ Project sponsor submittal

  Drawings: Existing Conditions
  - ☒ Check for legibility

  Drawings: Proposed Project
  - ☒ Check for legibility

  3-D Renderings (new construction or significant addition)
  - ☒ Check for legibility
- ☐ Wireless Telecommunications Materials
  - ☐ Health Dept. review of RF levels
  - ☐ RF Report
  - ☐ Community Meeting Notice
- ☐ Housing Documents
  - ☐ Inclusionary Affordable Housing Program: Affidavit for Compliance

Exhibits above marked with an "X" are included in this packet _____

Planner's Initials

SAN FRANCISCO
**PLANNING DEPARTMENT**

*Subject to: (Select only if applicable)*
- ☑ Public Art (Sec. 429)
- ☑ Eastern Neighborhoods Impact Fee (Sec. 423)
- ☑ Jobs Housing Linkage Program (Sec. 413)
- ☑ Transportation Impact Development Fee (Sec. 411)
- ☑ First Source Hiring (Admin. Code)
- ☑ Child Care Requirement (Sec. 414)
- ☑ School Impact Fee (State Ed. Code 17620)

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# Planning Commission Draft Motion

## HEARING DATE: AUGUST 13, 2015

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| *Date:* | August 6, 2015 |
| *Case No.:* | **2014.0679BX** |
| *Project Address:* | **510-520 Townsend Street** |
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| *Staff Contact:* | Chris Townes – (415) 575-9195<br>*chris.townes@sfgov.org* |

**ADOPTING FINDINGS RELATING TO A LARGE PROJECT AUTHORIZATION PURSUANT TO PLANNING CODE SECTION 329, TO ALLOW AN EXCEPTION TO 1) DIMENSIONS FOR OFF-STREET LOADING PURSUANT TO PLANNING CODE SECTION 154(B) IN ASSOCIATION WITH THE AUTHORIZATION OF THE NEW CONSTRUCTION OF 269,063 GROSS SQUARE FEET OF OFFICE USE FOR A PROPOSED PROJECT LOCATED AT 510-520 TOWNSEND STREET, LOT 007 AND LOT 080 IN ASSESSOR'S BLOCK 3784, WITHIN THE WMUO (WESTERN SOMA MIXED-USE OFFICE) DISTRICT AND 65-X AND 85-X HEIGHT AND BULK DISTRICT, AND ADOPTING FINDINGS UNDER THE CALIFORNIA ENVIRONMENTAL QUALITY ACT.**

## PREAMBLE

On August 8, 2014 Alexandria Real Estate Equities (Attn: Greg Gehlen) (hereinafter "Project Sponsor") filed an application with the Planning Department (hereinafter "Department") for a Large Project Authorization and Office Allocation pursuant to Planning Code Section(s) 329 and 321 to allow the replacement of vacant warehouse and office buildings with a new five to seven story, 65-85 foot tall, 269,063 sf office building within the WMUO (Western SOMA Mixed-Use Office) District and a 65-X and 85-X Height and Bulk District.

The environmental effects of the project were determined by the San Francisco Planning Department to have been fully reviewed under the Western SOMA Area Plan Environmental Impact Report (hereinafter "EIR"). The EIR was prepared, circulated for public review and comment, and, at a public hearing on

December 6, 2012, by Motion No. 18756, certified by the Commission as complying with the California Environmental Quality Act (Cal. Pub. Res. Code Section 21000 et seq., (hereinafter "CEQA"). The Commission has reviewed the Final EIR, which has been available for this Commissions review as well as public review.

The Western SOMA 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 Western SOMA Plan, the Commission adopted CEQA Findings in its Motion No. 18756 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 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 that project solely on the basis of that impact.

On August 4, 2015, the Department determined that the proposed application 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 Western SOMA Area Plan and was encompassed within the analysis contained in the Western SOMA Final EIR. The project would not result in effects on the environment that are peculiar to the project or the project site that were not identified in the Western SoMa Final EIR. The proposed project would not result in potentially significant off-site or cumulative impacts that were not identified in the Final EIR. 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 Western SoMa Final EIR was certified, would be more severe than were analyzed and disclosed in the Final EIR. The file for this project, including the Western SOMA Final 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 Western 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.

On August 13, 2015, the San Francisco Planning Commission (hereinafter "Commission") conducted a duly noticed public hearing at a regularly scheduled meeting on Large Project Authorization and Office Allocation application No. 2014.0679BX.

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 requested in Application No. 2014.0679BX, 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. **Site Description and Present Use.** The project site is located in the Western SOMA Plan Area, directly west of the Interstate 280 on- and off-ramps at Sixth and Brannan Streets on the north side of Townsend Street (between Sixth and Seventh Streets) on the block surrounded by Sixth Street/I-280 on/off-ramps, Townsend Street, Seventh Street and Brannan Street. The site consists of two parcels, one of which (3784/080) contains two single-story warehouse structures, and the other (3784/007) contains three separate structures: a two-story office building fronting Townsend; and two two-story warehouse buildings along the rear of the property. There is a total of 48 parking spaces on the existing two parcels. There is currently 27,078 sf of office use and 23,545 sf of warehouse use, all of which is currently vacant.

3. **Surrounding Properties and Neighborhood.** The Zoning Districts surrounding the project site includes SALI (Service/Arts/Light Industrial) to the north and RED-MX (Residential Enclave Mixed) further northwest, MB-RA (Mission Bay South Redevelopment Plan) to the south, and P (Public, the location of the I-280 freeway) immediately adjacent to the east with WMUO (Western SOMA Mixed-Use Office) further east of the I-280 freeway. The area surrounding the project site has a light-industrial mixed-use character, including a variety of commercial showroom/retail, office, postal service, warehouse, and live work uses, such as the projects located at 590 6th Street, 673-683 Brannan Street/168-178 Bluxome Street, and 175 Bluxome Street. Buildings along Townsend, west of the I-280 elevated freeway, are typically one to two stories with building footprints that occupy the entire lot, while buildings along Townsend east of the I-280 elevated freeway range from one to four stories with similar building footprints that are characteristic of the industrial heritage of the surrounding area. A number of small businesses line Harriet Street to the rear of site, including auto repair, retail, and warehouse uses. There is also a large surface parking lot located at the southeast corner of Harriet and Brannan Streets. The site south of the subject project across Townsend Street is occupied by the Caltrain rail lines.

4. **Project Description.** The proposed project would demolish the five existing buildings on both lots, merge the two lots, and construct a new 269,063 sf office building with basement level parking including 46 parking spaces and 4 off-street loading spaces. The basement and ground levels would also include 36 and 62 bicycle parking spaces, respectively, for a total of 90 Class I bicycle parking spaces and 8 Class II bicycle parking spaces. The basement level garage would be accessed from the rear off of Harriet Street. The proposed building would contain five to seven stories, measuring between 65 and 85 feet in height. The project includes a pedestrian walkway connecting Harriet and

Townsend Streets. The project also proposes streetscape improvements in accordance with the Better Streets Plan consisting of widened sidewalks up to 15 feet, tree plantings providing 11 new street trees, drought-tolerant landscaping, bike parking and a bulb-out at the pedestrian walkway entry.

The project requires a Large Project Authorization (Planning Code Section 329), an Office Development Authorization (Planning Code Section 321), a Lot Merger approval from the Department of Public Works, and Building Permits for the demolition of the existing buildings and new construction on the project site. Under the Large Project Authorization, the project is seeking modification to the Planning Code requirement for 1) Dimensions for off-street loading [Planning Code Section 154(b)]. Pursuant to Planning Code Section 321, an Office Allocation is required for new office space exceeding 25,000 sf. Since the project proposes a total of 269,063 sf of new office space, an Office Allocation (Large Cap) is required.

5. **Public Comment**. Throughout the review process for this project, the Department has met with a small group of business and property owners along Harriet Street who have issued their concern that the project poses a negative impact to their businesses in terms of the vehicular traffic congestion the project will contribute to Harriet Street which serves their busineses. Specifically, these individuals have shared their collective concern that the project's proposed vehicular access to its subterranean parking level off of Harriet Street to the rear will exacerbate an already congested area given the high volume of traffic accessing the freeway on- and off-ramp at Sixth and Brannan Streets. These business and property owners highlighted their existing difficulties with loading given the density of businesses sharing Harriet Street coupled with the narrowness of the street (40 feet), lack of off-street loading space, and traffic congestion associated with the site's proximity to the freeway. Department staff has met with these neighbors numerous times and has had numerous correspondences. A memorandum dated December 11, 2014 detailing their project concerns and opposition to the proposed vehicular access of the project is attached.

6. As a result of the concerns raised, the Project Sponsor developed a parking access alternative that proposed access from the Townsend Street frontage instead of from Harriet Street. In collaboration with Environmental Planning staff, this parking access alternative was analyzed through a Transportation Impact Study (TIS) in which SFMTA staff evaluated the alternative and concluded that the as-proposed project is favored over the Townsend Street access alternative given anticipated streetscape improvements along Townsend Street, coupled with the fact that Townsend Street experiences heavier traffic volumes than Brannan Street; therefore, a curb cut and driveway interruption on Townsend would pose a greater negative impact to vehicular circulation in the area. Ultimately, as a result of the findings, Planning staff supports the as-proposed parking access option since it is considered to be less impactful to the pedestrian realm and vehicular circulation. These findings were shared with both the Project Sponsor and the interested Harriet Street business and property owners and staff encouraged the parties to work collaboratively to explore other operational means of mitigating Harriet Street congestion concerns. This led the Project Sponsor to develop a "Harriet Street Operations Plan" which aims to better coordinate parking and loading activities.

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

A. **Lot Area/Lot Width.** Planning Code Section 121 requires a minimum lot frontage of 16 feet and a minimum lot area of 2,500 sf. In addition, a lot merger of two separate lots within the WMUO Zoning District resulting in a street frontage between 100 and 200 feet along Townsend Street is permitted, so long as, a publically accessible through-block pedestrian alley at least 20 feet wide and conforming to the design criteria of 270.2(e)(5)-(12) is provided.

*The project involves the merger of two separate lots within the WMUO (Western SOMA Mixed-Use Office) Zoning District that results in a total combined street frontage of 193.3 linear feet. The project provides a 20-foot wide through-block pedestrian alley connecting Townsend Street to Harriet Street that conforms to the design criteria of 270.2(e)(5)-(12); therefore, the project complies with Planning Code Section 121.*

B. **Permitted Uses in the WMUO (Western SOMA Mixed-Use Office) Zoning District.** Planning Code Section 890.70 states that office use is a principally permitted use within the WMUO Zoning District.

*The project proposes 269,063 sf of new office use within the WMUO Zoning District; therefore, the project complies with Planning Code Section 890.70.*

C. **Floor Area Ratio (FAR).** Planning Code Section 124 establishes a maximum FAR within the WMUO Zoning District of 5.0 to 1 for that portion of the project within the 65-X Height and Bulk District and a maximum FAR of 6.0 to 1 for that portion of the project within the 85-X Height and Bulk District.

*For that portion of the project within the 65-X Height and Bulk District, the project proposes a FAR of 4.1 and for that portion of the project within the 85-X Height and Bulk District, the project proposes a FAR of 6.0; therefore, the project complies with Planning Code Section 124.*

D. **Rear Yard**. Planning Code Section 134 does not apply to properties within the Western SOMA Special Use District;

*The project is located within the Western SOMA Special Use District; therefore, the project complies with Planning Code Section 134.*

E. **Obstructions – Marquees.** Planning Code Section 136 requires that marquees projecting less than 4 feet beyond the property line may extend the length of the building but must not exceed 2 feet in thickness and must be between 10 to 16 feet above grade and not higher than the windowsill level of the façade, excluding the ground floor.

The Townsend Street elevation includes a ground level marquee that signals the main building lobby entrance adjacent to the pedestrian walkway. The proposed marquee projects 4 feet beyond the front property line, is 40 feet in length, 1.5 feet thick, 12.5 feet above grade and not higher than the windowsill level excluding the ground floor; therefore, the marquee projection complies with Planning Code Section 136.

F. **Streetscape and Pedestrian Improvements.** Planning Code Section 138.1 requires one new street tree for every 20 feet of street frontage for projects proposing new construction, as well as a streetscape plan, which includes elements from the *Better Streets Plan*.

*The project includes the new construction of a five- to seven-story office building on a lot with approximately 193.3 feet of frontage along Townsend Street. Therefore, the project is required to provide a total of ten street trees along Townsend Street.*

*The project meets the street tree requirement by providing eleven street trees along Townsend Street. Depending on consultation with the Department of Public Works (DPW), the project may seek a waiver from the Zoning Administrator and pay an in-lieu fee for any street tree not provided along the street. In addition, the project includes streetscape improvements, including 15-foot wide sidewalks, a bulb-out on Townsend Street at the pedestrian walkway entrance, as well as, new sidewalk plantings, bicycle parking and paving treatments. Therefore, the project complies with Planning Code Section 138.1.*

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

*The subject lot is not located within an Urban Bird Refuge. The project meets the requirements of feature-related standards and shall not include any unbroken glazed segments 24 sf and larger in size; therefore, the project complies with Planning Code Section 139.*

H. **Street Frontage in Mixed Use Districts.** Planning Code Section 145.1 requires off-street parking at street grade on a development lot to be set back at least 25 feet on the ground floor; that 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 shall be devoted to parking and loading ingress or egress; that space for active uses be provided within the first 25 feet of building depth on the ground floor; that non-residential uses have a minimum floor-to-floor height of 14 feet; that the floors of street-fronting interior spaces housing non-residential active uses and lobbies be as close as possible to the level of the adjacent sidewalk at the principal entrance to these spaces; and that frontages with active uses that are not residential or PDR be fenestrated with transparent windows and doorways for no less than 60% of the street frontage at the ground level.

*The proposed parking is located within a single subterranean parking level accessed from the rear, the garage door width is only 20 feet wide, the ground floor plan provides active uses within the first 25 feet of building depth, the floor-to-floor ceiling height is 14 feet, the floors of the street fronting interior spaces are at the level of the adjacent sidewalk, and 65% of the ground floor street frontage along Townsend Street is fenestrated with transparent windows and doors; therefore, the project complies with Planning Code Section 145.1.*

I. **Off-Street Parking**. Planning Section 151.1 of the Planning Code allows a maximum off-street parking area for office uses of up to 7% of the gross floor area.

*With a total office gross floor area of 269,063 sf, the project is permitted a maximum parking area of 18,834 sf. The project will provide a total parking area of 18,726 sf within a single subterranean parking level; therefore, the project complies with Planning Code Section 151.1.*

J. **Off-Street Loading.** Planning Code Section 152.1 requires 0.1 off-street loading spaces per 10,000 sf of gross floor area for office uses.

*With 269,063 sf of total office space, the project is required to provide at least three off-street loading spaces. The project will provide a total of four off-street loading spaces within a subterranean garage; therefore, the project complies with Planning Code Section 152.1.*

K. **Off-Street Loading Parking Dimensions.** Planning Code Section 154 establishes minimum dimensional requirements for required off-street loading spaces. Loading spaces must be a minimum of 35 feet in length, 12 feet in width, with a minimum vertical clearance of 14 feet; however, the first required space may be a minimum of 25 feet in length, 10 feet in width, with a minimum vertical clearance of 12 feet.

*Although the project exceeds the minimum number of off-street loading spaces by providing a total of four spaces instead of the required three spaces, because two of the required three spaces are 25 feet in length, 10 feet in width, with a minimum vertical clearance of 12 feet, they do not comply with the minimum dimensional requirements of Planning Code Section 154. The project is seeking a modification of the off-street loading parking dimensions as part of the Large Project Authorization.*

L. **Bicycle Parking.** Planning Section 155.2 of the Planning Code requires at least one Class 1 bicycle parking spaces for each 5,000 sf of office area and one Class 2 space for each additional 50,000 sf of office above 5,000 sf.

*With 269,063 sf of total office space, the project is required to provide at least 54 Class 1 spaces and at least 5 Class 2 spaces. The project will provide 90 Class 1 bicycle parking spaces and eight Class 2 bicycle parking spaces; therefore, the project complies with Planning Code Section 155.2.*

M. **Car Share Requirements.** Planning Code Section 166 requires one car-share parking space for projects with greater than fifty parking spaces plus one space for every fifty parking spaces over fifty spaces.

*Since the project proposes only 46 parking spaces, no car share spaces are required; however, the project proactively provides one car share space. The project complies with Planning Code Section 166.*

N. **Shadow.** Planning Code Section 295 restricts net new shadow, cast by structures exceeding a height of 40 feet, upon property under the jurisdiction of the Recreation and Park Commission. Any project in excess of 40 feet in height and found to cast net new shadow must be found by the Planning Commission, with comment from the General Manager of the Recreation and Parks Department, in consultation with the Recreation and Park Commission, to have no adverse impact upon the property under the jurisdiction of the Recreation and Park Commission.

*Planning staff has conducted a preliminary shadow fan which indicates that the project does not cast any net new shadows upon property under the jurisdiction of the Recreation and Parks Commission.*

O. **Transportation Impact Development Fee.** Planning Code Section 411 is applicable to new development that will result in 800 gross square feet or more of a use covered by the TIDF, which includes office use.

*The project proposes the construction of a new five- to seven-story development with 269,063 sf of office space; therefore, the project is subject to the Transportation Impact Development Fee, as outlined in Planning Code Section 411. This fee must be paid prior to the issuance of the building permit application.*

P. **Transportation Brokerage Services - SOMA.** Pursuant to Planning Code Section 163, the Project Sponsor shall provide on-site transportation brokerage services for the actual lifetime of the project.

*Prior to the issuance of any Certificate of Occupancy, the Project Sponsor shall execute an agreement with the Planning Department documenting the project's Transportation Management Program, subject to the approval of the Planning Director.*

Q. **Eastern Neighborhood Infrastructure Impact Fees**. Planning Code Section 423 is applicable to any development project within the WMUO (Western SOMA Mixed-Use Office) Zoning District involving new construction of a non-residential use.

*The project proposes the replacement of existing industrial and office buildings with new construction of a five- to seven-story, 269,063 sf office building; therefore, the project is subject to the Eastern Neighborhood Infrastructure Impact Fees, as outlined in Planning Code Section 423. This fee must be paid prior to the issuance of the building permit application.*

8. **Large Project Authorization 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 is well-composed with a mass and scale that is well integrated with the light-industrial mixed-use character of the neighborhood. Surrounding light-industrial buildings within the vicinity of the project site tend to be large rectangular-shaped buildings that occupy their entire site with facades composed of large regular bays. The building successfully breaks and organizes the massing though the use of an extruded 5-story pre-cast brick paneled exterior framework whose size and regular bay composition is characteristic of traditional light-industrial buildings found in the surrounding neighborhood. The building also conforms to the Height and Bulk District parameters that bisect the subject property. The front half of the site falls within the 85-X Height and Bulk District whereas the rear half of the site falls within the 65-X Height and Bulk District. Thus, the project is appropriate and consistent with the mass and scale of the surrounding neighborhood and underlying Height and Bulk Districts.*

B. Architectural treatments, facade design and building materials.

*The project's architectural treatments, façade design and building materials include a variety of complementary high-quality materials and finishes including pre-cast brick panels, composite metal*

*panels, pre-case concrete, extruded aluminum channels, and an aluminum-framed curtain wall system. The project is enhanced through the three-dimensional expression achieved through a brick framework that is juxtaposed against a recessed aluminum-framed curtain wall system. A tower element located at the southeast corner provides asymmetry while accentuating its role as a regional gateway building as perceived by vehicles entering and exiting the City from the abutting elevated I-280 freeway. The design integrates well with the urban fabric of many of the older building in the immediate neighborhood through the use of architectural treatments and building materials that are simple and create strong, clean lines. The mid-block pedestrian walkway is emphasized with a two-story tall entryway to encourage pedestrians to explore and use the mid-block passageway to Harriet Street and along Harriet Street to Brannan Street.*

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.

*At the lower floor levels, the project provides Class A office space designed with flexibility to accommodate the demands of high tech tenants in an area specifically designated for these uses. At the ground floor specifically, the project would comply with the active street frontage requirements of Planning Code Section 145.1 and includes a variety of uses intended to activate the street frontage along Townsend Street and the interior elevation facing the mid-block pedestrian walkway. The Townsend Street ground floor frontage is recessed several feet to further emphasize a sense of entry into the café that opens onto the street and a main entry lobby. The uses fronting the interior pedestrian walkway are also intended to emphasize user activity with storefront system transparent windows and regularly spaced door way openings into uses including a fitness workshop, a lounge/breakroom, a bicycle workshop/storage room and a mail room.*

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.

*Pursuant to Planning Code Section 135.3 the project is required to provide a minimum of 5,381 sf of usable open space for the office use. As proposed, the 16,285 sf of usable open space provided at the 6th floor roof terrace exceeds the minimum amount required; therefore, the project complies.*

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.

*While the project is not subject to Section 270.2 because the project has less than 200 feet of street frontage on Townsend Street (193 feet), the project will provide a mid-block pedestrian and bicycle passageway connecting Townsend Street to Harriet Street as required by the lot merger provisions of Planning Code Section 121.7; therefore, the project complies. The passageway would feature seating, landscaping, and paving treatments while the building facades along the passage would incorporate transparent and active ground floor uses. A two-story entryway along the Townsend Street frontage would signal public access to the mid-block pedestrian walkway. A Class 1 bicycle storage facility and bicycle workshop located towards the center of the pedestrian walkway is intended to encourage urban interaction among bicyclists.*

F. Streetscape and other public improvements, including tree planting, street furniture, and lighting.

*In compliance with Planning Code Section 138.1 and in accordance with the Better Streets Plan, the project will provide 11 new street trees along the Townsend Street frontage. The Project Sponsor would pay an in-lieu fee for any required street trees not provided due to proximity of underground utilities, etc., as specified by the Department of Public Works. In addition, the project includes comprehensive streetscape improvements, including widened sidewalks, landscaping, paving treatments, bicycle parking, and a bulb out immediately in front of the entrance into the pedestrian walkway. The Department finds that these improvements would significantly improve the public realm. Lighting will be provided at the building marquee and street level frontage.*

G. Circulation, including streets, alleys and mid-block pedestrian pathways.

*The project provides ample circulation into and around the project site through comprehensive sidewalk improvements in accordance with the Better Streets Plan, well designed and active ground floor street frontages in accordance with Planning Code Section 145.1, a prominent main lobby entrance, subterranean parking garage entrance accessed from Harriet Street, and a 20 foot wide mid-block pedestrian walkway connecting Townsend Street to Harriet Street to the rear. Vehicular access is limited to one 25-foot wide entry/exit.*

H. Bulk limits.

*The project is within 'X' Bulk Districts, including 65-X and 85-X, which do not restrict bulk.*

I. Other changes necessary to bring a project into conformance with any relevant design guidelines, Area Plan or Element of the General Plan.

*On balance, the project meets the objectives and policies of the General Plan and the Western SOMA Area Plan (see below).*

9. **Large Project Authorization Exceptions.** Planning Code Section 329 allows exceptions for Large Projects in the Eastern Neighborhoods Mixed Use Districts, including as permitted by the following provision:

A. Where not specified elsewhere in this Subsection (d), modification of other Code requirements which could otherwise be modified as a Planned Unit Development (as set forth in Section 304), irrespective of the zoning district in which the property is located. Since Planning Code Section 304 allows for modification of usable open space requirements, the project is eligible to seek a modification for 1) Dimensions for off-street loading [Planning Code Section 154(b)] as part of the Large Project Authorization request.

*The project is seeking a modification to the dimensions for off-street loading in order to limit the size of the off-street loading vehicles that will serve the project. Specifically, the project requests an exception to off-street loading requirements pursuant to Planning Code Section 152.1 in order to provide four loading spaces measuring 25 feet in length, 10 feet in width, with 12 feet of vertical clearance in lieu of the Code prescribed two loading spaces measuring 35 feet in length, 12 feet in width, with 14 feet of vertical clearance and one loading space measuring 25 feet in length, 10 feet in width, with 12 feet of vertical clearance.*

*The proposed loading dimension reductions including the requested 12 foot vertical clearance, in lieu of the 14 foot vertical clearance required, is intended to accommodate smaller loading trucks which is well suited to the site given the existing substantial vehicular traffic congestion experienced by the site as a result of its proximity to the freeway on- and off-ramp at Brannan and 6th Street, coupled with the density of commercial businesses and users that occupy both sides of Harriet Street (a narrow street) which serves as access to the subterranean garage. A number of Harriet Street business owners have expressed their existing difficulty with commercial loading along Harriet Street, reinforcing the appropriateness of smaller loading trucks. Limiting the size of off-street loading spaces and vertical clearance requirements is more conducive to a subterranean parking configuration, whereas regularly dimensioned loading spaces would lend towards an at-grade loading plan approach which may negatively impact the frontage in numerous ways, including: 1) Creating vehicular and sidewalk conflicts as vehicles back into and out of street level loading spaces; 2) Requiring additional garage doors and/or curb cuts; 3) Increased opportunity for disruption to the mid-block pedestrian walkway and its occupants, including pedestrians and bicyclists. Lastly, although the off-street loading space dimensions are reduced, the project provides one extra loading space to accommodate loading needs on-site which will further mitigate the impact of such an exception. It is not anticipated that such an exception will lead to the use of adjacent street and/or alleys for loading purposes.*

10. **General Plan Compliance.** The project is, on balance, consistent with the following objectives and policies of the General Plan.

## COMMERCE AND INDUSTRY ELEMENT

**Objectives and Policies**

**OBJECTIVE 1**
**MANAGE ECONOMIC GROWTH AND CHANGE TO ENSURE ENHANCEMENTS OF THE TOTAL CITY LIVING AND WORKING ENVIRONMENT.**

POLICY 1.1
Encourage development which provides substantial net benefits and minimizes undesirable consequences. Discourage development that has substantial undesirable consequences that cannot be mitigated.

POLICY 1.2
Assure that all commercial and industrial uses meet minimum, reasonable performance standards.

POLICY 1.3
Locate commercial and industrial activities according to a generalized commercial and industrial land use plan.

*The project will provide a net benefit to the City and the community in the form of a new five to seven story, 65-85 foot tall, 269,063 sf office building development that will provide new office space and employment opportunities to residents on a currently underutilized lot. The proposed office use is a permitted land use within the underlying Western SOMA MUO Zoning District and poses minimal undesirable consequences such as disruptive noise, fumes or emissions. Standard conditions of approval that will govern the project will further ensure that the operations will not produce any unmitigated undesirable consequences.*

**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.

*The project will attract new commercial activity to the City by providing 269,063 sf of new, high-quality office space designed to meet the needs of high-tech office tenants. The location of the project site which abuts the elevated I-280 freeway serves as a gateway point into the City and its proximity to the Caltrain Station, a quarter-mile to the east, makes it accessible by local and regional transportation options, including Caltrain, BART, Muni bus and rail lines, which facilitates commuter access.*

**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.

POLICY 3.3
Emphasize job training and retraining programs that will impart skills necessary for participation in the San Francisco labor market.

*The project will adhere to the First Source Hiring Construction and End-Use Employment Program approved by the First Source Hiring Administrator, pursuant to Administrative Code Section 83.4(m). This program was created to connect dislocated workers and economically disadvantaged individuals with entry level jobs.*

## RECREATION AND OPEN SPACE ELEMENT

**Objectives and Policies**
**OBJECTIVE 2**
**INCREASE RECREATION AND OPEN SPACE TO MEET THE LONG-TERM NEEDS OF THE CITY AND BAY REGION.**

POLICY 2.6
Support the development of civic serving open spaces.

**OBJECTIVE 3**
**IMPROVE ACCESS AND CONNECTIVITY TO OPEN SPACE.**

POLICY 3.4
Encourage non-auto modes of transportation – transit, bicycle and pedestrian access—to and from open spaces while reducing automobile traffic and parking in public open spaces.

POLICY 3.5
Ensure that, where feasible, recreational facilities and open spaces are physically accessible, especially for those with limited mobility.

*The project includes a 7,341 sf publically-accessible mid-block pedestrian walkway that links Townsend and Harriet Streets; thereby providing connectivity to this new pocket of public open space. The walkway, designed in accordance with specific design criteria established in Planning Code Section 270.2 will be approximately 20 feet wide by 275 feet in length, and includes comprehensive streetscape improvements, including seating, landscaping, lighting, paving treatments, within close proximity to bicycle parking. It is anticipated that the space will facilitate social interaction between a broad range of users, including office employees, local residents, visitors, customers of local businesses, and business clients. The building's ground floor pedestrian walkway-facing elevation is designed with a visually transparent storefront system that provides doorway access that open directly onto the walkway to facilitate open space access. The entire 193 foot Townsend Street frontage will be developed in accordance with the Better Streets Plan and includes 15 foot wide sidewalks, landscaping, trees, bicycle parking and a bulb out located in front of the mid-block pedestrian walkway to further improve access and connectivity to the proposed open space.*

## TRANSPORTATION ELEMENT
**Objectives and Policies**

**OBJECTIVE 24**
**IMPROVE THE AMBIENCE OF THE PEDESTRIAN ENVIRONMENT.**

POLICY 24.2
Maintain and expand the planting of street trees and the infrastructure to support them.

*The project proposes comprehensive streetscape improvements along Townsend Street that will be developed in accordance with the Better Streets Plan. Along Townsend Street, the project provides eleven new street trees, a 15 foot wide sidewalk, a bulb-out at the mid-block pedestrian walkway entrance, street plantings, bicycle parking, and paving treatments to provide a high-quality ambience of the pedestrian environment. Additionally, the proposed Townsend Street streetscape improvements and architectural treatment of the building at the ground level are complementary to the proposed mid-block pedestrian walkway.*

**OBJECTIVE 28**
**PROVIDE SECURE AND CONVENIENT PARKING FACILITIES FOR BICYCLES.**

POLICY 28.1
Provide secure bicycle parking in new governmental, commercial, and residential developments.

POLICY 28.3

Provide parking facilities which are safe, secure, and convenient.

*The Project provides 59 Class 1 bicycle parking spaces and three Class 2 bicycle parking spaces in secure, convenient locations.*

*The project will provide 90 Class 1 bicycle parking spaces (36 more than the required amount) and 8 Class 2 bicycle parking spaces (6 more than the required amount). The Class 1 spaces will be provided in safe, secure, and convenient locations including a ground floor bicycle workshop/storage room accessible from the pedestrian walkway and within the subterranean parking level which also includes shower and locker facilities for men and women. The Class 2 spaces are located in front of the building near the main lobby entrance.*

*The project provides 46 off-street parking and 4 off-street loading spaces within a subterranean parking level that is accessed by a single ingress/egress measuring 20 feet wide on Harriet Street. The amount of parking is adequate for the project and complies with the parking maximums prescribed by the Planning Code.*

## URBAN DESIGN ELEMENT

**Objectives and Policies**

**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 1.10
Indicate the purposes of streets by adopting and implementing the Better Streets Plan, which identifies a hierarchy of street types and appropriate streetscape elements for each street type.

The *Better Streets Plan* identifies and defines a system of street types and describes the appropriate design treatments and streetscape elements for each street type. Future decisions about the design of pedestrian and streetscape elements should follow the policies and guidelines of the Better Streets Plan, as adopted by the Board of Supervisors on December 7, 2010 and amended from time to time. The Better Streets Plan, is incorporated herein by reference.

*The project proposes comprehensive streetscape improvements along Townsend Street that will be developed in accordance with the Better Streets Plan, Mixed Use street type. Along Townsend Street, the project provides eleven new street trees, a 15 foot wide sidewalk, a bulb-out at the mid-block pedestrian walkway entrance, street plantings, bicycle parking, and paving treatments to provide a high-quality ambience of the pedestrian environment. Additionally, the proposed Townsend Street streetscape improvements and architectural treatment of the building at the ground level are complementary to the proposed mid-block pedestrian walkway.*

**OBJECTIVE 2**
**CONSERVATION OF RESOURCES WHICH PROVIDE A SENSE OF NATURE, CONTINUITY WITH THE PAST, AND FREEDOM FROM OVERCROWDING.**

POLICY 2.6
Respect the character of older development nearby in the design of new buildings.

*The project is well-composed with a mass and scale that is well integrated with the light-industrial mixed-use character of the neighborhood. Surrounding light-industrial buildings within the vicinity of the project site tend to be large rectangular-shaped buildings that occupy their entire site with facades composed of large regular bays. The building successfully breaks and organizes the massing though the use of an extruded 5-story pre-cast brick paneled exterior framework whose size and regular bay composition is characteristic of traditional light-industrial buildings found in the surrounding neighborhood. The project's building materials include a variety of complementary high-quality materials and finishes including pre-cast brick panels, composite metal panels, pre-case concrete, extruded aluminum channels, and an aluminum-framed curtain wall system. The design integrates well with the urban fabric of many of the older building in the surrounding neighborhood through the use of architectural treatments and building materials that are simple and create strong, clean lines. Thus, the project design, mass and scale respects the character of older nearby development.*

## WESTERN SOMA AREA PLAN

## LAND USE

**Objectives and Policies**

**OBJECTIVE 1.2**
**ENCOURAGE PRESERVATION OF EXISTING AND VIABLY APPROPRIATE NEW LAND USES IN LOCATIONS THAT PROVIDE THE GREATEST OPPORTUNITIES FOR SUCCESS AND MINIMIZE CONFLICT WITH RESIDENTIAL USES.**

POLICY 1.2.3
Establish a midrise business corridor on Townsend Street designated for office uses and explicit preference for 21st Century high-tech and digital-media uses.

*The project proposes a new five to seven story, 65-85 foot tall, 269,063 sf mid-rise office building development along Townsend Street that will provide new office space and employment opportunities to the high-tech industry and residents on a currently underutilized lot. The proposed office use poses minimal undesirable consequences such as disruptive noise, fumes or emissions. Standard conditions of approval that will govern the project will further ensure that the operations will not produce any unmitigated undesirable consequences.*

*The project's quality of design, floor plan composition, proximity to regionally-integrated transit and other office development, supports its viability at its proposed location.*

**OBJECTIVE 1.5**
**SUPPORT CONTINUED EVALUATION OF LAND USES NEAR MAJOR TRANSIT INFRASTRUCTURE IN RECOGNITION OF CITYWIDE AND REGIONAL SUSTAINABLE GROWTH NEEDS.**

*The project will provide increased employment density in close proximity to major transit infrastructure, including stops for Muni, Caltrain, and the BART system.*

**OBJECTIVE 2.2**

**PROMOTE APPROPRIATE NEW NEIGHBORHOOD BUSINESS OPPORTUNITIES THAT CREATIVELY RESPOND TO NEIGHBORHOOD, CITYWIDE AND REGIONAL ECONOMIC NEEDS AND TRENDS.**

POLICY 2.2.6
Create increased opportunities for existing and new high-technology uses in a commercial district along Townsend Street.

*The property is located within the WMUO Zoning District along the Townsend Street Corridor. The project will provide 269,063 sf of new office space for existing and new high-tech uses in an area specifically designated for such uses.*

**OBJECTIVE 4.1**
**FACILITATE THE MOVEMENT OF PEDESTRIANS AND BICYCLES IN THE ALLEYS.**

POLICY 4.1.1
Introduce treatments that effectively improve the pedestrian experience in alleys.

POLICY 4.1.3
Improve street lighting in alleys.

POLICY 4.4.2
Introduce traffic-calming measures that encourage pedestrian and bicycle transportation and safety.

POLICY 4.5.1
Improve connections to regional transit services.

*The project will provide a 20 foot wide mid-block alley connecting Townsend Street to Harriet Street that will feature attractive landscaping, seating, paving, and lighting. The entry into the pedestrian walkway is signaled with a two-story tall entryway along Townsend Street. The pedestrian experience is enhanced in that the walkway space will be framed by the proposed office building whose ground floor frontage is designed to be visually transparent with uses aimed at activating the public space. The main lobby for the building will be positioned on the corner of Townsend Street and the pedestrian walkway, further activating the southwest corner. There will also be Class 1 bicycle parking and bicycle workshop space located toward the middle of the pedestrian walkway. Collectively, these improvements will facilitate the movement of pedestrians and bicycles and enhance the pedestrian experience and neighborhood connectivity.*

**OBJECTIVE 4.23**
**IMPROVE THE AMBIENCE OF THE PEDESTRIAN ENVIRONMENT.**

POLICY 4.23.1
Integrate pedestrian space with compatible land uses.

POLICY 4.23.2
Create a visible pedestrian network that connects to other areas.

*The project will include the elimination of two existing curb cuts and comprehensive streetscape improvements developed in accordance with the Better Streets Plan along Townsend Street. These improvements include widening of the sidewalk to 15 feet, a bulk out in front of the mid-block pedestrian walkway, eleven new evenly spaced street trees, new landscaping, bicycle parking and paving treatments. The proposed streetscape improvements will relate well to the proposed mid-block passageway in that they their design treatments will be integrated and compatible to ensure a seamless transition from sidewalk to passageway. The office building's ground floor Townsend Street frontage is well integrated with the streetscape improvements in that its front wall is recessed several feet from the sidewalk at the main lobby entry area to provide relief and further signal the entry portal into the building and the adjacent mid-block passageway.*

**OBJECTIVE 4.28**
**REDUCE THE NEGATIVE IMPACTS OF VEHICLE TRIPS ON WESTERN SOMA SUD BY ENCOURAGING THE USE OF ALTERNATIVE MODES OF TRANSPORTATION.**

POLICY 4.28.3
Reduce, relocate or prohibit auto-oriented facilities situated on streets served by local transit services.

*The project will add pedestrian and bicycle passageway connecting Townsend Street to Harriet Street, and connecting further to Brannan Street. The project will eliminate two existing curb cuts on Townsend Street which is served by local transit. Project parking is entirely subterranean and accessed from the rear off of Harriet so as to not disrupt pedestrian, bicycle and vehicular traffic circulation along Townsend Street. The project will also implement Transportation Demand Management measures and provide on-site transportation brokerage services as required by Planning Code Section 163, which mandates that adequate measures are undertaken and maintained to minimize the transportation impacts of added office employment in the downtown and South of Market area.*

**OBJECTIVE 5.1**
**REINFORCE THE DIVERSITY OF THE EXISTING BUILT FORM AND THE WAREHOUSE, INDUSTRIAL AND ALLEY CHARACTER.**

POLICY 5.1.6
Encourage a mix of uses rather than mixed-use development.

*The project consists of entirely office space and will reinforce the existing diversity of uses within the neighborhood, which consists of live/work, industrial, office, and commercial land uses. Architecturally, the project design integrates well with surrounding buildings and is harmonious with surrounding light-industrial character of the neighborhood.*

**OBJECTIVE 5.2**
**PROMOTE ENVIRONMENTAL SUSTAINABILITY.**

POLICY 5.2.2
Require new development to meet minimum levels of "green" construction.

POLICY 5.2.5

Strongly encourage new development to adhere to a new performance-based ecological evaluation tool to improve the amount and quality of green landscaping.

POLICY 5.2.8
Enhance the connection between the building form and ecological sustainability by promoting use of renewable energy, energy-efficient building envelopes, passive heating and cooling, and sustainable materials.

POLICY 5.2.9
Compliance with strict environmental efficiency standards for new buildings is strongly encouraged.

*The project will promote environmental sustainability by incorporating some of the latest "green" innovative technologies so that the project will meet or, in most cases, exceed CalGreen, San Francisco Green Building and the Western SOMA Area Plan's sustainability objectives. The project will achieve LEED Platinum certification though the US Green Building Council's Core and Shell (CS) version 2009 rating system. The Project Sponsor has submitted a letter of commitment to the City stating that the construction of a building that will meet USGBC LEED Platinum requirements. The City's Green Team has reviewed and approved the project's applications under Director's Bulletin #2- Priority Application Processing Guidelines- Type 3 for submission as LEED Platinum.*

*The project will enhance the connection between the building form and ecological sustainability by providing an energy-efficient weather-tight building envelope and use of sustainable materials and exterior window shading. The project will also feature large windows promoting natural light at the perimeter, while having a low window opening-to-building square foot ratio in order to reduce heat gain incurred from fenestration. The windows will be high performing with high insulation value that minimizes both heat transfer and heat gain. Furthermore, the project will feature both manually and electronically operated windows that provide fresh air into occupied spaces.*

*Other sustainable measures include on-site renewable energy provide by roof-mounted photovoltaics and a rainwater collection system. The collected water is then used for landscape irrigation. The passive ventilation provided by the operable window systems described above is supplemented by a variable refrigerant flow HVAC system with dedicated 100% outside air mechanical ventilation system utilizing heat recovery.*

*The energy performance of the building is anticipated to exceed Title 24 regulations by over 30%.*

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 does comply 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.

*All existing buildings on the project site are currently vacant and the proposed project does not displace any existing neighborhood-serving retail uses.*

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

*The property contains only warehouse and office buildings that are currently vacant; therefore, the project will not displace existing housing or negatively affect neighborhood character. The project is located in an area where new mid-rise office uses are encouraged and where office uses are permitted.*

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

*The property contains only warehouse and office buildings that are currently vacant; therefore, the project will not displace existing housing The project proposes 269,063 sf of office space and, is therefore, subject to the Jobs-Housing Linkage Program pursuant to Planning Code Section 413 which establishes an in-lieu fee to mitigate the impact that the proposed office development will have to the City's supply of affordable housing. It is estimated that the project will provide approximately $6,465,583.89 to satisfy this requirement which supports the preservation of the City's supply of affordable housing.*

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

*The project site, located a quarter-mile west of the Caltrain terminus station, is served by a variety of integrated public transit options including Caltrain, MUNI bus and rail lines. Caltrain, which serves Peninsula and South Bay regional commuters, connects to the BART train system though a MUNI connection station at 4th and King Streets. The site is also served by the 10-Townsend bus route which runs along Townsend Street and connects the Potrero Hill Neighborhood to Pacific Heights through Showplace Square, SOMA, Downtown, North Beach and Chinatown. The project will also address the increase in commuters by participating in development impact programs designed to offset the increased demand on the City's public infrastructure.*

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 project does not eliminate any active industrial uses and it is anticipated that the 269,063 sf office building will provide service sector jobs associated with the maintenance, security and service functions of the building's operation.*

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

*The project will conform to the structural and seismic requirements of the San Francisco Building Code, thereby meeting this policy.*

G. That landmarks and historic buildings be preserved.

*The project site does not contain any landmark and/or historic buildings.*

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

*A preliminary shadow fan analysis conducted by staff indicates that the project will not impact any public parks or open spaces, with regard to access to sunlight and vistas. The project provides approximately 7,341 sf of publically-accessible open space within a 20-foot wide by 275-foot long pedestrian walkway that is 60% open to the sky.*

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 and associated Office Allocation 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. 2014.0679BX** subject to the following conditions attached hereto as "EXHIBIT A" in general conformance with plans on file, dated July 22, 2015, and stamped "EXHIBIT B", which is incorporated herein by reference as though fully set forth.

**APPEAL AND EFFECTIVE DATE OF MOTION: Any aggrieved person may appeal this Section 329 Large Project Authorization to the Board of Appeals within fifteen (15) days after the date of this Motion No. XXXXX. The effective date of this Motion shall be the date of this Motion if not appealed (After the 15-day period has expired). For further information, please contact the Board of Appeals in person at 1650 Mission Street, Room 304 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 August 13, 2015.

Jonas P. Ionin
Commission Secretary

AYES:

NAYS:

ABSENT:

ADOPTED: August 13, 2015

# EXHIBIT A

## AUTHORIZATION

This authorization is for a Large Project Authorization to allow the replacement of vacant warehouse and office buildings with a new five to seven story, 65-85 foot tall, 269,063 sf office building located at 510-520 Townsend Street, Lot 007 and Lot 080 in Assessor's Block 3784 pursuant to Planning Code Section(s) 329 within the WMUO (Western SOMA Mixed-Use Office) District and 65-X and 85-X Height and Bulk District; in general conformance with plans, dated July 22, 2015, and stamped "EXHIBIT B" included in the docket for Case No. 2014.0679BX and subject to conditions of approval reviewed and approved by the Commission on August 13, 2015 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 August 13, 2015 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 Large Project 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

**Validity.** The authorization and right vested by virtue of this action is valid for three (3) 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 three-year period.
*For information about compliance, contact Code Enforcement, Planning Department at 415-575-6863, www.sf-planning.org*

**Expiration and Renewal.** Should a Building or Site Permit be sought after the three (3) 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*

**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 18 months have passed since this Authorization was approved.
For information about compliance, contact Code Enforcement, Planning Department at 415-575-6863, www.sf- planning.org

**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

**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

**Mitigation Measures.** Mitigation measures described in the MMRP for the Western SOMA Plan EIR (Case No. 2014.0679X) attached as Exhibit C are necessary to avoid potential significant effects of the proposed Project and have been agreed to by the Project Sponsor.
For information about compliance, contact Code Enforcement, Planning Department at 415-575-6863, www.sf-planning.org

## DESIGN – COMPLIANCE AT PLAN STAGE

**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*

**Street Trees.** Pursuant to Planning Code Section 138.1 (formerly 143), the Project Sponsor shall submit a site plan to the Planning Department prior to Planning approval of the building permit application indicating that street trees, at a ratio of one street tree of an approved species for every 20 feet of street frontage along public or private streets bounding the Project, with any remaining fraction of 10 feet or more of frontage requiring an extra tree, shall be provided. Therefore, the Project shall provide at least ten street trees along Townsend Street. The street trees shall be evenly spaced along the street frontage except where proposed driveways or other street obstructions do not permit. The exact location, size and species of tree shall be as approved by the Department of Public Works (DPW). In any case in which DPW cannot grant approval for installation of a tree in the public right-of-way, on the basis of inadequate sidewalk width, interference with utilities or other reasons regarding the public welfare, and where installation of such tree on the lot itself is also impractical, the requirements of this Section 428 may be modified or waived by the Zoning Administrator to the extent necessary.
*For information about compliance, contact the Case Planner, Planning Department at 415-558-6378, www.sf-planning.org*

**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 architectural addenda. 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*

**Rooftop Mechanical Equipment.** Pursuant to Planning Code 141, the Project Sponsor shall submit a roof plan to the Planning Department prior to Planning approval of the building permit application for each building. 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*

## PARKING AND TRAFFIC

**Parking Maximum.** Pursuant to Planning Code Section 151.1, the parking area shall not exceed seven percent of the total gross floor area of the project; therefore, the maximum parking area is 18,834 sf.
*For information about compliance, contact Code Enforcement, Planning Department at 415-575-6863, www.sf-planning.org*

**Bicycle Parking.** Pursuant to Planning Code Sections 155.1, 155.4, and 155.5, the Project shall provide no fewer than 54 Class 1 bicycle parking spaces and 5 Class 2 bicycle parking spaces.
*For information about compliance, contact Code Enforcement, Planning Department at 415-575-6863, www.sf-planning.org*

**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*

## PROVISIONS

**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*

**Eastern Neighborhoods Infrastructure Impact Fee.** Pursuant to Planning Code Section 423 (formerly 327), the Project Sponsor shall comply with the Eastern Neighborhoods Public Benefit Fund provisions through payment of an Impact Fee pursuant to Article 4.
*For information about compliance, contact the Case Planner, Planning Department at 415-575-9195, www.sf-planning.org*

**Transit Impact Development Fee.** Pursuant to Planning Code Section 411, the Project Sponsor shall pay the Transit Impact Development Fee (TIDF) as required by and based on drawings submitted with the Building Permit Application. Prior to the issuance of a temporary certificate of occupancy, the Project Sponsor shall provide the Planning Director with certification that the fee has been paid.
*For information about compliance, contact the Case Planner, Planning Department at 415-558-6378, www.sf-planning.org*

**Transportation Brokerage Services - SOMA.** Pursuant to Planning Code Section 163, the Project Sponsor shall provide on-site transportation brokerage services for the actual lifetime of the project. Prior to the issuance of any certificate of occupancy, the Project Sponsor shall execute an agreement with the Planning Department documenting the project's transportation management program, subject to the approval of the Planning Director.
*For information about compliance, contact the Case Planner, Planning Department at 415-558-6378, www.sf-planning.org*

## MONITORING

**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*

**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

**Garbage, Recycling, and Composting Receptacles.** 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 Bureau of Street Use and Mapping, Department of Public Works at 415-554-.5810, http://sfdpw.org*
**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*

**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 with written notice of the name, business address, and telephone number of the community liaison. Should the contact information change, the Zoning Administrator 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*

**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*

SAN FRANCISCO
**PLANNING DEPARTMENT**

*Subject to: (Select only if applicable)*

- ☑ Public Art (Sec. 429)
- ☑ Eastern Neighborhoods Impact Fee (Sec. 423)
- ☑ Jobs Housing Linkage Program (Sec. 413)
- ☑ Transportation Impact Development Fee (Sec. 411)
- ☑ First Source Hiring (Admin. Code)
- ☑ Child Care Requirement (Sec. 414)
- ☑ School Impact Fee (State Ed. Code 17620)

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

Reception:
**415.558.6378**

Fax:
**415.558.6409**

Planning
Information:
**415.558.6377**

# Planning Commission Draft Motion

**HEARING DATE: AUGUST 13, 2015**

| | |
|---|---|
| *Date:* | August 6, 2015 |
| *Case No.:* | **2014.0679BX** |
| *Project Address:* | **510-520 Townsend Street** |
| *Zoning:* | WMUO (Western SOMA Mixed-Use Office) District<br>65-X and 85-X Height and Bulk District |
| *Block/Lot:* | 3784/007 and 3784/080 |
| *Project Sponsor:* | Alexandria Real Estate Equities<br>Attn: Greg Gehlen<br>1700 Owens Street, Suite 590<br>San Francisco, CA 94158 |
| *Staff Contact:* | Chris Townes – (415) 575-9195<br>*chris.townes@sfgov.org* |

**ADOPTING FINDINGS RELATING TO THE APPROVAL OF AN ALLOCATION OF OFFICE SQUARE FOOTAGE UNDER THE 2014-2015 ANNUAL OFFICE DEVELOPMENT LIMITATION PROGRAM PURSUANT TO PLANNING CODE SECTION 321 THAT WOULD AUTHORIZE THE NEW CONSTRUCTION OF 269,063 GROSS SQUARE FEET OF OFFICE USE FOR A PROPOSED PROJECT LOCATED AT 510-520 TOWNSEND STREET, LOT 007 AND LOT 080 IN ASSESSOR'S BLOCK 3784, WITHIN THE WMUO (WESTERN SOMA MIXED-USE OFFICE) DISTRICT AND 65-X AND 85-X HEIGHT AND BULK DISTRICT, AND ADOPTING FINDINGS UNDER THE CALIFORNIA ENVIRONMENTAL QUALITY ACT.**

## PREAMBLE

On August 8, 2014 Alexandria Real Estate Equities (Attn: Greg Gehlen) (hereinafter "Project Sponsor") filed an application with the Planning Department (hereinafter "Department") for a Large Project Authorization and Office Allocation pursuant to Planning Code Section(s) 329 and 321 to allow the replacement of vacant warehouse and office buildings with a new five to seven story, 65-85 foot tall, 269,063 sf office building within the WMUO (Western SOMA Mixed-Use Office) District and a 65-X and 85-X Height and Bulk District.

The environmental effects of the project were determined by the San Francisco Planning Department to have been fully reviewed under the Western SOMA Area Plan Environmental Impact Report (hereinafter "EIR"). The EIR was prepared, circulated for public review and comment, and, at a public hearing on December 6, 2012, by Motion No. 18756, certified by the Commission as complying with the California Environmental Quality Act (Cal. Pub. Res. Code Section 21000 et seq., (hereinafter "CEQA"). The Commission has reviewed the Final EIR, which has been available for this Commissions review as well as public review.

The Western SOMA 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 Western SOMA Plan, the Commission adopted CEQA Findings in its Motion No. 18756 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 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 that project solely on the basis of that impact.

On August 4, 2015, the Department determined that the proposed application 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 Western SOMA Area Plan and was encompassed within the analysis contained in the Western SOMA Final EIR. The project would not result in effects on the environment that are peculiar to the project or the project site that were not identified in the Western SoMa Final EIR. The proposed project would not result in potentially significant off-site or cumulative impacts that were not identified in the Final EIR. 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 Western SoMa Final EIR was certified, would be more severe than were analyzed and disclosed in the Final EIR. The file for this project, including the Western SOMA Final 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 Western 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.

On August 13, 2015, the San Francisco Planning Commission (hereinafter "Commission") conducted a duly noticed public hearing at a regularly scheduled meeting on Large Project Authorization and Office Allocation application No. 2014.0679BX.

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 Office Allocation requested in Application No. 2014.0679BX, 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. **Site Description and Present Use.** The project site is located in the Western SOMA Plan Area, directly west of the Interstate 280 on- and off-ramps at Sixth and Brannan Streets on the north side of Townsend Street (between Sixth and Seventh Streets) on the block surrounded by Sixth Street/I-280 on/off-ramps, Townsend Street, Seventh Street and Brannan Street. The site consists of two parcels, one of which (3784/080) contains two single-story warehouse structures, and the other (3784/007) contains three separate structures: a two-story office building fronting Townsend; and two two-story warehouse buildings along the rear of the property. There is a total of 48 parking spaces on the existing two parcels. There is currently 27,078 sf of office use and 23,545 sf of warehouse use, all of which is currently vacant.

3. **Surrounding Properties and Neighborhood.** The Zoning Districts surrounding the project site includes SALI (Service/Arts/Light Industrial) to the north and RED-MX (Residential Enclave Mixed) further northwest, MB-RA (Mission Bay South Redevelopment Plan) to the south, and P (Public, the location of the I-280 freeway) immediately adjacent to the east with WMUO (Western SOMA Mixed-Use Office) futher east of the I-280 freeway. The area surrounding the project site has a light-industrial mixed-use character, including a variety of commercial showroom/retail, office, postal service, warehouse, and live work uses, such as the projects located at 590 6th Street, 673-683 Brannan Street/168-178 Bluxome Street, and 175 Bluxome Street. Buildings along Townsend, west of the I-280 elevated freeway, are typically one to two stories with building footprints that occupy the entire lot, while buildings along Townsend east of the I-280 elevated freeway range from one to four stories with similar building footprints that are characteristic of the industrial heritage of the surrounding area. A number of small businesses line Harriet Street to the rear of site, including auto repair, retail, and warehouse uses. There is also a large surface parking lot located at the southeast corner of Harriet and Brannan Streets. The site south of the subject project across Townsend Street is occupied by the Caltrain rail lines.

4. **Project Description.** The proposed project would demolish the five existing buildings on both lots, merge the two lots, and construct a new 269,063 sf office building with basement level parking including 46 parking spaces and 4 off-street loading spaces. The basement and ground levels would also include 36 and 62 bicycle parking spaces, respectively, for a total of 90 Class I bicycle parking spaces and 8 Class II bicycle parking spaces. The basement level garage would be accessed from the rear off of Harriet Street. The proposed building would contain five to seven stories, measuring between 65 and 85 feet in height. The project includes a pedestrian walkway connecting Harriet and Townsend Streets. The project also proposes streetscape improvements in accordance with the Better Streets Plan consisting of widened sidewalks up to 15 feet, tree plantings providing 11 new street trees, drought-tolerant landscaping, bike parking and a bulb-out at the pedestrian walkway entry.

   The project requires a Large Project Authorization (Planning Code Section 329), an Office Development Authorization (Planning Code Section 321), a Lot Merger approval from the Department of Public Works, and Building Permits for the demolition of the existing buildings and new construction on the project site. Under the Large Project Authorization, the project is seeking modification to the Planning Code requirement for 1) Dimensions for off-street loading [Planning Code Section 154(b)]. Pursuant to Planning Code Section 321, an Office Allocation is required for new office space exceeding 25,000 sf. Since the project proposes a total of 269,063 sf of new office space, an Office Allocation (Large Cap) is required.

5. **Public Comment**. Throughout the review process for this project, the Department has met with a small group of business and property owners along Harriet Street who have issued their concern that the project poses a negative impact to their businesses in terms of the vehicular traffic congestion the project will contribute to Harriet Street which serves their busineses. Specifically, these individuals have shared their collective concern that the project's proposed vehicular access to its subterranean parking level off of Harriet Street to the rear will exacerbate an already congested area given the high volume of traffic accessing the freeway on- and off-ramp at Sixth and Brannan Streets. These business and property owners highlighted their existing difficulties with loading given the density of businesses sharing Harriet Street coupled with the narrowness of the street (40 feet), lack of off-street loading space, and traffic congestion associated with the site's proximity to the freeway. Department staff has met with these neighbors numerous times and has had numerous correspondences. A memorandum dated December 11, 2014 detailing their project concerns and opposition to the proposed vehicular access of the project is attached.

   As a result of the concerns raised, the Project Sponsor developed a parking access alternative that proposed access from the Townsend Street frontage instead of from Harriet Street. In collaboration with Environmental Planning staff, this parking access alternative was analyzed through a Transportation Impact Study (TIS) in which SFMTA staff evaluated the alternative and concluded that the as-proposed project is favored over the Townsend Street access alternative given anticipated streetscape improvements along Townsend Street, coupled with the fact that Townsend Street experiences heavier traffic volumes than Brannan Street; therefore, a curb cut and driveway interruption on Townsend would pose a greater negative impact to vehicular circulation in the area. Ultimately, as a result of the findings, Planning staff supports the as-

proposed parking access option since it is considered to be less impactful to the pedestrian realm and vehicular circulation. These findings were shared with both the Project Sponsor and the interested Harriet Street business and property owners and staff encouraged the parties to work collaboratively to explore other operational means of mitigating Harriet Street congestion concerns. This led the Project Sponsor to develop a "Harriet Street Operations Plan" which outlines an operational plan that the Project Sponsor would informally enter into with the Harriet This led the Project Sponsor to develop a "Harriet Street Operations Plan" which aims to better coordinate parking and loading activities.

6. **Office Development Authorization.** Planning Code Section 321 establishes standards for San Francisco's Office Development Annual Limit. In determining if the proposed Project would promote the public welfare, convenience and necessity, the Commission considered the seven criteria established by Code Section 321(b)(3), and finds as follows:

I. APPORTIONMENT OF OFFICE SPACE OVER THE COURSE OF THE APPROVAL PERIOD IN ORDER TO MAINTAIN A BALANCE BETWEEN ECONOMIC GROWTH ON THE ONE HAND, AND HOUSING, TRANSPORTATION AND PUBLIC SERVICES, ON THE OTHER.

*There is currently 1,698,826 gsf of available "Large Cap" office space in San Francisco for allocation to office buildings more than 49,999 gsf. The project will create approximately 269,063 gross square feet of office space without displacing housing, impeding MUNI transit service or overburdening streets and neighborhood parking. It will provide 46 off-street parking spaces (including 1 car share parking space), 4 off-street loading spaces, and 98 bicycle spaces to serve its users. The project site is well integrated with regional transit in that it is located approximately a ¼ mile west of the Caltrain station terminus station which serves Peninsula and South Bay commuters. The project is also subject to the Transportation Impact Development Fee, Eastern Neighborhoods Impact Fee, the Jobs Housing Linkage Program, School Impact Fee and Child Care In-Lieu Fee, all of which contribute to maintaining an equilibrium between economic growth and housing, transportation and public services.*

II. THE CONTRIBUTION OF THE OFFICE DEVELOPMENT TO, AND ITS EFFECTS ON, THE OBJECTIVES AND POLICIES OF THE GENERAL PLAN.

*The proposed project is consistent with the General Plan, as outlined in Section 8 below.*

III. THE QUALITY OF THE DESIGN OF THE PROPOSED OFFICE DEVELOPMENT.

*Architecturally, the project design is well-composed with a mass and scale that is well integrated with the light-industrial mixed-use character of the neighborhood. The building successfully breaks and organizes the massing though the use of an extruded 5-story pre-cast brick paneled exterior framework whose size and regular bay composition is characteristic of historic light-industrial buildings found in the surrounding neighborhood. An aluminum-framed curtain wall system featuring more vertically-oriented windows with an extruded aluminum channel framework that is pulled back from the brick framework system provides a three-dimensional expression while offering a unique juxtaposition between a contemporary and more light-industrial vernacular. A tower element located at the southeast corner provides asymmetry while*

*recognizing its role as a gateway building as perceived by vehicles entering and exiting the City from the abutting elevated I-280 freeway.*

IV. THE SUITABILITY OF THE PROPOSED OFFICE DEVELOPMENT FOR ITS LOCATION, AND ANY EFFECTS OF THE PROPOSED OFFICE DEVELOPMENT SPECIFIC TO THAT LOCATION.

a) Use. *The project is located within the* WMUO (Western SOMA Mixed-Use Office) *Zoning District, which permits office. Numerous office buildings exist within the vicinity of site and the greater South of Market area. The project is consistent with the goals and objectives of the Western SOMA Area Plan which seeks to support the viability of a mid-rise business corridor along Townsend Street.*

b) Transit Accessibility. *The project site, located a quarter-mile west of the Caltrain terminus station, is served by a variety of integrated public transit options including Caltrain, MUNI bus and rail lines. Caltrain, which serves Peninsula and South Bay regional commuters, connects to the BART train system though a MUNI connection station at 4th and King Streets. The site is also served by the 10-Townsend bus route which runs along Townsend Street and connects the Potrero Hill Neighborhood to Pacific Heights through Showplace Square, SOMA, Downtown, North Beach and Chinatown.*

c) Open Space Accessibility. *The project will provide a significant amount of open space accessible to both the office users and to the broader public. Approximately 7,341 sf of publically-accessible open space is provided through the inclusion of a 20-foot wide by 275-foot long linear pedestrian walkway that connects Townsend to Harriet Streets. Approximately 16,285 sf of open space at the 6th floor terrace and 1,445 sf of open space at the east yard is available to office users.*

d) Urban Design. *The Planning Department supports the overall project massing, scale and architectural compatibility within the light-industrial urban context. The building successfully breaks and organizes the massing though the use of a brick framework (whose composition is characteristic of historic light-industrial buildings found in the surrounding neighborhood) that is juxtaposed against an aluminum-framed curtain wall system that is pulled back from the brick framework to provide a three-dimensional expression. A tower element located at the southeast corner provides asymmetry while recognizing its role as a gateway building as perceived by vehicles entering and exiting the City from the abutting elevated I-280 freeway. At the ground floor, the building's west façade frames a publically-accessible pedestrian walkway that provides pedestrian connectivity from Townsend to Harriet Streets. Staff feels the project will set a positive precedent in activating the Townsend mid-rise office corridor envisioned in the SOMA Area Plan.*

e) Seismic Safety. *The proposed project would be designed in conformance with current seismic and life safety codes as mandated by the Department of Building Inspection.*

V. THE ANTICIPATED USES OF THE PROPOSED OFFICE DEVELOPMENT IN LIGHT OF EMPLOYMENT OPPORTUNITIES TO BE PROVIDED, NEEDS OF EXISTING BUSINESSES, AND THE AVAILABLE SUPPLY OF SPACE SUITABLE FOR SUCH ANTICIPATED USES.

a) Anticipated Employment Opportunities. *The project is expected to create a significant number of construction-related jobs during construction and a significant number of office, maintenance, security and service sector jobs during the occupancy lifespan of the 269,063 sf office building which includes 25,517 sf of building support (including mechanical, electrical and plumbing systems), 18,726 sf of parking, a fitness workshop, entry lobby, and a café.*

b) Needs of Existing Businesses. *With 269,063 sf of office space distributed across seven stories of large floor plate floors, the proposed office building is anticipated to provide for a variety of tenants, thereby better serving the needs of the existing business community. The building's regular and undivided floor plates are flexible and can accommodate both small and large businesses.*

c) Availability of Space Suitable for Anticipated Uses. *Demand for new office space has increased rapidly in the past few years. The project would be the first large-scale new construction of office space along this Townsend corridor and is designed to accommodate a wide range of office users. The requested office allocation at the property will provide high quality office space within a quarter-mile proximity to regional public transit that is well integrated into local transportation options. The project will contribute toward meeting the demand for office space in San Francisco, and the anticipated office users will strengthen San Francisco's role as a business center.*

VI. THE EXTENT TO WHICH THE PROPOSED DEVELOPMENT WILL BE OWNED OR OCCUPIED BY A SINGLE ENTITY.

*The project will incorporate large and flexible floor plans appropriate for all sizes. However, the anticipated tenant or tenants will be determined at a later date. It is not known whether the project will be occupied by a single entity.*

VII. THE USE, IF ANY, OF TRANSFERABLE DEVELOPMENT RIGHTS ("TDR's") BY THE PROJECT SPONSOR.

*The Project does not include any Transfer of Development Rights.*

7. **General Plan Compliance.** The Project is, on balance, consistent with the following Objectives and Policies of the General Plan. Please refer to X-Case Motion for detail.

8. **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 does comply 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.

*All existing buildings on the project site are currently vacant and the proposed project does not displace any existing neighborhood-serving retail uses.*

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

*The property contains only warehouse and office buildings that are currently vacant; therefore, the project will not displace existing housing or negatively affect neighborhood character. The project is located in an area where new mid-rise office uses are encouraged and where office uses are permitted.*

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

*The property contains only warehouse and office buildings that are currently vacant; therefore, the project will not displace existing housing The project proposes 269,063 sf of office space and, is therefore, subject to the Jobs-Housing Linkage Program pursuant to Planning Code Section 413 which establishes an in-lieu fee to mitigate the impact that the proposed office development will have to the City's supply of housing, including affordable housing.*

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

*The project site, located a quarter-mile west of the Caltrain terminus station, is served by a variety of integrated public transit options including Caltrain, MUNI bus and rail lines. Caltrain, which serves Peninsula and South Bay regional commuters, connects to the BART train system though a MUNI connection station at 4th and King Streets. The site is also served by the 10-Townsend bus route which runs along Townsend Street and connects the Potrero Hill Neighborhood to Pacific Heights through Showplace Square, SOMA, Downtown, North Beach and Chinatown. The project will also address the increase in commuters by participating in development impact programs designed to offset the increased demand on the City's public infrastructure. Pursuant to Planning Code Section 163, the Project Sponsor shall provide on-site transportation brokerage services for the actual lifetime of the project. Prior to the issuance of any certificate of occupancy, the Project Sponsor shall execute an agreement with the Planning Department documenting the project's transportation management program, subject to the approval of the Planning Director.*

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 project does not eliminate any active industrial uses and it is anticipated that the 269,063 sf office building will provide service sector jobs associated with the maintenance, security and service functions of the building's operation.*

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

*The project will conform to the structural and seismic requirements of the San Francisco Building Code, thereby meeting this policy.*

G. That landmarks and historic buildings be preserved.

*The project site does not contain any landmark and/or historic buildings.*

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

*A preliminary shadow fan analysis conducted by staff indicates that the project will not impact any public parks or open spaces, with regard to access to sunlight and vistas. The project provides approximately 7,341 sf of publically-accessible open space within a 20-foot wide by 275-foot long pedestrian walkway that is 60% open to the sky.*

9. 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.

10. The Commission hereby finds that approval of the Office Development 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 Office Allocation Application No. 2014.0679BX** subject to the following conditions attached hereto as "EXHIBIT A" in general conformance with plans on file, dated July 22, 2015, and stamped "EXHIBIT B", which is incorporated herein by reference as though fully set forth**.**

**APPEAL AND EFFECTIVE DATE OF MOTION: Any aggrieved person may appeal this Section 321 Office Allocation Authorization to the Board of Appeals within fifteen (15) days after the date of this Motion No. XXXXX. The effective date of this Motion shall be the date of this Motion if not appealed (After the 15-day period has expired). For further information, please contact the Board of Appeals in person at 1650 Mission Street, Room 304 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 August 13, 2015.

Jonas P. Ionin
Commission Secretary

AYES:

NAYS:

ABSENT:

ADOPTED: August 13, 2015

# EXHIBIT A

## AUTHORIZATION

This authorization is for an Office Development Authorization to allow 269,063 sf of office space within a five to seven story, 65-85 foot tall development located at 510-520 Townsend Street, Lot 007 and Lot 080 in Assessor's Block 3784 pursuant to Planning Code Section(s) 321 within the WMUO (Western SOMA Mixed-Use Office) District and 65-X and 85-X Height and Bulk District; in general conformance with plans, dated July 22, 2015, and stamped "EXHIBIT B" included in the docket for Case No. 2014.0679BX and subject to conditions of approval reviewed and approved by the Commission on August 13, 2015 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.

## COMPLIANCE WITH OTHER REQUIREMENTS

The Conditions of Approval set forth in Exhibit B of Motion No. XXXXX, Case No. 2014.0679X (Large Project Authorization Under Sections 329) apply to this approval, and are incorporated herein as though fully set forth, except as modified herein.

## 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 August 13, 2015 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 Office Allocation 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 Office Allocation authorization.

# Conditions of Approval, Compliance, Monitoring, and Reporting

## PERFORMANCE

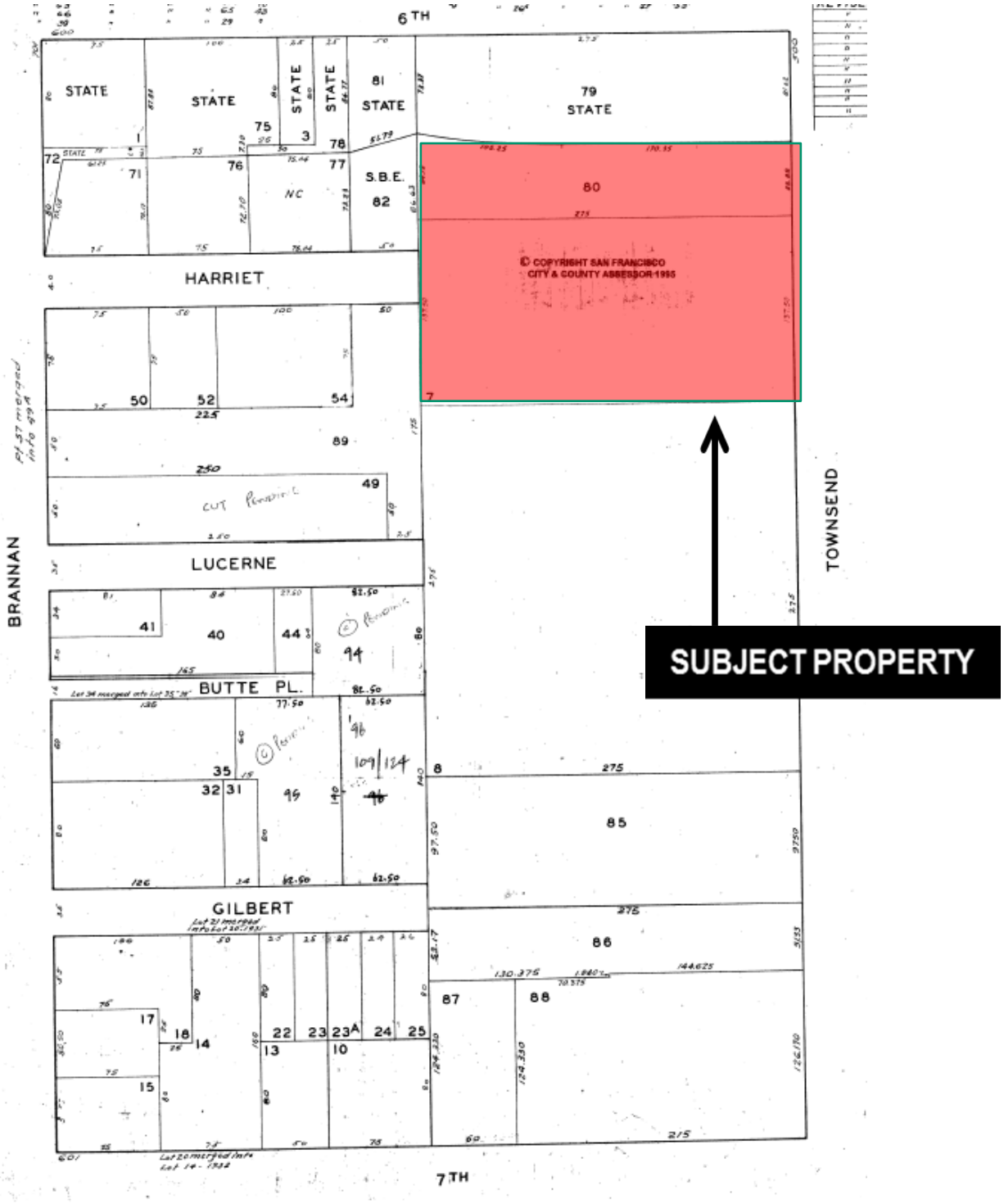
**Development Timeline - Office**. Pursuant to Planning Code Section 321(d)(2), construction of an office development shall commence within eighteen months of the date of this Motion approving this Project becomes effective. Failure to begin work within that period or to carry out the development diligently thereafter to completion, shall be grounds to revoke approval of the office development under this office development authorization.
For information about compliance, contact the Planning Department at 415-558-6378, www.sf-planning.org.

**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 18 months have passed since this Authorization was approved.
For information about compliance, contact Code Enforcement, Planning Department at 415-575-6863, www.sf- planning.org

**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

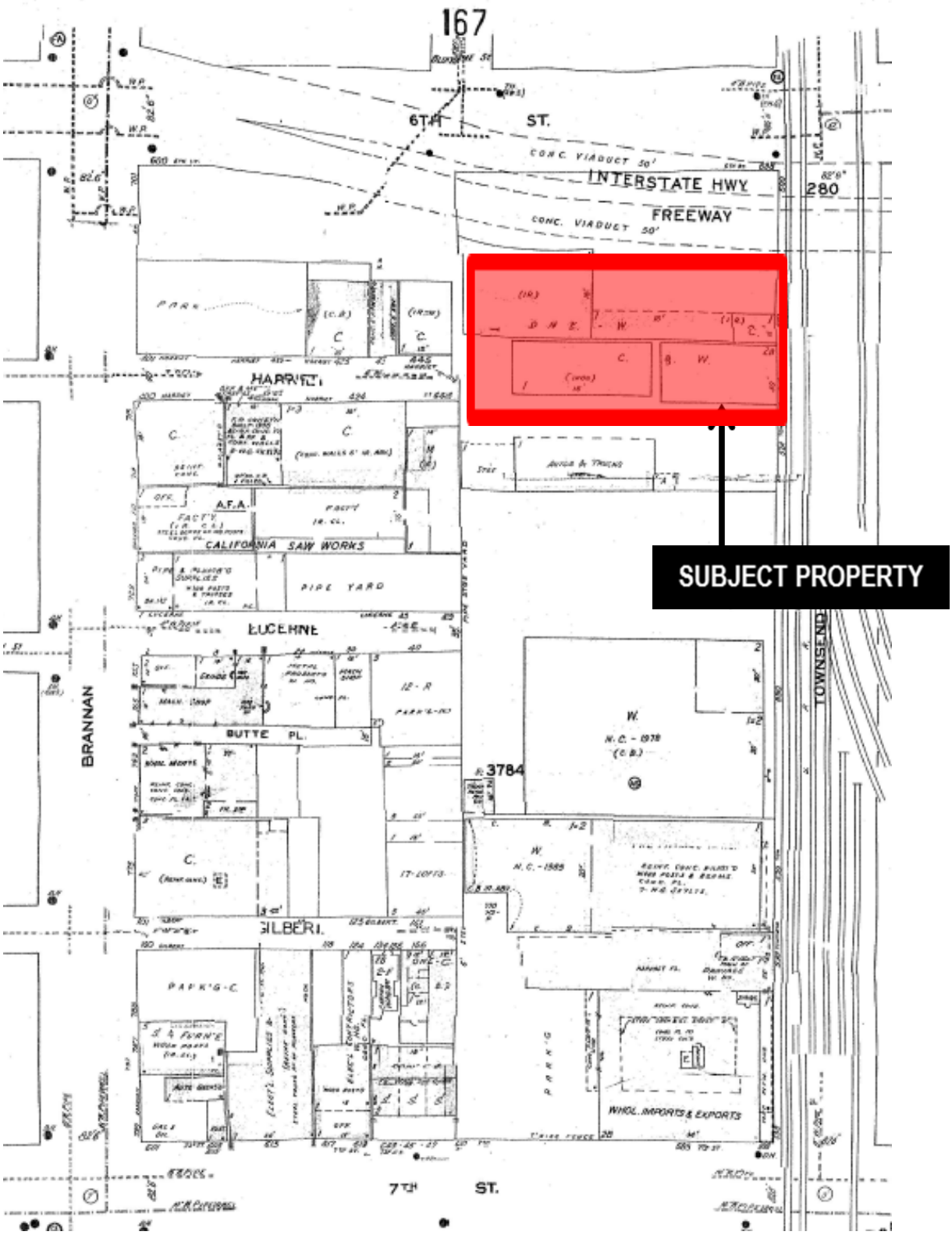
**Conformity with Current Law.** No application for Building Permit, Site Permit, or other entitlement shall be approved unless it complies with all applicable provisions of City Codes in effect at the time of such approval.
For information about compliance, contact Code Enforcement, Planning Department at 415-575-6863, www.sf- planning.org

# Parcel Map




Large Project Authorization/Office Allocation (Large)
**Case Number 2014.0679BX**
New 5-7 Story, 65-85 foot tall, 269,063 sf Office Bldg.
510-520 Townsend Street

# Sanborn Map*

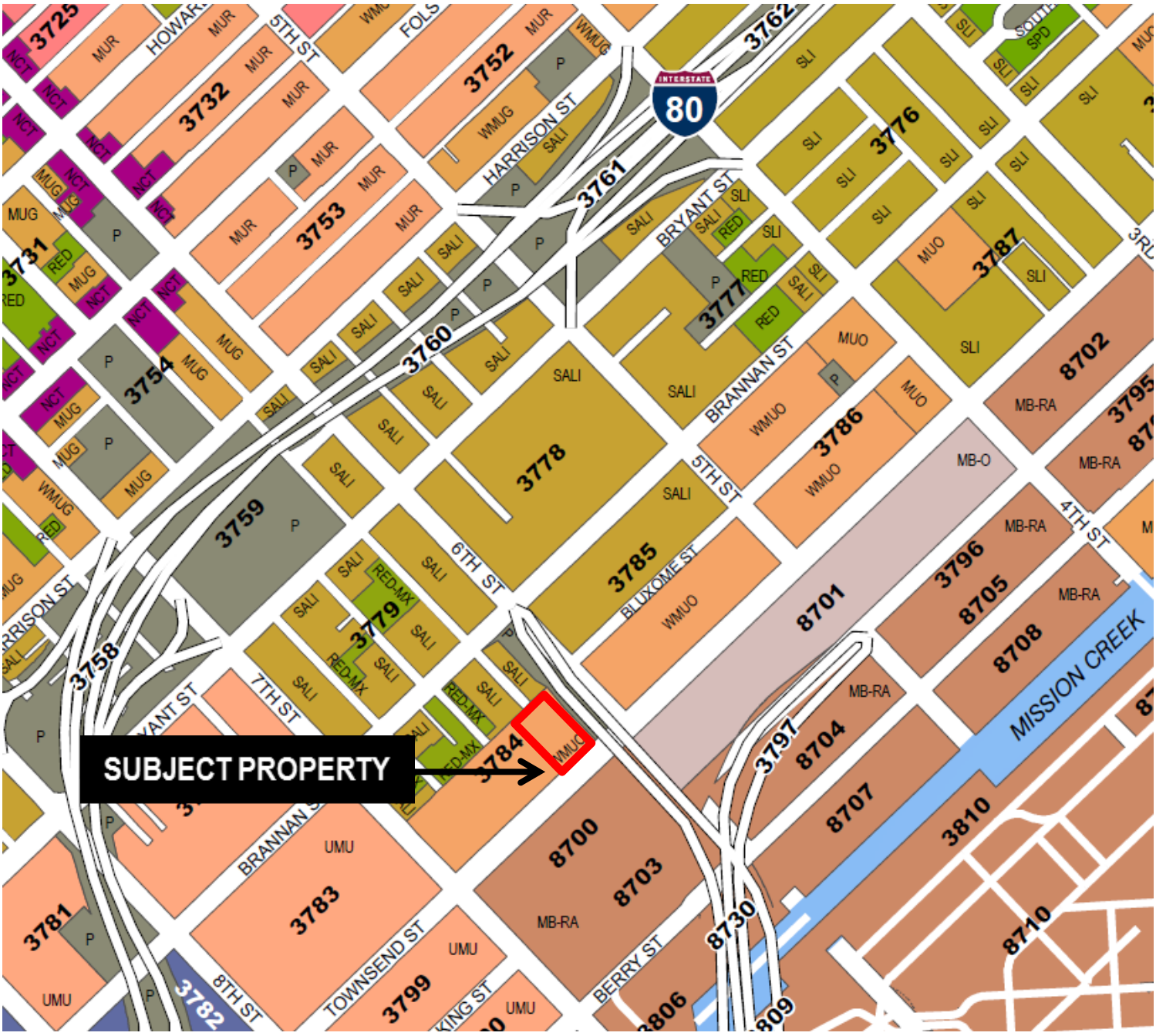



*The Sanborn Maps in San Francisco have not been updated since 1998, and this map may not accurately reflect existing conditions.

Large Project Authorization/Office Allocation (Large)
**Case Number 2014.0679BX**
New 5-7 Story, 65-85 foot tall, 269,063 sf Office Bldg.
510-520 Townsend Street

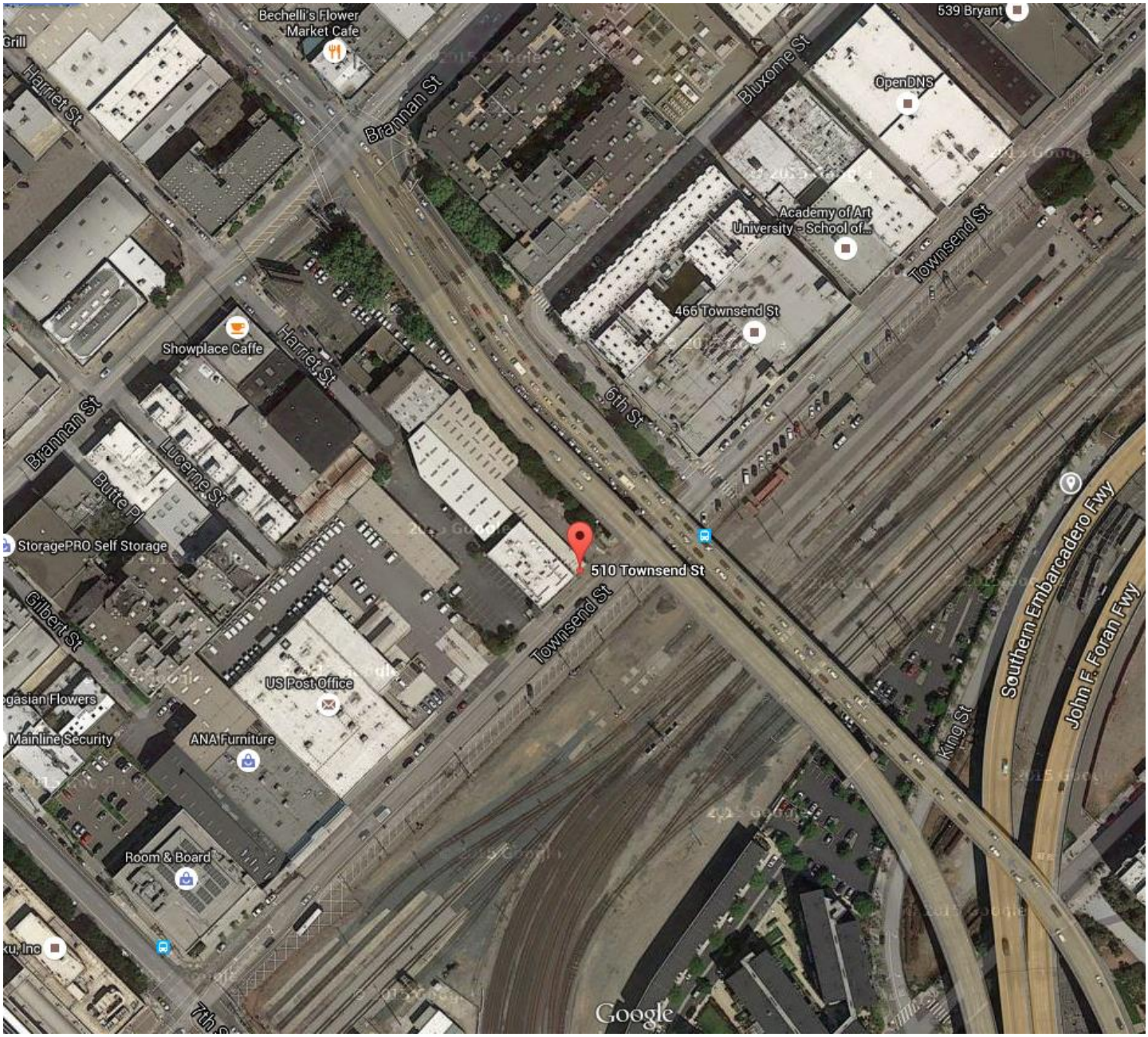
SAN FRANCISCO
**PLANNING DEPARTMENT**

# Zoning Map



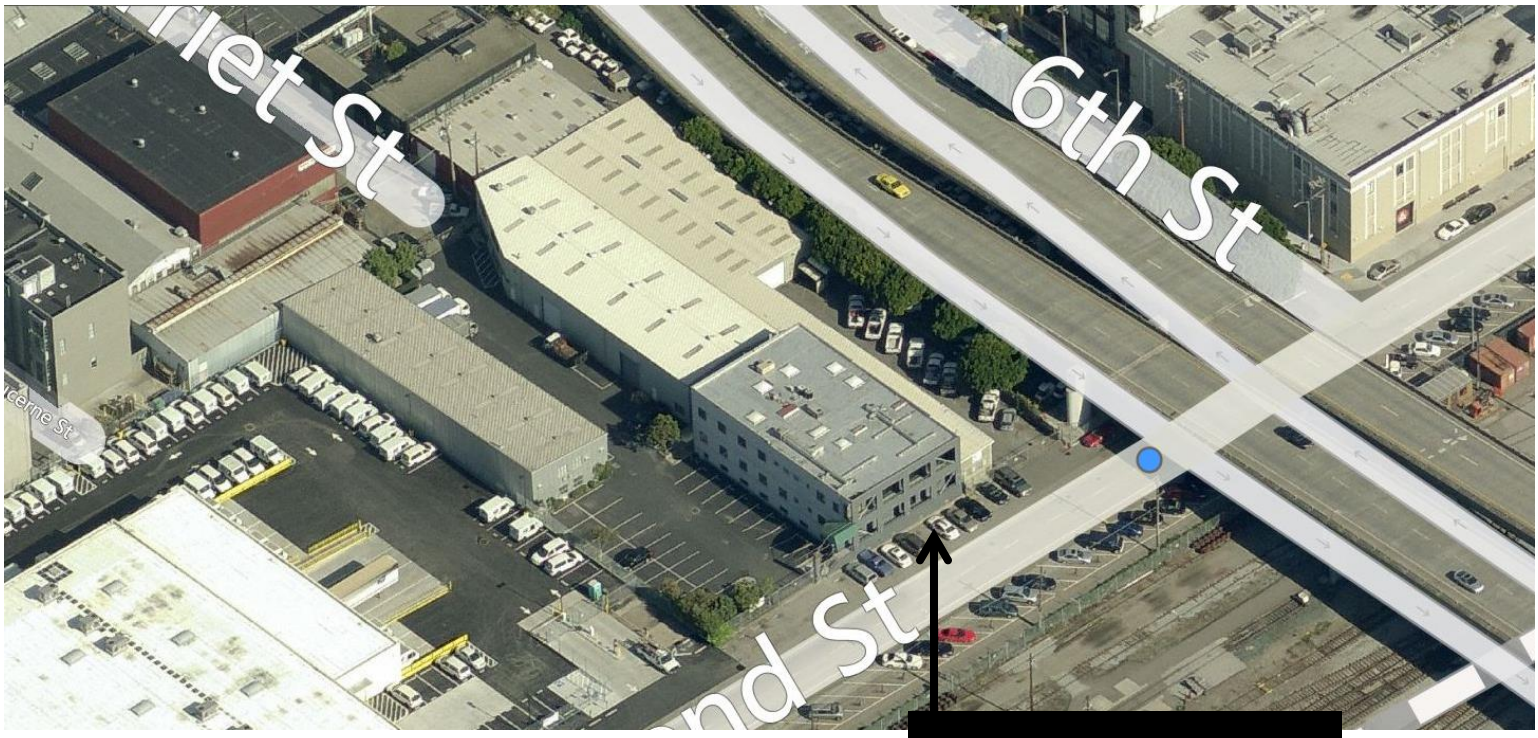

Large Project Authorization/Office Allocation (Large)
**Case Number 2014.0679BX**
New 5-7 Story, 65-85 foot tall, 269,063 sf Office Bldg.
510-520 Townsend Street

# Aerial Photo

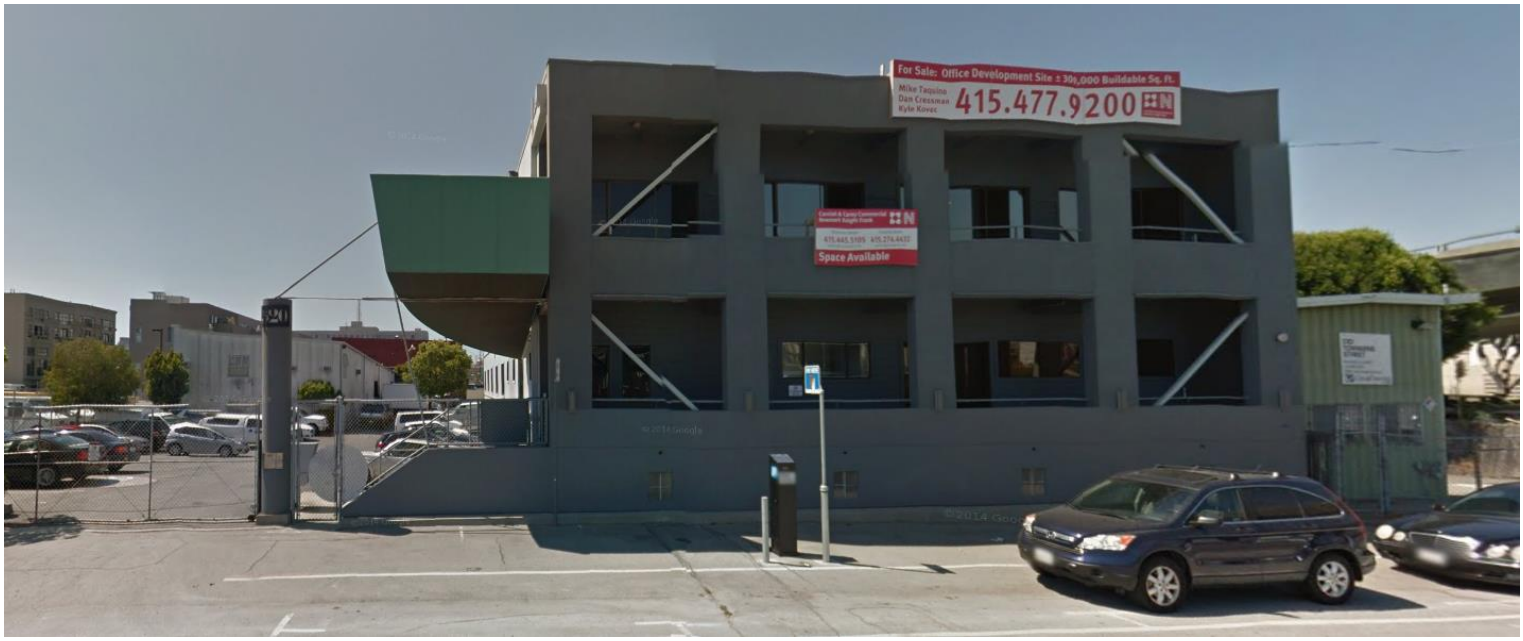



Large Project Authorization/Office Allocation (Large)
**Case Number 2014.0679BX**
New 5-7 Story, 65-85 foot tall, 269,063 sf Office Bldg.
510-520 Townsend Street

# Site Photos




Aerial Photo




Existing Townsend Street Frontage

SAN FRANCISCO
PLANNING DEPARTMENT

Large Project Authorization/Office Allocation (Large)
**Case Number 2014.0679BX**
New 5-7 Story, 65-85 foot tall, 269,063 sf Office Bldg.
510-520 Townsend Street

# Site Photos




**View west along Townsend**




**View east along Townsend**

# Site Photos

## Views South along Townsend






# Site Photos

## Views North along Harriet Street





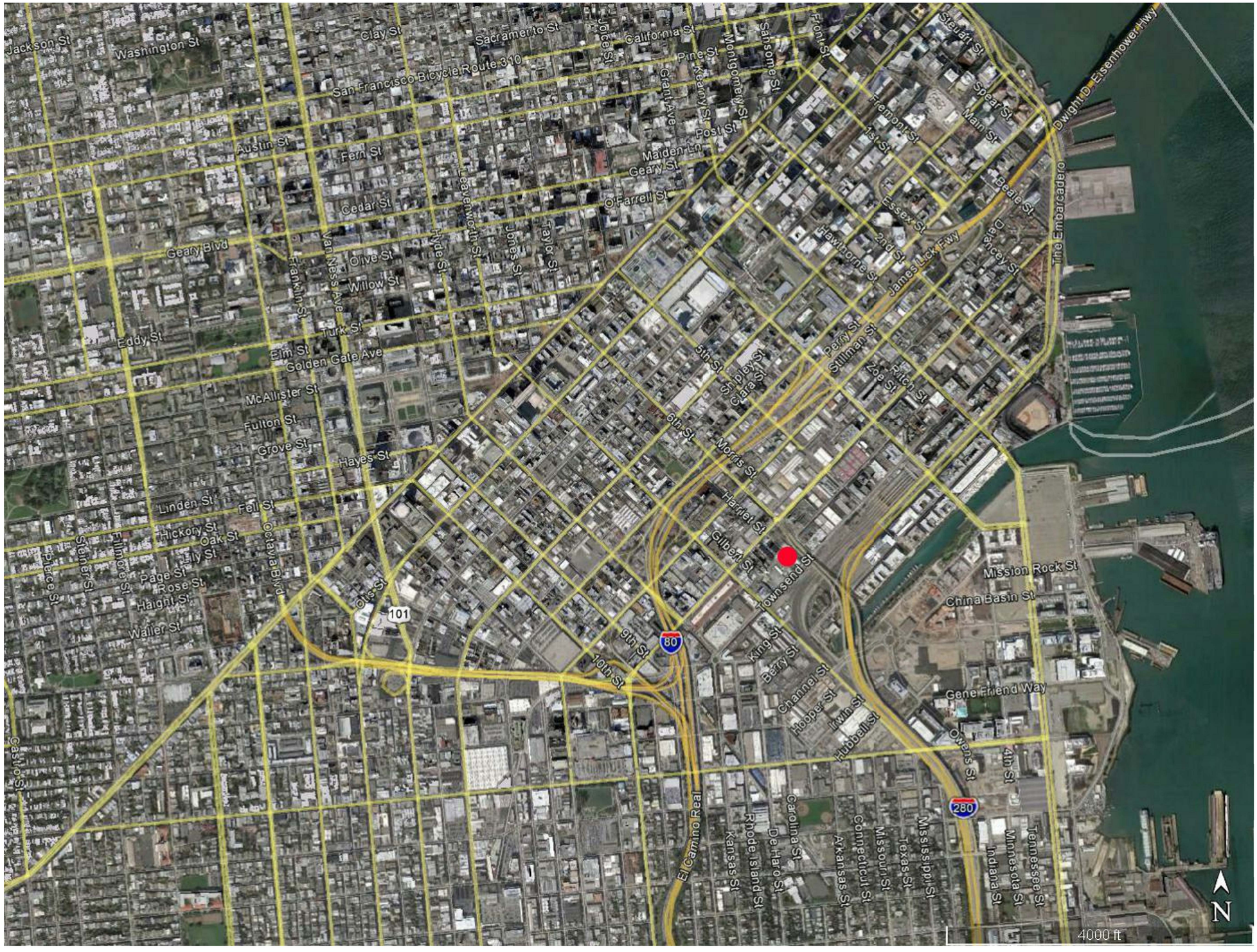




# 510 TOWNSEND - SAN FRANCISCO

**07.22.2015**

**SUBMITTAL FOR CITY PLANNING REVIEW**




1 VICINITY MAP
SCALE: 1" = 500' - 0"

SITE: 510 TOWNSEND

| SHEET INDEX - PLANNING APPROVAL | |
|---|---|
| | SHEET NAME |

| | |
|---|---|
| PA.00 | COVER SHEET |
| PA.01 | SHEET INDEX & VICINITY MAP |
| PA.02 | PLANNING CODE ANALYSIS AND AREA CALCS. |
| PA.04 | F.A.R. DIAGRAM |
| PA.06 | EXISTING SITE |
| PA.07 | NORTH SIDE TOWNSEND ST ELEVATION |
| PA.08 | SOUTH SIDE TOWNSEND ST ELEVATION |
| PA.09 | EXISTING SITE CONDITIONS |
| PA.10 | PROPOSED SITE PLAN |
| PA.11 | OPEN SPACE PLAN |
| PA.12 | TOWNSEND STREET PERSPECTIVE |
| PA.13 | NORTHEAST CORNER PERSPECTIVE |
| PA.14 | ROOF TERRACE PERSPECTIVE |
| PA.20 | BASEMENT LEVEL |
| PA.21 | LEVEL 1 |
| PA.22 | LEVEL 2 |
| PA.23 | LEVEL 3 |
| PA.24 | LEVEL 4 |
| PA.25 | LEVEL 5 |
| PA.26 | LEVEL 6 |
| PA.27 | LEVEL 7 |
| PA.28 | PENTHOUSE LEVEL |
| PA.29 | ROOF |
| PA.31 | LEVEL 1 - SOUTHWEST CORNER |
| PA.32 | LEVEL 1 - NORTHWEST CORNER |
| PA.33 | LEVEL 1 - NORTHEAST CORNER |
| PA.34 | LEVEL 1 - SOUTHEAST CORNER |
| PA.41 | SOUTH ELEVATION |
| PA.42 | WEST ELEVATION |
| PA.43 | NORTH ELEVATION |
| PA.44 | EAST ELEVATION |
| PA.50 | STREETSCAPE SECTION |
| PA.51 | PEDESTRIAN THRUWAY |
| PA.52 | SOUTHEAST PENTHOUSE |
| PA.61 | GROUND LEVEL LANDSCAPE PLAN |
| PA.62 | ROOF TERRACE LANDSCAPE PLAN |

# SHEET INDEX & VICINITY MAP
## 510 TOWNSEND STREET
JULY 22, 2015 Scale: 1" = 500' - 0"

ALEXANDRIA

STUDIOS architecture

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# PLANNING CODE ANALYSIS

| PLANNING STANDARDS & REQUIREMENTS | | REFERENCE | SITE DATA / PROVIDED | COMMENTS |
|---|---|---|---|---|
| Address | 510 & 520 Townsend Street | | N/A | |
| Block / Lot # | 3784 - 007 & 3784 - 080 | | 53,448 sf Site | Site Dimensions : 275 ft x 194 ft Townsend frontage |
| Zoning | WSoMa Mixed-Use Office (WMUO) | Zoning Map ZN 08<br>Sections 802.4 , 823 & 845 | N/A | Eastern Neighborhood Mixed Use District's comments apply |
| | Western SoMa Special Use District | Section 823 | N/A | |
| Area Plan | Western SoMa Area Plan | | N/A | with Eastern Neighborhood overlay |
| Lot Mergers | Merger is permitted in WMUO between 100-200 feet street frontage if through block pedestrian alley is provided . Requires publicly accessible through block pedestrian alley at least 20 feet wide and generally conforming to the design standards of Section 270.2( e )(5) - (12) | Section 121.7 | Lot Line Adjutsment will be submitted | |
| Through Block Pedestrian Alley | Not required along 275 foot lot line , which is not street frontage at 280 freeway side | Section 270.2 | N/A | |
| Through Block Pedestrian Alley Design Standards | North South with minimum 20ft width. 60% needs to be open to the sky . | Section 270.2( e )(5) - (12) | 20 foot minimum width mantained; 10 foot minimum clear walkway width; pedestrian walkway 60% open to sky; ungated ; ingress & egress easily accessible | |
| Permitted Uses | Office ; Life Science Laboratory ; non Life Science Laboratory ; up to 10,000 sf Retail | Section 845 | N/A | |
| Conditional Uses | 10,000 - 25,000 sf Retail | Section 845 | N/A | |
| FAR | 6.0 for 85X zone and 5.0 for 65X zone | Section 124<br>85X = 6.0 x 26,591 = 159,546 GFA max<br>65X = 5.0 x 26,857 = 134,285 GFA max<br>Total = 293,831 GFA max | Proposed<br>85X = 159,546 GFA<br>65X = 109,517 GFA<br>Total = 269,063 GFA | |
| Height / Bulk District | 85 X / 65 X | Ht & Bulk District Map HT08 | | |
| Height Limit | 85 ft @ Townsend ; 65 ft @ Harriett | Measurements Sec 102.12 | 85 feet at south & 65 feet at north | |
| Height Limit Exemptions | 20% of floor area if enclosed , additional 10% if open to sky above & screened | Section 260 (b)(1) (a) | 8,128 sf total enclosed = 17.1% total roof area<br>4,338 sf open mechanical area = 9.2% roof area | |
| | Special Height Limit Exception : vertical non habitable architectural elements in Eastern Neighborhoods | Section 263.21 | N/A | Not permitted in SoMa Special Use District |
| Bulk Limits Base | to Height Limit - no setback required | Sections 260(a)(3) , 823 , 134 | 85 feet at south & 65 feet at north | |
| Lower / Upper Towers | None allowed above street wall max height | | N/A | |
| Open Space Requirement | 1:50 GFA ( 263,093 GFA / 50 = 5,262 sf ) | Office Use per Section 890.70<br>Table 135.3 | 7,341 sf provided at Ped Alley<br>16,285 sf provided at roof deck | |
| | 33% reduction for Publicly Accessible Space ( 5,262 - .33 ( 5,262) = 3,473 sf minimum ) | Section 135.3 (2) (A) | 7,341 sf POPOS provided at Ped Alley | POPOS ( Privately Owned Public Open Space ) per 135 (h) |
| | Can be pedestrian pathway, 60% open to above | Section 135(h)(1)( c ) | 4,398 sf open to sky above ( 60% ) | Needs to be designed per Section 270.2( e )(5) - (12) |
| Ground Floor Height | 14 ft minimum Floor - Floor height at grade | Section 145.1(c)(4)(B) | 14'-0" & 14'-6" feet floor - floor at 1st Floor provided | |
| Street Frontage | | Section 145.1 | | |
| Overhead Horizontal Projections | 3 ft max projection over property line, purely architectural & decorative nature | Section 136 ( c )(1)(A) | Architctural cantilevered Roof projects 3 feet over property line at Townsend street | |
| Marquee | Max Distance over Property line= 4 ft<br>Unlimited length<br>Vertical distance top to bottom : 3 ft max<br>All portions min 10ft & max 16ft height above sidewalk | Section 136.1 ( c )(2)(C)<br>Section 790.58 | Marquee is 4 ft over property line<br>+/- 13'-6" to 14'-6' above sidewalk | |
| Off Street Parking | None Required ; limited to 7% of of total GFA max as Accessory Use if included . Specific car share requirements if parking is provided | Table 151.1 , Table 166 | 18,726 GSF parking provided ( 269,063 GFA / 18,726 SF parking = 6.99 % ) | |
| Car Share | None required for ( 0 -49 ) parking spaces | Table 166 | (0) car share spaces provided for total (48) parking spaces | |
| Off Street Freight Loading | 0.1 space per 10,000 sf of GFA of Office Use . 3 ( 35 x 12 ) loading docks required but can potentially be mitigated / waived per 152.1 . 14 ft clear minimum headroom required | Sections 152 , 152.1 , 155 | (4) spaces provided<br>(25 x 10 ) foot spaces<br>Freight elevator provided from garage to all floors | Requires LPA modification |
| | Allowable reductions in off street loading | Section 152.1 | Project is proposing alternative (4) loading spaces at 25 x10 located in the basement , with 12 ft clear headroom | Requires LPA modification |
| Bicycle Parking | For office uses , one class 1 space for every 5,000 sf of occupied space ; and a minimum of 1 Class 2 space for each additional 50,000 sf of occupied space above the 2 required for 5,000 sf | Sections 155.2.14<br>Minimum Req'ts : (55)<br>Class I Spaces<br>(8) Class II Spaces | Provided :<br>(90) Class I spaces<br>(8) Class II spaces | |
| Shower Facilities & Lockers | Four showers and 24 clothes lockers are required where the occupied floor area exceeds 50,000 square feet. | | Provided :<br>(5 ) Showers each - Male & Female = (10) total<br>(8) Class II spaces | |
| Business Signs | Wall Signs | Section 607.2 (f) (3) | None shown at this time; will comply with prsecriptive requirements | |
| Historic Preservation | C - Not a Historic Resource | Article 10 | N/A | |
| Flood Zone | Flood Zone | Project Site is in FEMA Flood Zone A | Project to comply with SF Floodplain Management Program - SF Ordinance No 188-08 | |
| Seismic Hazard Zone | Liquefaction Zone | Official Map ( Nov 17 , 2000 )<br>mitigation per Public Resources Code Section 2697 | Structure to be designed per applicable codes | |

# PLANNING CODE AREA CALCULATIONS

| | Floor | Gross Square Footage (GSF) | Gross Floor Area (GFA) ( per 102.9 ) | Areas Excluded from GFA (per 102.9 & 204.5 ) | Notes / Relevant Planning Code Sections |
|---|---|---|---|---|---|
| -1 | Basement Parking Level | 42,908 | | | |
| | *Accessory Use Parking* | | | 18,726 | 102.9 (b) (6) ; <7% of GFA per 151.1 |
| | *Misc Building Support* | | | 14,775 | 102.9 (b) (1) |
| | *Loading & Manuevering* | | | 1,908 | 102.9 (b) (6) |
| | *Tenant Storage* | | 7,499 | | |
| 1 | First Floor | 41,372 | | | |
| | *Office* | | 40,764 | | Includes Lobby |
| | *Bicycle Parking* | | | | Included in GFA |
| | *Building Service Spaces* | | | | Included in GFA |
| | *Loading & Manuevering* | | | 608 | Ramp down to Garage (102.9 (b) (6)) |
| 2 | Second Floor - Office | 45,534 | 45,534 | | |
| 3 | Third Floor - Office | 45,829 | 45,829 | | |
| 4 | Fourth Floor - Office | 45,700 | 45,700 | | |
| 5 | Fifth Floor - Office | 45,700 | 45,700 | | |
| 6 | Sixth Floor | 27,351 | | | |
| | *Office* | | 24,383 | | |
| | *Mechanical Equip Room* | | | 2,968 | 102.9 (b) (3) |
| 7 | Seventh Floor - Office | 13,654 | 13,654 | | |
| | Mechanical Penthouse (Enclosed) | 5,258 | | 5,258 | 102.9 (b) (3) |
| | **Bldg Totals** | **313,306** | **269,063** | **44,243** | |

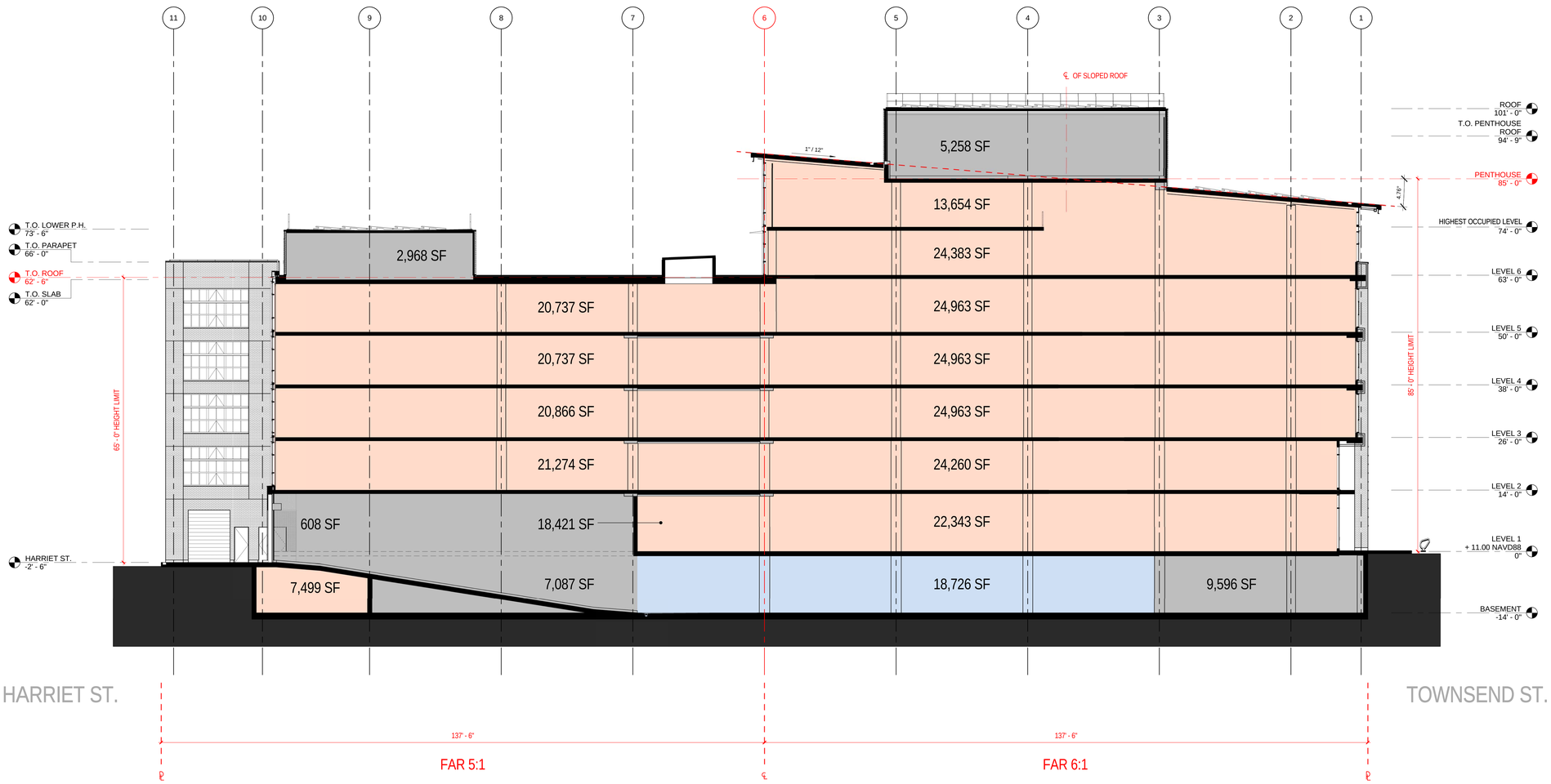

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## HEIGHT LIMIT 65x

SITE AREA = 26,857 SF
MAX. ALLOWABLE AREA = 134,285 SF

## 85x HEIGHT LIMIT

SITE AREA = 26,591 SF
MAX. ALLOWABLE AREA = 159,546 SF




PARCEL 1 AREA = 37,810 SF
PARCEL 2 AREA = 15,638 SF

TOTAL SITE AREA = 53,448 SF

OFFICE SPACE

BUILDING SUPPORT

PARKING

## BUILDING AREA CALCS

| LEVEL | AREA |
|---|---|
| **65x** | **109,534** |
| L8: | - |
| L7: | - |
| L6: | - |
| L5: | 20,737 |
| L4: | 20,737 |
| L3: | 20,866 |
| L2: | 21,274 |
| L1: | 18,421 |
| B1: | 7,499 |
| **85x** | **159,529** |
| L8: | - |
| L7: | 13,654 |
| L6: | 24,383 |
| L5: | 24,963 |
| L4: | 24,963 |
| L3: | 24,963 |
| L2: | 24,260 |
| L1: | 22,343 |
| B1: | - |
| PLANNING DEPT. (GFA): | 269,063 |
| SUPPORT: | 25,517 |
| L8: | 5,258 |
| L7: | - |
| L6: | 2,968 |
| L5: | - |
| L4: | - |
| L3: | - |
| L2: | - |
| L1: | 608 |
| B1: | 16,683 |
| TOTAL OFFICE (GSF): | 294,580 |
| PARKING: | 18,726 |
| B1: | 18,726 |
| TOTAL BLDG (GSF): | 313,306 |

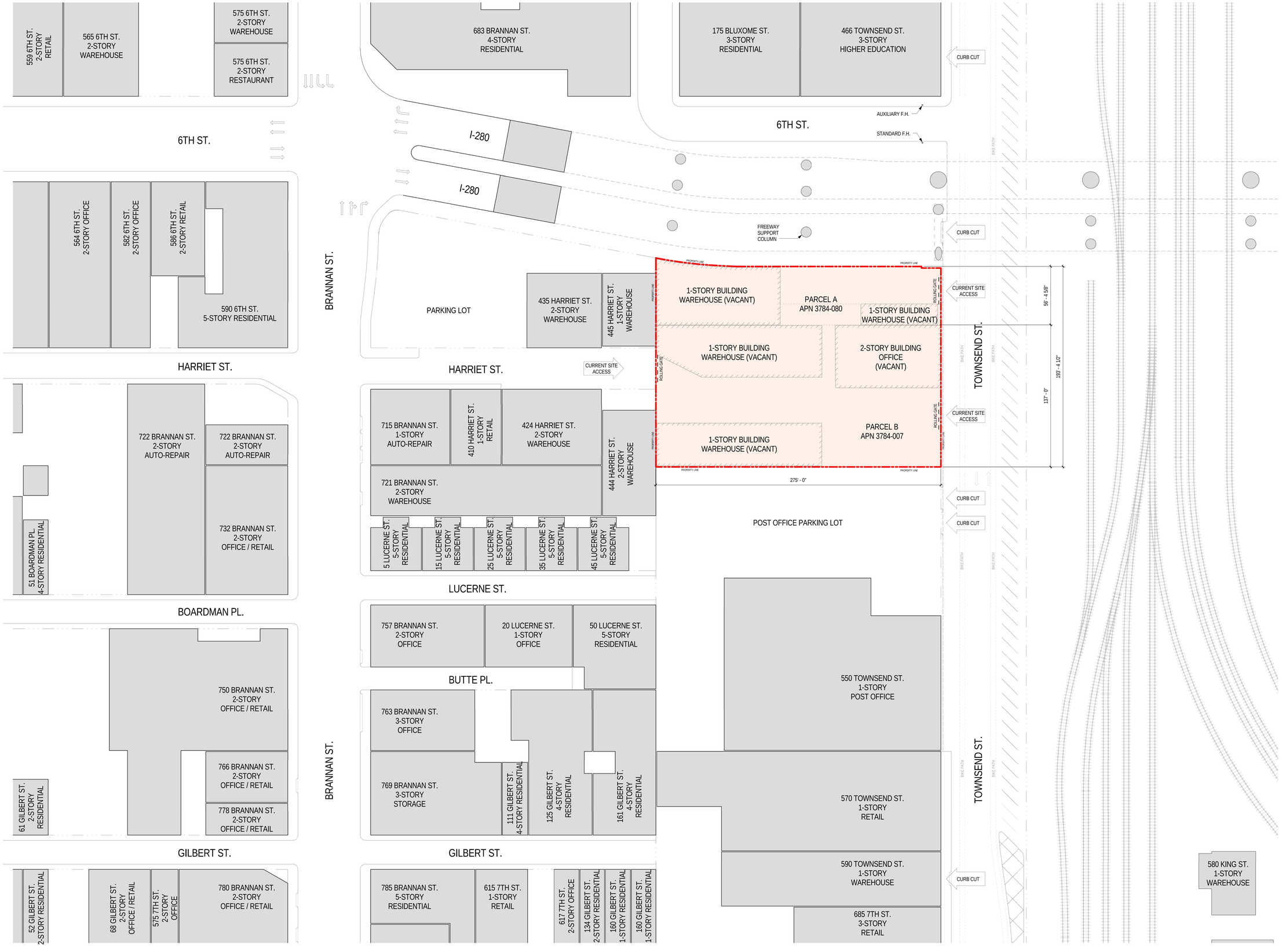
# F.A.R. DIAGRAM
## 510 TOWNSEND STREET

JULY 22, 2015 Scale: 1" = 10'-0"

ALEXANDRIA.

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# EXISTING SITE

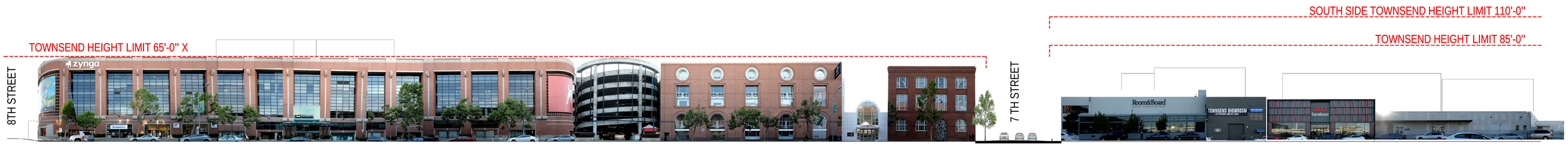
## 510 TOWNSEND STREET

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# NORTH SIDE TOWNSEND ST ELEVATION

## 510 TOWNSEND STREET

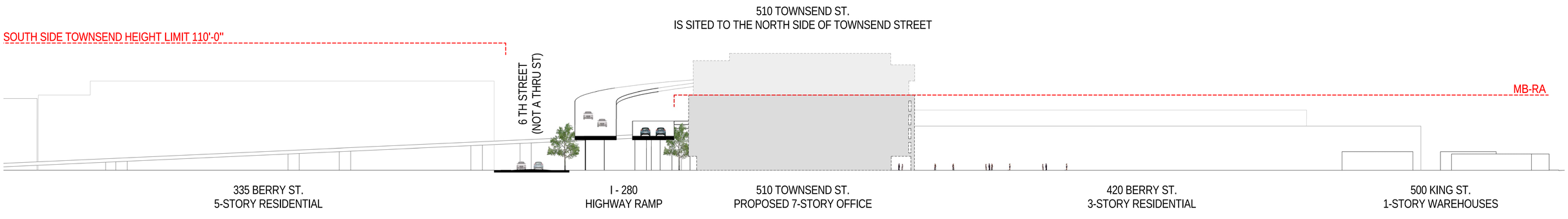
JULY 22, 2015 Scale: 1" = 30'-0"

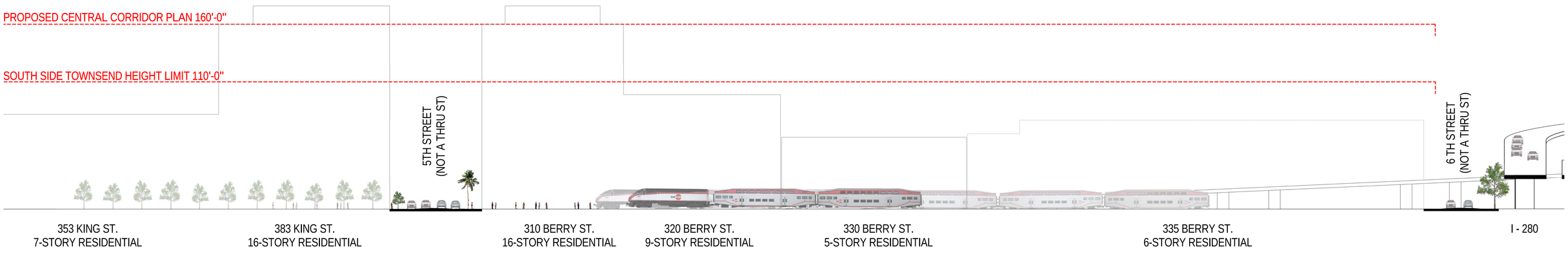
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# SOUTH SIDE TOWNSEND ST ELEVATION

## 510 TOWNSEND STREET

JULY 22, 2015 Scale: 1" = 30'-0"

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VIEW INTO SITE FROM HARRIET ST.



EXISTING BUILDING ENCROACHING NORTHERN PROPERTY LINE



EXISTING BUILDING AT TOWNSEND ST.



HARRIET ST. ACCESS TO SITE



SOUTHEAST CORNER OF SITE WITH ADJACENT FREEWAY



TOWNSEND ST. ACCESS TO SITE

# EXISTING SITE CONDITIONS

## 510 TOWNSEND STREET

JULY 22, 2015 Scale: N / A

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683 BRANNAN ST.
4-STORY RESIDENTIAL

175 BLUXOME ST.
3-STORY RESIDENTIAL

466 TOWNSEND ST.
3-STORY HIGHER EDUCATION

BIKE PATH

BIKE PATH

I-280 OFF RAMP

I-280 ON RAMP

6TH ST.

AUXILIARY F.H.

STANDARD F.H.

CHAIN LINK FENCE

I-280 OFF RAMP ABOVE

LANDS OF
STATE PROPERTY / DEPT OF GENERAL SERVICES

EAST YARD AREA: 1,445 SF

OPEN TO SKY: 1,215 SF (84%)

COVERED: 230 SF (16%)

GATE

8.58 PV

EAST YARD

65X | 85X

FREEWAY SUPPORT COLUMN

10.23 PV
10.73 TC

I-280 ON RAMP ABOVE

CHAIN LINK FENCE

LINE OF BLDG OVERHEAD

BRANNAN ST.

713 BRANNAN ST.
SURFACE PARKING LOT

435 HARRIET ST.
2-STORY WAREHOUSE

445 HARRIET ST.
1-STORY WAREHOUSE

PROPERTY LINE

POTENTIAL FUTURE PEDESTRIAN WALKWAY CONTINUATION

GENERATOR RM

GENERATOR SWITCH RM

GAS METER

VRF 1

STAIR 3

OFFICE SPACE

OPEN TO SKY

EXIT CORRIDOR

STAIR 2

CURB & SIDEWALK, SEE C.D. & L.D.

15' - 0"

8' - 3"

5' - 6"

GATE

20' - 0"

HARRIET ST.

20' - 0"

20' - 0"

PARKING & SERVICE ENTRANCE

SERVICE & PARKING RAMP

CAFE

TOWNSEND ST.

BIKE PATH

BIKE PATH

193' - 4 1/2"

30' - 0"

TRANSFORMER RM

MAIN ELECTRIC RM #1

WOMEN

JANITOR

MEN

OPEN TO SKY

FITNESS SPACE

LOUNGE BREAK ROOM

BICYCLE WORKSHOP/ STORAGE

MAIL ROOM

MPOE

I.T. RM

VRF 2

MAIN ELECTRIC ROOM

ELEVATOR LOBBY

VESTIBULE

STAIR 1

LOBBY

BLDG MAIN ENTRANCE

715 BRANNAN ST.
1-STORY AUTO-REPAIR

410 HARRIET ST.
1-STORY RETAIL

424 HARRIET ST.
2-STORY WAREHOUSE

444 HARRIET ST.
2-STORY WAREHOUSE

PROPERTY LINE

SLOPE UP

OPEN TO SKY

OUTDOOR LOUNGE AREA

COVERED

LINE OF BLDG OVERHEAD

10.13 PV

PROPERTY LINE

PROPERTY LINE

65X | 85X

11.31 PV
11.91 TC

275' - 0"

721 BRANNAN ST.
2-STORY WAREHOUSE

5 LUCERNE ST.
5-STORY RESIDENTIAL

15 LUCERNE ST.
5-STORY RESIDENTIAL

25 LUCERNE ST.
5-STORY RESIDENTIAL

35 LUCERNE ST.
5-STORY RESIDENTIAL

45 LUCERNE ST.
5-STORY RESIDENTIAL

LUCERNE ST.

757 BRANNAN ST.
2-STORY OFFICE

20 LUCERNE ST.
1-STORY OFFICE

50 LUCERNE ST.
5-STORY RESIDENTIAL

BUTTE PL.

550 TOWNSEND ST.
1-STORY POST OFFICE

BIKE PATH

BIKE PATH

**THROUGH BLOCK PEDESTRIAN ALLEYWAY**

ALLEYWAY AREA: 7,341 SF

OPEN TO SKY: 4,398 SF (60%)

COVERED: 2,943 SF (40%)

**MINIMUM REQUIRED OPEN SPACE:**
**269,063 GFA / 50 = 5,381 SF**

**TOTAL SITE AREA: 53,448 SF**

**OPEN SPACE**

**PEDESTRIAN ALLEY: 7,341**
**EAST YARD: 1,445**
**6TH FLOOR TERRACE: 16,285**
**TOTAL: 25,071 SF**

**TOTAL SPACE OPEN TO SKY:**
**21,898 SF**

# PROPOSED SITE PLAN
## 510 TOWNSEND STREET

JULY 22, 2015 Scale: 1" = 20'-0"

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683 BRANNAN ST.
4-STORY RESIDENTIAL

175 BLUXOME ST.
3-STORY RESIDENTIAL

466 TOWNSEND ST.
3-STORY HIGHER EDUCATION

6TH ST.

I-280 OFF RAMP

I-280 ON RAMP

BRANNAN ST.

435 HARRIET ST.
2-STORY WAREHOUSE

445 HARRIET ST.
1-STORY WAREHOUSE

HARRIET ST.

PARKING & SERVICE ENTRANCE

40' -0"

715 BRANNAN ST.
1-STORY AUTO-REPAIR

410 HARRIET ST.
1-STORY RETAIL

424 HARRIET ST.
2-STORY WAREHOUSE

444 HARRIET ST.
2-STORY WAREHOUSE

721 BRANNAN ST.
2-STORY WAREHOUSE

5 LUCERNE ST.
5-STORY RESIDENTIAL

15 LUCERNE ST.
5-STORY RESIDENTIAL

25 LUCERNE ST.
5-STORY RESIDENTIAL

35 LUCERNE ST.
5-STORY RESIDENTIAL

45 LUCERNE ST.
5-STORY RESIDENTIAL

LUCERNE ST.

757 BRANNAN ST.
2-STORY OFFICE

20 LUCERNE ST.
1-STORY OFFICE

50 LUCERNE ST.
5-STORY RESIDENTIAL

BUTTE PL.

EAST YARD AREA: 1,445 SF

OPEN TO SKY: 1,215 SF (84%)

COVERED: 230 SF (16%)

**EAST YARD**

65X | 85X

FREEWAY SUPPORT COLUMN

OPEN TO SKY

PROPERTY LINE

20' - 0"

OPEN TO SKY

20' - 0"

OPEN TO SKY

PROPERTY LINE

PROPERTY LINE

**6TH FLOOR TERRACE**

65X | 85X

275' - 0"

I-280 OFF RAMP

I-280 ON RAMP

TOWNSEND ST.

BIKE PATH

BLDG MAIN ENTRANCE

**THROUGH BLOCK PEDESTRIAN ALLEYWAY**

ALLEYWAY AREA: 7,341 SF

OPEN TO SKY: 4,398 SF (60%)

COVERED: 2,943 SF (40%)

**MINIMUM REQUIRED OPEN SPACE: 269,063 GFA / 50 = 5,381 SF**

**TOTAL SITE AREA: 53,448 SF**

**OPEN SPACE**

**PEDESTRIAN ALLEY: 7,341**
**EAST YARD: 1,445**
**6TH FLOOR TERRACE: 16,285**
**TOTAL: 25,071 SF**

**TOTAL SPACE OPEN TO SKY: 21,898 SF**

550 TOWNSEND ST.
1-STORY POST OFFICE

# OPEN SPACE PLAN
## 510 TOWNSEND STREET

JULY 22, 2015 Scale: 1" = 20'-0"

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# TOWNSEND STREET PERSPECTIVE

## 510 TOWNSEND STREET

JULY 22, 2015 Scale: N / A .

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## NORTHEAST CORNER PERSPECTIVE

## 510 TOWNSEND STREET

JULY 22, 2015 Scale: N / A .

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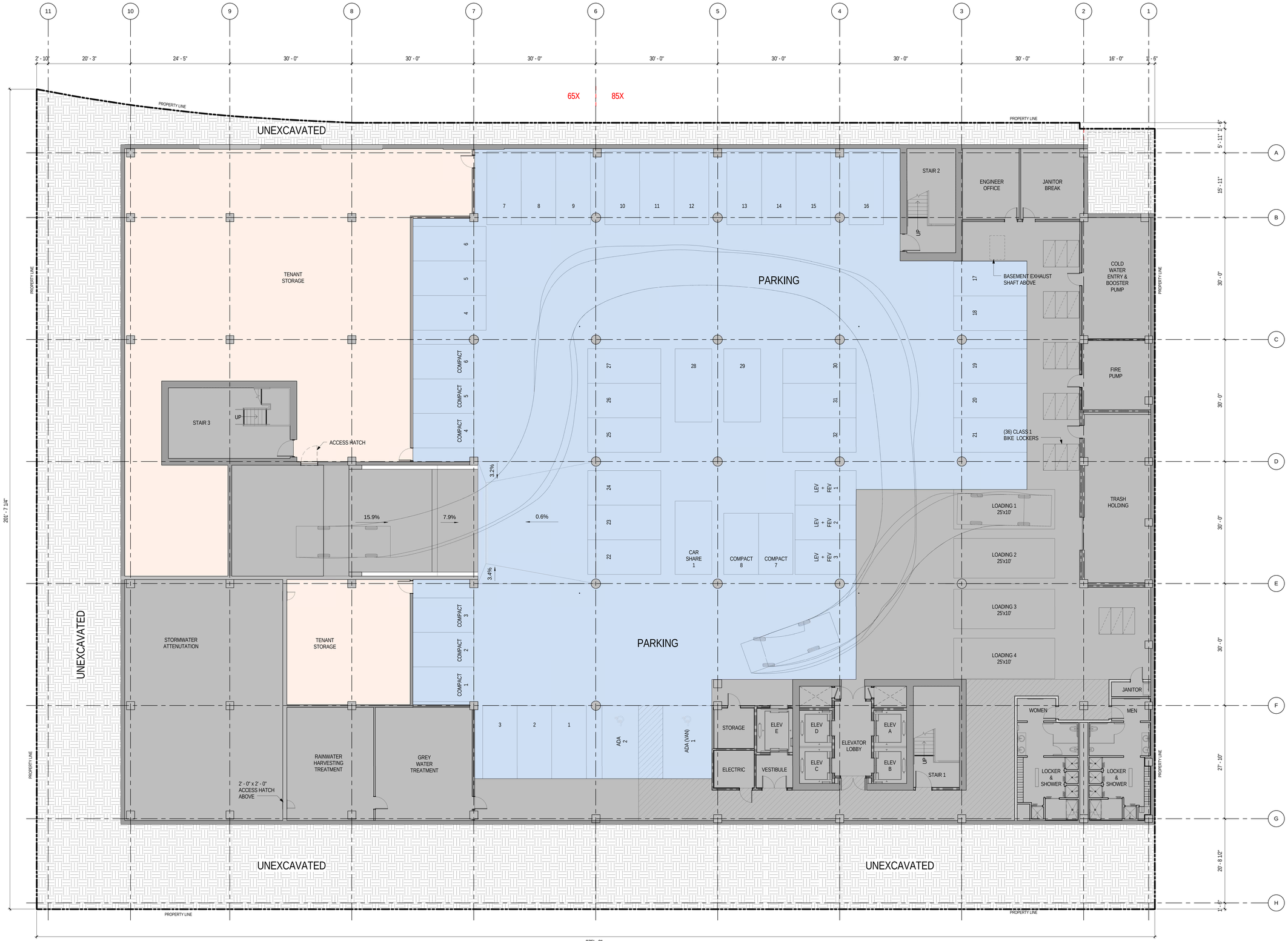

# ROOF TERRACE PERSPECTIVE
## 510 TOWNSEND STREET

JULY 22, 2015 Scale: N / A .

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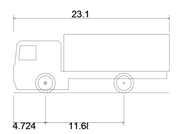
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LEASABLE AREA:
6,847 SQ FT

PARKING AREA:
18,726 SQ FT

BUILDING SUPPORT AREA:
16,683 SQ FT




## PARKING ALLOCATION:

| | |
|---|---|
| DISABLED SPACES: | 2 |
| CAR SHARE | 1 |
| LEV + FEV SPACES: | 3 |
| COMPACT SPACES: | 8 |
| REGULAR SPACES: | 32 |
| TOTAL SPACES: | 46 |

## LOADING ALLOCATION:

| | |
|---|---|
| LOADING SPACES: | 4 |
| TOTAL SPACES: | 4 |

## BICYCLE STORAGE:

| | |
|---|---|
| CLASS 1 BIKE LOCKERS (B1): | 36 |
| CLASS 1 BIKE RACKS (L1): | 54 |
| CLASS 2 BIKE RACKS (L1): | 8 |
| TOTAL BIKE STORAGE: | 98 |

## MERCEDES ATEGO 4x2 RIGID TRUCK 1218

| | |
|---|---|
| OVERALL LENGTH: | 23.179 FT. |
| OVERALL WIDTH: | 7.615 FT. |
| OVERALL BODY HEIGHT: | 8.694 FT. |
| MIN. BODY GROUND CLEARANCE: | 0.518 FT. |
| TRACK WIDTH: | 7.615 FT. |
| LOCK-TO-LOCK TIME: | 5.00 SEC. |
| WALL-TO-WALL TURNING RADIUS: | 22.966 FT. |

# BASEMENT LEVEL
## 510 TOWNSEND STREET

JULY 22, 2015 Scale: 1/8" = 1'-0"

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0 1 5 10 20

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LINE OF BLDG OVERHEAD

PROPERTY LINE

COVERED

65X 85X

1-280 RAMP (ABOVE)

FREEWAY SUPPORT COLUMN

PROPERTY LINE

OPEN TO SKY

PENDING DEMOLITION OF THE I-280 VIADUCT, TEMPORARY TRASH HOLDING AND STORAGE SPACES WILL BE RELOCATED AND THE PEDESTRIAN WALKWAY WILL BE EXTENDED THROUGH THIS SECTION OF THE BUILDING TO CONNECT THE SITE WITH THE PROPOSED 6TH STREET BOULEVARD.

PROPERTY LINE

TEMPORARY STORAGE

POTENTIAL FUTURE PEDESTRIAN WALKWAY CONTINUATION

GENERATOR RM

GENERATOR SWITCH RM

TEMPORARY TRASH HOLDING

GAS METER

VRF 1

STAIR 3

OFFICE SPACE

STAIR 2

EXIT CORRIDOR

PROPERTY LINE

445 HARRIET ST.
1-STORY WAREHOUSE

HARRIET ST.

PARKING & SERVICE ENTRANCE

PARKING & SERVICE RAMP

CAFE

TRANSFORMER RM

MAIN ELECTRIC RM #1

WOMEN

JANITOR

MEN

OFFICE SPACE

OPEN TO SKY

20' - 0"

FITNESS WORKSHOP

LOUNGE BREAK ROOM

BICYCLE WORKSHOP/ STORAGE

MAIL ROOM

MPOE

I.T. RM

VRF 2

MAIN ELECTRIC ROOM

VESTIBULE

VESTIBULE

ELEVATOR LOBBY

STAIR 1

LOBBY

444 HARRIET ST.
2-STORY WAREHOUSE

PROPERTY LINE

20' - 0"

OPEN TO SKY

OUTDOOR LOUNGE AREA

COVERED

PROPERTY LINE

PROPERTY LINE

65X 85X

BLDG MAIN ENTRANCE

CURB & SIDEWALK, SEE C.D. & L.D.

LINE OF BLDG OVERHEAD

TOWNSEND ST.

BIKE PATH

BIKE PATH

# LEVEL 1

## 510 TOWNSEND STREET

JULY 22, 2015 Scale: 1/8" = 1'-0"

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11 10 9 8 7 6 5 4 3 2 1

2' - 10" 20' - 3" 24' - 5" 30' - 0" 30' - 0" 30' - 0" 30' - 0" 30' - 0" 30' - 0" 30' - 0" 16' - 0" 1' - 6"

65X 85X

PROPERTY LINE

PROPERTY LINE

PROPERTY LINE

OFFICE SPACE

UP DN STAIR 2

ELEC. UP STAIR 3 DN

MEN VRF WOMEN

201' - 7 1/4"

OFFICE SPACE

VRF (2) ELEV E ELEV D ELEV C ELEVATOR LOBBY ELEV A ELEV B UP DN STAIR 1

I.T. ELECTRIC VESTIBULE

WOMEN JANITOR MEN

ENTRANCE MARQUEE

PROPERTY LINE

PROPERTY LINE

PROPERTY LINE

275' - 0"

LINE OF BLDG OVERHEAD

65X 85X

A B C D E F G H

1' - 6" 5' - 11" 15' - 11" 30' - 0" 30' - 0" 30' - 0" 30' - 0" 27' - 10" 20' - 8 1/2" 1' - 6"

# LEVEL 2

## 510 TOWNSEND STREET

JULY 22, 2015 Scale: 1/8" = 1'-0"

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0 1 5 10 20

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11 10 9 8 7 6 5 4 3 2 1

1' - 10" | 20' - 3" | 24' - 5" | 30' - 0" | 30' - 0" | 30' - 0" | 30' - 0" | 30' - 0" | 30' - 0" | 30' - 0" | 30' - 0" | 16' - 0" | 1' - 6"

65X 85X

PROPERTY LINE

PROPERTY LINE

OFFICE SPACE

UP DN STAIR 2

ELEC. UP STAIR 3 DN

MEN

VRF

WOMEN

OFFICE SPACE

VRF (2) I.T. ELECTRIC VESTIBULE ELEV E ELEV D ELEV C ELEVATOR LOBBY ELEV A ELEV B UP DN STAIR 1

WOMEN JANITOR MEN

PROPERTY LINE

PROPERTY LINE

PROPERTY LINE

PROPERTY LINE

201' - 7 1/4"

275' - 0"

65X 85X

A B C D E F G H

5' - 11" | 1' - 6" | 15' - 11" | 30' - 0" | 30' - 0" | 30' - 0" | 30' - 0" | 27' - 10" | 20' - 8 1/2" | 1' - 6"

# LEVEL 3

## 510 TOWNSEND STREET

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# LEVEL 4

## 510 TOWNSEND STREET

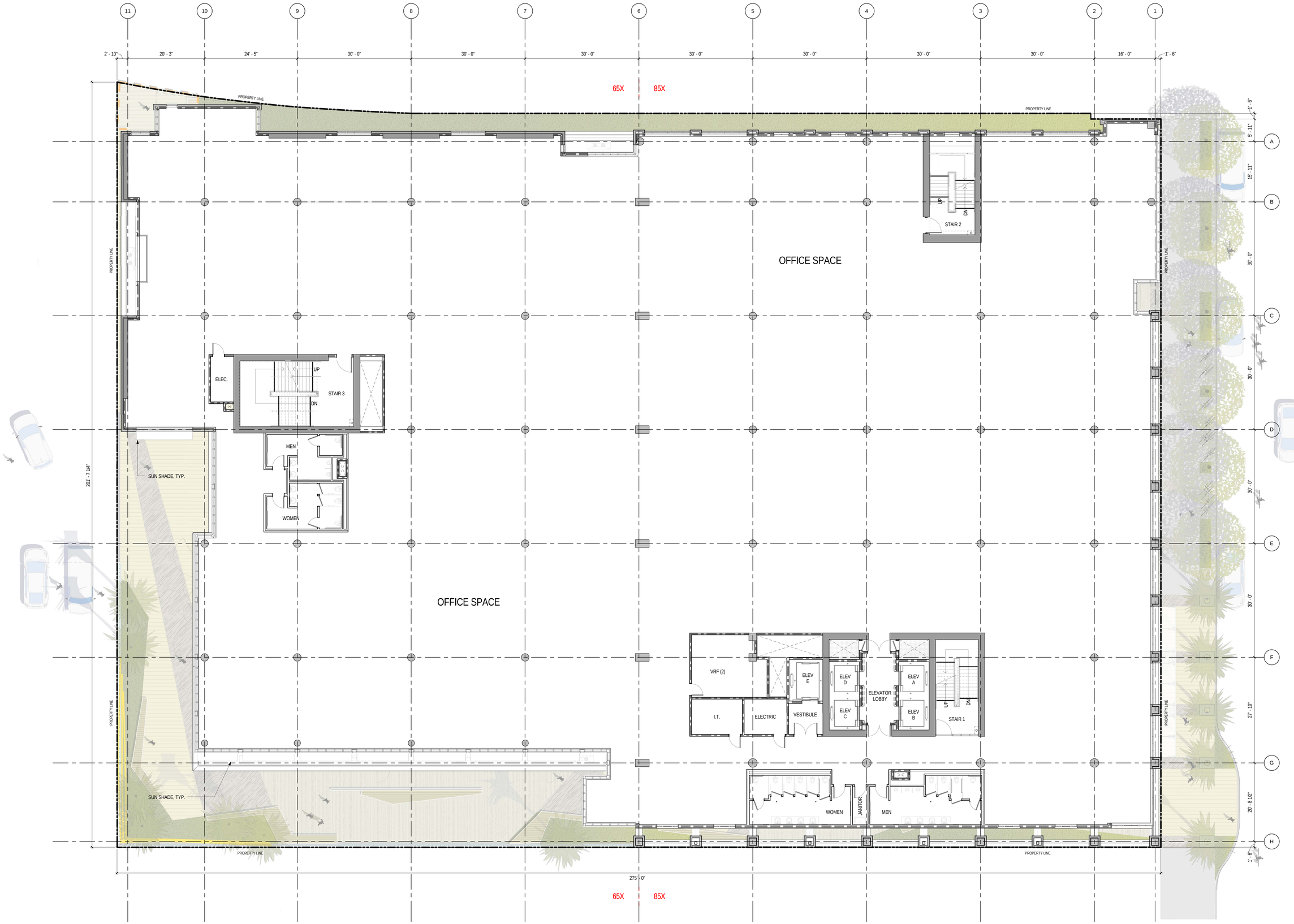
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# LEVEL 5

## 510 TOWNSEND STREET

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# LEVEL 6

## 510 TOWNSEND STREET

JULY 22, 2015 Scale: 1/8" = 1'-0"

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11 10 9 8 7 6 5 4 3 2 1

2' - 10" 20' - 3" 24' - 5" 30' - 0" 30' - 0" 30' - 0" 30' - 0" 30' - 0" 30' - 0" 30' - 0" 16' - 0" 1' - 6"

65X 85X

A B C D E F G H

15' - 11" 30' - 0" 30' - 0" 30' - 0" 27' - 10" 20' - 8 1/2"

201' - 7 1/4"

275' - 0"

PROPERTY LINE

OCCUPIED ROOF TERRACE (AT LEVEL 6)

MECHANICAL PENTHOUSE (BELOW)

OFFICE SPACE

STAIR 2

STAIR 4

OPEN TO BELOW

STAIR 1

ELEVATOR LOBBY

ELEV A

ELEV B

ELEV C

ELEV D

ELEV E

I.T.

ELECTRIC

VESTIBULE

SUPPLY

JANITOR

W.C.

ACCESS TO PENTHOUSE ABOVE

# LEVEL 7

## 510 TOWNSEND STREET

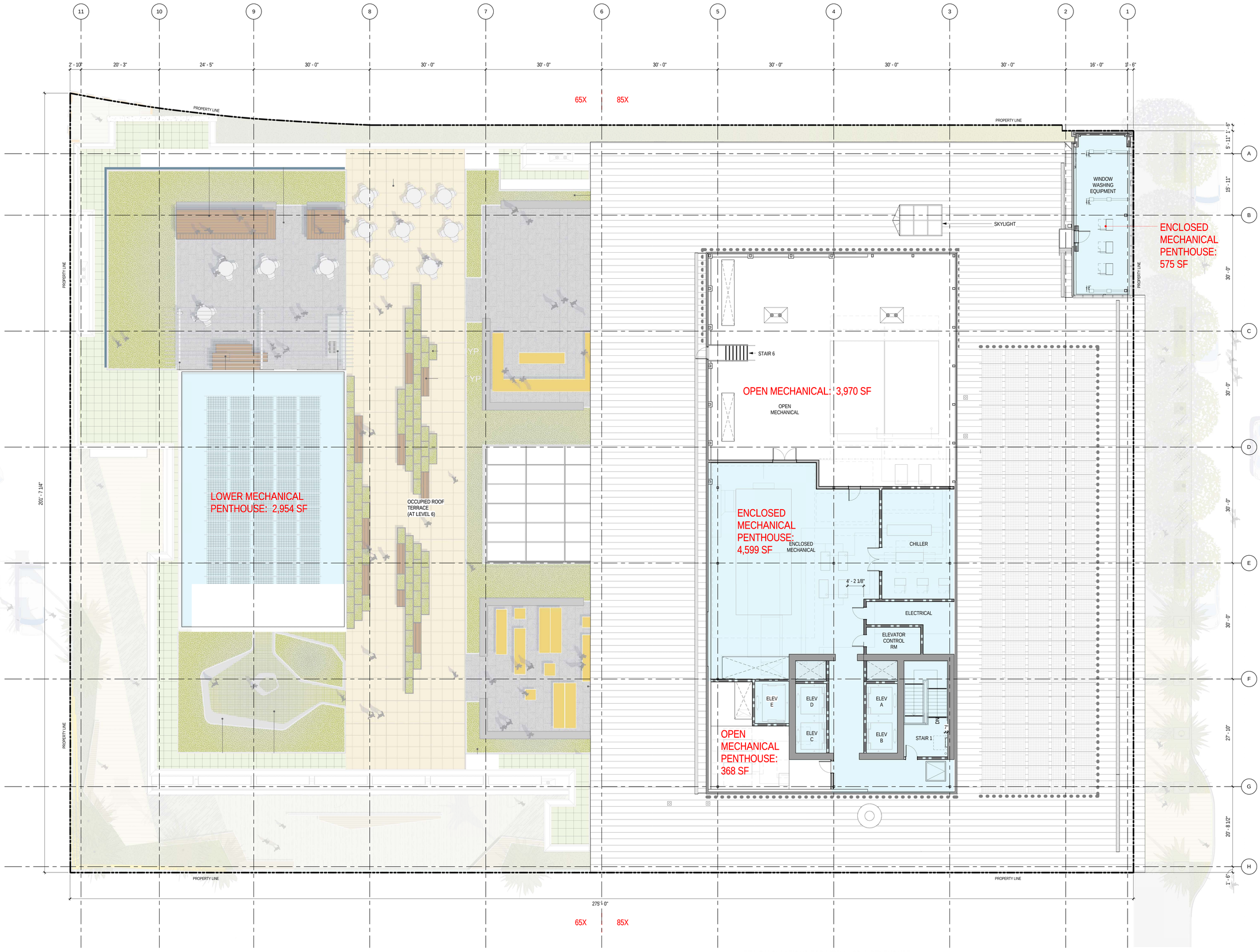
JULY 22, 2015 Scale: 1/8" = 1'-0"

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0 1 5 10 20

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## AREA CALCULATIONS FOR MECHANICAL PENTHOUSE

| | | | | |
|---|---|---|---|---|
| TOTAL ENCLOSED MECH.: / AGGREGATE ROOF AREA: | 8,128 SF / 47,270 SF | = 17.1% | TOTAL MECHANICAL AREA: | 12,466 SF |
| TOTAL OPEN-AIR MECH.: / AGGREGATE ROOF AREA: | 4,338 SF / 47,270 SF | = 9.2% | LOWER ENCL. MECH.: | 2,968 SF |
| | | | UPPER ENCL. MECH.: | 5,160 SF |
| | | | UPPER OPEN-AIR MECH.: | 4,338 SF |
| TOTAL MECHANICAL AREA: / AGGREGATE ROOF AREA: | 12,466 SF / 47,270 SF | = 26.4% | | |

# PENTHOUSE LEVEL
## 510 TOWNSEND STREET
JULY 22, 2015 Scale: 1/8" = 1'-0"

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11 10 9 8 7 6 5 4 3 2 1

2' - 10" 20' - 3" 24' - 5" 30' - 0" 30' - 0" 30' - 0" 30' - 0" 30' - 0" 30' - 0" 30' - 0" 16' - 0" 1' - 6"

65X 85X

PROPERTY LINE

ROOF MOUNTED TIE-DOWN ANCHOR W/ HORIZONTAL LIFELINES

PROPERTY LINE

A B C D E F G H

9' - 1"
5' - 11"
15' - 11"
49' - 2"
30' - 0"
30' - 0"
30' - 0"
27' - 10"
20' - 8 1/2"
1' - 6"

SKYLIGHT

CONCRETE ROOF

PROPERTY LINE

STANDING SEAM ROOF

OPEN TO MECH. EQUIP. BELOW S.M.D.

201' - 7 1/4"

PV PANELS +/- 1,515 SF

PV PANELS +/- 3,395 SF

PV PANELS +/- 3,465 SF

ROOF HATCH

SKYLIGHT

ROOF HATCH

GUARDRAIL AT ROOF PARAPET EDGE

PROPERTY LINE

PROPERTY LINE

PROPERTY LINE

275' 0"

65X 85X

# ROOF

## 510 TOWNSEND STREET

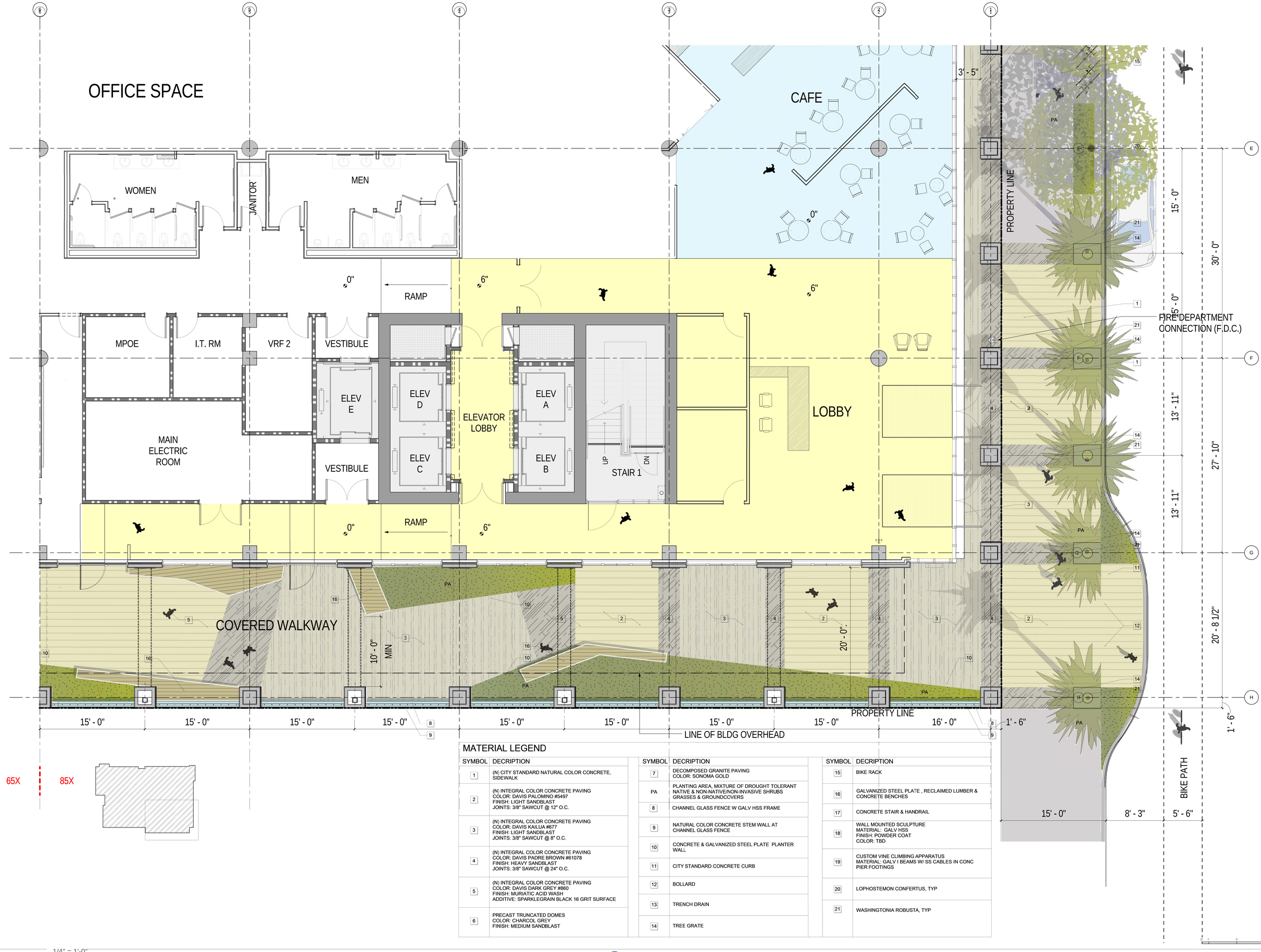
JULY 22, 2015 Scale: 1/8" = 1'-0"

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0 1 5 10 20

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## MATERIAL LEGEND

| SYMBOL | DECRIPTION |
|---|---|
| 1 | (N) CITY STANDARD NATURAL COLOR CONCRETE, SIDEWALK |
| 2 | (N) INTEGRAL COLOR CONCRETE PAVING<br>COLOR: DAVIS PALOMINO #5497<br>FINISH: LIGHT SANDBLAST<br>JOINTS: 3/8" SAWCUT @ 12" O.C. |
| 3 | (N) INTEGRAL COLOR CONCRETE PAVING<br>COLOR: DAVIS KAILUA #677<br>FINISH: LIGHT SANDBLAST<br>JOINTS: 3/8" SAWCUT @ 8" O.C. |
| 4 | (N) INTEGRAL COLOR CONCRETE PAVING<br>COLOR: DAVIS PADRE BROWN #61078<br>FINISH: HEAVY SANDBLAST<br>JOINTS: 3/8" SAWCUT @ 24" O.C. |
| 5 | (N) INTEGRAL COLOR CONCRETE PAVING<br>COLOR: DAVIS DARK GREY #860<br>FINISH: MURIATIC ACID WASH<br>ADDITIVE: SPARKLEGRAIN BLACK 16 GRIT SURFACE |
| 6 | PRECAST TRUNCATED DOMES<br>COLOR: CHARCOL GREY<br>FINISH: MEDIUM SANDBLAST |

| SYMBOL | DECRIPTION |
|---|---|
| 7 | DECOMPOSED GRANITE PAVING<br>COLOR: SONOMA GOLD |
| PA | PLANTING AREA, MIXTURE OF DROUGHT TOLERANT NATIVE & NON-NATIVE/NON-INVASIVE SHRUBS GRASSES & GROUNDCCVERS |
| 8 | CHANNEL GLASS FENCE W GALV HSS FRAME |
| 9 | NATURAL COLOR CONCRETE STEM WALL AT CHANNEL GLASS FENCE |
| 10 | CONCRETE & GALVANIZED STEEL PLATE PLANTER WALL |
| 11 | CITY STANDARD CONCRETE CURB |
| 12 | BOLLARD |
| 13 | TRENCH DRAIN |
| 14 | TREE GRATE |

| SYMBOL | DECRIPTION |
|---|---|
| 15 | BIKE RACK |
| 16 | GALVANIZED STEEL PLATE , RECLAIMED LUMBER & CONCRETE BENCHES |
| 17 | CONCRETE STAIR & HANDRAIL |
| 18 | WALL MOUNTED SCULPTURE<br>MATERIAL: GALV HSS<br>FINISH: POWDER COAT<br>COLOR: TBD |
| 19 | CUSTOM VINE CLIMBING APPARATUS<br>MATERIAL: GALV I BEAMS W/ SS CABLES IN CONC PIER FOOTINGS |
| 20 | LOPHOSTEMON CONFERTUS, TYP |
| 21 | WASHINGTONIA ROBUSTA, TYP |

1/4" = 1'-0"

# LEVEL 1 - SOUTHWEST CORNER

## 510 TOWNSEND STREET

JULY 22, 2015 Scale: As indicated

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HARRIET ST.

ACCESS RAMP DOWN
TO BASEMENT

TRANSFORMER
RM

MAIN
ELECTRIC
RM #1

OPEN TO SKY

(6) CLASS 1 WALL-MOUNTED
BICYCLE RACKS
(9 BICYCLES PER RACK)

OFFICE SPACE

FITNESS
SPACE

LOUNGE
BREAK ROOM

BIKE
WORKSHOP/
STORAGE

MAIL ROOM

PROPERTY LINE

20' - 0"

SLOPE UP

10' - 0"
MIN

20' - 0"

OPEN TO SKY

OUTDOOR
LOUNGE AREA

COVERED

(E) ADJACENT
1- STORY
METAL BLDG

PROPERTY LINE

2' - 10" | 20' - 3" | 24' - 5" | 30' - 0" | 30' - 0" | 30' - 0"

LINE OF BLDG
OVERHEAD

65X | 85X

## MATERIAL LEGEND

| SYMBOL | DECRIPTION |
|---|---|
| 1 | (N) CITY STANDARD NATURAL COLOR CONCRETE, SIDEWALK |
| 2 | (N) INTEGRAL COLOR CONCRETE PAVING<br>COLOR: DAVIS PALOMINO #5497<br>FINISH: LIGHT SANDBLAST<br>JOINTS: 3/8" SAWCUT @ 12" O.C. |
| 3 | (N) INTEGRAL COLOR CONCRETE PAVING<br>COLOR: DAVIS KAILUA #677<br>FINISH: LIGHT SANDBLAST<br>JOINTS: 3/8" SAWCUT @ 8" O.C. |
| 4 | (N) INTEGRAL COLOR CONCRETE PAVING<br>COLOR: DAVIS PADRE BROWN #61078<br>FINISH: HEAVY SANDBLAST<br>JOINTS: 3/8" SAWCUT @ 24" O.C. |
| 5 | (N) INTEGRAL COLOR CONCRETE PAVING<br>COLOR: DAVIS DARK GREY #860<br>FINISH: MURIATIC ACID WASH<br>ADDITIVE: SPARKLEGRAIN BLACK 16 GRIT SURFACE |
| 6 | PRECAST TRUNCATED DOMES<br>COLOR: CHARCOL GREY<br>FINISH: MEDIUM SANDBLAST |

| SYMBOL | DECRIPTION |
|---|---|
| 7 | DECOMPOSED GRANITE PAVING<br>COLOR: SONOMA GOLD |
| PA | PLANTING AREA, MIXTURE OF DROUGHT TOLERANT NATIVE & NON-NATIVE/NON-INVASIVE SHRUBS GRASSES & GROUNDCOVERS |
| 8 | CHANNEL GLASS FENCE W GALV HSS FRAME |
| 9 | NATURAL COLOR CONCRETE STEM WALL AT CHANNEL GLASS FENCE |
| 10 | CONCRETE & GALVANIZED STEEL PLATE PLANTER WALL |
| 11 | CITY STANDARD CONCRETE CURB |
| 12 | BOLLARD |
| 13 | TRENCH DRAIN |
| 14 | TREE GRATE |

| SYMBOL | DECRIPTION |
|---|---|
| 15 | BIKE RACK |
| 16 | GALVANIZED STEEL PLATE , RECLAIMED LUMBER & CONCRETE BENCHES |
| 17 | CONCRETE STAIR & HANDRAIL |
| 18 | WALL MOUNTED SCULPTURE<br>MATERIAL: GALV HSS<br>FINISH: POWDER COAT<br>COLOR: TBD |
| 19 | CUSTOM VINE CLIMBING APPARATUS<br>MATERIAL: GALV I SEAMS W/ SS CABLES IN CONC PIER FOOTINGS |
| 20 | LOPHOSTEMON CONFERTUS, TYP |
| 21 | WASHINGTONIA ROBUSTA, TYP |

# LEVEL 1 - NORTHWEST CORNER
## 510 TOWNSEND STREET

JULY 22, 2015 Scale: 1/4" = 1'-0"

ALEXANDRIA.

STUDIOS architecture

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11 10 9 8 7 6

LINE OF BLDG OVERHEAD

65X 85X

PROPERTY LINE

COVERED

OPEN TO SKY

A

TEMPORARY STORAGE

GENERATOR RM

B

PENDING DEMOLITION OF THE I-280 VIADUCT, TEMPORARY TRASH HOLDING AND STORAGE SPACES WILL BE RELOCATED AND THE PEDESTRIAN WALKWAY WILL BE EXTENDED THROUGH THIS SECTION OF THE BUILDING TO CONNECT THE SITE WITH THE PROPOSED 6TH STREET BOULEVARD.

PROPERTY LINE

POTENTIAL FUTURE PEDESTRIAN WALKWAY CONTINUATION

GENERATOR SWITCH RM

OFFICE SPACE

C

TEMPORARY TRASH HOLDING

GAS METER

VRF 1

(E) ADJACENT 1-STORY METAL BUILDING

DN UP

UP

COVERED

20' - 0".

STAIR 3

D

13 6 12

LINE OF BLDG OVERHEAD

HARRIET ST.

OPEN TO SKY

ACCESS RAMP DOWN TO BASEMENT

# LEVEL 1 - NORTHEAST CORNER

## 510 TOWNSEND STREET

JULY 22, 2015 Scale: 1/4" = 1'-0"

ALEXANDRIA

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0 1 5 10

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65X

85X

30' - 0"

30' - 0"

30' - 0"

30' - 0"

16' - 0"

1' - 6"

15' - 0"

8' - 3"

5' - 6"

CALTRANS CONCRETE
SUPPORT FOR 1-280

BIKE PATH

PROPERTY LINE

EXIT
CORRIDOR

STAIR 2

UP

DN

PA

BASEMENT EXHAUST LOUVERS

> 30' - 0"

15' - 11"

5' - 11"

(8) CLASS 2
BIKE RACKS,
S.L.D.

TOWNSEND STREET

30' - 0"

OFFICE SPACE

CAFE

3' - 5"

15' - 0"

30' - 0"

15' - 0"

PROPERTY LINE

## MATERIAL LEGEND

| SYMBOL | DECRIPTION |
|---|---|
| 1 | (N) CITY STANDARD NATURAL COLOR CONCRETE, SIDEWALK |
| 2 | (N) INTEGRAL COLOR CONCRETE PAVING<br>COLOR: DAVIS PALOMINO #5497<br>FINISH: LIGHT SANDBLAST<br>JOINTS: 3/8" SAWCUT @ 12" O.C. |
| 3 | (N) INTEGRAL COLOR CONCRETE PAVING<br>COLOR: DAVIS KAILUA #677<br>FINISH: LIGHT SANDBLAST<br>JOINTS: 3/8" SAWCUT @ 8" O.C. |
| 4 | (N) INTEGRAL COLOR CONCRETE PAVING<br>COLOR: DAVIS PADRE BROWN #61078<br>FINISH: HEAVY SANDBLAST<br>JOINTS: 3/8" SAWCUT @ 24" O.C. |
| 5 | (N) INTEGRAL COLOR CONCRETE PAVING<br>COLOR: DAVIS DARK GREY #660<br>FINISH: MURIATIC ACID WASH<br>ADDITIVE: SPARKLEGRAIN BLACK 16 GRIT SURFACE |
| 6 | PRECAST TRUNCATED DOMES<br>COLOR: CHARCOL GREY<br>FINISH: MEDIUM SANDBLAST |

| SYMBOL | DECRIPTION |
|---|---|
| 7 | DECOMPOSED GRANITE PAVING<br>COLOR: SONOMA GOLD |
| PA | PLANTING AREA, MIXTURE OF DROUGHT TOLERANT NATIVE & NON-NATIVE/NON-INVASIVE SHRUBS GRASSES & GROUNDCOVERS |
| 8 | CHANNEL GLASS FENCE W GALV HSS FRAME |
| 9 | NATURAL COLOR CONCRETE STEM WALL AT CHANNEL GLASS FENCE |
| 10 | CONCRETE & GALVANIZED STEEL PLATE PLANTER WALL |
| 11 | CITY STANDARD CONCRETE CURB |
| 12 | BOLLARD |
| 13 | TRENCH DRAIN |
| 14 | TREE GRATE |

| SYMBOL | DECRIPTION |
|---|---|
| 15 | BIKE RACK |
| 16 | GALVANIZED STEEL PLATE , RECLAIMED LUMBER & CONCRETE BENCHES |
| 17 | CONCRETE STAIR & HANDRAIL |
| 18 | WALL MOUNTED SCULPTURE<br>MATERIAL: GALV HSS<br>FINISH: POWDER COAT<br>COLOR: TBD |
| 19 | CUSTOM VINE CLIMBING APPARATUS<br>MATERIAL: GALV I BEAMS W/ SS CABLES IN CONC PIER FOOTINGS |
| 20 | LOPHOSTEMON CONFERTUS, TYP |
| 21 | WASHINGTONIA ROBUSTA, TYP |

# LEVEL 1 - SOUTHEAST CORNER

## 510 TOWNSEND STREET

JULY 22, 2015 Scale: 1/4" = 1'-0"

ALEXANDRIA

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2 SOUTH ELEVATION ENLARGED

SCALE: 3/16" = 1'-0"




1 SOUTH ELEVATION

SCALE: 1/8" = 1'-0"

# SOUTH ELEVATION
## 510 TOWNSEND STREET

JULY 22, 2015 Scale: As indicated

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# WEST ELEVATION

## 510 TOWNSEND STREET

JULY 22, 2015 Scale: 1/8" = 1'-0"

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2 NORTH ELEVATION ENLARGED

SCALE: 3/16" = 1'-0"




1 NORTH ELEVATION

SCALE: 1/8" = 1'-0"

# NORTH ELEVATION
## 510 TOWNSEND STREET

JULY 22, 2015 Scale: As indicated

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# EAST ELEVATION

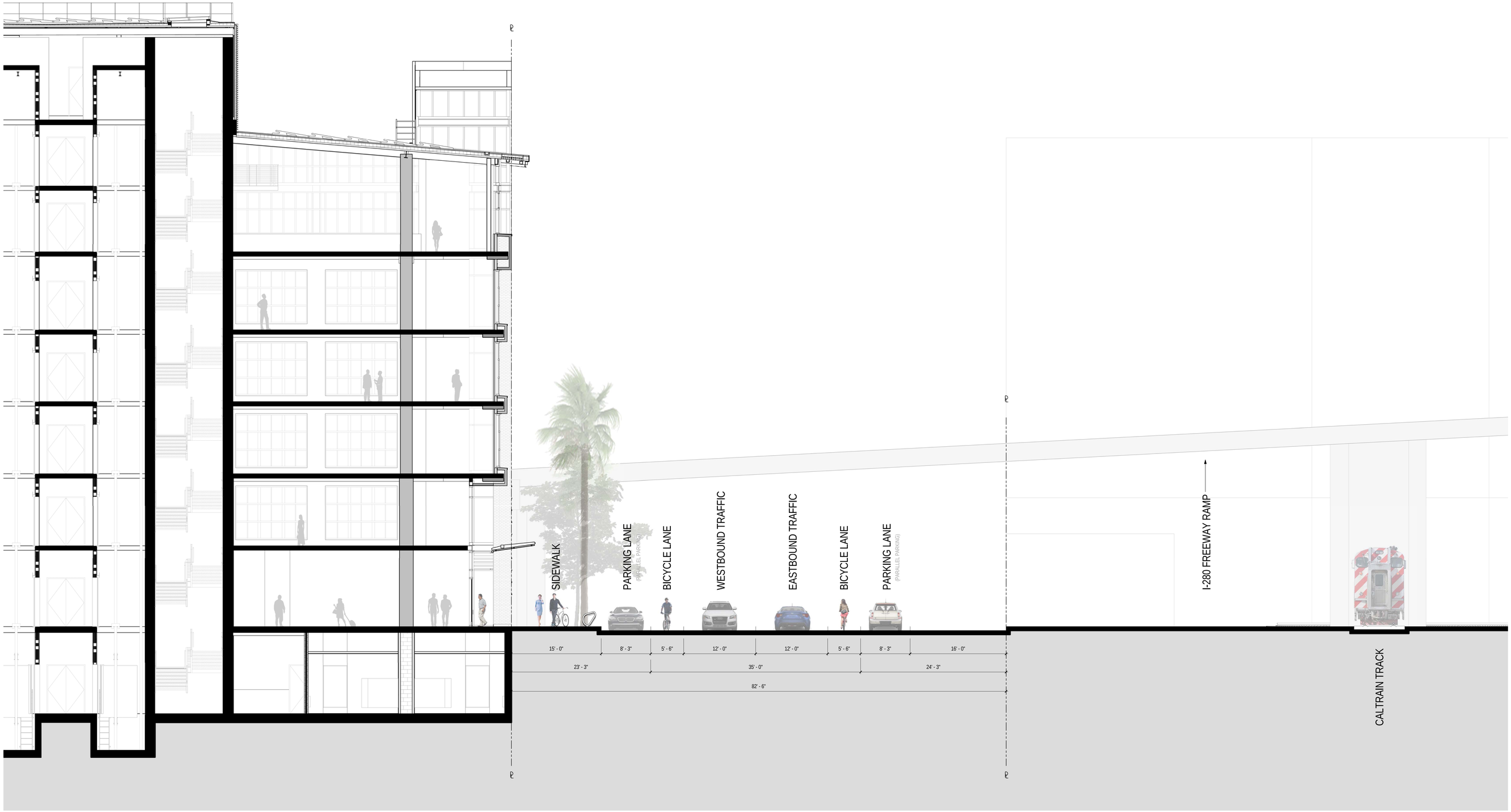
## 510 TOWNSEND STREET

JULY 22, 2015 Scale: 1/8" = 1'-0"

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510 TOWNSEND STREET

TOWNSEND STREET EASEMENT

CALTRAIN YARDS
(EXISTING BUILDINGS BEYOND)

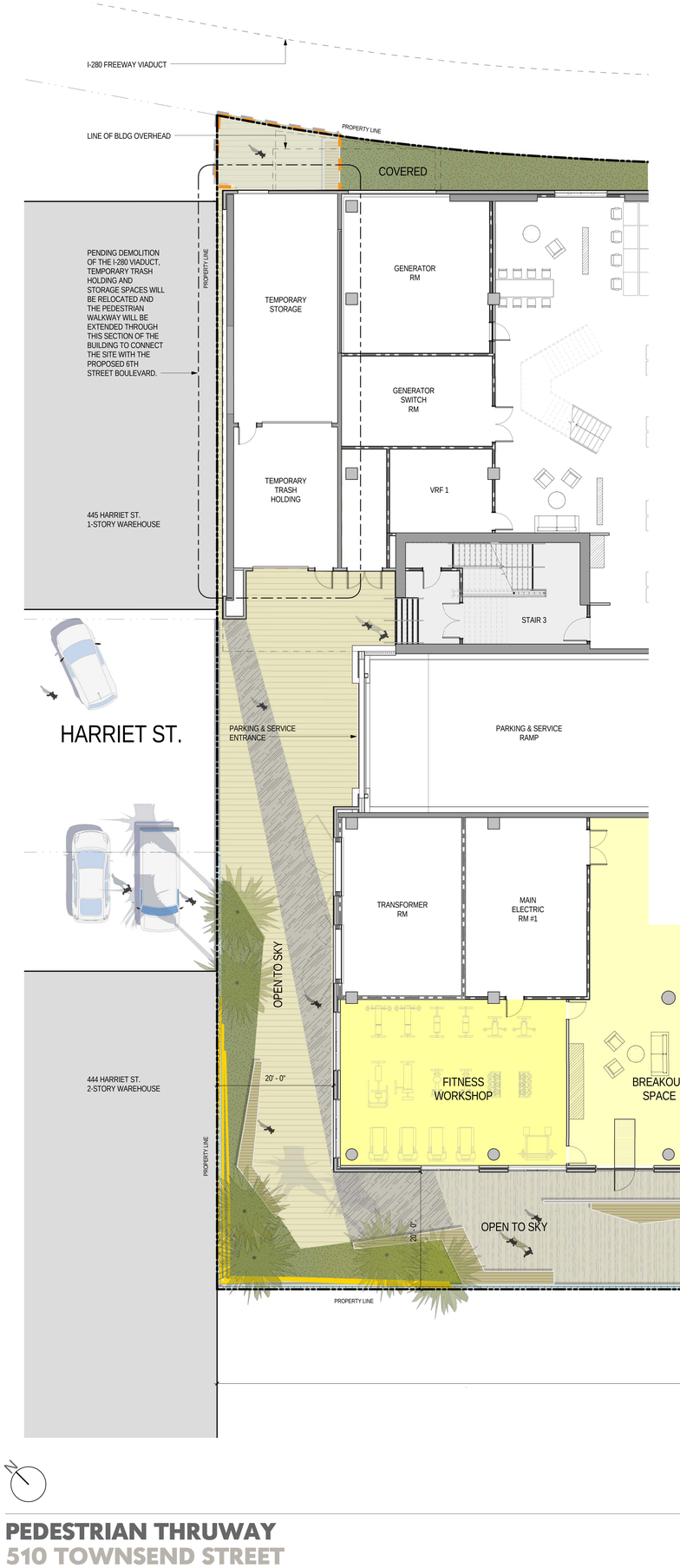
# STREETSCAPE SECTION
## 510 TOWNSEND STREET

JULY 22, 2015 Scale: 3/16" = 1'-0"

ALEXANDRIA.

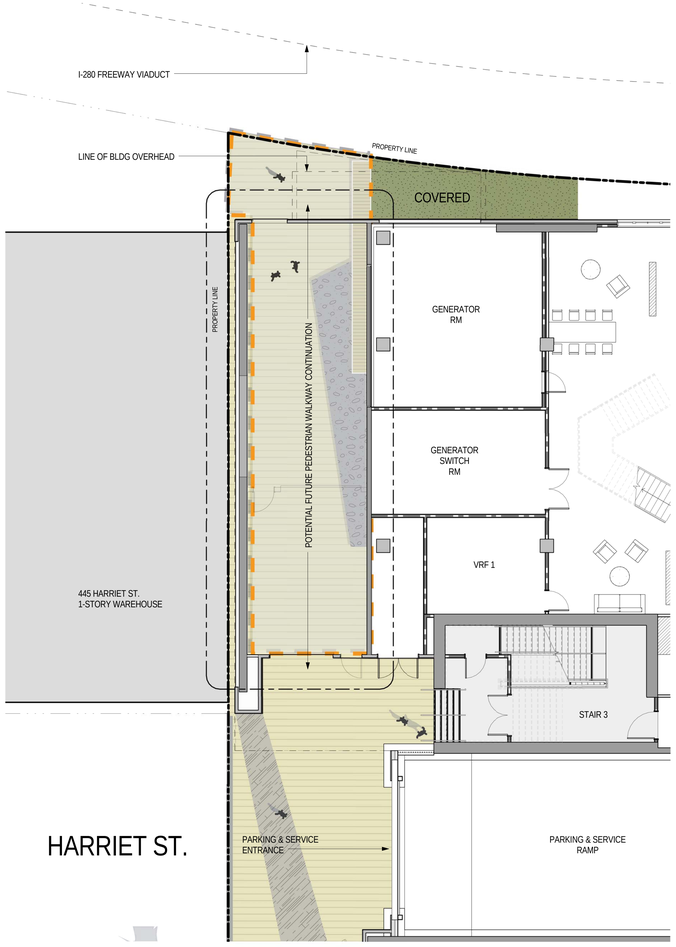
STUDIOS architecture

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## POTENTIAL FUTURE PEDESTRIAN WALKWAY CONTINUATION PLAN

(PENDING DEMOLITION OF THE EXISTING 1-280 FREEWAY VIADUCT)




## NORTHEAST CORNER LOOKING WEST PERSPECTIVE

(POTENTIAL FUTURE CONDITION)



**PEDESTRIAN THRUWAY**

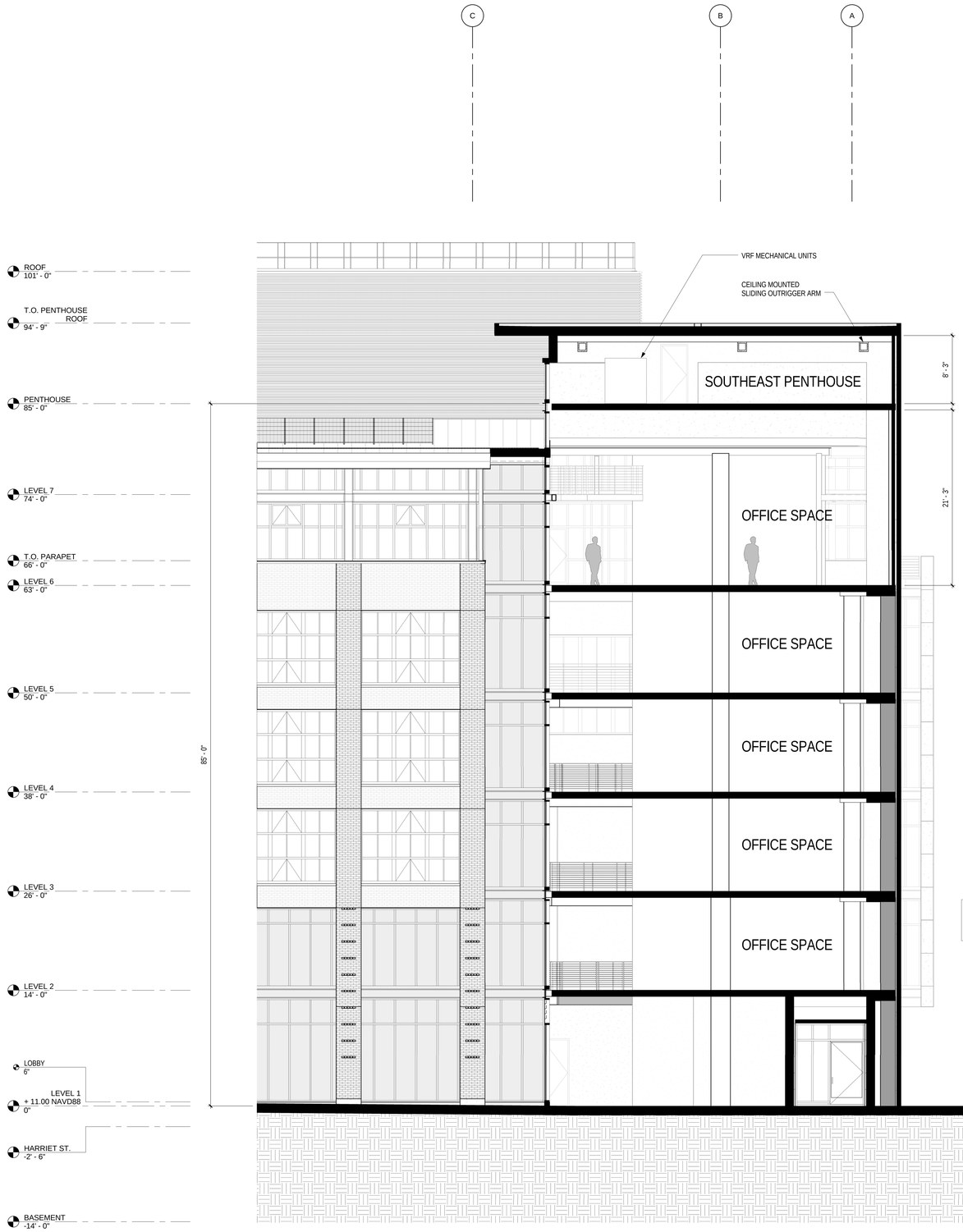
**510 TOWNSEND STREET**

JULY 22, 2015 Scale: 1/8" = 1'-0"

ALEXANDRIA

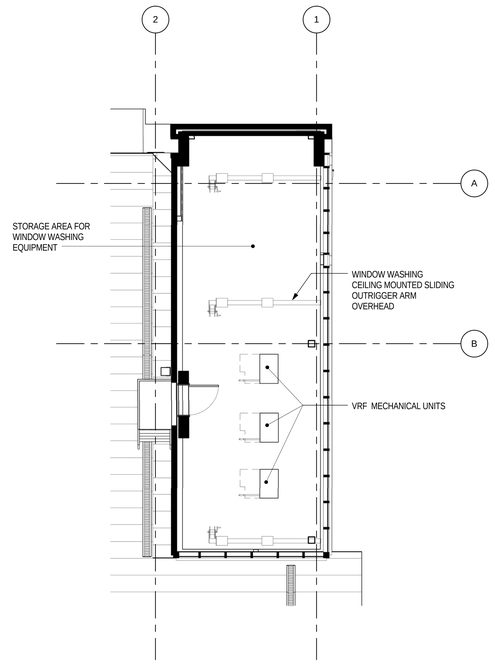
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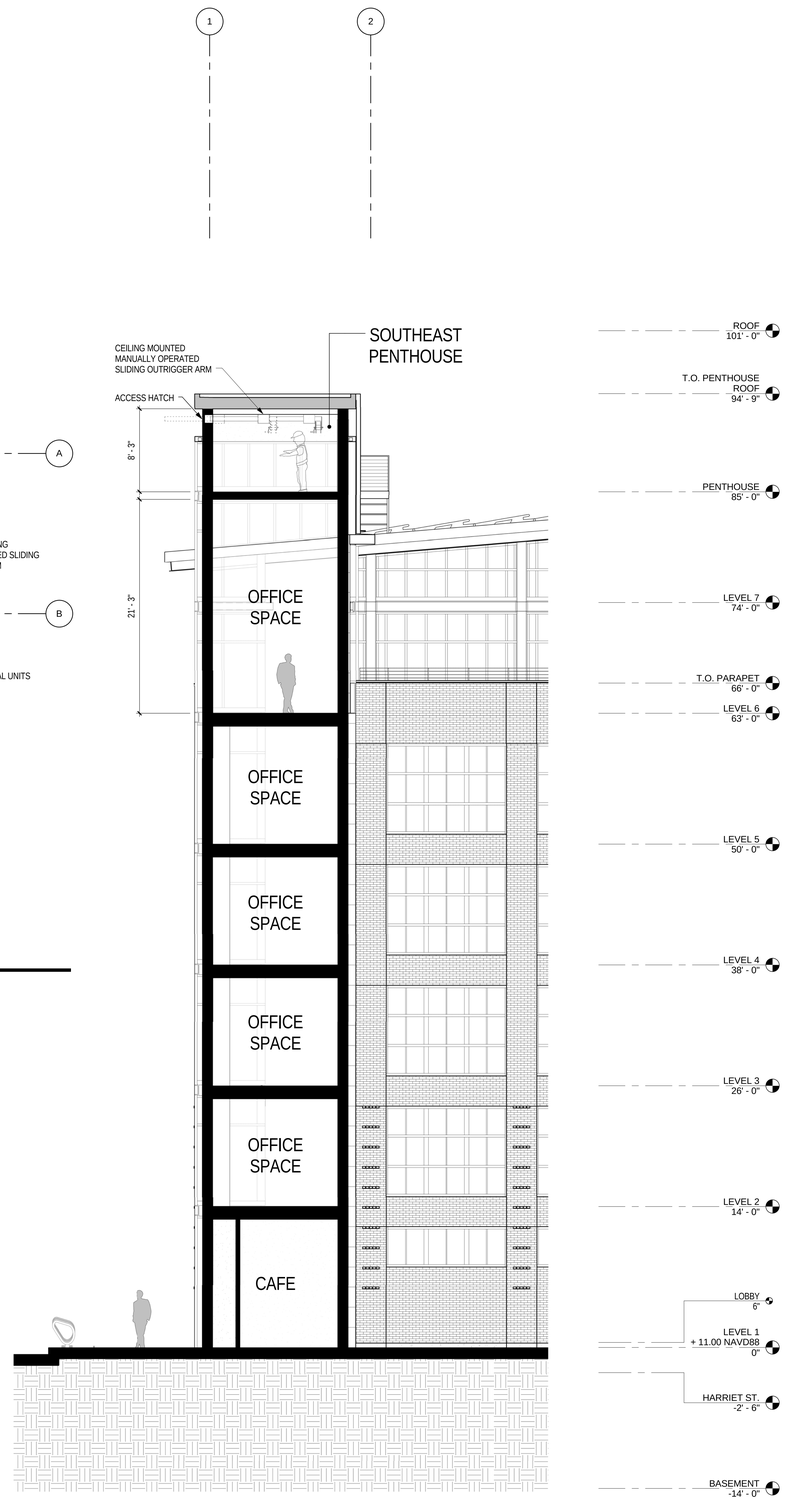

1 EAST-WEST SECTION LOOKING NORTH

SCALE: 3/16" = 1'-0"




3 SOUTHEAST PENTHOUSE FLOOR PLAN

SCALE: 3/16" = 1'-0"




2 NORTH-SOUTH SECTION LOOKING WEST

SCALE: 3/16" = 1'-0"

**SOUTHEAST PENTHOUSE**

**510 TOWNSEND STREET**

JULY 22, 2015 Scale: 3/16" = 1'-0"

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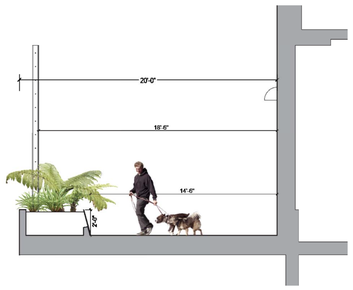
PERSPECTIVE VIEW A



PERSPECTIVE VIEW B



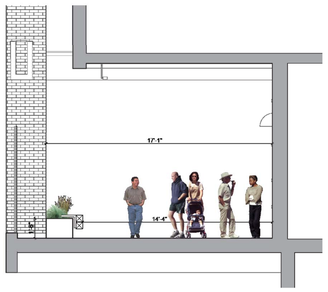
PERSPECTIVE VIEW C



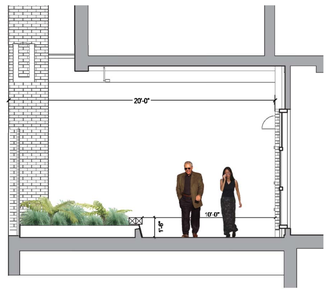

SECTION A
1/4=1-0




SECTION B
1/4=1-0




SECTION C
1/4=1-0




SECTION D
1/4=1-0



SECTION E
1/8=1-0

# GROUND LEVEL LANDSCAPE PLAN
## 510 TOWNSEND STREET

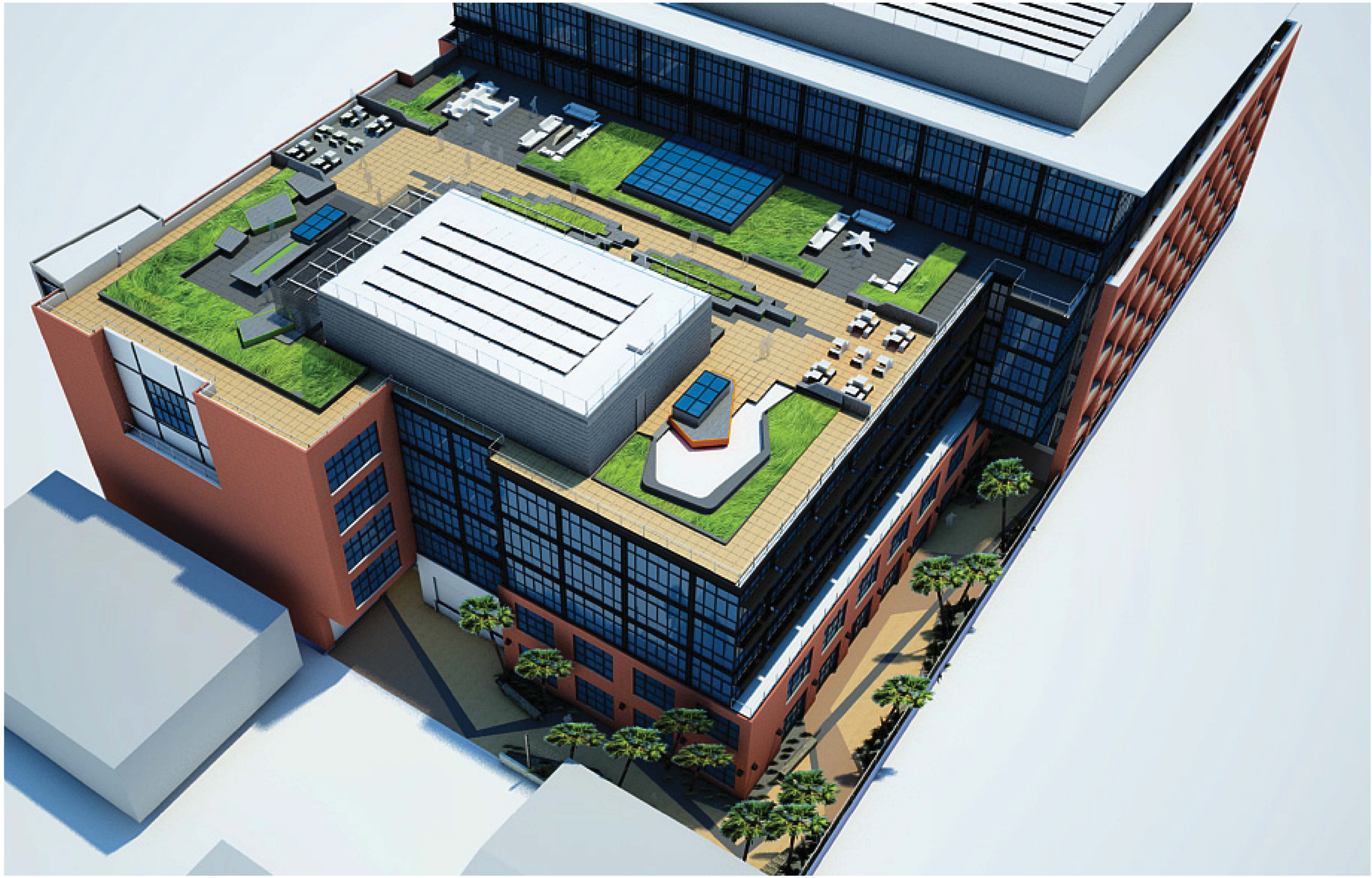
JULY 22, 2015 Scale: AS INDICATED

ALEXANDRIA.

FLETCHER STUDIO LANDSCAPE ARCHITECTURE

STUDIOS architecture

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# ROOF TERRACE LANDSCAPE PLAN

## 510 TOWNSEND STREET

JULY 22, 2015 Scale: N / A .

ALEXANDRIA.

FLETCHER STUDIO

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# Harriet Street Operations Plan (Alexandria Real Estate)

## The Proposal

Alexandria and the future 510 Townsend Street tenant will participate in the existing informal coordination process that the Harriet Street business owners have developed to coordinate parking and loading activities on Harriet Street. Through this coordination process, Alexandria and the future 510 Townsend Street tenant and the Harriet Street business owners will seek to minimize potential conflicts between parking and loading for Harriet Street business owners on Harriet Street and access and loading/unloading to and for 510 Townsend Street, and seek to allow loading and unloading activities to occur on Harriet Street while maintaining an open lane for traffic along Harriet Street.

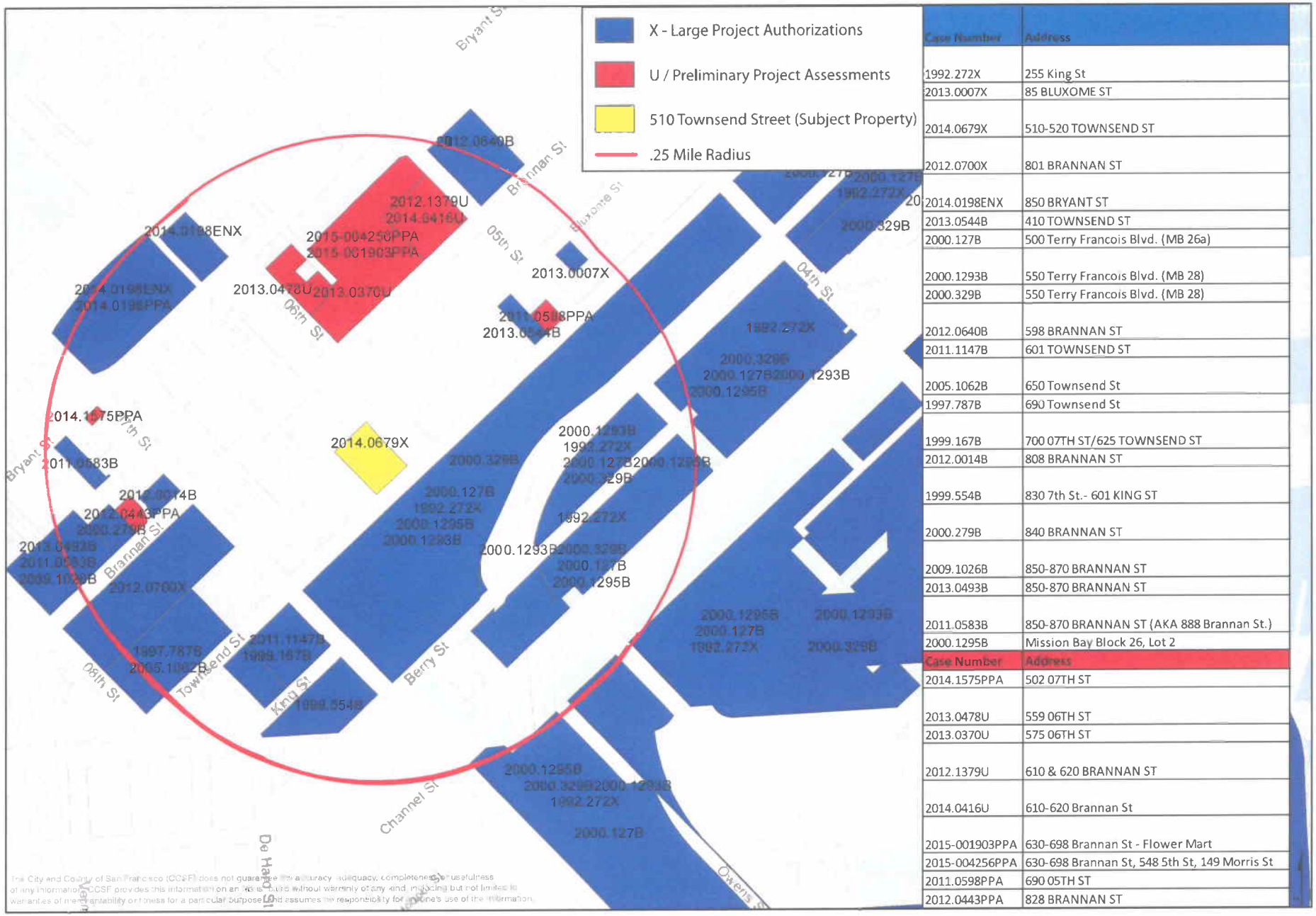
Alexandria and the future 510 Townsend Street tenant will provide a parking and loading attendant at 510 Townsend Street to coordinate parking, loading, and unloading activities at 510 Townsend Street, and to serve as the primary point of contact with the Harriet Street business owners for coordination activities. A room for the attendant will be provided at the Garage/Loading level in the 510 Townsend Street building. The attendant will be scheduled such that at least one attendant will be available to schedule and monitor every inbound and outbound truck to 510 Townsend Street between the hours of 5:00 AM and 8:00 PM on weekdays.

## Duties of the 510 Townsend Operations Attendant

1. Participate in the informal coordination process, and work with Harriet Street business owners to schedule, plan and lay out truck access area, activities, timing and durations including lay out loading areas along Harriet.
2. Manage conflicts between pedestrian, bicycle, passenger vehicle, and truck traffic at 510 Townsend Street, temporarily holding pedestrian traffic during truck movements if necessary.
3. Coordinate with the owners of business along Harriet Street to minimize truck traffic between 7:30 AM – 9:00 AM or 4:30 PM – 7:00 PM on weekdays.
4. Coordinate passenger vehicle access to and from the 510 Townsend Street garage.

# Major Projects Within .25 Mile Radius of 510 Townsend

SAN FRANCISCO
PLANNING DEPARTMENT




| Case Number | Address |
|---|---|
| 1992.272X | 255 King St |
| 2013.0007X | 85 BLUXOME ST |
| 2014.0679X | 510-520 TOWNSEND ST |
| 2012.0700X | 801 BRANNAN ST |
| 2014.0198ENX | 850 BRYANT ST |
| 2013.0544B | 410 TOWNSEND ST |
| 2000.127B | 500 Terry Francois Blvd. (MB 26a) |
| 2000.1293B | 550 Terry Francois Blvd. (MB 28) |
| 2000.329B | 550 Terry Francois Blvd. (MB 28) |
| 2012.0640B | 598 BRANNAN ST |
| 2011.1147B | 601 TOWNSEND ST |
| 2005.1062B | 650 Townsend St |
| 1997.787B | 690 Townsend St |
| 1999.167B | 700 07TH ST/625 TOWNSEND ST |
| 2012.0014B | 808 BRANNAN ST |
| 1999.554B | 830 7th St.- 601 KING ST |
| 2000.279B | 840 BRANNAN ST |
| 2009.1026B | 850-870 BRANNAN ST |
| 2013.0493B | 850-870 BRANNAN ST |
| 2011.0583B | 850-870 BRANNAN ST (AKA 888 Brannan St.) |
| 2000.1295B | Mission Bay Block 26, Lot 2 |
| **Case Number** | **Address** |
| 2014.1575PPA | 502 07TH ST |
| 2013.0478U | 559 06TH ST |
| 2013.0370U | 575 06TH ST |
| 2012.1379U | 610 & 620 BRANNAN ST |
| 2014.0416U | 610-620 Brannan St |
| 2015-001903PPA | 630-698 Brannan St - Flower Mart |
| 2015-004256PPA | 630-698 Brannan St, 548 5th St, 149 Morris St |
| 2011.0598PPA | 690 05TH ST |
| 2012.0443PPA | 828 BRANNAN ST |

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0 250 500 1,000 Feet

Printed: 5 August, 2015

CALIFORNIA SAW & KNIFE WORKS
ESTABLISHED 1886

December 11, 2014

Ms. Susan Mickelsen
Mr. Chris Townes
San Francisco Planning Department
1650 Mission Street, Suite 400
San Francisco, CA 94103

Dear Ms. Mickelsen and Mr. Townes,

As discussed when the Harriet Street Business community met with you to discuss our concerns about the proposed access to Brannan Street via Harriet Street for the 510-520 Townsend Street Project, we are attaching a map and a diagram of the immediate Brannan-Harriet Street area and properties, in addition to a memorandum detailing our strong concerns regarding the current plans.

We hope that the bold-face information in the memo will assist you (as the condensed important points) as you describe the situation we experience and have observed to your colleagues in your internal deliberations next week regarding the appropriateness of the blanket elimination of Townsend Street curb-cuts currently in use by the property at 510-520 Townsend Street.

Please let us know if you have any questions with regard to our observations and comments. I can be reached here at Cal Saw this afternoon and tomorrow, and on Monday December 15 in the morning before 10:15 am and perhaps after about 3:30 or so. I can be reached on my cell phone on Tuesdays or most other times as well.

Best regards,

Karen Bird
Karen@calsaw.com

Encl: Memorandum
Street Map
Street Diagram

721 BRANNAN STREET • SAN FRANCISCO • CALIFORNIA 94103-4971
(888) 729-6533 • (415) 861-0644 • FAX (415) 861-0406

December 11, 2014
**To:** SF Planning Department, Att: Susan Mickelsen and Chris Townes
**Fr:** Karen Bird, California Saw & Knife Works, (a manufacturer with Harriet Street access) on behalf of the 400 block of Harriet Street business and property owners

(Please note that the bold-faced type portion of the following provides the essence of our remarks – the "bullet points")

It is essential that the development at 510-520 Townsend Street, where 2 curb cuts already exist, should have its primary – if not all – vehicular access on Townsend Street. Those of us who rely on using and accessing Brannan Street at Harriet and Brannan Streets and who regularly observe the traffic patterns there throughout each day **urge that the existing curb cuts for this property on Townsend Street be maintained** and that vehicular access for this Townsend Street project be on Townsend Street where the project is situated, instead of routing traffic generated by this significantly larger Townsend Street business directly onto Brannan Street via Harriet Street.

**Should traffic into and out of the proposed 320,000 square foot 510-520 Townsend Street Office Project be routed through to Brannan Street via Harriet Street, this would create much more severe congestion on Brannan Street than now exists, by taking that added traffic and diverting it in its entirety from Townsend Street to the Sixth and Brannan Street choke point.**

The 400 block of Harriet Street in San Francisco, through which any traffic from the Townsend Street property must pass in order to access Brannan Street, is narrow – essentially it is an alley – which dead-ends between Brannan Street and Townsend Street. It is accessed from Brannan Street at the point just west of the corner of Brannan Street and Sixth Street (where Sixth Street becomes the approach ramp to I-280). It is also accessed occasionally from the locked gate at its dead-end by commercial delivery trucks such as UPS and Fed-Ex who enter and service the 510-520 Townsend Street property from that property's locked gate on Townsend Street - because they can, and because they wish to avoid backing down Harriet Street because of the difficulty of either turning around in narrow Harriet Street or backing out into Brannan Street.

**The busy intersection at Sixth and Brannan Streets is the access point for I-280 South. As such, it has become a choke point,** often backing up East-bound traffic to the West well beyond Harriet Street towards Seventh Street, since the west-bound Brannan Street traffic approaching this intersection has a left-turn signal for traffic turning south onto I-280; the signal pattern at this intersection with its resultant three distinct successive flow configurations is therefore inefficient especially for east-bound Brannan Street traffic. **Often only 2 vehicles from each of the 2 lanes Eastbound on Brannan Street get through this intersection at each green light. This is especially evident during evening rush hour when the back-up is compounded by the congested traffic East-bound on Brannan Street between Sixth and Fifth Streets, due to the vehicles attempting to turn left on Fifth Street to access the Bay Bridge.**

It is surely likely, even if the I-280 freeway is eventually converted into a Boulevard, that the signal at Sixth and Brannan would continue to provide a left turn window for west-Bound Brannan Street traffic turning South (left) at Sixth Street.

Because it is difficult and dangerous, if not illegal, for traffic exiting Harriet Street to cross Brannan Street and execute a left turn west-bound onto Brannan Street, **west-bound traffic (even now) often exits Harriet Street by turning right (East) on Brannan Street (though even this is not always easy due to Brannan Street congestion, especially at rush hour), proceeds through the Sixth Street intersection, goes to Fifth Street, turns right onto Fifth Street, then turns right (West) on Townsend Street and then proceeds right past the current 510-520 Townsend Street property on Townsend - in order to reach Seventh Street or beyond.**

**Furthermore, this 400 block of Harriet Street is already a vibrant and busy vehicular and pedestrian street which provides the primary, and in most cases, the only, access for the businesses and activities which currently open onto it. An additional flood of cars and trucks on Harriet Street would seriously compromise the present commercial activities of these businesses and properties,** which include the following:

1. A large parking lot (approximately 40 spaces altogether) leased to the nearby San Francisco District Attorney's Office and used by its personnel (investigators, attorneys, etc.) as well as spots leased to Zip Car and several other businesses
2. An auto repair shop
3. A retail shop selling sound equipment and systems
4. A company selling ladders, scaffolding and related equipment to those in the construction and other trades, as well as to consumers
5. Two small office buildings, one of which incorporates a parking area for employees
6. A manufacturing company which receives steel and industrial gas deliveries on Harriet Street and has a small employee parking area opening onto Harriet Street

Several of these Harriet Street businesses require deliveries by large trucks which must either back down Harriet Street to enter, or must back out once deliveries are made. The volume of passenger vehicles which utilize Harriet Street each day is significant; in addition to the leased parking lot for which Harriet Street is the only access, there are parking areas used for employees of businesses as well as customers who access the stores. Deliveries of vehicles to the auto-repair shop are made by tow trucks. Deliveries and pickups are made daily by all manner of autos, pickups, vans, and trucks. Pedestrians utilize the alley frequently throughout each weekday (especially) to access the stores, the offices, and the parking lot.

The current usage of the 400 Block of Harriet Street – that alley currently proposed to route traffic from 510-520 Townsend Street onto Brannan Street, with approximate numbers where appropriate, is as follows:

| | | |
|---|---|---|
| 1. | Harriet Street access to/from Brannan Street, which is already problematic due to business activity on Harriet and its full usage of this narrow alley; severe congestion on Brannan Street created by proximity to the Sixth and Brannan intersection; and difficulty of turning left from Harriet Street onto Brannan Street to head west | |
| 2. | Access to Harriet Street from East-bound Brannan Street by making a left turn across the two lanes of west-bound traffic, which can be dangerous – and which holds up east-bound Brannan Street traffic. | |
| 3. | Employees accessing businesses on Harriet Street each week day, especially in morning and early evening, on foot and in vehicles entering and exiting employee parking spaces | 45 per day |
| 4. | Vehicles parking in large parking lot each week day, requiring vehicular and pedestrian throughout day; though especially before/after office and business hours | 40 per day |
| 5. | UPS and FedEx deliveries/pickups daily, throughout each day | 40 weekly |
| 6. | Customers visiting Harriet Street Businesses each week day, on foot and by vehicle | 55 daily |
| 7. | Tow trucks arriving daily to drop off disabled vehicles for auto repair, at unpredictable times | 3-4 daily |
| 8. | Vendor deliveries and pickups daily at varied times: Some are 28' to 50' trucks which must back in or out; some are smaller trucks, pick-ups, or vans | 28 per week |
| 9. | SFPD Motorcycles which mass (for staging) in Harriet Street when dignitaries arrive in SF via I-280 | 20-40 On occasion |
| 10. | Businesses in Harriet Street also rely on Harriet Street for Emergency Access and for garbage pickup access and other utility servicing. | |

Traffic on Harriet Street is usually most congested during the afternoon week-day rush hour as well as during the morning commute hours. However, this Street (alley) is heavily utilized by vehicles and pedestrians throughout each week day, and a confluence of truck deliveries and other vehicular activity occurs randomly throughout each week day.

**We urge the City to retain the existing curb cuts for the 510-520 Townsend Street property, since vehicular traffic generated by the proposed development will obviously increase with the much denser development it promises.** Although City policy has been invoked to propose the elimination the two existing Townsend Street curb cuts which presently serve the properties at 510-520 Townsend Street, we believe that to eliminate access to Townsend Street for an even denser use of the 510-520 Townsend Street property would result in significant additional traffic on Brannan Street via the Harriet Street alley. This increased traffic would visit a severe negative effect upon Brannan Street traffic, upon the existing Harriet Street businesses and traffic, upon the San Francisco District Attorney's Office personnel who use Harriet Street, and on future traffic generated by the 510-520 Townsend Street proposed project which tries to access Brannan Street via Harriet Street.

## Townes, Christopher (CPC)

**From:** Karen Bird <karen@calsaw.com>
**Sent:** Thursday, August 06, 2015 10:13 AM
**To:** Townes, Christopher (CPC)
**Cc:** Mickelsen, Susan (CPC); Espiritu, Christopher (CPC); Warren Bird
**Subject:** Comment on Harriet Street Operations Plan (ARE) Received August 5, 2015

Dear Chris,

Yesterday we received a copy of the Harriet Street Operations Plan (Alexandria Real Estate) for the proposed 510-520 Townsend Street development which your office forwarded to us; this Operations Plan is essentially the same as that which Alexandria Real Estate provided us on Monday, August 3.

We understand that it is expressly the responsibility of the private developer to ensure that vehicles accessing its site do not produce recurring vehicle queues on the adjacent public street(s).

Since the adjacent street(s)- in this case, Harriet Street, and the only street it accesses - Brannan Street, are public streets, such a plan is evidently designed to control the traffic flow of traffic related to the Project which is using Harriet Street and Brannan Street. Undoubtedly the City cannot expect, much less require, that a private entity would be metering or controlling public access (that traffic which is not destined to or from the Project's parking facility), to such public street or streets. This recent version of the Harriet Street Operations Plan appears, in fact, to more appropriately provide a plan for an attempt to meter and control only the traffic related to the Project itself. It is evidently a good faith effort to work with the Harriet Street situation, but in our estimation will not be able to adequately address the effects of the increased traffic generated by the Project.

We should note that relevant section of Harriet Street, a narrow public street which lies to the south of Brannan Street and which has public access only from Brannan Street, with no public outlet at its south end, is already very heavily utilized by the public, primarily by the traffic which accesses or services the existing businesses on Harriet Street - and Harriet Street already experiences delays in traffic. Most of the businesses on this segment of Harriet Street do not have access to any other street. Given the current public usage of Harriet Street and delays which occur on it and on Brannan Street, the challenge of the Project in alleviating queues due to its own substantial addition to traffic on Harriet Street will be daunting. Should the Harriet Street businesses on this block experience any increase in the business activity at their properties, additional challenges are likely to occur in the attempt by the developer to meter and monitor its private traffic to alleviate queues, as required.

It appears to be an untenable proposition to provide the only access to a building of the size of the proposed 510-520 Townsend Street Project only through a narrow public street with limited public access, one which is already nearly fully utilized, and one which itself accesses only a major adjacent street at a point which is adjacent to an intersection (that of 6th and Brannan Streets) which already has afternoon rush hour delays of greater than 80 seconds per vehicle - even before this additional Project traffic arrives.

We would maintain that the Project Variant, which Alexandria Real Estate itself has proposed, and which is described in the Transportation Impact Study of July, 2015, provides an alternative configuration for ingress and egress (utilizing Townsend Street for access) which is likely to provide much more satisfactory and continuous access for this development, as well as to provide a much more benign effect on bicycle, vehicular, and pedestrian traffic throughout SoMa.

It is simply not reasonable to conclude that an increase in Harriet Street traffic, all of which turns right onto Brannan Street, which results in a nearly 13 percent increase in the total number of vehicles traveling eastbound directly into the intersection of 6th and Brannan Streets (see 92 added Project vehicles noted on page 48 of TIS; 92 is 12.8% of 716 existing vehicles) can result in anything other than paralysis of vehicle movement on Harriet Street.

Best regards,
Karen Bird, on behalf of Warren and Karen Bird

California Saw & Knife Works
721 Brannan Street
San Francisco, CA 94103
PH: 415 861 0644
FAX:415 861 0406
Karen@calsaw.com

# SAN FRANCISCO
# PLANNING DEPARTMENT

## Certificate of Determination
## EXEMPTION FROM ENVIRONMENTAL REVIEW

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

Reception:
**415.558.6378**

Fax:
**415.558.6409**

Planning
Information:
**415.558.6377**

| | |
|---|---|
| *Case No.:* | **2014.0679E** |
| *Project Address:* | **510-520 Townsend Street** |
| *Zoning:* | Western SoMa Mixed-Use Office (WMUO)<br>65-X & 85-X Height and Bulk Districts |
| *Block/Lot:* | 3784/007 and 080 |
| *Lot Size:* | 37,811 and 15,638 square feet, respectively |
| *Plan Area:* | Western SoMa Area Plan |
| *Project Sponsor:* | Greg Gehlen, Alexandria Real Estate Equities, (415) 321-3808 |
| *Staff Contact:* | Susan Mickelsen, (415) 575-9039, susan.mickelsen@sfgov.org |

### PROJECT DESCRIPTION

The project site consists of two parcels located in the City's South of Market (SoMa) neighborhood and Western SoMa Plan Area with frontage on Townsend Street. The approximate 54,000-square-foot (sq.ft.) project site has is located on the block bounded by Townsend Street to the south, Brannan Street to the north, the Interstate 280 (I-280) Sixth Street on- and off-ramps to the east, and 7th Street to the west. The proposed project would demolish the five existing one- to two-story buildings and adjacent at-grade parking to construct a single, 313,306 gsf five- to seven-story, 65- to 85-feet-in-height, office building with basement-level parking on the two merged parcels. The proposed approximately 19,000 gsf underground parking garage would include 46 (32 regular, one car-share, three low-emission/fuel-efficient, eight compact, and two accessible) vehicle parking spaces, four loading spaces and 36 bicycle parking spaces. Access to and from the parking garage would be from Harriet Street. Fifty-four bicycle parking spaces would be provided at the ground level, for a proposed project total of 90 bicycle parking spaces. The project depth of excavation would be approximately 17 feet deep, with an estimated 31,000 cubic yards of excavation.

(Continued on next page.)

### EXEMPT STATUS

Exempt 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.

SARAH B. JONES
Environmental Review Officer

August 5, 2015
Date

cc: Alexandria Real Estate Equities, Project Sponsor; Supervisor Jane Kim, District 6; Chris Townes, Current Planning Division; Virna Byrd, M.D.F.; Exemption/Exclusion File

## PROJECT DESCRIPTION (continued)

The site is currently occupied by five one- to two-story buildings and structures with approximately 30,000 gross square feet (gsf) of existing office space and 20,000 gsf of industrial warehouse space. The 510 Townsend parcel (3784/080) includes two one-story warehouse structures connected by covered storage and an at-grade parking area with approximately 10 spaces. The 520 Townsend parcel (3784/080) includes a two-story office building and adjacent at-grade parking area (with approximately 30 parking spaces) which fronts Townsend Street, and two two-story warehouse buildings along the rear property line which includes several loading docks. The existing structures on the parcels are accessed by two curbcuts along Townsend Street and one curbcut at the end of Harriet Street (alley).

The proposed new office building would be located in two and bulk height districts (65-X and 85-X) and therefore would contain five to seven stories, or 65 to 85 feet in height, respectively. The rooftop mechanical equipment would extend to 101 feet in height. As part of the proposed open space, the project includes a walkway along the west side of the building to connect Townsend and Harriet Streets. Besides this walkway, the proposed building would occupy the entirety of the two merged parcels.

## PROJECT APPROVAL

The proposed project at 510-520 Townsend Street would require a Large Project Authorization (Planning Code Section 329) and an Office Development Authorization (Planning Code Section 321) from the Planning Commission. These actions would represent the Approval Action for the project. The Approval Action date establishes the start of the 30-day appeal period for this CEQA exemption determination pursuant to Section 31.04(h) of the San Francisco Administration Code.

Under the Large Project Authorization, the project is seeking modification to the Planning Code requirement for 1) Dimensions for off-street loading [Planning Code Section 154(b)]; and 2) Usable Open Space [Planning Code Section 135.3(a)(2)(B), 135(h)(1)(C), 270(e)(4)]. Pursuant to Planning Code Section 321, an Office Allocation is required for new office space exceeding 25,000 gsf. Since the project proposes a total of 269,063 gsf of new office space, an Office Allocation (Large Cap) is required. The project is subject to Section 311/312 of the Planning Code, which requires neighborhood notification for projects proposing building expansion and new construction. The project also requires a lot merger approval from the Department of Public Works and approval of demolition and building permits from the Department of Building Inspection. For the removal or trimming of adjacent trees on the Department of California Transportation (Caltrans) property, the project requires a tree trimming or removal encroachment permit from Caltrans.

## COMMUNITY PLAN EXEMPTION OVERVIEW

California Public Resources Code Section 21083.3 and CEQA Guidelines Section 15183 provide an exemption from environmental review for 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, 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 510-520 Townsend Street project described above, and incorporates by reference information contained in the Programmatic EIR for the Western SoMa Community Plan, Rezoning of Adjacent Parcels, and 350 Eighth Street Project (Western SoMa PEIR).[1,2] 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 Western SoMa PEIR.

After several years of analysis, community outreach, and public review, the Western SoMa Community Plan was adopted by the Board of Supervisors on March 19, 2013, and effective as of April 27, 2013. The Community Plan included changes to existing zoning, height and bulk districts in some areas, including the project site at 510-520 Townsend Street. The Planning Commission certified the Western SoMa PEIR on December 6, 2012.[3]

The 510-520 Townsend Street site is located in the Western SoMa Community Plan area. As a result of the Western SoMa rezoning process, the project site has been rezoned to 65-X and 85-X Height and Bulk Districts, as well as to Western SoMa Mixed-Use Office (WMUO) zoning district. The WMUO zoning district promotes a variety of smaller-scale office uses, digital media and "high-tech" uses, and light industrial/PDR uses amidst a mix of other neighborhood-serving commercial and institutional uses, such as nighttime entertainment, recreational facilities, restaurants, arts activities, retail, child care, and religious uses. The proposed project office use is consistent with uses permitted within the WMUO zoning district.

Individual projects that could occur in the future under the Western SoMa Community Plan would undergo project-level environmental evaluation to determine if they would result in further impacts specific to the development proposal, the site, and the time of development and to assess whether additional environmental review would be required. This determination concludes that the proposed project at 510-520 Townsend Street is consistent with and was encompassed within the analysis in the Western SoMa PEIR. This determination also finds that the Western SoMa PEIR adequately anticipated and described the impacts of the proposed 510-520 Townsend Street project, and identified the mitigation measures applicable to the 510-520 Townsend Street project. The proposed project is consistent with the General Plan, Western SoMa Plan, zoning controls and the provisions of the Planning Code applicable to the project site.[4,5] Therefore, no further CEQA evaluation for the 510-520 Townsend Street project is

[1] In this CPE Checklist, the acronyms "FEIR" and "PEIR" both refer to the Western SoMa Community Plan FEIR and are used interchangeably.

[2] San Francisco Planning Department, Western SoMa Community Plan, Rezoning of Adjacent Parcels, and 350 Eighth Street Project Final Environmental Impact Report (FEIR), Planning Department Case Nos. 2008.0877E and 2007.1035E, State Clearinghouse No. 2009082031, certified December 6, 2012. Available online at: http://www.sf-planning.org/index.aspx?page=1893, accessed July 11, 2014.

[3] Ibid.

[4] Adam Varat, San Francisco Planning Department, Community Plan Exemption Eligibility Determination, Citywide Planning and Policy Analysis, 510-520 Townsend Street, July 22, 2014. This document is available for review at the San Francisco Planning Department, 1650 Mission Street, Suite 400, as part of Case File No. 2014.0679E.

required. In sum, the Western SoMa PEIR and this Certificate of Exemption for the proposed project comprise the full and complete CEQA evaluation necessary for the proposed project.

## PROJECT SETTING

The block of Townsend Street between 7th Street and the Interstate 280 (I-280) Sixth Street on- and off-ramps, on which the project site is located, consists of light industrial (including a postal sorting center, ladder/scaffolding company, and self-serve storage), furniture, home furnishing and décor retail, some residential (including live/work) units, automotive services, other commercial, surface parking, and some office uses (including on the project site). The surrounding buildings vary in appearance and height; the two story buildings are generally industrial in character and consist of steel, masonry and wood construction, while the taller four- to six-story buildings are of more modern appearance characterized by wood, stucco and steel. Two taller residential buildings are located along Brannan Street, interspersed with the low-rise industrial-style buildings. The project block is located just north of the Caltrain railroad tracks and just west of the Caltrain King Street Station. The on- and off-ramps to I-280 are elevated to the east of project site. However, the on- and off-ramps slope down to street-level at Brannan Street, limiting the use of the area below the on- and off-ramps just east of the project site. Harriet Street lies just south of Brannan Street between the on- and off-ramps and 7th Street dead-ends at the rear of the project site, and the project site can be accessed from Harriet Street. Businesses along Harriet Street consist of light industrial, retail, automotive, parking businesses as well as some office use. Sidewalks are located on only a portion of the alley and perpendicular or parallel parking is located on both sides of the street.

## POTENTIAL ENVIRONMENTAL EFFECTS

The Western SoMa PEIR included analyses of the following environmental issues: land use; aesthetics; population and housing; cultural and paleontological resources; transportation and circulation; noise and vibration (cumulative only); air quality; greenhouse gas emissions; wind and shadow; recreation; public services, utilities, and service systems; biological resources; geology and soils; hydrology and water quality; hazards and hazardous materials; mineral and energy resources; and agricultural and forest resources.

The proposed 510-520 Townsend project is in conformance with the height, use and density for the site described in the Western SoMa PEIR and would represent a small part of the growth that was forecast for the Western SoMa plan area. Thus, the plan analyzed in the Western SoMa PEIR considered the incremental impacts of the proposed 510-520 Townsend Street project. As a result, the proposed project would not result in any new or substantially more severe impacts than were identified in the Western SoMa PEIR.

Significant and unavoidable project and cumulative impacts were identified in the Western SoMa PEIR for the following topics: historic architectural resources, transportation and circulation, noise, air quality, and shadow. As further discussed in the CPE Checklist, the proposed project would not contribute to the significant and unavoidable impacts to historic architectural resources or shadow, but could contribute to the significant and unavoidable impacts to transportation and circulation, air quality, and cumulative noise and vibration. These items are discussed in more detail in the CPE Checklist.

[5] Jeff Joslin, San Francisco Planning Department, Community Plan Exemption Eligibility Determination, Current Planning Analysis, 510-520 Townsend Street, August 5, 2015.

The Western SoMa PEIR identified feasible mitigation measures to address significant impacts related to cultural and paleontological resources, transportation and circulation, noise and vibration, air quality, wind, biological resources, and hazards and hazardous materials. **Table 1** below lists the mitigation measures identified in the Western SoMa PEIR and states whether each measure would apply to the proposed project.

**Table 1 – Western SoMa PEIR Mitigation and Improvement Measures**

| Mitigation Measure | Applicability | Compliance |
|---|---|---|
| **D. Cultural and Paleontological Resources** | | |
| M-CP-1a: Documentation of a Historical Resource | Not Applicable: site is not a historic resource, is not adjacent to historic resources and is not located in a historic district. | |
| M-CP-1b: Oral Histories | Not Applicable: site is not a historic resource, is not adjacent to historic resources and is not located in a historic district. | |
| M-CP-1c: Interpretive Program | Not Applicable: site is not a historic resource, is not adjacent to historic resources and is not located in a historic district. | |
| M-CP-4a: Project-Specific Preliminary Archeological Assessment | Applicable: soil disturbing activities proposed; Project Mitigation Measure 1 would be implemented. | Project sponsor will retain an archeological consultant, submit an Archeological Testing Plan (ATP) for review, implement the ATP prior to soil disturbance, and as needed implement an Archeological Monitoring Program (AMP) with all soil-disturbing activities. Project sponsor and archeologist would notify and mitigate the finding of any archeological resource in coordination with the Environmental Review Officer (ERO). |
| M-CP-4b: Procedures for Accidental Discovery of Archeological Resources | Applicable: soil disturbing activities proposed; Project Mitigation Measure 2 would be | Project sponsor shall distribute an archeological resource ALERT sheet to any firms |

| Mitigation Measure | Applicability | Compliance |
|---|---|---|
| | implemented. | involved in soil disturbance activity, including immediate notification to the City/ERO of any findings. |
| M-CP-7a: Protect Historical Resources from Adjacent Construction Activities | Not Applicable: no adjacent historic resources present | |
| M-CP-7b: Construction Monitoring Program for Historical Resources | Not Applicable: no adjacent historic resources present | |
| **E. Transportation and Circulation** | | |
| M-TR-1c: Traffic Signal Optimization (8th/Harrison/I-80 WB off-ramp) | Not Applicable: plan level mitigation to be implemented by SFMTA. | |
| M-TR-4: Provision of New Loading Spaces on Folsom Street | Not Applicable: project would not remove loading spaces along Folsom Street. | |
| M-C-TR-2: Impose Development Impact Fees to Offset Transit Impacts | Not Applicable: transit ridership generated by project would not considerably contribute to impact. | |
| **F. Noise and Vibration** | | |
| M-NO-1a: Interior Noise Levels for Residential Uses | Not Applicable: project does not include residential use. | |
| M-NO-1b: Siting of Noise-Sensitive Uses | Not Applicable: project does not include noise sensitive (residential) use. | |
| M-NO-1c: Siting of Noise-Generating Uses | Applicable. The project proposes a generator and mechanical equipment. | Mitigation measure complete. The project has completed a noise analysis with recommendations on noise dampening windows, and recommendations for the on-site emergency generator which the project sponsor has agreed to implement as part of the project. |
| M-NO-1d: Open Space in Noisy Environments | Not Applicable: project does not include noise sensitive (residential) use. | |

| Mitigation Measure | Applicability | Compliance |
|---|---|---|
| M-NO-2a: General Construction Noise Control Measures | Applicable: project includes construction in a noisy environment; Project Mitigation Measure 4. | Project contractors shall utilized best available noise control techniques and equipment, manage stationary noise sources to reduce noise levels at nearby sensitive receptors as much as possible, manage and reduce the amount of noise generated from construction equipment and methods, consider hours and methods of construction, and track and respond to any complaints related to construction noise. |
| M-NO-2b: Noise Control Measures During Pile Driving | Applicable. Geotechnical analysis recommends soil compaction and deep foundation with driven piles. | Project sponsor shall utilize an acoustical consultant to identify noise and vibration reduction measures (noise barriers, "quiet" pile driving techniques, and site specific recommendations) for pile driving and soil compaction construction activities. |
| **G. Air Quality** | | |
| M-AQ-2: Transportation Demand Management (TDM) Strategies for Future Development Projects | Not Applicable: project would not generate more than 3,500 daily vehicle trips. | Although not applicable, the project includes Project Improvement Measure 1, which recommends the development of a TDM Plan. |
| M-AQ-3: Reduction in Exposure to Toxic Air Contaminants for New Sensitive Receptors | Not Applicable. Project, as an office development does not include new sensitive receptors. | |
| M-AQ-4: Siting of Uses that Emit $PM_{2.5}$ or other DPM and Other TACs | Applicable: The proposed project would include a back-up diesel generator. | Mitigation measure complete. Project Air Quality Analysis indicated project would not generate substantial levels of $PM_{2.5}$ or other DPM or other TACs. |
| M-AQ-6: Construction Emissions Minimization Plan for Criteria Air Pollutants | Applicable: project air quality analysis indicated project construction would not exceed | Project Mitigation Measure 5 establishes the requirement of a construction emissions |

| Mitigation Measure | Applicability | Compliance |
|---|---|---|
| M-AQ-7: Construction Emissions Minimization Plan for Health Risks and Hazards | BAAQMD thresholds, but the project is located in an Air Pollutant Exposure Zone. | minimization plan prior to the start of construction to reduce construction criteria air pollutant emissions. |
| **I. Wind and Shadow** | | |
| M-WS-1: Screening-Level Wind Analysis and Wind Testing | Applicable: A portion of the project is greater than 80 feet. | Mitigation measure complete. Screening-level wind analysis has been completed. |
| **L. Biological Resources** | | |
| M-BI-1a: Pre-Construction Special-Status Bird Surveys | Applicable: project includes tree removal and building demolition; Project Mitigation Measure 6. | Prior to removal or trimming of trees, bird surveys shall be conducted by a qualified biologist. Measures for protection shall be taken as needed and indicated in the mitigation measure. |
| M-BI-1b: Pre-Construction Special-Status Bat Surveys | Applicable: project includes building demolition; Project Mitigation Measure 7. | Prior to demolition, surveys of special-status bat populations shall be conducted by a qualified bat biologist. Measures for protection shall be taken as needed and indicated in the mitigation measure. |
| **O. Hazards and Hazardous Materials** | | |
| M-HZ-2: Hazardous Building Materials Abatement | Applicable: project includes demolition of pre-1980 industrial buildings; Project Mitigation Measure 8. | Project sponsor shall properly dispose of any equipment containing PCBs or mercury or other hazardous materials identified according to applicable federal, state and local laws. |
| M-HZ-3: Site Assessment and Corrective Action | Not Applicable: superseded by Health Code Article 22A (Maher Ordinance) | Project shall comply with Article 22A (Maher Ordinance). |
| **Improvement Measure** | **Applicability** | |
| I-TR-1: Transportation Demand Management Strategies for Future | Not Applicable (based on project trip generation), but | |

| Mitigation Measure | Applicability | Compliance |
|---|---|---|
| Development | sponsor has agreed to implement Project Improvement Measure 1. | |
| I-BI-2: Night Light Minimization | Applicable: project would include night lighting of office building. Project Improvement Measure 9. | |

As analyzed and discussed in the CPE Checklist, the following mitigation measures identified in the PEIR do not apply to the proposed project: M-CP-1a, M-CP-1b, M-CP-1c, M-CP-7a, M-CP-7b, M-TR-1c, M-TR-4, M-C-TR-2, M-NO-1a, M-NO-1b, M-NO-1d, M-AQ-2, M-AQ-3 and M-HZ-3.

As discussed in the CPE Checklist, Western SoMa PEIR Mitigation Measures M-CP-4a and M-CP-4b were determined to apply to the proposed project as the project would involve soil disturbing activities and the potential to uncover archeological resources. Mitigation Measures M-NO-1c, M-NO-2a and M-NO-2b were determined to apply to the proposed project as the project would include a back-up diesel generator, project construction would occur in an existing noisy environment, and project construction would include soil compaction and pile driving. Mitigation Measure M-AQ-4, M-AQ-6 and M-AQ-7 were determined to apply to the proposed project as the project would include a back-up diesel generator and is located in an area of poor air quality. Mitigation Measure M-WS-1 would apply to the project because a portion of the project would be greater than 80 feet. However, this Mitigation Measure, through completion of a screening-level wind analysis has been completed. Mitigation Measures M-BI-1a and M-BI-1b were determined to apply to the proposed project as the project would demolish existing buildings and would include tree removal. Mitigation Measure M-HZ-2 was determined to apply to the proposed project as the project would include demolition of industrial buildings.

Please see the attached Mitigation and Improvement Monitoring and Reporting Program (MMRP) for the complete text of the applicable mitigation and improvement measures. With implementation of these mitigation measures the proposed project would not result in significant impacts beyond those analyzed in the Western SoMa PEIR. In addition to the Mitigation Measures identified in Table 1, above, the Western SoMa also identified improvement measures for impacts found to be less than significant. Improvement measures from the Western SoMa PEIR applicable to the proposed project include Transportation Demand Management Strategies (I-TR-1 from the Western SoMa PEIR) and night lighting minimization (I-BI-2 from the Western SoMa PEIR). Other project-specific improvement measures were also identified for the project to improve project traffic, pedestrian, loading, and transportation-related construction conditions.

## PUBLIC NOTICE AND COMMENT

A "Notification of Project Receiving Environmental Review" was mailed on October 15, 2014 to adjacent occupants and owners of properties within 300 feet of the project site. 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. Comments were received from several community members and nearby business owners expressing concerns related to the garage access on

Harriet Street, existing loading, street, and traffic conditions on Harriet Street, heavy traffic on Brannan Street, construction impacts of the project. These concerns are addressed in the Transportation and Circulation section of the CPE checklist, beginning on page 19. Additional analysis of Harriet Street existing traffic and loading conditions was also conducted in response to these concerns. The analysis found the project vehicle trips would not substantially worsen existing traffic or loading conditions and would be consistent with the PEIR analysis. Some members of the public expressed support for the open space connecting Harriet Street and Townsend Street, as well as concern for the safety of this connecting open space. Some members of the public also voiced opposition to the size of the proposed building as compared to existing and surrounding buildings. Such land use concerns are further discussed in the Land Use and Land Use Planning section of the CPE Checklist.

The proposed project would not result in significant adverse environmental impacts associated with the issues identified by the public beyond those identified in the Western SoMa PEIR.

## CONCLUSION

As summarized above and further discussed in the CPE Checklist[6]:

1. The proposed project is consistent with the development density established for the project site in the Western SoMa Community 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 Western SoMa PEIR;

3. The proposed project would not result in potentially significant off-site or cumulative impacts that were not identified in the Western 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 Western 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 Western SoMa PEIR to mitigate project-related significant impacts.

Therefore, the proposed project is exempt from further environmental review pursuant to Public Resources Code Section 21083.3 and CEQA Guidelines Section 15183.

[6] The CPE Checklist is available for review at the Planning Department, 1650 Mission Street, Suite 400, San Francisco, in Case File No.2014.0679E.

Project Title: 510-520 Townsend Street
File No.: 2014.0679E
Motion No:

**EXHIBIT 1:**

**MITIGATION MONITORING AND REPORTING PROGRAM –**
**MITIGATION AND IMPROVEMENT MEASURES FOR 510-520 TOWNSEND STREET OFFICE DEVELOPMENT PROJECT**

| Mitigation Measures | Responsibility for Implementation | Mitigation Schedule | Monitoring/ Reporting Responsibility | Monitoring Schedule |
|---|---|---|---|---|
| **Project Mitigation Measure 1: Archeological Testing Program (M-CP-4a in the PEIR)**<br>Project sponsors wishing to obtain building permits from the City are required to undergo environmental review pursuant to CEQA. The San Francisco Planning Department, as the Lead Agency, requires an evaluation of the potential archeological effects of a proposed individual project. Pursuant to this evaluation, the San Francisco Planning Department has established a review procedure that may include the following actions, carried out by the Department archeologist or by a qualified archeological consultant, as retained by the project sponsor.<br><br>This archeological mitigation measure shall apply to any project involving any soils-disturbing or soils-improving activities including excavation, utilities installation, grading, soils remediation, compaction/chemical grouting to a depth of five (5) feet or greater below ground surface and located within properties within the Draft Plan Area or on the Adjacent Parcels for which no archeological assessment report has been prepared.<br><br>Projects to which this mitigation measure applies shall be subject to Preliminary Archeology Review (PAR) by the San Francisco Planning Department archeologist. As the PAR determined that the project has the potential to adversely affect archeological resources, an Archeological Testing Program is required. The Program would more definitively identify the potential for California Register-eligible archeological resources to be present within the project site and determine the appropriate action necessary to reduce the potential effect of the project on archeological resources to a less-than-significant level. The Archeological Testing Program is detailed below.<br><br>A. *Consultation with Descendant Communities.* On discovery of an archeological site[1] associated with descendant Native Americans, the Overseas Chinese, or other descendant group an appropriate representative[2] of the descendant group and the Environmental Review Officer (ERO) shall be contacted. The | Project sponsor | Prior to issuance of building permit and during construction. | Planning Department's ERO; Planning Department's archeologist or qualified archeological consultant. | Considered complete upon submittal of PAR or PASS to ERO or designated Planning Department Staff. |

1 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.

| Mitigation Measures | Responsibility for Implementation | Mitigation Schedule | Monitoring/ Reporting Responsibility | Monitoring Schedule |
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| representative of the descendant group shall be given the opportunity to monitor archeological field investigations of the site and to consult with 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.<br><br>B. *Archeological Testing Program*. 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.<br><br>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:<br><br>a) The proposed project shall be re-designed so as to avoid any adverse effect on the significant archeological resource; or<br><br>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.<br><br>C. *Archeological Monitoring Program.* If the ERO in consultation with the archeological consultant determines that an archeological monitoring program shall be implemented the archeological monitoring program (AMP) shall minimally include the following provisions:<br>▪ 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 | | | | |

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| the archeological consultant shall determine what project activities shall be archeologically monitored. In most cases, any soils- disturbing activities, such as demolition, foundation removal, excavation, grading, utilities installation, foundation work, driving of piles (foundation, shoring, etc.), site remediation, etc., shall require archeological monitoring because of the risk these activities pose to potential archaeological resources and to their depositional context;<br>▪ The archeological consultant shall advise all project contractors to be on the alert for evidence of the presence of the expected resource(s), of how to identify the evidence of the expected resource(s), and of the appropriate protocol in the event of apparent discovery of an archeological resource;<br>▪ 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;<br>▪ The archeological monitor shall record and be authorized to collect soil samples and artifactual/ecofactual material as warranted for analysis;<br>▪ If an intact archeological deposit is encountered, all soils-disturbing activities in the vicinity of the deposit shall cease. The archeological monitor shall be empowered to temporarily redirect demolition/excavation/pile driving/construction activities and equipment until the deposit is evaluated. If, in the case of pile driving activity (foundation, shoring, etc.), the archeological monitor has cause to believe that the pile-driving activity may affect an archeological resource, the pile-driving activity shall be terminated until an appropriate evaluation of the resource has been made in consultation with the ERO. The archeological consultant shall immediately notify the ERO of the encountered archeological deposit. The archeological consultant shall 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.<br>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. | | | | |

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| D. *Archeological Data Recovery Program.* 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.<br><br>The scope of the ADRP shall include the following elements:<br>▪ *Field Methods and Procedures.* Descriptions of proposed field strategies, procedures, and operations.<br>▪ *Cataloguing and Laboratory Analysis*. Description of selected cataloguing system and artifact analysis procedures.<br>▪ *Discard and Deaccession Policy*. Description of and rationale for field and post-field discard and deaccession policies.<br>▪ *Interpretive Program*. Consideration of an on-site/off-site public interpretive program during the course of the archeological data recovery program.<br>▪ *Security Measures*. Recommended security measures to protect the archeological resource from vandalism, looting, and non-intentionally damaging activities.<br>▪ *Final Report*. Description of proposed report format and distribution of results.<br>▪ *Curation*. Description of the procedures and recommendations for the curation of any recovered data having potential research value, identification of appropriate curation facilities, and a summary of the accession policies of the curation facilities.<br><br>E. *Human Remains and Associated or Unassociated Funerary Objects.* The treatment of human remains and of associated or unassociated funerary objects discovered during any soils disturbing activity shall comply with applicable State and Federal laws. This shall include immediate notification of the Coroner of the | | | | |

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| City and County of San Francisco and in the event of the Coroner's determination that the human remains are Native American remains, notification of the California State Native American Heritage Commission (NAHC) who shall appoint a Most Likely Descendant (MLD) (Pub. Res. Code Sec. 5097.98). The archeological consultant, project sponsor, ERO, and MLD shall make all reasonable efforts to develop an agreement for the treatment of, with appropriate dignity, human remains and associated or unassociated funerary objects (CEQA Guidelines. Sec. 15064.5(d)). The agreement should take into consideration the appropriate excavation, removal, recordation, analysis, custodianship, curation, and final disposition of the human remains and associated or unassociated funerary objects.<br><br>F. *Final Archeological Resources Report.* The archeological consultant shall submit a Draft Final Archeological Resources Report (FARR) to the ERO that evaluates the historical significance of any discovered archeological resource and describes the archeological and historical research methods employed in the archeological testing/monitoring/data recovery program(s) undertaken. Information that may put at risk any archeological resource shall be provided in a separate removable insert within the final report.<br><br>Once approved by the ERO, copies of the FARR shall be distributed as follows: California Archaeological Site Survey Northwest Information Center (NWIC) shall receive one (1) copy and the ERO shall receive a copy of the transmittal of the FARR to the NWIC. The Environmental Planning division of the Planning Department shall receive one bound, one unbound 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 high public interest in or the high interpretive value of the resource, the ERO may require a different final report content, format, and distribution than that presented above. | | | | |

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| **Project Mitigation Measure 2 – Procedures for Accidental Discovery of Archeological Resources (M-CP-4b in the PEIR)**<br>This mitigation measure is required to avoid any potential adverse effect on accidentally discovered buried or submerged historical resources as defined in *CEQA Guidelines* Section 15064.5(a)(c).<br><br>The project sponsor shall distribute the San Francisco Planning Department archeological resource "ALERT" sheet to the project prime contractor; to any project subcontractor (including demolition, excavation, grading, foundation, pile driving, etc. firms); and to utilities firms involved in soils-disturbing activities within the project site. Prior to any soils-disturbing activities being undertaken, each contractor is responsible for ensuring that the "ALERT" sheet is circulated to all field personnel, including machine operators, field crew, pile drivers, and supervisory personnel. The project sponsor shall provide the ERO with a signed affidavit from the responsible parties (prime contractor, subcontractor(s), and utilities firms) to the ERO confirming that all field personnel have received copies of the "ALERT" sheet.<br><br>Should any indication of an archeological resource be encountered during any soils-disturbing activity of the project, the project head foreman and/or project sponsor shall immediately notify the ERO and shall immediately suspend any soils-disturbing activities in the vicinity of the discovery until the ERO has determined what additional measures should be undertaken.<br><br>If the ERO determines that an archeological resource may be present within the project site, the project sponsor shall retain the services of an archeological consultant from the pool of qualified archeological consultants maintained by the San Francisco Planning Department archeologist. The archeological consultant shall advise the ERO as to whether the discovery is an archeological resource, retains sufficient integrity, and is of potential scientific/historical/cultural significance. If an archeological resource is present, the archeological consultant shall identify and evaluate the archeological resource. The archeological consultant shall make a recommendation as to what action, if any, is warranted. Based on this information, the ERO may require, if warranted, specific additional measures to be implemented by the project sponsor.<br>Measures might include preservation in situ of the archeological resource, an archeological monitoring program, or an archeological testing program. If an archeological monitoring program or archeological testing program is required, it shall be consistent with the Environmental Planning (EP) division guidelines for such programs. The ERO may also require that the project sponsor immediately implement a site security program if the archeological resource is at risk from vandalism, looting, or other damaging actions.<br>The project archeological consultant shall submit a Final Archeological Resources Report (FARR) to the ERO that evaluates the historical significance of any discovered archeological resource and describes the archeological and historical research methods | Project sponsor, contractor, Planning Department's archeologist or qualified archaeological consultant, and Planning Department's Environmental Review Officer. | Prior to issuance of any permit for soil-disturbing activities and during construction. | Project Sponsor; ERO; archeologist. | Considered complete upon ERO's approval of FARR. |

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| employed in the archeological monitoring/data recovery program(s) undertaken. Information that may put at risk any archeological resource shall be provided in a separate removable insert within the final report.<br><br>Copies of the Draft FARR shall be sent to the ERO for review and approval. Once approved by the ERO, copies of the FARR shall be distributed as follows: California Archaeological Site Survey Northwest Information Center (NWIC) shall receive one 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 receive one bound copy, one unbound copy, and one unlocked, searchable PDF copy on a 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 high public interest or interpretive value, the ERO may require a different final report content, format, and distribution from that presented above. | | | | |
| **Project Mitigation Measure 3 - General Construction Noise Control Measures (M-NO-2a from the PEIR):** To ensure that project noise from construction activities is minimized to the maximum extent feasible, the sponsor of a subsequent development project shall undertake the following:<br><br>• The sponsor of a subsequent development project shall 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).<br><br>• The sponsor of a subsequent development project shall require the general contractor to locate stationary noise sources (such as compressors) as far from adjacent or nearby sensitive receptors as possible, to muffle such noise sources, and to construct barriers around such sources and/or the construction site, which could reduce construction noise by as much as 5 dBA. To further reduce noise, the contractor shall locate stationary equipment in pit areas or excavated areas, if feasible.<br><br>• The sponsor of a subsequent development project shall 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, which could reduce noise levels by as much as 10 dBA.<br><br>• The sponsor of a subsequent development project shall include noise control requirements in specifications provided to construction contractors. Such requirements could include, but not be limited to, performing all work in a manner that minimizes noise to the extent feasible; undertaking the most noisy activities | Project sponsor and construction contractor. | During construction period. | Project sponsor to provide monthly noise reports during construction. | Considered complete upon final monthly report. |

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| during times of least disturbance to surrounding residents and occupants, as feasible; and selecting haul routes that avoid residential buildings inasmuch as such routes are otherwise feasible.<br>• Prior to the issuance of each building permit, along with the submission of construction documents, the sponsor of a subsequent development project shall submit to the San Francisco Planning Department and Department of Building Inspection (DBI) a list of measures to respond to and track complaints pertaining to construction noise. These measures shall include: (1) a procedure and phone numbers for notifying DBI, the Department of Public Health, 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 non-residential 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 noise levels of 90 dBA or greater) about the estimated duration of the activity. | | | | |
| **Project Mitigation Measure 4 - Noise Control Measures during Pile Driving (Mitigation Measure M-NO-2b of the PEIR)**<br>For individual projects within the Draft Plan Area and Adjacent Parcels that require pile driving, a set of site-specific noise attenuation measures shall be completed under the supervision of a qualified acoustical consultant. These attenuation measures shall include as many of the following control strategies as feasible:<br>• The sponsor of a subsequent development project shall require the construction contractor to erect temporary plywood noise barriers along the boundaries of the project site to shield potential sensitive receptors and reduce noise levels by 5 to 10 dBA, although the precise reduction is a function of the height and distance of the barrier relative to receptors and noise source(s);<br>• The sponsor of a subsequent development project shall require the construction contractor to implement "quiet" pile-driving technology (such as pre-drilling of piles, sonic pile drivers, and the use of more than one pile driver to shorten the total pile driving duration), where feasible, in consideration of geotechnical and structural requirements and conditions;<br>• The sponsor of a subsequent development project shall require the construction contractor to monitor the effectiveness of noise attenuation measures by taking noise measurements; and<br>• The sponsor of a subsequent development project shall require that the construction contractor limit pile-driving activity to result in the least disturbance to neighboring uses. | Project sponsor and construction contractor. | During construction period – during periods of soil compaction and pile-driving | Project sponsor to provide monthly noise reports during soil compaction and/or pile-driving. | Considered complete upon final monthly report. |

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| Additionally, if pile driving would occur within proximity to historical resources, project sponsors would be required to incorporate Mitigation Measures M-CP-7a, Protect Historical Resources from Adjacent Construction Activities, and Mitigation Measure M-CP-7b, Construction Monitoring Program for Historical Resources, discussed in Section 4.D, Cultural and Paleontological Resources. | | | | |
| **Project Mitigation Measure 5 – Construction Emissions Minimization Plan for Health Risks and Hazards (Mitigation Measure M-AQ-7 and M-AQ-6 from the PEIR**<br><br>PEIR Mitigation Measure M-AQ-7: To reduce the potential health risk resulting from project construction activities, the project sponsor of each development project in the Draft Plan Area and on the Adjacent Parcels shall undertake a project-specific construction health risk analysis to be performed by a qualified air quality specialist, as appropriate and determined by the Environmental Planning Division of the San Francisco Planning Department, for diesel-powered and other applicable construction equipment, using the methodology recommended by the Bay Area Air Quality Management District (BAAQMD) and/or the San Francisco Planning Department. If the health risk analysis determines that construction emissions would exceed health risk significance thresholds identified by the BAAQMD and/or the San Francisco Planning Department, the project sponsor shall develop a Construction Emissions Minimization Plan for Health Risks and Hazards designed to reduce health risks from construction equipment to less-than-significant levels.<br><br>PEIR Mitigation Measure M-AQ-6: Subsequent development projects that may exceed the standards for criteria air pollutants, as determined by the ERO or his/her designee, shall be required to undergo an analysis of the project's construction emissions and if, based on that analysis, construction period emissions may be significant, 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 for Criteria Air Pollutants (as well as TACs, see Impact AQ-7) shall be designed to reduce criteria air pollutant emissions to the greatest degree practicable.<br><br>The Plan shall detail project compliance with the following requirements:<br><br>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:<br>a) Where access to alternative sources of power are available, portable diesel engines shall be prohibited; | Project sponsor and construction contractor. | Prior to the start of heavy diesel equipment use on site. | Health Risk Analysis complete. ERO to review and approve the Construction Emissions Minimization Plan prior to construction with diesel equipment. Contractor or sponsor to provide monthly reports on equipment. | Submit Plan for review prior to construction. Monitor measures as part of everyday operations; during project construction. Considered complete upon final monthly construction report. |

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| b) All off-road equipment shall have:<br>i. Engines that meet or exceed either U.S. Environmental Protection Agency or California Air Resources Board Tier 2 off-road emission standards, *and*<br>ii. Engines that are retrofitted with an ARB Level 3 Verified Diesel Emissions Control Strategy (VDECS).<br>c) Exceptions:<br>i. Exceptions to A(1)(a) may be granted if the project sponsor has submitted information providing 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 A(1)(b) for onsite power generation.<br>ii. Exceptions to A(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 is: (1) 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 A(1)(b)(ii), the project sponsor must comply with the requirements of A(1)(c)(iii).<br>iii. If an exception is granted pursuant to A(1)(c)(ii), the project sponsor shall provide the next cleanest pieces of off-road equipment as provided by the step down schedules in Table M-AQ-6 below.<br>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.<br>2. The project sponsor shall require that construction operators properly maintain and tune equipment in accordance with manufacturer specifications.<br>**TABLE M-AQ-6**<br>**OFF-ROAD EQUIPMENT COMPLIANCE STEP DOWN SCHEDULE***<br>**Compliance Alternative** \| **Engine Emission Standard** \| **Emissions Control**<br>1 \| Tier 2 \| ARB Level 2 VDECS<br>2 \| Tier 2 \| ARB Level 1 VDECS | | | | |

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| 3 | Tier 2 | Alternative Fuel* |

* How to use the table. If the requirements of (A)(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. Should the project sponsor not be able to supply off-road equipment meeting Compliance Alternative 2, then Compliance Alternative 3 would need to be met.

** Alternative fuels are not a VDECS

3. 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: 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 using alternative fuels, reporting shall indicate the type of alternative fuel being used.

4. 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.

**Reporting.** Monthly 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 A(4). In addition, for off-road equipment using alternative fuels, reporting shall include actual amount of alternative fuel used.

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 A(4). In addition, for off-road equipment using alternative fuels, reporting shall include actual amount of alternative fuel used.

**Certification Statement and On-site Requirements**. Prior to the commencement of construction activities, the project sponsor must certify (1) compliance with the Plan, and (2) all applicable requirements of the Plan have been incorporated into contract specifications.

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| **Project Mitigation Measure 6 –Pre-Construction Special-Status Bird Surveys (M-BI-1a from the PEIR)** Conditions of approval for building permits issued for construction within the Draft Plan Area or on the Adjacent Parcels shall include a requirement for pre-construction special-status bird surveys when trees would be removed or buildings demolished as part of an individual project. Pre-construction special-status bird surveys shall be conducted by a qualified biologist between February 1 and August 15 if tree removal or building demolition is scheduled to take place during that period. If bird species protected under the Migratory Bird Treaty Act or the California Fish and Game Code are found to be nesting in or near any work area, an appropriate no-work buffer zone (e.g., 100 feet for songbirds) shall be designated by the biologist. Depending on the species involved, input from the California Department of Fish and Game (CDFG) and/or United States Fish and Wildlife Service (USFWS) may be warranted. As recommended by the biologist, no activities shall be conducted within the no-work buffer zone that could disrupt bird breeding. Outside of the breeding season (August 16 – January 31), or after young birds have fledged, as determined by the biologist, work activities may proceed. Special-status birds that establish nests during the construction period are considered habituated to such activity and no buffer shall be required, except as needed to avoid direct destruction of the nest, which would still be prohibited. | Project Sponsor; qualified biologist; CDFG; USFWS | Prior to issuance of demolition or building permits when trees or shrubs would be removed or buildings demolished as part of an individual project. | Project Sponsor; qualified biologist; CDFG; USFWS | Prior to and during any demolition or construction activities. |
| **Project Mitigation Measure 7 –Pre-Construction Special-Status Bat Surveys (M-BI-1b from the PEIR)** Conditions of approval for building permits issued for construction within the Draft Plan Area or on the Adjacent Parcels shall include a requirement for pre-construction special-status bat surveys by a qualified bat biologist when large trees (those with trunks over 12 inches in diameter) are to be removed, or vacant buildings or buildings used seasonally or not occupied, especially in the upper stories, are to be demolished. If active day or night roosts are found, the bat biologist 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 the CDFG. Bat roosts initiated during construction are presumed to be unaffected, and no buffer would be necessary. | Project Sponsor; qualified biologist; CDFG | Prior to issuance of building or demolition permits when trees with trunks over 12 inches in diameter are to be removed or when vacant buildings or those used seasonally or not occupied, especially in the upper stories, are to be demolished. | Project Sponsor; qualified biologist | Prior to issuance of demolition or building permits |
| **Project Mitigation Measure 8 - Hazardous Building Materials Abatement (M-HZ-2 from the PEIR)**. The City shall condition future development approvals to require that the subsequent project sponsors ensure that any equipment containing polychlorinated biphenyls (PCBs) or mercury, such as fluorescent light ballasts, are removed and properly disposed of according to applicable federal, state, and local laws prior to the start of renovation, and that any fluorescent light tube fixtures, which could contain mercury, are similarly removed intact and properly disposed of. Any other hazardous materials identified, either before or during work, shall be abated according to applicable federal, state, and local laws. | Project Sponsor | Prior to any demolition or construction activities | Project Sponsor; Planning Department | Prior to issuance of building or demolition permits |

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| **IMPROVEMENT MEASURES** | | | | |
| **<u>Project Improvement Measure 1 - Implement Transportation Demand Management Strategies to Reduce Single Occupancy Vehicle Trips.</u>** The Project Sponsor and subsequent property owner/manager should implement a Transportation Demand Management (TDM) Program that seeks to minimize the number of single occupancy vehicle trips (SOV) generated by the proposed project for the lifetime of the project. The TDM Program targets a reduction in SOV trips by encouraging persons to select other modes of transportation, including: walking, bicycling, transit, car-share, carpooling and/or other modes.<br><br>The Project Sponsor has agreed to implement the following TDM measures:<br><br>**Identify TDM Coordinator:** The project sponsor should identify a TDM coordinator for the project site. The TDM Coordinator is responsible for the implementation and ongoing operation of all other TDM measures described below. The TDM Coordinator could be a brokered service through an existing transportation management association (e.g. the Transportation Management Association of San Francisco, TMASF), or the TDM Coordinator could be an existing staff member (e.g., property manager); the TDM Coordinator does not have to work full-time at the project site. However, the TDM Coordinator should be the single point of contact for all transportation-related questions from building occupants and City staff. The TDM Coordinator should provide TDM training to other building staff about the transportation amenities and options available at the project site and nearby.<br><br>**Provide Transportation and Trip Planning Information to Building Occupants:**<br>o *New-hire packet:* Provide a transportation insert in the new-hire packet that includes information on transit service (local and regional, schedules and fares), information on where transit passes could be purchased, information on the 511 Regional Rideshare Program and nearby bike and car share programs, and information on where to find additional web-based alternative transportation materials (e.g., NextMuni phone app). This new-hire packet should be continuously updated as local transportation options change, and the packet should be provided to each new building occupant. Provide Muni maps, San Francisco Bicycle and Pedestrian maps upon request.<br><br>o *Current transportation resources:* Maintain an available supply of Muni maps, San Francisco Bicycle and Pedestrian maps, schedules, information and updates. | Project sponsor; property owner/manager. | Ongoing. | Property owner/manager. | Ongoing. |

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| o *Emergency Ride Home Program:* All San Francisco companies are eligible to register for the Emergency Ride Home program. Employers must register annually. Once registered, all San Francisco employees of the company are eligible to request reimbursement.<br><br>**Bicycles**<br><br>o *Increase on-site bicycle parking:* Increase the number of on-site secured bicycle parking beyond Planning Code requirements and provide additional bicycle parking in the public right-of-way adjacent to the Project site. The property manager would also corporate with Bay Area Bike Share to allow installation of a bike share station in the public right-of-way along the project's frontage.<br><br>**Transit:**<br><br>Participate in the Transit Impact Development Fee as outlined in San Francisco Planning Code Section 411.<br><br>**City Access for Data Collection:**<br>As part of an ongoing effort to quantify the efficacy of TDM measures, City staff may need to access the project site (including the garage) to perform trip counts, and/or intercept surveys and/or other types of data collection. All on-site activities shall be coordinated through the TDM Coordinator. Project sponsor assures future access to the site by City Staff. | | | | |
| **Project Improvement Measure 2: Monitoring and Abatement of Queues.** As an improvement measure to reduce the potential for queuing of vehicles accessing the project site, it shall be the responsibility of the project sponsor/property owner to ensure that recurring vehicle queues do not occur on Harriet Streets adjacent to the site. A vehicle queue is defined as one or more vehicles (destined to the underground parking garage) blocking any portion of the Harriet Street sidewalk or travel lane on Harriet Street for a consecutive period of three minutes or longer on a daily and/or weekly basis.<br><br>Because the proposed project would include a new off-street parking facility with more than 20 parking spaces (excluding loading and car-share spaces), the project is subject to conditions of approval set forth by the San Francisco Planning Department to address the monitoring and abatement of queues.<br><br>It shall be the responsibility of the owner/operator of any off-street parking facility with more than 20 parking spaces (excluding loading and car-share spaces) to ensure that recurring vehicle queues do not occur on the public right-of-way. A vehicle queue is defined as one or more vehicles (destined to the parking facility) blocking any portion of any public street, alley or sidewalk for a consecutive period of three minutes or longer on a daily or weekly basis. | Project sponsor; property owner. | Ongoing. | Property owner; owner/operator of off-street parking facility. | Ongoing. |

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| Mitigation Measures | Responsibility for Implementation | Mitigation Schedule | Monitoring/ Reporting Responsibility | Monitoring Schedule |
|---|---|---|---|---|
| If a recurring queue occurs, the owner/operator of the parking facility shall employ abatement methods as needed to abate the queue. Appropriate abatement methods will vary depending on the characteristics and causes of the recurring queue, as well as the characteristics of the parking facility, the street(s) to which the facility connects, and the associated land uses (if applicable).<br>Suggested abatement methods include but are not limited to the following: redesign of facility to improve vehicle circulation and/or on-site queue capacity; employment of parking attendants; installation of LOT FULL signs with active management by parking attendants; use of valet parking or other space-efficient parking techniques; use of off-site parking facilities or shared parking with nearby uses; use of parking occupancy sensors and signage directing drivers to available spaces; travel demand management strategies such as additional bicycle parking, customer shuttles, delivery services; and/or parking demand management strategies such as parking time limits, paid parking, time-of-day parking surcharge, or validated parking.<br>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 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. | | | | |
| **Project Improvement Measure 3: Further Limit Left-Turns to and from Harriet Street**. In order to minimize vehicle queues at Harriet Street and conflicts on Brannan Street, signs prohibiting left turns for drivers exiting Harriet Street should be coordinated and installed by SFMTA and paid for by the project sponsor. The project sponsor should also work with SFMTA to determine if Brannan Street in front of Harriet Street would benefit from being striped to prohibit the left-turns from Brannan Street (onto Harriet Street) and/or to include a "Keep Clear" zone across both lanes of eastbound Brannan Street to make right turns from Harriet Street easier. This would improve conditions on Brannan Street and for vehicles to exit Harriet Street onto Brannan Street during peak hour conditions. This improvement measure is subject to approval by SFMTA and SFPW. | Project sponsor, SFMTA, SFPW. | Prior to occupancy. | Property owner, contractors, SFMTA, SFPW. | If approved by SFMTA and SFPW, complete upon installation of elements. |
| **Project Improvement Measure 4: Project Delivery Management.** This improvement measure would, as part of the project's loading management Operations Plan, monitor and manage on-site deliveries to the project site to avoid more than can be accommodated in the proposed on-site loading spaces (such as four 25-foot-long delivery vehicles for four 25-foot-long loading spaces), particularly during peak commercial activity on Harriet Street (9 a.m. to 10 a.m. and 11 a.m. to 1 p.m.) | Project sponsor and Property Owner | Ongoing. | Property owner. | Ongoing. |

| Mitigation Measures | Responsibility for Implementation | Mitigation Schedule | Monitoring/ Reporting Responsibility | Monitoring Schedule |
|---|---|---|---|---|
| **Project Improvement Measure 5: Sidewalk extension on Townsend Street.** This improvement measure would add an additional 100 feet of sidewalk north of the Project site in order to create an improved pedestrian experience under the I-280 ramps. This sidewalk would be consistent with the proposed sidewalk conditions in front of the Project site. Sidewalk expansion should also include pedestrian scale lighting. This lighting and sidewalk extension would cross Caltrans property and therefore may need to receive Caltrans approval. Therefore, the feasibility for these measures are currently unknown. | Project sponsor, contractor(s), and SFPW. | Prior to occupancy. | Project sponsor, contractor(s), and SFPW. | If approved by SFMTA and Caltrans, complete upon installation of elements. |
| **Improvement Measure 6: Investigate Improving Harriet Street between the Project Site and Brannan Street.**<br><br>No sidewalk is required on Harriet Street, but an improvement to the street in the form of an extension of the proposed paseo could be considered. The Project Sponsor should coordinate with the adjacent property owners, the Planning Department and SFMTA as to whether the block would benefit from a design which would organize and formalize the current informal shared space that accommodates the existing parking and loading activities, while improving the pedestrian connection along this corridor. The effort would result in an improved pedestrian experience for those that wish to traverse Harriet Street from Brannan Street to Townsend Street and the Project site. | Project sponsor, SFMTA, and SFPW. | Prior to occupancy. | Project sponsor, contractor(s), and SFPW. | Complete upon installation of elements or submittal of coordination with property owners, SFMTA, and Planning Department. |
| **Project Improvement Measure 7: Limiting the Hours of Construction-Related Truck Traffic and Deliveries.** Any construction traffic occurring between 7:00 a.m. and 9:00 a.m. or between 3:30 p.m. and 6:00 p.m. would coincide with peak hour traffic and could temporarily impede traffic and transit flow, although it would not be considered a significant impact. Limiting truck movements to the hours between 9:00 a.m. and 3:30 p.m. (or other times, if approved by SFMTA) would further minimize disruption of the general traffic flow on adjacent streets during the a.m. and p.m. peak periods. One exception to this measure would be construction traffic necessary to allow for continuous concrete pours for the building. | Project sponsor and construction contractor. | During construction period. | Project sponsor and construction contractor. | During construction period. |
| **Project Improvement Measure 8: Construction Management Plan Additional Measures.** To reduce potential conflicts between construction activities and pedestrians, transit and autos at the Project site, the contractor shall add certain measures to the required traffic control plan for Project construction.<br><br>o *Alternative Transportation for Construction Workers* – To minimize parking demand and vehicle trips associated with construction workers, the construction contractor shall include in their contracts methods to encourage carpooling and transit access to the Project site by construction workers. Construction workers should also be encouraged to consider cycling and walking as alternatives to driving alone to and from the site. | Project sponsor and construction contractor. | During construction period. | Project sponsor and construction contractor. | During construction period. |

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| Mitigation Measures | Responsibility for Implementation | Mitigation Schedule | Monitoring/ Reporting Responsibility | Monitoring Schedule |
|---|---|---|---|---|
| o *Project Construction Updates for Adjacent Businesses and Residents* – To minimize construction impacts on access for nearby institutions and businesses, the Project Sponsor shall provide nearby residences and adjacent businesses, such as through a website with regularly-updated information regarding Project construction, including a Project construction contact person, construction activities, duration, peak construction activities (e.g., concrete pours), travel lane closures, and lane closures. | | | | |
| **Project Improvement Measure 9: Nighttime Lighting Minimization.** To further reduce the less-than-significant effects on birds from night lighting, the Planning Department could encourage buildings developed pursuant to the Draft Plan and Rezoning of Adjacent Parcels to implement bird-safe building operations to prevent and minimize bird strike impacts, including but not limited to the following measures:<br>**Reduce building lighting from exterior sources by:**<br>o Minimizing 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;<br>o Installing motion-sensor lighting; and<br>o Utilizing minimum wattage fixtures to achieve required lighting levels.<br>**Reduce building lighting from interior sources by:**<br>o Dimming lights in lobbies, perimeter circulation areas, and atria;<br>o 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);<br>o Utilizing automatic controls (motion sensors, photo-sensors, etc.) to shut off lights in the evening when no one is present;<br>o Encouraging the use of localized task lighting to reduce the need for more extensive overhead lighting;<br>o Scheduling nightly maintenance to conclude by 11:00 p.m.; and<br>o Educating building users about the dangers of night lighting to birds. | Project sponsor, architect, and property owner. | As part of building design and prior to building occupancy. | Project sponsor, property owner, and Planning Department staff. | Ongoing. |

SAN FRANCISCO
PLANNING DEPARTMENT

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

Reception:
415.558.6378

Fax:
415.558.6409

Planning
Information:
415.558.6377

# Community Plan Exemption Checklist

| | |
|---|---|
| *Case No.:* | **2014.0679E** |
| *Project Address:* | **510-520 Townsend Street** |
| *Zoning:* | Western SoMa Mixed-Use Office (WMUO)<br>65-X & 85-X Height and Bulk Districts |
| *Block/Lot:* | 3784/007 and 080 |
| *Lot Size:* | 37,811 and 15,638 square feet, respectively |
| *Plan Area:* | Western SoMa Area Plan |
| *Project Sponsor:* | Greg Gehlen, Alexandria Real Estate Equities, (415) 321-3808 |
| *Staff Contact:* | Susan Mickelsen, (415) 575-9039, susan.mickelsen@sfgov.org |

## PROJECT DESCRIPTION

The project site consists of two parcels located in the City's South of Market (SoMa) neighborhood and Western SoMa Plan Area with frontage on Townsend Street (See Figure 1). The approximate 54,000-square-foot (sq.ft.) project site is on a block bounded by Townsend Street to the south, Interstate 280 (I-280) Sixth Street on- and off-ramps to the east, Brannan Street to the north and 7th Street to the west. The project site is currently occupied by five one- to two-story buildings and structures with approximately 30,000 gross square feet (gsf) of existing office space and 20,000 gsf of industrial warehouse space. The 510 Townsend parcel (3784/080) includes two one-story warehouse structures connected by covered storage and at-grade parking area with approximately 10 spaces. The 520 Townsend parcel (3784/080) includes a two-story office building and adjacent at-grade parking area (with approximately 30 parking spaces) which fronts Townsend Street, and two two-story warehouse buildings along the rear property line which include several loading docks. The existing structures on the parcels are accessed by two curbcuts along Townsend Street and a curbcut at the end of Harriet Street (alley). The project site is zoned an Eastern Neighborhoods Mixed-Use District/Western SoMa Special Use District, specifically the Western SoMa Mixed-Use Office district, and straddles two height and bulk districts (65-X and 85-X).

The proposed project would demolish the five existing buildings to construct a single, 313,306 gsf five- to seven-story, 65- to 85-feet-in-height office building with basement-level parking on the two merged parcels. The proposed building would include approximately 295,000 gsf of office space, with the primary pedestrian entry on Townsend Street. The proposed project would also include a public pedestrian walkway along the west side of the proposed building connecting Harriet and Townsend Streets (See Figure 2). Secondary pedestrian access to the building would be through the parking garage and along the pedestrian walkway. The first, at-grade level also includes 54 Class I bicycle parking spaces and could include a bicycle workshop area with access off of the pedestrian walkway. The building would include an approximately 19,000 gsf below-grade parking garage with four loading spaces and 46 parking spaces consisting of 32 regular parking spaces, three low-emission/fuel-efficient spaces, eight compact, two accessible, and one carshare parking space (See Figure 3). Access to and from the parking garage would be from Harriet Street.

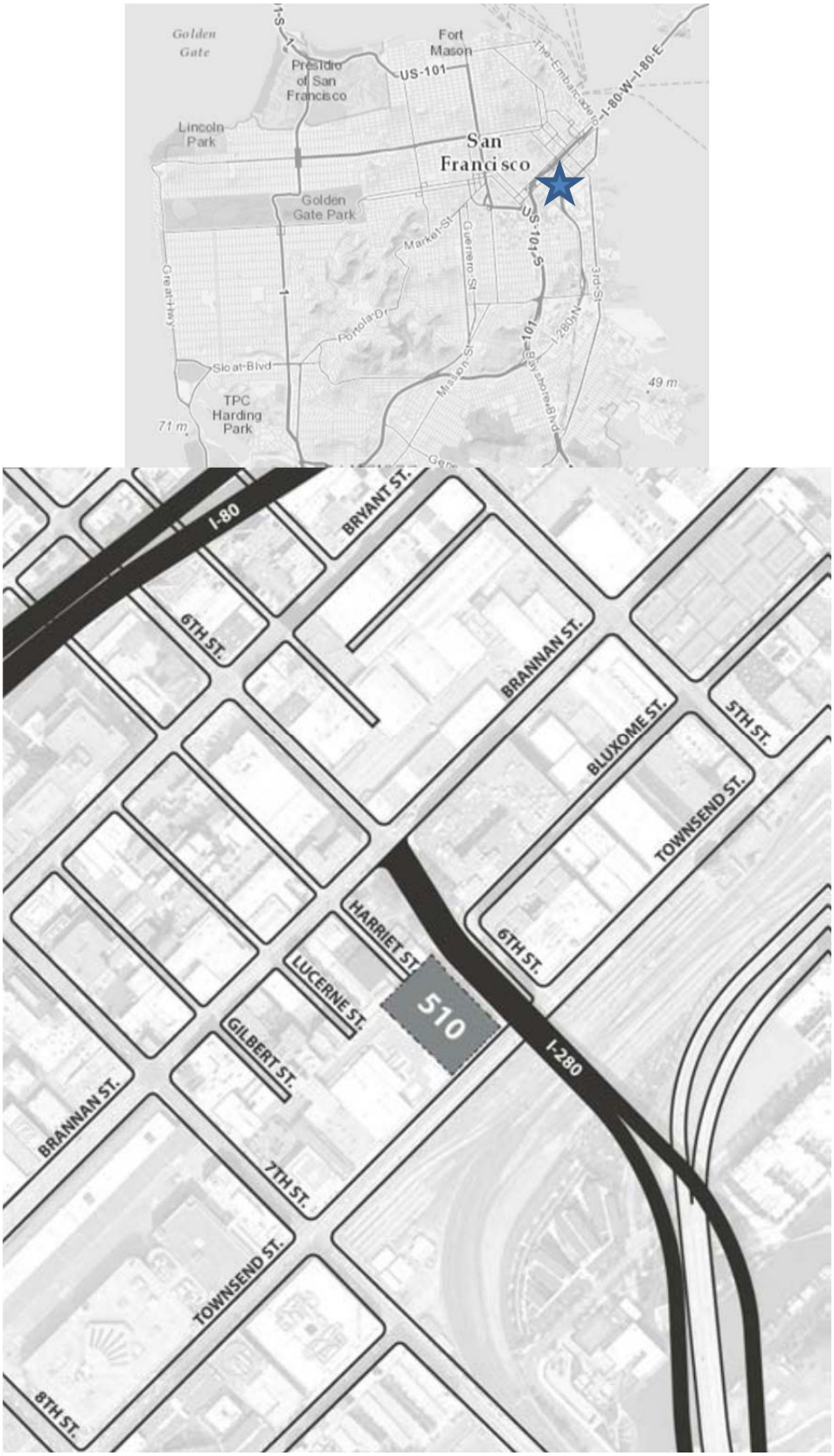



**Figure 1: Project Location**

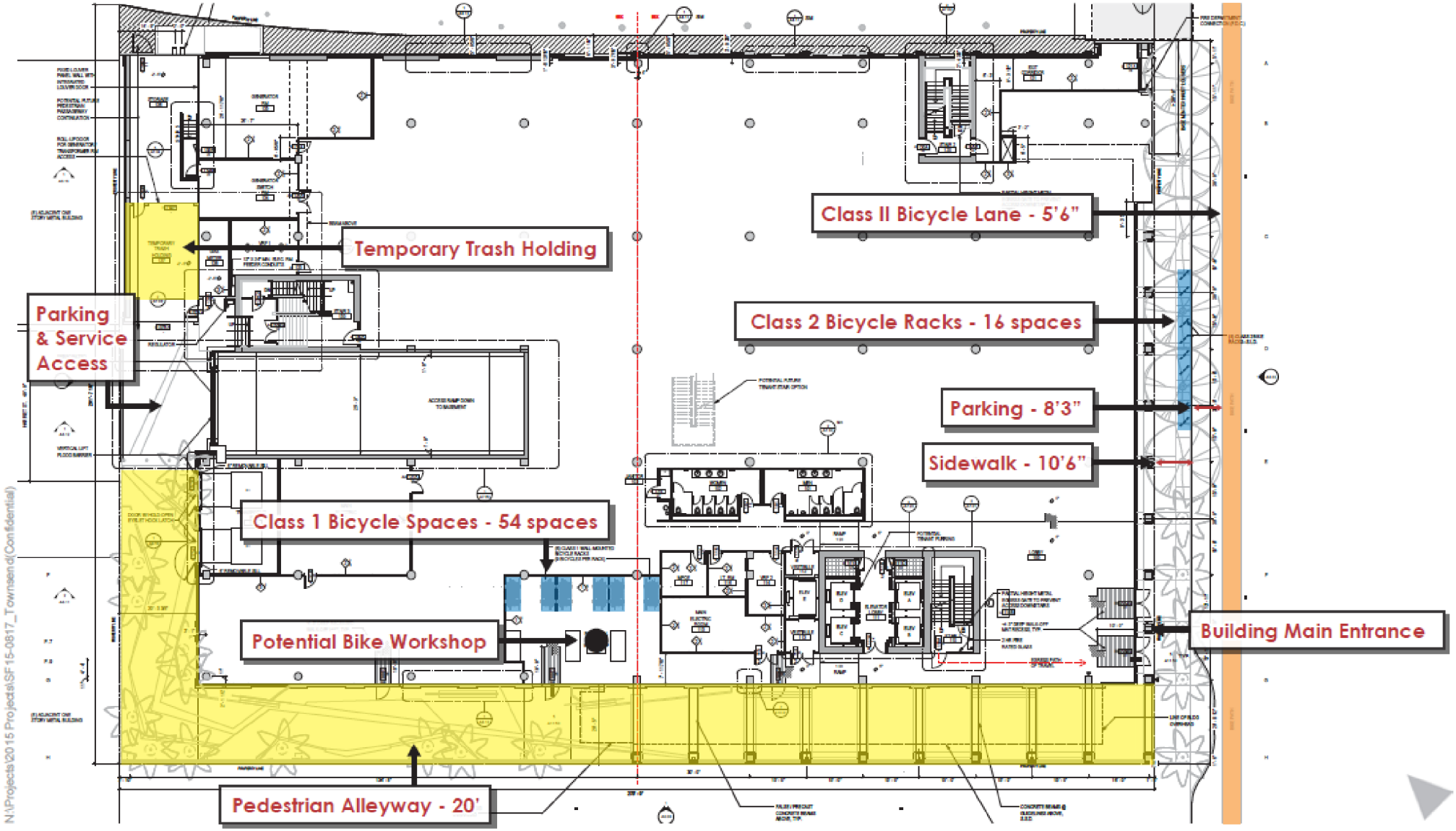



**Figure 2 - Ground Floor Plan**

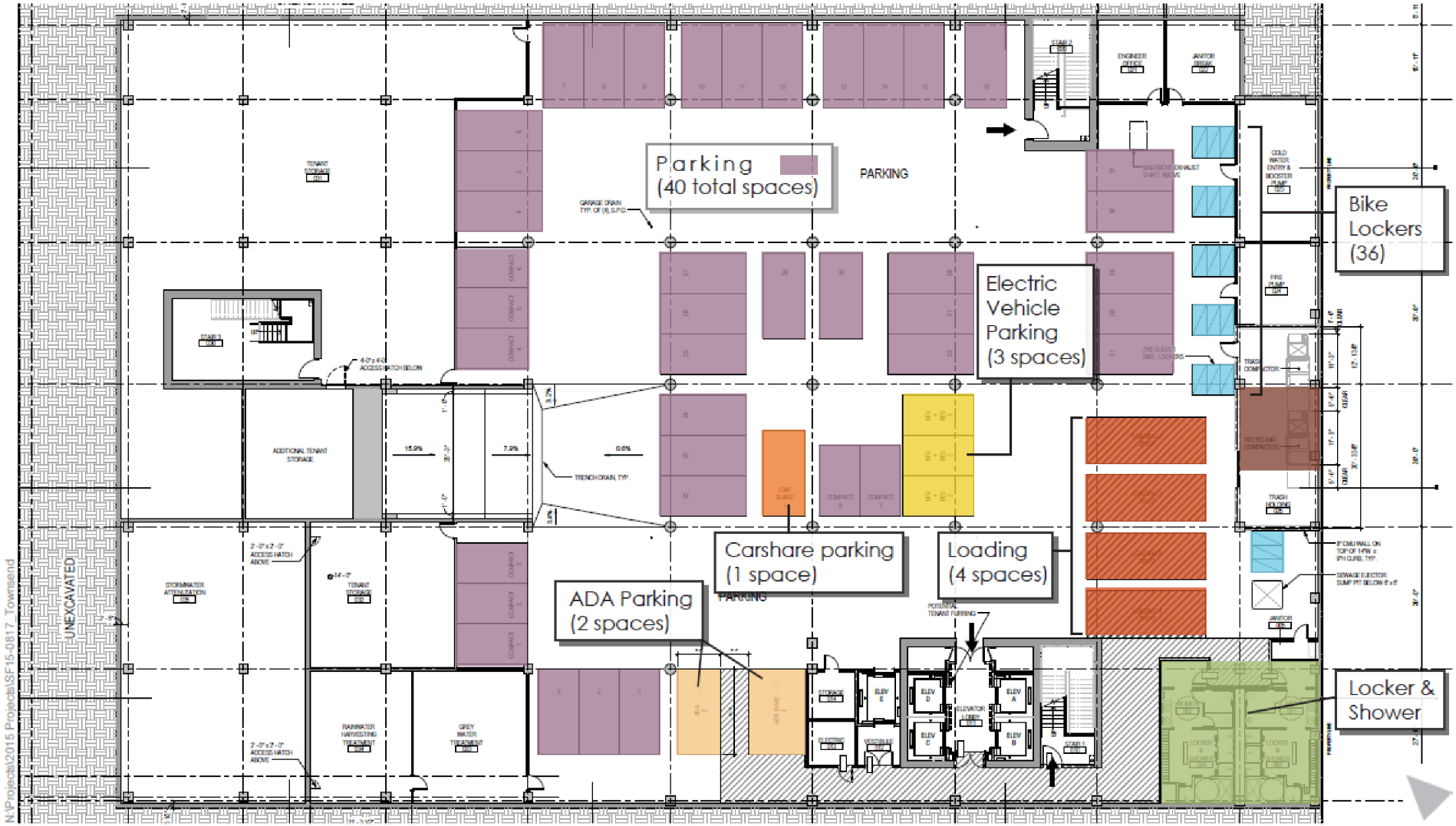



Figure 3 - Proposed Basement Plan

Source: Studios Architecture

The proposed underground parking garage and basement level would also include 36 bicycle lockers (for a total of 90 Class I bicycle parking spaces), mechanical equipment, stormwater retention and recycling system, and janitor/maintenance staff space.

As indicated above, the proposed building would vary in height with the rear (northern) portion of the building within the 65 foot height district, and extending up to five stories. The building at the front (along Townsend Street) would extend up to 85 feet, or seven stories (See Figure 4). In addition to the rooftop deck on Level 6, the roof levels (Level 6 and Penthouse level) would contain mechanical equipment, solar panels, mechanical penthouses, and skylights. The mechanical penthouse would extend to approximately 101 feet. Open space requirements for the Project would be met through the provision of a walkway along the west side of the building, a yard along the east side of the property and a tenant rooftop deck at Level 6 (See Figure 5). Besides the walkway and east yard, the proposed building would occupy the entirety of the two merged parcels. With the three open space areas, the project would include approximately 25,000 sq.ft. of common open space.

Existing trees on the project site are present along the front property line along the at-grade parking area west of the existing buildings (along Townsend Street and along the rear of the property). Two significant trees and one tree of insignificant size on the project site would be removed as part of the project.[1] Up to eleven adjacent trees on the California Department of Transportation (Caltrans) property would also likely be removed for the construction of the building foundation. Separate Caltrans review and approval is required for the trimming or removal of these trees. No street trees are present along either Townsend Street or Harriet Street project property lines and therefore the project construction would not remove any street trees. The project would be required to add up to eleven street trees. Eleven street trees are proposed along Townsend Street (See Figure 2: Ground Floor Plan). Additional building elevations are shown in Figures 6 through 8.

The proposed office building would be constructed to the standards required for a Leadership in Energy Efficient Design (LEED®) Platinum rating.[2] The proposed tower's exterior design would be primarily composed of glass and brick, with operable windows and exterior shading devices. The project would include a rainwater harvesting system, high-efficiency LED lighting fixtures with sensors, water efficient and dual-plumbed toilets and showers, vegetated roof, and rooftop photovoltaic panels. The construction of the proposed building would reuse existing building materials where feasible.

The proposed project foundation would be a deep foundation supported by driven piles and additional soil compaction would likely be required on the project site. Pile type and placement would be determined in coordination with the Department of Building Inspection. The project depth of excavation would be approximately 17 feet deep, with an estimated 31,000 cubic yards of excavation.

Project construction is estimated to take approximately 25 months, with a construction cost of approximately $87,580,000 dollars.

[1] A "significant tree" is defined as a tree with its trunk within 10 feet of the public right-of-way with a diameter greater than 12 inches or a height greater than 20 feet or a canopy greater than 15 feet.

[2] A green building standard set by the U.S. Green Building Council.

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Figure 4 - Proposed Townsend Street (South) Elevation

Source: Studios Architecture

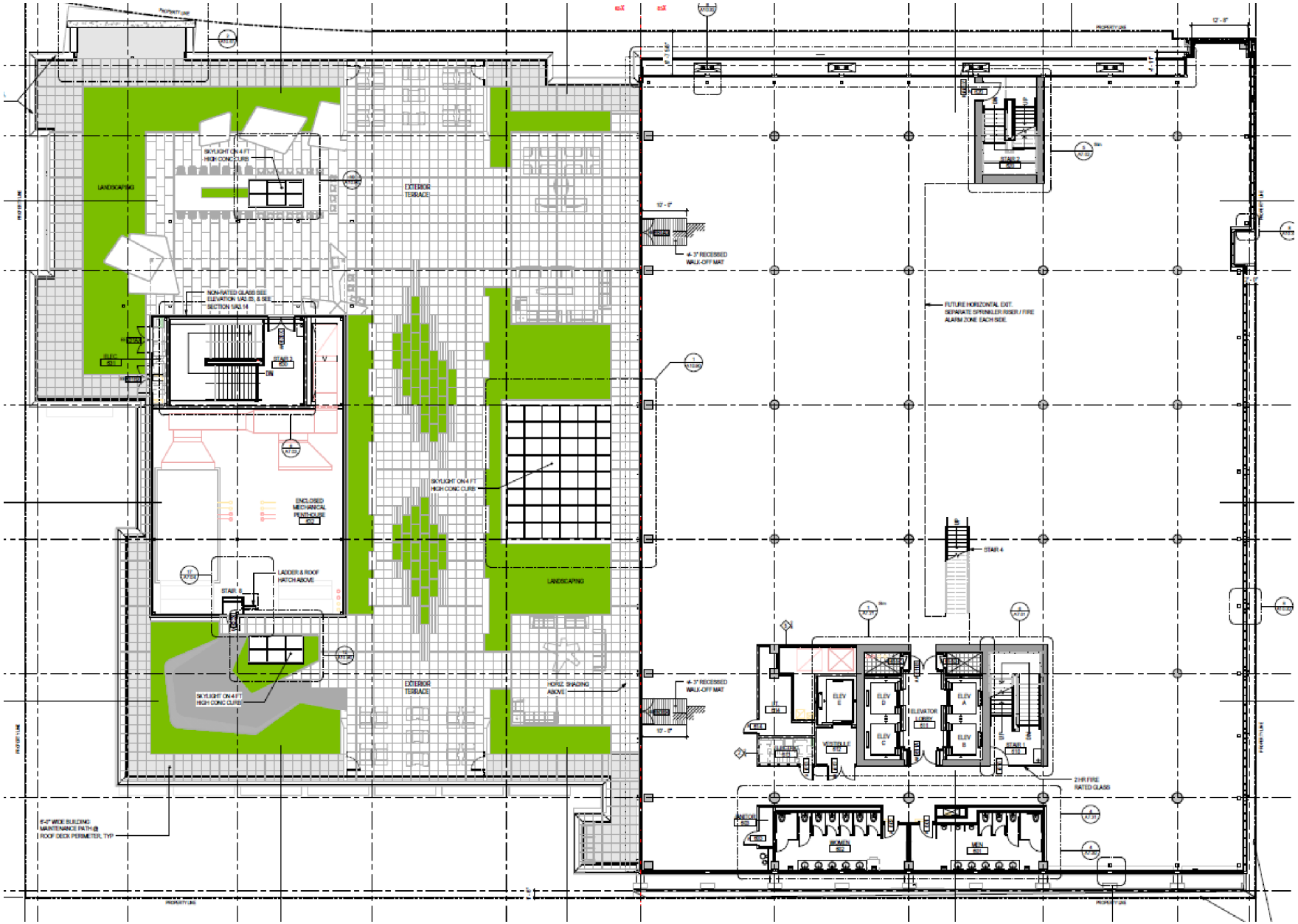



Figure 5 - Proposed Level 6 & Roof Deck

Source: Studios Architecture




Figure 6 - Proposed North Elevation

Source: Studios Architecture




Figure 7 - Proposed East Elevation

Source: Studios Architecture




Figure 8 - Proposed West Elevation

Source: Studios Architecture

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## PROJECT APPROVAL

The proposed 510-520 Townsend Street project would require the following approvals:

**Actions by the Planning Commission**

- Large Project Authorization (Planning Code Section 329); including modifications to the off-street loading space dimensions (Planning Code Section 154(b)), and usable open space requirements Planning Code Section 135.3(a)(2)(B), 135(h)(1)(C), and 270(e)(4).
- Office Development Authorization and Office Allocation (Large Cap) (Planning Code Section 321)
- Section 311/312 Neighborhood Notification

**Actions by other City Departments**

- Lot Merger Approval from San Francisco Public Works
- Building and Demolition Permits from Department of Building Inspection

**Actions by other Agencies**

- Tree Trimming or Removal Encroachment Permit from California Department of Transportation (Caltrans)

The approval of the Large Project Authorization and Office Development Authorization/Office Allocation would be the Approval Action for the project. The Approval Action date established the start of the 30-day appeal period for this CEQA exemption determination pursuant to Section 31.04(h) of the San Francisco Administration Code.

## EVALUATION OF ENVIRONMENTAL EFFECTS

This Community Plan Exemption (CPE) Checklist evaluates whether the environmental impacts of the proposed project are addressed in the Programmatic Environmental Impact Report for the Western SoMa Community Plan, Rezoning of Adjacent Parcels, and 350 Eighth Street Project (Western SoMa PEIR).[3,4] The CPE Checklist indicates whether the proposed project would result in significant impacts that: (1) are peculiar to the project or project site; (2) were not identified as significant project-level, cumulative, or off-site effects in the PEIR; or (3) are previously identified significant effects, which as a result of substantial new information that was not known at the time that the Western SoMa PEIR was certified, are determined to have a more severe adverse impact than discussed in the PEIR. Such impacts, if any, will be evaluated in a project-specific Mitigated Negative Declaration or Environmental Impact Report. If no such topics are identified, the proposed project is exempt from further environmental review in accordance with Public Resources Code Section 21083.3 and CEQA Guidelines Section 15183.

[3] In this CPE Checklist, the acronyms "FEIR" and "PEIR" both refer to the Western SoMa Community Plan FEIR and are used interchangeably.

[4] San Francisco Planning Department, Western SoMa Community Plan, Rezoning of Adjacent Parcels, and 350 Eighth Street Project Final Environmental Impact Report (FEIR), Planning Department Case Nos. 2008.0877E and 2007.1035E, State Clearinghouse No. 2009082031, certified December 6, 2012. Available online at: http://www.sf-planning.org/index.aspx?page=1893, accessed March 2015.

Mitigation measures identified in the PEIR are discussed under each topic area, and measures that are applicable to the proposed project are described in the Mitigation Monitoring and Reporting Plan (MMRP) that is attached to the Community Plan Exemption Certificate.

The Western SoMa PEIR identified significant impacts related to transportation and circulation, cultural and paleontological resources, wind and shadow, noise and vibration, air quality, biological resources, and hazards and hazardous materials. Additionally, the PEIR identified significant cumulative impacts related to shadow, transportation and circulation, cultural and paleontological resources, air quality, and noise. Mitigation measures were identified for the above impacts—aside from shadow—and reduced said impacts to less-than-significant except for those related to transportation (program-level and cumulative traffic impacts at three intersections; and cumulative transit impacts on several Muni lines), cultural and paleontological resources (program-level and cumulative impacts from demolition of historic resources), noise (cumulative noise impacts), and air quality (program-level TACs and $PM_{2.5}$ pollutant impacts, program-level and cumulative criteria air pollutant impacts).

The proposed project would include construction of a five- to seven-story, 313,306 gsf office building with a basement parking garage accessed from Harriet Street. As discussed below in this checklist, the proposed project would not result in new, significant environmental effects, or effects of greater severity than were already analyzed and disclosed in the Western SoMa PEIR.

## AESTHETICS AND PARKING IMPACTS FOR TRANSIT PRIORITY INFILL DEVELOPMENT

Public Resources Code Section 21099(d), effective January 1, 2014, provides that, "aesthetics 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." Accordingly, aesthetics and parking are no longer 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:

a) The project is in a transit priority area;

b) The project is on an infill site; and

c) The project is residential, mixed-use residential, or an employment center.

The proposed project meets each of the above three criteria and thus, this checklist does not consider aesthetics or parking in determining the significance of project impacts under CEQA.[5] Project elevations are included in the project description, and an assessment of parking demand is included in the Transportation section for informational purposes.

| *Topics:* | *Significant Impact Peculiar to Project or Project Site* | *Significant Impact not Identified in PEIR* | *Significant Impact due to Substantial New Information* | *No Significant Impact not Previously Identified in PEIR* |
|---|---|---|---|---|
| **1. LAND USE AND LAND USE PLANNING—Would the project:** | | | | |
| a) Physically divide an established community? | ☐ | ☐ | ☐ | ☒ |

[5] San Francisco Planning Department. *Transit-Oriented Infill Project Eligibility Checklist for 510-520 Townsend Street*, April 1, 2015. This document is available for review at the San Francisco Planning Department, 1650 Mission Street, Suite 400 as part of Case File No. 2014.0679E.

| Topics: | Significant Impact Peculiar to Project or Project Site | Significant Impact not Identified in PEIR | Significant Impact due to Substantial New Information | No Significant Impact not Previously Identified in PEIR |
|---|---|---|---|---|
| b) Conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the project (including, but not limited to the general plan, specific plan, local coastal program, or zoning ordinance) adopted for the purpose of avoiding or mitigating an environmental effect? | ☐ | ☐ | ☐ | ☒ |
| c) Have a substantial impact upon the existing character of the vicinity? | ☐ | ☐ | ☐ | ☒ |

The Western SoMa PEIR determined that adoption of the Western SoMa Community Plan would not result in a significant impact related to land use. The Western SoMa PEIR anticipated that future development under the Community Plan would result in more cohesive neighborhoods and would include more clearly defined residential, commercial, and industrial areas. No mitigation measures were identified in the PEIR.

The Western SoMa PEIR determined that implementation of the Area Plan would not create any new physical barriers in the Plan Area because the rezoning and Area Plan do not provide for any new major roadways, such as freeways, that would divide the project area or isolate individual neighborhoods within it. The Western SoMa PEIR also concluded that implementation of the Area Plan would not result in substantial changes to the existing character of the vicinity.

The Western SoMa PEIR determined that implementation of the Area Plan would result in less than significant displacement impacts. The project would not result in any displacement impacts not previously identified in the Western SoMa PEIR. The project site currently contains office and industrial uses, and with the proposed office use, the project would not displace any existing housing units.

Furthermore, the Citywide Planning and Current Planning Divisions of the Planning Department have determined that the proposed project is permitted in the Western SoMa Mixed-Use Office (WMUO) District and is consistent with the generalized bulk, density and land uses envisioned in the General Plan.[6] The project is also consistent with the land use designations for the Western SoMa MUO zoning district, and with the Plan's vision for Townsend Street as a mid-rise business corridor supporting "…office uses and an explicit preference for 21st Century high tech and digital-media uses." The project is permitted in the WMUO zoning district with the Office Development Authorization, would not exceed the applicable split 65-foot and 85-foot height limit, and is consistent with the development density in the Western SoMa Plan.[7]

For these reasons, implementation of the proposed project would not result in significant impacts that were not identified in the Western SoMa PEIR related to land use and land use planning.

[6] Adam Varat, San Francisco Planning Department, Community Plan Exemption Eligibility Determination, Citywide Planning and Policy Analysis, 510-520 Townsend Street, July 22, 2015.

[7] Jeff Joslin, San Francisco Planning Department, Community Plan Exemption Eligibility Determination, Current Planning Analysis, 510-520 Townsend Street, August 5, 2015.

| Topics: | Significant Impact Peculiar to Project or Project Site | Significant Impact not Identified in PEIR | Significant Impact due to Substantial New Information | No Significant Impact not Previously Identified in PEIR |
|---|---|---|---|---|
| **2. POPULATION AND HOUSING—Would the project:** | | | | |
| a) Induce substantial population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)? | ☐ | ☐ | ☐ | ☒ |
| b) Displace substantial numbers of existing housing units or create demand for additional housing, necessitating the construction of replacement housing? | ☐ | ☐ | ☐ | ☒ |
| c) Displace substantial numbers of people, necessitating the construction of replacement housing elsewhere? | ☐ | ☐ | ☐ | ☒ |

One of the objectives of the Western SoMa Community Plan is to identify appropriate locations for housing to meet the citywide demand for additional housing. The Western SoMa PEIR concluded that an increase in population in the Plan Area is expected to occur as a secondary effect of the proposed rezoning and that any population increase would not, in itself, result in adverse physical effects, but would serve to advance key City policy objectives, such as providing housing in appropriate locations next to Downtown and other employment generators and furthering the City's Transit First policies. It was anticipated that the rezoning would result in an increase in both housing development and population in all of the Community Plan project area. The Western SoMa PEIR determined that the anticipated increase in population and density would not result in significant adverse physical effects on the environment. No mitigation measures were identified in the PEIR.

Based on the Transportation Impact Analysis Guidelines for Environmental Review (Guidelines), the proposed project would be expected to add an estimated 1,069 employees to the project site. This estimate could be conservative, dependent on the type of office use or final tenant(s) of the space. These direct effects of the proposed project on population and housing are within the scope of the population growth anticipated under the Western SoMa Community Plan, and evaluated in the Western SoMa PEIR.

For the above reasons, the proposed project would not result in significant impacts on population and housing that were not identified in the Western SoMa PEIR.

| Topics: | Significant Impact Peculiar to Project or Project Site | Significant Impact not Identified in PEIR | Significant Impact due to Substantial New Information | No Significant Impact not Previously Identified in PEIR |
|---|---|---|---|---|
| **3. CULTURAL AND PALEONTOLOGICAL 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*? | ☐ | ☐ | ☐ | ☒ |
| b) Cause a substantial adverse change in the significance of an archaeological resource pursuant to §15064.5? | ☐ | ☐ | ☐ | ☒ |

| Topics: | Significant Impact Peculiar to Project or Project Site | Significant Impact not Identified in PEIR | Significant Impact due to Substantial New Information | No Significant Impact not Previously Identified in PEIR |
|---|---|---|---|---|
| c) Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature? | ☐ | ☐ | ☐ | ☒ |
| d) Disturb any human remains, including those interred outside of formal cemeteries? | ☐ | ☐ | ☐ | ☒ |

**Historic Architectural Resources**

Pursuant to CEQA Guidelines Sections 15064.5(a)(1) and 15064.5(a)(2), historical resources are buildings or structures that are listed, or are eligible for listing, in the California Register of Historical Resources or are identified in a local register of historical resources, such as Articles 10 and 11 of the San Francisco Planning Code. The Western SoMa PEIR identified significant and unavoidable impacts related to causing a substantial adverse change in the significance of a historic resource through demolition.

The proposed project would demolish the five existing one- to two-story buildings and structures constructed in 1925 to 1980's, along with adjacent parking lots. The buildings and parking lots were evaluated as part of the South of Market Historic Resource Survey, which was adopted by the Historic Preservation Commission in July 2010. Based upon this survey, the existing five buildings and parking lots were assigned the California Historic Resource Status Code (CHRSC) of "6Z", which defines the properties as "found ineligible for NR [National Register], CR [California Register] or Local designation through survey evaluation." Therefore, the existing project site and buildings are not considered historic resources for the purpose of CEQA review. Furthermore, the project site is not located in or adjacent to any historic districts or historic buildings. As such, the proposed project would not result in the demolition or alteration of any historic resource. Therefore, it would not contribute to the significant historic resource impact identified in the Western SoMa PEIR, and no historic resource mitigation measures from the PEIR, such as Mitigation Measures M-CP-1a, M-CP-1b, or M-CP-1c, would apply to the proposed project.

For these reasons, the proposed project would not result in significant impacts on historic architectural resources that were not identified in the Western SoMa PEIR.

**Archeological Resources**

The Western SoMa PEIR determined that implementation of the Community Plan could result in significant impacts on archeological resources and identified two mitigation measures that would reduce these potential impacts to a less than-significant-level. Western SoMa PEIR Mitigation Measure M-CP-4a: Project-Specific Preliminary Archeological Assessment applies to projects involving soil-improving activities including excavation to a depth of five or more feet below grade. PEIR Mitigation Measure M-CP-4b: Procedures for Accidental Discovery of Archeological Resources applies to all soil-disturbing activities. As the proposed project at 510-520 Townsend Street would involve up to 17 feet of soil disturbance, and soil stabilization and pile driving up to 150-feet-deep to the bedrock geological layer, to construct the underground parking garage. Therefore, Mitigation Measures M-CP-4a and M-CP-4b apply to the project construction.

As part of project implementation of Mitigation Measure M-CP-4a, the Planning Department's archeologist conducted a Preliminary Archeology Review (PAR) of the project site and the proposed

project. The PAR determined that the project would have the potential to adversely affect an archeological resource. Therefore, in accordance with Mitigation Measure M-CP-4a, the project sponsor would be required to prepare an Archeological Testing Program to more definitively identify the potential for California Register-eligible archeological resources to be present within the project site and determine the appropriate action necessary to reduce the potential effect of the project on archeological resources to a less-than-significant level. In addition, the project would be subject to Mitigation Measure M-CP-4b to reduce potential impacts from accidental discovery of buried archeological resources during project construction to a less than significant level. Mitigation Measures M-CP-4a and M-CP-4b are described in the MMRP as **Project Mitigation Measure 1** and **Project Mitigation Measure 2** respectively. The project would not result in significant impacts related to archeological resources with implementation of these mitigation measures.

**Paleontological Resources**

The Western SoMa PEIR determined that implementation of the Community Plan would have low potential to uncover unique or significant fossils or other unique geologic features as geological materials that would be disturbed by construction excavations in the Plan area would have little to no likelihood of containing such fossils or features. Therefore, the PEIR found less-than-significant impacts on paleontological resources.

The Western SoMa PEIR also noted that the potential disturbance of human remains is governed by state laws and regulations, and compliance with these laws and regulations would avoid any potentially significant impacts related to such disturbance in the Plan Area.

For the reasons above, the proposed project would not result in either project-level or cumulative significant impacts on cultural and paleontological resources that were not identified in the Western SoMa PEIR.

| *Topics:* | *Significant Impact Peculiar to Project or Project Site* | *Significant Impact not Identified in PEIR* | *Significant Impact due to Substantial New Information* | *No Significant Impact not Previously Identified in PEIR* |
|---|---|---|---|---|
| **4. TRANSPORTATION AND CIRCULATION— Would the project:** | | | | |
| a) Conflict with an applicable plan, ordinance or policy establishing measures of effectiveness for the performance of the circulation system, taking into account all modes of transportation including mass transit and non-motorized travel and relevant components of the circulation system, including but not limited to intersections, streets, highways and freeways, pedestrian and bicycle paths, and mass transit? | ☐ | ☐ | ☐ | ☒ |
| b) Conflict with an applicable congestion management program, including but not limited to level of service standards and travel demand measures, or other standards established by the county congestion management agency for designated roads or highways? | ☐ | ☐ | ☐ | ☒ |
| c) Result in a change in air traffic patterns, including either an increase in traffic levels, obstructions to flight, or a change in location, that results in substantial safety risks? | ☐ | ☐ | ☐ | ☒ |

| Topics: | Significant Impact Peculiar to Project or Project Site | Significant Impact not Identified in PEIR | Significant Impact due to Substantial New Information | No Significant Impact not Previously Identified in PEIR |
|---|---|---|---|---|
| d) Substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses? | ☐ | ☐ | ☐ | ☒ |
| e) Result in inadequate emergency access? | ☐ | ☐ | ☐ | ☒ |
| f) Conflict with adopted policies, plans, or programs regarding public transit, bicycle, or pedestrian facilities, or otherwise decrease the performance or safety of such facilities? | ☐ | ☐ | ☐ | ☒ |

The project site is not located within an airport land use plan area, or in the vicinity of a private airstrip. Therefore, the Community Plan Exemption Checklist topic 4c is not applicable. Similarly, consistent with the Western SoMa PEIR, topic 4d is not applicable because the project does not include design features that would be expected to result in particular safety hazards or introduce incompatible uses.

The Western SoMa PEIR anticipated that growth resulting from the zoning changes would not result in significant impacts related to pedestrians, bicyclists, emergency access, or construction. As the proposed project is within the development projected under the Western SoMa Community Plan, there would be no additional impacts on pedestrians, bicyclists, emergency access, or construction beyond those analyzed in the Western SoMa PEIR. Transportation system improvements included as part of the Western SoMa Community Plan were identified to have significant impacts related to loading, but the impact was reduced to less-than-significant with mitigation. There are no impacts peculiar to the project or the project site. Accordingly, consistent with the Western SoMa PEIR, the proposed project would not conflict with any applicable transportation plans, ordinances, policies, or programs.

The Western SoMa PEIR anticipated that adoption of the Western SoMa Community Plan could result in significant impacts on traffic, transit, and loading, and identified four transportation mitigation measures. One mitigation measure reduced loading impacts to less-than-significant. Even with mitigation, however, it was anticipated that the significant adverse traffic impacts and the cumulative impacts on transit lines could not be fully mitigated. Thus, these impacts were found to be significant and unavoidable.

To examine the potential for significant new impacts that were not identified in the Western SoMa PEIR or the potential for more severe transportation impacts associated with the proposed project, a Transportation Impact Study (TIS) was completed for the proposed project.[8] The results of this study are summarized below.

**Trip Generation**

The proposed project would demolish the existing one- to two-story industrial and office buildings (with an estimated 30,160 sf of existing office use and 20,000 gsf of industrial warehouse space) and adjacent parking lots and construct an approximately 300,000 gsf five- to seven-story office building with basement level parking. For the purpose of trip generation, it was estimated the project would include approximately 269,000 sf net new office space (subtracting out the building's parking gsf and existing

[8] Fehr & Peers Transportation Consultants and Adavant Consulting, *510-520 Townsend Street Transportation Impact Study* (August 3, 2015).

office use).[9] Trip generation credit was not taken for the warehouse use on the project site. The proposed project would include 32 regular, one carshare, three low-emission/fuel-efficient, eight compact, and two accessible vehicle spaces for a total of 46 below-grade parking spaces. The parking garage would include four loading spaces and would be accessed through an entrance/exit located at the end of Harriet Street.

Trip generation of the proposed project was calculated using information in the *2002 Transportation Impacts Analysis Guidelines for Environmental Review* (SF Guidelines) developed by the San Francisco Planning Department. The proposed project would generate an estimated 4,869 daily person trips (inbound and outbound) on a weekday basis, and 414 peak hour person trips during the PM (5:30-6:30) peak hour. During the PM peak hour these person trips would consist of 159 person trips by auto, 196 transit trips, 46 walk trips and 13 trips by other modes (including bicycle, motorcycle and taxi trips). During the p.m. peak hour, the proposed project would generate 97 vehicle trips (determined by accounting for vehicle occupancy data for this Census Tract).

**Table 1 – Net New Project Person Trip Generation by Mode**

| | Person Trips | | | | | |
|---|---|---|---|---|---|---|
| | **Auto** | **Transit** | **Walk** | **Other** | **Total** | **Vehicle Trips** |
| **Daily** | 1,850 | 2,337 | 536 | 146 | 4,869 | 939 |
| **PM Peak Hour** | **159** | **196** | **46** | **13** | **414** | **97** |

Source: 2009-2013 American Community Survey; *SF Guidelines*, October 2002, Appendix E.

**Traffic**

The proposed project's vehicle trips would travel through the intersections surrounding the project block. Intersection operating conditions are characterized by the concept of Level of Service (LOS), which ranges from A to F and provides a description of an intersection's performance based on traffic volumes, intersection capacity, and vehicle delays. LOS A represents free flow conditions, with little or no delay, while LOS F represents congested conditions, with long delays; LOS D (moderately high delays) is considered the lowest acceptable level in San Francisco. The intersections near the project site (within approximately 800 feet) include Eighth Street/Brannan Street, Seventh Street/Brannan Street, Harriet Street/Brannan Street, Sixth Street/Brannan Street, Fifth Street/Brannan Street, Seventh Street/Townsend Street, Fifth Street/Townsend Street, and Fourth Street/Townsend Street. **Table 2** provides existing, existing plus project and cumulative LOS data.

[9] Based on the project's original 317,153 gsf of total building space minus 17,993 gsf parking space minus 30,168 gsf of existing office use. Project has since reduced its estimated office space to 294,580 gsf.

**Table 2: Existing, Existing Plus Project and Cumulative (2030) Traffic Operating Conditions: PM Peak Hour Level of Service (LOS)**

| Intersection | Existing LOS<br>Avg. Vehicle Delay (in seconds/vehicle) | Existing Plus Project | Cumulative LOS (2030) |
|---|---|---|---|
| Eighth Street/Brannan Street | C<br>26 | C<br>26 | C<br>29 |
| Seventh Street/Brannan Street | D<br>48 | D<br>53 | **E**<br>**74** |
| Harriet Street/Brannan Street | B<br>12 (NB) | B<br>14 (NB) | C<br>16 (NB) |
| Sixth Street/Brannan Street | **F**<br>**>80** | **F**<br>**>80** | **F**<br>**>80** |
| Fifth Street/Brannan Street | C<br>22 | C<br>23 | D<br>51 |
| Seventh Street/Townsend Street | C<br>25 | C<br>26 | **F**<br>**>80** |
| Fifth Street/Townsend Street | C<br>19 (WB) | C<br>20 (WB) | D<br>30(EB) |
| Fourth Street/Townsend Street | C<br>35 | C<br>35 | **E**<br>**64** |

Source: Fehr & Peers/Adavant Consulting, 2015.

As shown in Table 2, five intersections were analyzed on Brannan Street and three on Townsend Street. Under Existing p.m. peak hour conditions, the Harriet Street alley intersection with Brannan Street operates at LOS B, with approximately 12 seconds of vehicle delay for the northbound right-turn movement. Nearby Brannan Street intersections to the Harriet Street alley include the Seventh Street/Brannan Street intersection to the west which operates at LOS D and the Sixth Street/Brannan Street intersection to the east. The Sixth Street/Brannan Street intersection operates at LOS F under existing p.m. peak hour conditions with the highest traffic volumes (over 1000 vehicles) in the northbound and southbound directions during the PM peak hour. The proposed project would not substantially contribute to these movements. The eastbound movement at the Sixth Street/Brannan Street intersection, the movement that project vehicle trips would contribute to, operates at LOS D with approximately 49 seconds of average vehicle delay.

The proposed project would generate an estimated 97 net new p.m. peak hour vehicle trips that could travel through surrounding intersections. This amount of new p.m. peak hour vehicle trips would not substantially increase traffic volumes at these or other nearby intersections. Under Existing plus Project conditions, 97 p.m. peak hour project vehicles trips would not cause intersections that currently operate at acceptable LOS (LOS A-D) to deteriorate to unacceptable LOS (LOS E or F) levels, and would not substantially worsen the intersection (Sixth Street/Brannan Street) that currently operates at LOS F. As shown in Table 2, under Existing conditions, the project trips would increase average vehicle delay, but would not alter level of service operating conditions, which would remain at LOS F. Eastbound traffic on Brannan Street is known to queue as it waits to travel across Sixth Street or turn right onto I-280 on-ramp during the p.m. peak hour, sometimes blocking Harriet Street. At Harriet Street, the traffic analysis indicated that the project's 97 p.m. peak hour vehicle trips would slightly worsen the northbound (right-turn) movement onto Brannan Street by two seconds per vehicle on average during the peak hour.

Similarly, the project vehicle traffic would contribute to the eastbound movement at Sixth Street/Brannan Street which would add to the delay in this direction, but the predominant movement that determines the LOS F operating conditions at the intersection would continue to be the northbound LOS F movement. Observations of the Harriet Street traffic and Sixth Street/Brannan Street over an entire day noted more congested conditions during the p.m. peak hour in the eastbound Brannan Street direction, but vehicles were observed to enter and exit Harriet Street within acceptable conditions. Although not an advisable or generally permitted movement across two lanes of traffic (Brannan Street has a solid double center yellow line), vehicles were observed turning left from Harriet Street.[10]

Under Cumulative conditions during the p.m. peak hour, three intersections would worsen to LOS E or LOS F conditions, including the Seventh Street/Brannan Street, Seventh Street/Townsend Street and Fourth Street/Townsend Street intersections. The intersection of Sixth Street/Brannan Street would continue to operate at LOS F during the p.m. peak hour. For all but one intersection (Sixth Street/Brannan Street), the proposed project would not contribute considerably to operating conditions because the contribution to the LOS E or F intersections would be less than five percent. At the Sixth Street/Brannan Street intersection, cumulative conditions (including the proposed project) would worsen all movements of the intersection. The proposed project would contribute more than five percent to the eastbound movement at this intersection. However, for the intersection of Sixth Street/Brannan Street, the Western SoMa PEIR, which includes the project growth in the cumulative context, identified a significant and unavoidable cumulative traffic impact at the intersection of Sixth Street/Brannan Street. The Planning Commission adopted a Statement of Overriding Considerations, acknowledging that implementation of the Plan would create a significant and unavoidable cumulative traffic impact at the intersection of Sixth Street/Brannan Street. Therefore, for all of these four intersections (Sixth Street/Brannan Street, Seventh Street/Brannan Street, Seventh Street/Townsend Street and Fourth Street/Townsend Street intersections) which operate at LOS F during the p.m. peak hour under Cumulative conditions, the project's vehicle trips and contribution to intersection operations would be consistent and no greater than as analyzed in the PEIR. Under the PEIR, no mitigation measure was identified or deemed feasible for the intersection of Sixth Street/Brannan Street.

The Western SoMa PEIR also identified significant traffic impacts at the intersections of Fifth Street/Bryant Street/I-80 Eastbound Ramp and Harrison Street/Eighth Street/I-80 Westbound Off-Ramp. The project traffic contribution would be limited and less-than-significant at these locations. The Western SoMa PEIR identified one feasible mitigation measure (Mitigation Measure M-TR-1c) to reduce the project impact at the Harrison Street/Eighth Street by optimizing signal timing. No mitigation measure was identified or feasible for the Fifth Street/Bryant Street intersection. Therefore, the PEIR Mitigation Measure M-TR-1c would not be applicable to the proposed project. Overall the proposed project would not result in any additional or worsening of significant project or cumulative traffic impacts or require any additional mitigation measures not identified in the Western SoMa PEIR.

**Harriet Street Commercial Activity and Traffic.** During the public comment period on the Notice of Project Receiving Environmental Review, business owners on Harriet Street and Brannan Street expressed concerns about the project vehicle trips conflicting with the existing use of Harriet Street, in particular existing commercial loading activities. Therefore, commercial activities on Harriet Street were

[10] Vehicles travelling across a double yellow line into/across opposing traffic are not permitted under California Vehicle Code (CA VC) Section 21460. Exceptions include vehicles turning into or out of an intersection, driveway or private road. The CA VC does not define an intersection, and this movement across two lanes of traffic could be considered unsafe (a violation of VC Section 22107) as vehicles must yield to two lanes of vehicle traffic.

quantitatively analyzed in February 2015 over 13 hours from 6 a.m. to 7 p.m. to observe the amount of commercial, vehicle, and parking activity on the street. Harriet Street is approximately 40-feet-wide with vehicle parking on both sides of the street, sometimes adjacent to buildings where there is no sidewalk. Many of these spaces are designated as reserved, private, or for customer-use only. The two existing commercial zones on Harriet Street have a 30-minute maximum stay limit from 7 a.m. to 6 p.m. weekdays, and some businesses have off-street loading facilities. The neighboring businesses reported larger trucks generally utilizing the on-street commercial zones, as well as frequently double-parking along Harriet Street, sometimes blocking vehicle traffic. Over the observed day, a total of 32 (15 inbound and 17 outbound) commercial vans or trucks were observed between the hours of 6 a.m. and 7 p.m., with a peak of six trucks entering and exiting Harriet Street during the noon to 1 p.m. hour. Commercial vehicle traffic represented 11 percent of the total traffic (285 inbound and outbound vehicles) observed from 6 a.m. to 7 p.m. on Harriet Street. A predominant amount of the non-commercial traffic on Harriet Street (113 vehicles or 40 percent of the daily volume) were vehicles traveling to and from off-street parking facilities, including the parking lot and adjacent buildings. The analysis for potential conflicts focused on the a.m. and p.m. peak hours when office workers would be expected to arrive and depart from the project site. No a.m. peak hour commercial deliveries were observed (not until after 9 a.m. or before 6:30 a.m.), and four commercial truck trips were observed between 4 p.m. and 5 p.m. No commercial vehicles were observed between 5 p.m. and 7 p.m. Therefore, the proposed project's 97 p.m. peak hour vehicle trips would not substantially conflict with existing commercial vehicle activity. Furthermore, although the proposed project is estimated to create 97 p.m. peak hour vehicle trips, the proposed project would provide 46 parking spaces (and four loading spaces). Therefore, project vehicle activity on Harriet Street could be less than estimated for this analysis. Project loading demand and a recommended project loading improvement measure is further discussed under the Loading section below.

Although project vehicle and commercial traffic would not substantially alter existing traffic conditions on Harriet Street, the existing loading and parking conditions of Harriet Street could be improved if the City and existing businesses wanted to. A vast majority (89 percent) of the traffic observed entering and exiting Harriet Street throughout the day were automobiles, not commercial deliveries. Similarly, private vehicles, not commercial vehicles were observed to represent a larger proportion of vehicles parking on Harriet Street. Reducing non-commercial vehicle trips and related parking could improve conditions on Harriet Street. Similarly increasing on-street loading could improve conditions on Harriet Street. Of the commercial traffic observed, commercial vehicles park on both sides of Harriet Street including the two commercial-only spaces and in privately-designated spaces. On the observed day, no commercial vehicles were observed double-parking on Harriet Street, but pictures and other field visits have confirmed that this activity does occur. Commercial vehicles were observed to park in the Harriet Street commercial loading and privately-designated spaces from three minutes to nearly three hours.[11] The average duration of stay for commercial vehicles was 33 minutes. Increased enforcement of double parking on Harriet Street and of the two existing commercial parking spaces could improve existing circulation concerns on Harriet Street. Potentially formalizing sidewalks and on-street parking along Harriet Street and designating more on-street commercial vehicle parking could also improve existing commercial loading conditions on Harriet Street. However, these street changes would also remove the more informal, privately-designated spaces utilized for non-commercial and commercial parking and loading by local businesses. These types of potential improvements would represent an alteration to existing conditions.

[11] One commercial vehicle was observed to park for nearly the entire day (8 hours) and was removed from the calculations.

While the project's traffic operational impacts would be consistent with what was analyzed in the Western SoMa PEIR and would not substantially worsen existing traffic conditions in the area, an improvement measure is recommended on Harriet Street (**Project Improvement Measure 3: Control Access to the Project Site on Harriet Street)** which would have the project sponsor add signs to limit the generally not permitted or advisable left turns from Harriet Street onto Brannan Street to improve existing operating conditions, particularly any queueing on Harriet Street to turn right onto Brannan Street. The improvement measure also advises the project sponsor to coordinate with SFMTA to examine whether prohibiting left turns from Brannan Street onto Harriet Street and/or creating a "Keep Clear" zone in front of Harriet Street would be advisable to improve conditions on Brannan and Harriet Streets. Prohibiting left turns from Brannan Street would improve traffic operating conditions on Brannan Street. A "Keep Clear" zone could increase the eastbound p.m. peak hour queues that occur on Brannan Street, but would not substantially alter traffic operating conditions at nearby Brannan Street intersections, and would improve right-turn movements into and out of Harriet Street.

Western SoMa identified an Improvement Measure (I-TR-1) related to traffic which recommended the implementation of a Transportation Demand Management (TDM) plan for development projects generating more than 3,500 daily trips. The proposed project would produce an estimated 1,850 daily person trips, and therefore this Improvement Measure would not be applicable to the project. However, the project sponsor has agreed to a similar **Project Improvement Measure 1: Implement Transportation Demand Management Strategies to Reduce Single Occupancy Vehicle Trips** for the proposed project. The transportation analysis recommended two other improvement measures related to the project vehicle trips and access to the project site which are included in detail in the MMRP. Other improvement measures include **Project Improvement Measure 2: Monitoring and Abatement of Parking Garage Queues**, and **Project Improvement Measure 3: Control Access to the Project Site on Harriet Street** described above.

**Transit**

The project site is located within a quarter mile of several local transit lines including Muni lines 10 Townsend, 83X Mid-Market Express (both running adjacent to the project site on Townsend), 8AX/8BX/8X Bayshore and Bayshore Express, 19 Townsend, 30 Stockton, 45 Union/Stockton, 27 Bryant, and 14X Mission Express. Additionally, the project is located near (~2000 feet) the Fourth Street Caltrain Station and Muni N Judah and T Third Street rail lines. Several of these lines connect with regional and local transit on Market Street. The proposed project would be expected to generate 2,337 daily transit trips, including 196 during the p.m. peak hour. Given the wide availability of nearby transit, the addition of 196 p.m. peak hour transit trips distributed among the transit lines in the area would be accommodated by existing capacity.

The Western SoMa Community Plan PEIR identified significant cumulative (2030) transit impacts for the "Other Lines" corridor which includes the J Church, 10 Townsend, 12 Folsom-Pacific, 19 Polk and 27 Bryant routes within the Southeast Screenline related to the additional programmatic growth. The Western SoMa PEIR identified Mitigation Measure M-C-TR-2 to impose development impact fees. Even with this mitigation, however, the cumulative transit impact of the Western SoMa Plan Area development was found to be significant and unavoidable and a Statement of Overriding Considerations related to this impact was adopted as part of the PEIR Certification and Plan approval. The proposed project's 196 PM peak hour transit trips would represent a less than one percent contribution to both "Other Lines" corridor and Southeast screenline. As such, the proposed project would not make a

cumulatively considerable contribution to the unacceptable levels of cumulative transit service identified in the Western SoMa PEIR. Mitigation Measure M-C-TR-2 is therefore not applicable to the proposed project.

For the above reasons, the proposed project would not result in significant impacts that were not identified in the Western SoMa PEIR related to transit and would not contribute considerably to cumulative transit impacts that were identified in the Western SoMa PEIR.

**Loading**

The evaluation of loading impacts, as presented Western SoMa PEIR, provided an overall comparison of proposed loading supply to general Planning Code requirements and discussed the extent to which the estimated daily and peak-hour loading demand would affect loading conditions throughout the Plan area. Based on the development assumed under the Western SoMa PEIR, the Plan would generate about 487 delivery and service vehicle trips per day and a demand of about 28 loading spaces during the peak hour of loading activities. Because it is expected that individual developments associated with the Plan would include off-street loading spaces consistent with Planning Code requirements, the loading demand generated by these developments would be accommodated within the combination of proposed off-street spaces, and existing on-street loading spaces. Therefore, loading impacts related to the planned growth under the PEIR were found to be less than significant.

However, the PEIR did state that the proposed transportation improvements (e.g., construction of sidewalk extensions, bulbouts) within the Plan Area, specifically along Folsom Street, could affect existing yellow commercial vehicle loading/unloading zones. To improve loading conditions along Folsom Street and reduce potential loading impacts to a less-than-significant level, the PEIR identified feasible mitigation measures to reduce the project loading impacts along Folsom Street (Mitigation Measure M-TR-4). This measure would be applicable to any removal of yellow commercial vehicle freight loading spaces due to planned transportation improvements. The measure further provided guidance on where the relocation of such on-street spaces could occur. This mitigation measure under the PEIR was found to reduce the significant loading impact along Folsom Street to a less-than-significant level. The proposed project is not located on Folsom Street; therefore this Mitigation Measure (M-TR-4) would not apply.

The proposed project would generate on average 62 delivery/service vehicle trips per day which would correspond to a demand of four freight loading spaces during the peak hour and three spaces during an average hour. The proposed project would include four off-street freight loading spaces, and would therefore, meet the average and peak loading demand. The project is also proposing an Operations Plan to manage the project's commercial activity on Harriet Street, which would provide one or more attendants to monitor project commercial vehicles.

Based on Planning Code Section 152.1, office use in the WMUO zoning district require 0.1 freight loading space per 10,000 sf of gross floor area, with required dimensions of 35 foot length, 12 foot width, and vertical clearance of 14 feet. The proposed project with up to 295,000 sf of office space would therefore, require three off-street loading spaces. While the proposed project would exceed the required number of freight loading spaces, the loading spaces would not meet the required dimensions. The project will be seeking an exception to these dimension requirements as part of its planning entitlements, in accordance with Section 152.1 of the Planning Code.

As described above under Traffic, the transportation study analyzed existing loading conditions on Harriet Street. A 40-foot-long commercial space is located on the west side of Harriet Street just north of the project site and a standard 20-foot-long commercial loading space is located on the south side of Brannan Street west of Harriet Street. The current on-street loading zones were observed to be well-occupied throughout the day, with 32 daily commercial vehicles observed between 6 a.m. and 7 p.m., with a peak of six commercial vehicles during the noon to 1 p.m. and 9 a.m. to 10 a.m. hours, and an average duration of stay for commercial vans and trucks of 33 minutes. Because the proposed project would include four off-street loading spaces it would exceed the Planning Code requirements, average-hour demand and meet the peak-hour loading demand. There may be, on occasion, the need to use on-street commercial parking spaces, or commercial deliveries may choose to use on-street loading. In addition to the Operations Plan, an improvement measure is recommended (**Project Improvement Measure 4: Project Delivery Management**) that would, in addition to the Operations Plan, require the building management at 510-520 Townsend to manage their office deliveries to avoid more than could be accommodated in the proposed loading spaces (such as more than four 25-foot-long delivery vehicles for four 25-foot-long loading spaces), particularly during peak commercial activity time on Harriet Street (9 a.m. to 10 a.m. and 11 a.m. to 1 p.m.).

Therefore, the proposed project would result in less-than-significant impacts related to loading and would not create potentially hazardous traffic conditions or significant delays affecting traffic or transit.

**Pedestrians**

The PEIR acknowledged that the Western SoMa is in an area of San Francisco with one of the highest concentrations of pedestrian injuries and deaths. Based on the transportation analysis, pedestrian facilities (sidewalks, crosswalks, pedestrian signals, etc.) are mostly complete in the project vicinity, with narrow sidewalks or sidewalk breaks occurring along Townsend and 7th Streets in locations, including in front of the project site on Townsend Street and on Harriet Street from Brannan Street to the project site. Other alleyways near the project site generally have six- to eight-foot sidewalks, when sidewalks are present, on both sides of the street. Pedestrian volumes adjacent to the project site, along Harriet Street and Brannan Street were observed to be low, with moderate levels observed on Townsend Street where more foot traffic to and from the Caltrain station occurs.

The Western SoMa PEIR estimates that the 8,366 PM peak hour pedestrian trips generated by the Plan area would be accommodated on the existing sidewalks and would not substantially affect pedestrian operations on the nearby sidewalks and crosswalks. While the frequency of conflict between pedestrians and vehicles could likely increase as traffic volumes increase along with increases in pedestrian exposure associated with residential and non-residential development, implementation of the Plan would not be expected to have a significant impact on existing pedestrian conditions because neither vehicle traffic volumes nor pedestrian activity would increase to such a degree that a substantial increase in conflicts would be anticipated. Therefore, the PEIR found impacts on pedestrians to be less than significant.

The proposed project would generate approximately 242 pedestrian trips (46 walking trips and 196 trips to/from nearby transit stops) during the typical p.m. peak hour. These new pedestrian trips would be spread out over several adjacent sidewalks and crosswalks and generally could be accommodated on existing pedestrian facilities. Although Harriet Street does not have sidewalks, the low pedestrian volumes, including project pedestrian trips that could utilize this street would not substantially alter existing pedestrian activity on this street, which is low. A majority of pedestrian trips to and from the

project site would be anticipated to use Townsend Street. Townsend Street is identified as being a high-injury corridor as defined by Vision Zero, which is the City's adopted road safety policy that aims for zero traffic deaths in San Francisco by 2024.[12] The proposed project would improve pedestrian conditions along Townsend by removing the existing vehicle curb cuts (and related potential conflicts with pedestrians) and increasing the width of the Townsend frontage sidewalk from an informal 9 foot, 8-inch to a formal at least 10-foot, 6-inch sidewalk. Although this width is less than the recommended 12 to 15 feet under the Better Streets Plan, the project design does provide a partial arcade along the Townsend Street frontage, adding additional depth to the pedestrian zone. Furthermore, increasing the sidewalk width beyond 10-feet, 6-inches was not proposed by the project because it would remove on-street parking spaces. The final project design width of the sidewalk could be up to 15 feet, which would remove or alter the existing parking spaces on Townsend Street in front of the project site.

The proposed project would also include an approximate 20-foot wide pedestrian pathway along the western edge of the office building, improving the pedestrian connection between Townsend Street and Harriet Street. Additionally a potential pedestrian bulb-out where the pedestrian pathway terminates at Townsend Street is proposed, subject to City review and approval, which would be part of the potential City implementation of a mid-block pedestrian crossing at this location.

The proposed project would generate more vehicle traffic at the driveway on Harriet Street, with the potential to increase pedestrian-vehicle conflicts when present. Vehicle flow in and out of the underground garage would be managed via traffic controls and a gate. Given observed pedestrian volumes on Harriet Street, this increase would not be substantial.

Given the above, the proposed project would not result in significant pedestrian impacts that were not identified in the Western SoMa PEIR and the pedestrian impacts would be less-than-significant.

It is noted that the Western SoMa PEIR did not identify any significant pedestrian impacts and no mitigation measures were recommended. While pedestrian conditions would improve relative to existing conditions, improvement measures could be implemented to further reduce less-than-significant project impacts. **Project Improvement Measure 5: Sidewalk Extension on Townsend Street** would extend the proposed sidewalk on Townsend Street under the I-280 ramps to connect to the marked pedestrian crossing and sidewalks at 6th Street and Townsend Street. Similar to the proposed project, a sidewalk in this location (width to be determined) would remove up to two parking spaces or alter parking along the south side of Townsend Street at this location. **Project Improvement Measure 6: Investigate Improving Harriet Street between the Project Site and Brannan Street** would require the Project Sponsor to coordinate with adjacent property owners, SFMTA and SFPW on the potential redesign of the Harriet Street to improve Harriet Street in the form of sidewalk extensions. As discussed above, formalizing sidewalks along Harriet Street would likely remove the informal privately-designated parking spaces of adjacent businesses.

[12] Vision Zero High Injury Network map, accessed on June 7, 2015, is available online at: http://sfgov.maps.arcgis.com/apps/OnePane/basicviewer/index.html?appid=335c508503374f5d94c95cb2a1f3f4f4.

**Bicycles**

Bicycle facilities consist of bicycle lanes, trails, and paths, as well as bike parking, bike lockers, and showers for cyclists. On-street bicycle facilities include city-designated routes that are part of the San Francisco Bicycle Network. These on-street bicycle facilities are grouped into three categories:

- Class I bikeways are bike paths with exclusive right-of-way for use by bicyclists or pedestrians;
- Class II bikeways are bike lanes striped within the paved areas of roadways and established for the preferential use of bicycles; and
- Class III bikeways are signed bike routes that allow bicycles to share travel lanes with vehicles.

Bicycle Route 36 is an east-west Class II (bicycle lanes) facility on Townsend Street which connects to nearby Route 23, another Class II facility on north-south Seventh and Eighth Streets and Route 19 a north-south Class III bicycle route on Fourth and Fifth Streets. *The San Francisco Bicycle Plan* includes the installation of a Class II bicycle lane on Fifth Street between Townsend and Market Street. Bicycle volumes adjacent to the project site along Harriet Street and Brannan Street were observed to be low, with moderate to high levels observed on Townsend Street. The bicycle lanes on Townsend Street were observed to be well utilized in both directions during the PM peak hour, likely due to bicycle traffic to and from the Caltrain station.

According to the Western SoMa PEIR, the bicycle trips from the Western SoMa plan area would not increase to such a degree that a substantial increase in conflicts and collisions would be anticipated when compared to existing conditions and thus, would have less-than-significant bicycle impacts. The proposed project would add an estimated 146 net new daily trips by "other" modes, including by bicycle, and 13 of those "other" trips were estimated to occur during the PM peak hour. This level of additional bicycle trips in the project vicinity could be accommodated on existing bicycle facilities.

However, the PEIR states that conflicts with vehicles using parking garage driveways along bicycle routes could increase and individual development projects should comply with the provisions of the *Planning Code* (see Impact TR-7 in PEIR). The project parking garage driveway would be located on Harriet Street, which would not conflict with the well-utilized Townsend Street bicycle lanes (Route 36). During the project review process, a project variant with vehicle access from Townsend Street instead of Harriet Street was considered. However, this variant was deemed inconsistent with City Planning and SFMTA policies related to bicycle and pedestrian safety on Townsend Street due to the potential conflict with the Townsend Street bicycle lanes.[13] This decision considered the existing locations of the driveways on Townsend Street. The decision is consistent with Western SoMa Community Plan policies related to bicycle and pedestrian safety, Planning and SFMTA policies related to the placement of curbcuts on bicycle facilities (particularly bicycle lanes), the Better Streets Plan, and Vision Zero goals of increasing bicycle and pedestrian safety on this High-Injury Corridor.

The *City of San Francisco Planning Code* (Section 155.1 and 155.2) requires that one Class I bicycle parking space be provided for every 5,000 square feet of office space, and one Class II bicycle parking space be provided for each 50,000 square feet of office space. The proposed project with approximately 295,000 square feet of office would be require to provide 59 Class I bicycle parking spaces for employees and 6 public Class II bicycle parking spaces, for a total of 65 required bicycle parking spaces under Planning Code requirements. The proposed project would include 54 Class I bicycle parking spaces on the ground

[13] Based on Planning Department project coordination meeting held with Planning and SFMTA on July 14, 2015.

floor (accessed through the pedestrian walkway), and 36 Class I bicycle lockers in the basement garage for a total of 90 Class I bicycle parking spaces. This is 31 more Class I bicycle spaces than required under the Planning Code. The project would also include Class II bicycle racks with eight public bicycle spaces on Townsend Street, as shown in Figure 2; two more than is required under the Planning Code. Therefore, the proposed project would exceed the Planning Code requirement for bicycle parking spaces. The project may also provide a bicycle workshop space for the office building adjacent to the ground floor bicycle parking area.

Considering all of the above, the proposed project would not result in significant bicycle impacts that were not identified in the Western SoMa PEIR and the bicycle impacts would be less-than-significant. The proposed project would not substantially contribute to cumulative bicycle circulation or conditions in the project area. Bicycling trips in the area may increase between the completion of the project and the cumulative scenario due general growth in the area.

**Parking Conditions**

As indicated above, Public Resources Code Section 21099(d), effective January 1, 2014, provides that, "aesthetics 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." Accordingly, aesthetics and parking are no longer to be considered in determining if a project has the potential to result in significant environmental effects. The Planning Department acknowledges that parking conditions may be of interest to the public and the decision makers. Therefore, the following parking demand analysis is provided for informational purposes only.

The parking demand for the net new office use associated with the proposed project was determined based on the methodology presented in the Transportation Guidelines. On an average weekday, the mid-day (1 p.m. to 3 p.m.) demand for parking would be for 316 spaces (43 short-term and 273 long-term) and the evening (6 p.m. to 8 p.m.) demand would be for 29 spaces (2 short-term and 27 long-term) spaces. The proposed project would provide 48 off-street spaces. Thus, as proposed, the project would have an unmet parking demand of an estimated 268 spaces during the midday and would have an excess parking demand of 19 spaces during the evening. At this location, the unmet parking demand during the mid-day could be accommodated in part using existing on-street and off-street parking spaces within a reasonable distance of the project vicinity. Additionally, the project site is well served by public transit and bicycle facilities.

Further, the project site is located in a Western SoMa Mixed-Use Office (WMUO) zoning district where under Section 151.1 of the Planning Code, the proposed project would not be required to provide any off-street parking spaces. It should be noted that the Planning Commission has the discretion to adjust the number of on-site parking spaces included in the proposed project, typically at the time that the project entitlements are sought. Given that the proposed project site is well-served by transit and bicycle facilities, a reduction in the number of off-street parking spaces associated with the proposed project, even if no off-street spaces are provided, would not result in significant delays or hazardous conditions.

Parking conditions are not static, as parking supply and demand varies from day to day, from day to night, from month to month, etc. Hence, the availability of parking spaces (or lack thereof) is not a permanent physical condition, but changes over time as people change their modes and patterns of travel. While parking conditions change over time, a substantial shortfall in parking caused by a project

that creates hazardous conditions or significant delays to traffic, transit, bicycles or pedestrians could adversely affect the physical environment. Whether a shortfall in parking creates such conditions will depend on the magnitude of the shortfall and the ability of drivers to change travel patterns or switch to other travel modes. If a substantial shortfall in parking caused by a project creates hazardous conditions or significant delays in travel, such a condition could also result in secondary physical environmental impacts (e.g., air quality or noise impacts caused by congestion), depending on the project and its setting.

The absence of a ready supply of parking spaces, combined with available alternatives to auto travel (e.g., transit service, taxis, bicycles or travel by foot) and a relatively dense pattern of urban development, induces many drivers to seek and find alternative parking facilities, shift to other modes of travel, or change their overall travel habits. Any such resulting shifts to transit service or other modes (walking and biking), would be in keeping with the City's "Transit First" policy and numerous San Francisco General Plan Polices, including those in the Transportation Element. The City's Transit First Policy, established in the City's Charter Article 8A, Section 8A.115, provides that "parking policies for areas well served by public transit shall be designed to encourage travel by public transportation and alternative transportation."

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

**Construction**

As stated in the Western SoMa PEIR, construction impacts are specific to individual development projects and pertain to any potential temporary roadway and sidewalk closures, relocation of bus stops, effects on roadway circulation due to the construction trucks, and the increase in vehicle trips, transit trips, and parking demand associated with construction workers. Construction impacts were not assessed for the Plan in the PEIR and those potential impacts associated individual projects are not usually considered significant because they are temporary and generally of short-term duration. Therefore, no significant construction impacts were identified and no mitigation measures were recommended.

Detailed plans for construction activities have not yet been finalized, but during the anticipated 25-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 development. The primary construction access would be on Townsend Street; however access to the rear of the project site via Harriet Street may also be required.

Construction-related activities would typically occur Monday through Friday (occasional Saturdays as required), and is not anticipated to occur on Sundays or major legal holidays. The hours of construction would be enforced by DBI, and the contractor would need to comply with the San Francisco Noise

Ordinance, enforced by the San Francisco Police Department (SFPD), which permits construction activities seven days a week, between 7:00 a.m. and 8:00 p.m.

Throughout the entire 25-month construction of the project, the project would require an average of 30 workers per day; however, up to 100 workers would be required during peak construction periods. The amount of construction-related vehicles (worker vehicles, haul trucks, equipment deliveries, etc.) would vary depending on each phase of construction. The trip distribution and mode split of construction workers are not known. Construction workers that drive to the site would be able to park on-site in designated staging areas (e.g., underground parking garage or nearby on-street parking spaces), or in nearby off-street parking lots or garages.

Construction staging areas would be located on-site, to the extent possible, and in the underground parking garage, once constructed. Construction machinery and related equipment would be located on site. Temporary travel lane and sidewalk closures could occur along the periphery of the proposed development. Public, on-street parking along Townsend Street, along the project building frontages, could be temporarily restricted during the construction period.

In the event that temporary travel or parking lane or sidewalk closures would be needed, such actions would be required to meet the *City of San Francisco's Regulations for Working in San Francisco Streets*, (the "Blue Book"), and coordinated with the City to reduce traffic congestion during construction of this project and other nearby projects. In general, lane and sidewalk closures are subject to review and approval by the Transportation Advisory Staff Committee (TASC) an interdepartmental committee, including the Police, Public Works, Planning, and Fire Departments and SFMTA Muni Operations. The construction management plan reviewed by the TASC would address issues of circulation (traffic, pedestrians, and bicycle), safety, parking and other project construction in the area. Because there are no Muni bus stops along the project site frontage, it is not anticipated that any Muni bus stops would need to be relocated during construction of the proposed project. The project would be required to consult with SFMTA Muni Operations prior to construction to review potential effects to nearby transit operations.

Throughout the construction period, there would be a flow of construction-related trucks into and out of the project site. The impact of construction truck traffic would be a temporary lessening of the capacities of local streets due to the slower movement and larger turning radii of trucks, which may affect traffic operations. It is anticipated that a majority of the construction-related truck traffic would use I-80, I-280 and U.S. 101 to access the project site from the East Bay and South Bay. It is anticipated that the addition of the worker-related vehicle- or transit-trips would not substantially affect transportation conditions, as any impacts on local intersections, transit network, or to bicyclists and pedestrians traveling near the project site would be similar to those associated with the proposed project. Based on the above, construction-related transportation impacts would be less than significant.

It is noted that the Western SoMa PEIR did not identify any significant construction impacts and no mitigation measures were recommended. While the proposed project would not result in any significant construction impacts, improvement measures could be implemented to further reduce these less-than-significant impacts. As detailed in the MMRP, **Project Improvement Measure 7: Limiting the Hours of Construction-Related Truck Traffic and Deliveries** and **Project Improvement Measure 8: Construction Management Plan Additional Measures** would further minimize disruption of the general traffic flow on adjacent streets during weekday commute peak commute periods, require coordination with SFMTA, the Fire Department, Muni, and the Planning Department to determine feasible measures to reduce traffic

congestion, minimize construction impacts on nearby businesses, and minimize traffic and parking demand associated with construction workers.

| Topics: | | Significant Impact Peculiar to Project or Project Site | Significant Impact not Identified in PEIR | Significant Impact due to Substantial New Information | No Significant Impact not Previously Identified in PEIR |
|---|---|---|---|---|---|
| **5.** | **NOISE—Would the project:** | | | | |
| a) | Result in exposure of persons to or generation of noise levels in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies? | ☐ | ☐ | ☐ | ☒ |
| b) | Result in exposure of persons to or generation of excessive groundborne vibration or groundborne noise levels? | ☐ | ☐ | ☐ | ☒ |
| c) | Result in a substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project? | ☐ | ☐ | ☐ | ☒ |
| d) | Result in a substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project? | ☐ | ☐ | ☐ | ☒ |
| e) | For a project located within an airport land use plan area, or, where such a plan has not been adopted, in an area within two miles of a public airport or public use airport, would the project expose people residing or working in the area to excessive noise levels? | ☐ | ☐ | ☐ | ☒ |
| f) | For a project located in the vicinity of a private airstrip, would the project expose people residing or working in the project area to excessive noise levels? | ☐ | ☐ | ☐ | ☒ |
| g) | Be substantially affected by existing noise levels? | ☐ | ☐ | ☐ | ☒ |

The project site is not located within an airport land use plan area, within two miles of a public airport, or in the vicinity of a private airstrip. Therefore, the Community Plan Exemption Checklist topics 5e and 5f are not applicable.

The Western SoMa PEIR identified potential conflicts related to residences and other noise-sensitive uses in proximity to noise-generating uses such as PDR[14], retail, entertainment, cultural/institutional/ educational uses, and office uses. In addition, the Western SoMa PEIR noted that implementation of the Community Plan would incrementally increase traffic-generated noise on some streets in the Plan Area and result in construction noise impacts from pile driving and other construction activities. The Western SoMa PEIR identified six noise mitigation measures that would reduce noise impacts to less-than-significant levels. Under Cumulative conditions, and considering past, present and reasonably foreseeable future development in the Plan vicinity, the PEIR, even with these mitigation measures identified a significant and unavoidable cumulative noise impact.

Mitigation Measures M-NO-1a: Interior Noise Levels for Residential Uses; Mitigation Measure M-NO-1b: Siting of Noise-Sensitive Uses; and Mitigation Measure M-NO-1d: Open Space in Noisy Environments

[14] Production, Distribution and Repair

would not be applicable to the project. Although the project site is located in an area where traffic-related noise exceeds 60 dba ($L_{dn}$), the proposed project would construct a new five- to seven-story office building, which is not a noise sensitive use. Therefore these mitigation measures (M-NO-1a, M-NO-1b, and M-NO-1d) from the Western SoMa PEIR would not be applicable to the proposed project.

PEIR Mitigation Measure M-NO-1c: Siting of Noise-Generating Uses requires a noise analysis for new development including commercial, industrial, or other uses that would be expected to generate noise levels in excess of ambient noise in the project vicinity in order to reduce potential conflicts between existing sensitive receptors and new noise-generating uses. The project conducted an acoustical analysis to determine whether project-generated noise would be consistent with City Codes and whether it would have an impact on any nearby sensitive uses.[15] The completed analysis determined that the project noise-generating equipment (mechanical equipment on the 6th and 8th levels, including the mechanical boiler and exhaust) and project traffic noise would not exceed the Police Code threshold of an increase in 8 dBA at the property lines. Therefore, sensitive land uses (residential) located further away would not experience a substantial noise increase related to the operation of this equipment and project traffic. The noise analysis did make window (noise dampening) recommendations for the proposed office building to dampen the existing noise environment, predominantly the freeway on- and off-ramp. The analysis did determine that use of the back-up generator located on the first level, without any noise reduction features would exceed the maximum noise levels permitted by the Police Code, which could affect nearby sensitive receptors. Outside of loss of power during emergency events, the generator would be operated once to twice per year for equipment testing. The analysis did make noise reduction recommendations for the back-up generator that would, during operation, bring the noise levels into compliance with Police Code and nearby sensitive receptors, at these modified levels, would not be affected. The project sponsor has agreed to implement the recommended measures in the noise analysis report. Based on the noise study analysis and project modifications the project sponsor has agreed to, the proposed project would not expose persons to noise levels in excess of those permitted by the General Plan or the Police Code, and would not result in a substantial permanent increase in ambient noise levels in the vicinity of the project. Therefore, Mitigation Measure M-NO-1c has been completed for the proposed project.

PEIR Mitigation Measures M-NO-2a: General Construction Noise Control Measures and M-NO-2b: Noise Control Measures during Pile Driving require implementation of noise control measures during general and pile-driving construction in order to reduce construction-related noise and groundborne vibration impacts. The proposed project construction would involve demolition of several office and warehouse buildings and two adjacent at-grade parking lots, on-site soil compaction[16], a deep foundation with driven piles, and construction of the new office building. Therefore, the construction of this project would contribute to construction-related noise and vibration impacts identified in the Western SoMa PEIR. The proposed project would be subject to PEIR Mitigation Measure M-NO-2a General Construction Noise Control Measures, detailed under **Project Mitigation Measure 3** and PEIR Mitigation Measure M-NO-2b Noise Control Measures during Pile Driving, detailed under **Project Mitigation Measure 4**. As discussed in the "Historic Architectural Resources" section above, the proposed project is not located in or adjacent to any historic buildings or historic districts, and therefore Western SoMa PEIR

[15] Mei Wu Acoustics, 510-520 Townsend Environmental Noise Analysis, July 2015. This document is on file and available for public review in relation to Case Number 2014.0679E.

[16] The geotechnical report recommends rapid impact compaction method which drops a 7.5 ton weight from approximately 1 meter to compact soils.

Mitigation Measures M-CF-7a and M-CP-7b (as detailed under Mitigation Measure M-NO-2b) would not be applicable to the proposed project. The implementation of general noise control measures under Project Mitigation Measure 3 and specific measures to address construction pile driving and soil compaction under Project Mitigation Measure 4 would reduce these impacts to a less-than-significant level and consistent with the existing and cumulative noise analysis in Western SoMa PEIR.

In addition, all construction activities for the proposed project (occurring over the course of approximately 25 months) would be subject to and would comply with the San Francisco Noise Ordinance (Article 29 of the San Francisco Police Code) (Noise Ordinance). Construction noise is regulated by the Noise Ordinance. The Noise Ordinance requires that construction work be conducted in the following manner: (1) noise levels of construction equipment, other than impact tools, must not exceed 80 dBA[17] ($L_{dn}$[18]) at a distance of 100 feet from the source (the equipment generating the noise); (2) impact tools must have intake and exhaust mufflers that are approved by the Director of San Francisco Public Works (SFPW) or the Director of the Department of Building Inspection (DBI) to best accomplish maximum noise reduction; and (3) if the noise from the construction work would exceed the ambient noise levels at the site property line by 5 dBA, the work must not be conducted between 8:00 p.m. and 7:00 a.m. unless the Director of SFPW authorizes a special permit for conducting the work during that period.

DBI is responsible for enforcing the Noise Ordinance for private construction projects during normal business hours (8:00 a.m. to 5:00 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 of approximately 25 months, occupants of the nearby properties could be disturbed by construction noise. Times may occur when noise could interfere with indoor activities in nearby residences and other businesses near the project site and may be considered an annoyance by occupants of nearby properties. The increase in noise in the project area during project construction would not be considered a significant impact of the proposed project, because the construction noise would be temporary (approximately 25 months), intermittent, and restricted in occurrence and level, as the contractors would be subject to and would comply with the Noise Ordinance. Compliance with the Noise Ordinance would reduce construction-related noise effects on nearby residences.

For the above reasons, the proposed project would not result in significant project or cumulative noise impacts that were not identified in the Western SoMa PEIR.

| *Topics:* | *Significant Impact Peculiar to Project or Project Site* | *Significant Impact not Identified in PEIR* | *Significant Impact due to Substantial New Information* | *No Significant Impact not Previously Identified in PEIR* |
|---|---|---|---|---|
| **6. AIR QUALITY—Would the project:** | | | | |
| a) Conflict with or obstruct implementation of the applicable air quality plan? | ☐ | ☐ | ☐ | ☒ |

[17] The dBA, or A-weighted decibel, refers to a scale of noise measurement that approximates the range of sensitivity of the human ear to sounds of different frequencies. On this scale, the normal range of human hearing extends from about 0 dBA to about 140 dBA. A 10-dBA increase in the level of a continuous noise represents a perceived doubling of loudness.

[18] The $L_{dn}$ is the $L_{eq}$, or Energy Equivalent Level, of the A-weighted noise level over a 24-hour period with a 10 dB penalty applied to noise levels between 10:00 p.m. to 7:00 a.m. The $L_{eq}$ is the level of a steady noise which would have the same energy as the fluctuating noise level integrated over the time period of interest.

| Topics: | Significant Impact Peculiar to Project or Project Site | Significant Impact not Identified in PEIR | Significant Impact due to Substantial New Information | No Significant Impact not Previously Identified in PEIR |
|---|---|---|---|---|
| b) Violate any air quality standard or contribute substantially to an existing or projected air quality violation? | ☐ | ☐ | ☐ | ☒ |
| c) Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal, state, or regional ambient air quality standard (including releasing emissions which exceed quantitative thresholds for ozone precursors)? | ☐ | ☐ | ☐ | ☒ |
| d) Expose sensitive receptors to substantial pollutant concentrations? | ☐ | ☐ | ☐ | ☒ |
| e) Create objectionable odors affecting a substantial number of people? | ☐ | ☐ | ☐ | ☒ |

The Western SoMa PEIR identified significant and unavoidable impacts related to violation of an air quality standard, uses that emit Diesel Particulate Matter (DPM), exposure of sensitive land uses to substantial pollutant concentrations, and construction emissions. The Western SoMa PEIR identified five mitigation measures that would help reduce air quality impacts; however, due to the uncertain nature of future development proposals that would result from adoption of the Western SoMa Community Plan, it could not be determined whether implementation of these mitigation measures would reduce would reduce impacts to less-than-significant levels.

**Criteria Air Pollutants**

The Bay Area Air Quality Management District (BAAQMD) is the regional agency with jurisdiction over the nine-county San Francisco Bay Area Air Basin. As part of its *CEQA Air Quality Guidelines* (*Air Quality Guidelines*), the BAAQMD developed screening criteria for determining whether a project's criteria air pollutant emissions would violate an air quality standard, contribute to an existing or projected air quality violation, or result in a cumulatively considerable net increase in criteria air pollutants.[19] In accordance with the state and federal Clean Air Acts, air pollutant standards are identified for the following six criteria air pollutants: ozone, carbon monoxide (CO), particulate matter (PM), nitrogen dioxide ($NO_2$), sulfur dioxide ($SO_2$), and lead. These air pollutants are termed criteria air pollutants because they are regulated by developing specific public health- and welfare-based criteria as the basis for setting permissible levels. In general, the San Francisco Bay Area Air Basin (SFBAAB) experiences low concentrations of most pollutants when compared to federal or state standards. The SFBAAB is designated as either in attainment or unclassified for most criteria pollutants with the exception of ozone, $PM_{2.5}$, and $PM_{10}$, for which these pollutants are designated as non-attainment for either the state or federal standards. By its very nature, regional air pollution is largely a cumulative impact in that no single project is sufficient in size to, by itself, 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.

[19] Bay Area Air Quality Management District, *CEQA Air Quality Guidelines*, updated May 2011, pp. 3-2 to 3-3.

Pursuant to the *Air Quality Guidelines*, projects that meet the screening criteria do not have a significant impact related to criteria air pollutants, and in most cases do not require project-specific operational or construction air quality emission analysis. The proposed project, with just over 300,000 square feet of office development, is below the operational screening criterion but above the construction screening criterion for "general office building" land use type. A more detailed air quality assessment of the proposed project was conducted to analyze both operational and construction emissions.[20]

**Construction**

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 an approximately 25 months. Construction-related criteria air pollutants generated by the proposed project were quantified using the California Emissions Estimator Model (CalEEMod) and provided within the air quality impact analysis. The model was developed, including default data (e.g., emission factors, meteorology, etc.) in collaboration with California air districts' staff. Default assumptions were used where project-specific information was unknown. Emissions were converted from tons/year to lbs/day using the estimated construction duration of 493 working days.

**Table 3: Average Daily Project Construction Emissions**

| | Pollutant Emissions (Average Pounds per Day) | | | |
|---|---|---|---|---|
| | **ROG** | **NOx** | **Exhaust $PM_{10}$** | **Exhaust $PM_{2.5}$** |
| Unmitigated Project Emissions | 8.4 | 13.8 | 0.48 | 0.45 |
| Mitigated Project Emissions | n/a | n/a | n/a | n/a |
| Significance Threshold | 54.0 | 54.0 | 82.0 | 54.0 |

Emissions over threshold levels are in **bold**.
Source: BAAQMD, 2011; Ramboll/Environ, July 2015.

As shown in Table 3, the proposed project construction would not exceed the BAAQMD regional *Air Quality Guidelines* thresholds for project construction emissions. Therefore, project impacts to regional air quality related to construction pollutant emissions would be less than significant.

To reduce construction dust impacts, the San Francisco Board of Supervisors approved a series of amendments to the San Francisco Building and Health Codes, generally referred to as the Construction Dust Control Ordinance (Ordinance 176-08, effective July 30, 2008). The intent of the Construction Dust Control Ordinance is to reduce the quantity of dust generated during site preparation, demolition, and construction work in order to protect the health of the general public and of on-site workers, minimize public nuisance complaints, and to avoid orders to stop work by DBI. Construction activities from the proposed project would result in dust, primarily from ground-disturbing activities. The proposed project would be subject to and would comply with the Construction Dust Control Ordinance, which would ensure that these impacts would remain less than significant.

**Operation**

The proposed project would generate criteria pollutant emissions associated with vehicle traffic (mobile sources), on-site area sources (i.e., natural gas combustion for space and water heating, and combustion of other fuels by building and grounds maintenance equipment), energy usage, and testing of a backup

[20] Ramboll/Environ. Air Quality Impact Analysis for 510-520 Townsend Street, San Francisco, CA. July 2015.

diesel generator. Operational-related criteria air pollutants generated by the proposed project were also quantified using CalEEMod and provided within an air quality analysis. 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 4. Table 4 also includes the thresholds of significance the City utilizes.

**Table 4: Summary of Operational Criteria Air Pollutant Emissions**

| | ROG | NOx | $PM_{10}$ | $PM_{2.5}$ |
|---|---|---|---|---|
| Project Average Daily Emissions (lbs/day) | 12.1 | 21.4 | 16.4 | 4.4 |
| Significance Threshold (lbs/day) | 54 | 54 | 82 | 54 |
| Project Maximum Annual Emissions (tpy) | 2.2 | 3.9 | 3.0 | 0.81 |
| Significance Threshold (tpy) | 10.0 | 10.0 | 10.0 | 10.0 |

lbs/day = pounds per day
tpy = tons per year
Source: BAAQMD, 2011; Ramboll/Environ, July 2015.

As shown in Table 4, the proposed project would not exceed the threshold of significance for operational criteria air pollutant emissions. For these reasons, implementation of the proposed project would not result in either project-level or cumulative significant impacts that were not identified in the Western SoMa PEIR related to contribution to violations of air quality standards or substantial increases in non-attainment criteria air pollutants.

Under the Western SoMa PEIR, Mitigation Measure M-AQ-2: Transportation Demand Management (TDM) Strategies for Future Development Projects is required for projects generating more than 3,500 vehicle trips resulting in excessive criteria pollutant emissions. The proposed project would generate approximately 395 daily vehicle trips. Therefore, Mitigation Measure M-AQ-2 would not apply to the proposed project. However, **Project Improvement Measure 1** has been identified to implement a TDM Plan to further reduce any criteria air pollutants resulting from project-generated vehicle trips.

**Health Risk**

Subsequent to certification of the Western SoMa PEIR, the San Francisco Board of Supervisors approved a series of amendments to the San Francisco Building and Health Codes, generally referred to as the Enhanced Ventilation Required for Urban Infill Sensitive Use Developments or Health Code, Article 38 (Ordinance 224-14, effective December 8, 2014)(Article 38). The purpose of Article 38 is to protect the public health and welfare by establishing an Air Pollutant Exposure Zone and imposing an enhanced ventilation requirement for all urban infill sensitive use development within the Air Pollutant Exposure Zone. The Air Pollutant Exposure Zone as defined in Article 38 are areas that, based on modeling of all known air pollutant sources, exceed health protective standards for cumulative $PM_{2.5}$ concentration, cumulative excess cancer risk, and incorporates health vulnerability factors and proximity to freeways. Projects within the Air Pollutant Exposure Zone, such as the proposed project, require special consideration to determine whether the project's activities would expose sensitive receptors to substantial air pollutant concentrations or add emissions to areas already adversely affected by poor air quality.

**Construction**

The project site is located within an identified Air Pollutant Exposure Zone; therefore, the ambient health risk to sensitive receptors from air pollutants is considered substantial. Therefore, the Western SoMa

PEIR Mitigation Measure M-AQ-7 related to the requirement of a construction emissions minimization plan for health risks and hazards would be applicable to the proposed project. PEIR Mitigation Measure M-AQ-7 refers to implementing the Construction Emissions Minimization Plan as described in Mitigation Measure M-AQ-6. Therefore, **Project Mitigation Measure 5** includes the requirements of PEIR Mitigation Measures M-AQ-7 and M–AQ-6. With these measures, the project impacts related to construction pollutant emissions would be less than significant.

**Siting Sensitive Land Uses**

For sensitive use projects within the Air Pollutant Exposure Zone as defined by Article 38, the Ordinance requires that the project sponsor submit an Enhanced Ventilation Proposal for approval by the Department of Public Health (DPH) that achieves protection from $PM_{2.5}$ (fine particulate matter) equivalent to that associated with a Minimum Efficiency Reporting Value 13 filtration. DBI will not issue a building permit without written notification from the Director of Public Health that the applicant has an approved Enhanced Ventilation Proposal. The proposed office use is not considered a sensitive use project and is therefore not subject to this requirement. Similarly, PEIR Mitigation Measure M-AQ-3: Reduction in Exposure to Toxic Air Contaminants for New Sensitive Receptors would not be applicable to the proposed project because the proposed office use is not considered a sensitive land use.

**Objectionable Odors**

As noted in the Western SoMa PEIR, the likely potential sources of odors in the Plan Area are generally limited to coffee roasters and auto body shops. Because the proposed project does not include such a use or any other odor-creating use, it would not create objectionable odors affecting a substantial number of people.

**Siting New Sources**

The proposed project would include a backup diesel generator, which would emit DPM, a TAC. Western SoMa Mitigation Measures M-AQ-4: Siting of Uses that Emit PM2.5 or DPM and Other TACs requires analysis of operational emissions for new development that would generate substantial levels of toxic air contaminants (TACs) as part of everyday operations, whether from stationary or mobile sources. The proposed project air quality analysis indicated that the generator would not generate substantial levels of TACs. Therefore, the Western SoMa Mitigation Measure M-AQ-4 would not be applicable to the proposed project.

**Conclusion**

For the above reasons, the proposed project would not result in significant impacts on air quality that were not identified in the Western SoMa PEIR.

| Topics: | Significant Impact Peculiar to Project or Project Site | Significant Impact not Identified in PEIR | Significant Impact due to Substantial New Information | No Significant Impact not Previously Identified in PEIR |
|---|---|---|---|---|
| **7. GREENHOUSE GAS EMISSIONS—Would the project:** | | | | |
| a) Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment? | ☐ | ☐ | ☐ | ☒ |
| b) Conflict with any applicable plan, policy, or regulation of an agency adopted for the purpose of reducing the emissions of greenhouse gases? | ☐ | ☐ | ☐ | ☒ |

The Western SoMa PEIR assessed the Greenhouse Gas (GHG) emissions that could result from implementation of the Western SoMa Community Plan. The PEIR concluded that the resulting GHG emissions from plan implementation would be less than significant. No mitigation measures were identified in the PEIR.

Regulations outlined in San Francisco's Strategies to Address Greenhouse Gas Emissions have proven effective as San Francisco's GHG emissions have measurably reduced when compared to 1990 emissions levels, demonstrating that the City has met and exceeded EO S-3-05, AB 32, and the Bay Area 2010 Clean Air Plan GHG reduction goals for the year 2020. The proposed project was determined to be consistent with San Francisco's GHG Reduction Strategy. Other existing regulations, such as those implemented through AB 32, will continue to reduce a proposed project's contribution to climate change. Therefore, the proposed project's GHG emissions would not conflict with state, regional, and local GHG reduction plans and regulations, and thus the proposed project's contribution to GHG emissions would not be cumulatively considerable or generate GHG emissions, either directly or indirectly, that would have a significant impact on the environment.

As the proposed project is within the development projected under the Western SoMa Community Plan, there would be no additional impacts on GHG emissions (including cumulative impacts) beyond those analyzed in the Western SoMa PEIR.

| Topics: | Significant Impact Peculiar to Project or Project Site | Significant Impact not Identified in PEIR | Significant Impact due to Substantial New Information | No Significant Impact not Previously Identified in PEIR |
|---|---|---|---|---|
| **8. WIND AND SHADOW—Would the project:** | | | | |
| a) Alter wind in a manner that substantially affects public areas? | ☐ | ☐ | ☐ | ☒ |
| b) Create new shadow in a manner that substantially affects outdoor recreation facilities or other public areas? | ☐ | ☐ | ☐ | ☒ |

**Wind**

The Western SoMa PEIR determined that implementation of the Western SoMa Community Plan would have a potentially significant impact related to the alteration of wind in a manner that would substantially affect public areas. However, the PEIR determined that this impact could be reduced to a

less-than-significant level with implementation of Mitigation Measure M-WS-1: Screening-Level Wind Analysis and Wind Testing, which would require a wind analysis for any new structures within the Community Plan area that have a proposed height of 80 feet or taller.

The proposed project would construct a 65-foot to 85-foot-tall building; therefore, Mitigation Measure M-WS-1 would apply to the proposed project. To implement this mitigation measure, a Screening Level Wind Analysis was conducted by a qualified wind consultant for the Proposed Project.[21] The following discussion is based on this analysis. The objective of the analysis was to provide a screening-level estimation of potential wind impacts, and to determine if additional analysis was required.

The proposed project site is located on the block bounded by Townsend Street to the south, the raised I-280 on- and off-ramps to the east, 7th Street to the west, and Brannan Street to the north. Brannan and Townsend Streets run along the southwest-to-northeast alignment, while 6th and 7th Streets run along a northwest-to-southeast alignment. For ease of discussion, orientation of buildings and streets refer to the project north, south, etc. Wind directions are based on true north, and they differ by approximately 45 degrees. The project site is surrounded by one to two story buildings, with a few five-story buildings along Brannan Street to the north.

The proposed project would be seven stories along Townsend Street and five stories toward the rear of the property. Pedestrian or open space areas for the project would include the main entrance of the building on Townsend Street, the pedestrian walkway from Harriet Street to Townsend Street, the sidewalk along Townsend Street, parking areas along the west side, and the roof-top deck toward the rear of the proposed building. Four wind directions have the greatest frequency of occurrence and make up the majority of the strong winds that occur in San Francisco: west-northwest, west, northwest, and west-southwest.

Given the size and location of the proposed project and its surroundings, wind conditions are predicted to comply with the wind hazard criterion at all pedestrian areas on and around the 510-520 Townsend Street project. Most pedestrian areas on and around the building would comply with the wind comfort criteria (of 11 mph winds). The sidewalk area in front of the proposed main entrance may experience higher wind conditions due to prevailing west and northwest winds. Similarly the north end of the pedestrian walkway between Harriet Street and Townsend Street would experience some exceedance of the comfort threshold. The rooftop terrace on the sixth floor toward the rear of the property would experience higher wind conditions due to exposure. Wind speeds at these locations are expected to be suitable for the intended pedestrian usage. If lower wind speeds are desired, however, additional design measures can be taken to provide additional wind protection. None of these locations would exceed the hazard criterion, and the building's design would not result in any significant wind impacts peculiar to the proposed project, or its location, that were not identified in the Western SoMa PEIR.

For the above reasons, the proposed project is not anticipated to cause significant impacts that were not identified in the Western SoMa PEIR related to wind. Through the completion of the wind analysis, the proposed project has completed Mitigation Measure M-WS-1.

[21] Rowan Willams Davies & Irwin (RWDI), Inc. 510-520 Townsend Street Screening-Level Wind Analysis. July 21, 2014.

**Shadow**

Planning Code Section 295 generally prohibits 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, unless that shadow would not result in a significant adverse effect on the use of the open space. The Western SoMa PEIR determined that implementation of the Western SoMa Community Plan would have a significant and unavoidable impact related to the creation of new shadows in a manner that would substantially affect outdoor recreation facilities or other public areas. No mitigation measures were identified in the PEIR.

The proposed project would construct a 65-foot to 85-foot-tall building; with up to 101-feet-in-height mechanical equipment; therefore, the Planning Department prepared a preliminary shadow fan analysis to determine whether the project would have the potential to cast new shadow on nearby parks.[22] The shadow fan analysis prepared by the Department found the project as proposed would not cast shadows on Recreation and Parks Department parks or other public parks.

The proposed project would shade portions of nearby streets and sidewalks and private property (including private open spaces) at times within the project vicinity. Shadows upon streets and sidewalks would not exceed levels commonly expected in urban areas and would be considered a less-than-significant effect under CEQA. Although occupants of nearby property may regard the increase in shadow as undesirable, the limited increase in shading of private properties as a result of the proposed project would not be considered a significant impact under CEQA.

In light of the above, the project would not contribute to the significant shadow impact identified in the Western SoMa PEIR.

| *Topics:* | | *Significant Impact Peculiar to Project or Project Site* | *Significant Impact not Identified in PEIR* | *Significant Impact due to Substantial New Information* | *No Significant Impact not Previously Identified in PEIR* |
|---|---|---|---|---|---|
| **9.** | **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? | ☐ | ☐ | ☐ | ☒ |
| b) | Include recreational facilities or require the construction or expansion of recreational facilities that might have an adverse physical effect on the environment? | ☐ | ☐ | ☐ | ☒ |
| c) | Physically degrade existing recreational resources? | ☐ | ☐ | ☐ | ☒ |

The Western SoMa PEIR determined that implementation of the Western SoMa Community Plan would not result in substantial or accelerated deterioration or degradation of existing recreational resources or require the construction or expansion of recreational facilities that may have an adverse effect on the environment. No mitigation measures were identified in the PEIR.

[22] San Francisco Planning Department, Preliminary Shadow Fan Analysis for 510-520 Townsend Street, July 3, 2014.

Because the proposed project would not degrade recreational facilities and is within the development projected under the Western SoMa Community Plan, there would be no additional project-level or cumulative impacts on recreation beyond those analyzed in the Western SoMa PEIR.

| Topics: | Significant Impact Peculiar to Project or Project Site | Significant Impact not Identified in PEIR | Significant Impact due to Substantial New Information | No Significant Impact not Previously Identified in PEIR |
|---|---|---|---|---|
| **10. UTILITIES AND SERVICE SYSTEMS—Would the project:** | | | | |
| a) Exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board? | ☐ | ☐ | ☐ | ☒ |
| b) Require or result in the construction of new water or wastewater treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental effects? | ☐ | ☐ | ☐ | ☒ |
| c) Require or result in the construction of new storm water drainage facilities or expansion of existing facilities, the construction of which could cause significant environmental effects? | ☐ | ☐ | ☐ | ☒ |
| d) Have sufficient water supply available to serve the project from existing entitlements and resources, or require new or expanded water supply resources or entitlements? | ☐ | ☐ | ☐ | ☒ |
| e) Result in a determination by the wastewater treatment provider that would serve the project that it has inadequate capacity to serve the project's projected demand in addition to the provider's existing commitments? | ☐ | ☐ | ☐ | ☒ |
| f) Be served by a landfill with sufficient permitted capacity to accommodate the project's solid waste disposal needs? | ☐ | ☐ | ☐ | ☒ |
| g) Comply with federal, state, and local statutes and regulations related to solid waste? | ☐ | ☐ | ☐ | ☒ |

The Western SoMa PEIR determined that the anticipated increase in population (housing and employment) would not result in a significant impact to the provision of water, wastewater collection and treatment, and solid waste collection and disposal. As analyzed in the Western SoMa PEIR, the applicable utility and service providers were determined to have the capacity to accommodate the Plan growth, which would include the proposed project. Updates to utility service provision are further addressed below, but do not alter the conclusions reached in the PEIR. No mitigation measures were identified in the PEIR.

The Western SoMa PEIR examined the provision of water by the SF Water Enterprise, a division of the SFPUC, water supply and demand and water distribution. The available water supply and Plan demand was assessed using the 2010 Urban Water Management Plan (UWMP) which examined future water demand using the ABAG Projections (2002, 2009 and Draft Projections 2011). The water supply assessment also included the anticipated increase in water supply due to the Water Supply Improvement Project and Recycle Water Projects. The Plan concluded that the SFPUC had sufficient water available to serve both existing and planned future uses. Since 2012, the SFPUC has released its 2013 Water

Availability Study, and is in the process of updating its Urban Water Management Plan (estimated for release in July 2016).[23] The 2013 Water Availability Study updated the land use projections from 2010 adding more housing and more jobs to the water demand, and further clarified the implementation of future water supply projects (WSIP and Recycle Water Projects), as well as planning for dry year supplies. The Study did not introduce substantially new information related to water supply or demand that was not addressed in the 2010 UWMP. The proposed project, as part of the Western SoMa Plan Area development was captured in both 2010 UWMP and 2013 Water Availability Study land use projections.

Until 2016, San Francisco's solid waste will likely be disposed of at the Altamont Landfill in Alameda County, as analyzed in the Western SoMa Plan EIR and is required to meet federal, state and local solid waste regulations. Considering the Plan Area growth and future City plans to reduce waste disposal, the PEIR found that this landfill would have sufficient disposal capacity to meet the Plan Area development's projected growth. In 2016, San Francisco's contract with Waste Management (operator of the Altamont Landfill) will expire and the City's solid waste may be sent to the Hay Road Landfill, managed by Recology, in unincorporated Solano County southeast of Vacaville.[24] The contract would cover the disposal of five million tons of solid waste which would occur over an estimated 13 to 15 years after 2016. The Recology Hay Road facility is permitted to receive up to 2,400 tons of solid waste per day, and the addition of the City's waste at current levels would increase the existing amount being received to approximately 1,851 tons per day. At this estimated rate of disposal, closure of the Hay Road Landfill under the current permitted capacity would occur in approximately 2041. Based on the City's current and projected disposal rates, which include land use projections from the Western SoMa Area Plan and other planned development, and considering the increasing rate of waste diversion in San Francisco, the Hay Road Landfill would have sufficient capacity to meet future City waste disposal needs.

Because the proposed project is within the development projected under the Western SoMa Community Plan, and conditions have not substantially changed since that analysis, there would be no additional project-level or cumulative impacts on utilities and service systems beyond those analyzed in the Western SoMa PEIR.

| *Topics:* | *Significant Impact Peculiar to Project or Project Site* | *Significant Impact not Identified in PEIR* | *Significant Impact due to Substantial New Information* | *No Significant Impact not Previously Identified in PEIR* |
|---|---|---|---|---|
| **11. PUBLIC SERVICES—Would the project:** | | | | |
| a) Result in substantial adverse physical impacts associated with the provision of, or the need for, new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times, or other performance objectives for any public services such as fire protection, police protection, schools, parks, or other services? | ☐ | ☐ | ☐ | ☒ |

[23] SFPUC 2013 Water Availability Study, May 2013. http://www.sfwater.org/modules/showdocument.aspx?documentid=4168 Accessed in July 2015.

[24] San Francisco Department of Environment, Agreement for Disposal of SF Municipal Solid Waste at Recology Hay Road Landfill in Solano County. Accessed June 2015.

The Western SoMa PEIR determined that the anticipated increase in population would not result in a significant impact to public services, including fire protection, police protection, and public schools. No mitigation measures were identified in the PEIR.

Because the proposed project is within the development projected under the Western SoMa Community Plan, there would be no additional project-level or cumulative impacts on public services beyond those analyzed in the Western SoMa PEIR.

| *Topics:* | *Significant Impact Peculiar to Project or Project Site* | *Significant Impact not Identified in PEIR* | *Significant Impact due to Substantial New Information* | *No Significant Impact not Previously Identified in PEIR* |
|---|---|---|---|---|
| **12. 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 Game or U.S. Fish and Wildlife Service? | ☐ | ☐ | ☐ | ☒ |
| b) Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations or by the California Department of Fish and Game or U.S. Fish and Wildlife Service? | ☐ | ☐ | ☐ | ☒ |
| c) Have a substantial adverse effect on federally protected wetlands as defined by Section 404 of the Clean Water Act (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means? | ☐ | ☐ | ☐ | ☒ |
| 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? | ☐ | ☐ | ☐ | ☒ |
| e) Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance? | ☐ | ☐ | ☐ | ☒ |
| 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? | ☐ | ☐ | ☐ | ☒ |

As discussed in the Western SoMa PEIR, the Western SoMa Community Plan Area is almost fully developed with buildings and other improvements such as streets and parking lots. Most of the project area consists of structures that have been in industrial use for many years. As a result, landscaping and other vegetation is sparse, except for a few parks. Because future development projects in the Western SoMa Community Plan would largely consist of new construction of mixed-uses in these heavily built-out former industrial neighborhoods, vegetation loss or disturbance of wildlife other than common urban species would be minimal. Therefore, the Western SoMa PEIR concluded that implementation of the Plan would not result in any significant effects related to riparian habitat, wetlands, movement of migratory species, local policies or ordinances protecting biological resources, or habitat conservation plans.

The Western SoMa PEIR determined that the Western SoMa Community Plan would result in significant but mitigatable impacts on special-status birds and bats that may be nesting in trees or roosting in buildings that are proposed for removal/demolition as part of an individual project. As identified in the PEIR, Mitigation Measures M-BI-1a: Pre-Construction Special-Status Bird Surveys and M-BI-1b: Pre-Construction Special-Status Bat Surveys would reduce these impacts to a less-than-significant level. Mitigation Measure M-BI-1a requires that conditions of approval for building permits issued for construction of projects within the Western SoMa Community Plan area include a requirement for pre-construction special-status bird surveys when trees would be removed or buildings demolished as part of an individual project. Pre-construction special-status bird surveys shall be conducted by a qualified biologist between February 1 and August 15 if tree removal or building demolition is scheduled to take place during that period. Mitigation Measure M-BI-1b requires pre-construction special-status bat surveys by a qualified bat biologist when large trees (those with trunks over 12 inches in diameter) are to be removed, or vacant buildings or buildings used seasonally or not occupied, especially in the upper stories, are to be demolished. The proposed project would involve demolition of the existing buildings on-site, removal of two significant trees along the front property line and removal of up to eleven additional trees along the eastern property line (on the adjunct California Department of Transportation (Caltrans) property). The project would also remove one other non-significant sized tree located on the front property line (between the two other trees) Therefore, the proposed project would contribute to this significant impact and would be subject to Mitigation Measures M-BI-1a and M-BI-1b. These measures would require pre-construction special-status bird and bat surveys be conducted prior to demolition in order to reduce these impacts to a less-than-significant level. Mitigation Measures M-BI-1a and M-BI-1b are detailed in the MMRP as **Project Mitigation Measures 6 and 7** respectively.

As the proposed project includes the above mitigation measures and is within the development projected under the Western SoMa Community Plan, there would be no additional project-level or cumulative impacts on biological resources beyond those analyzed in the Western SoMa PEIR.

The Western SoMa Community Plan identified Biological Resources Improvement Measure I-BI-2: Night Lighting Minimization which would further reduce the Western SoMa Plan Development less-than-significant effects on birds from night lighting. **Project Improvement Measure 9**: **Nighttime Lighting Minimization** has therefore been added to the Project and is presented in detail in the Mitigation and Improvement Measure section below.

| *Topics:* | *Significant Impact Peculiar to Project or Project Site* | *Significant Impact not Identified in PEIR* | *Significant Impact due to Substantial New Information* | *No Significant Impact not Previously Identified in PEIR* |
|---|---|---|---|---|
| **13. GEOLOGY AND SOILS—Would the project:** | | | | |
| a) Expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving: | ☐ | ☐ | ☐ | ☒ |
| i) Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? (Refer to Division of Mines and Geology Special Publication 42.) | ☐ | ☐ | ☐ | ☒ |

| Topics: | Significant Impact Peculiar to Project or Project Site | Significant Impact not Identified in PEIR | Significant Impact due to Substantial New Information | No Significant Impact not Previously Identified in PEIR |
|---|---|---|---|---|
| ii) Strong seismic ground shaking? | ☐ | ☐ | ☐ | ☒ |
| iii) Seismic-related ground failure, including liquefaction? | ☐ | ☐ | ☐ | |
| iv) Landslides? | ☐ | ☐ | ☐ | ☒ |
| b) Result in substantial soil erosion or the loss of topsoil? | ☐ | ☐ | ☐ | ☒ |
| 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? | ☐ | ☐ | ☐ | ☒ |
| d) Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code, creating substantial risks to life or property? | ☐ | ☐ | ☐ | ☒ |
| e) Have soils incapable of adequately supporting the use of septic tanks or alternative wastewater disposal systems where sewers are not available for the disposal of wastewater? | ☐ | ☐ | ☐ | ☒ |
| f) Change substantially the topography or any unique geologic or physical features of the site? | ☐ | ☐ | ☐ | ☒ |

Community Plan Exemption Checklist topic 13a(i), 13a(iv), 13c as they relate to collapsible soils, topic 13(e) and 13(f) are not applicable because the Western SoMa PEIR concluded that these types of impacts would not occur in the Plan Area. The project geotechnical analysis confirms this conclusion for the project site.

The Western SoMa PEIR concluded that implementation of the Western SoMa Community Plan would indirectly increase the population that would be subject to an earthquake, including seismically induced groundshaking, liquefaction, and landslides. .The PEIR also noted that new development under the Plan would be generally safer than comparable older development due to improvements in building codes and construction techniques. Compliance with applicable codes and recommendations made in project-specific geotechnical analyses would not eliminate earthquake risk, but would reduce them to an acceptable level, given the seismically active characteristics of the Bay Area. Therefore, the PEIR concluded that implementation of the Community Plan would not result in significant impacts related to geological hazards. No mitigation measures were identified in the Western SoMa PEIR.

The proposed project would involve construction of an office building with one level of approximately 18,000 sq.ft. of below-grade parking. The project site is located in area subject to liquefaction hazards as designated by the California Geological Survey seismic hazard zone map for the project area. Excavation would be approximately 17 feet deep, with an estimated 31,000 cubic yards (cy) of soil excavation. A geotechnical investigation was prepared for the proposed project.[25] The following discussion relies on the information provided in the geotechnical investigation.

[25] Langan Treadwell Rollo. *Geotechnical Investigation for 510-520 Townsend Street.* July 8, 2014. This report is available for review as part of Case No. 2014.0679E.

Geotechnical soil borings were excavated at the project site to a maximum depth of 156 feet below ground surface (bgs). Based on the soil analysis of the borings, the project site is underlain by artificial fill to a depth of up to 24 feet, followed by compressible clay, known as Bay Mud up to 113 feet interspersed with layers of dense and very dense sand, concluding with bedrock being encountered at depths of 110 to 156 feet bgs. The artificial fill that the project would most encounter during excavation consisted of a heterogeneous mixture of rubble and debris, including brick and glass and poorly graded sand. Groundwater was encountered at depths of 4½ to 10 feet bgs.

The proposed project would excavate to a depth of approximately 17 feet in an area of liquefaction potential. Pile driving to a deeper depth (up to 150 feet) may occur on the project site. Based on the soil conditions, settlement across the site could occur on the order of two to six inches, and lateral spreading could occur on the order of one to seven feet and would vary across the site. Due to a shallow groundwater table the project site and the soil analysis the project site could also be subject to some ground failure such as lurch cracking and sand boils. Based on the project site conditions, the geotechnical report recommended a deep foundation with driven piles and rapid impact soil compaction. In addition to the planned 17-foot excavation depth, pile type and placement and soil compaction improvements would be determined in coordination with the project building permits.

The project would be required to conform to the San Francisco Building Code, which ensures the safety of all new construction in the City. DBI will review the project-specific geotechnical report during its review of the building permit for the project. In addition, DBI may require additional site specific soils report(s) through the building permit application process, as needed. The DBI requirement for a geotechnical report and review of the building permit application pursuant to DBI's implementation of the Building Code would ensure that the proposed project would have no significant impacts related to soils, seismic or other geological hazards.

In light of the above, the proposed project would not result in a significant effect related to seismic and geologic hazards. Therefore, the proposed project would not result in significant impacts related to geology and soils that were not identified in the Western SoMa PEIR, and no mitigation measures are necessary.

| *Topics:* | *Significant Impact Peculiar to Project or Project Site* | *Significant Impact not Identified in PEIR* | *Significant Impact due to Substantial New Information* | *No Significant Impact not Previously Identified in PEIR* |
|---|---|---|---|---|
| **14. HYDROLOGY AND WATER QUALITY—Would the project:** | | | | |
| a) Violate any water quality standards or waste discharge requirements? | ☐ | ☐ | ☐ | ☒ |
| b) Substantially deplete groundwater supplies or interfere substantially with groundwater recharge such that there would be a net deficit in aquifer volume or a lowering of the local groundwater table level (e.g., the production rate of pre-existing nearby wells would drop to a level which would not support existing land uses or planned uses for which permits have been granted)? | ☐ | ☐ | ☐ | ☒ |

| Topics: | Significant Impact Peculiar to Project or Project Site | Significant Impact not Identified in PEIR | Significant Impact due to Substantial New Information | No Significant Impact not Previously Identified in PEIR |
|---|---|---|---|---|
| c) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, in a manner that would result in substantial erosion or siltation on- or off-site? | ☐ | ☐ | ☐ | ☒ |
| d) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, or substantially increase the rate or amount of surface runoff in a manner that would result in flooding on- or off-site? | ☐ | ☐ | ☐ | ☒ |
| e) Create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff? | ☐ | ☐ | ☐ | ☒ |
| f) Otherwise substantially degrade water quality? | ☐ | ☐ | ☐ | ☒ |
| g) Place housing within a 100-year flood hazard area as mapped on a federal Flood Hazard Boundary or Flood Insurance Rate Map or other authoritative flood hazard delineation map? | ☐ | ☐ | ☐ | ☒ |
| h) Place within a 100-year flood hazard area structures that would impede or redirect flood flows? | ☐ | ☐ | ☐ | ☒ |
| i) Expose people or structures to a significant risk of loss, injury or death involving flooding, including flooding as a result of the failure of a levee or dam? | ☐ | ☐ | ☐ | ☒ |
| j) Expose people or structures to a significant risk of loss, injury or death involving inundation by seiche, tsunami, or mudflow? | ☐ | ☐ | ☐ | ☒ |

Community Plan Exemption Checklist topic 14b, 14c, 14d, 14i, and 14j are not applicable because the Western SoMa PEIR concluded that these types of impacts would not occur with Plan development. The Western SoMa PEIR determined that the anticipated increase in population would not result in a significant impact to hydrology and water quality, including the combined sewer system and the potential for combined sewer outflows. No mitigation measures were identified in the PEIR.

With the exception of three trees and landscaping around the edges of the parking lots, the existing site is entirely covered by impervious surfaces and the proposed office building would fully occupy the majority of the project site. As a result, the project would not result in an increase in the amount of impervious surface are on the site and would not increase the amount of stormwater runoff and drainage. In accordance with the Stormwater Management Ordinance (Ordinance No. 83-10), the proposed project would be subject to and would comply with the Stormwater Design Guidelines, incorporating Low Impact Design (LID) approaches and stormwater management systems into the project. Therefore, the proposed project would not adversely affect runoff and drainage.

As noted in the Western SoMa PEIR, preliminary flood zone maps prepared by FEMA and by the City indicate that part of the block bounded by Brannan Street, Townsend Street, Fifth and Sixth Streets is within a 100-year flood zone. The project has therefore been designed to withstand such flood events. In particular, the project has been designed in compliance with San Francisco Planning Department Bulletin

#4 (Review of Projects in Identified Areas Prone to Flooding) and the City's Floodplain Management Ordinance (No. 56-10). The project has also been designed in compliance with California Building Code (CBC) Chapter 16 and ASCE-24-05 to set the lowest permanently occupied floor at 1 foot freeboard above Base Flood Elevation and to withstand hydrostatic forces. Furthermore, a floodgate has been incorporated into the design of the project to prevent flooding of the basement. Based on the foregoing design features, the proposed project would not expose people or structures to any significant risk of loss from flooding.

For the above reasons, the proposed project would not result in any significant project-level or cumulative impacts related to hydrology and water quality that were not identified in the Western SoMa PEIR.

| *Topics:* | *Significant Impact Peculiar to Project or Project Site* | *Significant Impact not Identified in PEIR* | *Significant Impact due to Substantial New Information* | *No Significant Impact not Previously Identified in PEIR* |
|---|---|---|---|---|
| **15. 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? | ☐ | ☐ | ☐ | ☒ |
| 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? | ☐ | ☐ | ☐ | ☒ |
| c) Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school? | ☐ | ☐ | ☐ | ☒ |
| 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? | ☐ | ☐ | ☐ | ☒ |
| e) For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard for people residing or working in the project area? | ☐ | ☐ | ☐ | ☒ |
| f) For a project within the vicinity of a private airstrip, would the project result in a safety hazard for people residing or working in the project area? | ☐ | ☐ | ☐ | ☒ |
| g) Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan? | ☐ | ☐ | ☐ | ☒ |
| h) Expose people or structures to a significant risk of loss, injury, or death involving fires? | ☐ | ☐ | ☐ | ☒ |

Community Plan Exemption Checklist topics 15e and 15f are not applicable because the Western SoMa PEIR analysis concluded that these types of impacts would not occur with Plan Area development. The Western SoMa PEIR identified less-than-significant impacts related to the routine transport, use, or

disposal of hazardous materials, the potential for the Plan or subsequent development projects within the Plan area to interfere with an adopted emergency response plan, and the potential for subsequent projects to expose people or structures to a significant risk with respect to fires. The PEIR found that there is a high potential to encounter hazardous materials during construction activities such as polychlorinated biphenyls (PCBs), mercury, asbestos and lead-based paint in many parts of the Plan area because of the presence of 1906 earthquake fill, previous and current land uses associated with the use of hazardous materials, and known or suspected hazardous materials cleanup cases.

**Hazardous Building Materials**

The Western SoMa PEIR identified a significant impact associated with hazardous building materials abatement including PCBs and mercury and determined that Mitigation Measure M-HZ-2: Hazardous Building Materials Abatement would reduce this impact to a less-than-significant level. The proposed project would involve demolition of the existing five one- to two-story industrial and office buildings built from 1925 to 1990 and adjacent at-grade parking lots. Because some of these structures were built before the 1970s, hazardous building materials such as PCBs, mercury, asbestos and lead-based paint are likely to be present in this structure. Demolishing the existing structure could expose workers or the community to hazardous building materials. In compliance with the Western SoMa PEIR, the project would be required to implement Mitigation Measure M-HZ-2: Hazardous Building Materials Abatement, identified as **Project Mitigation Measure 8** (detailed in the Mitigation Measure Section below) before demolition of the existing structure. With implementation of this project mitigation measure, the project's impacts related to hazardous building materials would be reduced to a less-than-significant impact.

For the above reasons, the proposed project would not result in significant project-level or cumulative impacts that were not identified in the Western SoMa PEIR related to hazardous building materials.

**Soil and Ground Water Contamination**

The Western SoMa PEIR identified potentially significant impacts related to exposing the public or the environment to unacceptable levels of hazardous materials as a result of subsequent projects within the Plan Area. The PEIR determined that Mitigation Measure M-HZ-3: Site Assessment and Corrective Action would reduce these impacts to a less-than-significant level.

Subsequently, the San Francisco Board of Supervisors amended Health Code Article 22A, which is administered and overseen by the Department of Public Health (DPH) and is also known as the Maher Ordinance. Amendments to the Maher Ordinance became effective August 24, 2013, and require that sponsors for projects that disturb more than 50 cubic yards of soil to retain the services of a qualified professional to prepare a Phase I Environmental Site Assessment (ESA) that meets the requirements of Health Code Section 22.A.6. Mitigation Measure M-HZ-3 of the Western SoMa PEIR related to contaminated soil and groundwater is therefore superseded by the Maher Ordinance.

The proposed project construction would include excavation of up to 17 feet on an approximate 53,000 sq.ft. project site, for an estimated 30,400 cy of soil excavation. A Phase I Environmental Site Assessment (ESA) was conducted for the project site and indicated the project site has been used by several light industrial and office land uses including wool processing, storage, iron pipe working, hauling/trucking

operation, and chemical and electronic business offices.[26] The project site is also located in an area subject to hazardous materials exposure under Article 22A of the Health Code, also known as the Maher Ordinance, which is administered and overseen by the Department of Public Health (DPH). The Maher Ordinance requires the project sponsor to retain the services of a qualified professional to prepare a Phase I Environmental Site Assessment (ESA) that meets the requirements of Health Code Section 22.A.6.

In compliance with the Maher Ordinance, the project sponsor has submitted a Maher Application to DPH and a Phase I and/or Phase II Environmental Site Assessment (ESA), Soil Characterization Study, etc. has been prepared to assess the potential for site contamination. The ESA summarizes potential soil and groundwater contamination issues. The Phase 1 ESA found the potential for the presence of project site soil and groundwater lead contamination in excess of state or federal standards, as well as potent for the presence of hydrocarbons. Therefore, the project sponsor has submitted a site mitigation plan (SMP) to DPH, as required. Once approved, the SMP will provide for remediation of any site contamination in accordance with local, state and federal remediation requirements.

Pursuant to compliance with Article 22A of the Health Code, the proposed project would not result in significant impacts that were not identified in the Western SoMa PEIR related to hazards, hazardous soil and/or groundwater.

Therefore, the proposed project would not result in significant project-level or cumulative impacts related to hazards or hazardous materials that were not identified in the Western SoMa PEIR.

| *Topics:* | *Significant Impact Peculiar to Project or Project Site* | *Significant Impact not Identified in PEIR* | *Significant Impact due to Substantial New Information* | *No Significant Impact not Previously Identified in PEIR* |
|---|---|---|---|---|
| **16. MINERAL AND ENERGY 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? | ☐ | ☐ | ☐ | ☒ |
| 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? | ☐ | ☐ | ☐ | ☒ |
| c) Encourage activities which result in the use of large amounts of fuel, water, or energy, or use these in a wasteful manner? | ☐ | ☐ | ☐ | ☒ |

The Western SoMa PEIR determined that the Community Plan would facilitate the construction of new residential units, commercial and office buildings. Development of these uses would not result in use of large amounts of fuel, water, or energy in a wasteful manner or in the context of energy use throughout the City and region. The energy demand for individual buildings would be typical for such projects and would meet, or exceed, current state and local codes and standards concerning energy consumption, including Title 24 of the California Code of Regulations enforced by DBI. The Plan Area does not include any natural resources routinely extracted and the rezoning does not result in any natural resource

[26] Environ. Phase 1Environmental Site Assessment for 510-520 Townsend Street. April 4, 2014. This document is available for review as part of Case File No. 2014.0679E.

extraction programs. Therefore, the Western SoMa PEIR concluded that implementation of the Community Plan would not result in a significant impact on mineral and energy resources. No mitigation measures were identified in the PEIR.

As the proposed project is within the development projected under the Western SoMa Community Plan, there would be no additional project-level or cumulative impacts on mineral and energy resources beyond those analyzed in the Western SoMa PEIR.

| *Topics:* | *Significant Impact Peculiar to Project or Project Site* | *Significant Impact not Identified in PEIR* | *Significant Impact due to Substantial New Information* | *No Significant Impact not Previously Identified in PEIR* |
|---|---|---|---|---|
| **17. AGRICULTURE AND FOREST RESOURCES:—Would the project:** | | | | |
| a) Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance, as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use? | ☐ | ☐ | ☐ | ☒ |
| b) Conflict with existing zoning for agricultural use, or a Williamson Act contract? | ☐ | ☐ | ☐ | ☒ |
| c) Conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code Section 12220(g)) or timberland (as defined by Public Resources Code Section 4526)? | ☐ | ☐ | ☐ | ☒ |
| d) Result in the loss of forest land or conversion of forest land to non-forest use? | ☐ | ☐ | ☐ | ☒ |
| 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? | ☐ | ☐ | ☐ | ☒ |

The Western SoMa PEIR determined that no agricultural or forest resources exist in the Plan Area; therefore the Western SoMa Community Plan would have no effect on agricultural and forest resources. No mitigation measures were identified in the PEIR.

As the proposed project is within the development projected under the Western SoMa Community Plan, there would be no additional project-level or cumulative impacts on agriculture and forest resources beyond those analyzed in the Western SoMa PEIR.

## MITIGATION MEASURES

**Project Mitigation Measure 1 – Archeological Testing Program (M-CP-4a in the PEIR)**

Project sponsors wishing to obtain building permits from the City are required to undergo environmental review pursuant to CEQA. The San Francisco Planning Department, as the Lead Agency, requires an evaluation of the potential archeological effects of a proposed individual project. Pursuant to this evaluation, the San Francisco Planning Department has established a review procedure that may include

the following actions, carried out by the Department archeologist or by a qualified archeological consultant, as retained by the project sponsor.

This archeological mitigation measure shall apply to any project involving any soils-disturbing or soils-improving activities including excavation, utilities installation, grading, soils remediation, compaction/chemical grouting to a depth of five (5) feet or greater below ground surface and located within properties within the Draft Plan Area or on the Adjacent Parcels for which no archeological assessment report has been prepared.

Projects to which this mitigation measure applies shall be subject to Preliminary Archeology Review (PAR) by the San Francisco Planning Department archeologist. As the PAR determined that the project has the potential to adversely affect archeological resources, an Archeological Testing Program is required. The Program would more definitively identify the potential for California Register-eligible archeological resources to be present within the project site and determine the appropriate action necessary to reduce the potential effect of the project on archeological resources to a less-than-significant level. The Archeological Testing Program is detailed below.

A. *Consultation with Descendant Communities.* On discovery of an archeological site[27] associated with descendant Native Americans, the Overseas Chinese, or other descendant group an appropriate representative[28] of the descendant group and the Environmental Review Officer (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 consult with 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.

B. *Archeological Testing Program*. 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.

   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

[27] The term "archeological site" is intended here to minimally include any archeological deposit, feature, burial, or evidence of burial.

[28] 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.

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:

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.

C. *Archeological Monitoring Program*. If the ERO in consultation with the archeological consultant determines that an archeological monitoring program shall be implemented the archeological monitoring program (AMP) shall minimally include the following provisions:

- The archeological consultant, project sponsor, and ERO shall meet and consult on the scope of the AMP reasonably prior to any project-related soils disturbing activities commencing. The ERO in consultation with the archeological consultant shall determine what project activities shall be archeologically monitored. In most cases, any soils-disturbing activities, such as demolition, foundation removal, excavation, grading, utilities installation, foundation work, driving of piles (foundation, shoring, etc.), site remediation, etc., shall require archeological monitoring because of the risk these activities pose to potential archaeological resources and to their depositional context;
- The archeological consultant shall advise all project contractors to be on the alert for evidence of the presence of the expected resource(s), of how to identify the evidence of the expected resource(s), and of the appropriate protocol in the event of apparent discovery of an archeological resource;
- The 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/pile driving/construction activities and equipment until the deposit is evaluated. If, in the case of pile driving activity (foundation, shoring, etc.), the archeological monitor has cause to believe that the pile-driving activity may affect an archeological resource, the pile-driving activity shall be terminated until an appropriate evaluation of the resource has been made in consultation with the ERO. The archeological consultant shall immediately notify the ERO of the encountered archeological deposit. The archeological consultant shall 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.

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.

D. *Archeological Data Recovery Program*. 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.

The scope of the ADRP shall include the following elements:

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

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

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

Once approved by the ERO, copies of the FARR shall be distributed as follows: California Archaeological Site Survey Northwest Information Center (NWIC) shall receive one (1) copy and the ERO shall receive a copy of the transmittal of the FARR to the NWIC. The Environmental Planning division of the Planning Department shall receive one bound, one unbound 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 high public interest in or the high interpretive value of the resource, the ERO may require a different final report content, format, and distribution than that presented above.

**Project Mitigation Measure 2 – Procedures for Accidental Discovery of Archeological Resources (M-CP-4b)**

This mitigation measure is required to avoid any potential adverse effect on accidentally discovered buried or submerged historical resources as defined in *CEQA Guidelines* Section 15064.5(a)(c).

The project sponsor shall distribute the San Francisco Planning Department archeological resource "ALERT" sheet to the project prime contractor; to any project subcontractor (including demolition, excavation, grading, foundation, pile driving, etc. firms); and to utilities firms involved in soils-disturbing activities within the project site. Prior to any soils-disturbing activities being undertaken, each contractor is responsible for ensuring that the "ALERT" sheet is circulated to all field personnel, including machine operators, field crew, pile drivers, and supervisory personnel. The project sponsor shall provide the ERO with a signed affidavit from the responsible parties (prime contractor, subcontractor(s), and utilities firms) to the ERO confirming that all field personnel have received copies of the "ALERT" sheet.

Should any indication of an archeological resource be encountered during any soils-disturbing activity of the project, the project head foreman and/or project sponsor shall immediately notify the ERO and shall immediately suspend any soils-disturbing activities in the vicinity of the discovery until the ERO has determined what additional measures should be undertaken.

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

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

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

Copies of the Draft FARR shall be sent to the ERO for review and approval. Once approved by the ERO, copies of the FARR shall be distributed as follows: California Archaeological Site Survey Northwest Information Center (NWIC) shall receive one copy and the ERO shall receive a copy of the transmittal of the FARR to the NWIC. The Environmental Planning Division of the San Francisco Planning Department shall receive one bound copy, one unbound copy, and one unlocked, searchable PDF copy on a 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 high public interest or interpretive value, the ERO may require a different final report content, format, and distribution from that presented above.

**Project Mitigation Measure 3 - General Construction Noise Control Measures (Mitigation Measure M-NO-2a of the PEIR)**

To ensure that project noise from construction activities is minimized to the maximum extent feasible, the sponsor of a subsequent development project shall undertake the following:

- The sponsor of a subsequent development project shall 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, and use of intake silencers, ducts, engine enclosures and acoustically attenuating shields or shrouds, wherever feasible).
- The sponsor of a subsequent development project shall require the general contractor to locate stationary noise sources (such as compressors) as far from adjacent or nearby sensitive receptors as possible, to muffle such noise sources, and to construct barriers around such sources and/or the construction site, which could reduce construction noise by as much as 5 dBA. To further reduce noise, the contractor shall locate stationary equipment in pit areas or excavated areas, if feasible.
- The sponsor of a subsequent development project shall 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, which could reduce noise levels by as much as 10 dBA.

- The sponsor of a subsequent development project shall include noise control requirements in specifications provided to construction contractors. Such requirements could include, but not be limited to: performing all work in a manner that minimizes noise to the extent feasible; undertaking the noisiest activities during times of least disturbance to surrounding residents and occupants, as feasible; and selecting haul routes that avoid residential buildings inasmuch as such routes are otherwise feasible.
- Prior to the issuance of each building permit, along with the submission of construction documents, the sponsor of a subsequent development project shall submit to the San Francisco Planning Department and Department of Building Inspection (DBI) a list of measures to respond to and track complaints pertaining to construction noise. These measures shall include: (1) a procedure and phone numbers for notifying DBI, the Department of Public Health, 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 non-residential 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 noise levels of 90 dBA or greater) about the estimated duration of the activity.

**Project Mitigation Measure 4 - Noise Control Measures during Pile Driving (Mitigation Measure M-NO-2b of the PEIR)**

For individual projects within the Draft Plan Area and Adjacent Parcels that require pile driving, a set of site-specific noise attenuation measures shall be completed under the supervision of a qualified acoustical consultant. These attenuation measures shall include as many of the following control strategies as feasible:

- The sponsor of a subsequent development project shall require the construction contractor to erect temporary plywood noise barriers along the boundaries of the project site to shield potential sensitive receptors and reduce noise levels by 5 to 10 dBA, although the precise reduction is a function of the height and distance of the barrier relative to receptors and noise source(s);
- The sponsor of a subsequent development project shall require the construction contractor to implement "quiet" pile-driving technology (such as pre-drilling of piles, sonic pile drivers, and the use of more than one pile driver to shorten the total pile driving duration), where feasible, in consideration of geotechnical and structural requirements and conditions;
- The sponsor of a subsequent development project shall require the construction contractor to monitor the effectiveness of noise attenuation measures by taking noise measurements; and
- The sponsor of a subsequent development project shall require that the construction contractor limit pile-driving activity to result in the least disturbance to neighboring uses.

Additionally, if pile driving would occur within proximity to historical resources, project sponsors would be required to incorporate **Mitigation Measures M-CP-7a,** Protect Historical Resources from Adjacent Construction Activities, and **Mitigation Measure M-CP-7b,** Construction Monitoring Program for Historical Resources, discussed in Section 4.D, Cultural and Paleontological Resources.

As discussed in the "Historic Architectural Resources" section above, the proposed project is not located in or adjacent to any historic buildings or historic districts, and therefore Western SoMa PEIR Mitigation Measures M-CF-7a and M-CP-7b would not be applicable to the proposed project.

**Project Mitigation Measure 5 – Construction Emissions Minimization Plan for Health Risks and Hazards (Mitigation Measure M-AQ-7 and M-AQ-6 of the Western SoMa PEIR)**

PEIR Mitigation Measure M-AQ-7: To reduce the potential health risk resulting from project construction activities, the project sponsor of each development project in the Draft Plan Area and on the Adjacent Parcels shall undertake a project-specific construction health risk analysis to be performed by a qualified air quality specialist, as appropriate and determined by the Environmental Planning Division of the San Francisco Planning Department, for diesel-powered and other applicable construction equipment, using the methodology recommended by the Bay Area Air Quality Management District (BAAQMD) and/or the San Francisco Planning Department. If the health risk analysis determines that construction emissions would exceed health risk significance thresholds identified by the BAAQMD and/or the San Francisco Planning Department, the project sponsor shall develop a Construction Emissions Minimization Plan for Health Risks and Hazards designed to reduce health risks from construction equipment to less-than-significant levels.

PEIR Mitigation Measure M-AQ-6: Subsequent development projects that may exceed the standards for criteria air pollutants, as determined by the ERO or his/her designee, shall be required to undergo an analysis of the project's construction emissions and if, based on that analysis, construction period emissions may be significant, 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 for Criteria Air Pollutants (as well as TACs, see Impact AQ-7) shall be designed to reduce criteria air pollutant emissions to the greatest degree practicable.

The Plan shall detail project compliance with the following requirements:

1. All off-road equipment greater than 25 horsepower (hp) and operating for more than 20 total hours over the entire duration of construction activities shall meet the following requirements:

a) Where access to alternative sources of power are available, portable diesel engines shall be prohibited;

b) All off-road equipment shall have:

i. Engines that meet or exceed either United States Environmental Protection Agency or California Air Resources Board (ARB) Tier 2 off-road emission standards, *and*

ii. Engines that are retrofitted with an ARB Level 3 Verified Diesel Emissions Control Strategy (VDECS).[29]

c) Exceptions:

i. Exceptions to A(1)(a) *may* be granted if the project sponsor has submitted information providing 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 A(1)(b) for onsite power generation.

[29] Equipment with engines meeting Tier 4 Interim or Tier 4 Final emission standards automatically meet this requirement, therefore a VDECS would not be required.

ii. Exceptions to A(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 is: (1) 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 A(1)(b)(ii), the project sponsor must comply with the requirements of A(1)(c)(iii).

iii. If an exception is granted pursuant to A(1)(c)(ii), the project sponsor shall provide the next cleanest piece of off-road equipment as provided by the step down schedules in Table A1 below.

**TABLE: A1**
**OFF-ROAD EQUIPMENT COMPLIANCE STEP DOWN SCHEDULE***

| Compliance Alternative | Engine Emission Standard | Emissions Control |
|---|---|---|
| 1 | Tier 2 | ARB Level 2 VDECS |
| 2 | Tier 2 | ARB Level 1 VDECS |
| 3 | Tier 2 | Alternative Fuel* |

*How to use the table. If the requirements of (A)(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. Should the project sponsor not be able to supply off-road equipment meeting Compliance Alternative 2, then Compliance Alternative 3 would need to be met.
**Alternative fuels are not a VDECS

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.

2. The project sponsor shall require that construction operators properly maintain and tune equipment in accordance with manufacturer specifications.

3. 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:

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 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 using alternative fuels, reporting shall indicate the type of alternative fuel being used.

4. 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 to members of the public as requested.

**Reporting**. Monthly 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 A(4). In addition, for off-road equipment using alternative fuels, reporting shall include actual amount of alternative fuel used.

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 A(4). In addition, for off-road equipment using alternative fuels, reporting shall include actual amount of alternative fuel used.

**Certification Statement and On-site Requirements**. Prior to the commencement of construction activities, the project sponsor must certify (1) compliance with the Plan, and (2) all applicable requirements of the Plan have been incorporated into contract specifications.

**Project Mitigation Measure 6 – Pre-Construction Special-Status Bird Surveys Mitigation Measure M-BI-1a of the PEIR)**

Conditions of approval for building permits issued for construction within the Draft Plan Area or on the Adjacent Parcels shall include a requirement for pre-construction special-status bird surveys when trees would be removed or buildings demolished as part of an individual project. Pre-construction special-status bird surveys shall be conducted by a qualified biologist between February 1 and August 15 if tree removal or building demolition is scheduled to take place during that period. If bird species protected under the Migratory Bird Treaty Act or the California Fish and Game Code are found to be nesting in or near any work area, an appropriate no-work buffer zone (e.g., 100 feet for songbirds) shall be designated by the biologist. Depending on the species involved, input from the California Department of Fish and Game (CDFG) and/or United States Fish and Wildlife Service (USFWS) may be warranted. As recommended by the biologist, no activities shall be conducted within the no-work buffer zone that could disrupt bird breeding. Outside of the breeding season (August 16 – January 31), or after young birds have fledged, as determined by the biologist, work activities may proceed. Special-status birds that establish nests during the construction period are considered habituated to such activity and no buffer shall be required, except as needed to avoid direct destruction of the nest, which would still be prohibited.

**Project Mitigation Measure 7 – Pre-Construction Special-Status Bat Surveys (Mitigation Measure M-BI-1b of the Western SoMa PEIR)**

Conditions of approval for building permits issued for construction within the Draft Plan Area or on the Adjacent Parcels shall include a requirement for pre-construction special-status bat surveys by a qualified

bat biologist when large trees (those with trunks over 12 inches in diameter) are to be removed, or vacant buildings or buildings used seasonally or not occupied, especially in the upper stories, are to be demolished. If active day or night roosts are found, the bat biologist 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 the CDFG. Bat roosts initiated during construction are presumed to be unaffected, and no buffer would be necessary.

**Project Mitigation Measure 8 – Hazardous Building Materials Abatement (Mitigation Measure M-HZ-2 of the Western SoMa PEIR)**

The City shall condition future development approvals to require that the subsequent project sponsors ensure that any equipment containing polychlorinated biphenyls (PCBs) or mercury, such as fluorescent light ballasts, are removed and properly disposed of according to applicable federal, state, and local laws prior to the start of renovation, and that any fluorescent light tube fixtures, which could contain mercury, are similarly removed intact and properly disposed of. Any other hazardous materials identified, either before or during work, shall be abated according to applicable federal, state, and local laws.

## IMPROVEMENT MEASURES

**Project Improvement Measure 1: Implement Transportation Demand Management Strategies to Reduce Single Occupancy Vehicle Trips.** The Project Sponsor and subsequent property owner/manager should implement a Transportation Demand Management (TDM) Program that seeks to minimize the number of single occupancy vehicle trips (SOV) generated by the proposed project for the lifetime of the project. The TDM Program targets a reduction in SOV trips by encouraging persons to select other modes of transportation, including: walking, bicycling, transit, car-share, carpooling and/or other modes. The Project Sponsor has agreed to implement the following TDM measures:

**Identify TDM Coordinator:** The project sponsor should identify a TDM coordinator for the project site. The TDM Coordinator is responsible for the implementation and ongoing operation of all other TDM measures described below. The TDM Coordinator could be a brokered service through an existing transportation management association (e.g. the Transportation Management Association of San Francisco, TMASF), or the TDM Coordinator could be an existing staff member (e.g., property manager); the TDM Coordinator does not have to work full-time at the project site. However, the TDM Coordinator should be the single point of contact for all transportation-related questions from building occupants and City staff. The TDM Coordinator should provide TDM training to other building staff about the transportation amenities and options available at the project site and nearby.

**Provide Transportation and Trip Planning Information to Building Occupants:**

- *New-hire packet:* Provide a transportation insert in the new-hire packet that includes information on transit service (local and regional, schedules and fares), information on where transit passes could be purchased, information on the 511 Regional Rideshare Program and nearby bike and car share programs, and information on where to find additional web-based alternative transportation materials (e.g., NextMuni phone app). This new-hire packet should be continuously updated as local transportation options change, and the packet should be provided to each new building occupant. Provide Muni maps, San Francisco Bicycle and Pedestrian maps upon request.

- *Current transportation resources:* Maintain an available supply of Muni maps, San Francisco Bicycle and Pedestrian maps, schedules, information and updates.
- *Emergency Ride Home Program:* All San Francisco companies are eligible to register for the Emergency Ride Home program. Employers must register annually. Once registered, all San Francisco employees of the company are eligible to request reimbursement.

**Bicycles**

- *Increase on-site bicycle parking:* Increase the number of on-site secured bicycle parking beyond Planning Code requirements and provide additional bicycle parking in the public right-of-way adjacent to the Project site. The property manager would also corporate with Bay Area Bike Share to allow installation of a bike share station in the public right-of-way along the project's frontage.

**Transit:**

Participate in the Transit Impact Development Fee as outlined in San Francisco Planning Code Section 411.

**Project Improvement Measure 2: Monitoring and Abatement of Parking Garage Queues.** Because the proposed project would include a new off-street parking facility with more than 20 parking spaces (excluding loading and car-share spaces), the project is subject to conditions of approval set forth by the San Francisco Planning Department to address the monitoring and abatement of queues. As an improvement measure to reduce the potential for queuing of vehicles accessing the project site, it shall be the responsibility of the project sponsor/property owner to ensure that recurring vehicle queues do not occur on Harriet Street adjacent to the site. A vehicle queue is defined as one or more vehicles (destined to the parking facility) blocking any portion of Harriet sidewalk or travel lane on Harriet Street for a consecutive period of three minutes or longer on a daily and/or weekly basis.

If a recurring queue occurs, the owner/operator of the parking facility shall employ abatement methods as needed to abate the queue. Appropriate abatement methods will vary depending on the characteristics and causes of the recurring queue, as well as the characteristics of the parking facility, the street(s) to which the facility connects, and the associated land uses (if applicable).

Suggested abatement methods include but are not limited to the following: redesign of facility to improve vehicle circulation and/or on-site queue capacity; employment of parking attendants; installation of LOT FULL signs with active management by parking attendants; use of valet parking or other space-efficient parking techniques; use of off-site parking facilities or shared parking with nearby uses; use of parking occupancy sensors and signage directing drivers to available spaces; travel demand management strategies such as additional bicycle parking, customer shuttles, delivery services; and/or parking demand management strategies such as parking time limits, paid parking, time-of-day parking surcharge, or validated parking.

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 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.

**Project Improvement Measure 3: Further Limit Left-Turns to and from Harriet Street.** In order to minimize vehicle queues at Harriet Street and conflicts on Brannan Street, signs prohibiting left turns for

drivers exiting Harriet Street should be coordinated and installed by SFMTA and paid for by the project sponsor. The project sponsor should also work with SFMTA to determine if Brannan Street in front of Harriet Street would benefit from being striped to prohibit the left-turns from Brannan Street (onto Harriet Street) and/or to include a "Keep Clear" zone across both lanes of eastbound Brannan Street to make right turns from Harriet Street easier. This would improve conditions on Brannan Street and for vehicles to exit Harriet Street onto Brannan Street during peak hour conditions. This improvement measure is subject to approval by SFMTA and SFPW.

**Project Improvement Measure 4: Project Delivery Management.** This improvement measure would, as part of the project's loading management Operations Plan, monitor and manage on-site deliveries to the project site to avoid more than can be accommodated in the proposed on-site loading spaces (such as more than four 25-foot-long delivery vehicles for four 25-foot-long loading spaces), particularly during peak commercial activity on Harriet Street (9 a.m. to 10 a.m. and 11 a.m. to 1 p.m.)

**Project Improvement Measure 5: Sidewalk Extension on Townsend Street.**
This improvement measure would add an additional 100 feet of sidewalk north of the Project site in order to create an improved pedestrian experience under the I-280 ramps. This sidewalk would be consistent with the proposed sidewalk conditions in front of the Project site. Sidewalk expansion should also include pedestrian scale lighting. This lighting and sidewalk extension would cross Caltrans property and therefore may need to receive Caltrans approval. Therefore, the feasibility of this measure is currently unknown.

**Project Improvement Measure 6: Investigate Improving Harriet Street between the Project Site and Brannan Street.**
No sidewalk is required on Harriet Street, but an improvement to the street in the form of an extension of the proposed paseo could be considered. The Project Sponsor should coordinate with the adjacent property owners, the Planning Department and SFMTA as to whether the block would benefit from a design which would organize and formalize the current informal shared space that accommodates the existing parking and loading activities, while improving the pedestrian connection along this corridor. The effort would result in an improved pedestrian experience for those that wish to traverse Harriet Street from Brannan Street to Townsend Street and the Project site.

**Project Improvement Measure 7: Limiting the Hours of Construction-Related Truck Traffic and Deliveries.** Any construction traffic occurring between 7:00 a.m. and 9:00 a.m. or between 3:30 p.m. and 6:00 p.m. would coincide with peak hour traffic and could temporarily impede traffic and transit flow, although it would not be considered a significant impact. Limiting truck movements to the hours between 9:00 a.m. and 3:30 p.m. (or other times, if approved by SFMTA) would further minimize disruption of the general traffic flow on adjacent streets during the a.m. and p.m. peak periods. One exception to this measure would be construction traffic necessary to allow for continuous concrete pours for the building.

**Project Improvement Measure 8: Construction Management Plan Additional Measures.** To reduce potential conflicts between construction activities and pedestrians, transit and autos at the Project site, the contractor shall add certain measures to the required traffic control plan for Project construction.

- *Alternative Transportation for Construction Workers* – To minimize parking demand and vehicle trips associated with construction workers, the construction contractor shall include in their contracts

methods to encourage carpooling and transit access to the Project site by construction workers. Construction workers should also be encouraged to consider cycling and walking as alternatives to driving alone to and from the site.

- *Project Construction Updates for Adjacent Businesses and Residents* – To minimize construction impacts on access for nearby institutions and businesses, the Project Sponsor shall provide nearby residences and adjacent businesses, such as through a website with regularly-updated information regarding Project construction, including a Project construction contact person, construction activities, duration, peak construction activities (e.g., concrete pours), travel lane closures, and lane closures.

**Project Improvement Measure 9: Nighttime Lighting Minimization.** To further reduce the less-than-significant effects on birds from night lighting, the Planning Department could encourage buildings developed pursuant to the Draft Plan and Rezoning of Adjacent Parcels to implement bird-safe building operations to prevent and minimize bird strike impacts, including but not limited to the following measures:

**Reduce building lighting from exterior sources by:**

- Minimizing 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; and
- Utilizing minimum wattage fixtures to achieve required lighting levels.

**Reduce building lighting from interior sources by:**

- 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);
- Utilizing 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.; and
- Educating building users about the dangers of night lighting to birds.