



SAN FRANCISCO PLANNING DEPARTMENT

Executive Summary Office Development Authorization

HEARING DATE: NOVEMBER 19, 2015
CONTINUED FROM: OCTOBER 22, 2015

Date: November 12, 2015
Case No.: **2014.1315OFA**
Project Address: **135 Townsend Street**
Zoning: MUO (Mixed Use Office) Zoning District
South End Landmark District
105-F Height and Bulk District
Block/Lot: 3794/022
Project Sponsor: John Kevlin, Reuben, Junius & Rose LLP
1 Bush Street, Ste. 600
San Francisco, CA 94014
Staff Contact: Richard Sucre – (415) 575-9108
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Recommendation: **Approval with Conditions**

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PROJECT DESCRIPTION

The proposal is a change in use of approximately 49,995 square feet from self-storage facility to office use. The project would also establish 1,395 square feet of retail use on the ground floor. As part of the change in use, the proposal would undertake façade alterations and construction of a new roof deck and stair/elevator penthouses.

SITE DESCRIPTION AND PRESENT USE

The project site is located on a midblock rectangular lot (measuring 84.2 ft by 137.5 ft or 11,578 square feet) on the east side of Townsend Street between 2nd and 3rd Streets. The subject lot is developed with a five-story, reinforced concrete former warehouse (measuring approximately 51,875 square feet), which was originally constructed in 1913 by architect MacDonald & Applegarth and George A. Ferrolite Company. The existing building features a scored stucco and concrete exterior, steel-sash windows, a flat roof, and a simple box cornice. 135 Townsend Street is a contributing resource to the South End Landmark District, which is designated within Article 10 of the San Francisco Planning Code. Currently, the subject property is occupied by a self-storage facility.

SURROUNDING PROPERTIES AND NEIGHBORHOOD

The project site is located in the MUO (Mixed-Use Office) Zoning District along a largely commercial corridor within the East SoMA Area Plan. The project site is approximately one block from AT&T Park. The immediate neighborhood consists of two-to-six-story tall, older brick or reinforced-concrete

warehouses (largely converted into office or commercial space). Other properties in the area are residential, commercial or light industrial in nature. To the north of the project site is a large six-story former brick warehouse (also known as the Townsend Building), while to the south is a newer, large six-story office at 139 Townsend Street. Other zoning districts in the vicinity of the project site include: M-2 (Heavy Industrial); SB-DTR (South Beach Downtown Residential); SLI (Service/Light Industrial); SPD (South Park District); and MB-RA (Mission Bay South Redevelopment Plan).

ENVIRONMENTAL REVIEW

Pursuant to the Guidelines of the State Secretary of Resources for the implementation of the California Environmental Quality Act (CEQA), on November 4, 2015, the Planning Department of the City and County of San Francisco determined that the proposed application was exempt from further environmental review under Section 15183 of the CEQA Guidelines and California Public Resources Code Section 21083.3. The Project is consistent with the adopted zoning controls in the Eastern Neighborhoods Area Plan and was encompassed within the analysis contained in the Eastern Neighborhoods Area Plan Final EIR. Since the Final EIR was finalized, there have been no substantial changes to the Eastern Neighborhoods Area Plan and no substantial changes in circumstances that would require major revisions to the Final EIR due to the involvement of new significant environmental effects or an increase in the severity of previously identified significant impacts, and there is no new information of substantial importance that would change the conclusions set forth in the Final EIR.

HEARING NOTIFICATION

TYPE	REQUIRED PERIOD	REQUIRED NOTICE DATE	ACTUAL NOTICE DATE	ACTUAL PERIOD
Classified News Ad	20 days	October 2, 2015	October 2, 2015	47 days
Posted Notice	20 days	October 2, 2015	October 2, 2015	47 days
Mailed Notice	N/A	N/A	October 2, 2015	47 days

The project was originally scheduled for the October 22nd Planning Commission Hearing, and was continued by the Commission to November 19, 2015. The proposal requires a Section 312 neighborhood notification, which was conducted in conjunction with the Office Development Authorization notification.

PUBLIC COMMENT

As of November 12, 2015, the Department has one letter of opposition and one letter of support for the proposed project.

ISSUES AND OTHER CONSIDERATIONS

- Existing Use: Per Planning Code Section 842.48, the existing self-storage use is considered to be a retail use. Currently, self-storage is not permitted within the MUO (Mixed Use Office) Zoning District. The existing use would be considered to be non-conforming.

- Office Development Authorization: The proposed project includes a change in use of approximately 49,995 gsf from self-storage to office use. Within the MUO Zoning District, office use is permitted, pursuant to Planning Code Section 842.66. As of November 12, 2015 there is approximately 1.21 million square feet of “Small” Cap Office Development available under the Section 321 office allocation program.
- East SoMa Plan: The Land Use Chapter of the East SoMa (South of Market) Area Plan contains objectives and policies that encourage the retention of smaller-scale, flexible office spaces throughout East SoMa. The proposal would establish ground floor retail and office use throughout the landmark property. This office use would be consistent with the immediate area’s mixed use character, and would promote a flexible space for all types of office users. In addition, the Project includes a ground floor retail component (approximately 1,395 square feet), thus contributing to the neighborhood’s commercial character.
- Central SoMa Plan: 101 Townsend Street is located outside of the boundaries of the Central SoMa Area Plan, and is not subject to the Central SoMa Plan controls or the associated interim ordinances.
- Historic Preservation Commission (HPC): On November 18, 2015, the Historic Preservation Commission is scheduled to review the Certificate of Appropriateness application for the exterior alterations and roof deck (See Case No. 2014.1315COA). 135 Townsend Street is a contributing resource to the South End Landmark District, which is listed in Article 10 of the San Francisco Planning Code. Copies of the HPC determination shall be provided to the Planning Commission on November 19, 2015.
- Development Impact Fees: Given the change in use from retail use (self-storage facility) to office, the Project does not trigger any development impact fees, such as Transit Impact Development Fee, Jobs-Housing Linkage Fee (See Table 413.6B of the Planning Code), or Eastern Neighborhoods Infrastructure Impact Fees (See Table 423.3B of the Planning Code).

REQUIRED COMMISSION ACTION

In order for the project to proceed, the Commission must authorize an Office Development Authorization for approximately 49,995 gross square feet pursuant to Planning Code Sections 321, 322 and 842.66.

BASIS FOR RECOMMENDATION

The Department believes this project is necessary and/or desirable for the following reasons:

- The Project complies with the applicable requirements of the Planning Code.
- The Project is consistent with the objectives and policies of the General Plan.
- The Project is in a zoning district that principally permits office use and encourages the growth of office development.
- The authorization of office space will contribute to the economic activity in the neighborhood.
- The Project represents an allocation of approximately 4.1 percent of the small cap office space currently available for allocation.
- The proposed use is closer to conforming with the Planning Code than the existing use.

RECOMMENDATION: Approval with Conditions
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Attachments:

Draft Motion

Exhibits:

- Parcel Map
- Sanborn Map
- Zoning Map
- Height Map
- Aerial Photos
- Site Photos

Architectural Drawings

Project Sponsor Submittal

Public Correspondence

Environmental Determination

Attachment Checklist:

- | | |
|---|---|
| <input checked="" type="checkbox"/> Executive Summary | <input checked="" type="checkbox"/> Project Sponsor Submittal |
| <input checked="" type="checkbox"/> Draft Motion | Drawings: <u>Existing Conditions</u> |
| <input type="checkbox"/> Environmental Determination | <input checked="" type="checkbox"/> Check for legibility |
| <input checked="" type="checkbox"/> Zoning District Map | Drawings: <u>Proposed Project</u> |
| <input checked="" type="checkbox"/> Height & Bulk Map | <input checked="" type="checkbox"/> Check for legibility |
| <input checked="" type="checkbox"/> Parcel Map | <input type="checkbox"/> Health Dept. review of RF levels |
| <input checked="" type="checkbox"/> Sanborn Map | <input type="checkbox"/> RF Report |
| <input checked="" type="checkbox"/> Aerial Photo | <input type="checkbox"/> Community Meeting Notice |
| <input type="checkbox"/> Context Photos | <input type="checkbox"/> Inclusionary Affordable Housing Program:
Affidavit for Compliance |
| <input checked="" type="checkbox"/> Site Photos | <input type="checkbox"/> Zoning Administrator Action Memo |

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

RS

Planner's Initials



SAN FRANCISCO PLANNING DEPARTMENT

Subject to: (Select only if applicable)

- | | |
|--|---|
| <input type="checkbox"/> Affordable Housing (Sec. 415) | <input type="checkbox"/> First Source Hiring (Admin. Code) |
| <input type="checkbox"/> Jobs Housing Linkage Program (Sec. 413) | <input type="checkbox"/> Child Care Requirement (Sec. 414) |
| <input type="checkbox"/> Downtown Park Fee (Sec. 412) | <input type="checkbox"/> Other (Eastern Neighborhoods-Sec. 423) |
| <input type="checkbox"/> Transit Impact Development Fee (Sec. 411) | |

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Planning Commission Draft Motion

HEARING DATE: NOVEMBER 19, 2015

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ADOPTING FINDINGS RELATING TO AN ALLOCATION OF OFFICE SQUARE FOOTAGE UNDER THE 2015 – 2016 ANNUAL OFFICE DEVELOPMENT LIMITATION PROGRAM PURSUANT TO PLANNING CODE SECTIONS 321 AND 322 THAT WOULD AUTHORIZE UP TO 49,995 GROSS SQUARE FEET OF OFFICE USE AT 135 TOWNSEND STREET, LOT 022 IN ASSESSOR'S BLOCK 3794, WITHIN THE MUO (MIXED-USE OFFICE) ZONING DISTRICT, SOUTH END LANDMARK DISTRICT, AND A 105-F HEIGHT AND BULK DISTRICT.

PREAMBLE

On March 11, 2015, John Kevlin of Reuben, Junius & Rose LLP (hereinafter "Project Sponsor"), on behalf of James Field of Field Storage, LLC (Property Owner), filed Application No. 2014.1315OFA (hereinafter "Application") with the Planning Department (hereinafter "Department") for an Office Development Authorization to authorize 49,995 gsf of office use at 135 Townsend Street (Block 3794 Lot 022) in San Francisco, California.

The environmental effects of the Project were determined by the San Francisco Planning Department to have been fully reviewed under the Eastern Neighborhoods Area Plan Environmental Impact Report (hereinafter "EIR"). The EIR was prepared, circulated for public review and comment, and, at a public hearing on August 7, 2008, by Motion No. 17661, 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 Commission's review as well as public review.

The Eastern Neighborhoods 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 Eastern Neighborhoods Plan, the Commission adopted CEQA Findings in its Motion No. 17661 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 November 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 Eastern Neighborhoods Area Plan and was encompassed within the analysis contained in the Eastern Neighborhoods Final EIR. Since the Eastern Neighborhoods Final EIR was finalized, there have been no substantial changes to the Eastern Neighborhoods Area Plan and no substantial changes in circumstances that would require major revisions to the Final EIR due to the involvement of new significant environmental effects or an increase in the severity of previously identified significant impacts, and there is no new information of substantial importance that would change the conclusions set forth in the Final EIR. The file for this project, including the Eastern Neighborhoods 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 Eastern Neighborhoods Plan EIR that are applicable to the project. These mitigation measures are set forth in their entirety in the MMRP attached to the draft Motion as Exhibit C.

The Planning Department, Jonas P. Ionin, is the custodian of records, located in the File for Case No. 2014.1315OFA at 1650 Mission Street, 4th Floor, San Francisco, California.

On November 19, 2015, the Planning Commission ("Commission") conducted a duly noticed public hearing at a regularly scheduled meeting on Office Allocation Application No. 2014.1315OFA.

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 Development requested in Application No. 2014.1315OFA, 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 on a midblock rectangular lot (measuring 84.2 ft by 137.5 ft or 11,578 square feet) on the east side of Townsend Street between 2nd and 3rd Streets. The subject lot is developed with a five-story, reinforced concrete former warehouse (measuring approximately 51,875 square feet), which was originally constructed in 1913 by architect MacDonald & Applegarth and George A. Ferrolite Company. The existing building features a scored stucco and concrete exterior, steel-sash windows, a flat roof, and a simple box cornice. 135 Townsend Street is a contributing resource to the South End Landmark District, which is designated within Article 10 of the San Francisco Planning Code. Currently, the subject property is occupied by a self-storage facility.
3. **Surrounding Properties and Neighborhood.** The project site is located in the MUO (Mixed-Use Office) Zoning District along a largely commercial corridor within the East SoMA Area Plan. The project site is approximately one block from AT&T Park. The immediate neighborhood consists of two-to-six-story tall, older brick or reinforced-concrete warehouses (largely converted into office or commercial space). Other properties in the area are residential, commercial or light industrial in nature. To the north of the project site is a large six-story former brick warehouse (also known as the Townsend Building), while to the south is a newer, large six-story office at 139 Townsend Street. Other zoning districts in the vicinity of the project site include: M-2 (Heavy Industrial); SB-DTR (South Beach Downtown Residential); SLI (Service/Light Industrial); SPD (South Park District); and MB-RA (Mission Bay South Redevelopment Plan).
4. **Project Description.** The proposal is a change in use of approximately 49,995 square feet from self-storage facility to office use. The project would also establish 1,395 square feet of retail use on the ground floor. As part of the change in use, the proposal would undertake façade alterations and construction of a new roof deck and stair/elevator penthouses.

5. **Public Comment.** As of November 12, 2015, the Department has one letter of opposition and one letter of support for the proposed project.
6. **Planning Code Compliance.** The Commission finds and determines that the Project is consistent with the relevant provisions of the Code in the following manner:

- A. **Permitted Uses in MUO Zoning District.** Planning Code Section 842.45 and 842.66 states that retail and office uses are principally permitted within the MUO Zoning District.

The Project would establish approximately 49,995 gsf of office use and approximately 1,395 gsf of retail use on the ground floor and. Therefore, the Project meets this Planning Code requirement.

- B. **Floor Area Ratio.** Planning Code Section 124 establishes a FAR (Floor Area Ratio) of 7.5 to 1 for properties within the MUO Zoning District and a 105-F Height and Bulk District.

Currently, the Project is located on a lot measuring approximately 11,578 square feet, thus resulting in a maximum floor area ratio of 94,838 square feet. The Project includes 1,395 square feet of retail use and 49,995 square feet of office, thus complying with Planning Code Section 124.

- C. **Open Space.** Planning Code Section 135.3 requires one square foot of useable open space for every fifty (50) square feet of occupied floor area of new office use, and one square foot of useable open space for every two hundred and fifty (250) square feet of occupied floor area of new retail use within the MUO Zoning District.

For the proposed 1,395 sq ft of retail space and 49,995 sq ft of office space, the Project is required to provide approximately 1,005 square feet of useable open space. The Project received authorization from the Historic Preservation Commission to construct a new roof deck measuring approximately 2,345 square feet (See Case No. 2014.1315COA); therefore, the project complies with Planning Code Section 135.3.

- D. **Parking.** Planning Code Section 151.1 outlines the schedule of permitted off-street parking spaces in an Eastern Neighborhood Mixed Use Zoning District. In general, off-street accessory parking shall not be required for any use and the quantities specified in the aforementioned Planning Code section shall serve as the maximum amount of off-street parking spaces.

The Project does not currently include off-street parking. In addition, per Planning Code Section 161(k), designated City Landmarks and contributing resources to landmark districts are not required to provide off-street parking or loading.

- E. **Bicycle Parking Requirement.** Planning Section 155.2 of the Planning Code requires at least one Class 1 bicycle parking space for every 5,000 occupied square feet of office space and a minimum of two Class 2 bicycle parking spaces for any office uses greater than 5,000 gross square feet plus one Class 2 bicycle parking space for each additional

50,000 occupied square feet. For retail use under 2,500 square feet, Planning Code Section 155.2 states that a minimum of two Class 2 bicycle parking spaces is required.

The Project is required to provide 10 Class 1 bicycle parking spaces and four Class 2 bicycle parking spaces for the 1,395 gsf of retail use and 49,995 gsf of office use. The Project provides a total of 28 Class 1 bicycle parking spaces and 4 Class 2 bicycle parking spaces. Therefore, the Project meets this Planning Code requirement.

- F. **Shower Facility and Clothes Locker Requirement.** Planning Section 155.4 of the Planning Code requires at least two showers and twelve clothes lockers when gross square footage exceeds 20,000 square feet but is not greater than 50,000 square feet of the office use floor area.

The Project will provide 4 showers and 54 clothes lockers on the first floor. Therefore, the Project meets this Planning Code requirement.

- G. **Transportation Management Program.** Planning Section 163 requires the Project Sponsor to execute an agreement with the Planning Department for the provision of on-site transportation brokerage services and preparation of a transportation management program to be approved by the Director of Planning and implemented by the provider of transportation brokerage services for projects within the MUO District, where the gross square feet of new, converted or added floor area for office use equals at least 25,000 square feet

The Project includes 49,995 square feet of office use, thus the Project Sponsor must execute an agreement to provide on-site transportation brokerage services. The agreement will be reviewed by the Planning Department prior to the issuance of a temporary certificate of occupancy, in accordance with Planning Code Section 163.

7. **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.

Currently, there is more than 1.21 million gross square feet of available "Small Cap" office space in the City. The Project is located in close proximity to many public transportation options, including a number of Muni and transit lines. Therefore, the Project will help maintain the balance between economic growth, 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 Project is consistent with the General Plan (See Below).

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

The Project offers high quality design within a historic building for the proposed office development, which is consistent and compatible with the neighborhood's overall massing and form. In particular, the proposed project is sensitive to the surrounding South End Landmark District, and addresses the architectural vocabulary and composition found among many of the older warehouses within the immediate vicinity. The proposed exterior alterations were reviewed by the Historic Preservation Commission (HPC), who granted a Certificate of Appropriateness, as noted in HPC Motion No. XXXX.

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 MUO (Mixed Use Office) Zoning District, which principally permits office use pursuant to Planning Code Section 842.66. The subject lot is located in an area primarily characterized by commercial and light industrial development. There are several office use buildings on the subject block, and on blocks to the north and west of the project site.*
- b) Transit Accessibility. *The area is served by a variety of transit options. The project site is within a quarter-mile of various Muni routes, including the 10-Townsend, 30-Stockton, and 45-Union/Stockton, as well as the King and 2nd Street Muni Stop. Further, the project site is located within two blocks of the Caltrain Station on King and 4th Streets. In addition, the Project would be required to execute a Transportation Management Program per Planning Code Section 163.*
- c) Open Space Accessibility. *The Project provides a code-complying roof deck to address the non-residential open space requirement. In addition, the project site is located within one block of open space at South Beach Park.*
- d) Urban Design. *The Project reinforces the surrounding neighborhood character by adaptively reusing a former warehouse. The change of use does not impact the historic character of the subject property, as noted in HPC Motion No. XXXX. The property owners have demonstrated their good stewardship by obtaining the appropriate approvals for exterior work from the Historic Preservation Commission.*
- e) Seismic Safety. *The 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 includes a total of 49,995 gsf of office space. As noted by the Project Sponsor, the additional office square footage will create new opportunities for employment.*
- b) Needs of Existing Businesses. *The Project will supply office space in the East SoMa area, which allows office use within MUO Zoning District. The Project will provide office space with high ceilings and large floor plates, which are characteristics desired by emerging technology businesses. This building type offers flexibility for new businesses to further grow in the future. In addition, the Project maintains 1,395 gsf of retail use on the ground floor, which would complement the nearby commercial corridor on 2nd Street.*
- c) Availability of Space Suitable for Anticipated Uses. *The Project will provide large open floor plates, which will allow for quality office space that is suitable for a variety of office uses and sizes. Currently, the surrounding neighborhood has a high demand for office space.*

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

The Project Sponsor has leased the entire building to a clothing manufacturer (d.b.a. Under Armour), who will house one of their corporate offices in the subject building. The Project also accommodates a ground floor retail use.

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.

8. **Section 101.1 Priority Policy Findings.** Section 101.1(b)(1-8) establishes eight priority planning Policies and requires review of permits for consistency with said policies.

The Commission finds and determines that the Project is consistent with the eight priority policies, for the reasons set forth below.

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

The existing building does not contain any neighborhood-serving retail uses. The existing self-storage facility is not considered to be a neighborhood-serving retail use. The proposal would enhance the neighborhood-serving retail district by introducing a large number of new employees and potential patrons to the retail uses in the area. In addition, the Project will provide new ground floor retail, which will enhance the nearby commercial corridors and provide new opportunities for employment.

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

The existing neighborhood character will be preserved, since the Project involves an adaptive reuse of a former industrial building, which has been previously converted to a self-storage facility. The Project is located in the East SoMa Area Plan and is located within a zoning district that allows office use. Other nearby properties include commercial, office, or light industrial uses.

- c) The City's supply of affordable housing be preserved and enhanced.

There is no existing affordable or market-rate housing on the Project Site.

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

The area is served by a variety of transit options, including MUNI and Caltrain. It is also near several streets that are part of the City's growing bicycle network. It is not anticipated that commuter traffic will impede MUNI transit or overburden streets or neighborhood parking.

- 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 include the displacement of an industrial or service sector use. The existing self-storage facility is considered to be a retail use. The Project will provide quality flexible office space that is suitable for a variety of office uses and sizes. This office space and the associated ground floor retail use will help maintain the local resident employment and demand for neighborhood-serving businesses in the area. The new office use would contribute to the surrounding neighborhood economy by providing new employees to the area. Further, the Project provides a limited amount of ground floor retail, which would contribute to nearby retail corridor.

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

The Project is designed and will be constructed to conform to the structural and seismic safety requirements of the Building Code.

- g) That landmarks and historic buildings be preserved.

The Project preserves and reuses the existing landmark property, as noted in HPC Motion No. XXXX.

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

The Project would not affect nearby parks or open space.

9. **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 ENHANCEMENT OF THE TOTAL CITY LIVING AND WORKING ENVIRONMENT.

Policy 1.1:

Encourage development which provides substantial net benefits and minimizes undesirable consequences. Discourage development 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 proposed office development will provide net benefits to the City and the community in the form of new office space located within a zoning district with the stated intent of encouraging the growth of office use. The nature of the office use has few physical consequences that are undesirable and the standard Conditions of Approval (Exhibit A) will help ensure that the operations will not generate any unforeseen problems.

OBJECTIVE 2:

MAINTAIN AND ENHANCE A SOUND AND DIVERSE ECONOMIC BASE AND FISCAL STRUCTURE FOR 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 proposed office development will help attract new commercial activity to San Francisco as it provides a large quantity of vacant office space for use. It also contributes to San Francisco's attractiveness as a firm location as it is within short walking distance of South Park, the amenities encircling South Park and the emerging 2nd Street Corridor near AT&T Park.

TRANSPORTATION ELEMENT

Objectives and Policies

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 includes the required bicycle parking spaces in a secure, convenient location within the basement level along with required shower and locker facilities.

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 1.3:

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

Overall, the Project complements the existing character of the South End Landmark District, since the Project would adaptively reuse the existing building for a new use. The South End Landmark District is recognized by the City of San Francisco for its unique and historic architectural character.

EAST SOMA PLAN AREA

LAND USE

Objectives and Policies

OBJECTIVE 1.1:

ENCOURAGE PRODUCTION OF HOUSING AND OTHER MIXED-USE DEVELOPMENT IN EAST SOMA WHILE MAINTAINING ITS EXISTING SPECIAL MIXED-USE CHARACTER.

Policy 1.1.2:

Encourage small flexible, office space throughout East SoMa and encourage larger office in the 2nd Street Corridor.

OBJECTIVE 1.4:

SUPPORT A ROLE FOR “KNOWLEDGE SECTOR” BUSINESSES IN EAST SOMA.

Policy 1.4.1:

Permit limited office space throughout East SoMa to support a flexible space for all types of office users.

HISTORIC RESOURCES

Objectives and Policies

OBJECTIVE 8.2:

PROTECT, PRESERVE, AND REUSE HISTORIC RESOURCES WITHIN THE EAST SOMA AREA PLAN.

Policy 8.2.3:

Promote and offer incentives for the rehabilitation and adaptive reuse of historic buildings in the East SoMa area plan.

Generally, the East SoMa Area Plan encourages the reuse of the historic buildings and the production of small, flexible office space. The proposed project is consistent with the policies and objectives of the East SoMa Area Plan, and would establish new office development. The Project will contribute to the economic diversity and mixed-use character of the neighborhood and will reuse a contributing building in a designated landmark district.

10. 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.
11. The Commission finds that granting the Office Development Authorization in this case would promote the public welfare, convenience and necessity of the City for the reasons set forth above.

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 Development Application No. 2014.1315OFA** subject to the conditions attached hereto as Exhibit A, which is incorporated herein by reference as though fully set forth, in general conformance with the plans stamped Exhibit B and dated October 1, 2015, on file in Case Docket No. 2014.1315OFA.

APPEAL AND EFFECTIVE DATE OF MOTION: Any aggrieved person may appeal this Section 321 Office-Space Allocation to the Board of Appeals within fifteen (15) days after the date of this Motion. The effective date of this Motion shall be the date of adoption of this Motion if not appealed (after the 15-day period has expired) OR the date of the decision of the Board of Appeals if appealed to the Board of Appeals. For further information, please contact the Board of Appeals at (415) 575-6880, 1660 Mission, Room 3036, San Francisco, CA 94103.

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 November 19, 2015.

Jonas P. Ionin
Commission Secretary

AYES:

NAYS:

ABSENT:

ADOPTED: November 19, 2015

EXHIBIT A

AUTHORIZATION

This authorization is for an Office Development Authorization to authorize up to 49,995 gross square feet of office use located at 135 Townsend Street, Lot 022 in Assessor's Block 3794 pursuant to Planning Code Sections 321 and 322 within the South End Landmark District, MUO (Mixed-Use Office) Zoning District and a 105-F Height and Bulk District; in general conformance with plans, dated February 5, 2015, and stamped "EXHIBIT B" included in the docket for Case No. 2014.1315OFA and subject to conditions of approval reviewed and approved by the Commission on November 19, 2015 under Motion No. XXXX. 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 November 19, 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 the Office Development 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 Development 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 three (3) years have passed since this Authorization was approved.

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

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 Eastern Neighborhoods Plan EIR (Case No. 2014.1315E) 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

Additional Project Authorization. The Project Sponsor must obtain a project authorization under Planning Code Sections 1006 for exterior alterations to a contributing resource within a landmark district listed in Article 10 of the San Francisco Planning Code, and satisfy all the conditions thereof. The conditions set forth below are additional conditions required in connection with the Project. If these conditions overlap with any other requirement imposed on the Project, the more restrictive or protective condition or requirement, as determined by the Zoning Administrator, shall apply.

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

Development Timeline - Office. Pursuant to Planning Code Section 321(d)(2), construction of an office development shall commence within 18 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 Allocation authorization.

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

PARKING AND TRAFFIC

Bicycle Parking. Pursuant to Planning Code Section 155.2, the Project shall provide no fewer than **10** Class 1 bicycle parking spaces and **4** Class 2 bicycle parking spaces for the 49,995 square feet of office use and 1,395 square feet of retail use.

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

Showers and Clothes Lockers. Pursuant to Planning Code Section 155.3, the Project shall provide no fewer than **2** showers and **12** clothes lockers.

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

PROVISIONS

Transportation Brokerage Services - C-3, EN, and 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 - AFTER ENTITLEMENT

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

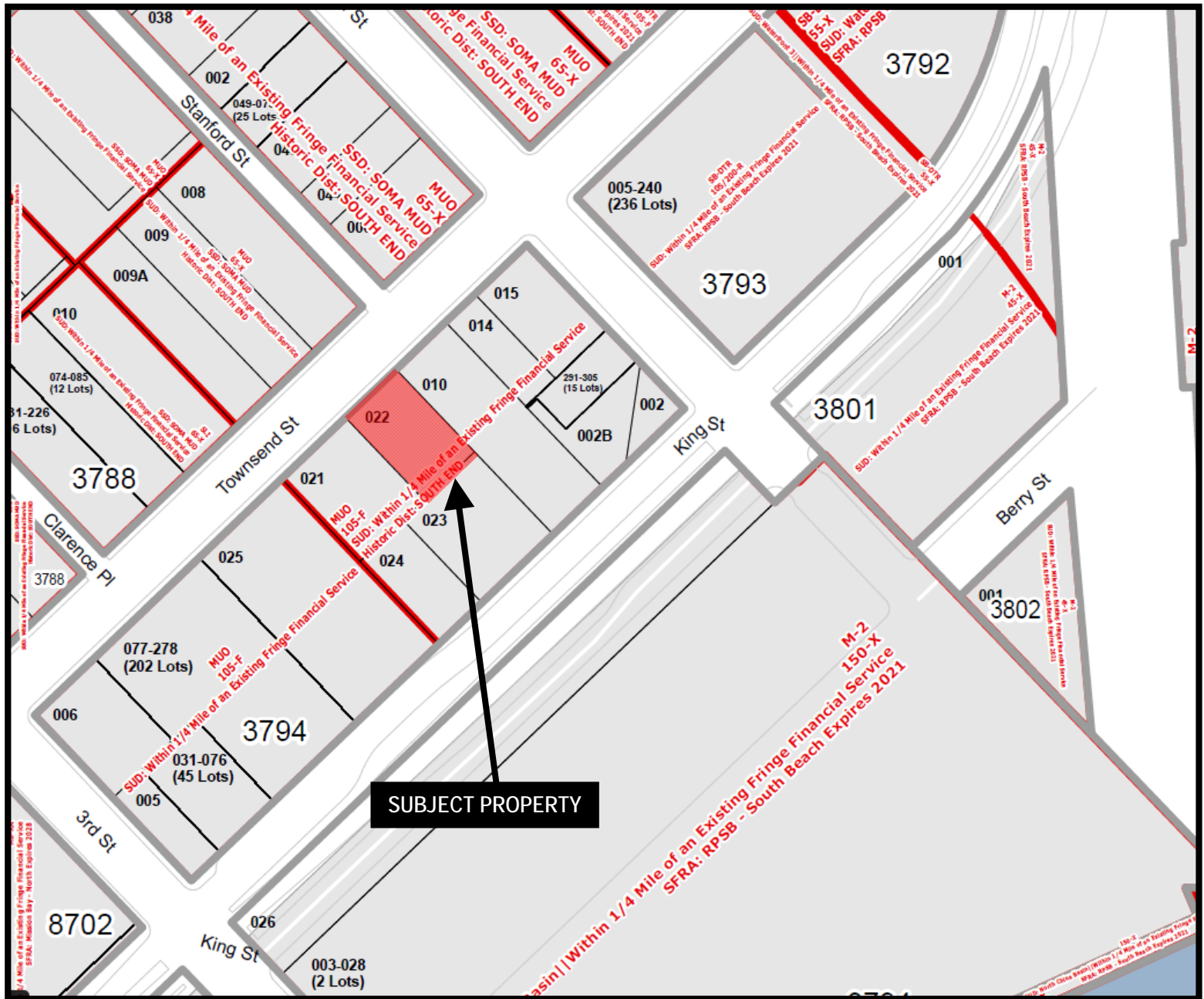
Sidewalk Maintenance. The Project Sponsor shall maintain the main entrance to the building and all sidewalks abutting the subject property in a clean and sanitary condition in compliance with the Department of Public Works Streets and Sidewalk Maintenance Standards.

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

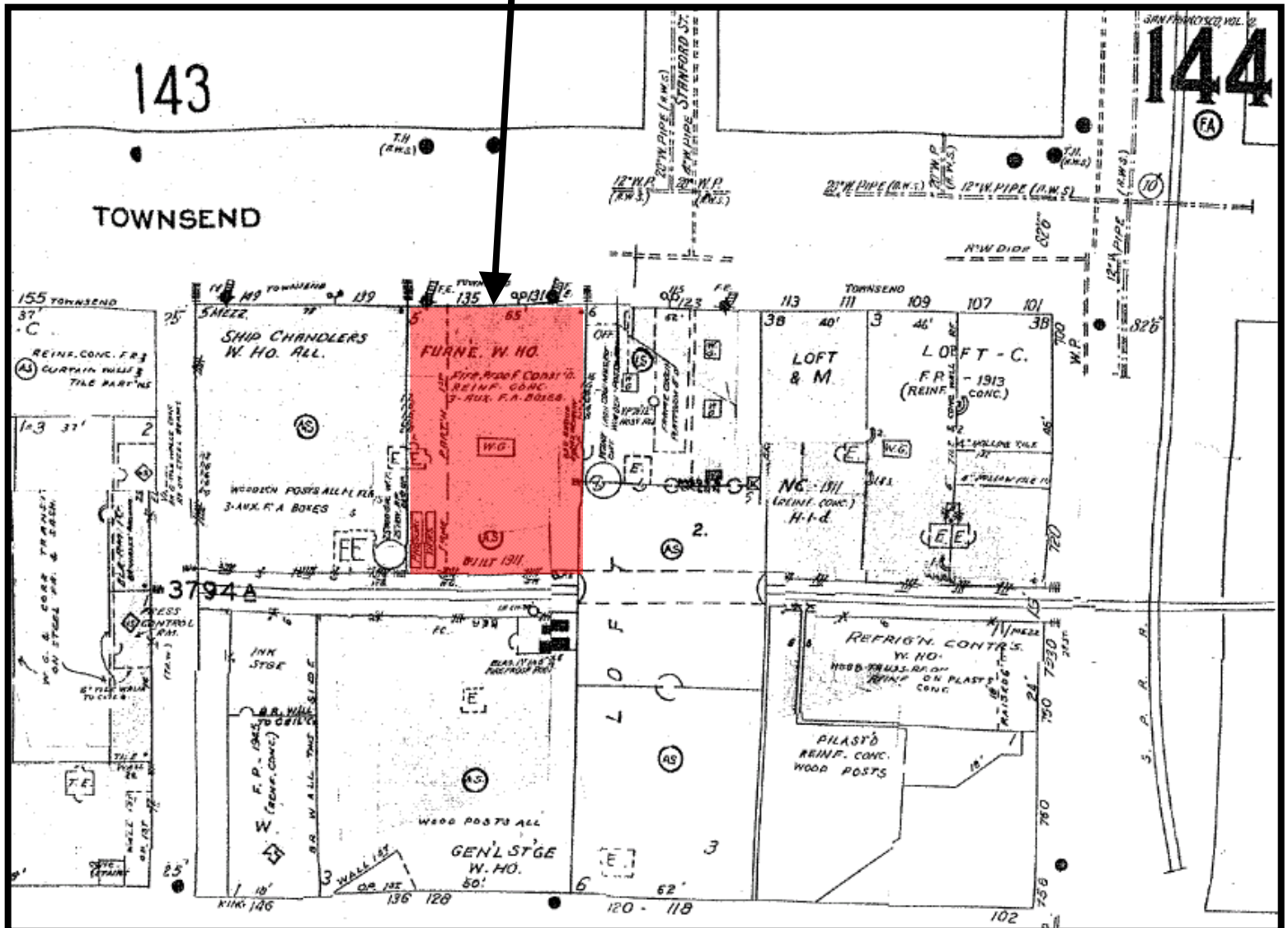
Parcel Map



Office Development Authorization Hearing
Case Number 2014.1315OFA
135 Townsend Street

Sanborn Map*

SUBJECT PROPERTY

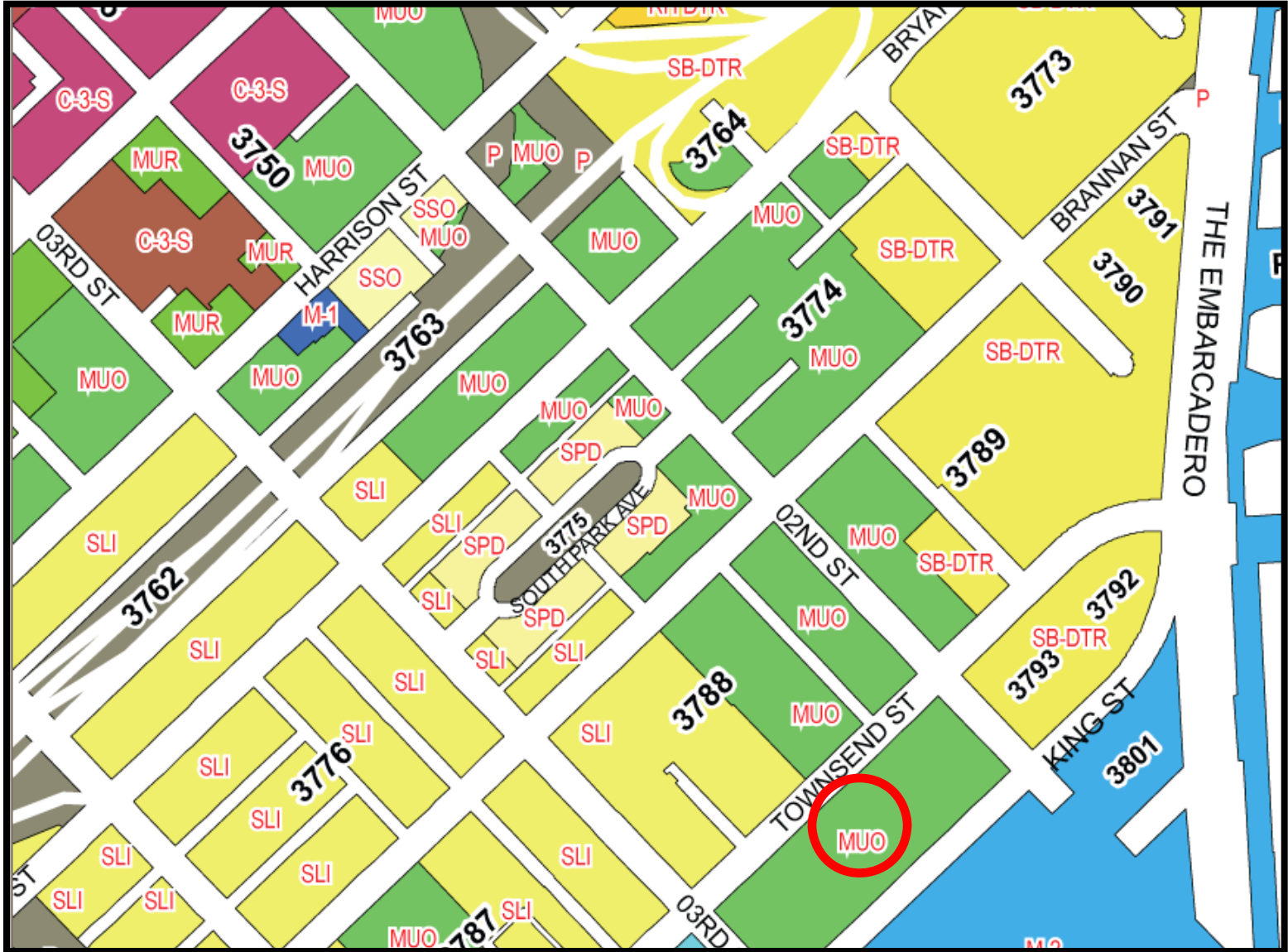


*The Sanborn Maps in San Francisco have not been updated since 1998, and this map may not accurately reflect existing conditions.



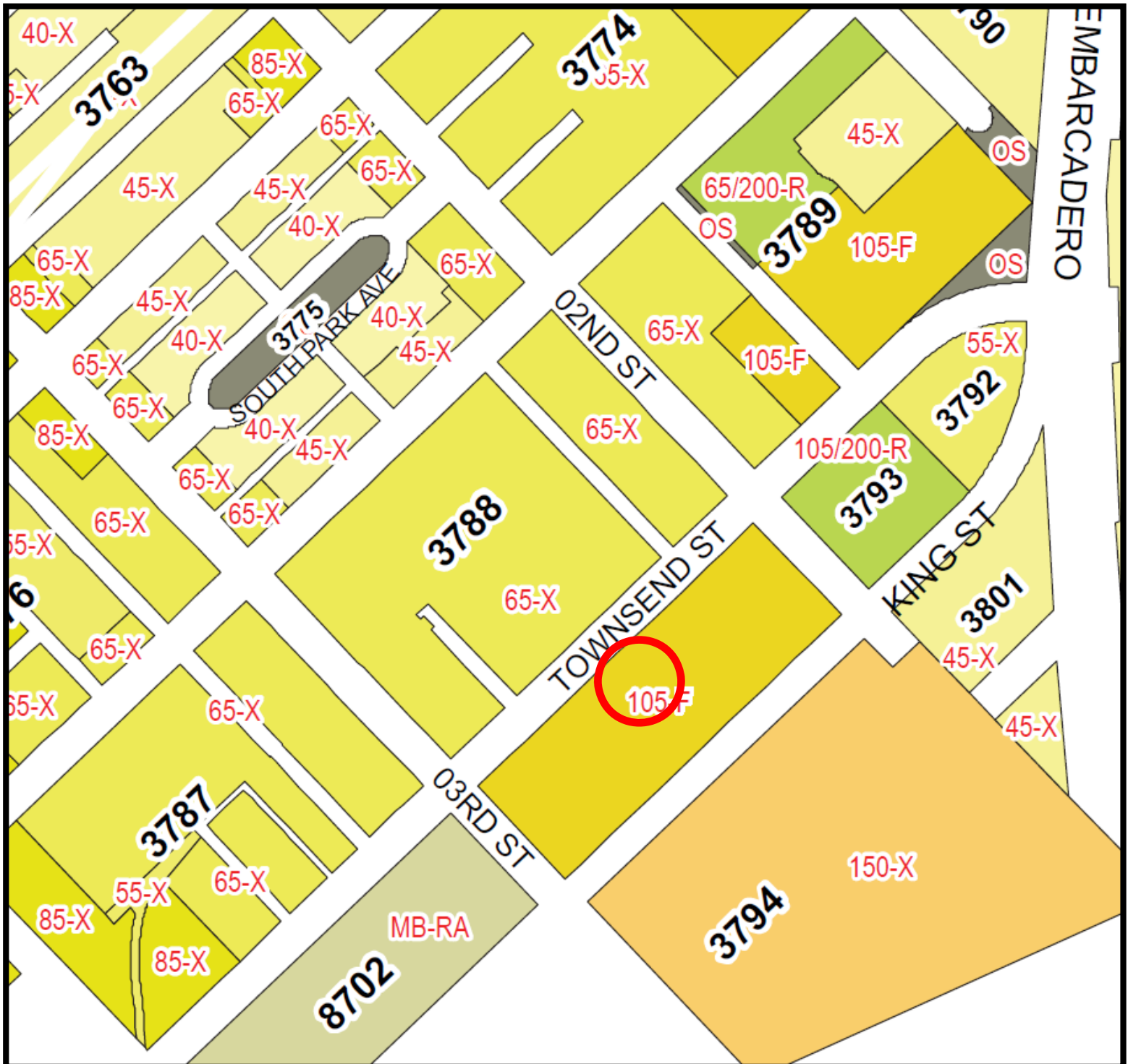
Office Development Authorization Hearing
Case Number 2014.1315OFA
135 Townsend Street

Zoning Map



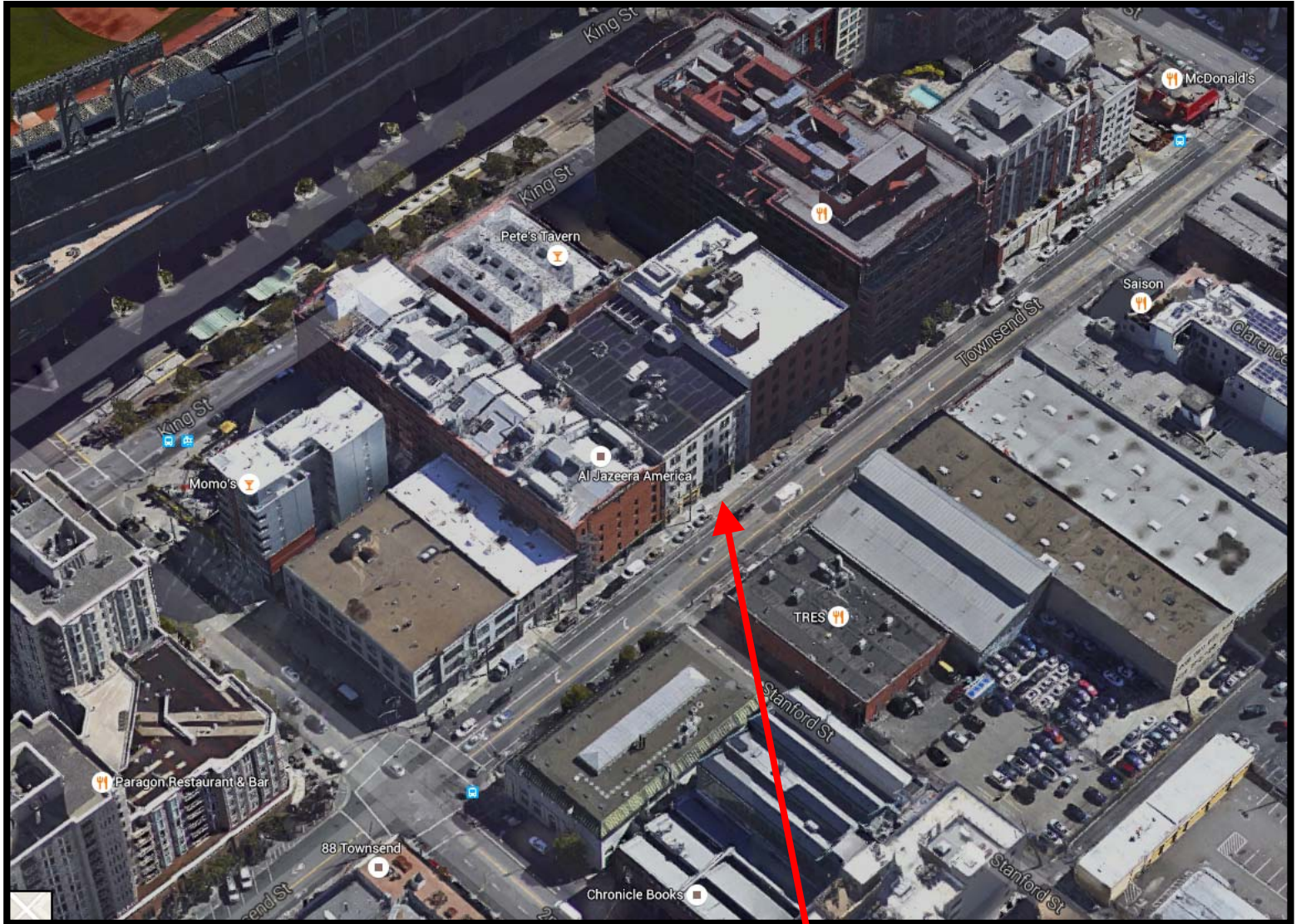
Office Development Authorization Hearing
Case Number 2014.1315OFA
135 Townsend Street

Height Map



Office Development Authorization Hearing
Case Number 2014.1315OFA
135 Townsend Street

Aerial Photo



SUBJECT PROPERTY



Office Development Authorization Hearing
Case Number 2014.1315OFA
135 Townsend Street

Site Photo



135 Townsend Street (Source: Google)

Office Development Authorization Hearing
Case Number 2014.1315OFA
135 Townsend Street

Attachment A: MITIGATION MONITORING AND REPORTING PROGRAM (Includes Text for Adopted Mitigation Measures)				
MEASURES ADOPTED AS CONDITIONS OF APPROVAL	Responsibility for Implementation	Schedule	Monitoring/Report Responsibility	Status/Date Completed
MITIGATION MEASURES FROM THE EASTERN NEIGHBORHOODS AREA PLAN EIR				
Project Mitigation Measure 1 – Hazardous Building Materials (Mitigation Measure L-1 of the Eastern Neighborhoods PEIR). The project sponsor shall ensure that any equipment containing PCBs or DEPH, 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 tubes, which could contain mercury, are similarly removed 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/ contractor	Prior to demolition of structures	Project Sponsor/contractor shall submit a monitoring report to the Department of Public Health and Planning.	Considered complete upon receipt of final monitoring report.

REUBEN, JUNIUS & ROSE, LLP

November 10, 2015

Sent Via Hand Delivery

President Rodney Fong
San Francisco Planning Commission
1650 Mission Street, Suite 400
San Francisco, CA 94103

Re: 135 Townsend Street – Office Allocation Request
Case No. 2014.1315OFA
Hearing Date: November 19, 2015
Our File No.: 8053.01

Dear President Fong:

This office represents James Field, the project sponsor (“Project Sponsor”) of the renovation and partial office conversion of the existing commercial building located at 135 Townsend Street (the “Property”). The Property consists of five stories and a total of 51,875 square feet of retail self-storage use and the Project Sponsor proposes a change of use to office. A ground floor retail space would also be created. In total, the Project would result in 49,995 square feet of office space and 1,395 square feet of ground floor retail space.

There has been significant discussion recently regarding the conversion of existing industrial buildings to office use. Several important points about the Project should be made clear:

- **The East SoMa Plan expressly confirms that 135 Townsend Street is in the MUO zoning district, which is centered around the 2nd Street Corridor. This corridor was intentionally set aside for future office use and designated as the appropriate area South of Market to accommodate office growth.**
- **The Property is located outside of the Central SoMa PDR conversion moratorium area.**
- **The Project does not eliminate any existing PDR use.**

The Project Sponsor has been proactively working with the neighborhood and has the support of the South Beach/Mission Bay Retail Working Group (comprised of representatives from the South Beach-Mission Bay Business Association and the South Beach Rincon Mission Bay Neighborhood Association). The Project Sponsor is currently working with the Working

James A. Reuben | Andrew J. Junius | Kevin H. Rose | Daniel A. Frattin
Sheryl Reuben¹ | David Silverman | Thomas Tunny | Jay F. Drake | John Kevin
Lindsay M. Petrone | Melinda A. Sarjapur | Mark H. Loper | Jody Knight | Jared Eigerman^{2,3} | John McInerney III²

1. Also admitted in New York 2. Of Counsel 3. Also admitted in Massachusetts

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fax: 415-399-9480

www.reubenlaw.com

Group now to identify a neighborhood-serving tenant for the ground floor retail space. Under Armour intends to lease the entire office space within the building.

A. Legal and Policy Background

As stated above, there is no existing PDR space at the Property. In recent years, concern has grown regarding the loss of existing PDR and industrial space in the Eastern Neighborhoods. There are several layers of protections that have been put in place in particular areas to prevent the loss of existing PDR space. The Property is not located in one of these areas.

1. Office Use Encouraged in the MUO Zoning District in East SoMa

As part of the 2009 Eastern Neighborhoods Plan, the Property was rezoned from an M-2 zoning district to a Mixed Use – Office (“MUO”) zoning district. Both zoning districts principally permit office use. Further, the Eastern SoMa Plan (a sub-plan of Eastern Neighborhoods) includes several express policies encouraging office use at this location:

- OBJECTIVE 1.1. ENCOURAGE PRODUCTION OF HOUSING AND OTHER MIXED-USE DEVELOPMENT IN EAST SOMA WHILE MAINTAINING ITS EXISTING SPECIAL MIXED-USE CHARACTER
- POLICY 1.1.2. Encourage small flexible, office space throughout East SoMa and encourage larger office in the 2nd Street Corridor.
- POLICY 1.4.3. Continue to allow larger research and development office-type uses that support the Knowledge Sector in the 2nd Street Corridor.

2. PDR Protection Zones in Eastern Neighborhoods

There are several zones throughout the Eastern Neighborhoods where PDR use is protected, both in the Planning Code and by express policies. The SLI, SALI, PDR-1-D and PDR-1-G zoning districts were established with the express intent of encouraging and preserving PDR uses. As the Planning Department has been studying future zoning in the Central SoMa Plan area, some concern has been raised about preserving existing PDR space in the future zoning for the area. In September of 2014, Supervisor Kim sponsored emergency legislation that prohibited any project eliminating existing PDR use in the Central SoMa Plan area. The legislation was enacted and the moratorium will be in place until after the Central SoMa Area Plan is approved.

The Property is not located in any PDR-protective zoning district. Further, the Property is not located within the Central SoMa PDR moratorium area. Even though it is across the street

from the moratorium area, the Project would not be subject to it even if it was in the area, since the Property has been used as retail self-storage since the 1980s, and no PDR use will be eliminated by the Project.

3. Self-Storage is a Disfavored Use

The Property has been used as a retail self-storage facility since the 1980s. Self-storage is a disfavored use specifically in South of Market and the throughout the city in general. The reason for this is clear: self-storage uses do not activate the street, do not draw significant numbers of residents or workers to an area, and they create very few jobs. In city with many competing uses, self-storage does not improve the vitality of neighborhoods and are less important uses than housing or jobs space.

The Planning Code illustrates the low-priority of retail self-storage use. The use is prohibited throughout South of Market, with the exception of the South Park mixed-use district and the Rincon Hill and South Beach DTR districts (and in those three districts, significant new self-storage is not permitted). The only other zoning districts that allow for self-storage are C, RC and the higher density NC districts.

The Project eliminates a self-storage use, and replaces it with a jobs-intensive office use and a street-activating retail use. The existing curb cut and all existing parking will also be eliminated. The Project results in a building that serves the neighborhood much better than its existing use.

4. 101 Townsend Street

In March of this year, the Planning Commission approved a very similar conversion of 101 Townsend Street, just two doors down from the Property. Similar to the instant case, the project sponsor of 101 Townsend Street agreed to provide ground floor retail space and converted the remainder of the building to office use. The current Project does the same, while also eliminating a disfavored self-storage use.

B. Neighborhood Support

The Project Sponsor, James Field, has owned the building since 1987 and his family has owned buildings and operated business in the immediate vicinity since 1955. James proactively reached out to the South Beach/Mission Bay Retail Working Group seeking their input to craft the Project in a way that best improves and serves the neighborhood. James has agreed to coordinate with the Working Group to identify a retail tenant that provides a needed neighborhood service and that would operate on weekday evenings and weekends. Coordinated efforts to identify an appropriate tenant are already underway. James has further agreed to require the retail tenant to provide street frontage transparency beyond the standards of the

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Planning Code and to encourage the office tenant to do the same. Finally, James will implement a transportation management plan that will encourage all tenants to prioritize non-automobile travel to the Property.

As a result, the Working Group formally supports the Project.

C. Office Tenant

The Project Sponsor has already identified a tenant to occupy the entirety of the 49,995 square foot office space at the Property. Under Armour intends to relocate its wearable technology division to the Property. Under Armour has developed a "Map My Fitness" app which promotes healthy life styles through sports, proper diet and exercise. The idea is to build a community of supportive, healthy friends and partners. Permit applications are in place to execute the office conversion as soon as Prop M allocation is granted to the Project, as Under Armour will move into the space as soon as it can be made ready for occupancy. Under Armour is a major U.S. company and expects to be part of the San Francisco community for a long time.

D. Benefits of the Project

- Modernizing and upgrading an historic building which will provide a mix of in-demand office and ground floor space;
- Activating the street along a stretch of the city that is transitioning to a commercial area that provides services to new and existing residents nearby;
- Maintaining employment space for workers in a transit rich area of the City;
- Eliminating a 30-foot-wide curb cut and existing parking from the Property.

E. Conclusion

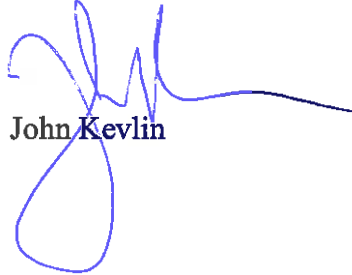
The Project proposes exactly the type of use as was contemplated by the Eastern Neighborhoods Plan. The Project would eliminate a disfavored self-storage use and replace it with modern office space and a ground floor retail space. The Property will be further activated by renovation of the historic building. The Project Sponsor has worked with the neighborhood and has achieved their support.

For these reasons, we respectfully request that the Planning Commission approve the Prop M small office allocation for the proposed office use at the Property.

President Fong and Commissioners
November 10, 2015
Page 5

Very truly yours,

REUBEN, JUNIUS & ROSE, LLP



John Kevlin

Enclosures

cc: Vice President Cindy Wu
Commissioner Mike Antonini
Commissioner Rich Hillis
Commissioner Christine Johnson
Commissioner Kathrin Moore
Commissioner Dennis Richards
Commission Secretary Jonas Ionin
Planner Rich Sucre
Project Sponsor

10 November 2015

San Francisco Planning Commission

President Fong, Vice President Wu, Commissioners Antonini, Hillis,
Johnson, Moore and Richards

Re: 135 Townsend St: Office Allocation and Ground Floor Retail Space;
Case 2014.1315OFA

Dear Planning Commissioners,

We are writing as the South Beach/Mission Bay Retail Working Group—a task force comprised of neighborhood association and business association members focused on improving the vitality of the ground floor and public realm in our area—to convey our support for the 135 Townsend St project. We feel the newly fenestrated façade, the dedication of almost 1400 sf for street-facing ground floor retail, and the project sponsor's emphasis on alternative modes of transportation for building occupants will be a net-positive addition to Townsend Street.

At the invitation of the project sponsor, we have had several rounds of detailed discussions on how best to integrate this project into the neighborhood. We have mutually agreed upon a short list of shared goals and commemorated them in a fully executed Memorandum of Understanding, included in your Staff Report. We feel these conditions are fully consistent with stated Planning principles and ask that you acknowledge and support them with your project approval.

Thank you for your consideration.

Sincerely,

The South Beach/Mission Bay Retail Working Group

Patrick Valentino, Michael Anthony, Alice Rogers

CC: Commission Secretary Jonas Ionin
Planning Project Lead Rich Sucre
James Field
John Kevlin
Supervisor Jane Kim

jurisdiction in the courts of California for any dispute regarding or relating to this Agreement or any other matter or claim released herein.

6. Counterparts; Severability; Time is of the Essence

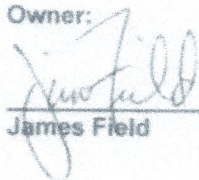
This Agreement may be executed in multiple counterparts and signatures may be exchanged by facsimile or electronically, each of which shall be deemed to be an original document, and all of which together shall constitute one and the same document. In the event that any representation, warranty, acknowledgment, covenant, agreement, clause, provision, promise, or undertaking made by any party contained in this Agreement is deemed, construed, or alleged to be illegal, invalid, or unenforceable under present or future laws, in whole or in part, the parties acknowledge that each and every other term of this Agreement shall remain valid and enforceable. Time is of the essence for the completion of the acts described in and required by this Agreement.

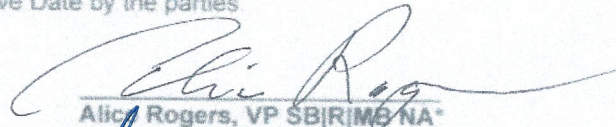
7. Advice of Counsel

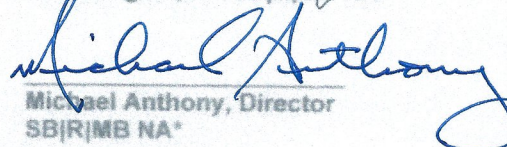
The parties represent and acknowledge that they have read and understood the terms of this Agreement and have obtained the advice of counsel on the meaning and effect of this Agreement. The parties have had an opportunity to fully participate in preparing this Agreement and acknowledge that it is the product of the draftsmanship of the parties. Accordingly, this Agreement shall not be construed for or against any party by virtue of their participation, or lack of participation, in the drafting hereof.

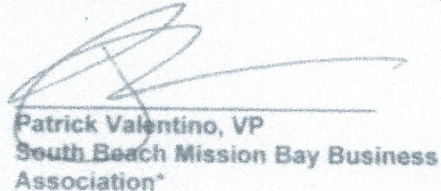
This Agreement is executed as of the Effective Date by the parties

Owner:


James Field


Alice Rogers, VP SBIR/MB NA*


Michael Anthony, Director
SBIR/MB NA*


Patrick Valentino, VP
South Beach Mission Bay Business
Association*

*for identification purposes only

SB/MB Retail Working Group:

Sucre, Richard (CPC)

From: Efren Santos-Cucalon <ESCucalon@BellSouth.net>
Sent: Tuesday, October 20, 2015 1:06 PM
To: Sucre, Richard (CPC)
Subject: Conversion of Storage Pro Townsend to Office Building

Richard;

I cannot attend today's hearing. I live in the neighborhood and am very opposed to this conversion. There are already too many office building conversions occurring on this block. This Storage Pro serves a useful purpose to the residents and small business owners in our community. As you are aware there is no storage in the new buildings that handle many of life's requirements - bicycle racks, overhead vehicle racks, seasonal furniture, etc. as well as space for small business owners to handle their seasonal inventory. This area originally was a warehouse district; let's retain some of that feature for the community.

There already is a lack of parking and increased density with the other conversions that have not yet come online. The increased density in SOMA and South Beach will be very high within the coming months as more apartments and office buildings become fully operational. The infrastructure has not caught up to the density issue.

I propose that City Planning and the Owner revisit this issue after five years to see how well the area handles the increased density load from all the projects. Thank you for your time.

Efren Santos-Cucalon



SAN FRANCISCO PLANNING DEPARTMENT

Certificate of Determination EXEMPTION FROM ENVIRONMENTAL REVIEW

Case No.: 2014.1315E
Project Address: 135 Townsend Street
Zoning: MUO (Mixed Use Office) District
105-F Height and Bulk District
Block/Lot: 3794/022
Lot Size: 11,578 square feet
Plan Area: Eastern Neighborhoods (East SoMa)
Project Sponsor: John Kevlin – Reuben, Junius & Rose
(415) 567-9000, jkevin@reubenlaw.com
Staff Contact: Don Lewis – (415) 575-9168
don.lewis@sfgov.org

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

Reception:
415.558.6378

Fax:
415.558.6409

Planning
Information:
415.558.6377

PROJECT DESCRIPTION

The project site is on the south side of Townsend Street between 2nd and 3rd streets in the South of Market neighborhood. The project site is occupied by a 70-foot-tall, five-story industrial building that was constructed in 1911. The current use of the existing building is retail self-storage. The proposed project consists of converting the retail self-storage use to approximately 49,995 gross square feet (gsf) of office use on the first through fifth floors and approximately 1,395 gsf of retail use on the ground floor. The proposed alterations to the existing building include interior tenant improvements, in-kind replacements of the exterior windows, and a new storefront on the ground-floor. There would be no automobile

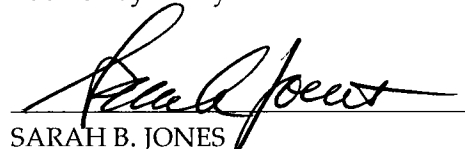
(Continued on next page.)

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

November 9, 2015
Date

cc: John Kevlin, Project Sponsor
Rich Sucre, Current Planning Division
Supervisor Jane Kim, District 6

Historic Preservation Dist. List
Virna Byrd, M.D.F.
Exclusion/Exemption Dist. List

PROJECT DESCRIPTION (continued)

parking spaces, and the existing 30-foot-wide curb cut on Townsend Street would be removed. The proposed project would include 28 Class 1 bicycle spaces in a secure storage room on the ground floor and four Class 2 bicycle spaces that would be located on the Townsend Street sidewalk in front of the project site. Usable open space for the tenants of the building would be provided in the form of an approximately 2,495-square-foot (sf) roof deck. Access to the roof deck would be provided by new stairs and two new elevators. The new 11-foot-tall stair penthouse would be set back about 21 feet from the rear façade of the building, while the new 17-foot-tall elevator penthouse would be set back about 23 feet from the front façade of the building. During the approximately six-month project construction, the proposed project would require excavation to a depth of five feet below ground surface and the removal of approximately 79 cubic yards of soil. New grade beams would be added between some of the existing footings to reinforce the existing shallow building foundation, which consists of a mat slab with spread footings.

PROJECT APPROVAL

The proposed project would require the following approvals:

- **Section 321 Project Authorization** (*Planning Commission*)
- **Certificate of Appropriateness** (*Historic Preservation Commission*)
- **Site/Building Permit** (*Planning Department and Department of Building Inspection*)

Section 321 Project Authorization by the Planning Commission constitutes the Approval Action for the proposed 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 Administrative Code.

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 135 Townsend Street project described above, and incorporates by reference information contained in the

Programmatic EIR for the Eastern Neighborhoods Rezoning and Area Plans (PEIR).¹ 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 Eastern Neighborhoods PEIR.

After several years of analysis, community outreach, and public review, the Eastern Neighborhoods PEIR was adopted in December 2008. The Eastern Neighborhoods PEIR was adopted in part to support housing development in some areas previously zoned to allow industrial uses, while preserving an adequate supply of space for existing and future production, distribution, and repair (PDR) employment and businesses.

The Planning Commission held public hearings to consider the various aspects of the proposed Eastern Neighborhoods Rezoning and Area Plans and related Planning Code and Zoning Map amendments. On August 7, 2008, the Planning Commission certified the Eastern Neighborhoods PEIR by Motion No. 17659 and adopted the Preferred Project for final recommendation to the Board of Supervisors.^{2,3}

In December 2008, after further public hearings, the Board of Supervisors adopted and the Mayor signed the Planning Code amendments related to the Eastern Neighborhoods Rezoning and Area Plans. New zoning districts include districts that would permit PDR uses in combination with commercial uses; districts mixing residential and commercial uses and residential and PDR uses; and new residential-only districts. The districts replaced existing industrial, commercial, residential single-use, and mixed-use districts.

The Eastern Neighborhoods PEIR is a comprehensive programmatic document that presents an analysis of the environmental effects of implementation of the Eastern Neighborhoods Rezoning and Area Plans, as well as the potential impacts under several proposed alternative scenarios. The *Eastern Neighborhoods Draft EIR* evaluated three rezoning alternatives, two community-proposed alternatives that focused largely on the Mission District, and a “No Project” alternative. The alternative selected, or the Preferred Project, represents a combination of Options B and C. The Planning Commission adopted the Preferred Project after fully considering the environmental effects of the Preferred Project and the various scenarios discussed in the PEIR. The Eastern Neighborhoods PEIR estimated that implementation of the Eastern Neighborhoods Rezoning and Area Plans could result in approximately 7,400 to 9,900 net dwelling units and 3,200,000 to 6,600,000 square feet of net nonresidential space (excluding PDR loss) being built in the Plan Area throughout the lifetime of the Plan (year 2025).

A major issue of discussion in the Eastern Neighborhoods rezoning process was the degree to which existing industrially zoned land would be rezoned to primarily residential and mixed-use districts, thus reducing the availability of land traditionally used for PDR employment and businesses. Among other topics, the Eastern Neighborhoods PEIR assesses the significance of the cumulative land use effects of the rezoning by analyzing its effects on the City's ability to meet its future PDR space needs as well as its ability to meet its housing needs as expressed in the City's *General Plan*.

¹ San Francisco Planning Department Case No. 2004.0160E and State Clearinghouse No. 2005032048.

² San Francisco Planning Department, *Eastern Neighborhoods Rezoning and Area Plans Final Environmental Impact Report*, Case No. 2004.0160E, certified August 7, 2008. Available online at: <http://www.sf-planning.org/index.aspx?page=1893>, accessed May 5, 2015.

³ San Francisco Planning Commission Motion No. 17659, August 7, 2008. Available online at: <http://www.sf-planning.org/Modules/ShowDocument.aspx?documentid=1268>, accessed May 5, 2015.

As a result of the Eastern Neighborhoods rezoning process, the project site's zoning has been reclassified from M-2 (Heavy Industrial) to MUO (Mixed Use-Office). The MUO District is designed to encourage office, residential, and small-scale light industrial uses as well as arts activities. Nighttime entertainment and small tourist hotels are permitted with conditional use authorization from the Planning Commission, as are large tourist hotels in certain height and bulk districts within the MUO District. The proposed project and its relation to PDR land supply and cumulative land use effects is discussed further in the Community Plan Exemption (CPE) Checklist under Topic 1, Land Use and Land Use Planning. The 135 Townsend Street site, which is located in the East SoMa Plan Area of the Eastern Neighborhoods program, was designated as a 105-F Height and Bulk District. This designation allows a building up to 105 feet in height.

Individual projects that could occur in the future under the Eastern Neighborhoods Rezoning and Area Plans will 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 135 Townsend Street is consistent with and was encompassed within the analysis in the Eastern Neighborhoods PEIR, including the Eastern Neighborhoods PEIR development projections. This determination also finds that the Eastern Neighborhoods PEIR adequately anticipated and described the impacts of the proposed 135 Townsend Street project and identifies the mitigation measures applicable to the 135 Townsend Street project. The proposed project is also consistent with the zoning controls and the provisions of the Planning Code applicable to the project site.^{4,5} Therefore, no further CEQA evaluation for the 135 Townsend Street project is required. In sum, the Eastern Neighborhoods 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 project vicinity is characterized by a mix of residential, retail, office, open space, and PDR uses as well as parking garages and surface parking lots. The scale of development in the project vicinity varies in height from 15 to 150 feet. On the project block, there are multi-story, mixed-use buildings fronting Townsend, Second, and King streets that contain upper-story residential or office uses over ground-floor retail uses; the buildings fronting Third Street are all one-story buildings that contain retail uses. There is a restaurant and a parking garage on the north side of Townsend Street across from the project site. Lucky Strike, a bowling alley, is one block southwest of the project site, and AT&T Park, an outdoor stadium that is the home of Major League Baseball's San Francisco Giants, is one block southeast of the project site. Open spaces near the project site include South Park (0.2 mile northwest of the project site), South Beach Park and the Embarcadero Promenade (0.2 mile northeast), and the San Francisco Bay Trail (0.2 mile east).

The project site is well served by public transportation. Within one-quarter mile of the project site, the San Francisco Municipal Railway (Muni) operates the following bus lines: the 8 Bayshore, 8AX Bayshore A Express, 8BX Bayshore B Express, 10 Townsend, 12 Folsom/Pacific, 30 Stockton,

⁴ Sue Exline, San Francisco Planning Department, *Community Plan Exemption Eligibility Determination, Citywide Planning and Policy Analysis, Case No. 2014.1315E, 135 Townsend Street*, October 14, 2015.

⁵ Jeff Joslin, San Francisco Planning Department, *Community Plan Exemption Eligibility Determination, Current Planning Analysis, Case No. 2014.1315E, 135 Townsend Street*, October 22, 2015.

45 Union/Stockton, 81X Caltrain Express, and the 82X Levi Plaza Express. Muni also operates the N Judah and KT Ingleside/Third Street light rail lines along King Street. There is a Caltrain station at Fourth and King streets, which is about 0.3 mile southwest of the project site. Caltrain is a commuter train that serves the San Francisco Peninsula and the South Bay seven days a week. There is a bike lane that runs in front of the project site along Townsend Street.

POTENTIAL ENVIRONMENTAL EFFECTS

The Eastern Neighborhoods PEIR included analyses of environmental issues including: land use; plans and policies; visual quality and urban design; population, housing, business activity, and employment (growth inducement); transportation; noise; air quality; parks, recreation, and open space; shadow; archeological resources; historic architectural resources; hazards; and other issues not addressed in the previously issued Initial Study for the Eastern Neighborhoods Rezoning and Area Plans. The proposed 135 Townsend Street project is in conformance with the height, use and density for the site described in the Eastern Neighborhoods PEIR and would represent a small part of the growth that was forecast for the Eastern Neighborhoods plan areas. Thus, the plan analyzed in the Eastern Neighborhoods PEIR considered the incremental impacts of the proposed 135 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 Eastern Neighborhoods PEIR.

Significant and unavoidable impacts were identified in the Eastern Neighborhoods PEIR for the following topics: land use, historic architectural resources, transportation and circulation, and shadow. The proposed project would not contribute to the land use impact, because it would not remove any existing PDR uses or make a considerable contribution to the loss of PDR development opportunities. The proposed project would not contribute to the impact on historic architectural resources, because it would not result in the demolition of any such resources. In addition, the Planning Department has determined that the proposed alterations would be consistent with the Secretary of the Interior's Standards for the Treatment of Historic Properties (Rehabilitation). The volume of traffic and transit ridership generated by the proposed project would not contribute considerably to the traffic and transit impacts identified in the Eastern Neighborhoods PEIR. The proposed project would not contribute to the shadow impact, because it would not cast shadow on any parks or open spaces.

The Eastern Neighborhoods PEIR identified feasible mitigation measures to address significant impacts related to noise, air quality, archeological resources, historical resources, hazardous materials, and transportation. **Table 1** lists the mitigation measures identified in the Eastern Neighborhoods PEIR and states whether each measure would apply to the proposed project.

Table 1 – Eastern Neighborhoods PEIR Mitigation Measures

Mitigation Measure	Applicability	Compliance
E. Transportation		
E-1: Traffic Signal Installation	Not Applicable: plan level mitigation by the San Francisco Municipal Transportation Agency (SFMTA)	N/A
E-2: Intelligent Traffic Management	Not Applicable: plan level	N/A

Mitigation Measure	Applicability	Compliance
	mitigation by SFMTA	
E-3: Enhanced Funding	Not Applicable: plan level mitigation by SFMTA & the San Francisco County Transportation Authority (SFCTA)	N/A
E-4: Intelligent Traffic Management	Not Applicable: plan level mitigation by SFMTA & the San Francisco Planning Department	N/A
E-5: Enhanced Transit Funding	Not Applicable: plan level mitigation by SFMTA	N/A
E-6: Transit Corridor Improvements	Not Applicable: plan level mitigation by SFMTA	N/A
E-7: Transit Accessibility	Not Applicable: plan level mitigation by SFMTA	N/A
E-8: Muni Storage and Maintenance	Not Applicable: plan level mitigation by SFMTA and SFCTA	N/A
E-9: Rider Improvements	Not Applicable: plan level mitigation by SFMTA	N/A
E-10: Transit Enhancement	Not Applicable: plan level mitigation by SFMTA	N/A
E-11: Transportation Demand Management	Not Applicable: plan level mitigation by SFMTA	N/A
F. Noise		
F-1: Construction Noise (Pile Driving)	Not Applicable: pile driving is not required or proposed	N/A
F-2: Construction Noise	Not Applicable: the use of heavy construction equipment is not required	N/A
F-3: Interior Noise Levels	Not Applicable: project does not include noise-sensitive uses	N/A
F-4: Siting of Noise-Sensitive Uses	Not Applicable: project does not include noise-sensitive uses	N/A
F-5: Siting of Noise-Generating Uses	Not Applicable: project does not include noise-generating	N/A

Mitigation Measure	Applicability	Compliance
	uses	
F-6: Open Space in Noisy Environments	Not Applicable: project does not include open space for noise-sensitive uses	N/A
G. Air Quality		
G-1: Construction Air Quality	Not Applicable: project site is not in an area of poor air quality; superseded by Construction Dust Control Ordinance	N/A
G-2: Air Quality for Sensitive Land Uses	Not Applicable: project does not include sensitive uses	N/A
G-3: Siting of Uses that Emit DPM	Not Applicable: project does not include uses that emit DPM	N/A
G-4: Siting of Uses that Emit other TACs	Not Applicable: project does not include uses that emit TACs	N/A
J. Archeological Resources		
J-1: Properties with Previous Studies	Not Applicable: project site is not in an area for which a previous archeological study has been conducted	N/A
J-2: Properties with no Previous Studies	Not Applicable: project would require minimal excavation which would only disturb fill.	N/A
J-3: Mission Dolores Archeological District	Not Applicable: project site is not in the Mission Dolores Archeological District	N/A
K. Historical Resources		
K-1: Interim Procedures for Permit Review in the Eastern Neighborhoods Plan area	Not Applicable: plan-level mitigation completed by Planning Department	N/A
K-2: Amendments to Article 10 of the Planning Code Pertaining to Vertical Additions in the South End Historic District (East SoMa)	Not Applicable: plan-level mitigation completed by Planning Commission	N/A
K-3: Amendments to Article 10 of the Planning Code Pertaining to	Not Applicable: plan-level mitigation completed by	N/A

Mitigation Measure	Applicability	Compliance
Alterations and Infill Development in the Dogpatch Historic District (Central Waterfront)	Planning Commission	
L. Hazardous Materials		
L-1: Hazardous Building Materials	Applicable: project includes renovation of an existing building	The project sponsor has agreed to remove and properly dispose of any hazardous building materials in accordance with applicable federal, state, and local laws prior to demolishing the existing building (see Project Mitigation Measure 1).

Please see the attached Mitigation Monitoring and Reporting Program (MMRP) for the complete text of the applicable mitigation measure. With implementation of the mitigation measure the proposed project would not result in significant impacts beyond those analyzed in the Eastern Neighborhoods PEIR.

PUBLIC NOTICE AND COMMENT

A "Notification of Project Receiving Environmental Review" was mailed on March 24, 2015 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 received from the public include the following: the existing bike lane along Townsend Street is dangerous; the proposed project needs to include off-street parking; and the proposed bicycle spaces on Townsend Street would take away room from pedestrians adding to congestion and obstructing visibility to pedestrian and bicyclists.

As discussed in the Transportation and Circulation section of the attached CPE Checklist, the amount of new vehicle trips generated by the proposed land uses would not substantially increase traffic volumes in the project vicinity such that hazardous conditions or significant delays would be created. The proposed project would improve pedestrian circulation by removing the existing 30-foot-wide curb cut on Townsend Street and by not providing off-street parking spaces at the project site. The new pedestrian trips that would be generated by the proposed project could be accommodated on existing sidewalks and crosswalks adjacent to the project site. Although the proposed project would result in an increase in the number of vehicles in the vicinity of the project site, this increase would not be substantial enough to create potentially hazardous conditions for pedestrian or otherwise substantially interfere with pedestrian accessibility to the site and adjacent areas. In addition, the project site was not identified as being in 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.

As discussed in the Aesthetics and Parking Impacts for Transit Priority Infill Development section of the attached CPE Checklist, Public Resources Code Section 21099(d) amended CEQA by stating that parking impacts of an employment center on an infill site located within a transit priority area, such as this project, shall not be considered a significant impact on the environment. The project site is located in the

MUO 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. In addition, the project site is well-served by transit lines. Within one-quarter mile of the project site, the San Francisco Municipal Railway (Muni) operates the following bus lines: the 8 Bayshore, 8AX Bayshore A Express, 8BX Bayshore B Express, 10 Townsend, 12 Folsom/Pacific, 30 Stockton, 45 Union/Stockton, 81X Caltrain Express, and the 82X Levi Plaza Express. Muni also operates the N Judah and KT Ingleside/Third Street light rail lines along King Street. The proposed project would not result in a substantial parking shortfall that would create hazardous conditions or significant delays affecting traffic, transit, bicycles, or pedestrians.

Other non-environmental comments submitted include how impact fees are calculated, general project opposition and requests to receive future project updates. These comments have been noted in the project record, but do not pertain to CEQA environmental review topics. The proposed project would not result in significant adverse environmental impacts associated with the issues identified by the public beyond those identified in the Eastern Neighborhoods PEIR.

CONCLUSION

As summarized above and further discussed in the attached CPE Checklist:

1. The proposed project is consistent with the development density established for the project site in the Eastern Neighborhoods Rezoning and Area Plans;
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 Eastern Neighborhoods PEIR;
3. The proposed project would not result in potentially significant off-site or cumulative impacts that were not identified in the Eastern Neighborhoods 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 Eastern Neighborhoods 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 Eastern Neighborhoods 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.

Attachment A: MITIGATION MONITORING AND REPORTING PROGRAM (Includes Text for Adopted Mitigation Measures)				
MEASURES ADOPTED AS CONDITIONS OF APPROVAL	Responsibility for Implementation	Schedule	Monitoring/Report Responsibility	Status/Date Completed
MITIGATION MEASURES FROM THE EASTERN NEIGHBORHOODS AREA PLAN EIR				
Project Mitigation Measure 1 - Hazardous Building Materials (Mitigation Measure L-1 of the Eastern Neighborhoods PEIR). The project sponsor shall ensure that any equipment containing PCBs or DEPH, 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 tubes, which could contain mercury, are similarly removed 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/contractor	Prior to demolition of structures	Project Sponsor/contractor shall submit a monitoring report to the Department of Public Health and Planning.	Considered complete upon receipt of final monitoring report.



SAN FRANCISCO PLANNING DEPARTMENT

Community Plan Exemption Checklist

Case No.: 2014.1315E
Project Address: 135 Townsend Street
Zoning: MUO (Mixed Use-Office) District
105-F Height and Bulk District
Block/Lot: 3794/022
Lot Size: 11,578 square feet
Plan Area: Eastern Neighborhoods (East SoMa)
Project Sponsor: John Kevlin – Reuben, Junius & Rose
(415) 567-9000, jkevin@reubenlaw.com
Staff Contact: Don Lewis – (415) 575-9168
don.lewis@sfgov.org

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

Reception:
415.558.6378

Fax:
415.558.6409

Planning
Information:
415.558.6377

PROJECT DESCRIPTION

The project site is on the south side of Townsend Street between 2nd and 3rd streets in the South of Market neighborhood. The project site is occupied by a 70-foot-tall, five-story industrial building that was constructed in 1911. The current use of the existing building is retail self-storage. The proposed project consists of converting the retail self-storage use to approximately 49,995 gross square feet (gsf) of office use on the first through fifth floors and approximately 1,395 gsf of retail use on the ground floor. The proposed alterations to the existing building include interior tenant improvements, in-kind replacements of the exterior windows, and a new storefront on the ground-floor. There would be no automobile parking spaces, and the existing 30-foot-wide curb cut on Townsend Street would be removed. The proposed project would include 28 Class 1 bicycle spaces in a secure storage room on the ground floor and four Class 2 bicycle spaces would be located on the Townsend Street sidewalk in front of the project site. Usable open space for the tenants of the building would be provided in the form of an approximately 2,495-square-foot (sf) roof deck. Access to the roof deck would be provided by new stairs and two new elevators. The new 11-foot-tall stair penthouse would be set back about 21 feet from the rear façade of the building, while the new 17-foot-tall elevator penthouse would be set back about 23 feet from the front façade of the building. During the approximately six-month project construction, the proposed project would require excavation to a depth of five feet below ground surface and the removal of approximately 79 cubic yards of soil. New grade beams would be added between some of the existing footings to reinforce the existing shallow building foundation, which consists of a mat slab with spread footings.

The proposed project would require the following approvals:

- **Section 321 (Office Development: Annual Limit) Project Authorization** (*Planning Commission*)
- **Certificate of Appropriateness** (*Historic Preservation Commission*)
- **Site/Building Permit** (*Planning Department and Department of Building Inspection*)

Section 321 Project Authorization by the Planning Commission constitutes the Approval Action for the proposed 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 Administrative 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 Eastern Neighborhoods Rezoning and Area Plans (Eastern Neighborhoods PEIR).¹ 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 Eastern Neighborhoods 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.

Mitigation measures identified in the PEIR are discussed under each topic area, and measures that are applicable to the proposed project are provided under the Mitigation Measure section at the end of this checklist.

The Eastern Neighborhoods PEIR identified significant impacts related to land use, transportation, cultural resources, shadow, noise, air quality, and hazardous materials. Additionally, the PEIR identified significant cumulative impacts related to land use, transportation, and cultural resources. Mitigation measures were identified for the above impacts and reduced all impacts to less-than-significant levels except for those related to land use (cumulative impacts on PDR use), transportation (program-level and cumulative traffic impacts at nine intersections; program-level and cumulative transit impacts on seven Muni lines), cultural resources (cumulative impacts from demolition of historical resources), and shadow (program-level impacts on parks).

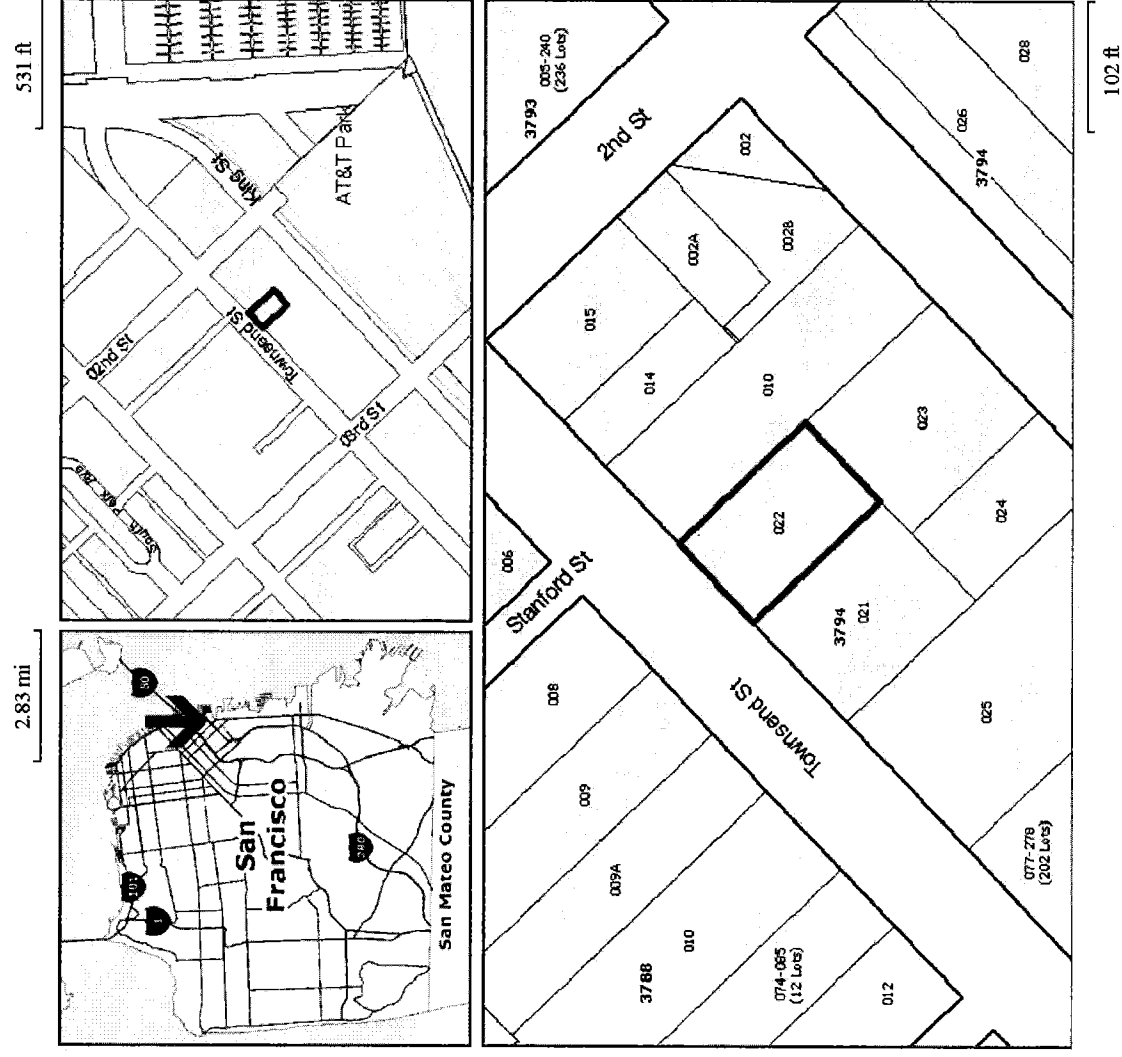
The proposed project consists of converting an existing five-story industrial building from retail self-storage use to approximately 49,995 gsf of office use on the first through fifth floors and approximately 1,395 gsf of ground-floor retail use. As discussed below in this checklist, the proposed project would not result in new, significant environmental effects, or effects of greater severity than were already analyzed and disclosed in the Eastern Neighborhoods PEIR.

CHANGES IN THE REGULATORY ENVIRONMENT

Since the certification of the Eastern Neighborhoods PEIR in 2008, several new policies, regulations, statutes, and funding measures have been adopted, passed, or are underway that affect the physical environment and/or environmental review methodology for projects in the Eastern Neighborhoods plan areas. As discussed in each topic area referenced below, these policies, regulations, statutes, and funding

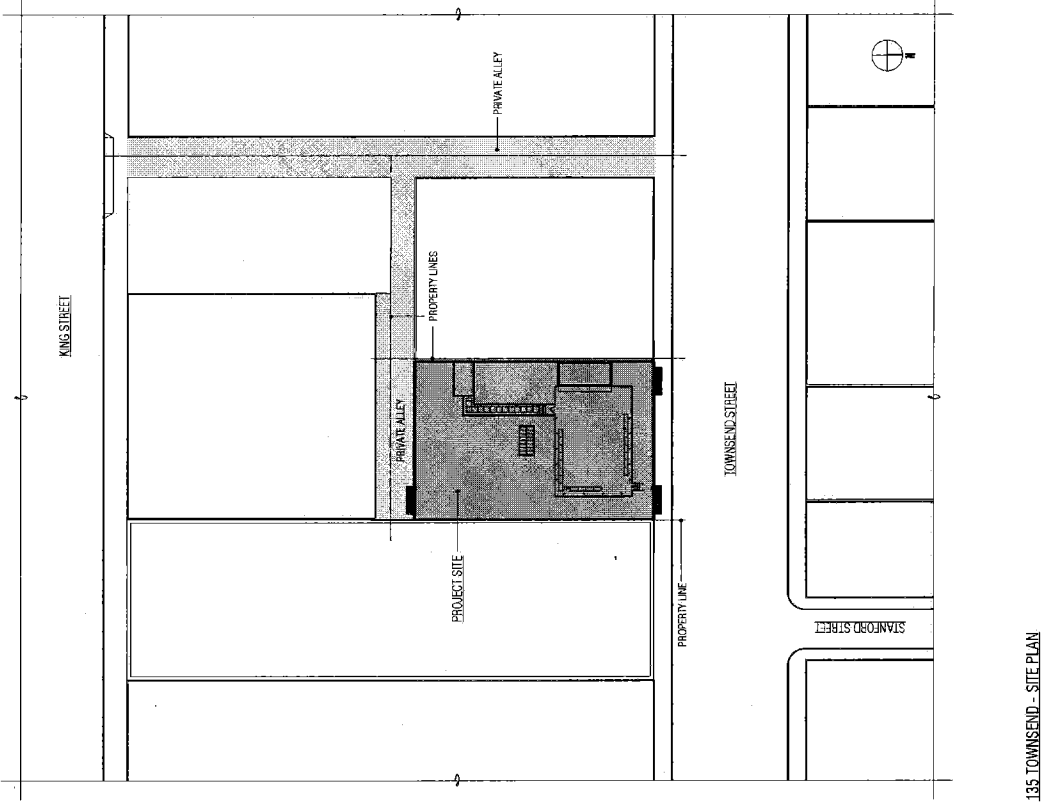
¹ San Francisco Planning Department, *Eastern Neighborhoods Rezoning and Area Plans Final Environmental Impact Report*, Case No. 2004.0160E, certified August 7, 2008. Available online at: <http://www.sf-planning.org/index.aspx?page=1893>, accessed May 5, 2015.

Figure 1. Project Site

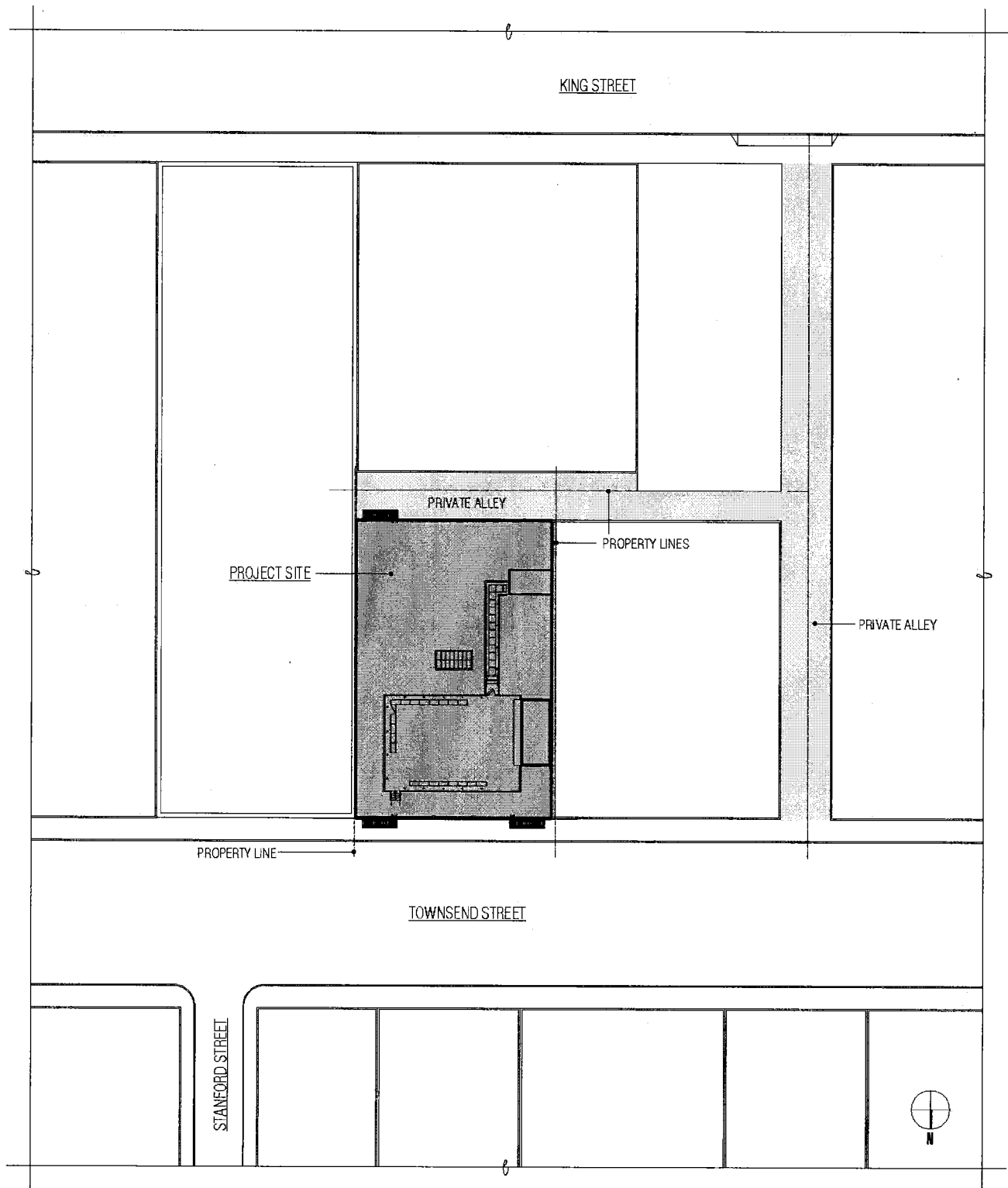


Comments: Not to Scale
Source: Planning Department

Figure 2. Proposed Site Plan

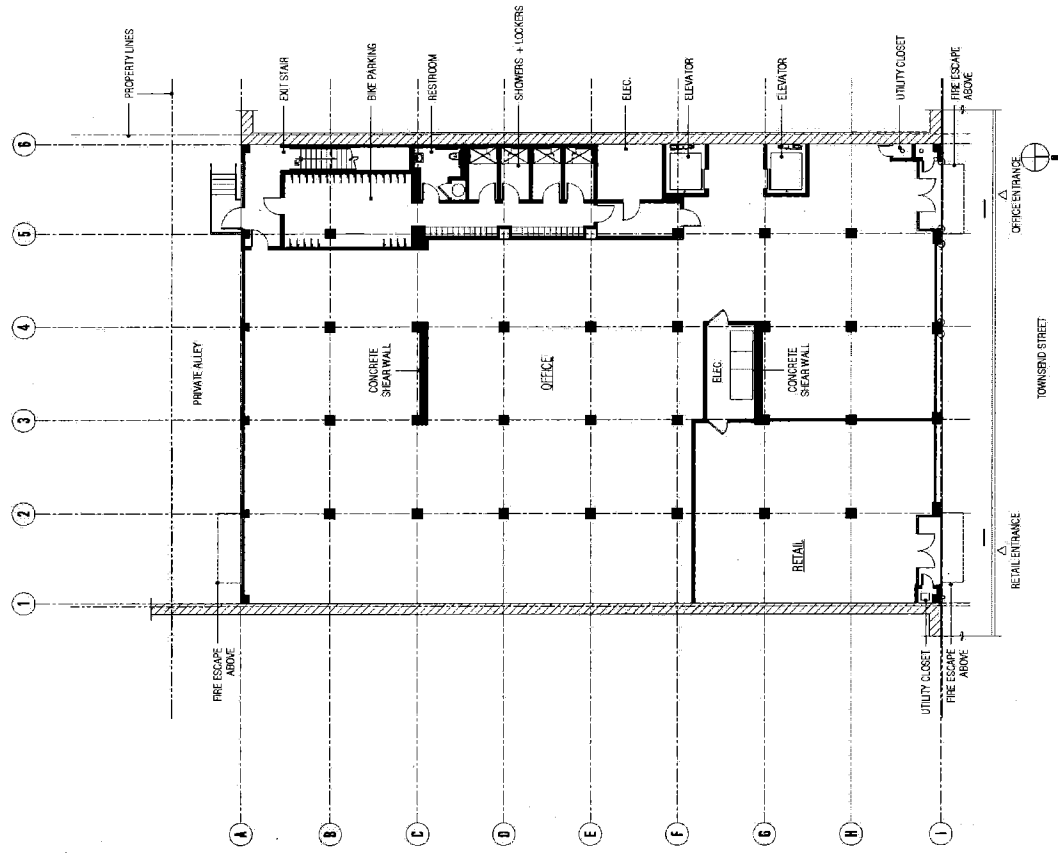


Comments: Not to Scale
Source: Office of Chuck Blosszies, October 8, 2015



135 TOWNSEND - SITE PLAN

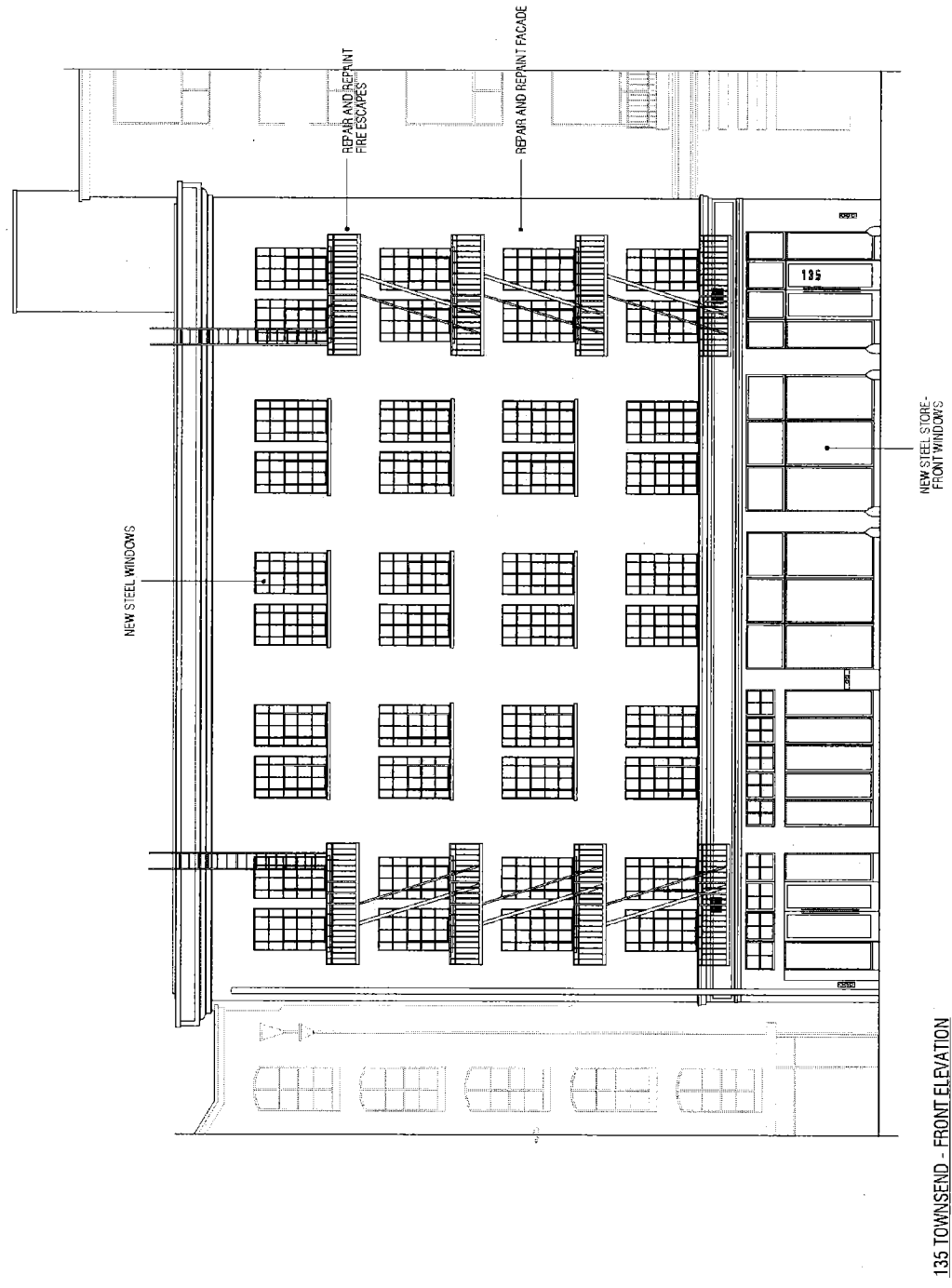
Figure 3. Proposed Ground Floor Plan



135 TOWNSEND - FIRST FLOOR PLAN

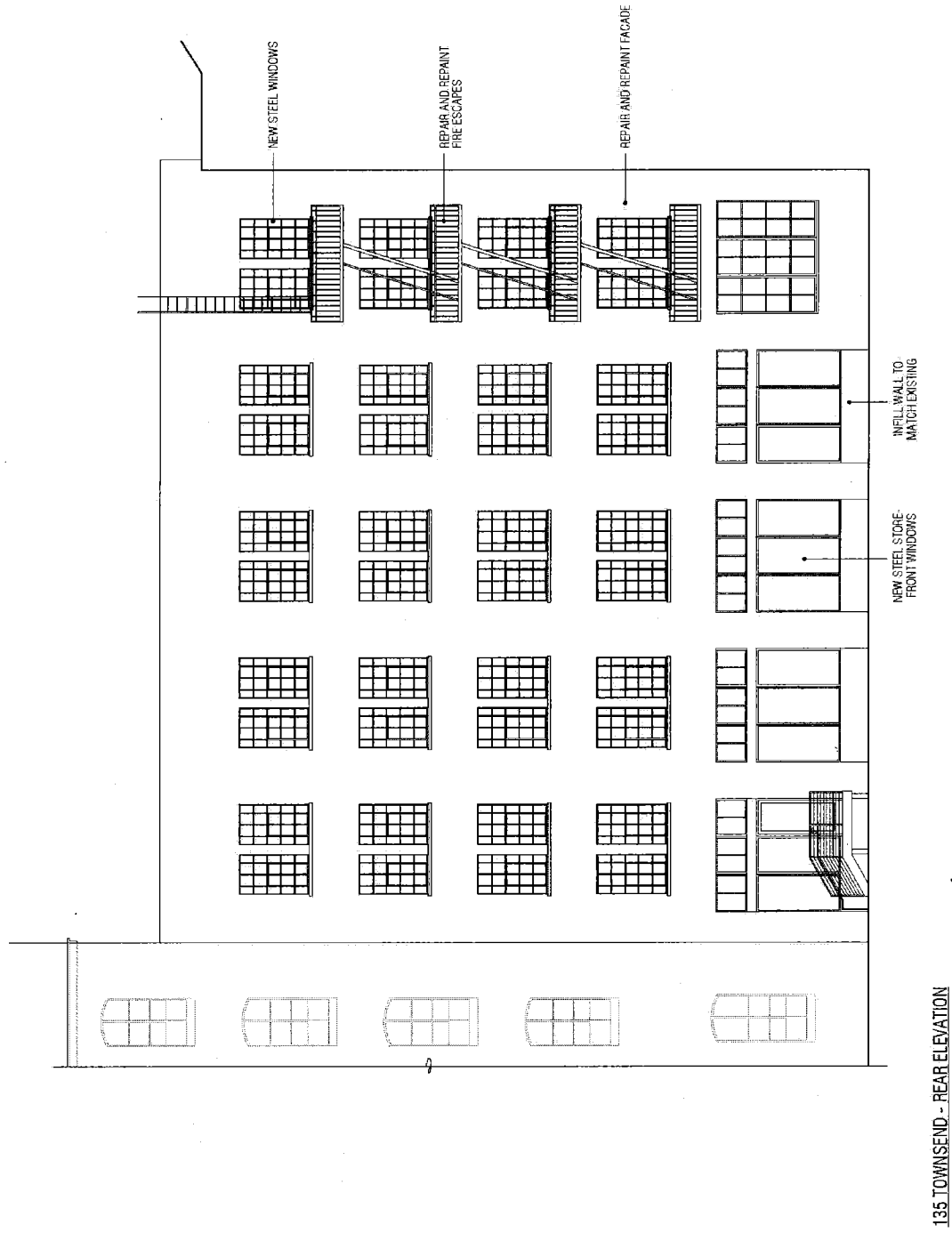
Comments: Not to Scale
Source: Office of Chuck Blosszies, October 8, 2015

Figure 4. Proposed Front Elevation



Comments: Not to Scale
Source: Office of Chuck Bloszies, October 8, 2015

Figure 5. Proposed Rear Elevation



Comments: Not to Scale
Source: Office of Charles Blossiers, October 8, 2015.

measures have or will implement mitigation measures or further reduce less-than-significant impacts identified in the PEIR. These include:

- State statute regulating Aesthetics and Parking Impacts for Transit Priority Infill, effective January 2014 (see associated heading below);
- *San Francisco Bicycle Plan* update adoption in June 2009, *Better Streets Plan* adoption in 2010, Transit Effectiveness Project (aka "Muni Forward") adoption in March 2014, Vision Zero adoption by various City agencies in 2014, Proposition A and B passage in November 2014, and the Transportation Sustainability Program process (see Checklist section "Transportation");
- San Francisco ordinance establishing Noise Regulations Related to Residential Uses Near Places of Entertainment effective June 2015 (see Checklist section "Noise");
- San Francisco ordinances establishing Construction Dust Control, effective July 2008, and Enhanced Ventilation Required for Urban Infill Sensitive Use Developments, effective December 2014 (see Checklist section "Air Quality");
- San Francisco Clean and Safe Parks Bond passage in November 2012 and San Francisco Recreation and Open Space Element of the *General Plan* adoption in April 2014 (see Checklist section "Recreation");
- *Urban Water Management Plan* adoption in 2011 and Sewer System Improvement Program process (see Checklist section "Utilities and Service Systems"); and
- Article 22A of the Health Code amendments effective August 2013 (see Checklist section "Hazardous Materials").

CHANGES IN THE PHYSICAL ENVIRONMENT

Since the certification of the Eastern Neighborhoods PEIR in 2008, as evidenced by the volume of development applications submitted to the Planning Department since 2012, the pace of development activity has increased in the Eastern Neighborhoods plan areas. The Eastern Neighborhoods PEIR projected that implementation of the Eastern Neighborhoods Plan could result in a substantial amount of growth within the Eastern Neighborhoods Plan area, resulting in an increase of approximately 7,400 to 9,900 net dwelling units and 3,200,000 to 6,600,000 sf of net nonresidential space (excluding PDR loss) throughout the lifetime of the Plan (year 2025).² The growth projected in the Eastern Neighborhoods PEIR was based on a soft site analysis (i.e., assumptions regarding the potential for a site to be developed

² Tables 12 through 16 of the Eastern Neighborhoods Draft EIR and Table C&R-2 in the Comments and Responses show projected net growth based on proposed rezoning scenarios. A baseline for existing conditions in the year 2000 was included to provide context for the scenario figures for parcels affected by the rezoning, not projected growth totals from a baseline of the year 2000. Estimates of projected growth were based on parcels that were to be rezoned and did not include parcels that were recently developed (i.e., parcels with projects completed between 2000 and March 2006) or have proposed projects in the pipeline (i.e., projects under construction, projects approved or entitled by the Planning Department, or projects under review by the Planning Department or Department of Building Inspection). Development pipeline figures for each Plan Area were presented separately in Tables 5, 7, 9, and 11 in the Draft EIR. Environmental impact assessments for these pipeline projects were considered separately from the Eastern Neighborhoods rezoning effort.

through the year 2025) and not based on the created capacity of the rezoning options (i.e., the total potential for development that would be created indefinitely).³

As of July 31, 2015, projects containing 8,559 dwelling units and 2,231,595 sf of nonresidential space (excluding PDR loss) have completed or are proposed to complete environmental review⁴ within the Eastern Neighborhoods Plan area. These estimates include projects that have completed environmental review (4,885 dwelling units and 1,472,688 sf of nonresidential space) and foreseeable projects, including the proposed project (3,674 dwelling units and 758,907 sf of nonresidential space). Foreseeable projects are those projects for which environmental evaluation applications have been submitted to the San Francisco Planning Department. Of the 4,885 dwelling units that have completed environmental review, building permits have been issued for 3,710 dwelling units, or approximately 76 percent of those units (information is not available regarding building permit nonresidential square footage). An issued building permit means the buildings containing those dwelling units are currently under construction or open for occupancy.

Within the East SoMa subarea, the Eastern Neighborhoods PEIR projected that implementation of the Eastern Neighborhoods Plan could result in an increase of 2,300 to 3,100 net dwelling units and 962,000 to 1,580,000 net sf nonresidential space (excluding PDR loss) through the year 2025. As of July 31, 2015, projects containing 2,114 dwelling units and 1,041,289 sf of nonresidential space (excluding PDR loss) have completed or are proposed to complete environmental review within the East SoMa subarea. These estimates include projects that have completed environmental review (808 dwelling units and 713,271 sf of non-residential space) and foreseeable projects, including the proposed project (1,306 dwelling units and 328,018 sf of nonresidential space). Of the 808 dwelling units that have completed environmental review, building permits have been issued for 745 dwelling units, or approximately 92 percent of those units.

Growth that has occurred within the Plan area since adoption of the Eastern Neighborhoods PEIR has been planned for, and the effects of that growth were anticipated and considered in the Eastern Neighborhoods PEIR. Although the reasonably foreseeable growth in the residential land use category is approaching the projections within the Eastern Neighborhoods PEIR, the nonresidential reasonably foreseeable growth is between approximately 34 and 69 percent of the nonresidential projections in the Eastern Neighborhoods PEIR. The Eastern Neighborhoods PEIR utilized the growth projections to analyze the physical environmental impacts associated with that growth for the following environmental impact topics: Land Use; Population, Housing, Business Activity, and Employment; Transportation; Noise; Air Quality; Parks, Recreation, and Open Space; Utilities/Public Services; and Water. The analysis took into account the overall growth in the Eastern Neighborhoods and did not necessarily analyze in isolation the impacts of growth in one land use category, although each land use category may have differing severities of effects. Therefore, given that the growth from the reasonably foreseeable projects has not exceeded the overall growth that was projected in the Eastern Neighborhoods PEIR, information

³ San Francisco Planning Department, *Community Planning in the Eastern Neighborhoods, Rezoning Options Workbook, Draft*, February 2003. This document is available at: <http://www.sf-planning.org/index.aspx?page=1678#background>.

⁴ For this and the Land Use and Land Use Planning section, environmental review is defined as projects that have or are relying on the growth projections and analysis in the Eastern Neighborhoods PEIR for environmental review (i.e., Community Plan Exemptions or Focused Mitigated Negative Declarations and Focused Environmental Impact Reports with an attached Community Plan Exemption Checklist).

that was not known at the time of the PEIR has not resulted in new significant environmental impacts or substantially more severe adverse impacts than discussed in the 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

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

The Eastern Neighborhoods PEIR determined that adoption of the Area Plans would result in an unavoidable significant impact on land use due to the cumulative loss of PDR. The project site was zoned M-2 (Heavy Industrial) prior to the rezoning of Eastern Neighborhoods, which is a zoning district that encourages PDR uses. However, the use of the existing building has been retail self-storage since 1985 so the proposed project would not remove any existing PDR uses.

The Eastern Neighborhoods PEIR analyzed a range of potential rezoning options and considered the effects of losing between approximately 520,000 to 4,930,000 square feet of PDR space in the Plan Area throughout the lifetime of the Plan (year 2025). This was compared to an estimated loss of approximately 4,620,000 square feet of PDR space in the Plan Area under the No Project scenario. Within the Eastern SoMa subarea, the Eastern Neighborhoods PEIR considered the effects of losing up to approximately

⁵ San Francisco Planning Department, Transit-Oriented Infill Project Eligibility Checklist for 135 Townsend Street, June 3, 2015. This document, and other cited documents, is available for review at the San Francisco Planning Department, 1650 Mission Street, Suite 400, as part of Case File No. 2014.1315E.

770,000 square feet of PDR space through the year 2025. The Eastern Neighborhoods PEIR determined that adoption of the Area Plans would result in an unavoidable significant impact on land use due to the cumulative loss of PDR space. This impact was addressed in a Statement of Overriding Considerations with CEQA Findings and adopted as part of the Eastern Neighborhoods Rezoning and Areas Plans approval on January 19, 2009.

The Eastern Neighborhoods PEIR determined that implementation of the Area Plans would not create any new physical barriers in the Eastern Neighborhoods because the rezoning and Area Plans do not provide for any new major roadways, such as freeways that would disrupt or divide the project area or individual neighborhoods or subareas.

The Citywide Planning and Current Planning Divisions of the Planning Department have determined that the proposed project is permitted in the MUO District and is consistent with the height, density, and land use plans, policies and regulations.^{6,7} The proposed project falls within the South Park generalized zoning district, intended to protect the historic character of the district by encouraging smaller scale residential and commercial development. The proposed project, which converts the self-storage facility into small office and retail uses, is consistent with this designation.

Because the proposed project is consistent with the development density established in the Eastern Neighborhoods Rezoning and area Plans, implementation of the proposed project would not result in significant impacts that were not identified in the Eastern Neighborhoods PEIR related to land use and land use planning, and no mitigation measures are necessary.

Topics:	<i>Significant Impact Peculiar to Project or Project Site</i>	<i>Significant Impact not Identified in PEIR</i>	<i>Significant Impact due to Substantial New Information</i>	<i>No Significant Impact not Previously Identified in PEIR</i>
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)?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Displace substantial numbers of existing housing units or create demand for additional housing, necessitating the construction of replacement housing?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Displace substantial numbers of people, necessitating the construction of replacement housing elsewhere?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

One of the objectives of the Eastern Neighborhoods Rezoning and Area Plans is to identify appropriate locations for housing in the City's industrially zoned land to meet the citywide demand for additional

⁶ Susan Exline, San Francisco Planning Department, Community Plan Exemption Eligibility Determination, Citywide Planning and Policy Analysis, 135 Townsend Street, October 14, 2015.

⁷ Jeff Joslin, San Francisco Planning Department, Community Plan Exemption Eligibility Determination, Current Planning Analysis, 135 Townsend Street, October 22, 2015.

housing. The PEIR concluded that an increase in population in the Plan Areas is expected to occur as a secondary effect of the proposed rezoning and that any population increase would not, in and of 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 Area Plan neighborhoods. The Eastern Neighborhoods 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.

The proposed project consists of converting an existing five-story building from retail self-storage use to approximately 49,995 gsf of office use and approximately 1,395 gsf of retail use, which would result in a total of about 184 employees on the project site.⁸ As stated in the "Changes in the Physical Environment" section above, these direct effects of the proposed project on population and housing are within the scope of the population growth anticipated under the Eastern Neighborhoods Rezoning and Area Plans and evaluated in the Eastern Neighborhoods PEIR.

For these reasons, the proposed project would not result in significant impacts on population and housing beyond those identified in the Eastern Neighborhoods 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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Cause a substantial adverse change in the significance of an archaeological resource pursuant to §15064.5?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Disturb any human remains, including those interred outside of formal cemeteries?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Historic 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 (CRHR) or are identified in a local register of historical resources, such as Articles 10 and 11 of the San Francisco Planning Code. The Eastern Neighborhoods PEIR determined that future development

⁸ San Francisco Planning Department, 2002 *Transportation Impact Analysis Guidelines for Environmental Review*, October 2002, Table C-1, p. C-3. The estimated number of employees is based on the following factors: one employee for every 350 sf of retail space and one employee for every 276 sf of general office space.

facilitated through the changes in use districts and height limits under the Eastern Neighborhoods Area Plans could have substantial adverse changes on the significance of both individual historical resources and on historical districts within the Plan Areas. The PEIR determined that approximately 32 percent of the known or potential historical resources in the Plan Areas could potentially be affected under the preferred alternative. The Eastern Neighborhoods PEIR found this impact to be significant and unavoidable. This impact was addressed in a Statement of Overriding Considerations with findings and adopted as part of the approval of the Eastern Neighborhoods Rezoning and Area Plans on January 19, 2009.

The existing building at 135 Townsend Street is a contributor to the South End Historic District and is considered a historical resource under CEQA. Proposed alterations to the existing building include interior tenant improvements, in-kind replacements of the exterior windows, and a new storefront on the ground-floor. The Planning Department has reviewed the proposed alterations and determined that they would be consistent with the Secretary of the Interior's Standards for the Treatment of Historic Properties (Rehabilitation).⁹ Therefore, the proposed project would not contribute to the significant historic resource impact identified in the Eastern Neighborhoods PEIR, and no historic resource mitigation measures 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 Eastern Neighborhoods PEIR.

Archeological Resources

The Eastern Neighborhoods PEIR determined that implementation of the Area Plans could result in significant impacts on archeological resources and identified three mitigation measures that would reduce these potential impacts to less-than-significant levels. PEIR Mitigation Measure J-1 applies to properties for which a final archeological research design and treatment plan (ARDTP) is on file at the Northwest Information Center and the Planning Department. PEIR Mitigation Measure J-2 applies to properties for which no archeological assessment report has been prepared or for which the archeological documentation is incomplete or inadequate to serve as an evaluation of potential effects on archeological resources under CEQA. PEIR Mitigation Measure J-3, which applies to properties in the Mission Dolores Archeological District, requires that a specific archeological testing program be conducted by a qualified archeological consultant with expertise in California prehistoric and urban historical archeology.

The project site is not in an area for which a previous archeological study has been conducted and an ARDTP is on file; therefore, PEIR Mitigation Measure J-1 is not applicable to the proposed project. No previous archeological studies have been conducted for the project site; therefore PEIR Mitigation Measure J-2 is applicable to the proposed project. PEIR Mitigation Measure J-2 requires the preparation of a Preliminary Archeological Sensitivity Study to determine the potential for archeological resources to be present at the project site. The Planning Department conducted a Preliminary Archeological Review and determined that the proposed project would have no impact on archeological resources as project

⁹ San Francisco Planning Department, *Preservation Team Review Form, 135 Townsend Street*, September 28, 2015.

excavation is minimal and would only disturb fill.¹⁰ The project site is not in the Mission Dolores Archeological District; therefore, PEIR Mitigation Measure J-3 is not applicable to the proposed project.

For these reasons, the proposed project would not result in significant impacts on archeological resources beyond those identified in the Eastern Neighborhoods PEIR.

<i>Topics:</i>	<i>Significant Impact Peculiar to Project or Project Site</i>	<i>Significant Impact not Identified in PEIR</i>	<i>Significant Impact due to Substantial New Information</i>	<i>No Significant Impact not Previously Identified in PEIR</i>
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Conflict with an applicable congestion management program, including but not limited to level of service standards and travel demand measures, or other standards established by the county congestion management agency for designated roads or highways?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Result in a change in air traffic patterns, including either an increase in traffic levels, obstructions to flight, or a change in location, that results in substantial safety risks?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e) Result in inadequate emergency access?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
f) Conflict with adopted policies, plans, or programs regarding public transit, bicycle, or pedestrian facilities, or otherwise decrease the performance or safety of such facilities?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

The Eastern Neighborhoods PEIR anticipated that growth resulting from the zoning changes would not result in significant impacts related to pedestrians, bicyclists, loading, emergency access, or construction. As the proposed project is within the scope of development projected under the Eastern Neighborhoods Rezoning and Area Plans, there would be no additional impacts on pedestrians, bicyclists, loading, emergency access, or construction beyond those analyzed in the Eastern Neighborhoods PEIR.

However, the Eastern Neighborhoods PEIR anticipated that growth resulting from the zoning changes could result in significant impacts on traffic and transit ridership, and identified 11 transportation mitigation measures, which are discussed below in the Traffic and Transit subsections. Even with mitigation, however, it was anticipated that the significant adverse cumulative traffic impacts and the

¹⁰ Randall Dean, San Francisco Planning Department, email to Michael Li, San Francisco Planning Department, February 12, 2015.

cumulative impacts on transit lines could not be fully mitigated. Thus, these impacts were found to be significant and unavoidable.

The project site is not located within an airport land use plan area, or in the vicinity of a private airstrip. Therefore, CPE Checklist Topic 4c is not applicable.

Trip Generation

The proposed project consists of converting an existing five-story building from retail self-storage use to approximately 49,995 gsf of office use with approximately 1,395 gsf of ground-floor retail use. There would be no off-street parking spaces, but a total of 32 bicycle parking spaces would be provided.

Vehicle trip generation rates for the existing retail self-storage facility were estimated to be approximately 102 weekday vehicle trips.¹¹ During the p.m. peak hour, the existing storage facility generates an estimated 9 p.m. peak hour vehicle trips.

Trip generation rates for the proposed land uses were calculated using information in the *2002 Transportation Impact Analysis Guidelines for Environmental Review (Transportation Guidelines)* developed by the San Francisco Planning Department.¹² The proposed office and retail uses would generate an estimated 1,115 person trips (inbound and outbound) on a weekday daily basis, consisting of 696 person trips by auto, 199 transit trips, 159 walk trips, and 61 trips by other modes. During the p.m. peak hour, the proposed project would generate an estimated 65 person trips by auto. Accounting for vehicle occupancy data for the project site's census tract, the proposed project would generate 407 daily vehicle trips, 47 of which would occur during the p.m. peak hour.

When netting out the estimated vehicle trips of the existing retail self-storage facility, implementation of the proposed project would generate an estimated 305 net new daily vehicle trips, 38 of which would occur during the p.m. peak hour.

Traffic

Mitigation Measures E-1 through E-4 of the Eastern Neighborhoods PEIR were adopted as part of the Plan with uncertain feasibility to address significant traffic impacts. These measures are not applicable to the proposed project, as they are plan-level mitigation measures to be implemented by City and County agencies. Since certification of the PEIR, the San Francisco Municipal Transportation Agency (SFMTA) has been engaged in public outreach regarding some of the parking-related measures identified in Mitigation Measures E-2 and E-4: Intelligent Traffic Management, although they have not been implemented. Measures that have been implemented include traffic signal installation at Rhode Island/16th streets as identified in Mitigation Measure E-1 and enhanced funding as identified in Mitigation Measure E-3 through San Francisco Propositions A and B passed in November 2014. Proposition A authorized the City to borrow \$500 million through issuing general obligation bonds in order to meet some of the transportation infrastructure needs of the City. These funds are allocated for

¹¹ These rates are based on the Brief Guide of Vehicular Traffic Generation Rates for the San Diego Region by the San Diego Association of Governments (SANDAG), April 2002. Trip generation was based on SANDAG's weekday vehicle trip generation rate of 0.2 vehicle trips per retail storage vault, and the p.m. peak hour is 9 percent.

¹² San Francisco Planning Department, *135 Townsend Street Transportation Calculations for Proposed Project*, September 29, 2015.

constructing transit-only lanes and separated bikeways, installing new boarding islands and escalators at Muni/BART stops, installing sidewalk curb bulb-outs, raised crosswalks, median islands, and bicycle parking, and upgrading Muni maintenance facilities, among various other improvements. Proposition B, which also passed in November 2014, amends the City Charter to increase the amount the City provided to the SFMTA based on the City's population, with such funds to be used to improve Muni service and street safety. Some of this funding may be applied to transportation projects within the Eastern Neighborhoods Plan area.

Vehicle trips associated with the proposed project 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 extremely long delays; LOS D (moderately high delays) is considered the lowest acceptable LOS in San Francisco.

The Eastern Neighborhoods PEIR analyzed traffic impacts at 40 intersections throughout the Plan Area. The intersections near the project site (within approximately 800 feet) include Second/Brannan and Third/King. Table 1: Intersection Levels of Service, provides existing and cumulative LOS data gathered for these intersections, per the transportation study for the Eastern Neighborhoods PEIR.¹³

Table 1: Intersection Levels of Service

<u>Intersection</u>	<u>Existing LOS (2007)</u>	<u>Cumulative LOS (2025)</u>
Second/Brannan	B	B
Third/King	D	F

Source: Eastern Neighborhoods PEIR, Table 41, 2008.

Notes:

(1) **Bold** indicates intersection operates at unacceptable LOS conditions (LOS E or F).

The proposed project would generate an estimated 38 net new p.m. peak-hour vehicle trips that could travel through surrounding intersections. These vehicle trips would not substantially increase traffic volumes at nearby intersections, would not substantially increase the average delay to the degree that the LOS of nearby intersections would deteriorate from acceptable to unacceptable, and would not substantially increase the average delay at intersections that currently operate at an unacceptable LOS.

The proposed project would not contribute considerably to LOS delay conditions as its contribution of an estimated 38 net new p.m. peak-hour vehicle trips would not be a substantial proportion of the overall traffic volume or the new vehicle trips generated by Eastern Neighborhoods projects. The proposed project would also not contribute considerably to 2025 cumulative conditions and thus, the proposed project would not have any significant cumulative traffic impacts.

For these reasons, the proposed project would not result in significant traffic impacts beyond those identified in the Eastern Neighborhoods PEIR.

Transit

¹³ CHS Consulting Group, LCW Consulting, and Wilbur Smith Associates, *Eastern Neighborhoods Rezoning and Area Plans Transportation Study*, June 30, 2007.

Mitigation Measures E-5 through E-11 of the Eastern Neighborhoods PEIR were adopted as part of the Plan with uncertain feasibility to address significant transit impacts. These measures are not applicable to the proposed project, as they are plan-level mitigations to be implemented by City and County agencies. In compliance with a portion of Mitigation Measure E-5: Enhanced Transit Funding, the City adopted impact fees for development in Eastern Neighborhoods that goes toward funding transit and complete streets. In addition, the City is currently conducting outreach regarding Mitigation Measure E-5: Enhanced Transit Funding, and Mitigation Measure E-11: Transportation Demand Management, as part of the Transportation Sustainability Program.¹⁴ In compliance with all or portions of Mitigation Measure E-6: Transit Corridor Improvements, Mitigation Measure E-7: Transit Accessibility, Mitigation Measure E-9: Rider Improvements, and Mitigation Measure E-10: Transit Enhancement, the SFMTA is implementing the Transit Effectiveness Project (TEP), which was approved by the SFMTA Board of Directors in March 2014. The TEP (now called Muni Forward) includes system-wide review, evaluation, and recommendations to improve service and increase transportation efficiency. Examples of transit priority and pedestrian safety improvements within the Eastern Neighborhoods Plan area as part of Muni Forward include the 14 Mission Rapid Transit Project, the 22 Fillmore Extension along 16th Street to Mission Bay (expected construction between 2017 and 2020), and the Travel Time Reduction Project on Route 9 San Bruno (initiation in 2015). In addition, Muni Forward includes service improvements to various routes within the Eastern Neighborhoods Plan area such as the implemented new Route 55 on 16th Street.

Mitigation Measure E-7 also identifies implementing recommendations of the *San Francisco Bicycle Plan* and the *San Francisco Better Streets Plan*. As part of the *Bicycle Plan*, adopted in 2009, a series of minor, near-term and long-term bicycle facility improvements are planned within the Eastern Neighborhoods, including along 2nd Street, 5th Street, 17th Street, Townsend Street, Illinois Street, and Cesar Chavez Boulevard. The *Better Streets Plan*, adopted in 2010, describes a vision for the future of San Francisco's pedestrian realm and calls for streets that work for all users. The *Better Streets Plan* requirements were codified in Planning Code Section 138.1, and new projects constructed in the Eastern Neighborhoods Plan area are subject to varying requirements, depending on project size. Another effort which addresses transit accessibility, Vision Zero, was adopted by various City agencies in 2014. Vision Zero focuses on building better and safer streets through education, evaluation, enforcement, and engineering. The goal is to eliminate all traffic fatalities by 2024. Vision Zero projects within the Eastern Neighborhoods Plan area include pedestrian intersection treatments along Mission Street from 18th to 23rd streets, the Potrero Avenue Streetscape Project from Division to Cesar Chavez streets, and the Howard Street Pilot Project, which includes pedestrian intersection treatments from 4th to 6th streets.

The project site is well served by public transportation. Within one-quarter mile of the project site, the San Francisco Municipal Railway (Muni) operates the following bus lines: the 8 Bayshore, 8AX Bayshore A Express, 8BX Bayshore B Express, 10 Townsend, 12 Folsom/Pacific, 30 Stockton, 45 Union/Stockton, 81X Caltrain Express, and the 82X Levi Plaza Express. Muni also operates the N Judah and KT Ingleside/Third Street light rail lines along King Street. The intersection of Second and Townsend streets, which is closest to the project site, has two bus stops: one on the northwest corner and one on the northeast corner. These bus stops serve the 10 Townsend bus line.

¹⁴ <http://tsp.sfplanning.org>

The proposed project would be expected to generate 199 new daily transit trips, including 18 new transit trips during the p.m. peak hour. Given the wide availability of nearby transit, the addition of 18 net new transit trips during the p.m. peak-hour would be accommodated by existing capacity. As such, the proposed project would not result in unacceptable levels of transit service or cause a substantial increase in delays or operating costs such that significant adverse impacts in transit service could result.

Each of the rezoning options in the Eastern Neighborhoods PEIR identified significant and unavoidable cumulative impacts related to increases in transit ridership on Muni lines, with the Preferred Project having significant impacts on seven lines. The project site is not within one-quarter mile of these seven affected lines. The proposed project would not contribute considerably to these conditions as its minor contribution of 18 net new transit trips during the p.m. peak hour would not be a substantial proportion of the overall additional transit volume generated by Eastern Neighborhood projects. The proposed project would also not contribute considerably to 2025 cumulative transit conditions and thus would not result in any significant cumulative transit impacts.

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

Pedestrians

The PEIR stated that given the low to moderate levels of baseline pedestrian activity within most of the Eastern Neighborhoods, the anticipated increase in pedestrian traffic could be accommodated by existing sidewalks. The PEIR acknowledged that the East SoMa would experience the greatest overall increase in pedestrian trips, from baseline conditions, among the four Eastern Neighborhoods. Trips to and from transit stops, and to and from parking facilities would result in an increase in pedestrian volumes on the study area sidewalks. Increases in pedestrian volumes would be most noticeable in the immediate vicinity of subsequent individual development projects. The PEIR stated that since baseline pedestrian volumes within East SoMa were relatively low, the character of interactions between pedestrians and vehicles may change substantially. With increased residential development, increases in the number of pedestrians would likely outpace the substantial increases in the number of vehicles in the area. For future conditions, the amount of conflicts between pedestrians and vehicles would likely increase, but the presence of increased number of pedestrians may also affect driver behavior. New residential settings coupled with substantial increases in foot traffic may partially offset risks associated with increased pedestrian-vehicle conflicts, as "safety in numbers" causes drivers to expect and adapt to increased interactions with pedestrians. The addition of pedestrian trips associated with the rezoning would likely change the character of the area's pedestrian environment, but would not be expected to significantly affect baseline pedestrian conditions. The East SoMa Plan contains objectives and policies that would serve to encourage travel by public transit and other non-auto modes, and enhance pedestrian travel and safety within East SoMa.

The proposed project would generate approximately 28 pedestrian trips (10 walking trip and 18 trips to/from nearby transit stops) during the typical p.m. peak hour. The new pedestrian trips could be accommodated on existing sidewalks and crosswalks adjacent to the project site and would not substantially overcrowd the sidewalk on Townsend Street, which is approximately ten feet wide. Implementation of the proposed project would improve pedestrian circulation by removing the existing 30-foot-wide curb cut on Townsend Street and by not providing off-street parking at the project site.

Although the proposed project would result in an increase in the number of vehicles and pedestrians, this increase would not be substantial enough to create potentially hazardous conditions for pedestrian or otherwise substantially interfere with pedestrian accessibility to the site and adjacent areas. In addition, the project site was not identified as being in 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 2024.¹⁵ Therefore, impacts on pedestrians would be less than significant.

For the above reasons, the proposed project would not result in significant project-level or cumulative pedestrian impacts that were not identified in the Eastern Neighborhoods PEIR.

<i>Topics:</i>	<i>Significant Impact Peculiar to Project or Project Site</i>	<i>Significant Impact not Identified in PEIR</i>	<i>Significant Impact due to Substantial New Information</i>	<i>No Significant Impact not Previously Identified in PEIR</i>
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Result in exposure of persons to or generation of excessive groundborne vibration or groundborne noise levels?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Result in a substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Result in a substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e) For a project located within an airport land use plan area, or, where such a plan has not been adopted, in an area within two miles of a public airport or public use airport, would the project expose people residing or working in the area to excessive noise levels?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
f) For a project located in the vicinity of a private airstrip, would the project expose people residing or working in the project area to excessive noise levels?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
g) Be substantially affected by existing noise levels?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

The Eastern Neighborhoods PEIR determined that implementation of the Eastern Neighborhoods Rezoning and Area Plans would result in less-than-significant impacts related to incremental increases in traffic noise. However, the Eastern Neighborhoods PEIR determined that there would be significant noise impacts related to construction activities and conflicts between noise-sensitive uses and noise-generating land uses such as PDR, retail, nighttime entertainment, cultural/institutional/educational, and office uses. The Eastern Neighborhoods PEIR identified six noise mitigation measures that would reduce noise impacts from construction and noise-generating land uses to less-than-significant levels.

¹⁵ Vision Zero High Injury Network map, accessed on August 17, 2015, is available online at:

<http://sfgov.maps.arcgis.com/apps/OnePane/basicviewer/index.html?appid=335c508503374f5d94c95cb2a1f3f4f4>.

Construction Impacts

Eastern Neighborhoods PEIR Mitigation Measures F-1 and F-2 relate to construction noise. Mitigation Measure F-1 addresses individual projects that include pile-driving, and Mitigation Measure F-2 addresses individual projects that include particularly noisy construction procedures (including pile-driving). The proposed project does not necessitate the use of pile-driving or other construction practices generating excessive noise. Therefore, Mitigation F-1 and F-2 would not be applicable to the project.

In addition, all construction activities for the proposed project (approximately six months) would be subject to and would comply with the San Francisco Noise Ordinance (Noise Ordinance), which is codified as Article 29 of the San Francisco Police Code. The Noise Ordinance regulates construction noise and 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 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 the Department of Public Works (DPW) 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 the DPW authorizes a special permit for conducting the work during that period.

The 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 six-month construction period for the proposed project, 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, intermittent, and restricted in occurrence and level. In addition, the construction contractor would be required to comply with the Noise Ordinance and PEIR Mitigation Measure F-2, which would reduce construction noise impacts to less-than-significant levels.

Operational Impacts

PEIR Mitigation Measures F-3: Interior Noise Levels and PEIR Mitigation Measure F-4: Siting Noise-Sensitive Uses, require that a detailed analysis of noise reduction requirements be conducted for new development that includes noise-sensitive uses located along streets with noise levels above 60 dBA (Ldn). The proposed project does not include any noise-sensitive uses. Therefore, PEIR Mitigation Measures F-3 and F-4 are not applicable to the proposed project.

PEIR Mitigation Measure F-5 addresses impacts related to individual development projects that include new noise-generating uses that would be expected to generate noise levels in excess of ambient noise levels. The proposed project would introduce office and retail uses to the project site, but these uses are not expected to generate noise levels in excess of existing ambient noise levels in the project vicinity. The proposed project includes the installation of mechanical equipment, such as heating and ventilation systems, that could produce operational noise, but this equipment would be required to comply with the standards set forth in Section 2909 of the Noise Ordinance. The proposed project does not include the

installation of a backup diesel generator. Therefore, PEIR Mitigation Measure F-5 is not applicable to the proposed project.

PEIR Mitigation Measure F-6 addresses impacts from existing ambient noise levels on open space required under the Planning Code for new development that includes noise-sensitive uses. Although the proposed project includes open space in the form of a roof deck, the open space is not for a noise-sensitive use; the proposed project does not include any noise-sensitive uses. Therefore, PEIR Mitigation Measure F-6 is not applicable to the proposed project.

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, CPE Checklist Topics 5e and 5f are not applicable.

For these reasons, the proposed project would not result in significant noise impacts beyond those identified in the Eastern Neighborhoods 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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Violate any air quality standard or contribute substantially to an existing or projected air quality violation?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal, state, or regional ambient air quality standard (including releasing emissions which exceed quantitative thresholds for ozone precursors)?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Expose sensitive receptors to substantial pollutant concentrations?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e) Create objectionable odors affecting a substantial number of people?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

The Eastern Neighborhoods PEIR identified potentially significant air quality impacts resulting from construction activities and impacts on sensitive land uses¹⁶ as a result of exposure to elevated levels of diesel particulate matter (DPM) and other toxic air contaminants (TACs). The Eastern Neighborhoods PEIR identified four mitigation measures that would reduce these air quality impacts to less-than-significant levels and stated that with implementation of identified mitigation measures, the Area Plan would be consistent with the *Bay Area 2005 Ozone Strategy*, which was the applicable air quality plan at that time. All other air quality impacts were found to be less than significant.

¹⁶ The Bay Area Air Quality Management District considers sensitive receptors as: children, adults or seniors occupying or residing in: 1) residential dwellings, including apartments, houses, condominiums, 2) schools, colleges, and universities, 3) daycares, 4) hospitals, and 5) senior care facilities. BAAQMD, Recommended Methods for Screening and Modeling Local Risks and Hazards, May 2011, p. 12.

Construction Dust Control

PEIR Mitigation Measure G-1: Construction Air Quality, requires individual projects involving construction activities to include dust control measures and to maintain and operate construction equipment so as to minimize exhaust emissions of particulates and other pollutants. The San Francisco Board of Supervisors approved a series of amendments to the San Francisco Building and Health Codes, generally referred to as the Construction Dust Control Ordinance (Ordinance No. 176-08, effective August 29, 2008). The intent of this ordinance is to reduce the quantity of fugitive dust generated during site preparation, demolition, and construction work in order to protect the health of the general public and of on-site workers, to minimize public nuisance complaints, and to avoid orders to stop work by the Department of Building Inspection. Project-related construction activities would result in construction dust, primarily from ground-disturbing activities. In compliance with the Construction Dust Control Ordinance, the project sponsor and contractor responsible for construction activities at the project site would be required to control construction dust on the site through a combination of watering disturbed areas, covering stockpiled materials, sweeping streets and sidewalks, and other measures.

The regulations and procedures set forth in the Construction Dust Control Ordinance would ensure that construction dust impacts would not be significant. These requirements supersede the dust control provisions of PEIR Mitigation Measure G-1. Therefore, the portion of PEIR Mitigation Measure G-1 that addresses dust control is no longer applicable to the proposed project.

Criteria Air Pollutants

While the Eastern Neighborhoods PEIR determined that at a program-level the Eastern Neighborhoods Rezoning and Area Plans would not result in significant regional air quality impacts, the PEIR states that “Individual development projects undertaken in the future pursuant to the new zoning and area plans would be subject to a significance determination based on the BAAQMD’s quantitative thresholds for individual projects.”¹⁷ The BAAQMD’s *CEQA Air Quality Guidelines (Air Quality Guidelines)* provide screening criteria¹⁸ 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. Pursuant to the *Air Quality Guidelines*, projects that meet the screening criteria do not have a significant impact related to criteria air pollutants. Criteria air pollutant emissions during construction and operation of the proposed project would meet the Air Quality Guidelines screening criteria. The proposed project, with 49,995 gsf of office space and 1,395 gsf of retail space, is well below both the construction screening criterion and the operational screening criterion for the “general office building” and “strip mall” land use types. Therefore, the proposed project would not have a significant impact related to criteria air pollutants, and a detailed air quality assessment is not required.

Health Risk

Since the certification of the PEIR, the San Francisco Board of Supervisors approved a series of amendments to the San Francisco Building and Health Codes (Ordinance No. 224-14, effective

¹⁷ San Francisco Planning Department, *Eastern Neighborhoods Rezoning and Area Plans Final Environmental Impact Report*, Case No. 2004.0160E, certified August 7, 2008, p. 346. Available online at: <http://www.sf-planning.org/Modules/ShowDocument.aspx?documentid=4003>, accessed May 5, 2015.

¹⁸ Bay Area Air Quality Management District, *CEQA Air Quality Guidelines*, updated May 2011, pp. 3-2 to 3-3.

December 7, 2014), generally referred to as Health Code Article 38: Enhanced Ventilation Required for Urban Infill Sensitive Use Developments (Article 38). The purpose of Article 38 is to protect the public health and welfare by establishing an Air Pollutant Exposure Zone (APEZ) and imposing an enhanced ventilation requirement for all urban infill sensitive use development within the APEZ. The project site is not within an APEZ. The APEZ, as defined in Article 38, consists of areas that, based on modeling of all known air pollutant sources, exceed health protective standards for cumulative PM_{2.5} concentration and cumulative excess cancer risk. The APEZ incorporates health vulnerability factors and proximity to freeways.

Construction

As discussed above, the project site is not located within an identified APEZ. Therefore, the remainder of Mitigation Measure G-1 that requires the minimization of construction exhaust emissions is not applicable to the proposed project.

Siting Sensitive Land Uses

The proposed project consists of converting a retail self-storage use to office and retail uses, which are land uses that are not considered sensitive land uses for purposes of air quality evaluation. As discussed above, the project site is not within an APEZ, and Article 38 is not applicable to the proposed project. Therefore, PEIR Mitigation Measure G-2: Air Quality for Sensitive Land Uses, is not applicable to the proposed project, and the proposed project's impacts related to siting new sensitive land uses would be less than significant.

Siting New Sources

The proposed project would not generate more than 10,000 vehicle trips per day, more than 100 truck trips per day, or more than 40 refrigerated truck trips per day. In addition, the proposed project would not include a backup diesel generator or other sources that would emit DPM or other TACs. Therefore, PEIR Mitigation Measure G-3: Siting of Uses that Emit DPM, and PEIR Mitigation Measure G-4: Siting of Uses that Emit Other TACs, are not applicable to the proposed project.

Conclusion

For these reasons, the proposed project would not result in significant air quality impacts that were not identified in the Eastern Neighborhoods PEIR. None of the air quality mitigation measures identified in the Eastern Neighborhoods PEIR is applicable to the proposed project

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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Conflict with any applicable plan, policy, or regulation of an agency adopted for the purpose of reducing the emissions of greenhouse gases?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

The Eastern Neighborhoods PEIR assessed the GHG emissions that could result from the three rezoning options under the Eastern Neighborhoods Rezoning and Area Plans. The Eastern Neighborhoods Rezoning Options A, B, and C are anticipated to result in GHG emissions on the order of 4.2, 4.3 and 4.5 metric tons of CO₂E¹⁹ per service population,²⁰ respectively. The Eastern Neighborhoods PEIR concluded that the resulting GHG emissions from the three options analyzed would be less than significant, and no mitigation measures were identified in the PEIR.

The proposed project was determined to be consistent with San Francisco's GHG Reduction Strategy,²¹ which is comprised of regulations that have proven effective in reducing San Francisco's overall GHG emissions; GHG emissions have been measurably reduced when compared to 1990 emissions levels, demonstrating that the City has met and exceeded Executive Order S-3-05, Assembly Bill 32, and the *Bay Area 2010 Clean Air Plan's* GHG reduction goals for the year 2020.²² Other existing regulations, such as those implemented through Assembly Bill 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 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 scope of development projected under the Eastern Neighborhoods Rezoning and Area Plans, there would be no additional impacts on GHG emissions beyond those analyzed in the Eastern Neighborhoods 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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Create new shadow in a manner that substantially affects outdoor recreation facilities or other public areas?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Wind

Based upon experience of the Planning Department in reviewing wind analyses and expert opinion on other projects, it is generally the case that projects less than 80 feet in height would not have the potential to result in significant wind impacts. The new height limits proposed under the Eastern Neighborhoods

¹⁹ CO₂E, defined as equivalent carbon dioxide, is a quantity that describes other greenhouse gases in terms of the amount of carbon dioxide that would have an equal global warming potential.

²⁰ Memorandum from Jessica Range to Environmental Planning Division staff, Greenhouse Gas Analyses for Community Plan Exemptions in Eastern Neighborhoods, April 20, 2010. This memorandum provides an overview of the GHG analysis conducted for the Eastern Neighborhoods PEIR and provides an analysis of the emissions using a service population (equivalent of total number of residents and employees) metric.

²¹ San Francisco Planning Department, Greenhouse Gas Compliance Checklist, 135 Townsend Street, May 5, 2015.

²² Executive Order S-3-05, Assembly Bill 32, and the *Bay Area 2010 Clean Air Plan* set a target of reducing GHG emissions to below 1990 levels by the year 2020.

Rezoning and Area Plans would generally not exceed 80 feet. A few locations throughout the Plan Area already have existing height limits of 130 feet, but no new locations with height limits of 130 feet were proposed. For these reasons, the Eastern Neighborhoods PEIR determined that, at a programmatic level, the Eastern Neighborhoods Rezoning and Area Plans would not result in significant wind impacts. No mitigation measures were identified in the PEIR. Individual development projects proposed under the Eastern Neighborhoods Rezoning and Area Plans must still be assessed to ensure that they would not result in significant project-level wind impacts.

The existing building on the project site is 70 feet tall. As part of the proposed project, a new 11-foot-tall stair penthouse and a new 17-foot-tall elevator penthouse would be constructed on the roof of the building to provide access to the proposed roof deck. The new stair penthouse would be set back about 21 feet from the rear façade of the building, while the new elevator penthouse would be set back about 23 feet from the front façade of the building. Given the small footprints of these two penthouse structures and their locations away from the front and rear façades of the building, any overhead winds that they intercept would be redirected onto the roof of the building. Overhead winds that are intercepted and redirected by these two penthouse structures would not reach the sidewalk. For these reasons, the proposed project would not result in any significant wind impacts beyond those identified in the Eastern Neighborhoods PEIR.

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. Under the Eastern Neighborhoods Rezoning and Area Plans, some sites surrounding parks could be redeveloped with taller buildings, because some parks are not subject to the provisions of Section 295 (i.e., some parks are under the jurisdiction of agencies other than the Recreation and Park Commission or are privately owned). The Eastern Neighborhoods PEIR could not conclude if the Eastern Neighborhoods Rezoning and Area Plans would result in less-than-significant shadow impacts, because the feasibility of complete mitigation for the potential new shadow impacts of unknown development proposals could not be determined at that time. Therefore, the PEIR determined that the shadow impacts would be significant and unavoidable. No mitigation measures were identified in the PEIR.

The proposed project would convert an existing five-story, 70-foot-tall building from retail self-storage use to office and retail uses. A new 11-foot-tall stair penthouse and a new 17-foot-tall elevator penthouse would be constructed on the roof of the building. The Planning Department prepared a preliminary shadow fan analysis and determined that the proposed project would not cast shadow on any properties under the jurisdiction of the San Francisco Recreation and Park Commission at any time during the year.^{23, 24}

²³ A shadow fan is a diagram that shows the maximum potential reach of project shadow, without accounting for intervening buildings that could block the shadow, over the course of an entire year (from one hour after sunrise until one hour before sunset on each day of the year) in relation to the locations of nearby open spaces, recreation facilities, and parks.

²⁴ San Francisco Planning Department, *Shadow Fan Analysis*, 135 Townsend Street, October 14, 2015.

The proposed project would shade portions of nearby streets, sidewalks, and private properties in the project vicinity at different times of day throughout the year. Shadows on streets and sidewalks would be transitory in nature, would not exceed levels commonly expected in urban areas, and would be considered a less-than-significant impact under CEQA. Although occupants of nearby properties may regard the increase in shadow as undesirable, the limited increase in shading of private properties as a result of the proposed project would be considered a less-than-significant impact under CEQA.

For these reasons, the proposed project would not result in significant shadow impacts beyond those identified in the Eastern Neighborhoods PEIR.

<i>Topics:</i>	<i>Significant Impact Peculiar to Project or Project Site</i>	<i>Significant Impact not Identified in PEIR</i>	<i>Significant Impact due to Substantial New Information</i>	<i>No Significant Impact not Previously Identified in PEIR</i>
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Include recreational facilities or require the construction or expansion of recreational facilities that might have an adverse physical effect on the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Physically degrade existing recreational resources?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

The Eastern Neighborhoods PEIR concluded that implementation of the Eastern Neighborhoods Rezoning and Area Plans would not result in substantial or accelerated deterioration 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 related to recreational resources were identified in the Eastern Neighborhoods PEIR.

As part of the adoption of the Eastern Neighborhoods Rezoning and Area Plans, the City adopted impact fees for development in the Eastern Neighborhoods that goes toward funding recreation and open space. Since certification of the PEIR, the voters of San Francisco passed the 2012 San Francisco Clean and Safe Neighborhood Parks Bond, providing the Recreation and Park Department with an additional \$195 million to continue capital projects for the renovation and repair of parks, recreation, and open space assets. This funding is being utilized for improvements and expansion to Garfield Square, South Park, Potrero Hill Recreation Center, Warm Water Cove Park, and Pier 70 Parks Shoreline within the Eastern Neighborhoods Plan area. The impact fees and the 2012 San Francisco Clean and Safe Neighborhood Parks Bond are funding measures similar to that described in PEIR Improvement Measure H-1: Support for Upgrades to Existing Recreation Facilities.

An update of the Recreation and Open Space Element (ROSE) of the *General Plan* was adopted in April 2014. The amended ROSE provides a 20-year vision for open spaces in the City. It includes information and policies about accessing, acquiring, funding, and managing open spaces in San Francisco. The amended ROSE identifies areas within the Eastern Neighborhoods Plan area for acquisition and the locations where proposed new open spaces and open space connections should be

built, consistent with PEIR Improvement Measure H-2: Support for New Open Space. Two of these open spaces, Daggett Park and at 17th and Folsom streets, are set to open in 2015 and 2016, respectively. In addition, the amended ROSE identifies the role of both the *San Francisco Better Streets Plan* (see Section E.4, Transportation and Circulation, for a description) and the Green Connections Network in open space and recreation. Green connections are special streets and paths that connect people to parks, open spaces, and the waterfront while enhancing the ecology of the street environment. Six routes identified within the Green Connections Network cross the Eastern Neighborhoods Plan area: Mission to Peaks (Route 6); Noe Valley to Central Waterfront (Route 8), a portion of which has been conceptually designed; Tenderloin to Potrero (Route 18); Downtown to Mission Bay (Route 19); Folsom, Mission Creek to McLaren (Route 20); and Shoreline (Route 24).

As the proposed project does not degrade recreational facilities and is within the scope of development projected under the Eastern Neighborhoods Rezoning and Area Plans, there would be no additional impacts on recreation beyond those analyzed in the Eastern Neighborhoods 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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Require or result in the construction of new water or wastewater treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Require or result in the construction of new storm water drainage facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Have sufficient water supply available to serve the project from existing entitlements and resources, or require new or expanded water supply resources or entitlements?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e) Result in a determination by the wastewater treatment provider that would serve the project that it has inadequate capacity to serve the project's projected demand in addition to the provider's existing commitments?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
f) Be served by a landfill with sufficient permitted capacity to accommodate the project's solid waste disposal needs?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
g) Comply with federal, state, and local statutes and regulations related to solid waste?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

The Eastern Neighborhoods PEIR determined that the anticipated increase in population would not result in a significant impact to the provision of water, wastewater collection and treatment, and solid waste collection and disposal. No mitigation measures were identified in the PEIR.

Since the certification of the PEIR, the San Francisco Public Utilities Commission (SFPUC) adopted the *2010 Urban Water Management Plan* (UWMP) in June 2011. The UWMP update includes citywide demand projections to the year 2035, compares available water supplies to meet demand, and presents water demand management measures to reduce long-term water demand. Additionally, the UWMP update includes a discussion of the conservation requirement set forth in Senate Bill 7, passed in November 2009, mandating a statewide 20 percent reduction in per capita water use by 2020. The UWMP includes a quantification of the SFPUC's water use reduction targets and plan for meeting these objectives. The UWMP projects sufficient water supply in normal years and a supply shortfall during prolonged droughts. Plans are in place to institute varying degrees of water conservation and rationing as needed in response to severe droughts.

In addition, the SFPUC is in the process of implementing the Sewer System Improvement Program, which is a 20-year, multi-billion dollar citywide upgrade to the City's sewer and stormwater infrastructure to ensure a reliable and seismically safe system. The program includes planned improvements that will serve development in the Eastern Neighborhoods Plan area, including at the Southeast Treatment Plant, the Central Bayside System, and green infrastructure projects, such as the Mission and Valencia Green Gateway.

As the proposed project is within the scope of development projected under the Eastern Neighborhoods Rezoning and Area Plans, there would be no additional impacts on utilities and service systems beyond those analyzed in the Eastern Neighborhoods PEIR.

<i>Topics:</i>	<i>Significant Impact Peculiar to Project or Project Site</i>	<i>Significant Impact not Identified in PEIR</i>	<i>Significant Impact due to Substantial New Information</i>	<i>No Significant Impact not Previously Identified in PEIR</i>
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

The Eastern Neighborhoods 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.

As the proposed project is within the scope of development projected under the Eastern Neighborhoods Rezoning and Area Plans, there would be no additional impacts on public services beyond those analyzed in the Eastern Neighborhoods PEIR.

<i>Topics:</i>	<i>Significant Impact Peculiar to Project or Project Site</i>	<i>Significant Impact not Identified in PEIR</i>	<i>Significant Impact due to Substantial New Information</i>	<i>No Significant Impact not Previously Identified in PEIR</i>
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Have a substantial adverse effect on federally protected wetlands as defined by Section 404 of the Clean Water Act (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e) Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
f) Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

As discussed in the Eastern Neighborhoods PEIR, the Eastern Neighborhoods Plan area is in a developed urban environment that does not provide native natural habitat for any rare or endangered plant or animal species. There are no riparian corridors, estuaries, marshes, or wetlands in the Plan Area that could be affected by the development anticipated under the Eastern Neighborhoods Rezoning and Area Plans. In addition, development envisioned under the Eastern Neighborhoods Rezoning and Area Plans would not substantially interfere with the movement of any resident or migratory wildlife species. For these reasons, the PEIR concluded that implementation of the Eastern Neighborhoods Rezoning and Area Plans would not result in significant impacts on biological resources, and no mitigation measures were identified.

The project site is located within the East SoMa Plan area of the Eastern Neighborhoods Area Plan and therefore, does not support habitat for any candidate, sensitive or special status species. As such, implementation of the proposed project would not result in significant impacts on biological resources beyond those identified in the Eastern Neighborhoods PEIR.

<i>Topics:</i>	<i>Significant Impact Peculiar to Project or Project Site</i>	<i>Significant Impact not Identified in PEIR</i>	<i>Significant Impact due to Substantial New Information</i>	<i>No Significant Impact not Previously Identified in PEIR</i>
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:	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
i) Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? (Refer to Division of Mines and Geology Special Publication 42.)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
ii) Strong seismic ground shaking?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
iii) Seismic-related ground failure, including liquefaction?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
iv) Landslides?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Result in substantial soil erosion or the loss of topsoil?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Be located on geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction, or collapse?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code, creating substantial risks to life or property?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e) Have soils incapable of adequately supporting the use of septic tanks or alternative wastewater disposal systems where sewers are not available for the disposal of wastewater?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
f) Change substantially the topography or any unique geologic or physical features of the site?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

The Eastern Neighborhoods PEIR concluded that implementation of the Eastern Neighborhoods Rezoning and Area Plans would indirectly increase the population that would be subject to geologic hazards, including earthquakes, seismically induced ground shaking, liquefaction, and landslides. The PEIR also noted that new development is 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 San Francisco Bay Area. Therefore, the PEIR concluded that implementation of the Eastern Neighborhoods Rezoning and Area Plans would not result in significant impacts related to geologic hazards. No mitigation measures were identified in the PEIR.

A geotechnical investigation was conducted to assess the geologic conditions underlying the project site and provide recommendations related to the proposed project's design and construction. The findings and recommendations, presented in a geotechnical report, are summarized below.²⁵

²⁵ Rollo & Ridley, Preliminary Geotechnical Report, 135 Townsend Street, San Francisco, California, May 14, 2014.

The geotechnical investigation did not include the drilling of test borings on the project site; it relied on information obtained during other geotechnical investigations conducted at adjacent and nearby sites (123, 177, and 178 Townsend Street). The project site is underlain by approximately five feet of fill consisting of sand, and this layer of sand is underlain by Franciscan Complex bedrock. Groundwater is approximately 10 feet below ground surface (bgs). There are no known active earthquake faults that run underneath the project site or in the project vicinity; the closest active fault to the project site is the San Andreas Fault, which is about eight miles to the southwest. The project site is in a liquefaction zone, but it is not in a landslide zone.²⁶

The existing building rests on a mat slab foundation with footings. As part of the proposed project, new grade beams would be added between some of the existing footings to reinforce the existing foundation. No pile driving would be required. Construction of the proposed project would require excavation to a depth of five feet bgs and the removal of about 79 cubic yards of soil from the project site. The geotechnical report includes recommendations related to foundation support, slab-on-grade construction, and seismic design. In addition, the geotechnical report recommends that a site-specific investigation be conducted to better define the depth to the bedrock and the ability of the existing foundation to support additional load. The project sponsor has agreed to implement the recommendations in the geotechnical report.

The proposed project is required to comply with the San Francisco Building Code (Building Code), which ensures the safety of all new construction in San Francisco. The Department of Building Inspection (DBI) will review the project-specific geotechnical report during its review of the building permit application for the proposed project. In addition, the DBI may require additional site-specific soils report(s) as needed. Implementation of the recommendations in the geotechnical report, in combination with the requirement for a geotechnical report and the review of the building permit application pursuant to the DBI's implementation of the Building Code would minimize the risk of loss, injury, or death due to seismic or other geologic hazards.

For these reasons, the proposed project would not result in significant impacts related to geology and soils beyond those identified in the Eastern Neighborhoods PEIR, and no mitigation measures are necessary.

<i>Topics:</i>	<i>Significant Impact Peculiar to Project or Project Site</i>	<i>Significant Impact not Identified in PEIR</i>	<i>Significant Impact due to Substantial New Information</i>	<i>No Significant Impact not Previously Identified in PEIR</i>
14. HYDROLOGY AND WATER QUALITY—Would the project:				
a) Violate any water quality standards or waste discharge requirements?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

²⁶ San Francisco Planning Department, GIS database geology layer, accessed May 5, 2015.

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

The Eastern Neighborhoods PEIR determined that the anticipated increase in population would not result in a significant impact on hydrology and water quality, including the combined sewer system and the potential for combined sewer outflows. No mitigation measures were identified in the PEIR.

Since the project site is completely covered by the existing building, implementation of the proposed project would not increase the area of impervious surfaces. As a result, the proposed project would not increase stormwater runoff.

For these reasons, the proposed project would not result in any significant impacts related to hydrology and water quality beyond those identified in the Eastern Neighborhoods PEIR.

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

The Eastern Neighborhoods PEIR noted that implementation of any of the Eastern Neighborhoods rezoning options would encourage construction of new development within the Plan Area. The PEIR found that there is a high potential to encounter hazardous materials during construction activities 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. However, the PEIR found that existing regulations for facility closure, underground storage tank closure, and investigation and cleanup of soil and groundwater would ensure that workers and the community would be protected from exposure to hazardous materials during construction. In addition, businesses that use or generate hazardous substances (cleaners, solvents, etc.), would be subject to existing regulations that would protect workers and the community from exposure to hazardous materials during operations. Furthermore, compliance with existing building and fire codes would reduce impacts related to potential fire hazards, emergency response, and evacuation hazards to less-than-significant levels.

Hazardous Building Materials

The Eastern Neighborhoods PEIR determined that future development in the Plan Area may involve demolition or renovation of existing structures containing hazardous building materials. Some materials commonly used in older buildings could present a public health risk if disturbed during an accident or during demolition or renovation of an existing building. Hazardous building materials addressed in the PEIR include asbestos, electrical equipment such as transformers and fluorescent light ballasts that contain PCBs or di (2 ethylhexyl) phthalate (DEHP), fluorescent lights containing mercury vapors, and lead-based paints. Asbestos and lead-based paint may also present a health risk to existing building occupants if they are in a deteriorated condition. If removed during demolition of a building, these materials would also require special disposal procedures. The Eastern Neighborhoods PEIR identified a significant impact associated with hazardous building materials, including PCBs, DEHP, and mercury, and determined that PEIR Mitigation Measure L-1: Hazardous Building Materials, would reduce this impact to a less-than-significant level. PEIR Mitigation Measure L-1 requires any equipment containing PCBs or DEHP to be removed and properly disposed of in accordance with applicable federal, state, and local regulations prior to the start of renovation. In addition, mercury or other hazardous materials that are identified before or during construction shall be removed and/or abated in accordance with applicable federal, state, and local regulations. Because the proposed project includes the renovation of an existing building, PEIR Mitigation Measure L-1 is applicable to the proposed project. PEIR Mitigation Measure L-1 is identified as Project Mitigation Measure 1 (full text provided in the "Mitigation Measure" section below).

Soil and Groundwater Contamination

Since certification of the PEIR, Article 22A of the Health Code, also known as the Maher Ordinance, was expanded to include properties throughout the City where there is potential to encounter hazardous materials, primarily industrial zoning districts, sites with industrial uses or underground storage tanks (USTs), sites with historic bay fill, and sites in close proximity to freeways or USTs. The overarching goal of the Maher Ordinance is to protect public health and safety by requiring appropriate handling, treatment, disposal, and, when necessary, mitigation of contaminated soils that are encountered during the building construction process. Projects that disturb 50 or more cubic yards of soil that are on sites with potentially hazardous soil or groundwater within the Eastern Neighborhoods Plan area are subject to this ordinance.

The project site is located in a Maher Area, meaning that it is known or suspected to contain contaminated soil and/or groundwater.²⁷ In addition, the proposed project would require excavation to a depth of five feet below ground surface and the disturbance of more than 50 cubic yards of soil. For these reasons, the proposed project is subject to Health Code Article 22A (also known as the Maher Ordinance), which is administered and overseen by the Department of Public Health (DPH). The project sponsor is required 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.

The Phase I ESA would determine the potential for site contamination and level of exposure risk associated with the proposed project. Based on that information, the project sponsor may be required to conduct soil and/or groundwater sampling and analysis. Where such analysis reveals the presence of

²⁷ San Francisco Planning Department, Expanded Maher Area Map, March 2015. Available online at http://www.sf-planning.org/ftp/files/publications_reports/library_of_cartography/Maher%20Map.pdf, accessed May 5, 2015.

hazardous substances in excess of state or federal standards, the project sponsor is required to submit a site mitigation plan (SMP) to the DPH or other appropriate state or federal agencies and to remediate any site contamination in accordance with an approved SMP prior to the issuance of any building permit.

The project site was previously occupied by businesses that handled and used hazardous materials. Given this history, the project sponsor has elected to forego the preparation of a Phase I ESA, proceed directly to the preparation of an SMP, and remediate any site contamination in accordance with the DPH-approved SMP.²⁸

In compliance with the Maher Ordinance, the project sponsor has submitted a Maher Application to the DPH.²⁹ Pursuant to compliance with the Maher Ordinance and implementation of the DPH-approved SMP, the proposed project would not result in significant impacts related to contaminated soil and/or groundwater beyond those identified in the Eastern Neighborhoods PEIR.

As discussed above, implementation of Project Mitigation Measure 1 and compliance with all applicable federal, state, and local regulations would ensure that the proposed project would not result in significant impacts related to hazards or hazardous materials beyond those identified in the Eastern Neighborhoods PEIR.

<i>Topics:</i>	<i>Significant Impact Peculiar to Project or Project Site</i>	<i>Significant Impact not Identified in PEIR</i>	<i>Significant Impact due to Substantial New Information</i>	<i>No Significant Impact not Previously Identified in PEIR</i>
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Result in the loss of availability of a locally important mineral resource recovery site delineated on a local general plan, specific plan or other land use plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

The Eastern Neighborhoods PEIR determined that the Eastern Neighborhoods Rezoning and Area Plans would facilitate the construction of both new residential units and commercial 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 the Department of Building Inspection. The Plan Area does not include any natural resources routinely extracted and the rezoning does not result in any natural resource extraction programs. Therefore, the Eastern Neighborhoods PEIR concluded that implementation of the Eastern Neighborhoods Rezoning and Area Plans would not result in a significant impact on mineral and energy resources. No mitigation measures were identified in the PEIR.

²⁸ Site Mitigation Plan, 135 Townsend Street, October 20, 2015.

²⁹ Maher Ordinance Application, 135 Townsend Street, submitted June 2, 2015.

As the proposed project is within the scope of development projected under the Eastern Neighborhoods Rezoning and Area Plans, there would be no additional impacts on mineral and energy resources beyond those analyzed in the Eastern Neighborhoods PEIR.

<i>Topics:</i>	<i>Significant Impact Peculiar to Project or Project Site</i>	<i>Significant Impact not Identified in PEIR</i>	<i>Significant Impact due to Substantial New Information</i>	<i>No Significant Impact not Previously Identified in PEIR</i>
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Conflict with existing zoning for agricultural use, or a Williamson Act contract?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code Section 12220(g)) or timberland (as defined by Public Resources Code Section 4526)?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Result in the loss of forest land or conversion of forest land to non-forest use?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e) Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland to non-agricultural use or forest land to non-forest use?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

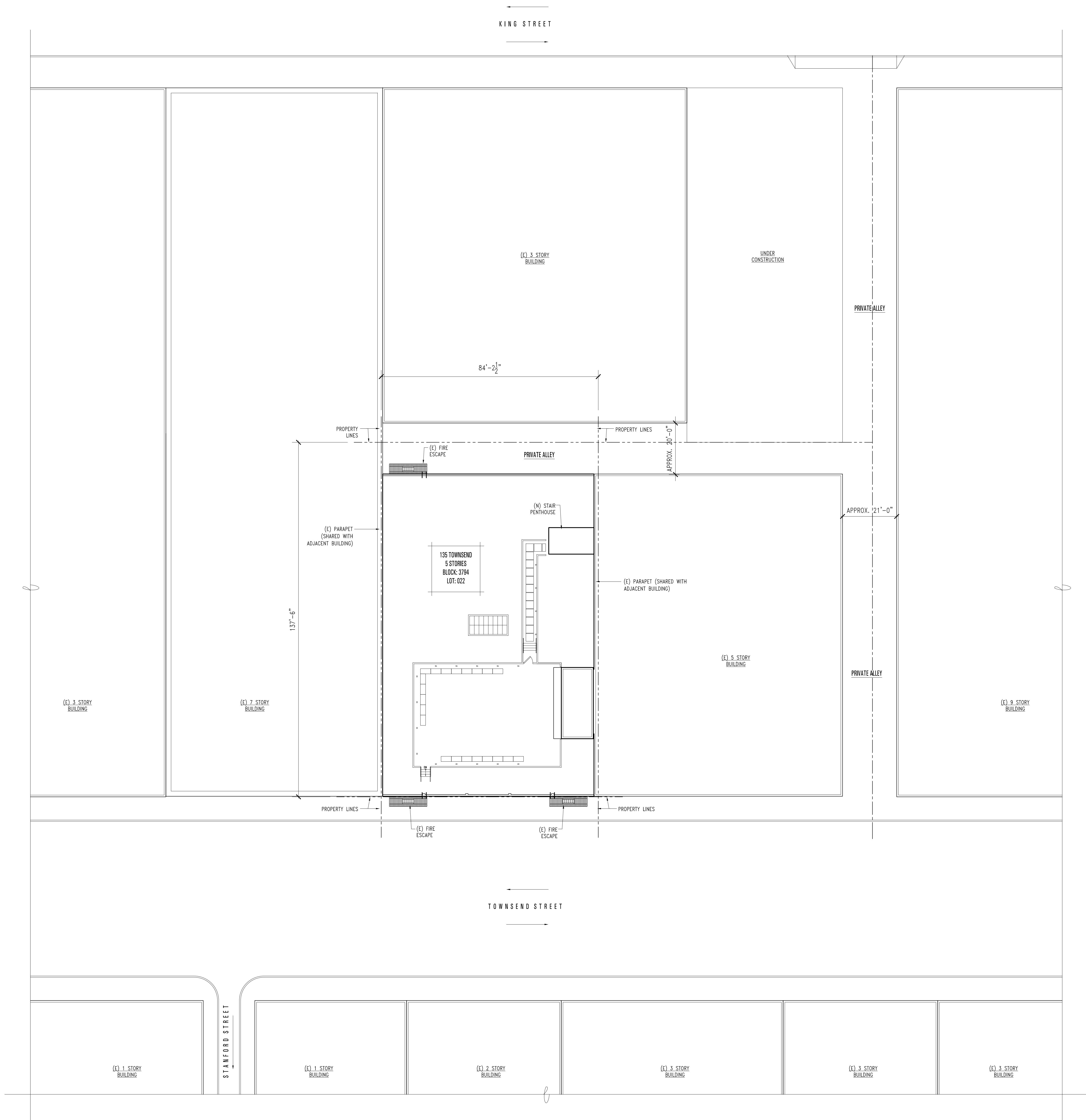
The Eastern Neighborhoods PEIR determined that no agricultural resources exist in the Plan Area; therefore the rezoning and community plans would have no effect on agricultural resources. No mitigation measures were identified in the PEIR. The Eastern Neighborhoods PEIR did not analyze the effects on forest resources.

As the proposed project is within the scope of development projected under the Eastern Neighborhoods Rezoning and Area Plans, there would be no additional impacts on agriculture and forest resources beyond those analyzed in the Eastern Neighborhoods PEIR.

MITIGATION MEASURE

Project Mitigation Measure 1: Hazardous Building Materials (Implementing PEIR Mitigation Measure L-1)

The City shall condition future development approvals to require that the subsequent project sponsors ensure that any equipment containing PCBs or DEPH, 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 tubes, which could contain mercury, are similarly removed 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.



Rehabilitation & Seismic
Strengthening

135 Townsend St.
San Francisco, CA

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File Name: 14025-AD.11 Drawn By: MB Checked By: CFB

Issues		
Number	Date	Description
1	02.31.15	SITE PERMIT APPLICATION
2	08.08.15	100% DD SET
3	08.03.15	DEMOLITION PERMIT APPLICATION

Revisions		
Number	Date	Description

SITE PLAN

Date: OCT 01, 2015

A0.11

Project Data

ADDRESS: 135 TOWNSEND STREET
LOT: 022
BLOCK: 3794

ZONING DISTRICT: MUO (MIXED USE-OFFICE)
CURRENT USE: SELF-STORAGE
PROPOSED USE: OFFICE + GROUND FLOOR COMMERCIAL

HEIGHT/BULK DISTRICT: 105-F
EXISTING HEIGHT: 71 FEET +/-
PROPOSED HEIGHT: 71 FEET +/- (NO CHANGE)

STORIES: 5
BASEMENT: NONE

LOT AREA: 11,579 SF
EXISTING GROSS AREA: 51,875 SF
EXISTING FLOOR AREA RATIO: 4.48:1

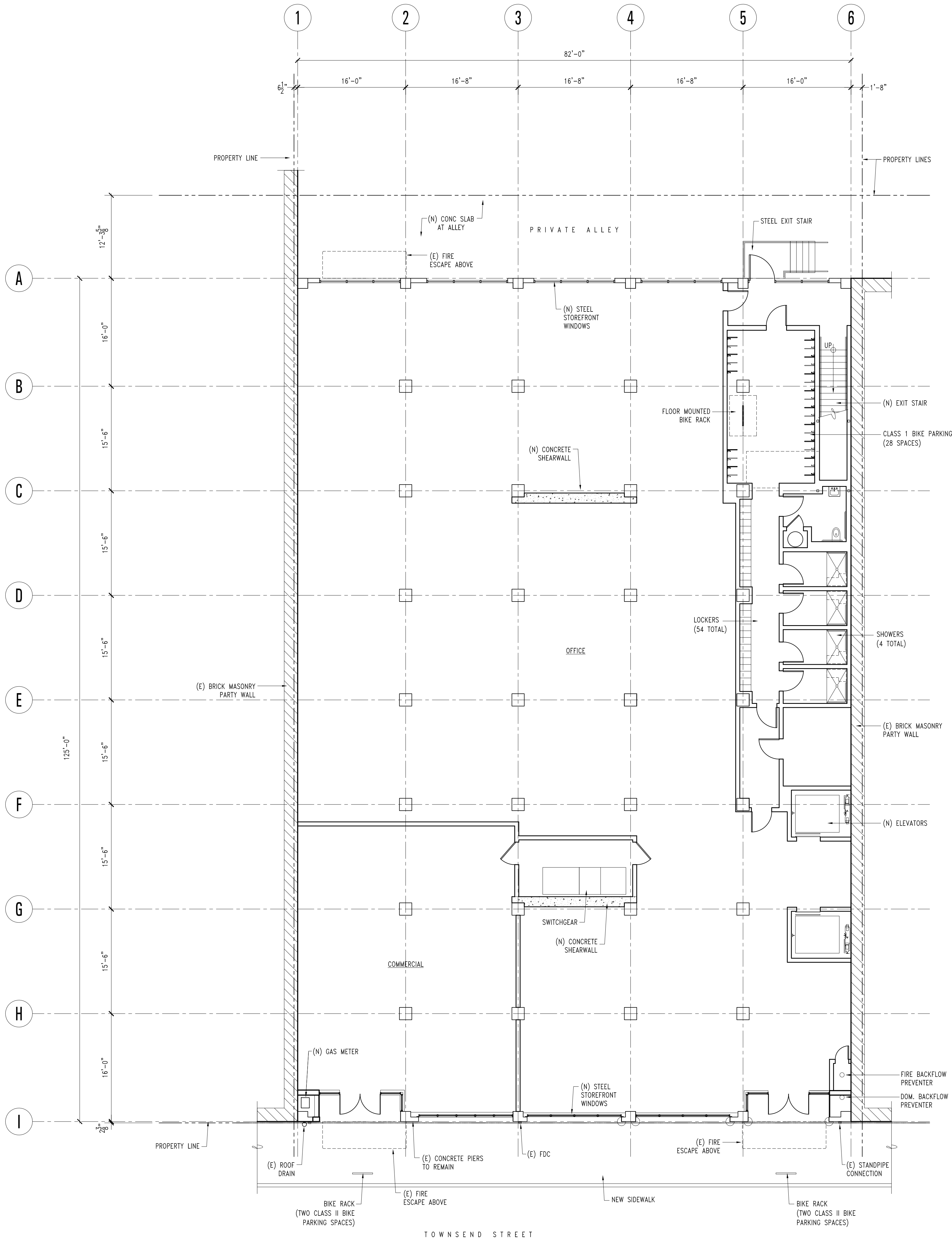
PROPOSED OFFICE: 49,995 SF
PROPOSED COMMERCIAL: 1,395 SF
AREA EXEMPT FROM F.A.R. 388 SF (BICYCLE PARKING, MECHANICAL)
TOTAL: 51,779 SF
PROPOSED FLOOR AREA RATIO: 4.44:1

DIMENSIONS OF ROOF DECK: 40'-8" x 57'-8"
AREA OF ROOF DECK: 2,345 SF

BICYCLE PARKING
REQUIRED: 11 CLASS 1, 4 CLASS 2
PROVIDED: 28 CLASS 1, 4 CLASS 2

SHOWERS
REQUIRED: 2
PROVIDED: 4

LOCKERS
REQUIRED: 12
PROVIDED: 54



1 FIRST FLOOR PLAN
1/8" = 1'-0"
A-FP-01.dwg

Project Number
14025.00

THE OFFICE OF
CHARLES F. BLOSZIES FAIA LTD
ARCHITECTURE | STRUCTURES

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File Name:	14025-A2.01	Drawn By:	MB	Checked By:	CFB
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Issues		
Number	Date	Description
1	03.31.15	SITE PERMIT APPLICATION
2	06.08.15	100% DD SET

Revisions		
Number	Date	Description

FIRST FLOOR PLAN

Date: OCT 01, 2015

A2.01

Rehabilitation & Seismic Strengthening

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Name: 025-A2.02	Drawn By: MB	Checked By: CFB
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Issues

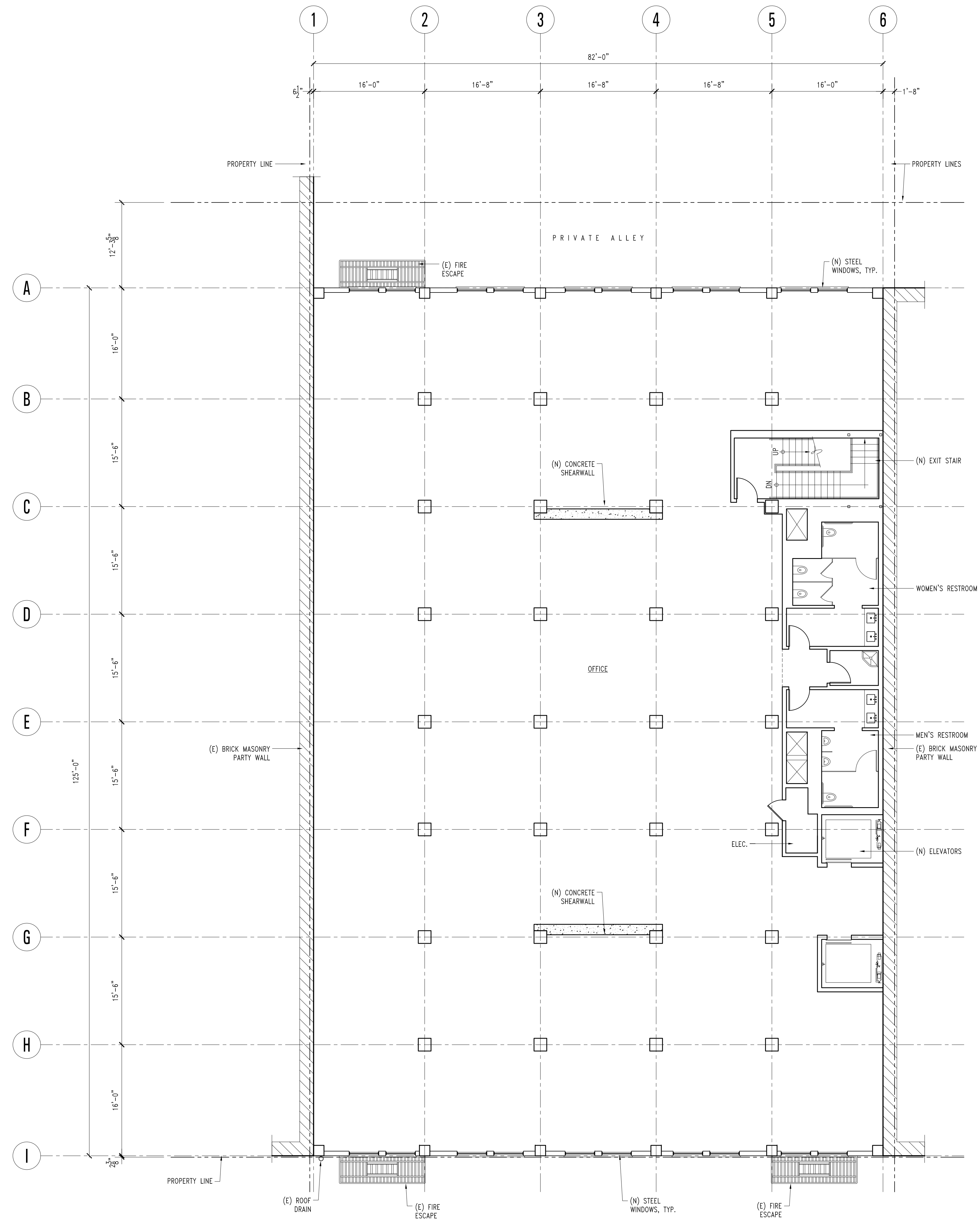
Order	Date	Description
	03.31.15	SITE PERMIT APPLICATION
	06.08.15	100% DD SET

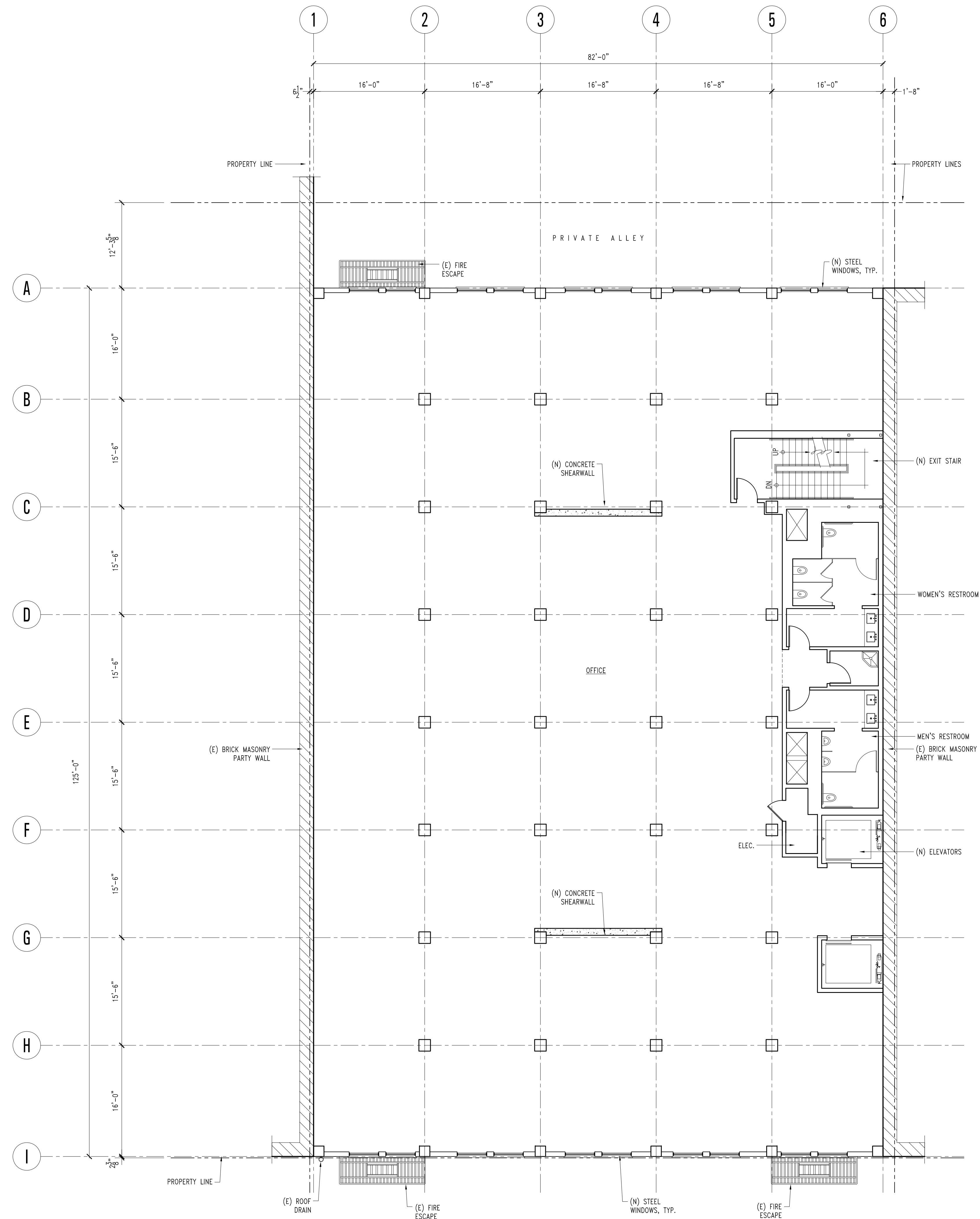
Revisions 

SECOND FLOOR PLAN

OCT 01, 2015

A2.02





1
1/8" = 1'-0"
THIRD FLOOR PLAN
A-FP-03.dwg

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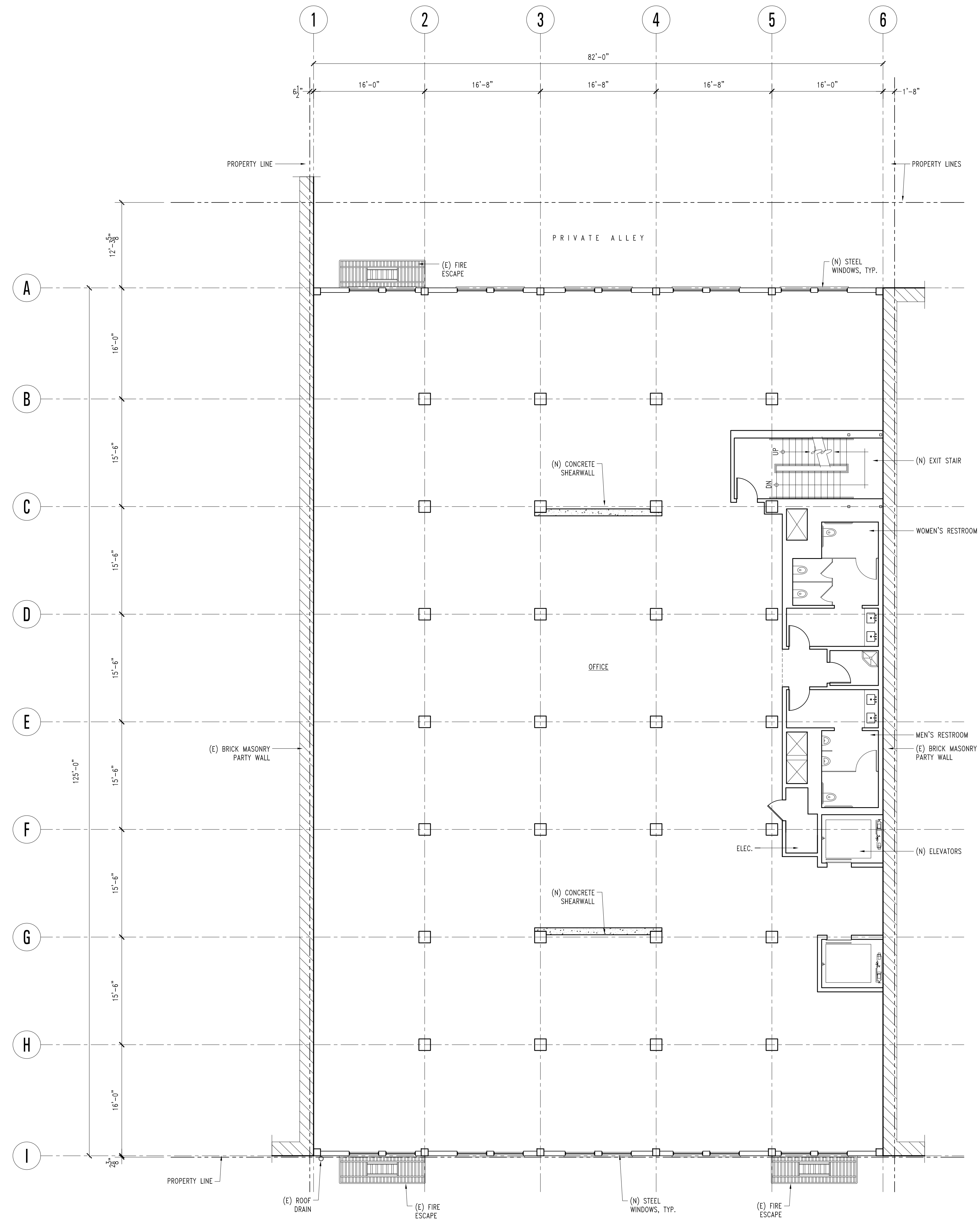
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2	06.08.15	100% DD SET

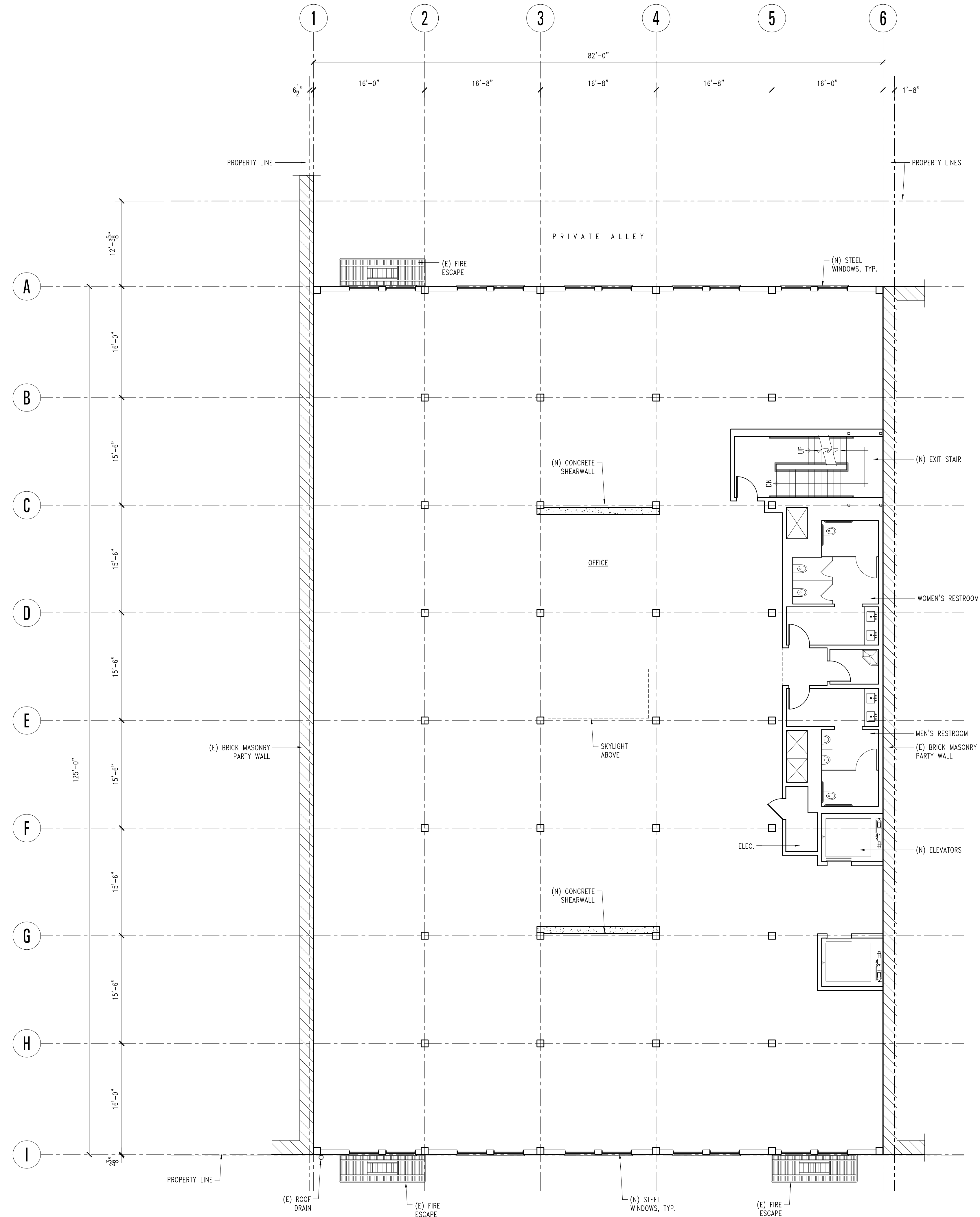
Revisions		
Number	Date	Description

THIRD FLOOR PLAN

Date: OCT 01, 2015

A2.03





FIFTH FLOOR PLAN
1
1/8" = 1'-0"
A-FP-05.dwg

Project Number
14025.00

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File Name: 14025-A2.05 Drawn By: MB Checked By: CFB

Issues
2

Number	Date	Description
1	03.31.15	SITE PERMIT APPLICATION
2	06.08.15	100% DD SET

Revisions
Number Date Description

FIFTH FLOOR PLAN

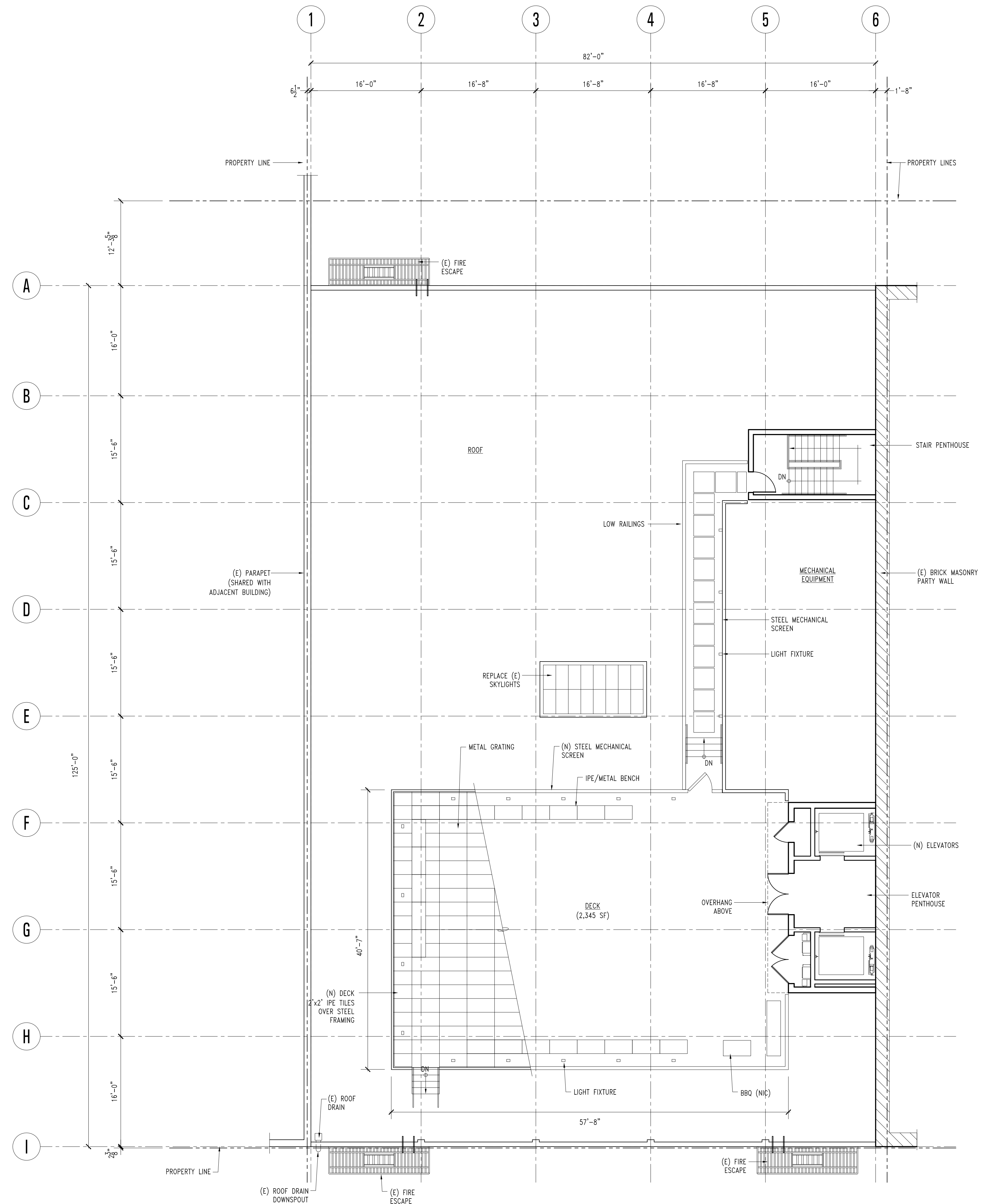
Date: OCT 01, 2015

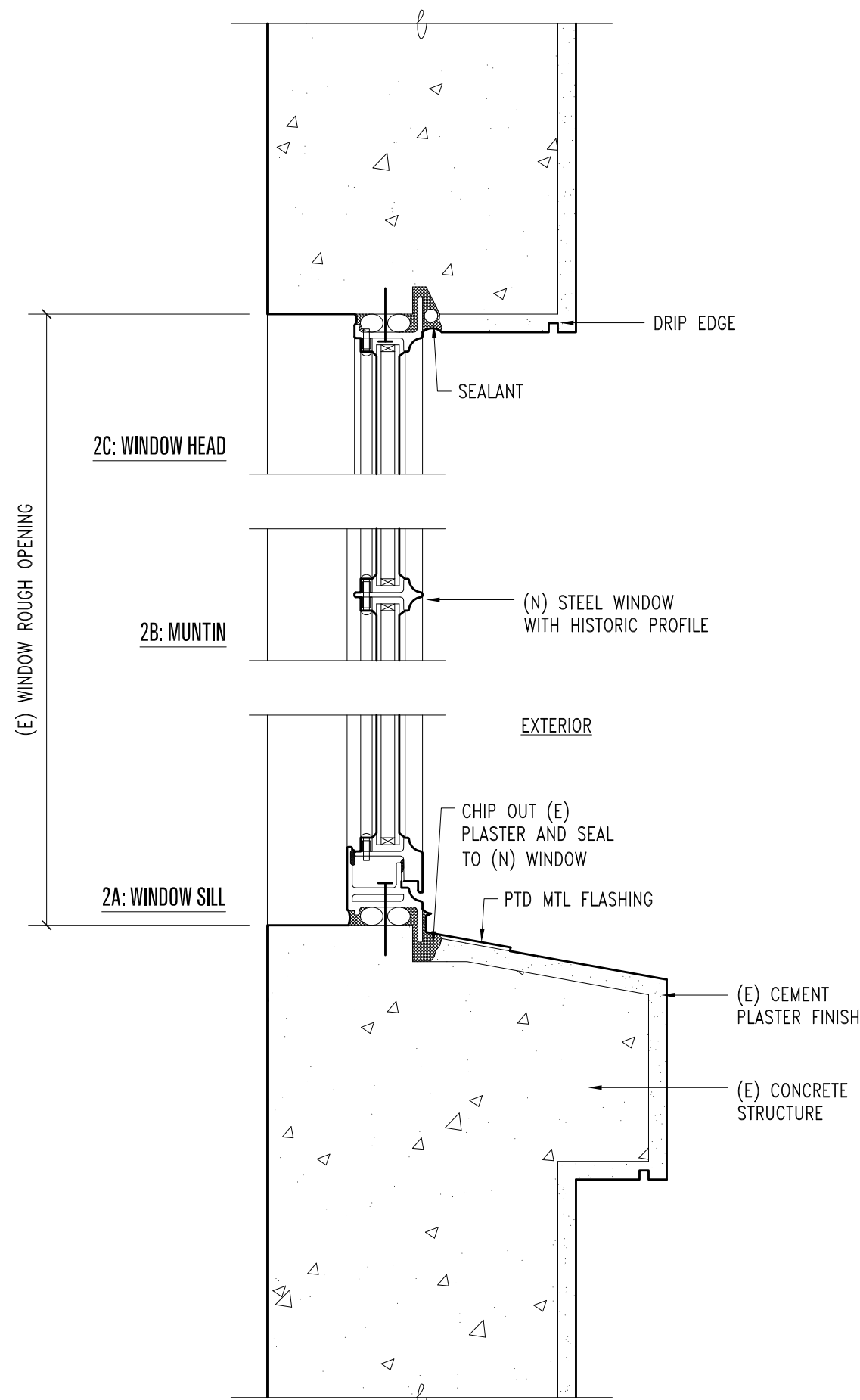
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Name: 14025-A2.06	Drawn By: MB	Checked By: CFB
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Revisions 

OCT 01, 2015

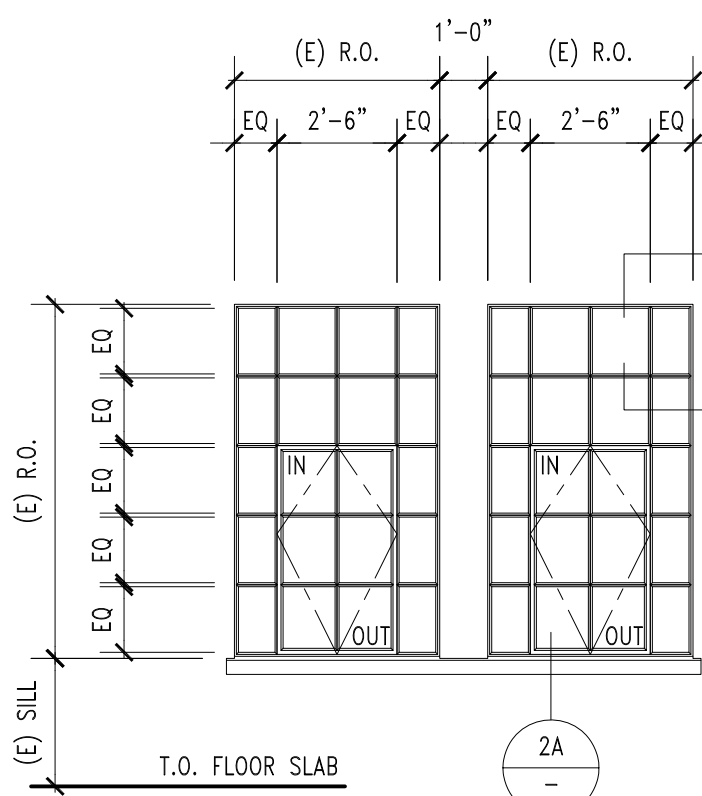




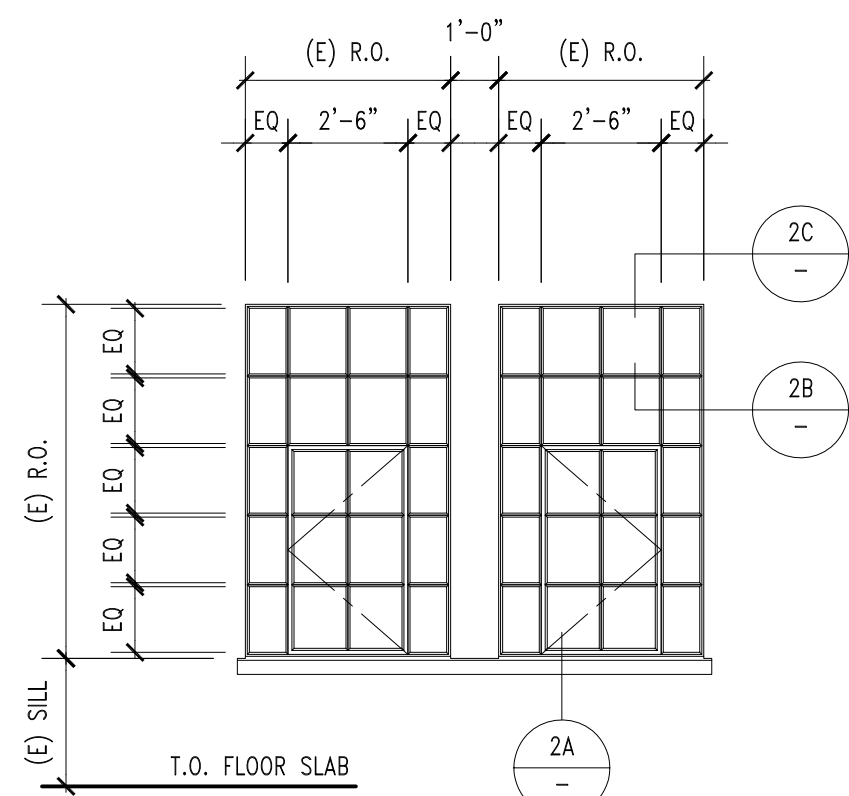
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A-SH-WINDOWS.dwg

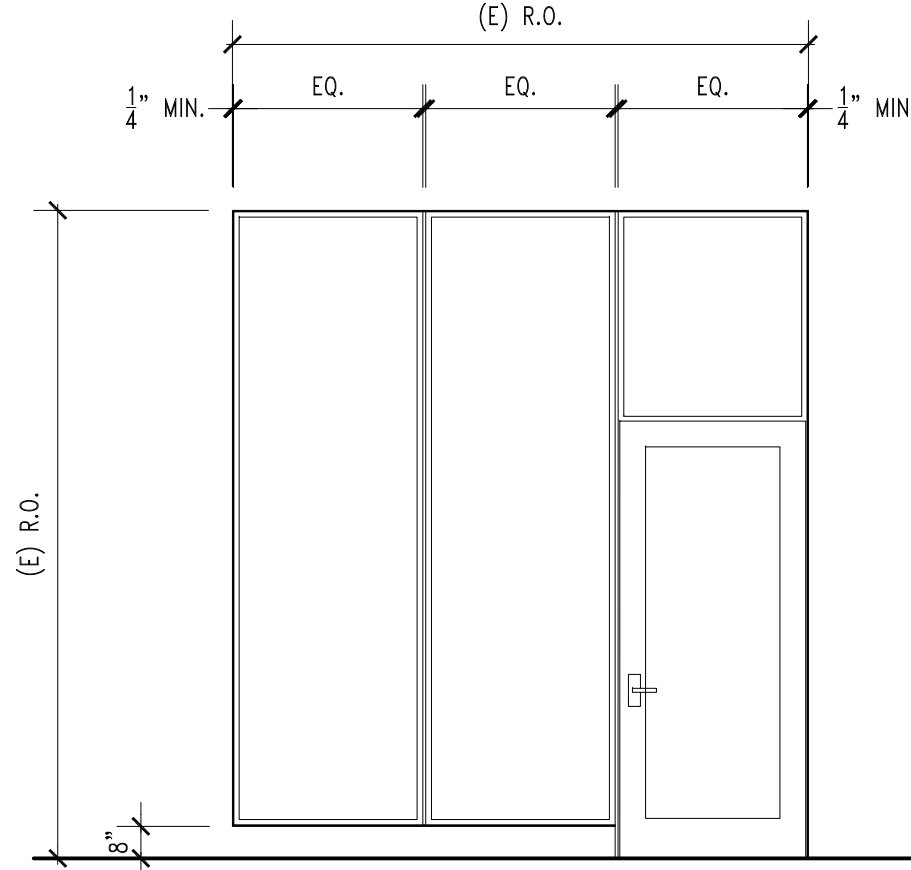
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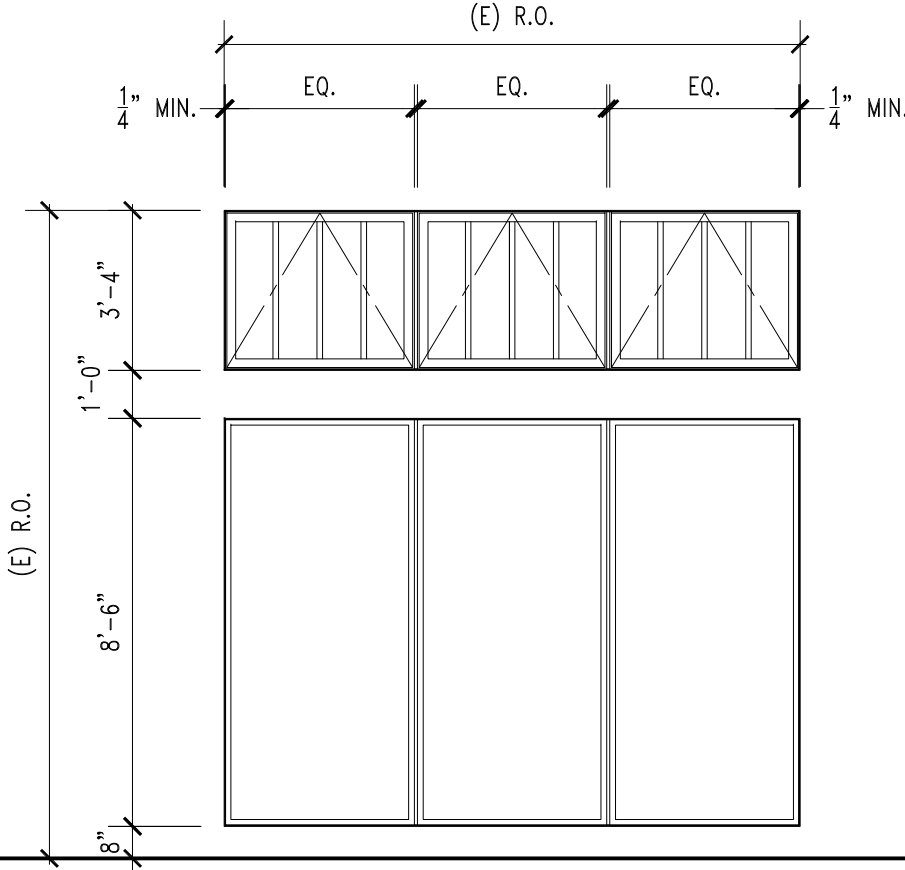
TYPE B2
STEEL WINDOW ASSEMBLY
WITH HISTORIC PROFILE
LOCATION: UPPER FLOOR WINDOWS, EXCEPT AT FIRE ESCAPES



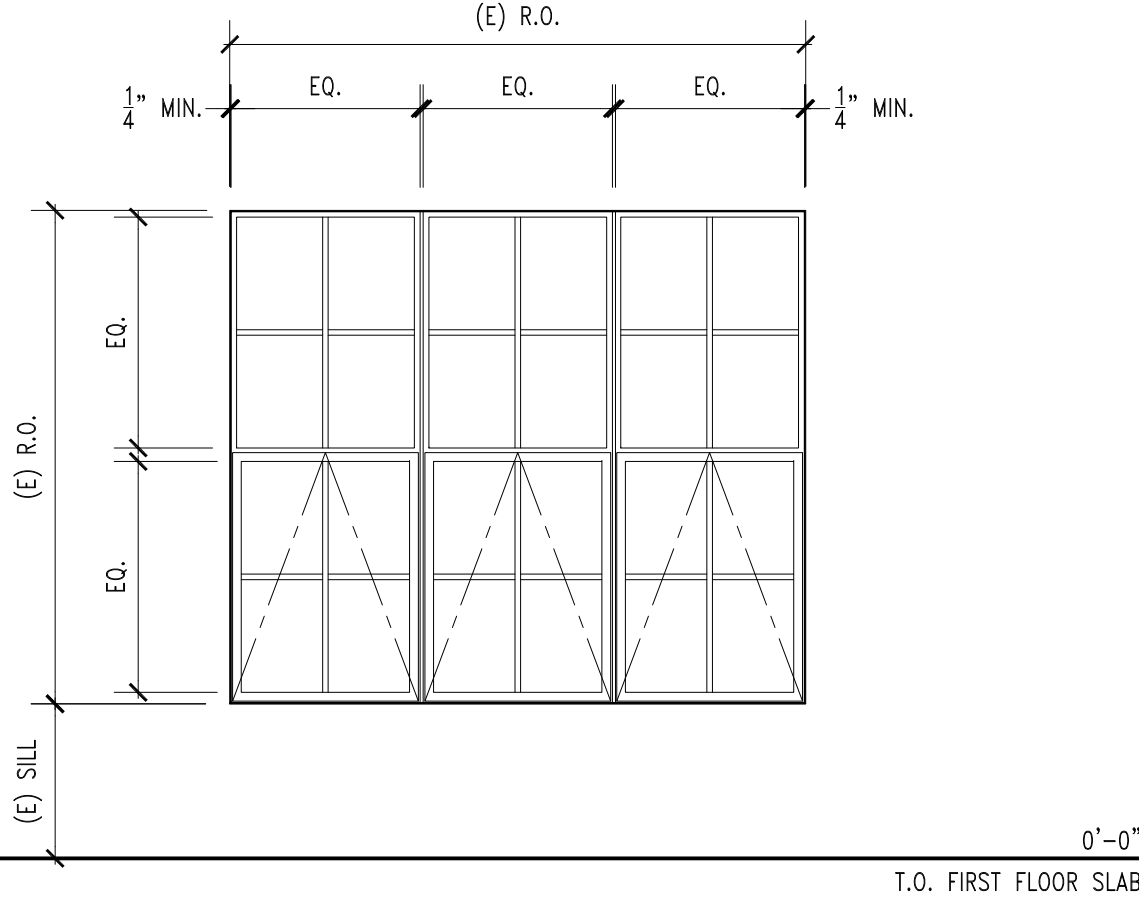
TYPE B1
STEEL WINDOW ASSEMBLY
WITH HISTORIC PROFILE
LOCATION: ALL UPPER FLOOR WINDOWS AT FIRE ESCAPES



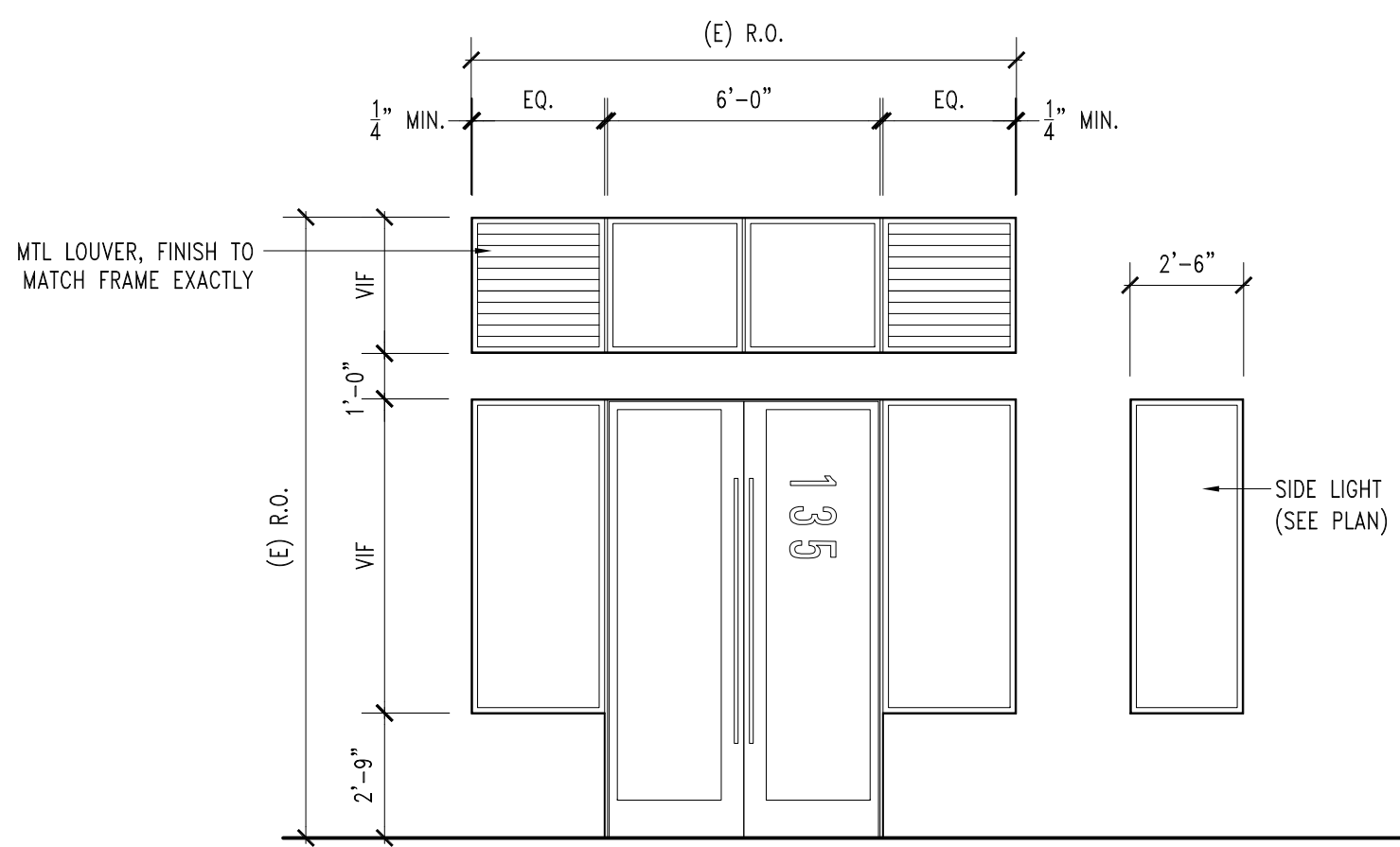
TYPE A7
STEEL WINDOW ASSEMBLY
LOCATION: FIRST FLOOR



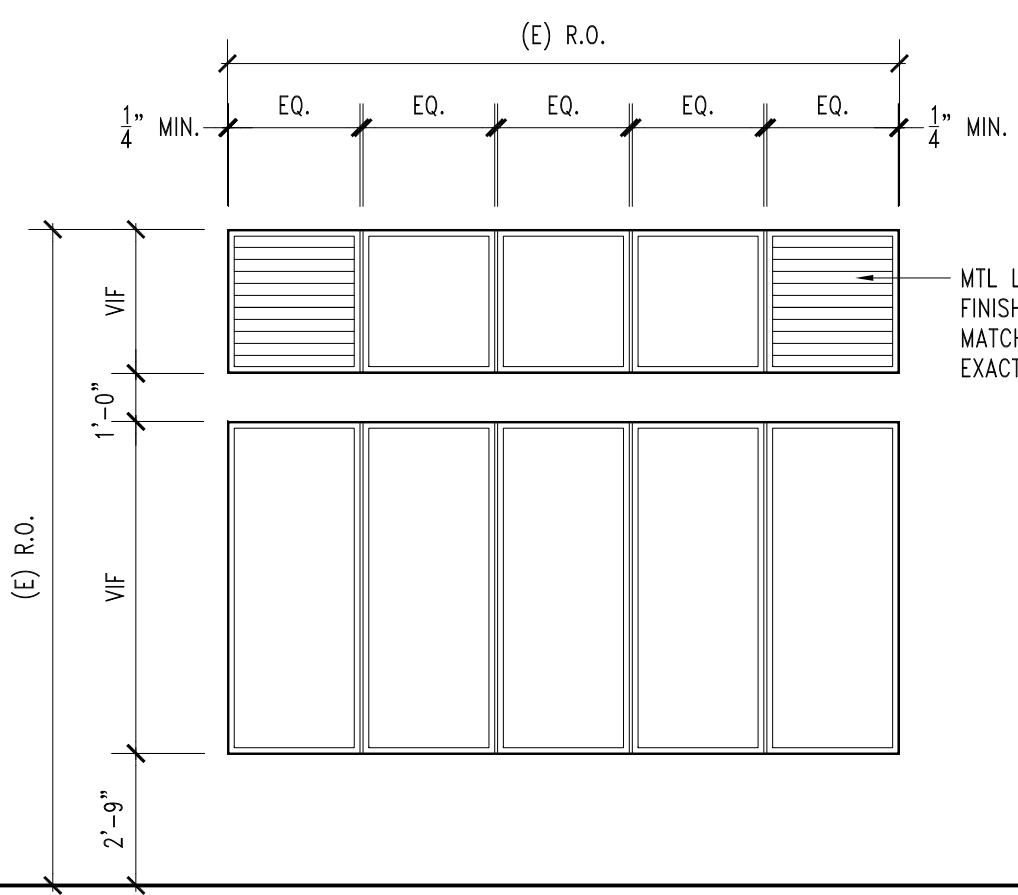
TYPE A6
STEEL WINDOW ASSEMBLY
LOCATION: FIRST FLOOR



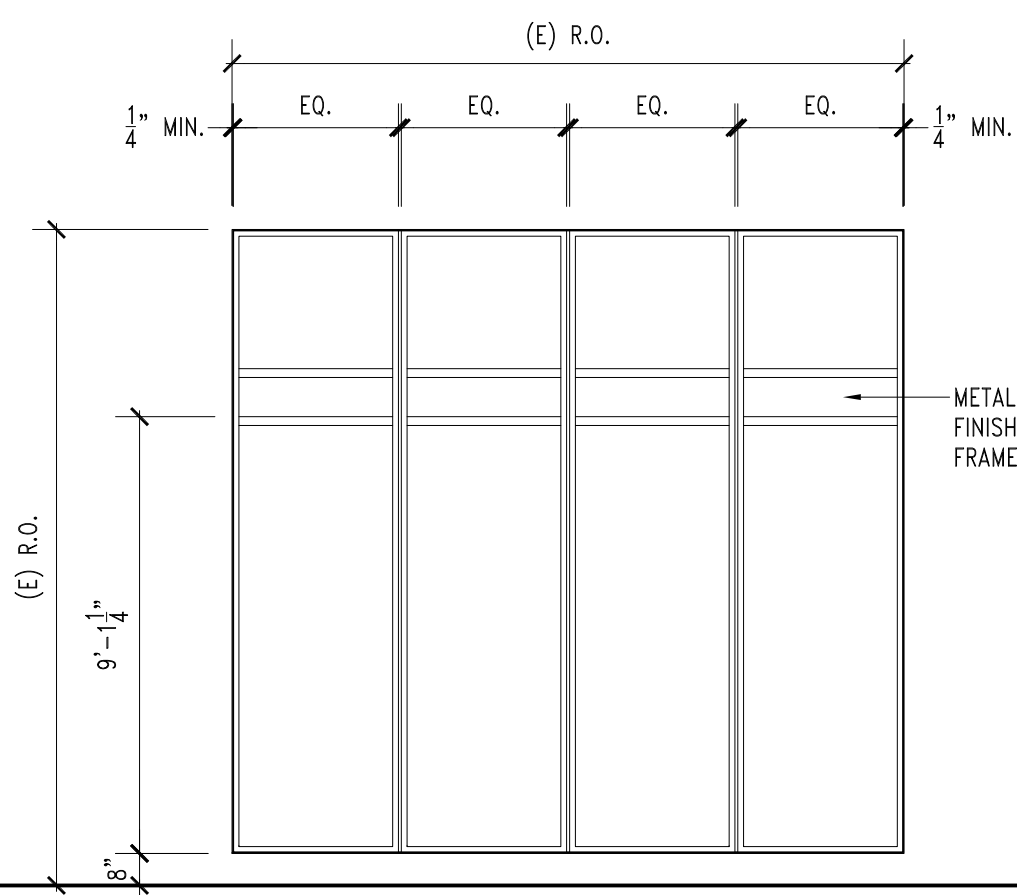
TYPE A5
STEEL WINDOW ASSEMBLY
LOCATION: FIRST FLOOR



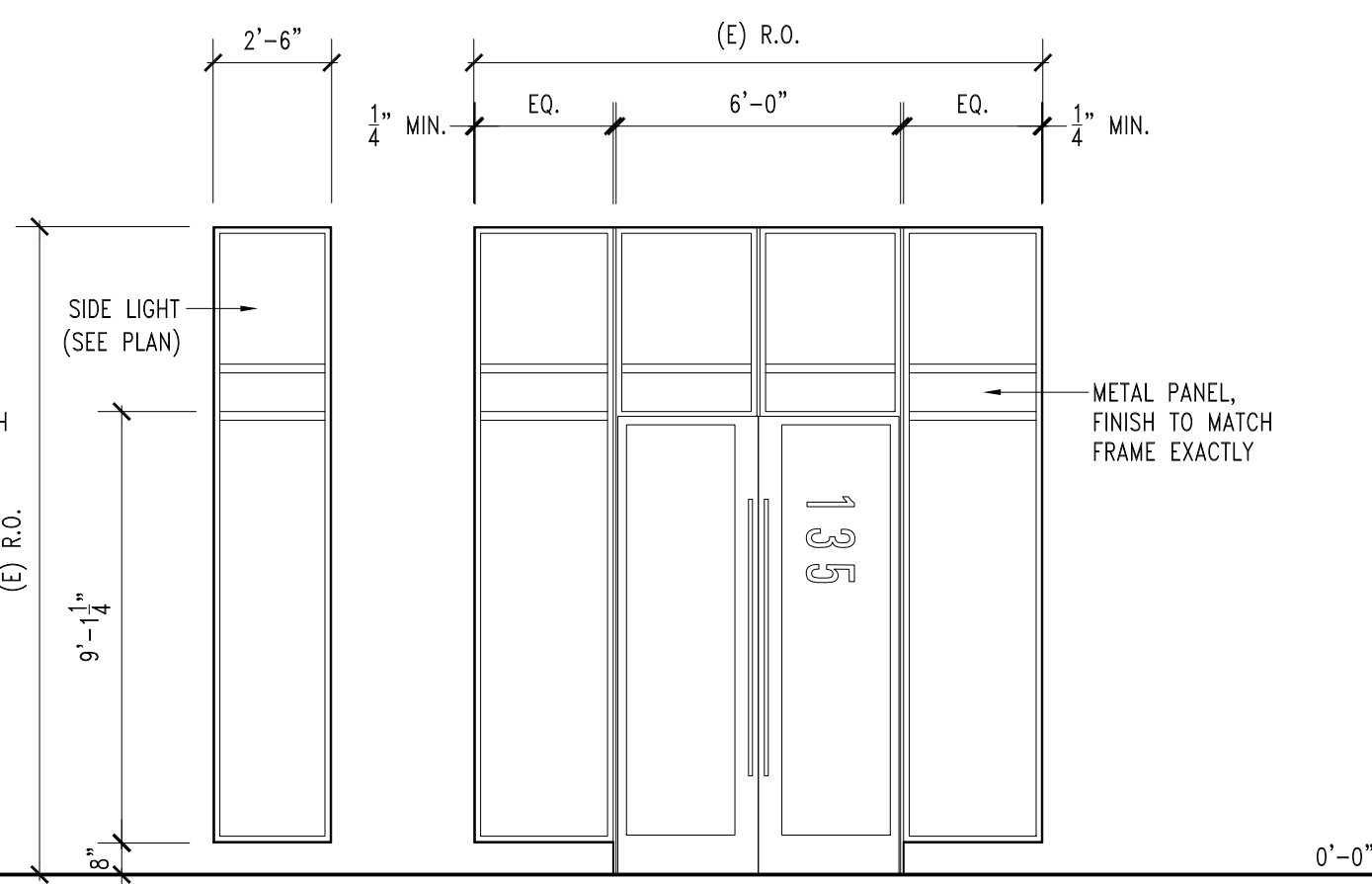
TYPE A4
STEEL WINDOW ASSEMBLY
LOCATION: FIRST FLOOR



TYPE A3
STEEL WINDOW ASSEMBLY
LOCATION: FIRST FLOOR



TYPE A2
STEEL WINDOW ASSEMBLY
LOCATION: FIRST FLOOR



TYPE A1
STEEL WINDOW ASSEMBLY
LOCATION: FIRST FLOOR

1 WINDOW TYPES
1/4" = 1'-0"

A-SH-WINDOW

WINDOW NOTES

- FIELD VERIFY ALL ROUGH OPENINGS PRIOR TO WINDOW INSTALLATION.
- PROVIDE SAFETY GLAZING WHERE REQUIRED BY APPLICABLE CODES AND ORDINANCES.
- GLAZING SHALL MEET THE MINIMUM REQUIREMENTS OF THE 2014 CALIFORNIA BUILDING CODE, CHAPTER 24 (INCLUDING GLASS THICKNESS) UNLESS MORE STRINGENT REQUIREMENTS ARE NOTED IN THE DRAWINGS OR IN THE PROJECT SPECIFICATIONS.
- HARDWARE FINISH FOR WINDOWS, STOREFRONT, AND STOREFRONT DOORS TO MATCH FRAMES.

WINDOW SCHEDULE LEGEND

FRAME MATERIAL

ALUM ALUMINUM
STL STEEL
WD WOOD

FRAME FINISH

PT PAINT
MFR MANUFACTURER'S STANDARD FINISH
PC POWDER COAT
KYNAR (PVDF)
ANOD ANODIZED ALUMINUM

GLAZING

TGL TEMPERED CLEAR GLASS
LGL LAMINATED CLEAR GLASS
IGL INSULATED GLASS

WINDOW SCHEDULE

			ROUGH OPENING			FRAME				GLAZING	REMARKS
NUMBER	WINDOW TYPE	FIRE RATING	WIDTH	HEIGHT	SILL	MAT'L	FINISH	DETAILS			
								HEAD/JAMB	SILL		
FIRST FLOOR											
101	A4	NR	VFY (E)	VFY (E)	8"	STL				IGL	
102	A3	NR	VFY (E)	VFY (E)	8"	STL				IGL	
103	A2	NR	VFY (E)	VFY (E)	8"	STL				IGL	
104	A2	NR	VFY (E)	VFY (E)	8"	STL				IGL	
105	A1	NR	VFY (E)	VFY (E)	8"	STL				IGL	
106	A5	NR	VFY (E)	VFY (E)	8"	STL				IGL	
107	A6	NR	VFY (E)	VFY (E)	8"	STL				IGL	
108	A6	NR	VFY (E)	VFY (E)	8"	STL				IGL	
109	A6	NR	VFY (E)	VFY (E)	8"	STL				IGL	
110	A7	NR	VFY (E)	VFY (E)	8"	STL				IGL	
SECOND FLOOR											
201	B2	45 MIN.	VFY (E)	VFY (E)	2'-8" (E)	STL		2C/A2.31	2A/A2.31	IGL (5/8")	
202	B1	NR	VFY (E)	VFY (E)	2'-8" (E)	STL		2C/A2.31	2A/A2.31	IGL (5/8")	
203	B1	NR	VFY (E)	VFY (E)	2'-8" (E)	STL		2C/A2.31	2A/A2.31	IGL (5/8")	
204	B1	NR	VFY (E)	VFY (E)	2'-8" (E)	STL		2C/A2.31	2A/A2.31	IGL (5/8")	
205	B2	45 MIN.	VFY (E)	VFY (E)	2'-8" (E)	STL		2C/A2.31	2A/A2.31	IGL (5/8")	
206	B2	45 MIN.	VFY (E)	VFY (E)	2'-8" (E)	STL		2C/A2.31	2A/A2.31	IGL (5/8")	
207	B1	NR	VFY (E)	VFY (E)	2'-8" (E)	STL		2C/A2.31	2A/A2.31	IGL (5/8")	
208	B1	NR	VFY (E)	VFY (E)	2'-8" (E)	STL		2C/A2.31	2A/A2.31	IGL (5/8")	
209	B1	NR	VFY (E)	VFY (E)	2'-8" (E)	STL		2C/A2.31	2A/A2.31	IGL (5/8")	
210	B1	NR	VFY (E)	VFY (E)	2'-8" (E)	STL		2C/A2.31	2A/A2.31	IGL (5/8")	
THIRD FLOOR											
301	B2	45 MIN.	VFY (E)	VFY (E)	2'-8" (E)	STL		2C/A2.31	2A/A2.31	IGL (5/8")	
302	B1	NR	VFY (E)	VFY (E)	2'-8" (E)	STL		2C/A2.31	2A/A2.31	IGL (5/8")	
303	B1	NR	VFY (E)	VFY (E)	2'-8" (E)	STL		2C/A2.31	2A/A2.31	IGL (5/8")	
304	B1	NR	VFY (E)	VFY (E)	2'-8" (E)	STL		2C/A2.31	2A/A2.31	IGL (5/8")	
305	B2	45 MIN.	VFY (E)	VFY (E)	2'-8" (E)	STL		2C/A2.31	2A/A2.31	IGL (5/8")	
306	B2	45 MIN.	VFY (E)	VFY (E)	2'-8" (E)	STL		2C/A2.31	2A/A2.31	IGL (5/8")	
307	B1	NR	VFY (E)	VFY (E)	2'-8" (E)	STL		2C/A2.31	2A/A2.31	IGL (5/8")	
308	B1	NR	VFY (E)	VFY (E)	2'-8" (E)	STL		2C/A2.31	2A/A2.31	IGL (5/8")	
309	B1	NR	VFY (E)	VFY (E)	2'-8" (E)	STL		2C/A2.31	2A/A2.31	IGL (5/8")	
310	B1	NR	VFY (E)	VFY (E)	2'-8" (E)	STL		2C/A2.31	2A/A2.31	IGL (5/8")	
FOURTH FLOOR											
401		45 MIN.	VFY (E)	VFY (E)	2'-8" (E)	STL		2C/A2.31	2A/A2.31	IGL (5/8")	
402	B1	NR	VFY (E)	VFY (E)	2'-8" (E)	STL		2C/A2.31	2A/A2.31	IGL (5/8")	
403	B1	NR	VFY (E)	VFY (E)	2'-8" (E)	STL		2C/A2.31	2A/A2.31	IGL (5/8")	
404	B1	NR	VFY (E)	VFY (E)	2'-8" (E)	STL		2C/A2.31	2A/A2.31	IGL (5/8")	
405	B2	45 MIN.	VFY (E)	VFY (E)	2'-8" (E)	STL		2C/A2.31	2A/A2.31	IGL (5/8")	
406	B2	45 MIN.	VFY (E)	VFY (E)	2'-8" (E)	STL		2C/A2.31	2A/A2.31	IGL (5/8")	
407	B1	NR	VFY (E)	VFY (E)	2'-8" (E)	STL		2C/A2.31	2A/A2.31	IGL (5/8")	
408	B1	NR	VFY (E)	VFY (E)	2'-8" (E)	STL		2C/A2.31	2A/A2.31	IGL (5/8")	
409	B1	NR	VFY (E)	VFY (E)	2'-8" (E)	STL		2C/A2.31	2A/A2.31	IGL (5/8")	
410	B1	NR	VFY (E)	VFY (E)	2'-8" (E)	STL		2C/A2.31	2A/A2.31	IGL (5/8")	
FIFTH FLOOR											
501	B2	45 MIN.	VFY (E)	VFY (E)	2'-8" (E)	STL		2C/A2.31	2A/A2.31	IGL (5/8")	
502	B1	NR	VFY (E)	VFY (E)	2'-8" (E)	STL		2C/A2.31	2A/A2.31	IGL (5/8")	
503	B1	NR	VFY (E)	VFY (E)	2'-8" (E)	STL		2C/A2.31	2A/A2.31	IGL (5/8")	
504	B1	NR	VFY (E)	VFY (E)	2'-8" (E)	STL		2C/A2.31	2A/A2.31	IGL (5/8")	
505	B2	45 MIN.	VFY (E)	VFY (E)	2'-8" (E)	STL		2C/A2.31	2A/A2.31	IGL (5/8")	
506	B2	45 MIN.	VFY (E)	VFY (E)	2'-8" (E)	STL		2C/A2.31	2A/A2.31	IGL (5/8")	
507	B1	NR	VFY (E)	VFY (E)	2'-8" (E)	STL		2C/A2.31	2A/A2.31	IGL (5/8")	
508	B1	NR	VFY (E)	VFY (E)	2'-8" (E)	STL		2C/A2.31	2A/A2.31	IGL (5/8")	
509	B1	NR	VFY (E)	VFY (E)	2'-8" (E)	STL		2C/A2.31	2A/A2.31	IGL (5/8")	
510	B1	NR	VFY (E)	VFY (E)	2'-8" (E)	STL		2C/A2.31	2A/A2.31	IGL (5/8")	

Project Number

14025.00

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File Name: 14025-A2.31 Drawn By: AR Checked By: CFB

Issues 2

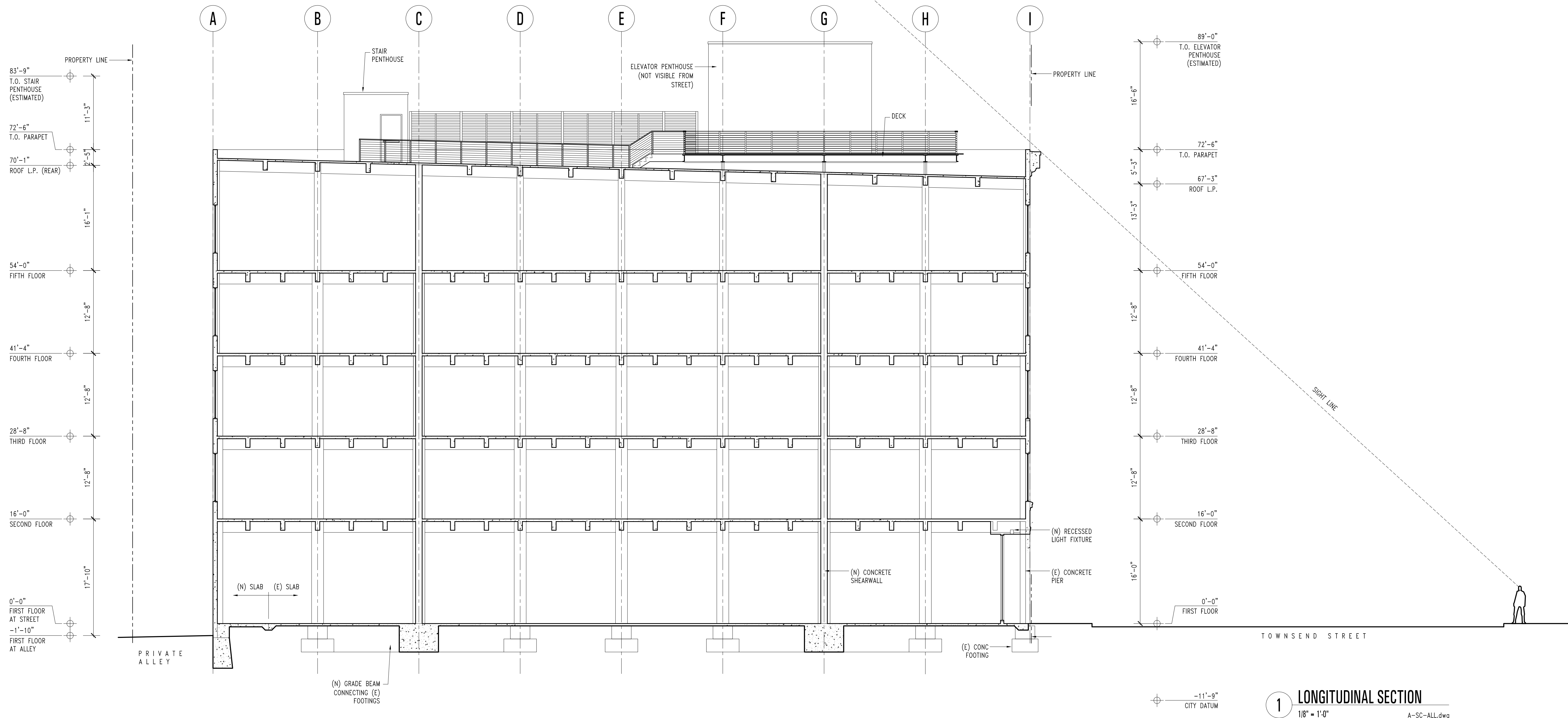
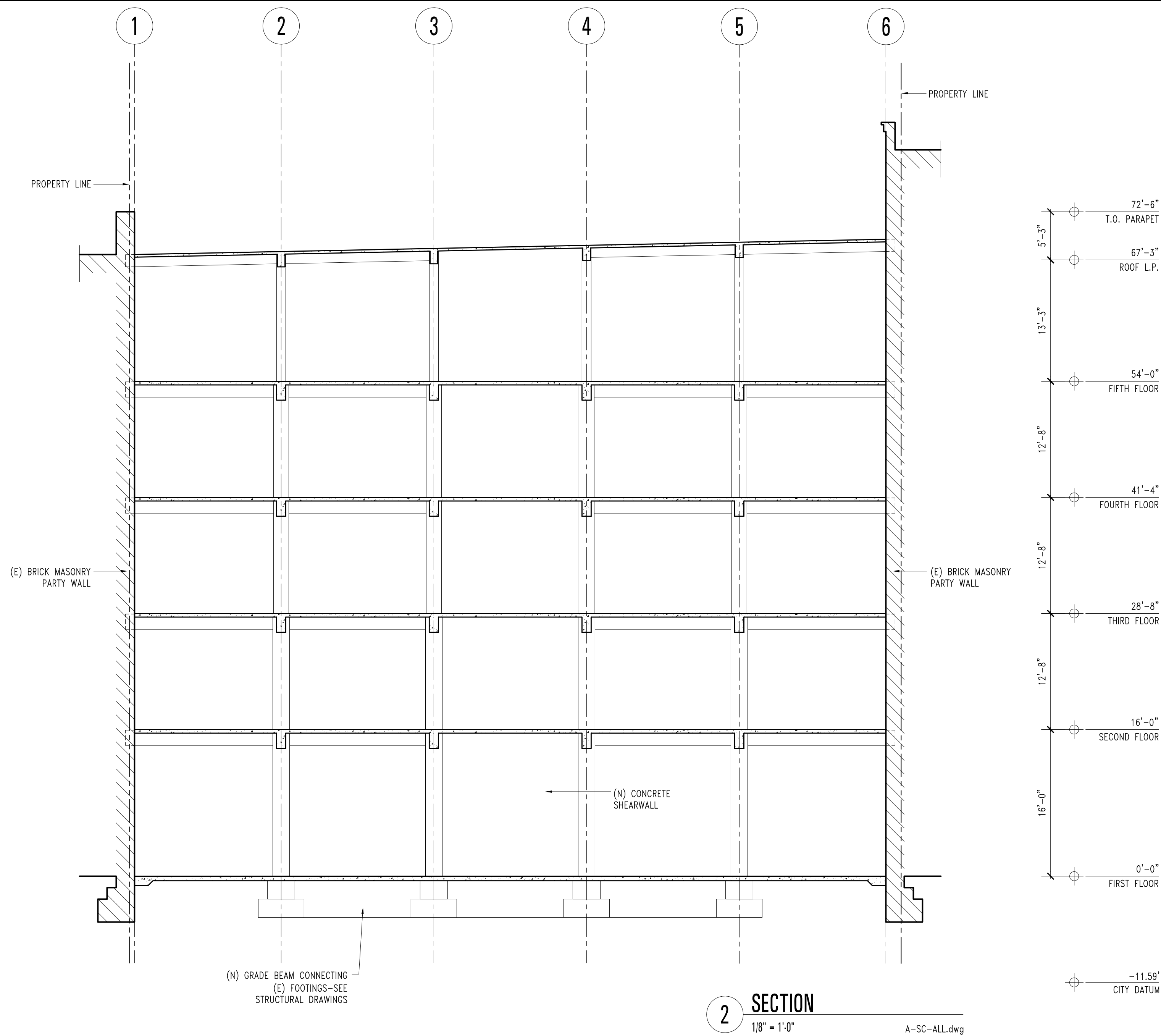
Number	Date	Description
2	06.08.15	100% DD SET

Revisions
Number Date Description

WINDOW SCHEDULE
& TYPICAL DETAILS

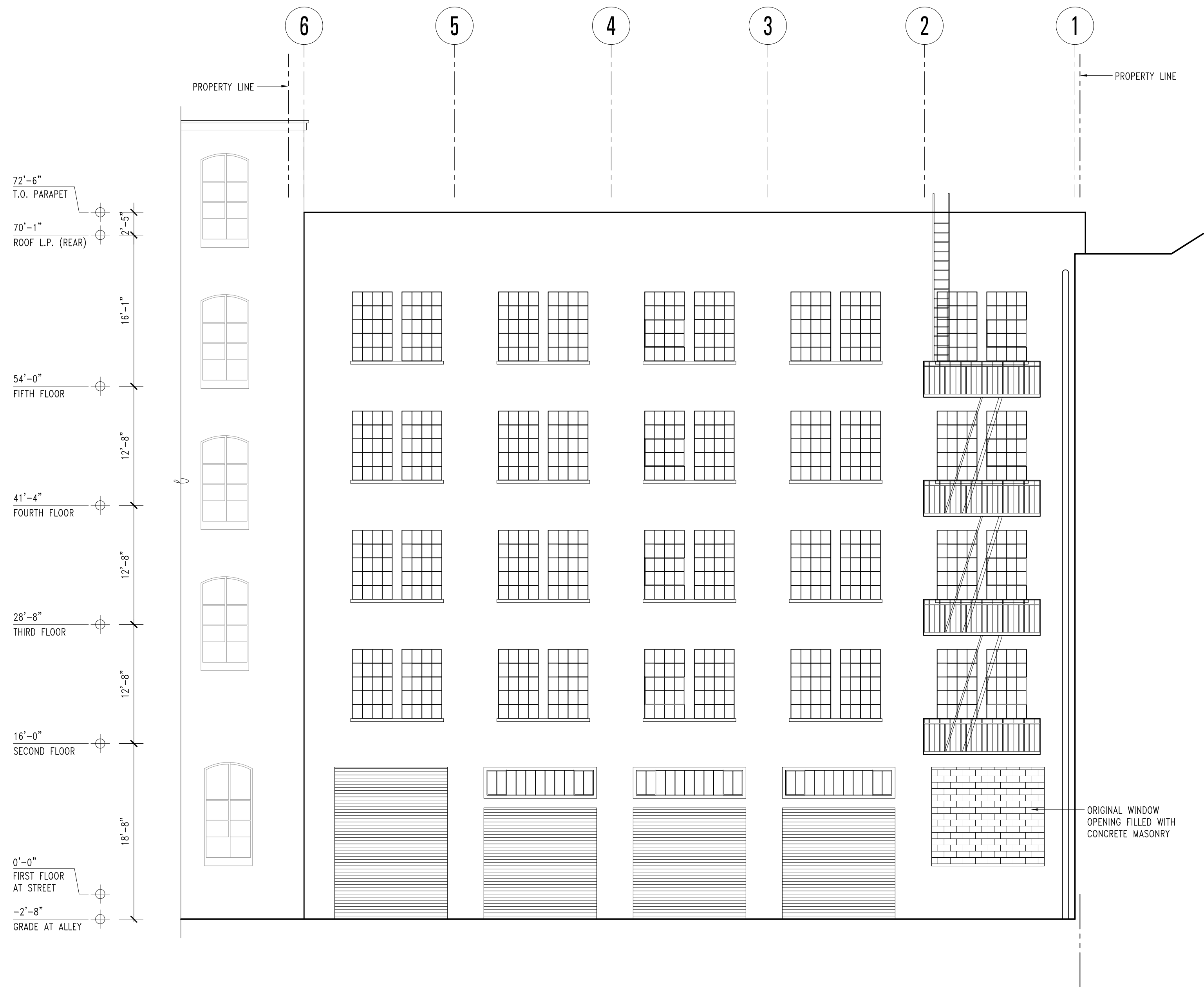
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A2.31



Number	Date	Description
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2	06.08.15	100% DD SET

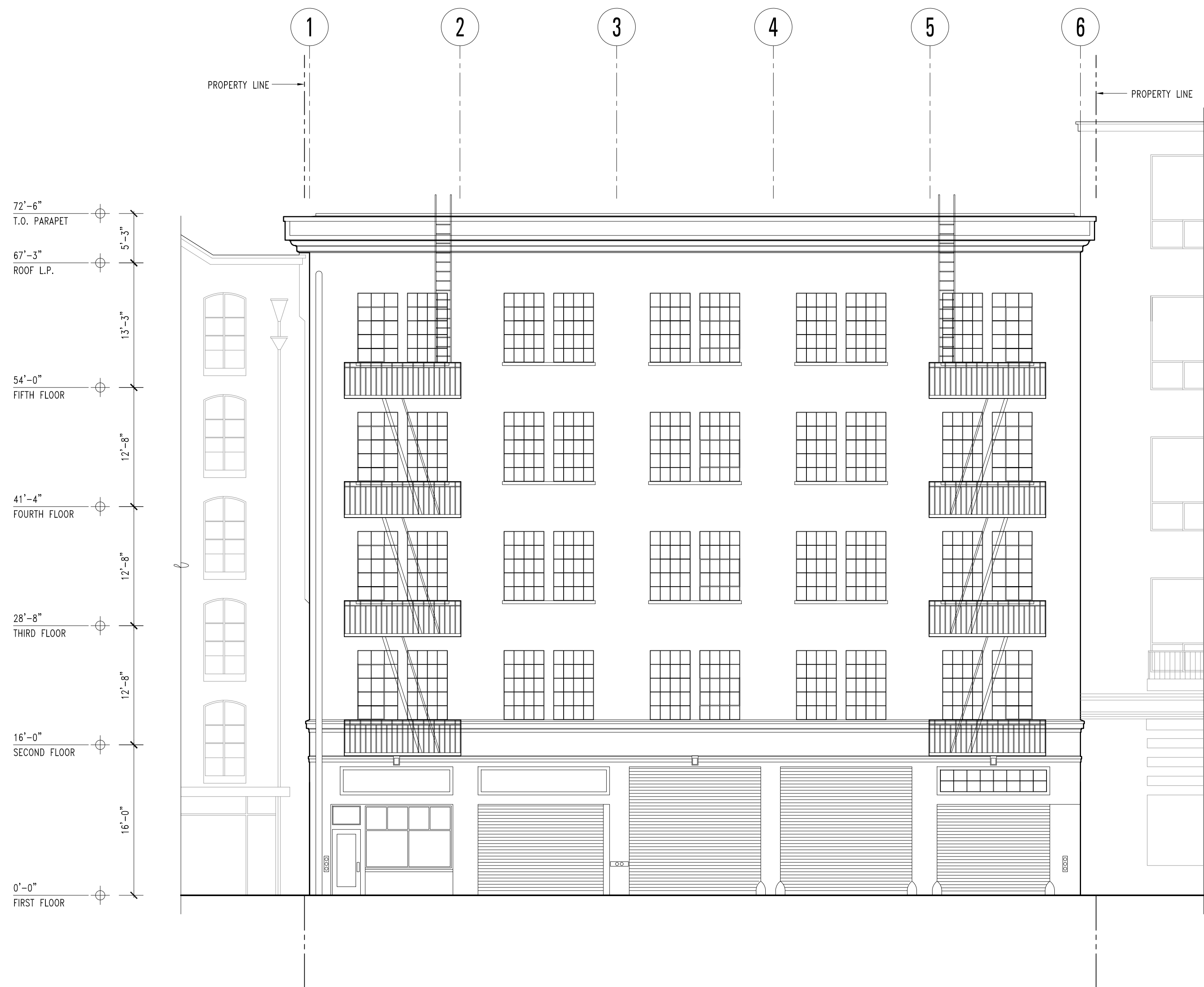
Number	Date	Description
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4 EXISTING REAR ELEVATION
1/8" = 1'-0" A-EE-ALL.dwg



2 PROPOSED REAR ELEVATION
1/8" = 1'-0" A-EE-ALL.dwg



3 EXISTING FRONT ELEVATION
1/8" = 1'-0" A-EE-ALL.dwg



1 PROPOSED FRONT ELEVATION
1/8" = 1'-0" A-EE-ALL.dwg

Number	Date	Description
1	03.31.15	SITE PERMIT APPLICATION
2	08.08.15	100% DD SET

Number	Date	Description
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1. Tenant signs shall conform with the requirements of planning code article 6: signs and article 10: preservation of historical architectural and aesthetic landmarks, appendix i – south end historic district, section 6.
2. The following signs are allowed:
 - one principal sign identifying the principal building tenant
 - one secondary sign
3. No signs are allowed above the ground floor.
4. Street numbers are required at entrances.

1 principal sign shall be located in the belt course between the fire escapes as shown on the drawing, and may be large enough to be read from across the street. Sign shall be a flush sign with indirect illumination (if any). Individual pin-mounted letters are preferred.

2 secondary sign shall be located within the two bays occupied by the commercial tenant, and is intended to be viewed close-up. Sign may be one of the following:

- A. Lettering on the inside face of a door or window which contains only the name and nature of the establishment, hours of operation, and other pertinent information. Area of the sign may not exceed 1/3 of the area of the window or door glass.
- B. Projecting sign not exceeding two square feet in area. Projecting sign may be indirectly illuminated. Internally illuminated box signs are not allowed.

[illegible]