



SAN FRANCISCO PLANNING DEPARTMENT

Certificate of Appropriateness Case Report

HEARING DATE: NOVEMBER 18, 2015
CONTINUED FROM: OCTOBER 21, 2015

Filing Date: March 16, 2015
Case No.: **2014.1315COA**
Project Address: **135 TOWNSEND STREET**
Historic Landmark: South End Landmark District
Zoning: MUO (Mixed-Use Office) Zoning District
105-F Height and Bulk District
Block/Lot: 3794/022
Applicant: John Kevlin, Reuben, Junius & Rose LLP
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PROPERTY DESCRIPTION

135 TOWNSEND STREET is a five-story, reinforced concrete former warehouse located on a rectangular midblock lot (measuring approximately 84.2 ft x 137.5 ft) on the east side of Townsend Street between 2nd and 3rd Streets. Also known as the Townsend Street Bonded & Free Warehouse, the subject building was originally occupied by the National Biscuit Company and was originally owned by the Warehouse Investment Company (Haslett). Constructed in 1911 by architects MacDonald & Applegarth and George A. Ferrolite Company, the existing building features a scored stucco and concrete exterior, steel-sash, multi-lite windows, a flat roof, and a simple box cornice. On the ground floor of the front facade, the existing building features an altered wood storefront within the westernmost bay, and corrugated metal roll-up doors within the remaining four bays. Currently, the existing building is occupied by a retail use (self-storage facility).

PROJECT DESCRIPTION

The proposed project includes a change in use from self-storage facility to 49,995 square feet of office use and 1,395 square feet of ground floor retail use. As part of the project, the exterior alterations include:

- **Facade Alterations:** On the front and rear facades, the project would repair and repaint the exterior stucco and concrete façade. On the ground floor of the front façade, the project would replace the existing altered wood storefront, corrugated metal roll-up doors and transoms with new steel storefront system. The design of the new storefronts would introduce a spandrel in the three easternmost bays, and would introduce a new concrete bulkhead in the two westernmost bays. These new elements echo the original storefront design, as noted in the 1911 architectural

drawings. On the rear façade, the project would replace the corrugated metal roll-up doors with new steel storefront system. The project would also reopen a previously-infilled window opening in the easternmost bay. The existing fire escapes on the front and rear facades would be retained in place.

- **Window Replacement:** On the second through fifth floors of the front and rear facades, the project would replace the existing steel-sash windows with new steel-sash windows, which match the lite pattern and profile of the original historic windows.
- **Construction of a New Roof Deck & Rooftop Penthouses:** The project would construct a new roof deck (measuring approximately 2,345 square feet), a new rooftop elevator penthouse, and a new rooftop stair penthouse. The new penthouses would be setback more than 20-ft from the Townsend Street façade.
- **Signage.** The project would institute a signage program for tenants. The signage program specifies:
 - All signage shall conform to the requirements of Article 10-Appendix I
 - One principal sign identifying the principal building tenant and one secondary sign are permitted
 - No signs are allowed above the ground floor
 - Street numbers are required at building entrances
 - The principal sign shall be located in the belt course between the fire escapes on the front facade, shall be flush with indirect illumination (if any). Individual pin-mounted letters are preferred.
 - The secondary sign shall be located within the two bays occupied by the commercial tenant, and may include one of the following:
 - Lettering on the inside of a door or window which contains only the name and nature of the establishment, hours of operation and other pertinent information. The area of the sign may not exceed 1/3 of the area of the window or door glass.
 - Projecting sign not exceeding two square feet in area and may be indirectly illuminated. Internally illuminated box signs are not allowed.

OTHER ACTIONS REQUIRED

Proposed work requires an Office Development Authorization from the Planning Commission, pursuant to Planning Code Section 321 and 322, and a Building Permit from the Department of Building Inspection (DBI).

COMPLIANCE WITH THE PLANNING CODE PROVISIONS

The proposed project is in compliance with all other provisions of the Planning Code.

APPLICABLE PRESERVATION STANDARDS

ARTICLE 10

Pursuant to Section 1006.2 of the Planning Code, unless exempt from the Certificate of Appropriateness requirements or delegated to Planning Department Preservation staff through the Administrative Certificate Appropriateness process, the Historic Preservation Commission is required to review any applications for the construction, alteration, removal, or demolition of any designated Landmark for which a City permit is required. Section 1006.6 states that in evaluating a request for a Certificate of Appropriateness for an individual landmark or a contributing building within a landmark district, the Historic Preservation Commission must find that the proposed work is in compliance with the *Secretary of the Interior's Standards for the Treatment of Historic Properties*, as well as the designating Ordinance and any applicable guidelines, local interpretations, bulletins, related appendices, or other policies.

THE SECRETARY OF THE INTERIOR'S STANDARDS FOR REHABILITATION

Rehabilitation is the act or process of making possible a compatible use for a property through repair, alterations, and additions while preserving those portions or features that convey its historical, cultural, or architectural values. The Rehabilitation Standards provide, in relevant part(s):

Standard 1: A property shall be used for its historic purpose or be placed in a new use that requires minimal change to the defining characteristics of the building and its site and environment.

The proposed project includes a change in use from self-storage facility to office and retail use. As part of the change in use, the project would undertake ground floor façade alterations, would replace deteriorated windows on the second through fifth floors, and would construct a new rooftop deck and elevator/stair penthouse that would not be visible from the public right-of-way. This new work does not change the building's character-defining features, which include, but are not limited to, the simple box cornice, scored exterior stucco and concrete, steel-sash windows, and articulated belt courses. Therefore, the proposed project complies with Rehabilitation Standard 1.

Standard 2: The historic character of a property shall be retained and preserved. The removal of historic materials or alteration of features and spaces that characterize a property shall be avoided.

The proposed project maintains the historic character of the subject property, as defined by its character-defining features, including, but not limited to, the overall mass and form, steel-sash windows, stucco/concrete exterior, and simple box cornice. The project assists in reinforcing the building's historic character by repairing and repainting the exterior facades. Further, the proposed window replacement program provides for an in-kind replacement of the historic steel-sash industrial windows. The new replacement windows match the historic configuration, lite pattern and profile of the historic windows. Overall, the project introduces new elements that are compatible with the district's industrial aesthetic. The new ground floor storefronts would be constructed in steel (an industrial material), and designed in a contemporary manner that echoes the ground floor design evident in the 1911 architectural drawings. For example, the new

storefront design continues the tripartite character of the original loading doors. In addition, the new storefront introduces a concrete bulkhead into the two westernmost bays, which was an original feature of the subject property. Finally, the new rooftop elements are not visible from the public right-of-way, since they are sufficiently setback from the Townsend Street façade. The project also accommodates for a compatible tenant signage program, as evidenced by location of the proposed signage, type of illumination and size. Therefore, the proposed project complies with Rehabilitation Standard 2.

Standard 3: Each property will be recognized as a physical record of its time, place and use. Changes that create a false sense of historical development, such as adding conjectural features or architectural elements from other buildings, shall not be undertaken.

The proposed project does not include the addition of conjectural elements or architectural features from other buildings. New work is contemporary and compatible in style, as evidenced by the steel storefront windows and concrete bulkhead. The new work would not create a false sense of historical development and would be compatible with the subject building and the surrounding district. Therefore, the proposed project complies with Rehabilitation Standard 3.

Standard 4: Most properties change over time; those changes that have acquired historic significance in their own right shall be retained and preserved.

The proposed project does not involve alterations of any feature of the subject building, which have acquired significance in their own right. The westernmost storefront on the ground floor of the front façade has been altered from its original design, and is not historic. The existing corrugated metal roll-up doors are not historic features, nor are they character-defining features of the subject building and the landmark district. Therefore, the proposed project complies with Rehabilitation Standard 4.

Standard 5: Distinctive features, finishes, and construction techniques or examples of fine craftsmanship that characterize a property will be preserved.

The proposed project maintains and preserves the subject property's distinctive finishes and character-defining features, including the overall mass and form, fenestration pattern, and stucco/concrete exterior. The project provides an in-kind window replacement program for the historic steel-sash industrial windows, which are deteriorated. This new work would match the design, dimension and profile of the existing historic windows. Therefore, the proposed project complies with Rehabilitation Standard 5.

Standard 6: Deteriorated historic features will be repaired rather than replaced. Where the severity of deterioration requires replacements of a distinctive feature, the new feature will match the old in design, color, texture and other visual qualities and, where possible, materials. Replacement of missing features shall be substantiated by documentary, physical, or pictorial evidence.

The proposed project calls for in-kind replacement of the steel-sash windows on the second through fifth floors. Currently, as noted by the provided window assessment, the existing steel-sash windows are deteriorated and are not operable in several instances. The new windows will replace the existing historic windows, and will match the original windows in pane configuration, muntin profile, and general proportions. Therefore, the proposed project complies with Rehabilitation Standard 6.

Standard 7: Chemical or physical treatments, such as sandblasting, that cause damage to historic materials shall not be used. The surface cleaning of structures, if appropriate, shall be undertaken using the gentlest means possible.

The proposed project does not involve chemical or physical treatments. The project would repair and repaint the existing painted stucco and concrete exterior. The proposed light gray color would be consistent with the surrounding landmark district. Therefore, the proposed project complies with Rehabilitation Standard 7.

Standard 8: Significant archaeological resources affected by a project shall be protected and preserved. If such resources must be disturbed, mitigation measures will be undertaken.

The proposed project includes limited excavation to accommodate a new grade beam within the foundations. If archaeological resources are disturbed or uncovered during the excavation, approximate measures will be undertaken. Therefore, the proposed project complies with Rehabilitation Standard 8.

Standard 9: New additions, exterior alterations, or related new construction will not destroy historic materials, features, and spatial relationships that characterize the property. The new work will be differentiated from the old and will be compatible with the historic materials, features, size, scale and proportion, and massing to protect the integrity of the property and its environment.

The proposed project includes exterior alterations to the subject property, including ground floor storefront alterations, in-kind replacement of the historic windows on the second through fifth floors, construction of a new roof deck and rooftop stair/elevator penthouses, and instituting a new tenant signage program.

On the ground floor, the project would introduce new steel storefronts and a concrete bulkhead within the existing openings. These elements use contemporary materials, but evoke the original ground floor design evident in the 1911 architectural drawings. The project would retain character-defining aspects of the loading dock openings, including the corner guards and bumpers. The new steel storefront windows are compatible, yet differentiated, with district's ground floor designs, as noted by the simple design, articulated transom level, and intermediary cornice/spandrel panel. In general, this new work is sufficiently differentiated from the historic building via its design, but is compatible in size, scale, material with the subject building and the

surrounding landmark district, since the new steel storefront windows evoke an industrial aesthetic, which is compatible with the area's industrial history.

On the upper floors, the project's window replacement program calls for in-kind replacement of the exterior windows. These new windows would mirror the design and profile of the historic multi-lite steel-sash windows. Overall, the window replacement program maintains an important character-defining feature of the subject property, while correcting evident exterior deterioration.

The new roof deck does not impact the historic character of the subject property, since it would not be visible from the public right-of-way due to its setback from the building edge and the height of the building's parapet, which would obscure the roof deck and guardrail from public view.

Similarly, the new rooftop stair and elevator penthouses would be minimally visible from the public rights-of-way. The new penthouses are setback from the building edges, so as to minimize their visibility. The new penthouses would not conflict with the existing building's form and massing, since they would be minimally visible and would not impact any significant historic characteristics of the subject property.

The new exterior signage would be minimal in scale and minimally illuminated, thus avoiding undue attention. The new signage would not distract from or interfere with a reading of the subject property or the surrounding landmark district.

Overall, the proposed project maintains the historic integrity of the subject property and provides new additions and features, which are compatible, yet differentiated from the landmark district. Therefore, the proposed project complies with Rehabilitation Standard 9.

Standard 10: New additions and adjacent or related new construction shall be undertaken in such a manner that if removed in the future, the essential form and integrity of the historic property and its environment would be unimpaired.

The proposed project includes construction of a roof deck and rooftop stair penthouse. These features may be removed in the future without impacting the essential form and integrity of the landmark. Further, these features do not impact any character-defining features of the subject property. Therefore, the proposed project complies with Rehabilitation Standard 10.

Summary: The Department finds that the overall project is consistent with the *Secretary of the Interior Standards for Rehabilitation*.

PUBLIC/NEIGHBORHOOD INPUT

As of November 10, 2015, the Department has received one letter of opposition to the proposed project and two inquiries requesting information. The public correspondence has not commented on the exterior alterations to the subject property. Copies of this correspondence have been included in the Commission packet.

STAFF ANALYSIS

Included as an exhibit are architectural drawings of the existing building and the proposed project. Based on the requirements of Article 10 and the *Secretary of Interior's Standards*, Department staff has determined the following:

Appendix I to Article 10 – South End Landmark District: Appendix I of Article 10 of the San Francisco Planning Code identifies existing features and standards for review for alterations within the South End Landmark District. In particular, Section 6 of Appendix I identifies existing features, including:

1. *Overall Form and Continuity. Building height is generally within a six-story range, and many of the oldest structures are one or two stories in height.*
2. *Scale and Proportion. The buildings are of typical warehouse design, large in bulk, often with large arches and openings originally designed for easy vehicular access. There is a regularity of overall form. The earlier brick structures blend easily with the scaled-down Beaux Arts forms of the turn of the century and the plain reinforced concrete structures characteristic of twentieth-century industrial architecture.*
3. *Fenestration. The earliest structures have few windows, expressing their warehouse function. They are varied in size, rhythmically spaced, deeply recessed, produce a strong shadow line, and relate in shape and proportion to those in nearby buildings. Larger industrial sash windows began to be incorporated in structures built from the 1920s and onward. Door openings are often massive to facilitate easy access of bulk materials.*
4. *Materials. Standard brick masonry is predominant for the oldest buildings in the district, with reinforced concrete introduced after the 1906 fire, although its widespread use did not occur until the 1920s. Brick and stone paving treatments on Federal and First and De Boom Streets respectively are extant as well as Beltline Railroad Tracks which run throughout the District.*
5. *Color. Red brick is typical, with some yellow and painted brick. Muted earth tones predominate in shades of red, brown, green, gray and blue.*
6. *Texture. Typical facing materials give a rough textured appearance. The overall texture of the facades is rough grained.*
7. *Detail. Arches are common at the ground floor, and are frequently repeated on upper floors. Flattened arches for window treatment are typical. Cornices are simple and generally tend to be abstract versions of the more elaborate cornices found in downtown commercial structures from the nineteenth century. Most of the surfaces of the later buildings are plain and simple reflecting their function. Some of the earlier brick work contains suggestions of pilasters, again highly abstracted. Where detail occurs, it is often found surrounding entryways.*

Department staff has reviewed the proposed alterations for compatibility with these existing features, and finds that these alterations are consistent and compatible with the South End Landmark District, and the *Secretary of the Interior's Standards for Rehabilitation* (see above). The proposed project does not impact the overall form, continuity, scale or proportion of the existing building. The project maintains the building's fenestration pattern by maintaining the historic multi-lite industrial sash pattern within all of

the window openings on the second through fifth floors. The project maintains the texture of the stucco and concrete exterior, and would repaint the exterior in a light gray. Finally, the project would maintain important exterior details, including the simple box cornice and belt courses.

Facade Alterations: The proposed project includes installation of new steel storefront windows on the ground floor and repair and repainting of the exterior stucco and concrete on the front and rear facades. Overall, these alterations introduce new elements on the ground floor, which serve to reinforce the building's overall historic character by providing for compatible, yet contemporary features, as evidenced by design of the new storefronts and the reintroduction of a concrete bulkhead in the westernmost bays. These ground floor alterations would comply with the *Secretary of the Interior's Standards for Rehabilitation* and the requirements of Article 10 of the San Francisco Planning Code, since these alterations would introduce compatible, yet differentiated, exterior elements, which evoke the district's industrial aesthetic in a contemporary manner. To ensure that the paint color is appropriate and consistent with the surrounding landmark district, the Department has included a condition of approval to review the final paint color for the building's exterior.

Window Replacement: The proposed project includes in-kind replacement of the existing multi-lite, steel-sash windows on the second through fifth floors. As previously noted, the new steel-sash windows would match the design, profile, and shape of the existing historic steel-sash windows. These alterations would comply with the *Secretary of the Interior's Standards for Rehabilitation* and the requirements of Article 10 of the San Francisco Planning Code, since the new window system match the original historic windows in material, design and profile. To ensure that the window profiles are consistent with existing historic windows, the Department has included a condition of approval to review the window product information and specifications.

Roof Deck, Rooftop Penthouse & Rooftop Mechanical Equipment: The proposed project would construct a new roof deck and new stair and elevator penthouses. The new stair and elevator penthouses would be setback more than 20-ft from the Townsend Street façade and would not be visible from any public right-of-way. These new features would not impact any of the existing character-defining features of the subject property and would be additive in nature. These new features would occur on the roof of the subject property and are relatively small in scale. The location of the stair penthouse reduces its visibility, so that it is not perceptible from the public right-of-way. Therefore, the new roof deck, stair penthouses, and mechanical equipment would comply with the *Secretary of the Interior's Standards for Rehabilitation* and the requirements of Article 10 of the San Francisco Planning Code, since this new work would be compatible with the historic building. To ensure that the cladding of the penthouse is consistent with the overall landmark and the surrounding district, the Department has included a condition of approval to review the proposed materials and finish of the new penthouses.

Signage. The proposed project would institute a new tenant signage program for the subject property. This new signage program would allow for the construction of primary and secondary signage on the exterior for the office tenant and ground floor retail tenant. Overall, the new signage program calls for minimal exterior signage, specifies precise locations of signage, and outlines requirements for illumination—all of which are consistent with the surrounding district. Therefore, this new signage program would comply with the *Secretary of the Interior's Standards for Rehabilitation* and the requirements

of Article 10 of the San Francisco Planning Code, since this new signage does not detract from the building's historic character. To ensure that the signage is consistent with overall landmark district, the Department has included a condition of approval to review the proposed materials and finish of the signage.

Summary: Department staff finds that proposed work will be in conformance with the Secretary's Standards and requirements of Article 10, as the proposed work shall not adversely affect the special character or special historical, architectural, or aesthetic interest or value of the landmark and its site.

ENVIRONMENTAL REVIEW STATUS

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.

PLANNING DEPARTMENT RECOMMENDATION

Planning Department staff recommends APPROVAL WITH CONDITIONS of the proposed project as it appears to meet the *Secretary of the Interior Standards for Rehabilitation* and requirements of Article 10.

CONDITIONS OF APPROVAL

To ensure that the proposed work is undertaken in conformance with this Certificate of Appropriateness, staff recommends the following conditions:

1. Prior to approval of the Site Permit or Full Permit, the Project Sponsor shall provide additional details and/or specifications for the new steel-sash windows. These new steel-sash windows shall match the configuration and profile of the existing historic steel-sash windows.
2. Prior to approval of the Site Permit or Full Permit, the Project Sponsor shall provide additional detail on the design of the stair and elevator penthouses to ensure compatibility with the surrounding landmark district. The penthouses shall be minimally visible from any public right-of-way, and shall feature an exterior cladding material and roofline that are compatible with the district's character-defining features.
3. Prior to approval of the Site Permit or Full Permit, the Project Sponsor shall provide a swatch of the proposed exterior color for review and approval by Department staff. The proposed exterior

color shall meet the guidelines of Article 10 of the San Francisco, and shall be compatible with the district's character and color.

4. Prior to approval of a Sign Permit, the Project Sponsor shall seek review and approval of proposed tenant signage from Planning Department Preservation staff. In addition to the criteria specified by the Project Sponsor, the proposed signage shall be constructed of metal or another compatible material with a powder-coat or matte finish. All signage illumination shall either be reverse-halo lit illumination or individual spotlights. All exterior light fixtures shall be reviewed for compatibility with the surrounding landmark district.

ATTACHMENTS

Draft Motion

Exhibits, including Parcel Map, Sanborn Map, Zoning Map, Height Map, Aerial Photos, and Site Photos

Architectural Drawings

Public Correspondence

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SAN FRANCISCO PLANNING DEPARTMENT

Historic Preservation Commission Motion No. XXXX

HEARING DATE: NOVEMBER 18, 2015

Filing Date: March 16, 2015
Case No.: **2014.1315COA**
Project Address: **135 TOWNSEND STREET**
Historic Landmark: South End Landmark District
Zoning: MUO (Mixed-Use Office) Zoning District
105-F Height and Bulk District
Block/Lot: 3794/022
Applicant: John Kevlin, Reuben, Junius & Rose LLP
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ADOPTING FINDINGS FOR A CERTIFICATE OF APPROPRIATENESS FOR PROPOSED WORK DETERMINED TO BE APPROPRIATE FOR AND CONSISTENT WITH THE PURPOSES OF ARTICLE 10, TO MEET THE STANDARDS OF ARTICLE 10 AND TO MEET THE SECRETARY OF INTERIOR'S STANDARDS FOR REHABILITATION, FOR THE PROPERTY LOCATED ON LOT 022 IN ASSESSOR'S BLOCK 3794, WITHIN THE SOUTH END LANDMARK DISTRICT, MUO (MIXED-USE OFFICE) ZONING DISTRICT AND 105-F HEIGHT AND BULK DISTRICT.

PREAMBLE

WHEREAS, on March 16, 2015, John Kevlin of Reuben, Junius & Rose LLP (Project Sponsor) on behalf of James Field of Field Storage LLC (Property Owners), filed an application with the San Francisco Planning Department (Department) for a Certificate of Appropriateness for facade alterations, window replacement and a new rooftop penthouse to the subject property located on Lot 022 in Assessor's Block 3794.

WHEREAS, 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.

WHEREAS, 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.

WHEREAS, 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.

WHEREAS, on July 2, 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.

WHEREAS, on November 18, 2015, the Commission conducted a duly noticed public hearing on the current project, Case No. 2014.1315COA (Project) for its appropriateness.

WHEREAS, in reviewing the Application, the Commission has had available for its review and consideration case reports, plans, and other materials pertaining to the Project contained in the Department's case files, has reviewed and heard testimony and received materials from interested parties during the public hearing on the Project.

MOVED, that the Commission hereby grants with conditions a Certificate of Appropriateness, in conformance with the project information dated October 1, 2015 and labeled Exhibit A on file in the docket for Case No. 2014.1315COA based on the following findings:

CONDITIONS OF APPROVAL

To ensure that the proposed work is undertaken in conformance with this Certificate of Appropriateness, staff recommends the following conditions:

1. Prior to approval of the Site Permit or Full Permit, the Project Sponsor shall provide additional details and/or specifications for the new steel-sash windows. These new steel-sash windows shall match the configuration and profile of the existing historic steel-sash windows.
2. Prior to approval of the Site Permit or Full Permit, the Project Sponsor shall provide additional detail on the design of the stair and elevator penthouses to ensure compatibility with the surrounding landmark district. The penthouses shall not be minimally visible from any public right-of-way, and shall feature an exterior cladding material and roofline that are compatible with the district's character-defining features.
3. Prior to approval of the Site Permit or Full Permit, the Project Sponsor shall provide a swatch of the proposed exterior color for review and approval by Department staff. The proposed exterior color shall meet the guidelines of Article 10 of the San Francisco, and shall be compatible with the district's character and color.
4. Prior to approval of a Sign Permit, the Project Sponsor shall seek approval of proposed tenant signage for consistency with the sign program from Planning Department Preservation staff. In addition to the criteria specified by the Project Sponsor, the proposed signage shall be constructed of metal or another compatible material with a powder-coat or matte finish. All signage illumination shall either be reverse-halo lit illumination or individual spotlights. All exterior light fixtures shall be reviewed for compatibility with the surrounding landmark district.

FINDINGS

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

1. The above recitals are accurate and also constitute findings of the Commission.
2. Findings pursuant to Article 10:

The Historic Preservation Commission has determined that the proposed work is compatible with the character of the South End Landmark District as described in Appendix I of Article 10 of the Planning Code.

- That the proposed project features façade alterations and additions, which are compatible with the South End Landmark District, since these alterations and additions maintain the historic mass and form of the existing building, do not destroy historic materials, and provide for new construction, which is compatible, yet differentiated.
- That the proposed project maintains the historic character of the subject property, as defined by its character-defining features, including, but not limited to, its overall mass and form,

- fenestration pattern, and cornice, as well as, other elements identified in the designating ordinance for South End Landmark District.
- That the proposed window replacement program identifies an in-kind material, which maintains the historic design, form, and sash profile of the historic windows.
 - That the essential form and integrity of the landmark and its environment would be unimpaired if the alterations were removed at a future date.
 - That the proposal respects the character-defining features of South End Landmark District.
 - The proposed project meets the requirements of Article 10.
 - The proposed project meets the *Secretary of the Interior's Standards for Rehabilitation*, including:

Standard 1.

A property shall be used for its historic purpose or be placed in a new use that requires minimal change to the defining characteristics of the building and its site and environment.

Standard 2.

The historic character of a property shall be retained and preserved. The removal of historic materials or alteration of features and spaces that characterize a property shall be avoided.

Standard 9.

New additions, exterior alterations, or related new construction will not destroy historic materials, features, and spatial relationships that characterize the property. The new work will be differentiated from the old and will be compatible with the historic materials, features, size, scale and proportion, and massing to protect the integrity of the property and its environment.

Standard 10:

New additions and adjacent or related new construction shall be undertaken in such a manner that if removed in the future, the essential form and integrity of the historic property and its environment would be unimpaired.

3. **General Plan Compliance.** The proposed Certificate of Appropriateness is, on balance, consistent with the following Objectives and Policies of the General Plan:

I. URBAN DESIGN ELEMENT

THE URBAN DESIGN ELEMENT CONCERNS THE PHYSICAL CHARACTER AND ORDER OF THE CITY, AND THE RELATIONSHIP BETWEEN PEOPLE AND THEIR ENVIRONMENT.

GOALS

The Urban Design Element is concerned both with development and with preservation. It is a concerted effort to recognize the positive attributes of the city, to enhance and conserve those attributes, and to improve the living environment where it is less than satisfactory. The Plan is a definition of quality, a definition based upon human needs.

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.

OBJECTIVE 2

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

POLICY 2.4

Preserve notable landmarks and areas of historic, architectural or aesthetic value, and promote the preservation of other buildings and features that provide continuity with past development.

POLICY 2.5

Use care in remodeling of older buildings, in order to enhance rather than weaken the original character of such buildings.

POLICY 2.7

Recognize and protect outstanding and unique areas that contribute in an extraordinary degree to San Francisco's visual form and character.

The goal of a Certificate of Appropriateness is to provide additional oversight for buildings and districts that are architecturally or culturally significant to the City in order to protect the qualities that are associated with that significance.

The proposed project qualifies for a Certificate of Appropriateness and therefore furthers these policies and objectives by maintaining and preserving the character-defining features of the South End Landmark District for the future enjoyment and education of San Francisco residents and visitors.

4. The proposed project is generally consistent with the eight General Plan priority policies set forth in Section 101.1 in that:

- A) The existing neighborhood-serving retail uses will be preserved and enhanced and future opportunities for resident employment in and ownership of such businesses will be enhanced:

The project will not have any impact on any existing neighborhood serving retail uses, since the existing retail use is not considered to be neighborhood-serving. The existing retail use is a self-storage facility. The project will introduce approximately 1,165 square feet of ground-floor retail use and 49,995 square feet of office use. These new uses will bring new employees and visitors to the area, which will strengthen the surrounding neighborhood.

- B) The existing housing and neighborhood character will be conserved and protected in order to preserve the cultural and economic diversity of our neighborhoods:

The project would not impact any existing housing, and will strengthen neighborhood character by respecting the character-defining features of South-End Landmark District in conformance with the Secretary of the Interior's Standards for Rehabilitation.

- C) The City's supply of affordable housing will be preserved and enhanced:

The project will have no impact upon affordable housing, since there are no identified affordable housing units on the project site. As part of the change in use to office, the Project will participate in the Jobs-Housing Linkage Fee Program, as defined in Planning Code Section 413.

- D) The commuter traffic will not impede MUNI transit service or overburden our streets or neighborhood parking:

The project will not result in commuter traffic impeding MUNI transit service or overburdening the streets or neighborhood parking. The proposed project is located within a transit-rich neighborhood with walkable access to bus, light rail and train lines.

- E) A diverse economic base will be maintained by protecting our industrial and service sectors from displacement due to commercial office development. And future opportunities for resident employment and ownership in these sectors will be enhanced:

The project will not have any impact on industrial and service sector jobs, since there is no industrial or service sector use on the project site. The project is located within a zoning district that allows office use on all floor levels. The addition of new office space will bring new employees and visitors to the area, which will strengthen the local economy and surrounding neighborhood.

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

Preparedness against injury and loss of life in an earthquake is unaffected by the proposed work. Any construction or alteration associated with the project will be executed in compliance with all applicable construction and safety measures.

- G) That landmark and historic buildings will be preserved:

The project is in conformance with Article 10 of the Planning Code and the Secretary of the Interior's Standards for Rehabilitation.

- H) Parks and open space and their access to sunlight and vistas will be protected from development:

The project will not impact the access to sunlight or vistas for parks and open space.

5. For these reasons, the proposal overall, is appropriate for and consistent with the purposes of Article 10, meets the standards of Article 10, and the *Secretary of Interior's Standards for Rehabilitation*, General Plan and Prop M findings of the Planning Code.

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 **GRANTS WITH CONDITIONS a Certificate of Appropriateness** for the property located at Lot 022 in Assessor's Block 3794 for proposed work in conformance with the project information dated October 1, 2015, labeled Exhibit A on file in the docket for Case No. 2014.1315COA.

APPEAL AND EFFECTIVE DATE OF MOTION: The Commission's decision on a Certificate of Appropriateness shall be final unless appealed within thirty (30) days. Any appeal shall be made to the Board of Appeals, unless the proposed project requires Board of Supervisors approval or is appealed to the Board of Supervisors, such as a conditional use, in which case any appeal shall be made to the Board of Supervisors (see Charter Section 4.135).

Duration of this Certificate of Appropriateness: This Certificate of Appropriateness is issued pursuant to Article 10 of the Planning Code and is valid for a period of three (3) years from the effective date of approval by the Historic Preservation Commission. The authorization and right vested by virtue of this action shall be deemed void and canceled if, within 3 years of the date of this Motion, a site permit or building permit for the Project has not been secured by Project Sponsor.

THIS IS NOT A PERMIT TO COMMENCE ANY WORK OR CHANGE OF OCCUPANCY UNLESS NO BUILDING PERMIT IS REQUIRED. PERMITS FROM THE DEPARTMENT OF BUILDING INSPECTION (and any other appropriate agencies) MUST BE SECURED BEFORE WORK IS STARTED OR OCCUPANCY IS CHANGED.

I hereby certify that the Historic Preservation Commission ADOPTED the foregoing Motion on November 18, 2015.

Jonas P. Ionin
Commission Secretary

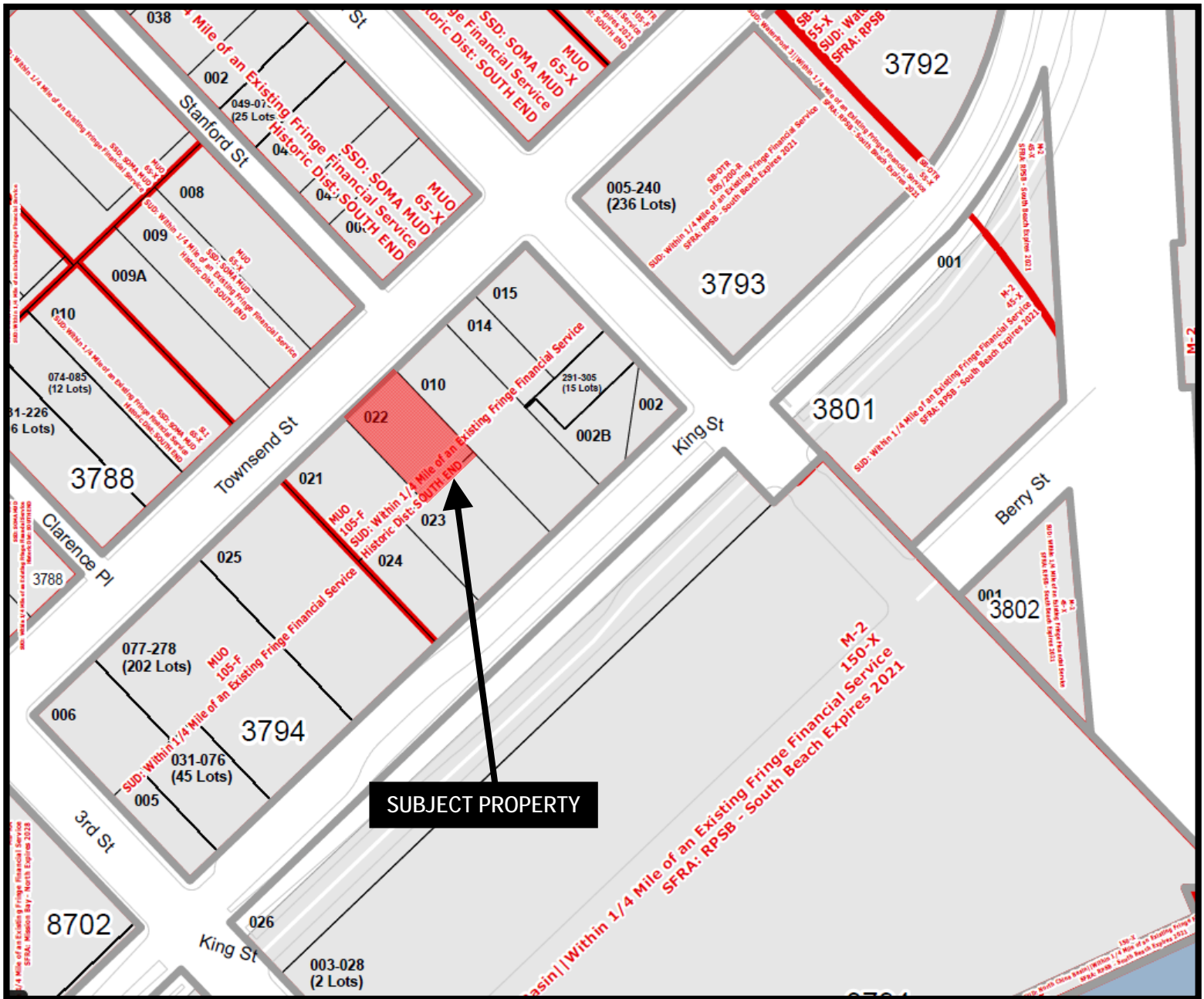
AYES:

NAYS:

ABSENT:

ADOPTED: November 18, 2015

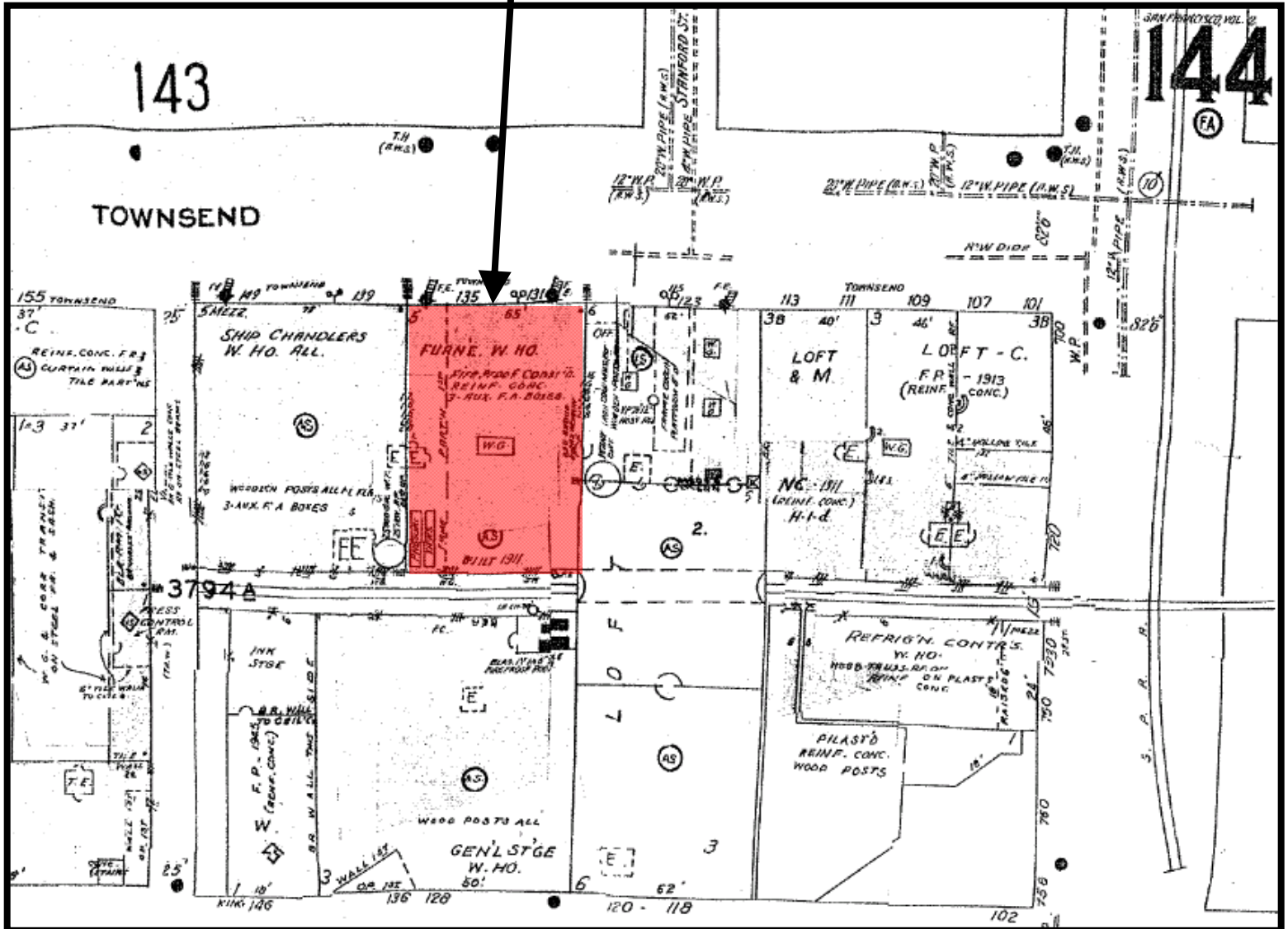
Parcel Map



Certificate of Appropriateness Hearing
Case Number 2014.1315COA
135 Townsend Street

Sanborn Map*

SUBJECT PROPERTY

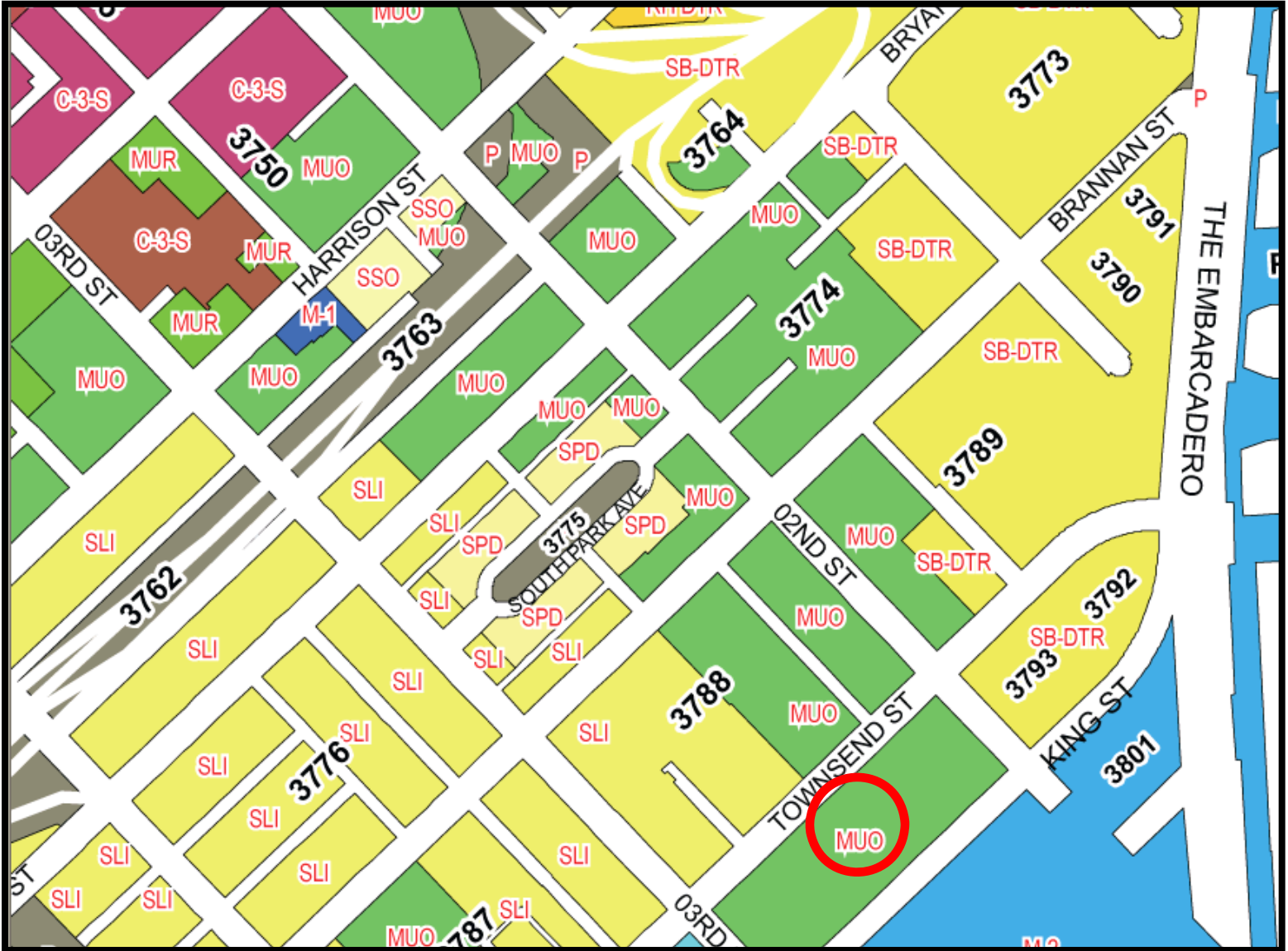


*The Sanborn Maps in San Francisco have not been updated since 1998, and this map may not accurately reflect existing conditions.

Certificate of Appropriateness Hearing
 Case Number 2014.1315COA
 135 Townsend Street

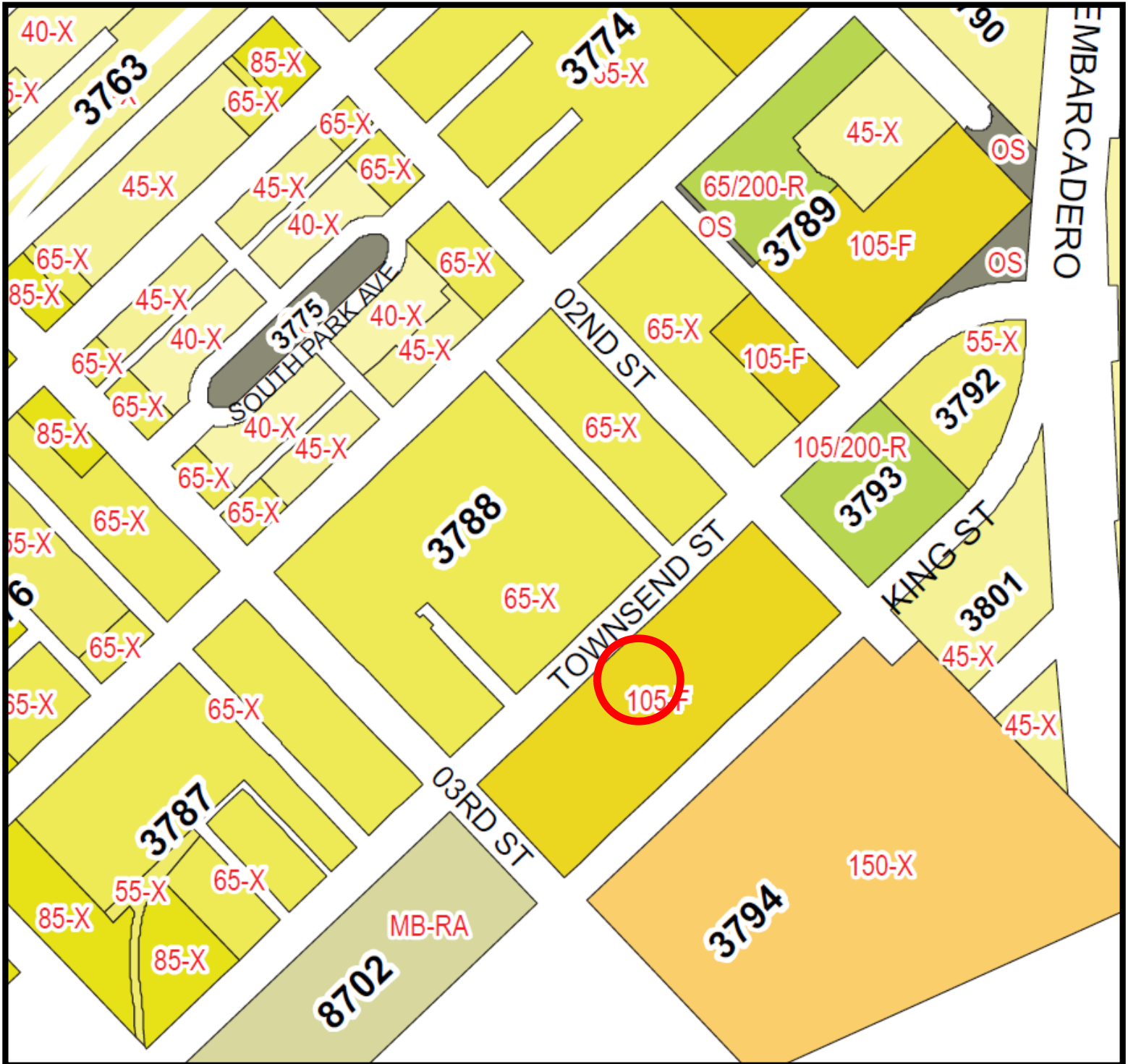


Zoning Map



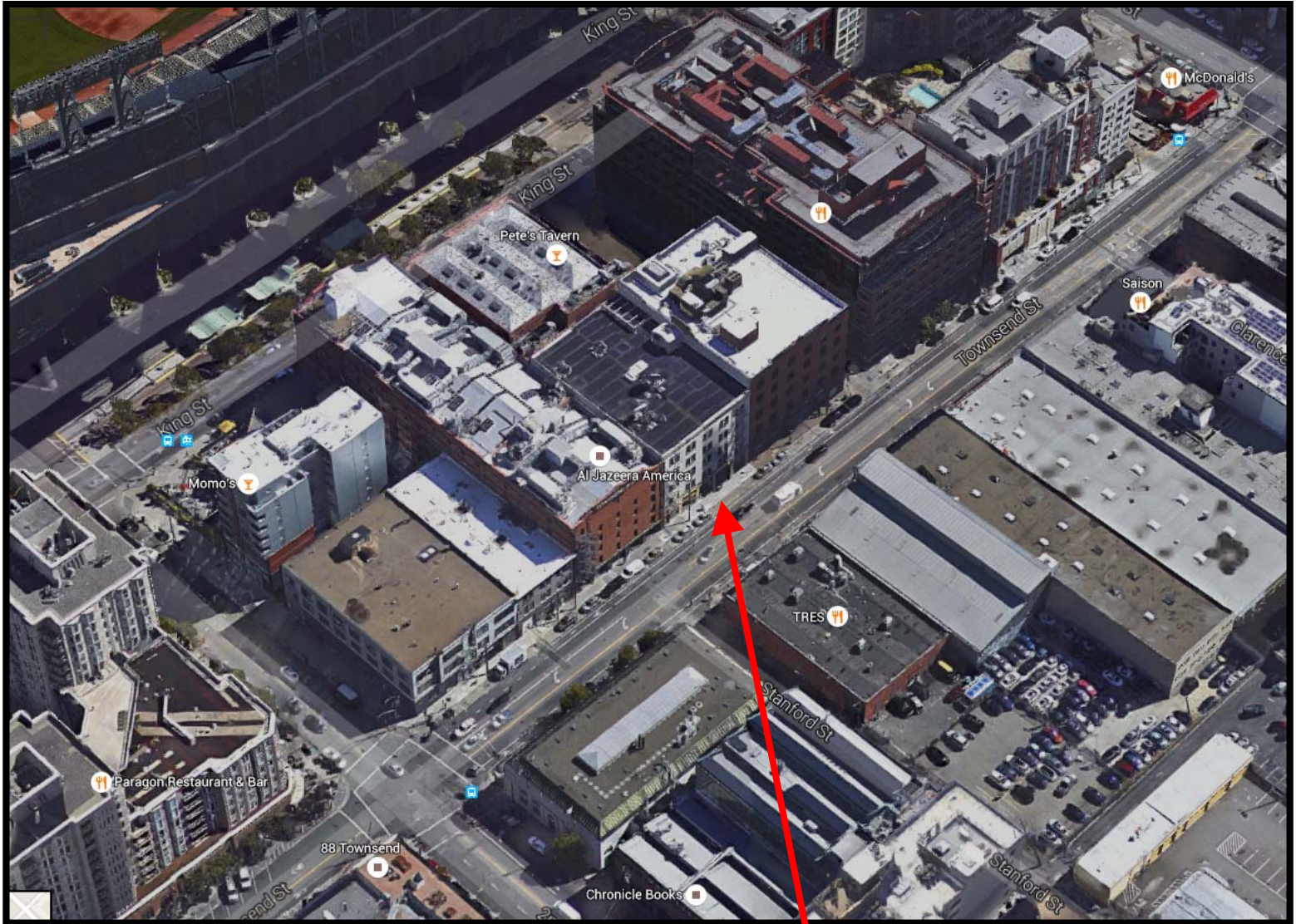
Certificate of Appropriateness Hearing
Case Number 2014.1315COA
135 Townsend Street

Height Map



Certificate of Appropriateness Hearing
Case Number 2014.1315COA
135 Townsend Street

Aerial Photo



SUBJECT PROPERTY



Certificate of Appropriateness Hearing
Case Number 2014.1315COA
135 Townsend Street

Site Photo



135 Townsend Street (Source: Google)

Certificate of Appropriateness Hearing
Case Number 2014.1315COA
135 Townsend Street

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

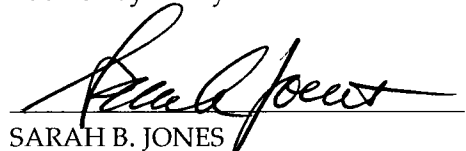
(Continued on next page.)

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.⁴⁵ 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				
<p>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.</p>	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).

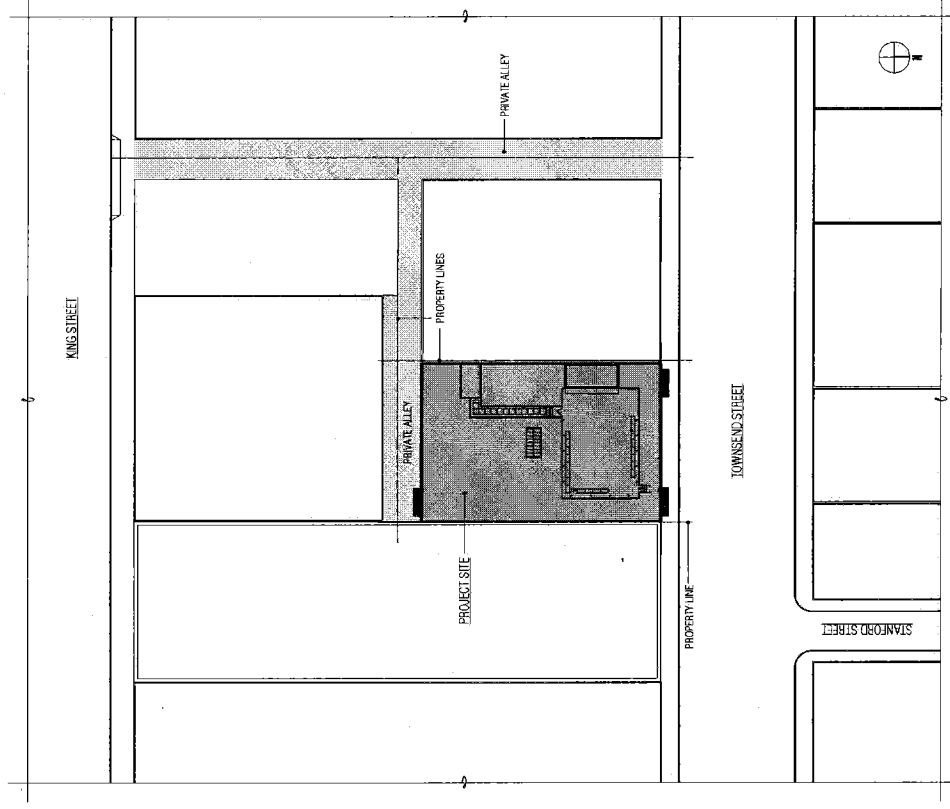
The proposed project consists of converting an existing five-story industrial building from retail self-storage use to approximately 49,995 gsf of office use on the first through fifth floors and approximately 1,395 gsf of ground-floor retail use. As discussed below in this checklist, the proposed project 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

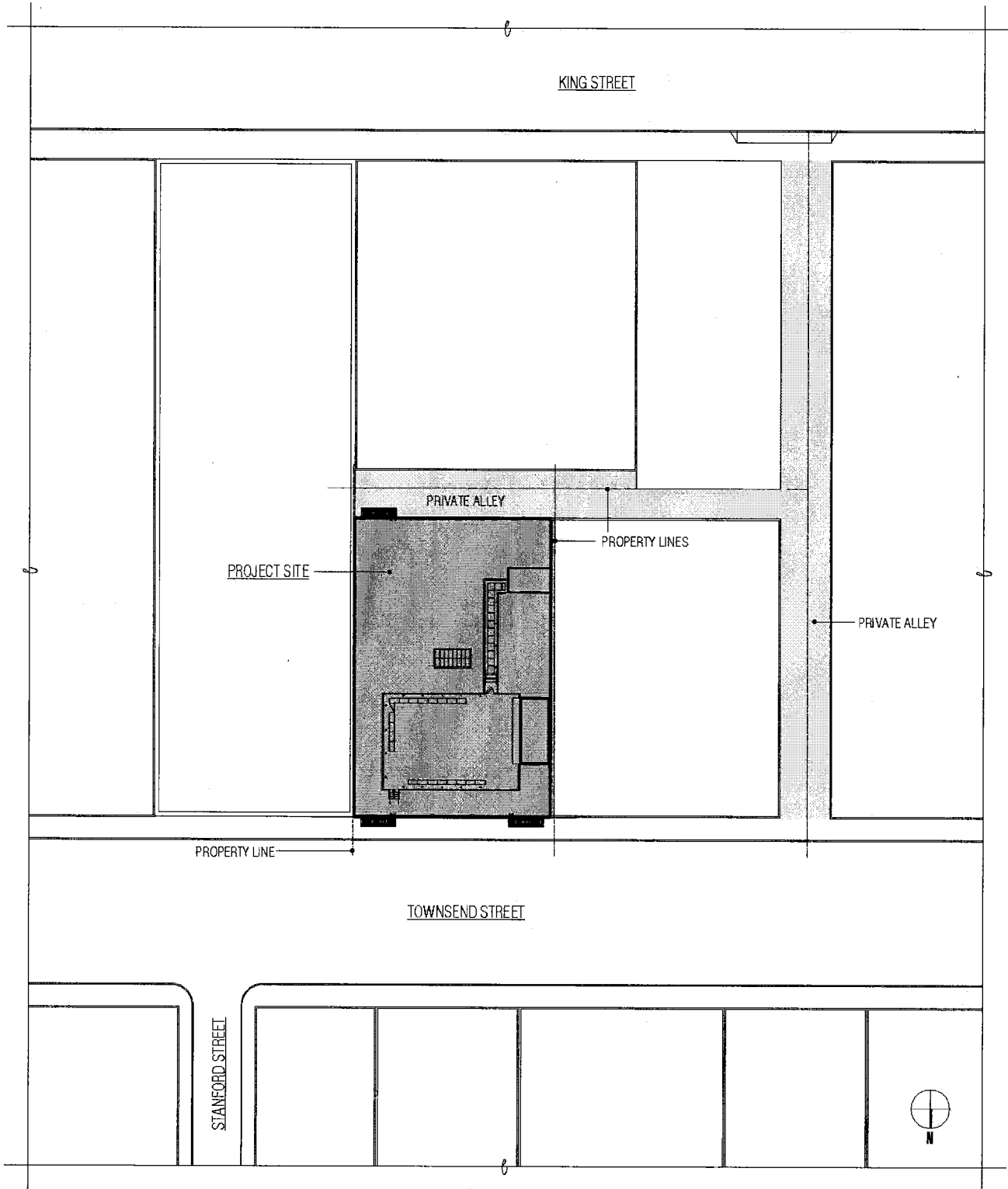
¹ San Francisco Planning Department, *Eastern Neighborhoods Rezoning and Area Plans Final Environmental Impact Report*, Case No. 2004.0160E, certified August 7, 2008. Available online at: <http://www.sf-planning.org/index.aspx?page=1893>, accessed May 5, 2015.

Figure 2. Proposed Site Plan



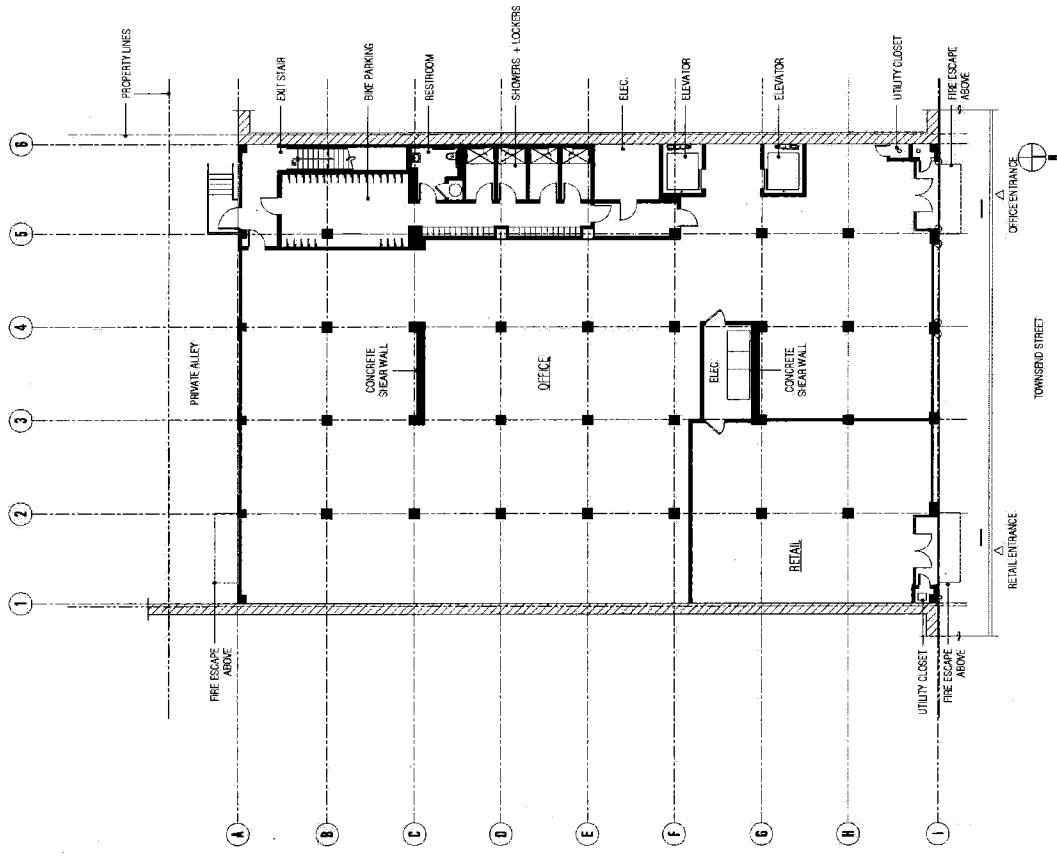
135 TOWNSEND - SITE PLAN

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



135 TOWNSEND - SITE PLAN

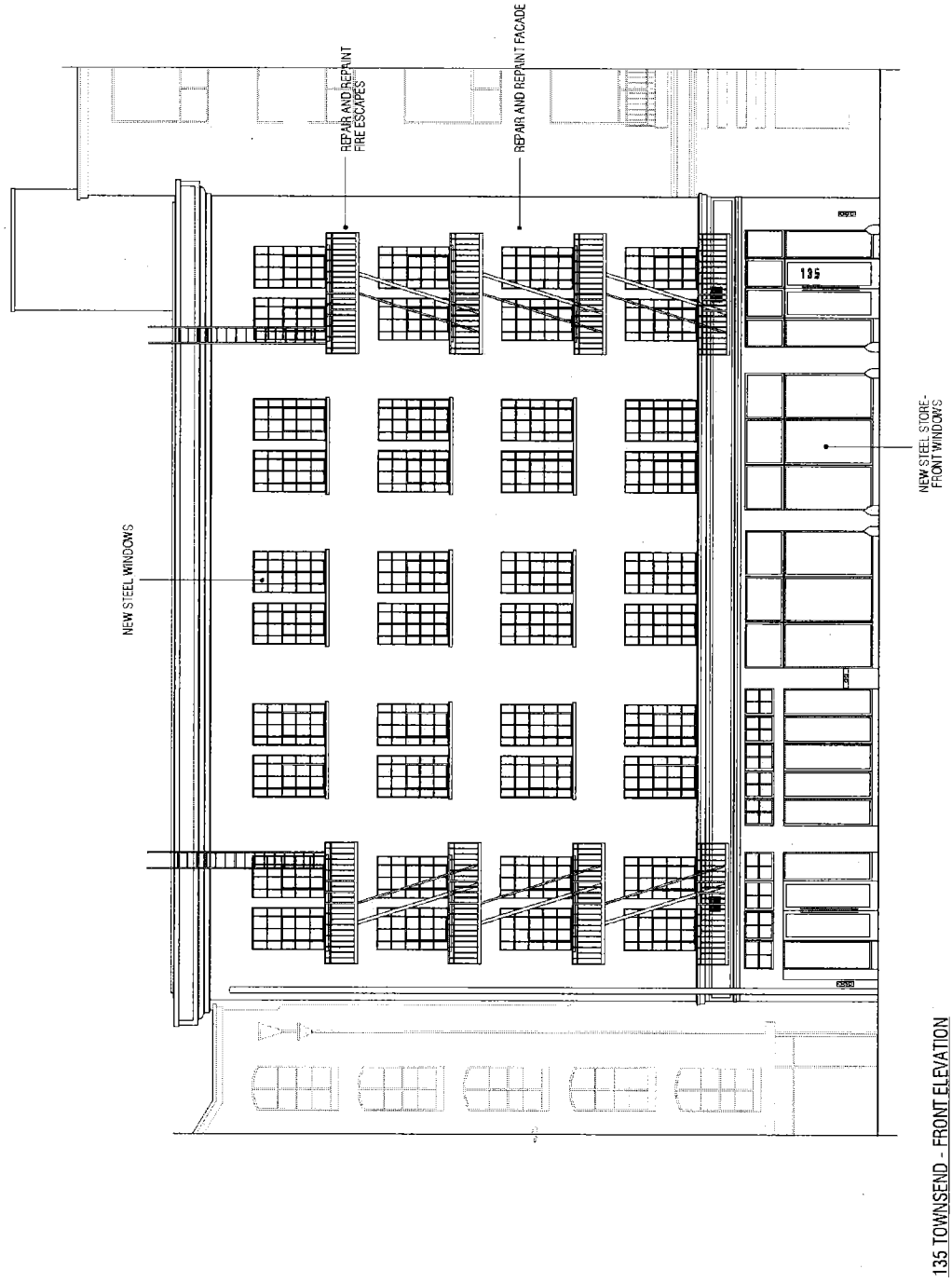
Figure 3. Proposed Ground Floor Plan



135 TOWNSEND - FIRST FLOOR PLAN

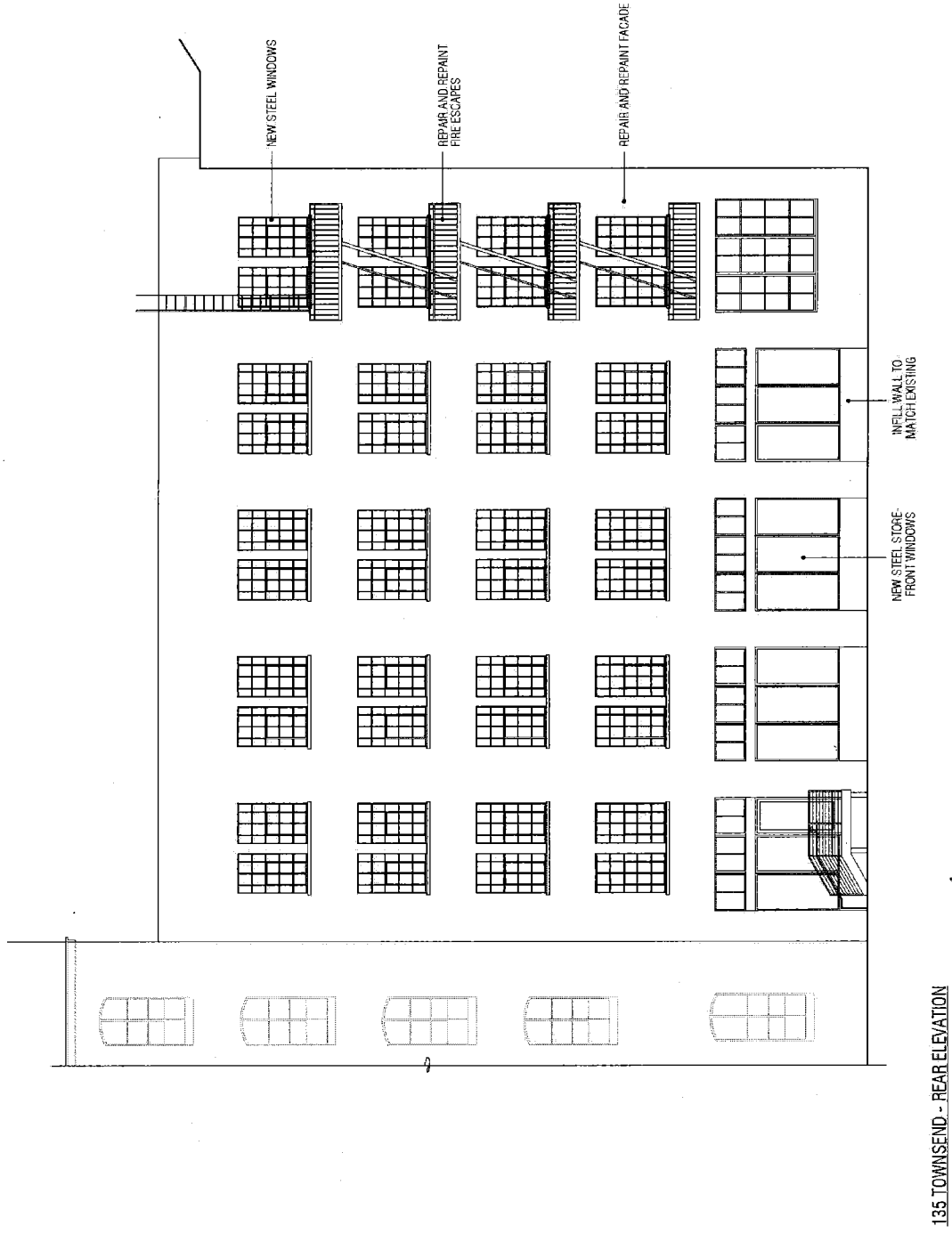
Comments: Not to Scale
Source: Office of Chuck Blosszies, October 8, 2015

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 Blosziers, 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 Easter 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.

<u>Topics:</u>	<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>
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.

<u>Topics:</u>	<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.

<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>
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

<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>
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.

<u>Topics:</u>	<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>
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.

Topics:	Significant Impact Peculiar to Project or Project Site	Significant Impact not Identified in PEIR	Significant Impact due to Substantial New Information	No Significant Impact not Previously Identified in PEIR
9. RECREATION—Would the project:				
a) Increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facilities would occur or be accelerated?	<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.

<u>Topics:</u>	<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>
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.

<u>Topics:</u>	<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.

<u>Topics:</u>	<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.

<u>Topics:</u>	<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.

<u>Topics:</u>	<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.

<u>Topics:</u>	<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.

<u>Topics:</u>	<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.

135 TOWNSEND

SAN FRANCISCO, CA

“Charles Lee Tilden originally owned two buildings with a vacant lot in between. To make use of the lot he had a front wall built, using the sides of the other buildings as common walls. Presto: a new building.”

- *Here Today*

Project Description

135 Townsend Street was constructed in 1911 by the George Ferrolite Company, designed by MacDonald & Applegarth for the Haslett Warehouse Company, owners of the two adjacent brick masonry buildings. It is a five story, five bay wide reinforced concrete structure with the outermost bays supported by the brick walls shared with its neighbors.

The building is located on Townsend Street between 2nd and 3rd streets in the South End Historic District. It was originally known as the Townsend Street Bonded & Free Warehouse, and is listed as a “contributory” building in the South End Historic District case report attached to the designation ordinance adopted on February 15, 1990. Inappropriate alterations identified in the report include the existing garage doors on Townsend Street.

It is currently occupied by a self-storage facility, a use not principally allowed in the MUO (Mixed Use-Office) zoning district. The project proposes to convert the building from storage use to a mix of office and ground floor commercial uses. The building will be renovated throughout, including installation of a new core and roof deck, seismic strengthening, and replacement of all utilities. Exterior alterations are proposed as outlined below.

The parcel has only one public frontage on Townsend Street. However, there are a number of private alleys in the block that allow access to the rear facade of the building. Private easements among the various parcel owners allow egress into these alleys to the public way (Townsend and King Street). Although only the Townsend facade is easily viewed by the public, the proposal includes historically sensitive treatment of both facades.

The original drawings for the building exist and have been reproduced in the Appendix. The concrete facade has been modified slightly. The existing industrial, steel sash windows on upper floors do not appear to be original because the mullion pattern differs from what is shown on the drawings. All of the existing ground floor doors and windows are clearly not original.

All of the windows on the upper floors will be replaced with industrial steel sash with thermal glazing as required by current energy codes. The existing windows are single glazed and in poor condition, plus the sash is not deep enough to accept thermal glazing, (and they do not appear to be the original windows). Fire escapes will be refurbished, and the facades will be repaired and repainted.

The garage doors and existing wood storefront on Townsend Street will be removed. The concrete frame will be restored. New steel storefront will be installed, setback from Townsend Street a few inches to allow existing corner bollards to remain. The storefront will be recessed in the two end bays so that doors will not swing out beyond the property line (building code requirement).

The rhythm of the original concrete frame openings will be restored on the rear facade. New steel storefront, including an exit door, will be installed. Cement plaster on concrete block panels below the windows are necessary because the elevation of the ground floor is above the alley. These panels will be recessed to differentiate them from the original concrete frame.

A new roof deck will be constructed with elevator access as shown on the drawings. Neither will be visible from the street. An industrial design vocabulary will be employed for these features.



TOWNSEND STREET ELEVATION FROM ORIGINAL 1911 DRAWINGS

135 TOWNSEND

PROJECT DATA

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

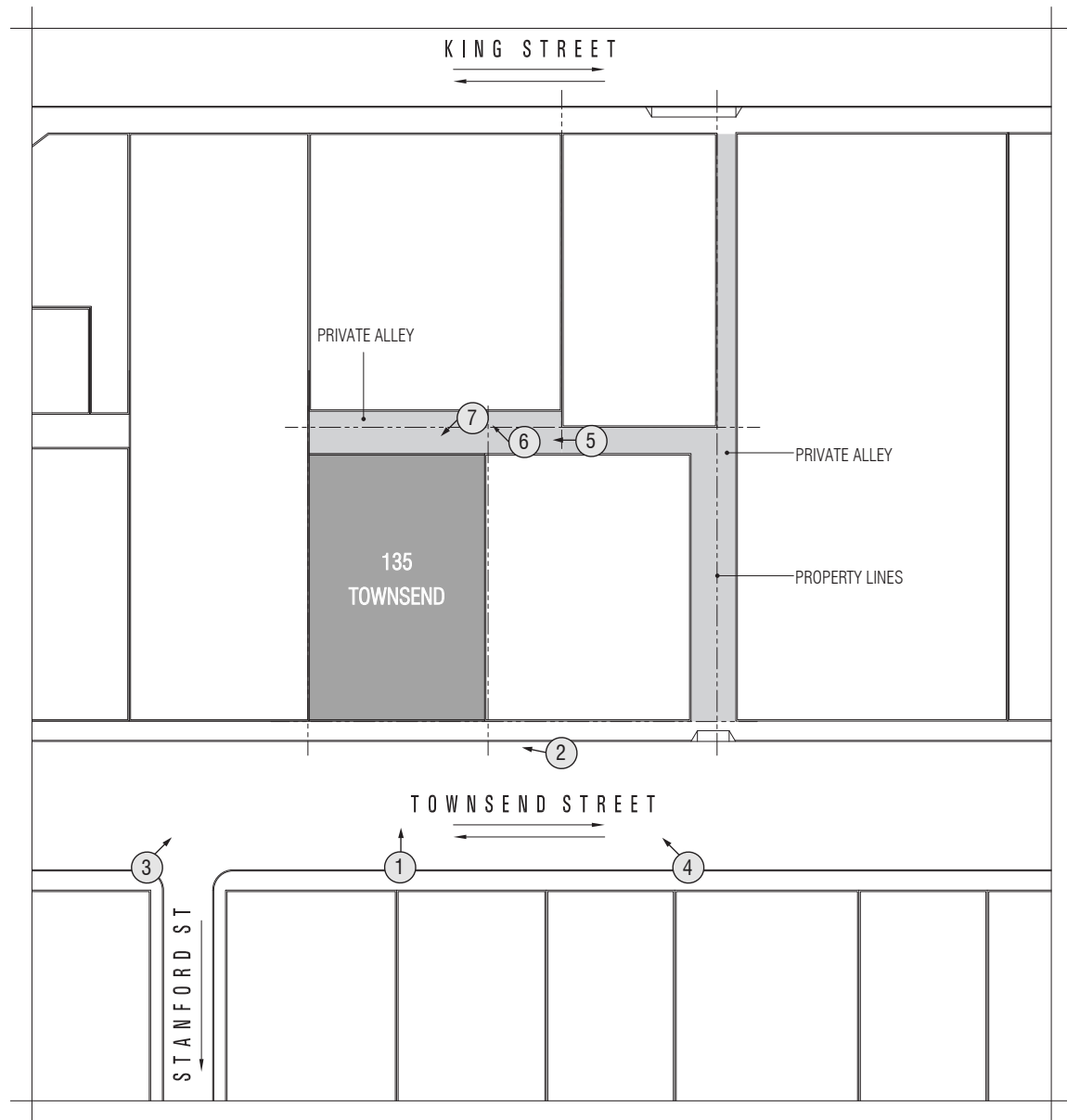
PROPOSED OFFICE: 49,995 SF
PROPOSED COMMERCIAL: 1,395 SF
AREA EXEMPT FROM F.A.R. 388 SF (BICYCLE PARKING, MECHANICAL)
TOTAL: 51,779 SF
PROPOSED FLOOR AREA RATIO: 4.44:1

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



SITE PLAN

135 TOWNSEND

SITE PLAN



SOUTH END HISTORIC DISTRICT



2



1

135 TOWNSEND

SITE PHOTOS



3

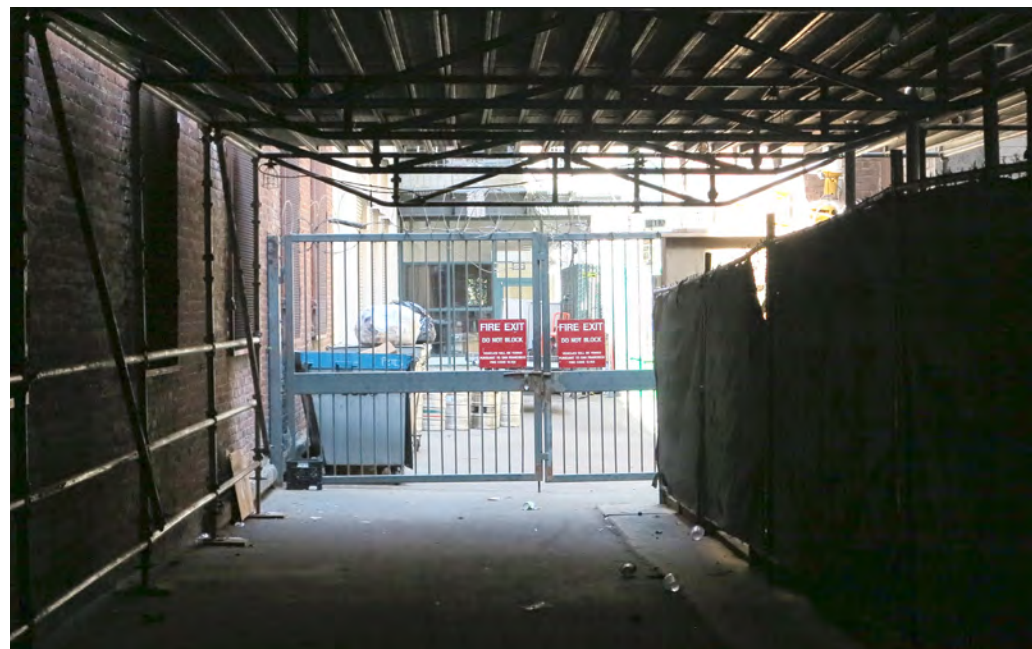


4

TOWNSEND STREET VIEWS

OFFICE OF CHARLES F. BLOSZIES, FAIA

11.06.15



5



6



7

135 TOWNSEND

SITE PHOTOS

REAR VIEWS

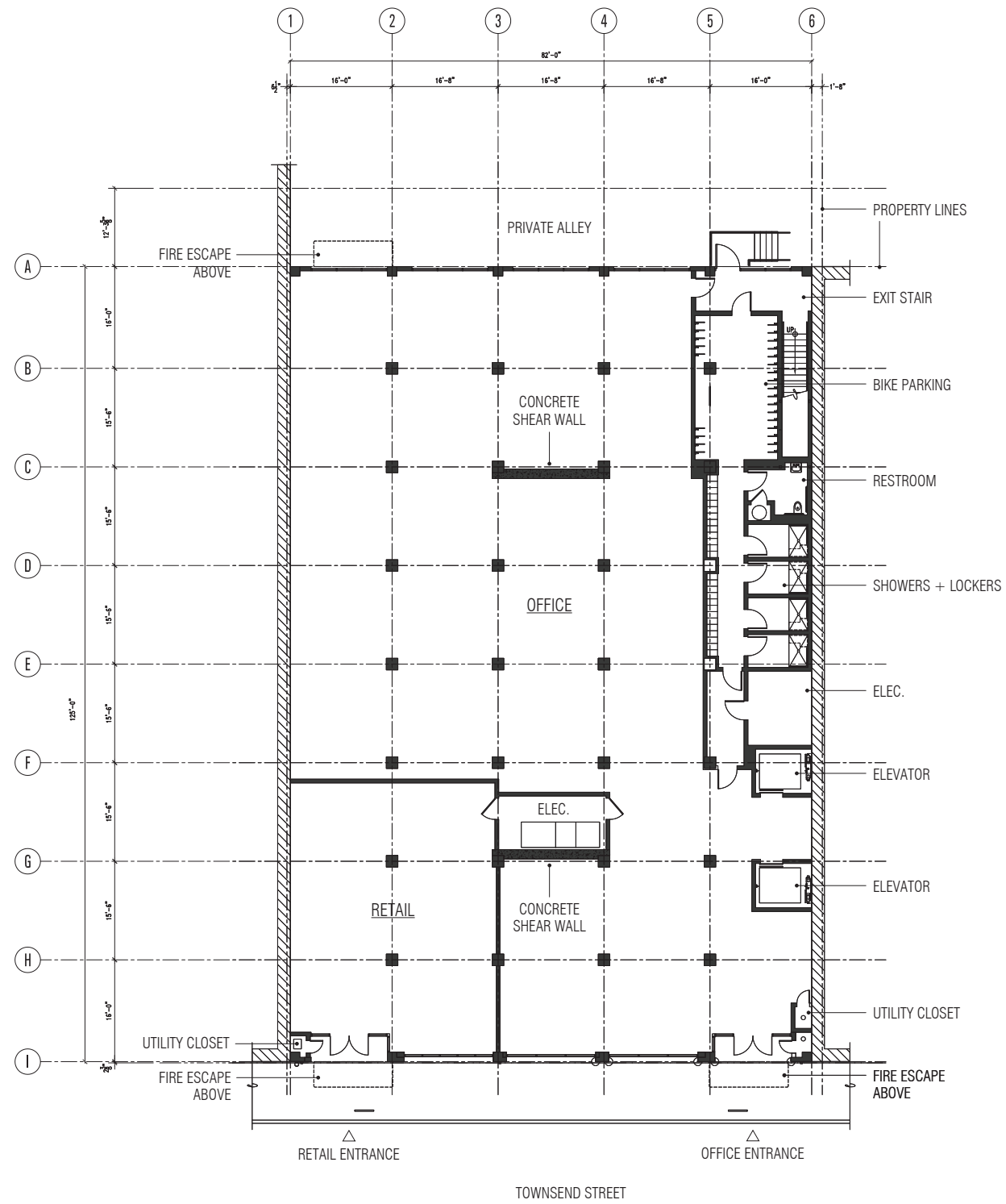
OFFICE OF CHARLES F. BLOSZIES, FAIA

11.06.15

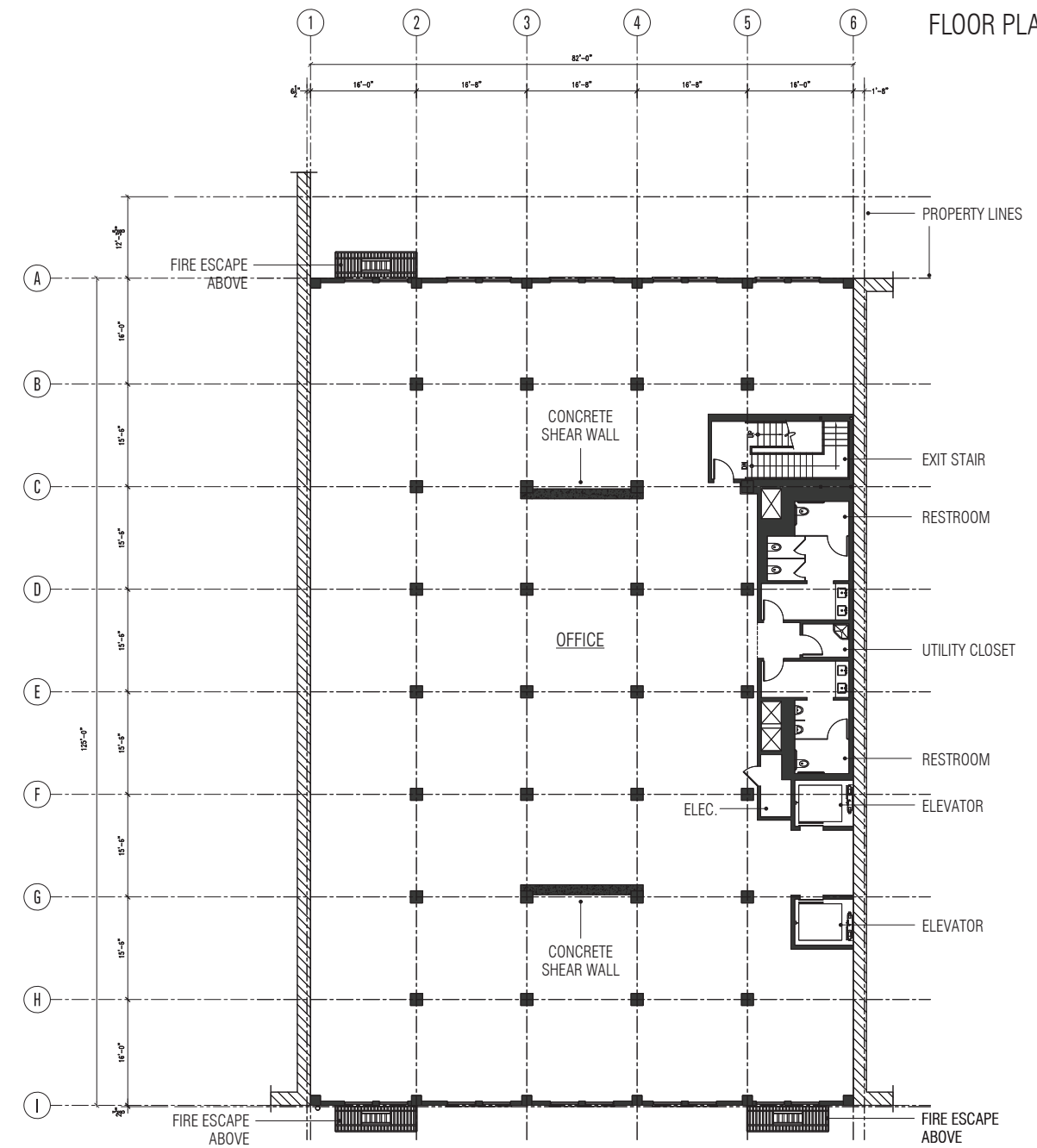
5

135 TOWNSEND

FLOOR PLANS



FIRST FLOOR PLAN



TYPICAL UPPER FLOOR PLAN

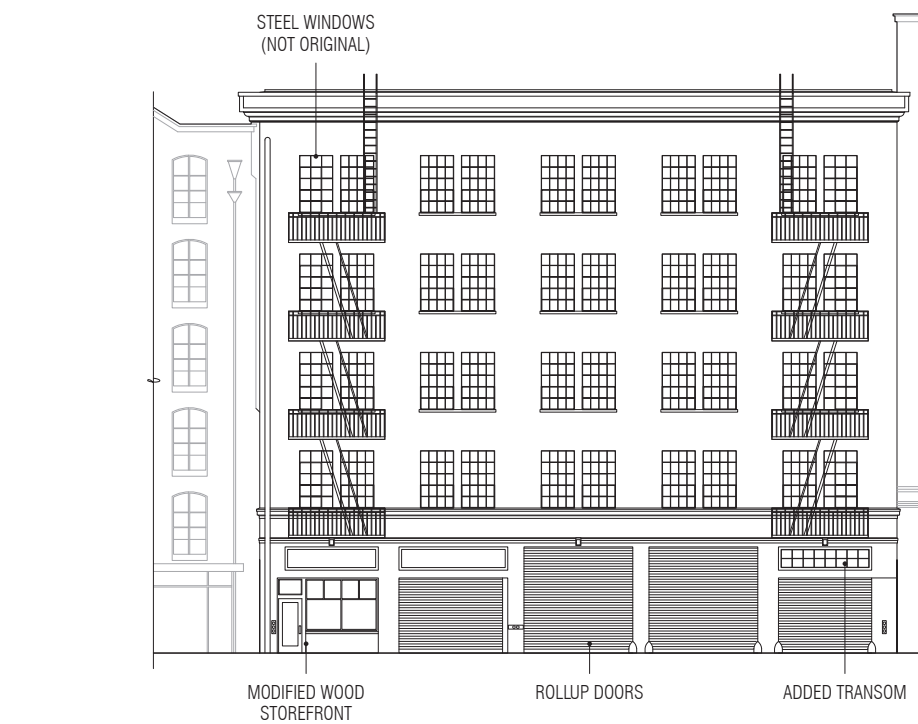
OFFICE OF CHARLES F. BLOSZIES, FAIA

135 TOWNSEND

FRONT ELEVATIONS



ORIGINAL



EXISTING



PROPOSED

FILL IN OPENING TO MATCH ORIGINAL CONCRETE

NEW MECHANICAL LOUVERS

VERTICAL BOARD FORMED CONCRETE

NEW STEEL STOREFRONT WITH RHYTHM SIMILAR TO ORIGINAL

REFURBISHED FIRE ESCAPE

REPAIR + PAINT

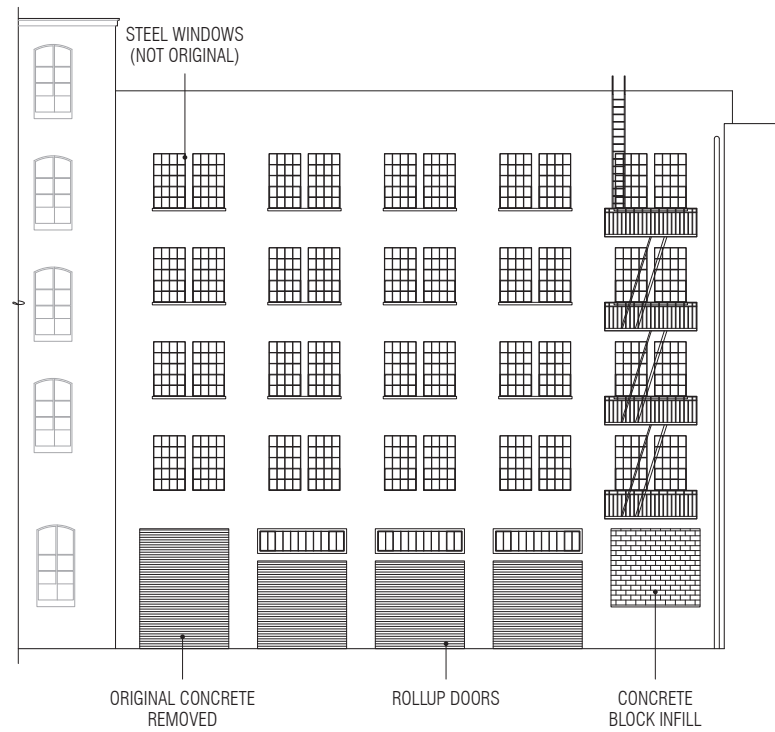
METAL SPANDREL PANEL

OFFICE OF CHARLES F. BLOSZIES, FAIA

11.06.15



ORIGINAL



EXISTING



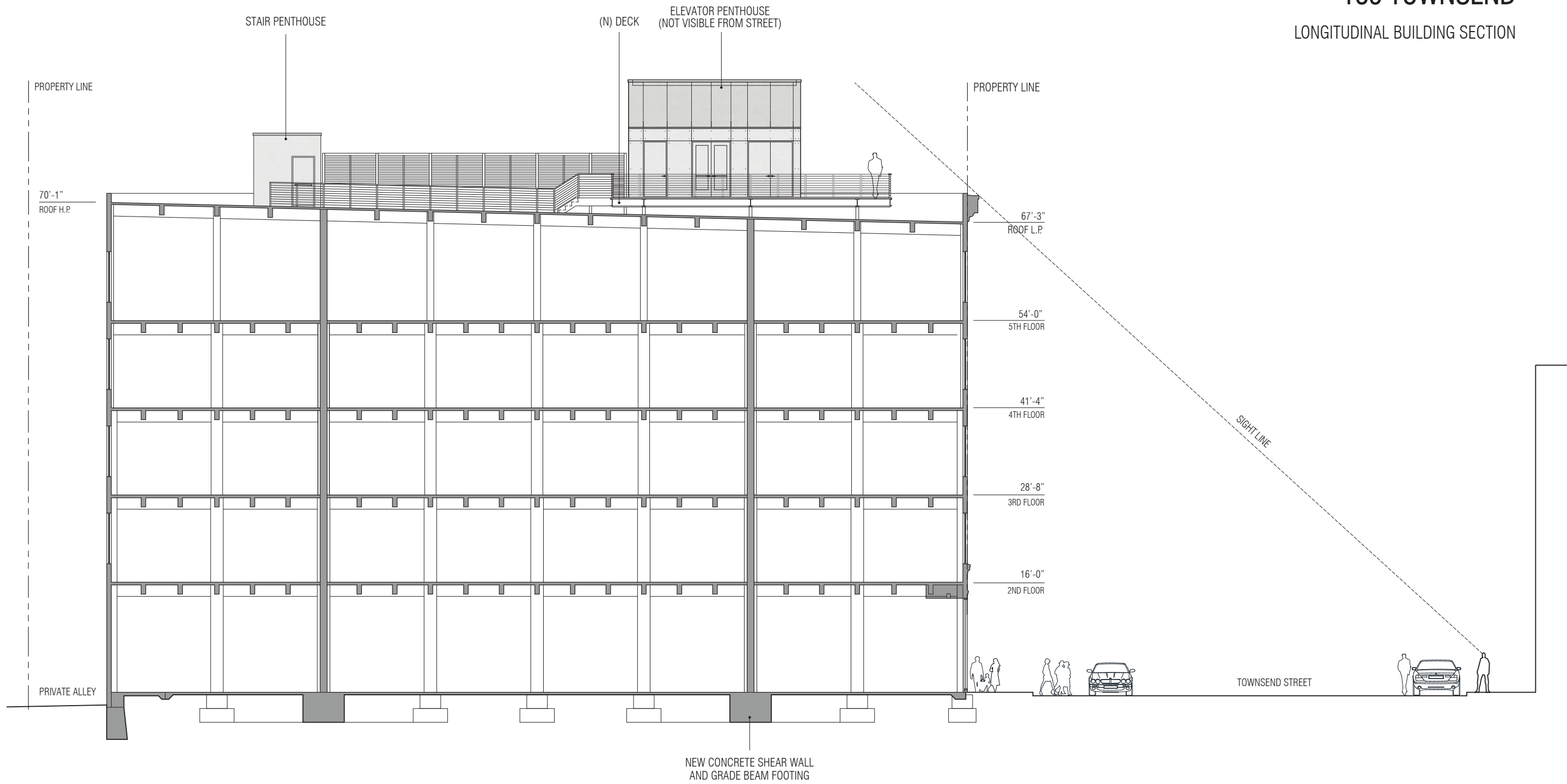
PROPOSED

135 TOWNSEND
REAR ELEVATION FACADE

OFFICE OF CHARLES F. BLOSZIES, FAIA

135 TOWNSEND

LONGITUDINAL BUILDING SECTION



OFFICE OF CHARLES F. BLOSZIES, FAIA

11.06.15

135 TOWNSEND

UPPER FLOOR WINDOWS

EXISTING WINDOWS

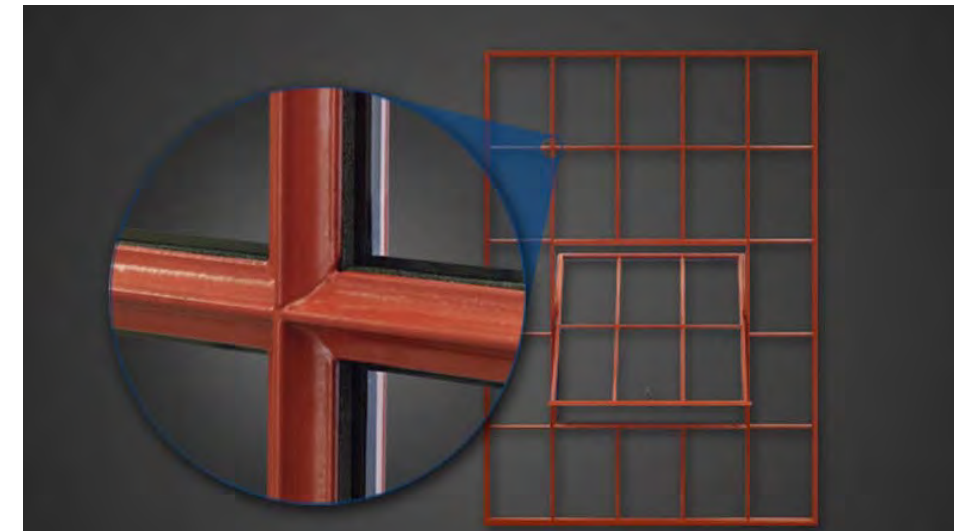


Windows

Existing windows are most likely not original because the sash pattern doesn't match what is shown on the original drawings. Also there is physical evidence that the original windows were removed from inside, replaced and the surrounding concrete was patched - see photos on the left. Windows are in poor condition throughout the building with brittle glazing putty falling out of the sash. The sash is not deep enough to accept thermal glazing as shown in the photo.

Proposed replacement windows will have industrial sash profiles equal to Hope's Windows "One55" series, shown on the right, with thermal glazing.

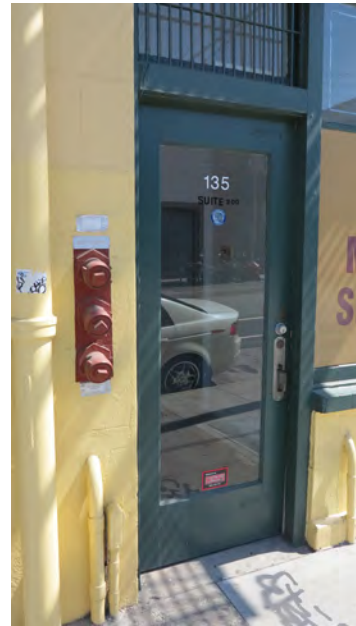
PROPOSED WINDOWS



HOPE'S ONE55 SERIES

135 TOWNSEND

EXISTING STOREFRONT



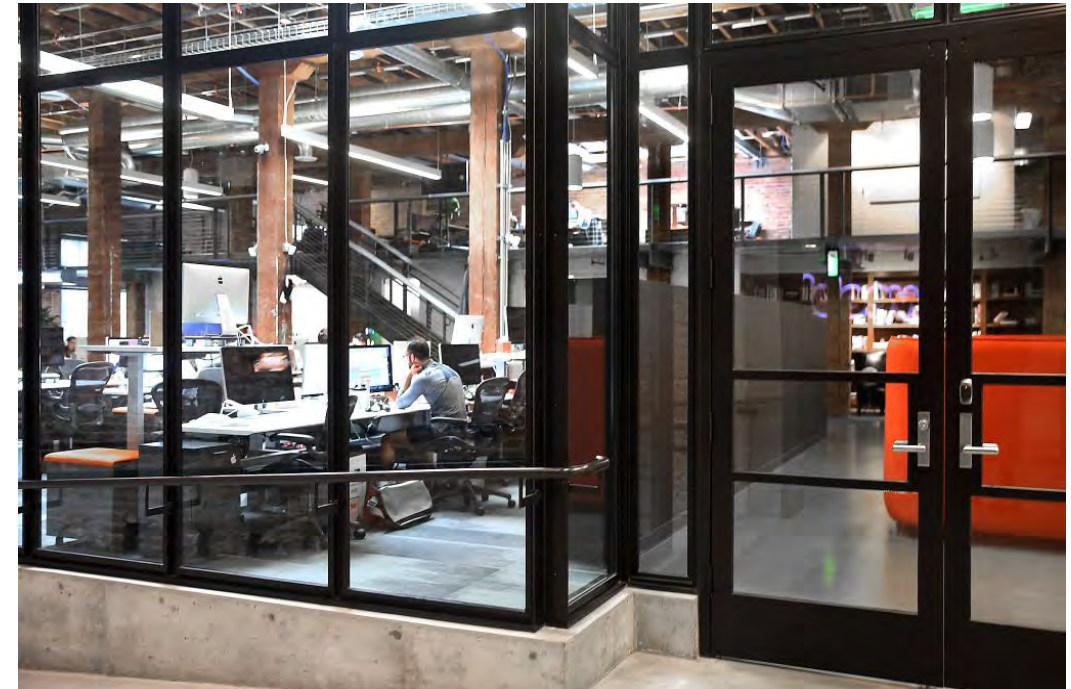
Storefront

Existing garage doors and wood storefront on Townsend Street are not original. Concrete piers will be restored to their original width, and new steel storefronts will be installed as shown on the elevations.

New storefront will be equal to Hope's Windows "Jamestown" series steel windows and doors, shown on the right.

Design of the rear elevation storefront will be similar.

PROPOSED STOREFRONT



STOREFRONT



HOPE'S JAMESTOWN175 SERIES

OFFICE OF CHARLES F. BLOSZIES, FAIA

11.06.15

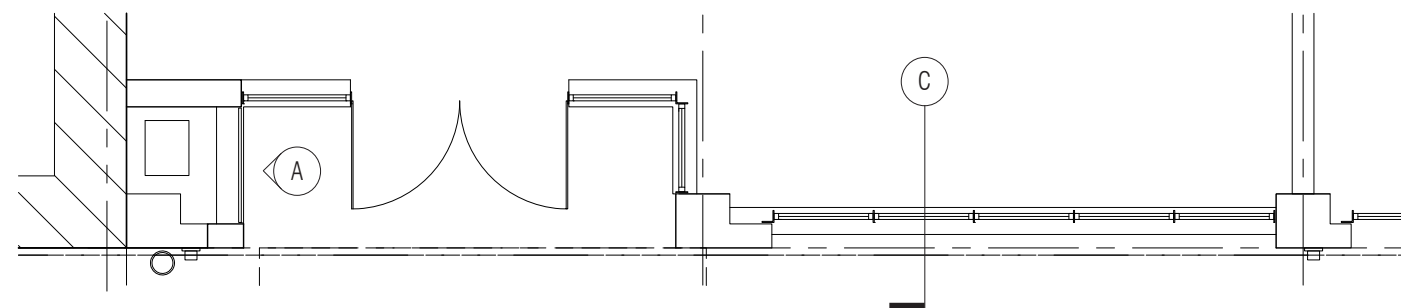
135 TOWNSEND
ENLARGED RETAIL ENTRY



A: RETAIL ENTRY
SIDE ELEVATION

B: RETAIL ENTRY ELEVATION

C: SECTION



D: RETAIL ENTRY PLAN

OFFICE OF CHARLES F. BLOSZIES, FAIA

11.06.15

135 TOWNSEND

SIGN DESIGN CRITERIA

General Sign Design Criteria

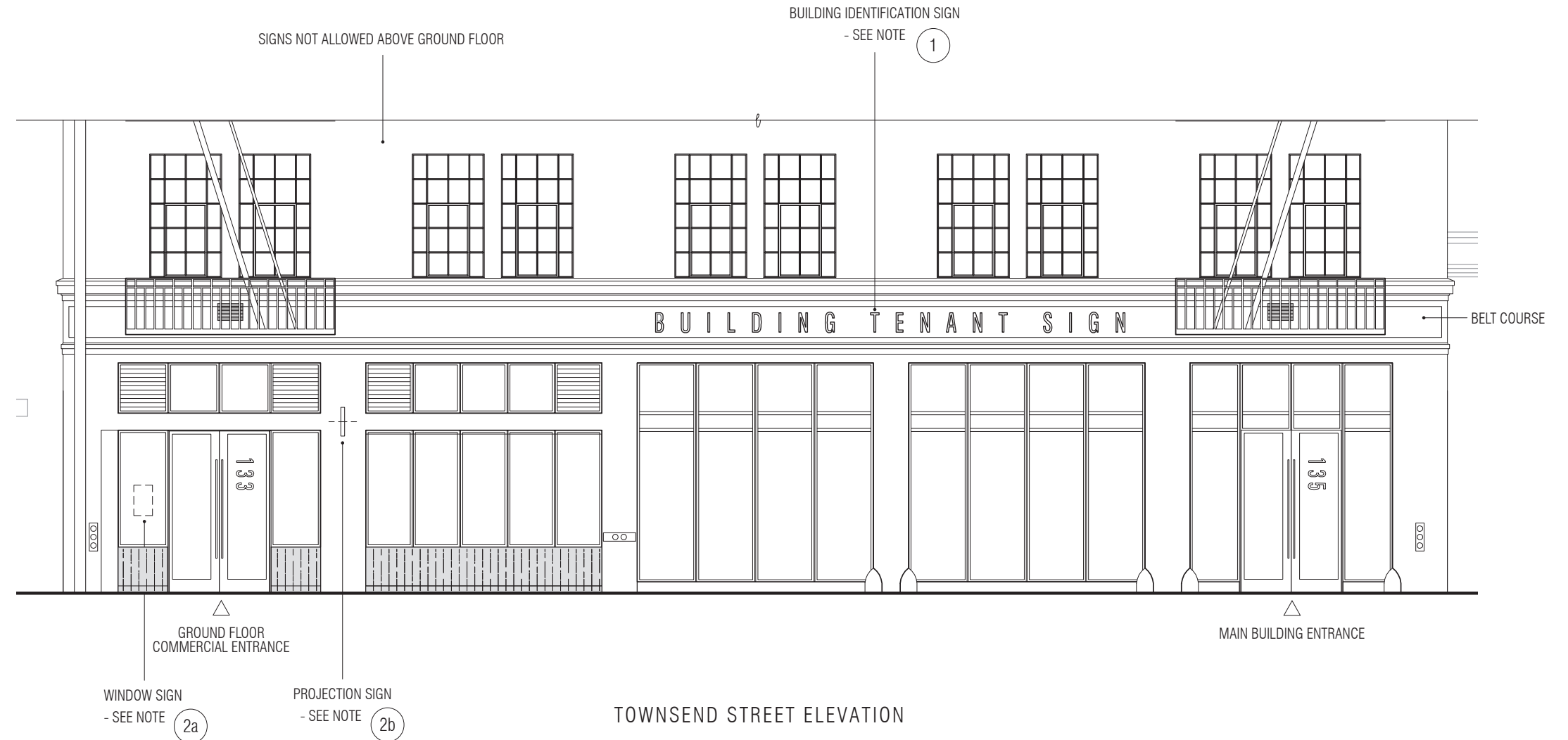
1. Tenant signs shall conform with the requirements of San Francisco Planning Code Article 6: Signs and Article 10: Preservation of Historical Architectural and Aesthetic Landmarks, Appendix I - South End Historic District, Section 6.
2. The following signs are allowed:
One principal sign identifying the principal building tenant
One secondary sign
3. No signs are allowed above the ground floor.
4. Street numbers are required at entrances.

Principal Sign

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.

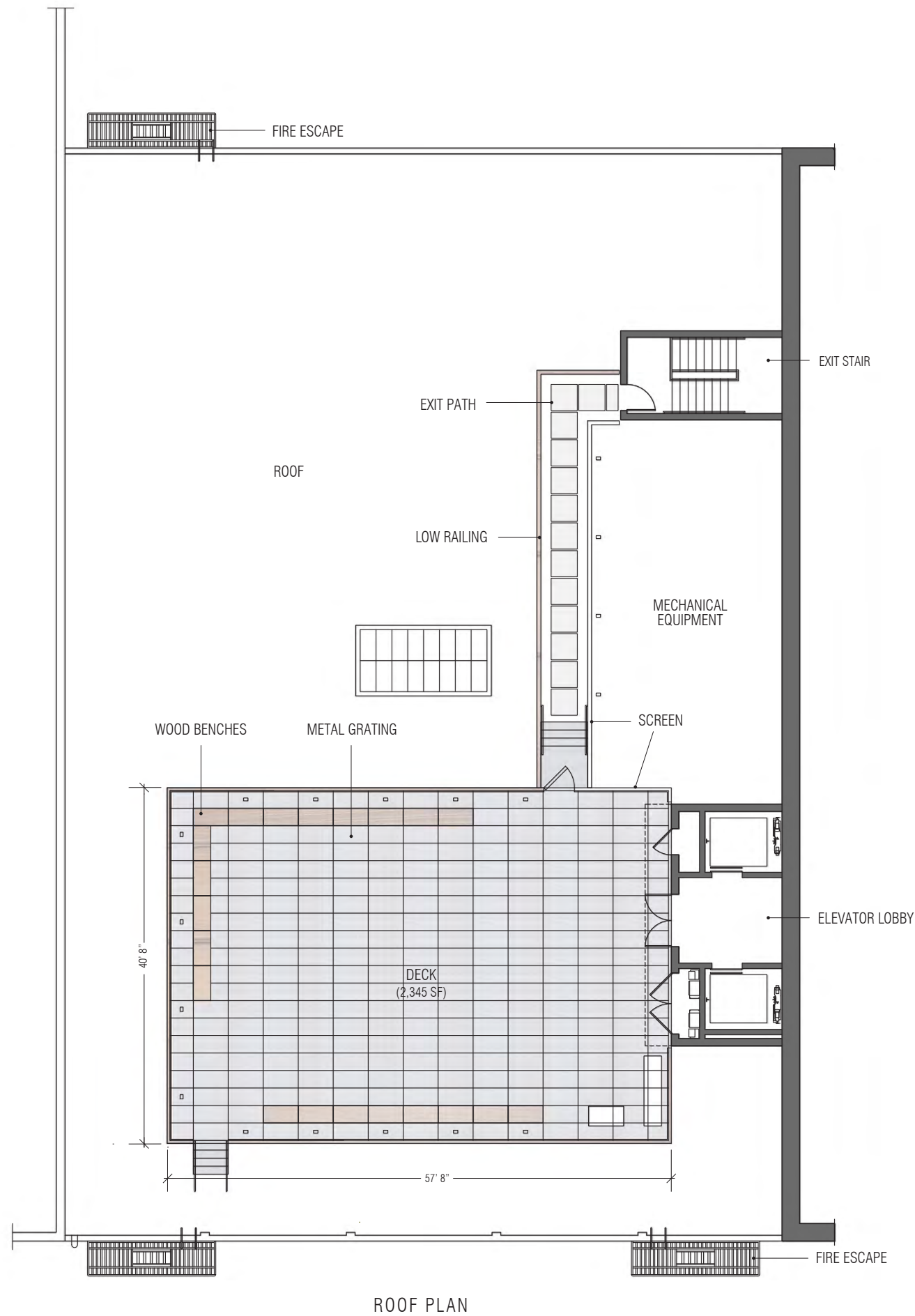
Secondary Sign

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.

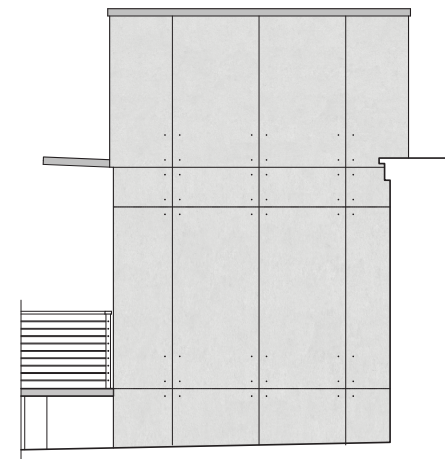


135 TOWNSEND

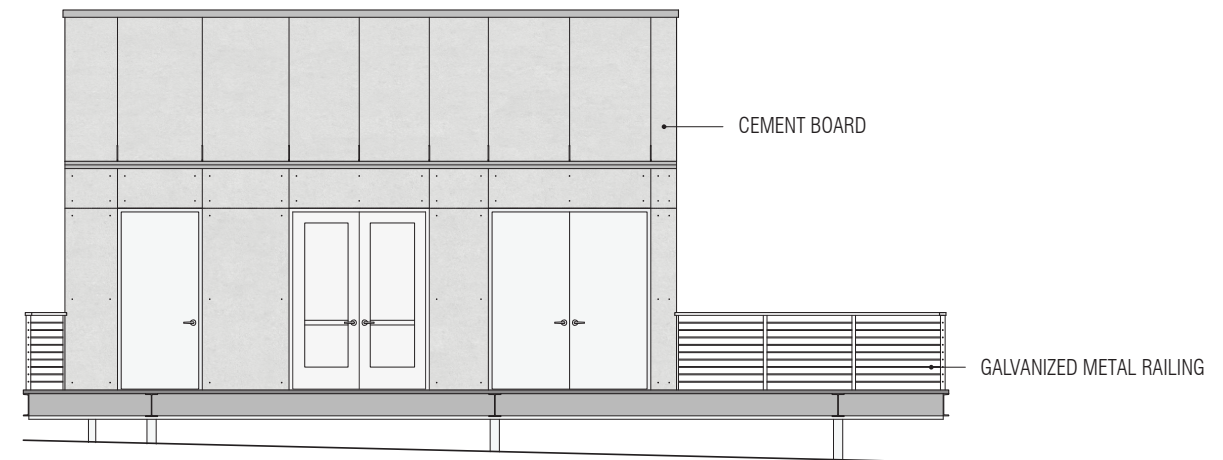
ROOF DECK DETAILS



ROOF PLAN



SIDE ELEVATION



ELEVATION OF ELEVATOR PENTHOUSE

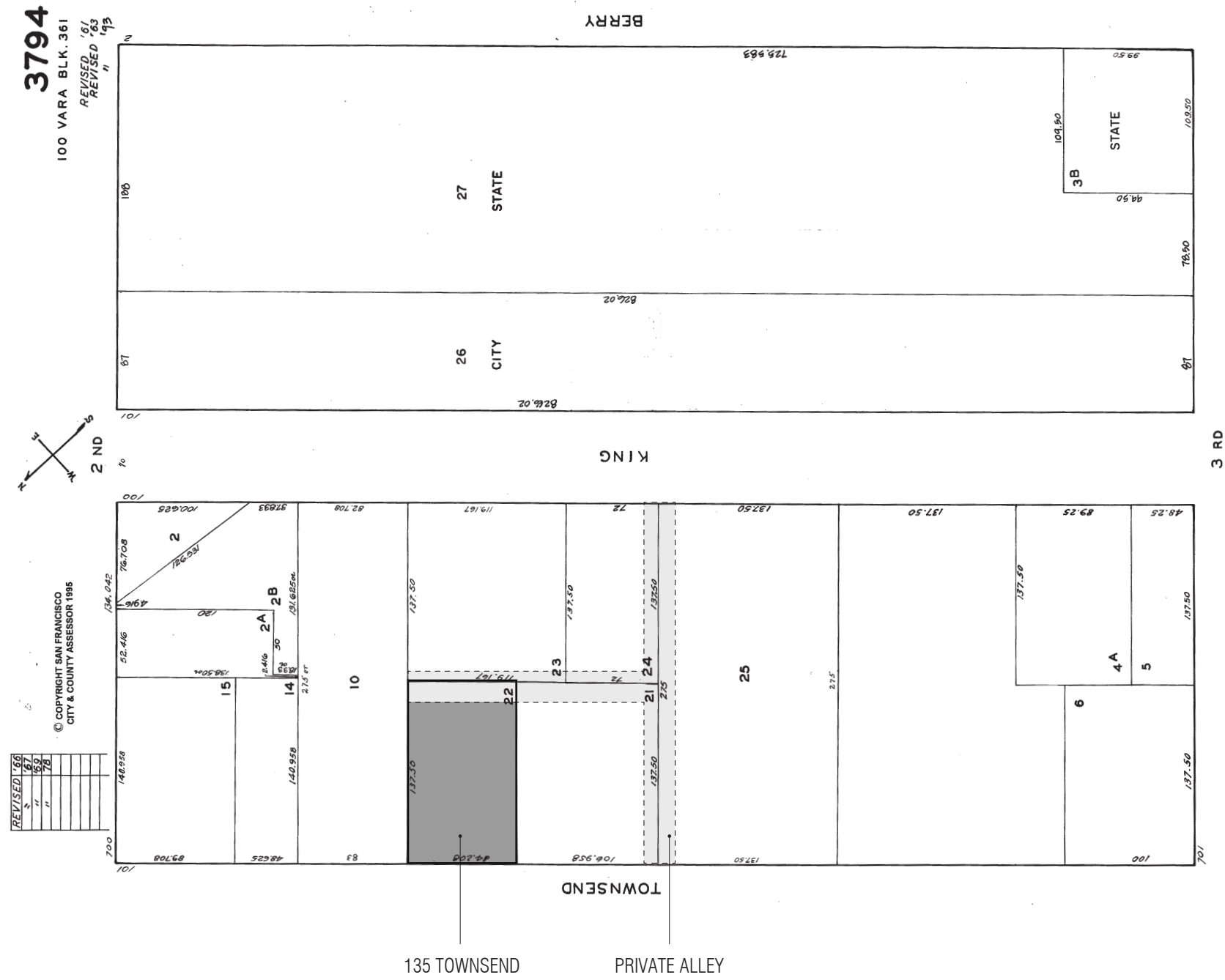
OFFICE OF CHARLES F. BLOSZIES, FAIA

11.06.15

135 TOWNSEND APPENDIX

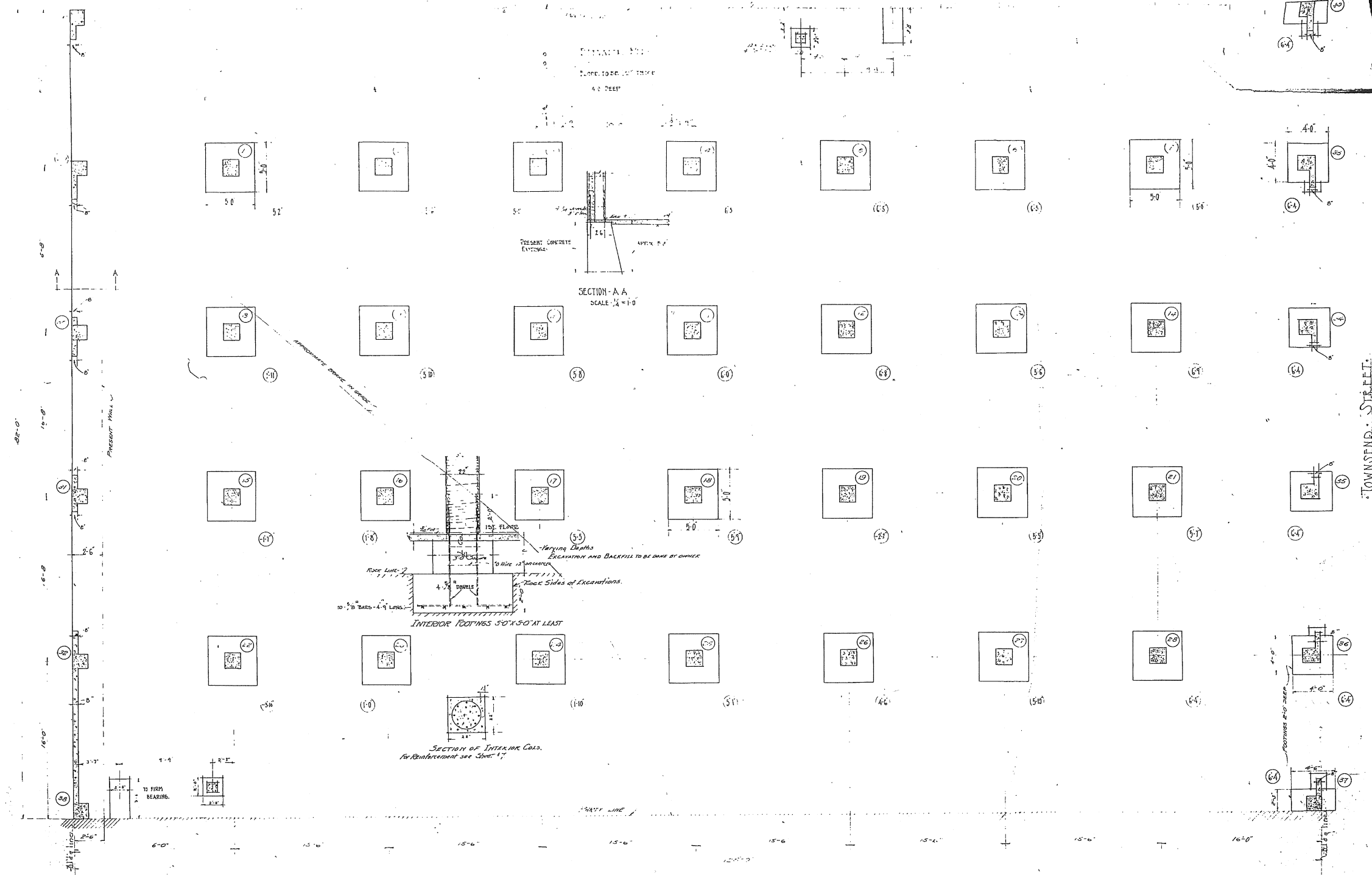
ASSESSOR'S BLOCKMAP

ORIGINAL DRAWINGS



OFFICIAL COPY

P34772-9



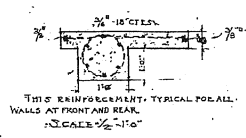
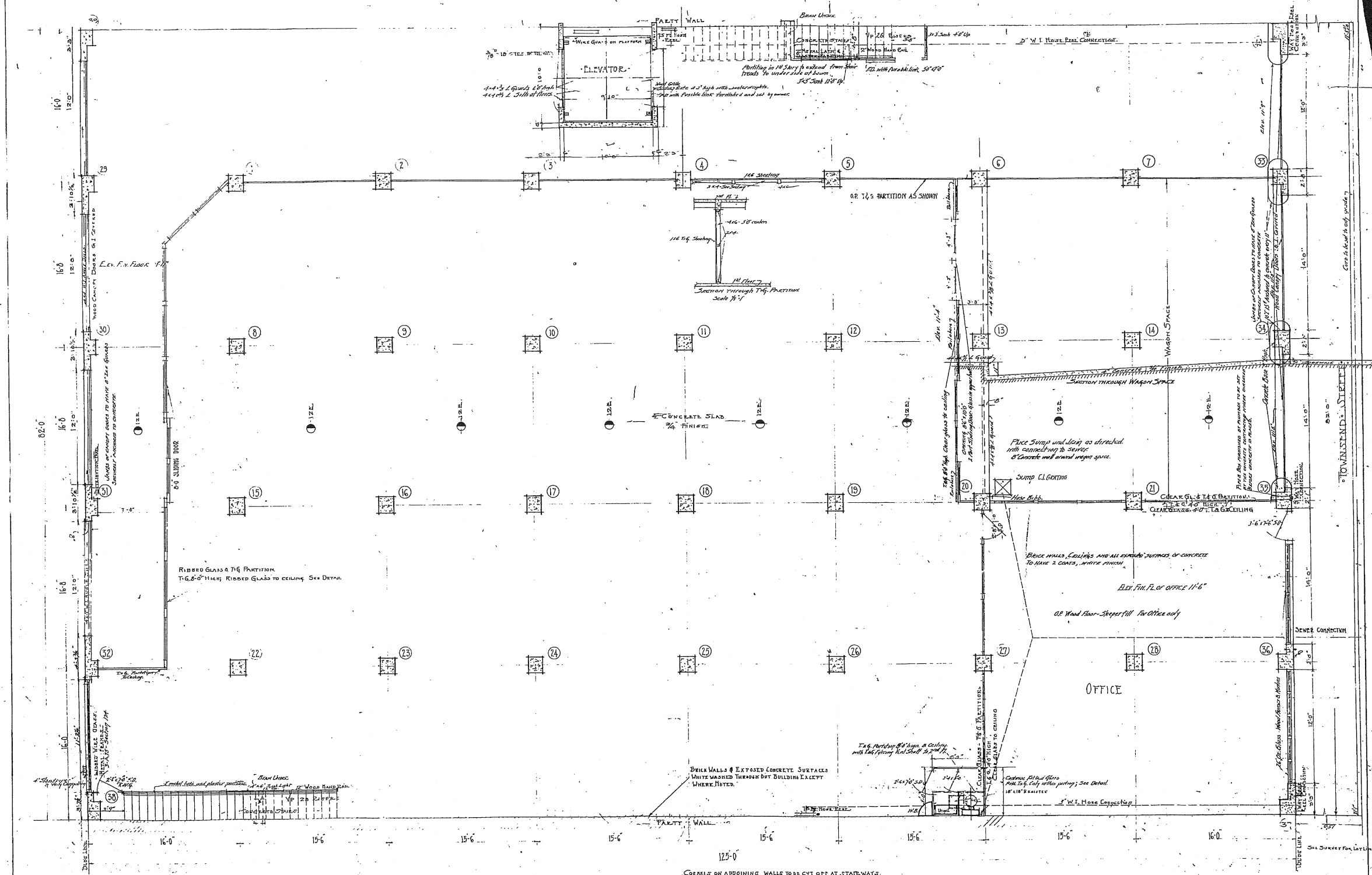
HASSELL WAREHOUSE
S. SIDE TOWNSEND ST. DET. 2ND & 3RD
1
W.L.K.
FOOTING PLAN
SCALE 1/4" = 1'-0"

DEC. 31-10
W.L.K. 2-11
H.A.L.S.H.



OFFICIAL COPY

SAN FRANCISCO
DEPARTMENT
BUILDING INSPECTION

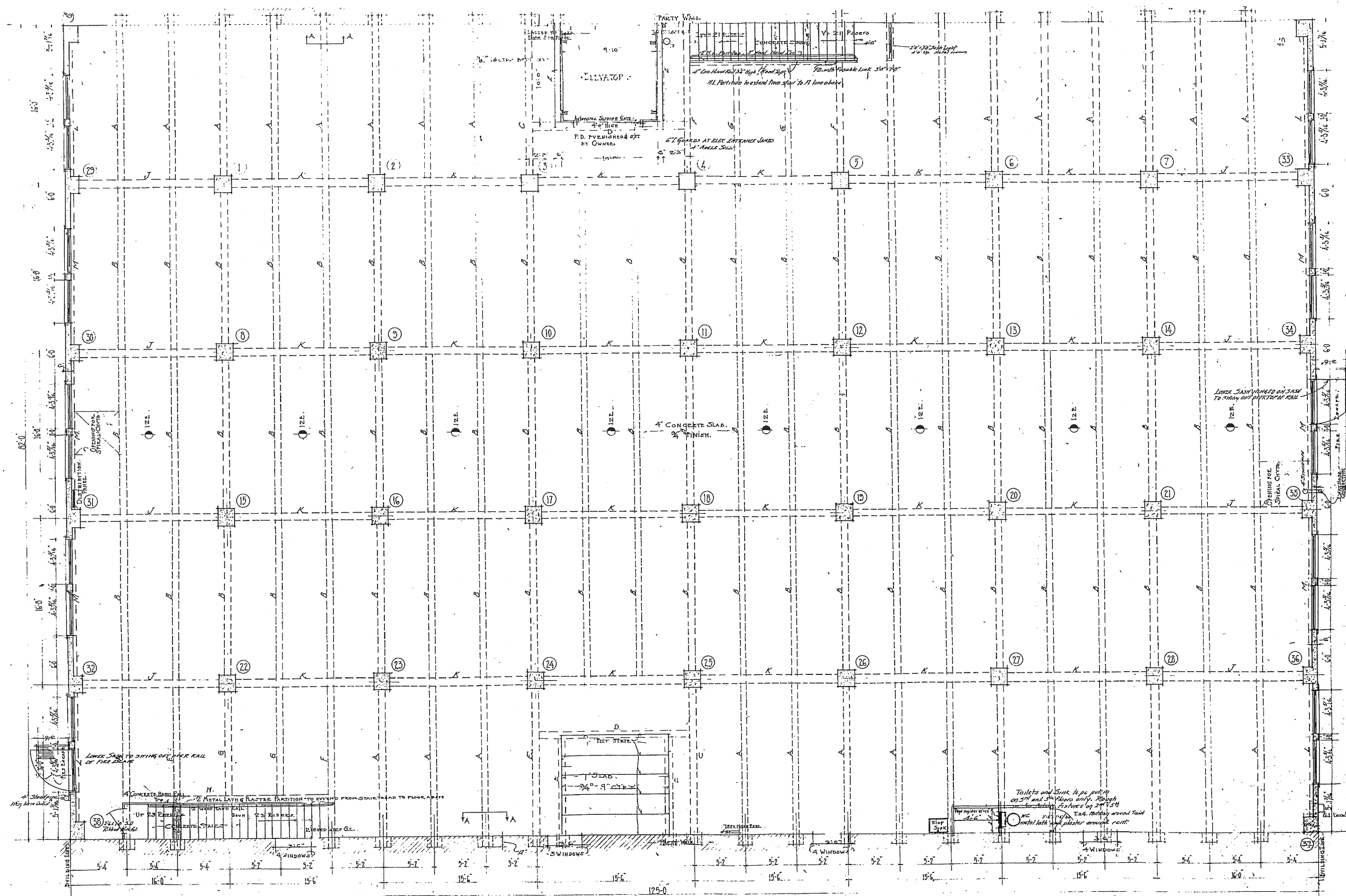


INDICATIONS
 ● 12 Light Electric Outlet
 S.D. Slush Door
 F.D. Fire Door

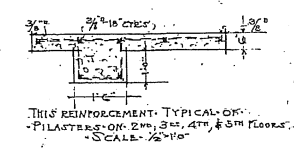
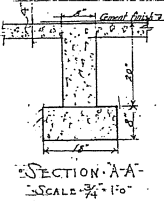
HASLETT WAREHOUSE
 S. SIDE TOWNSEND BET. 2ND & 3RD
 FIRST FLOOR PLAN
 SCALE 1/4" = 1'-0"

Feb. 3/11
 REV. MAR. 13/11





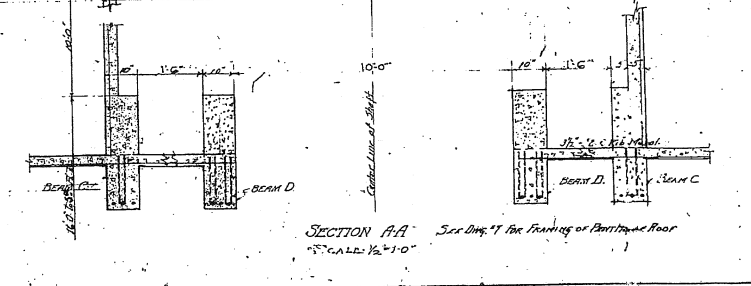
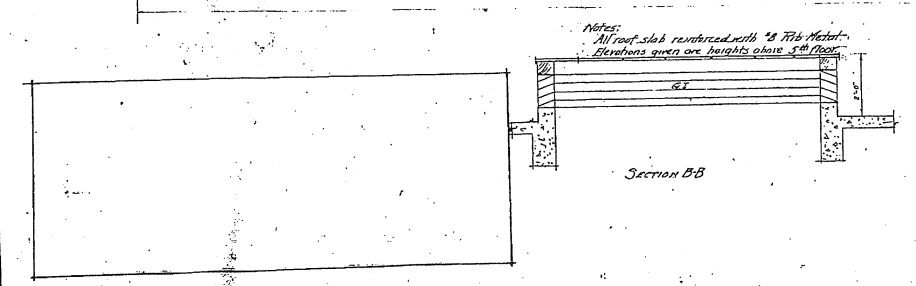
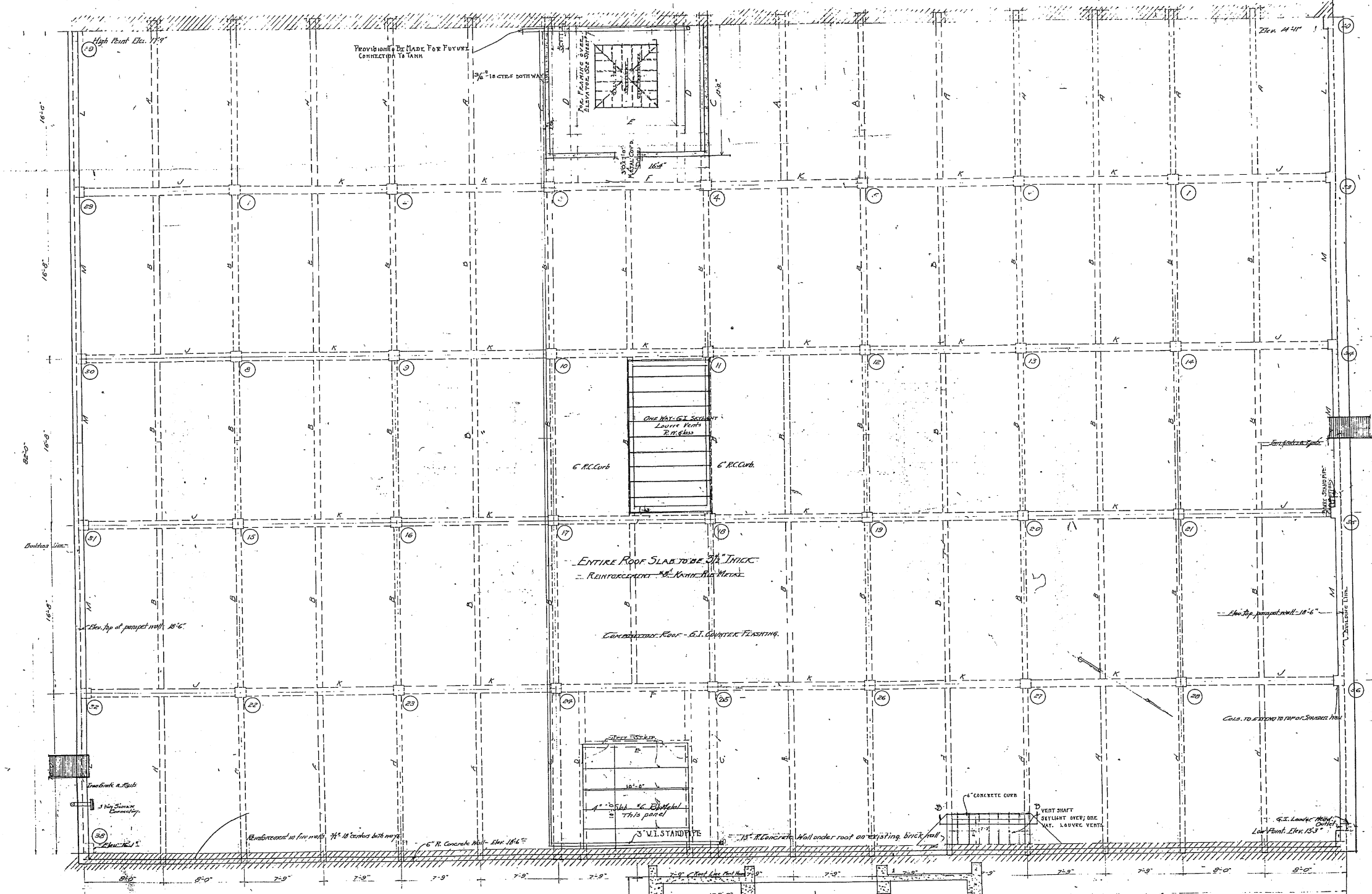
NOTES:
 REINFORCEMENT OF FLOOR SLAB TO BE #6 RIB METAL.
 REINFORCEMENT OF MULLIONS TO BE 4-#3 DAPPED WITH #12 WIRE 24" ON CENTER.
 CORBELS ON ADJOINING WALLS TO BE CUT OFF AT STAIRWAYS & ELEVATOR SHAFTS.
 CORNER WALLS 3' RADIUS TO BE RUN ALONG BEARING WALLS.
 THE HEIGHT OF WINDOWS AND PARTIAL SEE SHEET 7.



HASLETT WAREHOUSE
 SIDE TOWNSEND BET 2ND & 3RD
 W.L.K.
 2ND, 3RD, 4TH & 5TH FLOOR PLANS
 SCALE - 1/4" = 1'-0"
 FEB 3/11
 BY H.H.B.P.

OFFICIAL COPY

SAN FRANCISCO
DEPARTMENT
BUILDING INSPECTOR

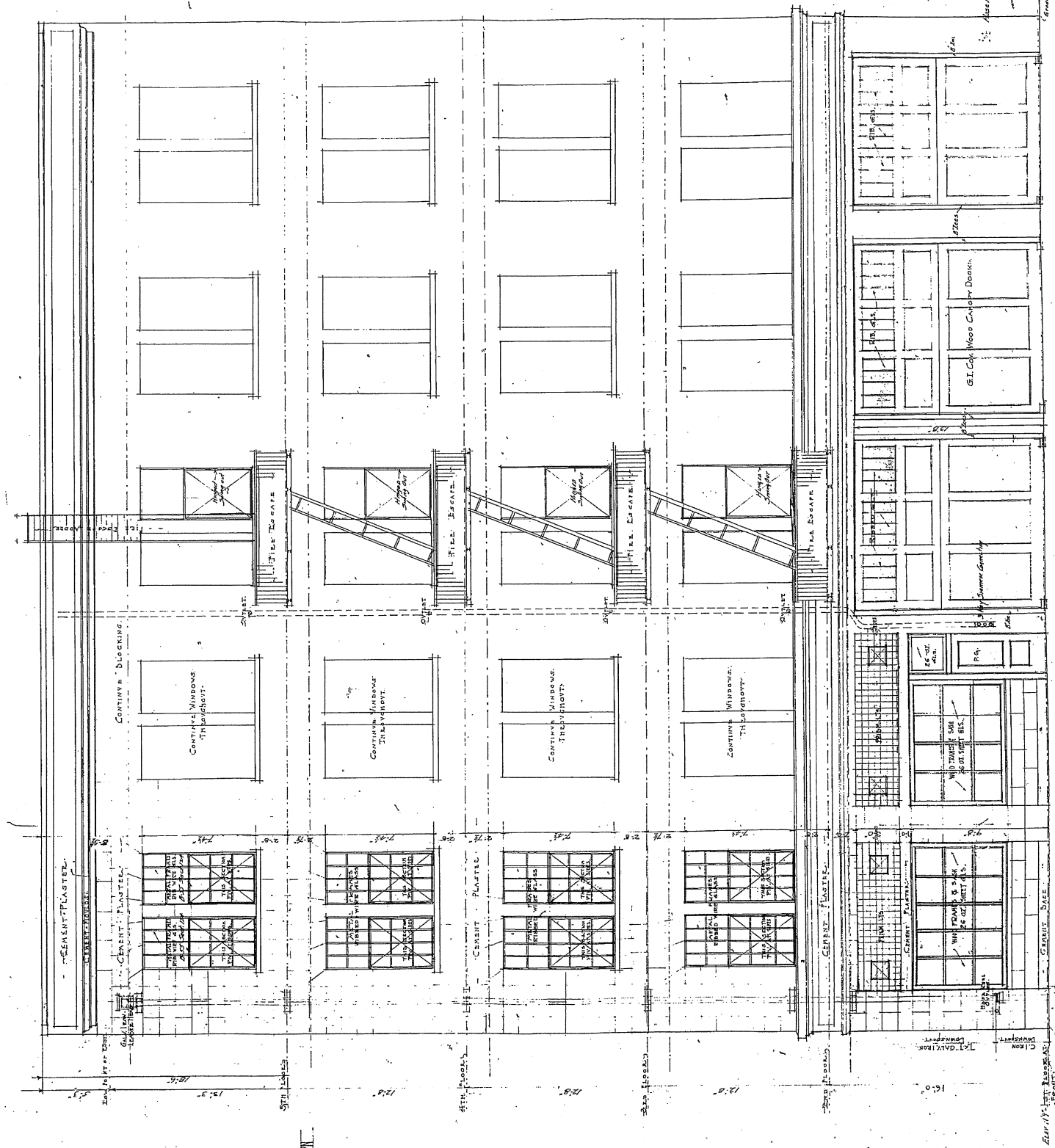


HASLETT WAREHOUSE
 335-337 TOWNSEND STREET
 ROOF PLAN
 SCALE 1/4" = 1'-0"

REV. 5 '11
 REV. MAR. 15, 11



BUILDING
DEPARTMENT OF
INSPECTION

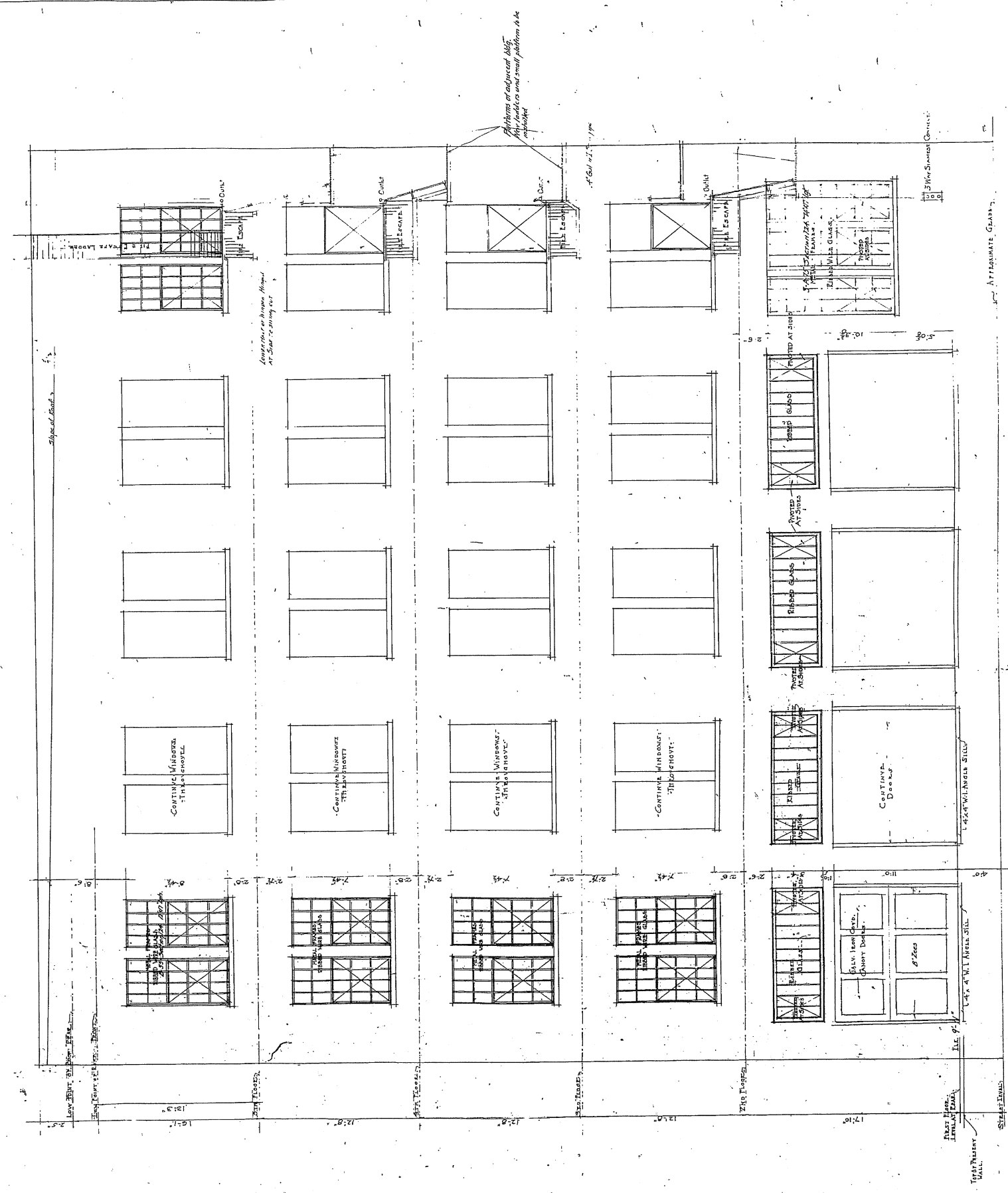


TOWNSEND STREET ELEVATION

DO NOT SCALE ANYTHING

5
HASLETT WAREHOUSE
AND TOWNSEND STREET ELEVATION
TOWNSEND ELEVATION
G.I. Oak Wood Clapboard Doors
S. GRAHAM ARCHT. & ENGRS.
Feb 21 1911
San Francisco





HASLETT WAREHOUSE
 S. STEWARTSON ST. - 2nd Fl.
 REAR ELEVATION
 SCALE 1/8" = 1'-0"
 W.A.

REAR ELEVATION



OFFICIAL COPY

BEAM SCHEDULE FOR 2, 3, 4 AND 5TH FLOORS

Beam No.	Beam Size	RAHN BARS IN ONE BEAM			CUT BARS IN ONE BEAM							Type		
		No.	Size	Length	No.	Size	Length	A	B	C	D		E	F
A	8x20	1	1 1/2 x 2 1/4	17'-6"	2	7/8	22'-0"	10'-0"	2'-8"	4'-9"	1'-4"	1'-0"	1'-0"	B
B	8x20	1	1 1/2 x 2 1/4	16'-8"	2	7/8	25'-0"	10'-2"	2'-8"	4'-9"	1'-4"	1'-0"	A	
C	10x22	1	1 1/2 x 2 1/4	17'-6"	1	7/8	22'-0"	10'-0"	2'-8"	4'-9"	1'-4"	1'-0"	B	
D	8x20	1	1 1/2 x 2 1/4	16'-0"	3	7/8	22'-0"	10'-0"	2'-6"	4'-0"	1'-4"	1'-0"	A	
E	8x18	1	3/4 x 2	10'-0"	4	7/8	22'-0"	10'-0"	2'-8"	4'-9"	1'-4"	1'-0"	B	
F	10x24	1	1 1/2 x 2 1/4	17'-6"	5	7/8	22'-0"	10'-0"	2'-8"	4'-9"	1'-4"	1'-0"	B	
G	8x18	1	3/4 x 2	13'-0"	6	7/8	22'-0"	10'-0"	2'-4"	4'-4"	1'-4"	1'-0"	B	
H	10x22	1	1 1/2 x 2 1/4	16'-0"	7	7/8	22'-0"	10'-0"	2'-6"	4'-0"	1'-6"	1'-0"	A	
I														
J	12x24	2	1 1/2 x 2 1/4	15'-9"	8	7/8	22'-0"	10'-0"	2'-4"	4'-6"	1'-4"	1'-0"	B	
K	12x24	2	1 1/2 x 2 1/4	15'-6"	9	7/8	22'-0"	10'-0"	2'-6"	4'-0"	1'-8"	1'-0"	A	
L	8x32	1	3/4 x 2	16'-0"	10	7/8	22'-0"	10'-0"	2'-8"	4'-9"	1'-8"	2'-0"	B	
M	8x32	1	3/4 x 2	16'-8"	11	7/8	22'-0"	10'-0"	2'-6"	4'-6"	2'-4"	1'-0"	A	

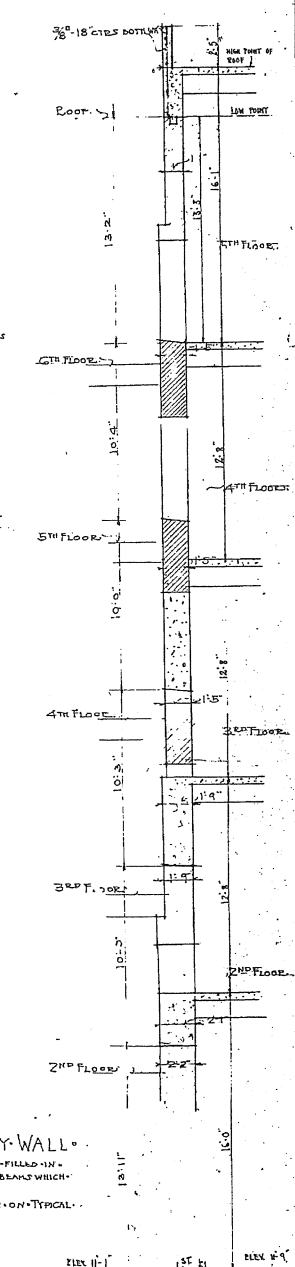
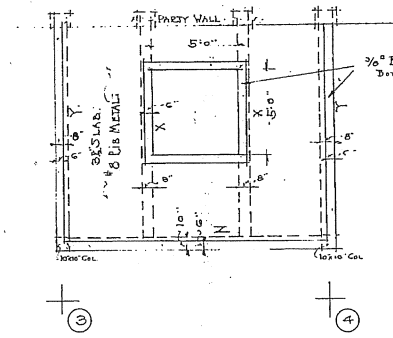
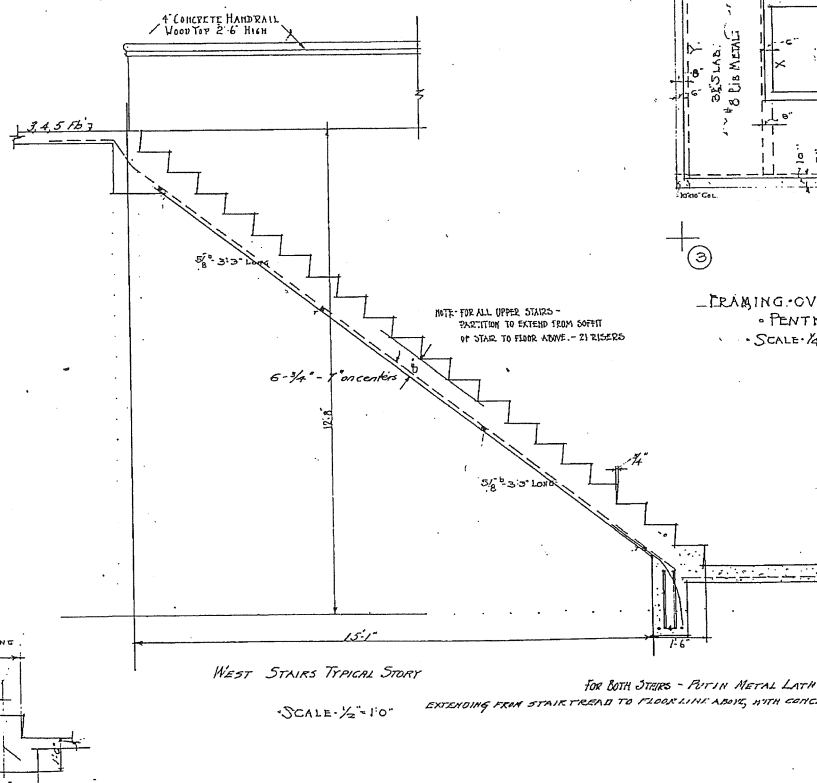
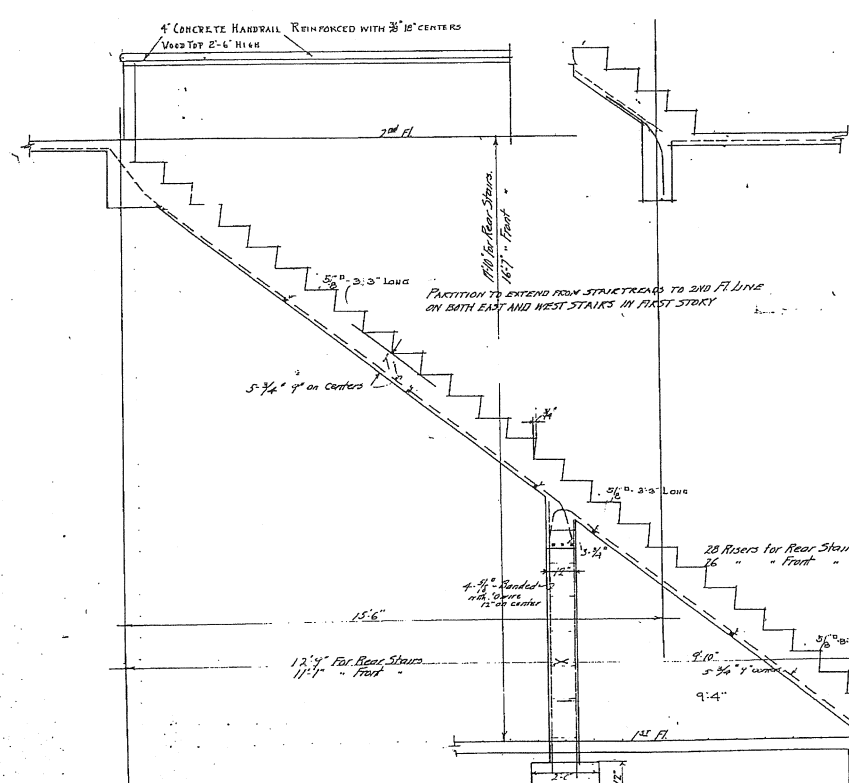
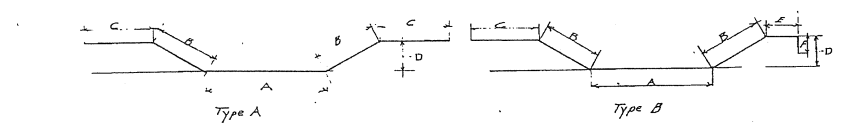
BEAM SCHEDULE FOR ROOF

Beam No.	Beam Size	RAHN BARS IN ONE BEAM			CUT BARS IN ONE BEAM							Type	
		No.	Size	Length	No.	Size	Length	A	B	C	D		E
A	8x16	1	3/4 x 2	17'-6"	12	7/8	22'-0"	10'-0"	2'-8"	4'-9"	1'-0"	1'-0"	B
B	8x16	1	3/4 x 2	16'-8"	11	7/8	22'-0"	10'-0"	2'-8"	4'-9"	1'-0"	1'-0"	A
C	10x20	1	1 1/2 x 2 1/4	17'-6"	1	7/8	22'-0"	10'-0"	2'-8"	4'-9"	1'-4"	1'-0"	B
D	10x22	2	1 1/2 x 2 1/4	17'-6"	1	7/8	22'-0"	10'-0"	2'-8"	4'-9"	1'-6"	1'-0"	B
E	10x20	1	3/4 x 2	11'-6"	13	7/8	22'-0"	10'-0"	2'-8"	4'-9"	1'-4"	1'-0"	A
F	10x22	1	1 1/2 x 2 1/4	15'-6"	9	7/8	22'-0"	10'-0"	2'-6"	4'-6"	1'-6"	1'-0"	A
G	6x12	1	3/4 x 2	8'-0"	14	7/8	22'-0"	10'-0"	2'-8"	4'-9"	1'-4"	1'-0"	A
J	10x20	1	1 1/2 x 2 1/4	15'-9"	8	7/8	22'-0"	10'-0"	2'-4"	4'-6"	1'-4"	1'-0"	B
K	10x30	1	1 1/2 x 2 1/4	15'-6"	9	7/8	22'-0"	10'-0"	2'-6"	4'-0"	1'-4"	1'-0"	A
L	8x12	1	3/4 x 2	16'-0"	10	7/8	22'-0"	10'-0"	2'-8"	4'-9"	1'-8"	2'-0"	B
M	8x12	1	3/4 x 2	16'-0"	11	7/8	22'-0"	10'-0"	2'-6"	4'-6"	2'-6"	1'-0"	A
X	8x12	1	3/4 x 2	16'-0"	sid 18	13							
Y	8x12	1	3/4 x 2	16'-0"		13							
Z	10x16	2	3/4 x 2	16'-0"		13							

COLUMNS AND FOOTINGS

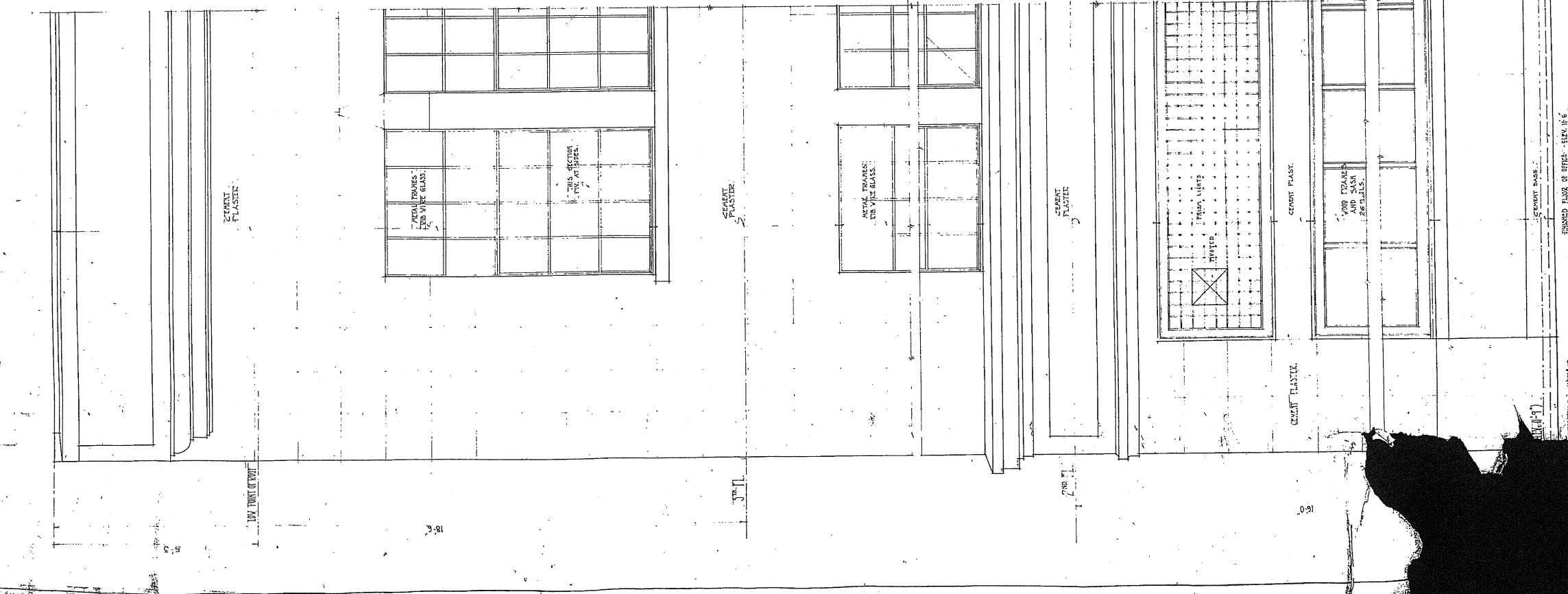
Col. Nos.	1 ST STORY	2 ND STORY	3 RD STORY	4 TH STORY	5 TH STORY	SIZE OF FOOTING	REINFORCEMENT
1/4, 25 incl	22'-22"	22'-22"	22'-22"	22'-22"	22'-22"	50' x 50' x 2'-0"	10-#8 @ 1'-0"
23, 26 incl	18'-18"	18'-18"	18'-18"	18'-18"	18'-18"	40' x 40' x 2'-0"	8-#8 @ 1'-0"
29, 32, 35, 39	6'-6"	6'-6"	6'-6"	6'-6"	6'-6"	2'-0" x 2'-0" x 2'-0"	8-#8 @ 1'-0"

Cols. marked Hooped to be hooped with 6 wire 1 1/2" pitch
 Cols. marked Banded to be banded with 6 wire spaced 12" on centers
 All column bars to top 18" of floor level and wired

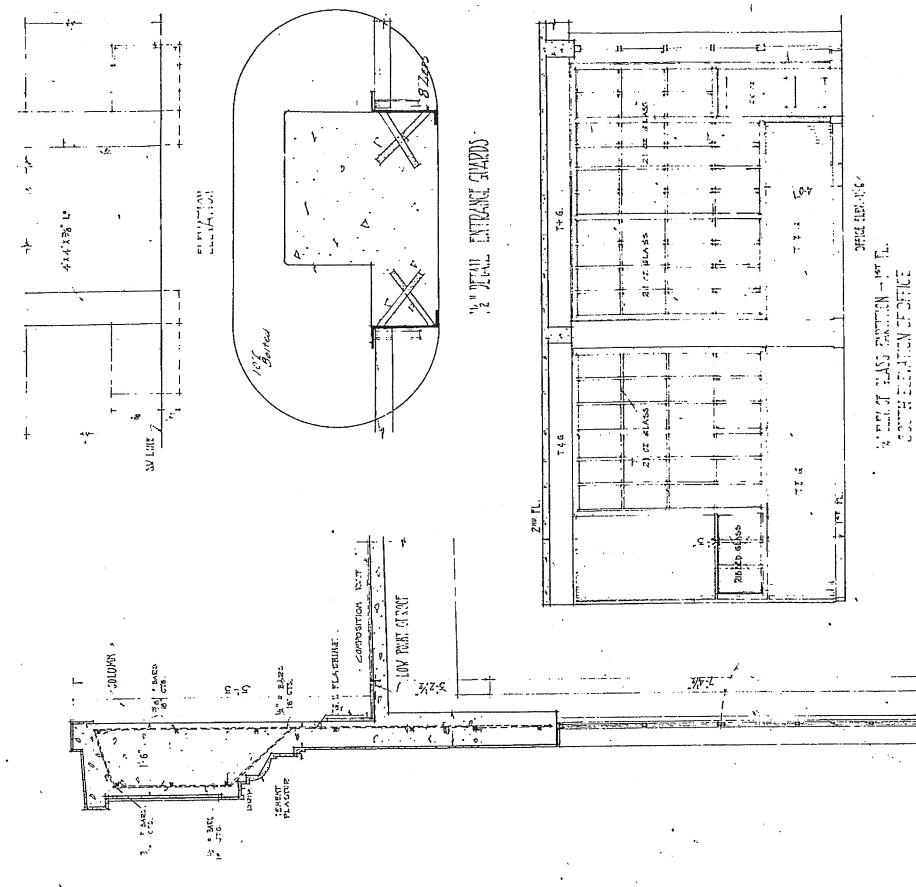


HASLETT WAREHOUSE
 7
 S. SIDE TOWNSEND DET. 2ND & 3RD ED.
 W.L.K.
 STEEL SCHEDULE
 STAIR DETAILS
 SCALE - 1/4" = 1'-0" @ 1/2" = 1'-0"

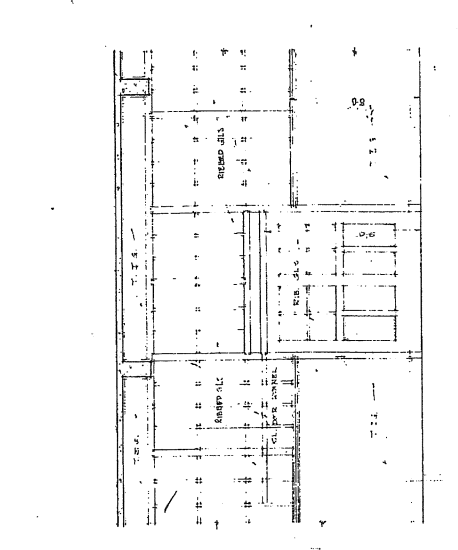




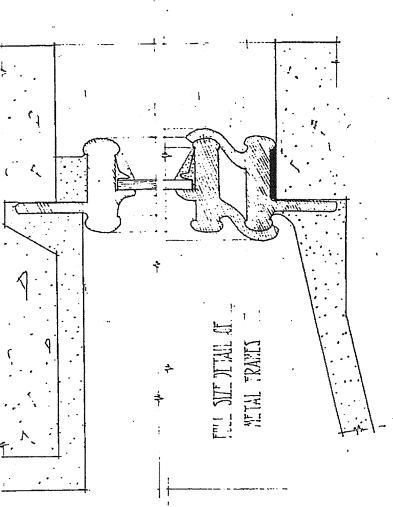
3/4 DETAIL TOWARD ST JULY
 FINISHED FLOOR OF OFFICE - LEVEL 11.6
 117-117000-11724



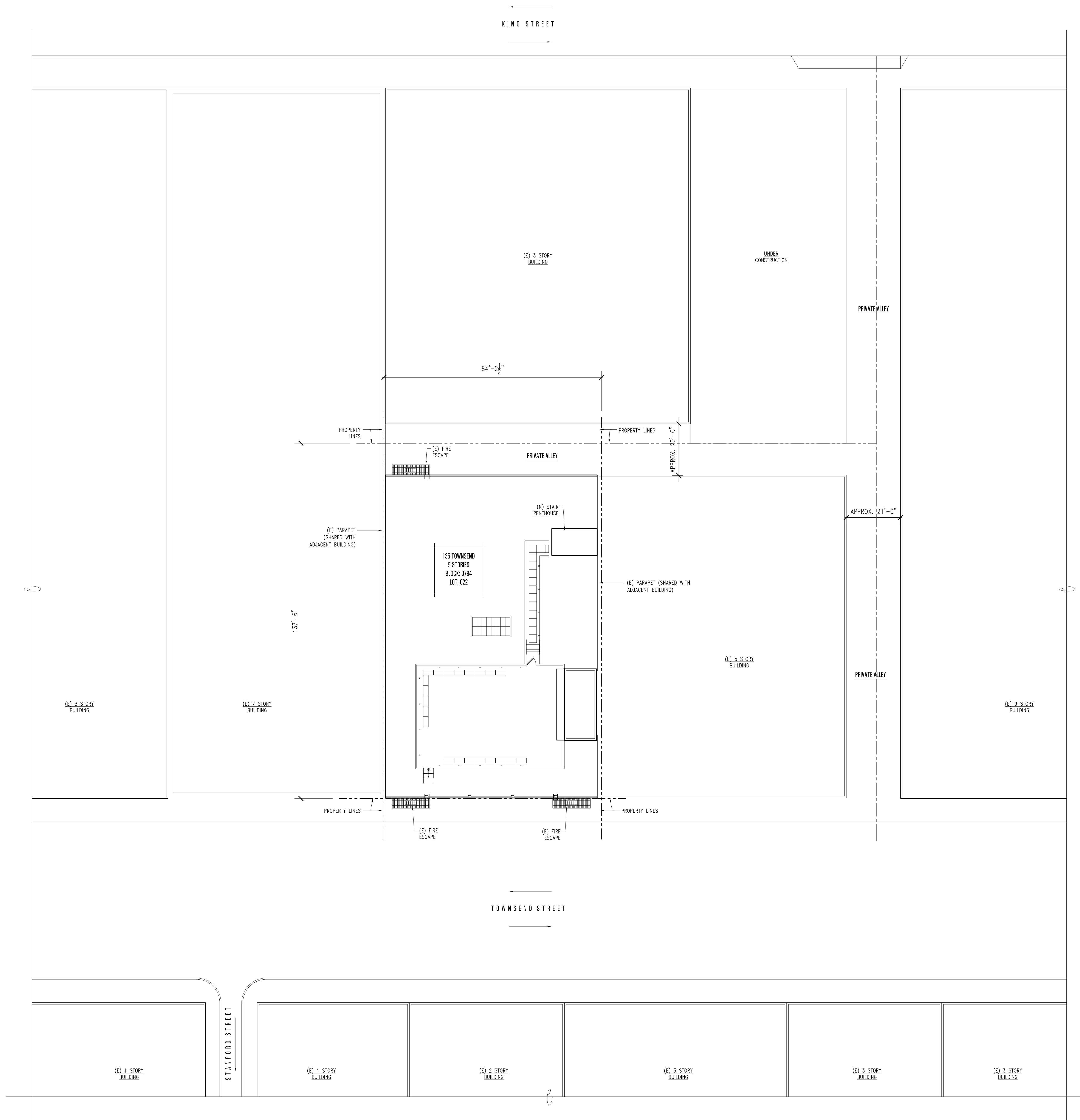
3/4 SECTION
 METAL ENTRANCE GUARD
 1/2 METAL ENTRANCE GUARD
 3/4 SECTION
 METAL ENTRANCE GUARD



3/4 SECTION
 METAL ENTRANCE GUARD
 1/2 METAL ENTRANCE GUARD
 3/4 SECTION
 METAL ENTRANCE GUARD



8
 HANDETT WAREHOUSE
 3,300 TONS
 3/4 METAL OF FRONT ELEVATION
 FIG. 3-1
 117-117000-11724



Project Number
14025.00

THE OFFICE OF
CHARLES F. BLOSZIES FAIA
 ARCHITECTURE | STRUCTURES LTD
 228 Grant Ave., 6th Floor
 San Francisco, CA 94108
 Phone: 415.834.9002
 e-mail: archengine.com

Rehabilitation & Seismic
 Strengthening

135 Townsend St.
 San Francisco, CA

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

Number	Date	Description
1	03.31.15	SITE PERMIT APPLICATION
2	08.08.15	100% DD SET
3	08.03.15	DEMOLITION PERMIT APPLICATION

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

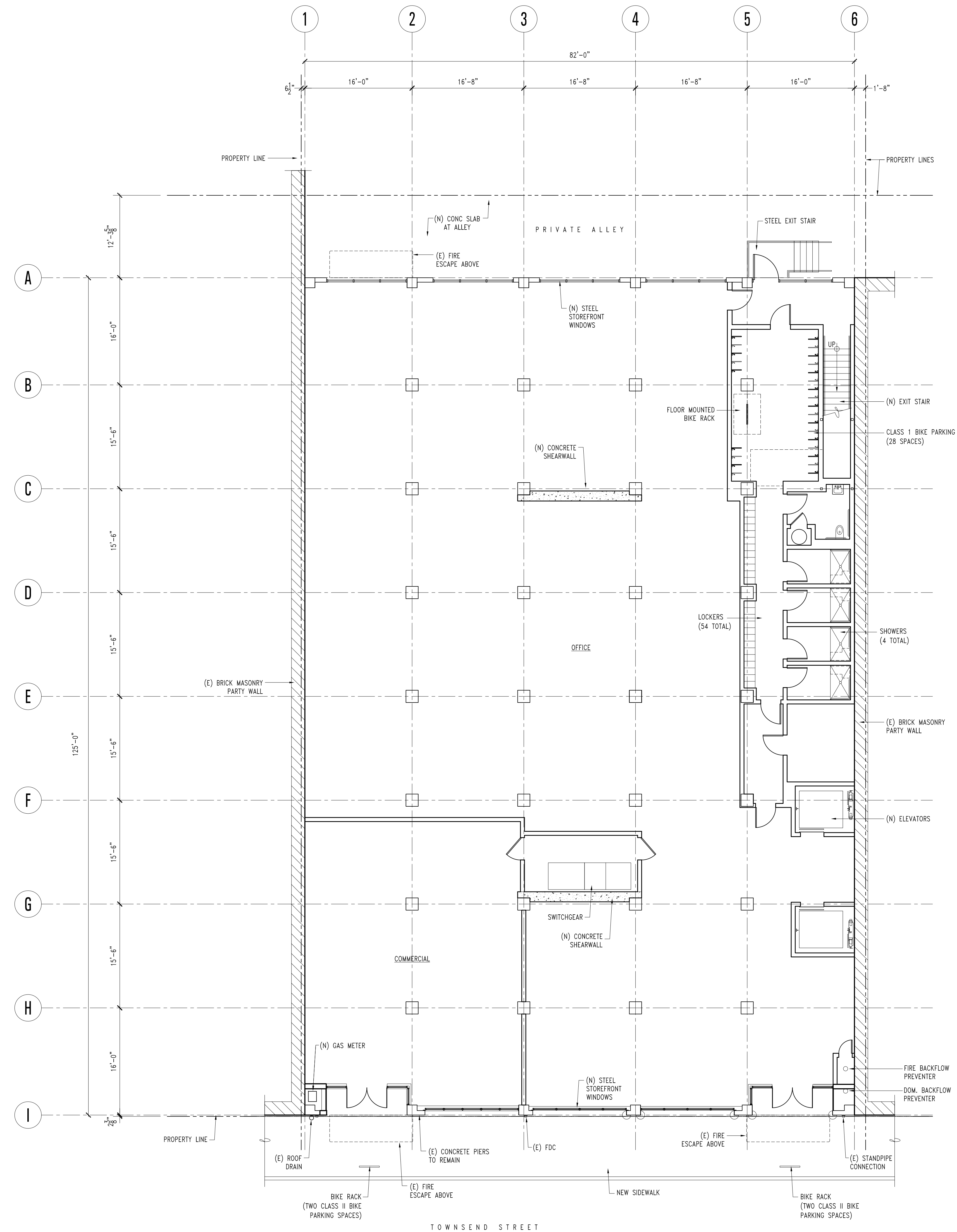
PROPOSED OFFICE: 49,995 SF
 PROPOSED COMMERCIAL: 1,395 SF
 AREA EXEMPT FROM F.A.R. 388 SF (BICYCLE PARKING, MECHANICAL)
 TOTAL: 51,779 SF
 PROPOSED FLOOR AREA RATIO: 4.44:1

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

Rehabilitation & Seismic Strengthening

135 Townsend St.
 San Francisco, CA

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

Number	Date	Description

FIRST FLOOR PLAN

Date: OCT 01, 2015

A2.01

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 Strengthening

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File Name: 14025-A2.02 Drawn By: MB Checked By: CFM

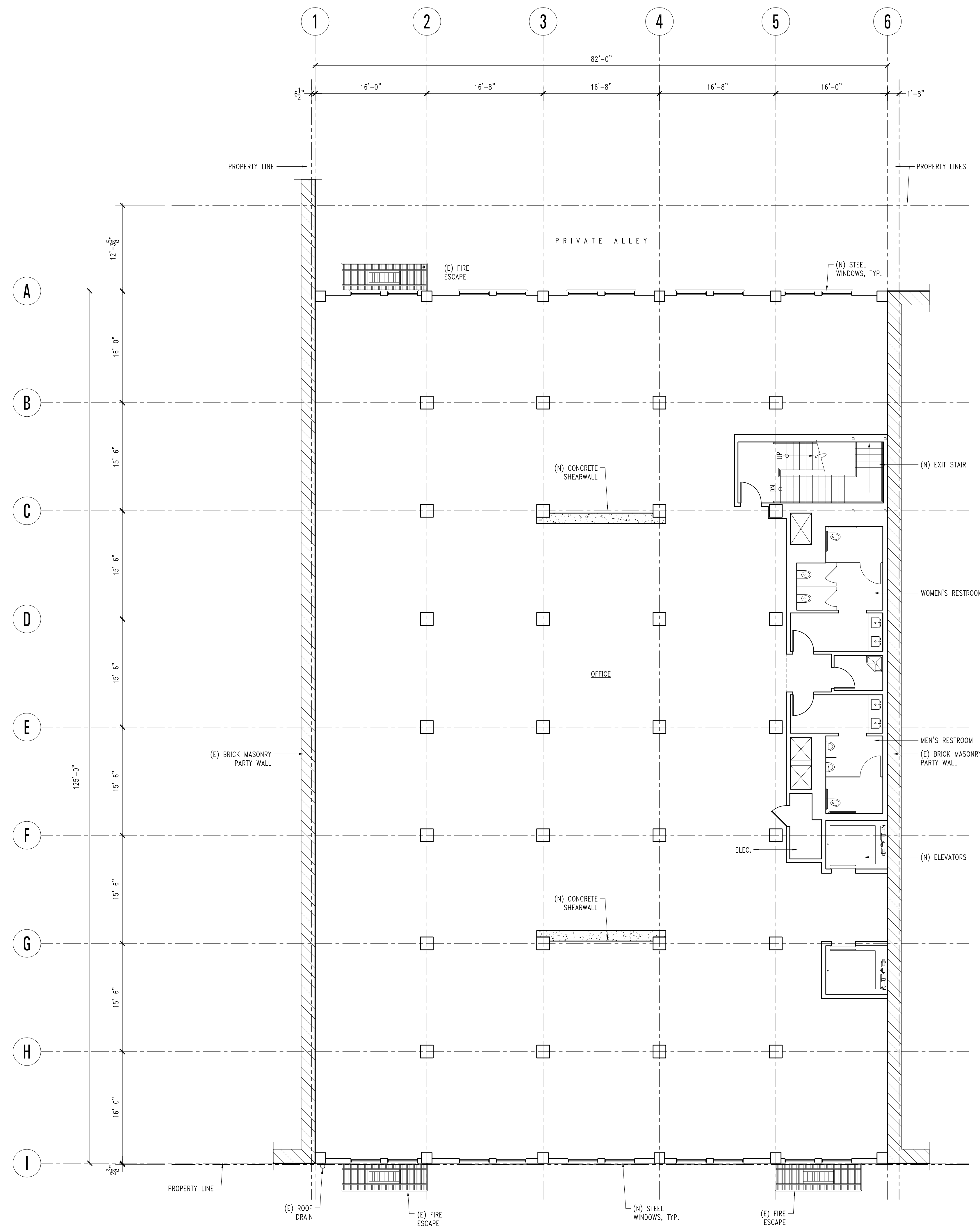
Issues	
Number	Description
2	
1	03.31.15 SITE PERMIT APPLICATION
2	06.08.15 100% DD SET

Revisions		
Number	Date	Description

SECOND FLOOR PLAN

Date: OCT 01, 2015

A2.02



1 SECOND FLOOR PLAN
 1/8" = 1'-0"
 A-FP-02.dwg

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Strengthening

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File Name: 14025-A2.03 Drawn By: MB Checked By: CFH

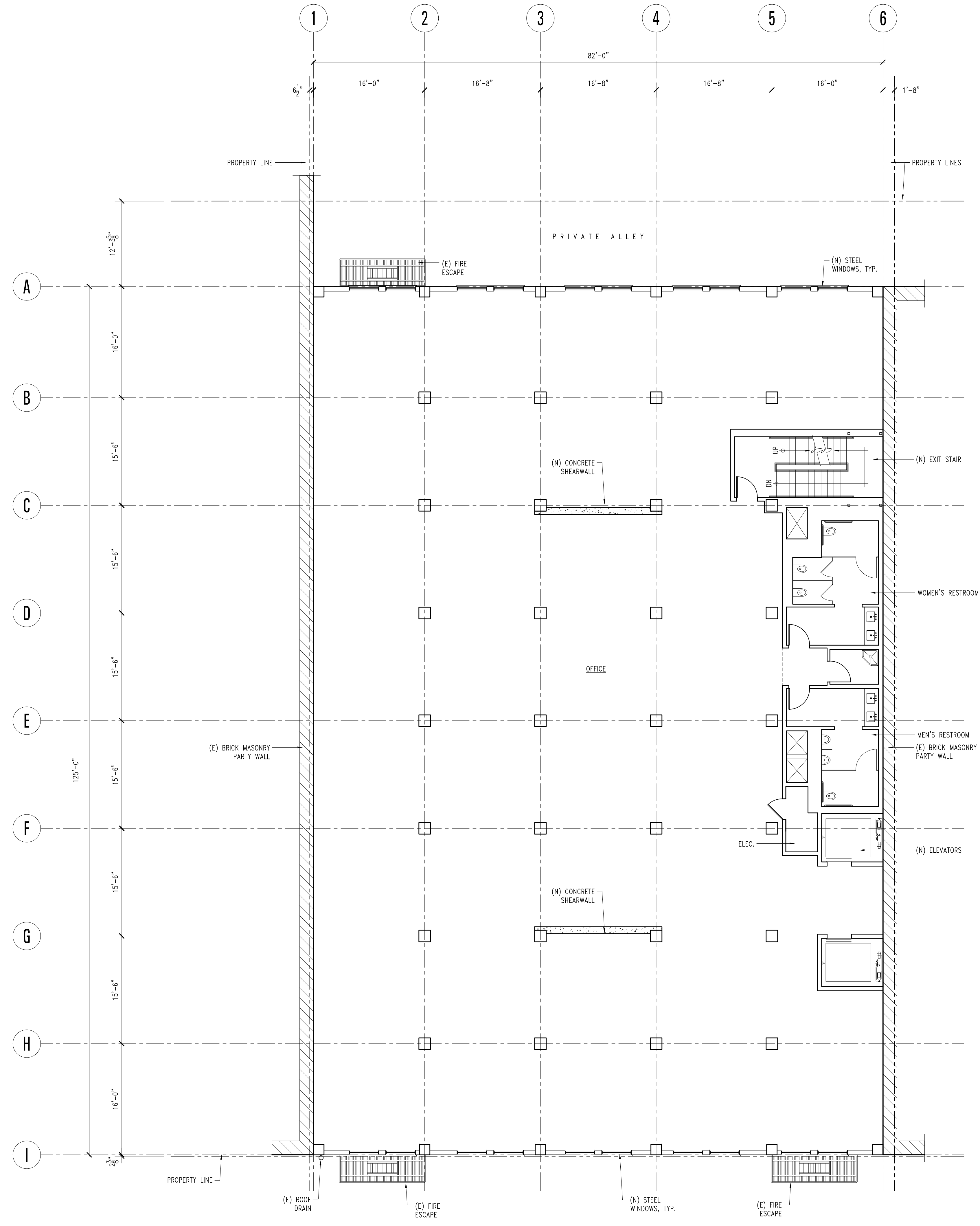
Issues	Number	Date	Description
	2		
	1	03.31.15	SITE PERMIT APPLICATION
	2	06.08.15	100% DD SET

Revisions	Number	Date	Description

THIRD FLOOR PLAN

Date: OCT 01, 2015

A2.03



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

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 Strengthening

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File Name: 14025-A2.04 Drawn By: MB Checked By: CFB

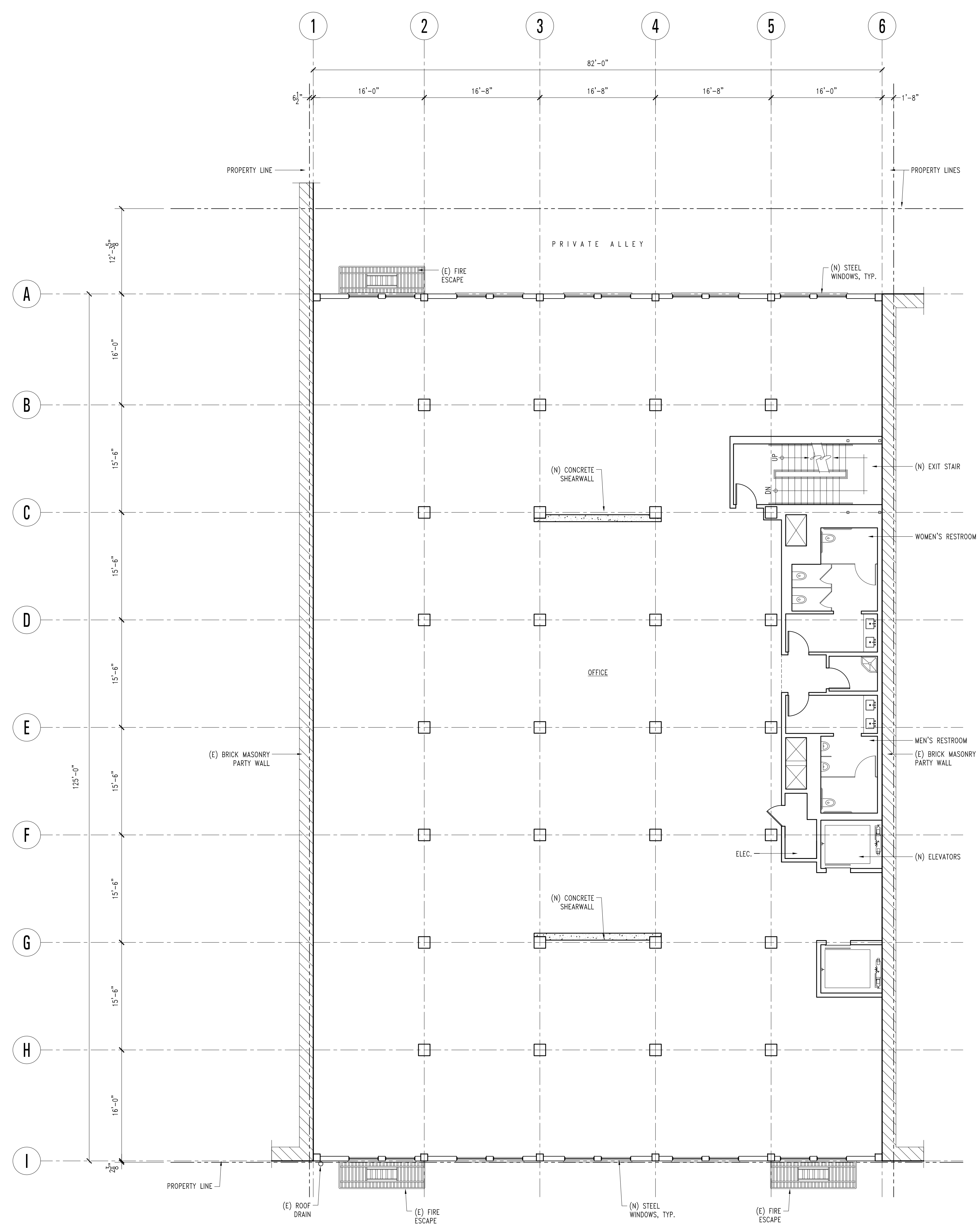
Issues		
Number	Date	Description
1	03.31.15	SITE PERMIT APPLICATION
2	06.08.15	100% DD SET

Revisions		
Number	Date	Description

FOURTH FLOOR PLAN

Date: OCT 01, 2015

A2.04



FOURTH FLOOR PLAN
 1/8" = 1'-0"
 A-FP-04.dwg

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Strengthening

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

Issues: 2

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

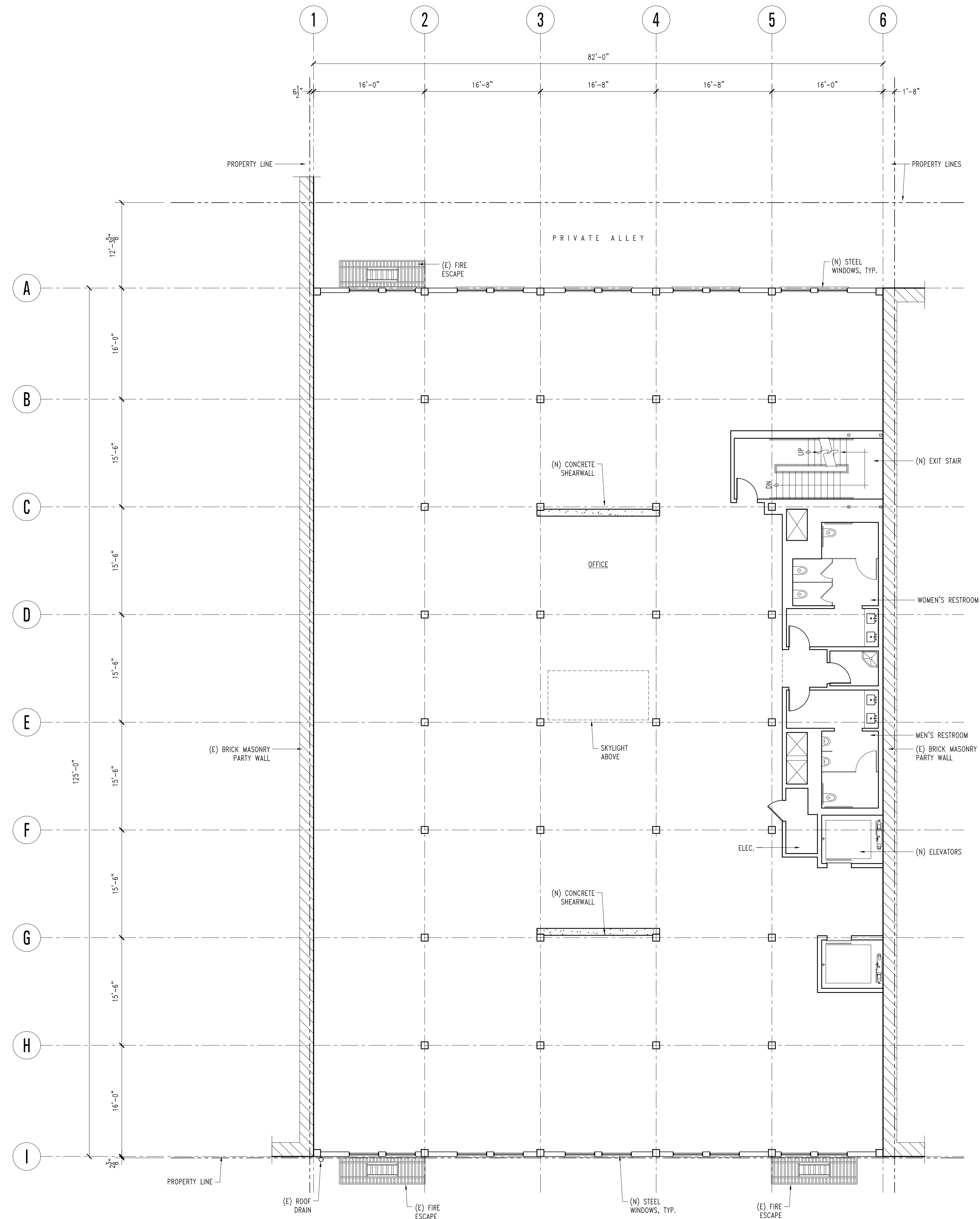
Revisions:

Number	Date	Description

FIFTH FLOOR PLAN

Date: OCT 01, 2015

A2.05



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

Rehabilitation & Seismic
 Strengthening

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File Name: 14025-A2.06 Drawn By: MB Checked By: CFH

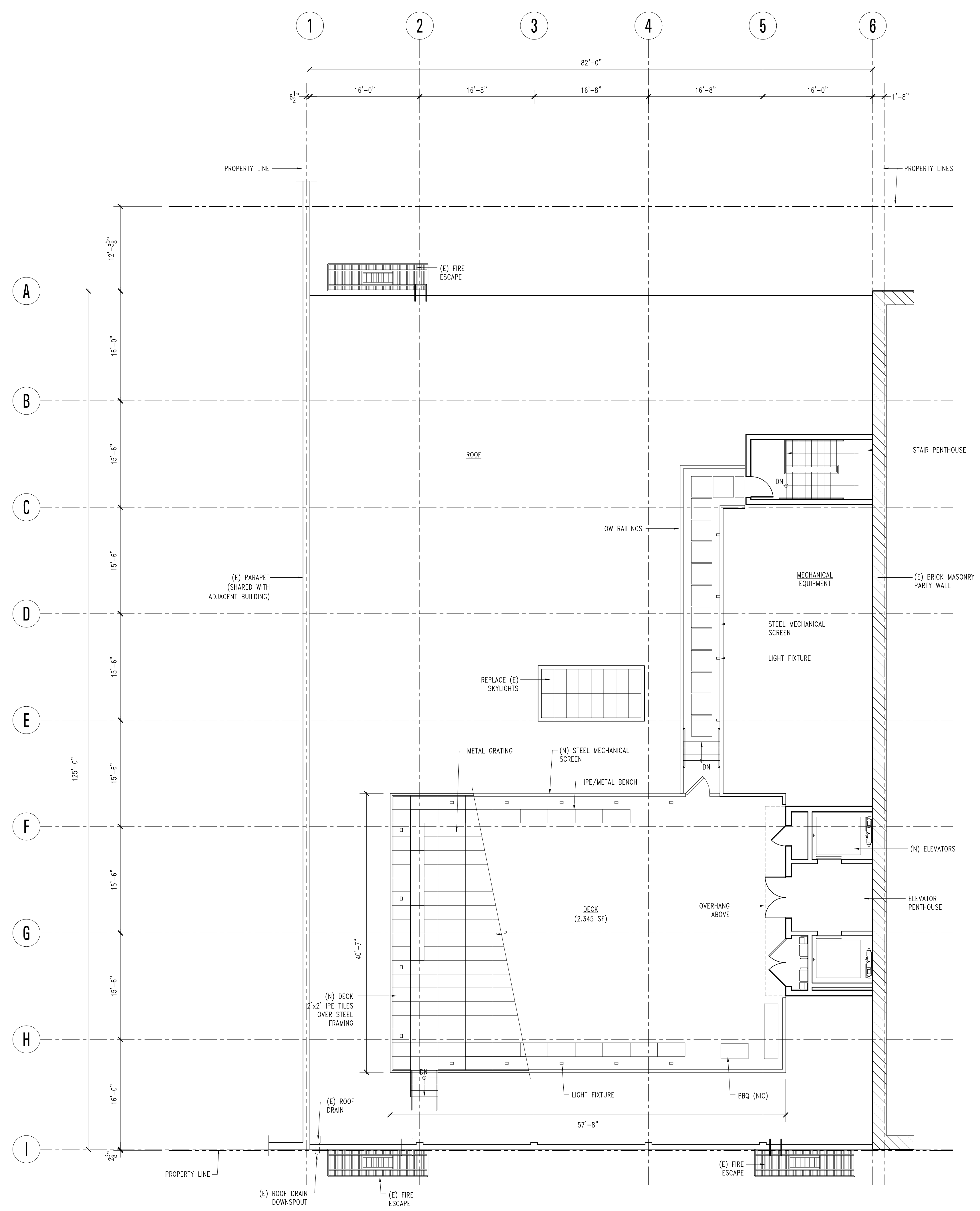
Number	Date	Description
1	03.31.15	SITE PERMIT APPLICATION
2	06.08.15	100% DD SET

Number	Date	Description

ROOF PLAN

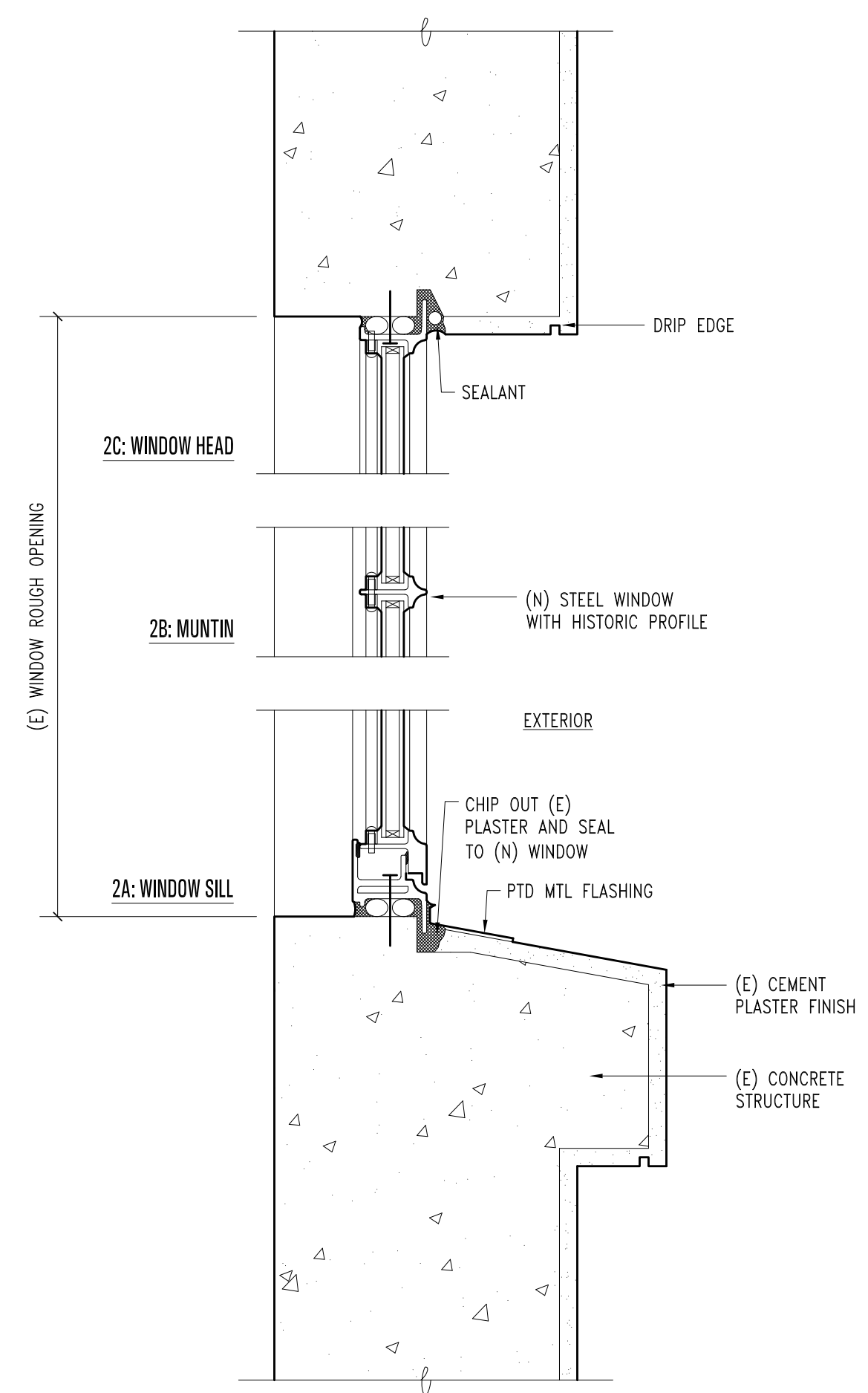
Date: OCT 01, 2015

A2.06



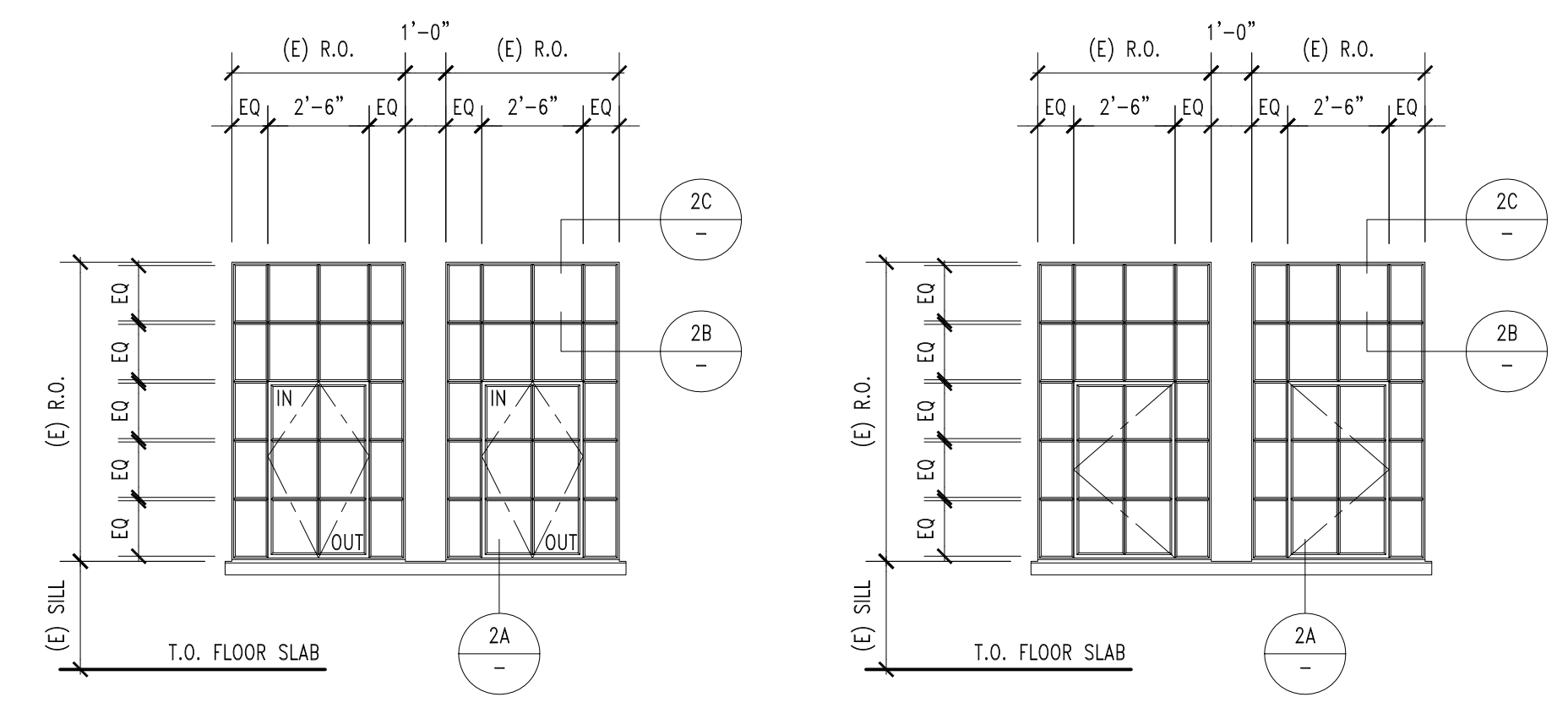
1 ROOF PLAN
 1/8" = 1'-0"
 A-PP-R.dwg

WINDOW SCHEDULE											
NUMBER	WINDOW TYPE	FIRE RATING	ROUGH OPENING			FRAME		DETAILS		GLAZING	REMARKS
			WIDTH	HEIGHT	SILL	MAT'L	FINISH	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	B2	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")	



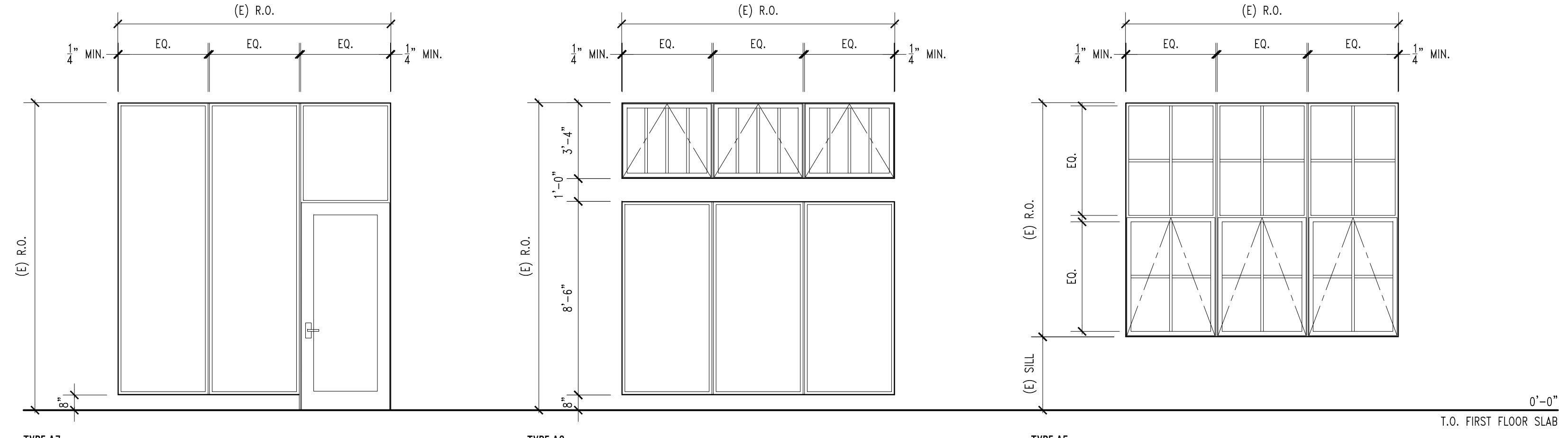
2 TYPICAL UPPER WINDOW DETAIL
3" = 1'-0"
A-SH-WINDOWS.dwg

NOTE: INSTALL NEW WINDOWS IN EXISTING ROUGH OPENINGS UNLESS OTHERWISE NOTED. FIELD VERIFY ALL ROUGH OPENINGS.



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

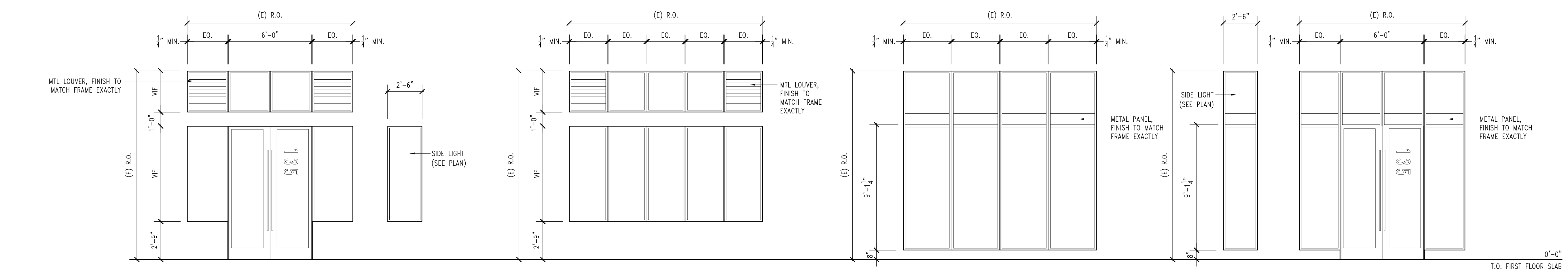
TYPE B1
STEEL WINDOW ASSEMBLY WITH HISTORIC PROFILE
LOCATION: ALL UPPER FLOOR WINDOWS AT FIRE ESCAPES



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
KYN	KYNAR (PVDF)
ANOD	ANODIZED ALUMINUM

GLAZING

TGL	TEMPERED CLEAR GLASS
LGL	LAMINATED CLEAR GLASS
IGL	INSULATED GLASS

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

Number	Date	Description
2	06.08.15	100% DD SET

Number	Date	Description

WINDOW SCHEDULE & TYPICAL DETAILS

Date: OCT 01, 2015

A2.31

Rehabilitation & Seismic Strengthening

**135 Townsend St.
San Francisco, CA**

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File Name:	14025-A3.01	Drawn By:	MB	Checked By:	CFB
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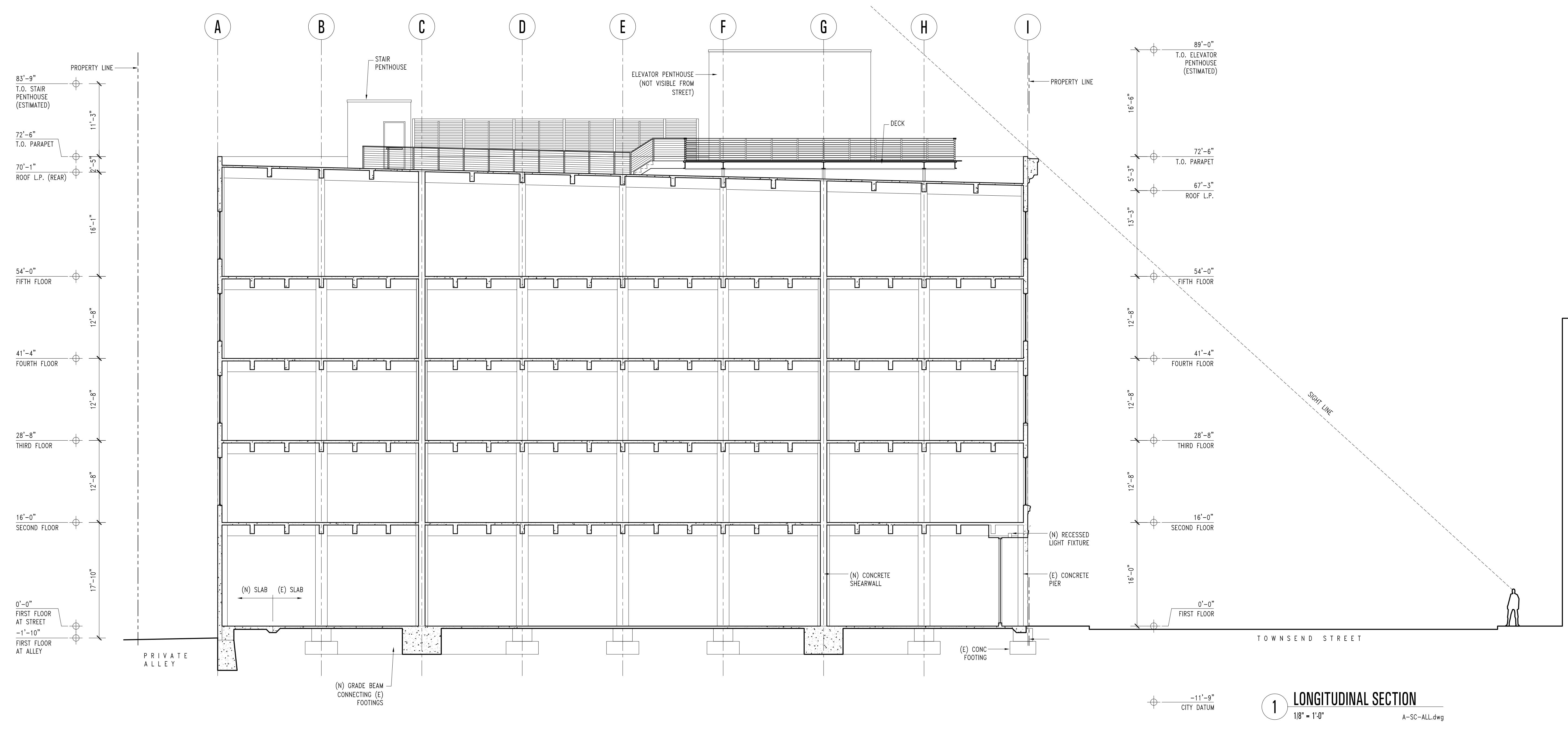
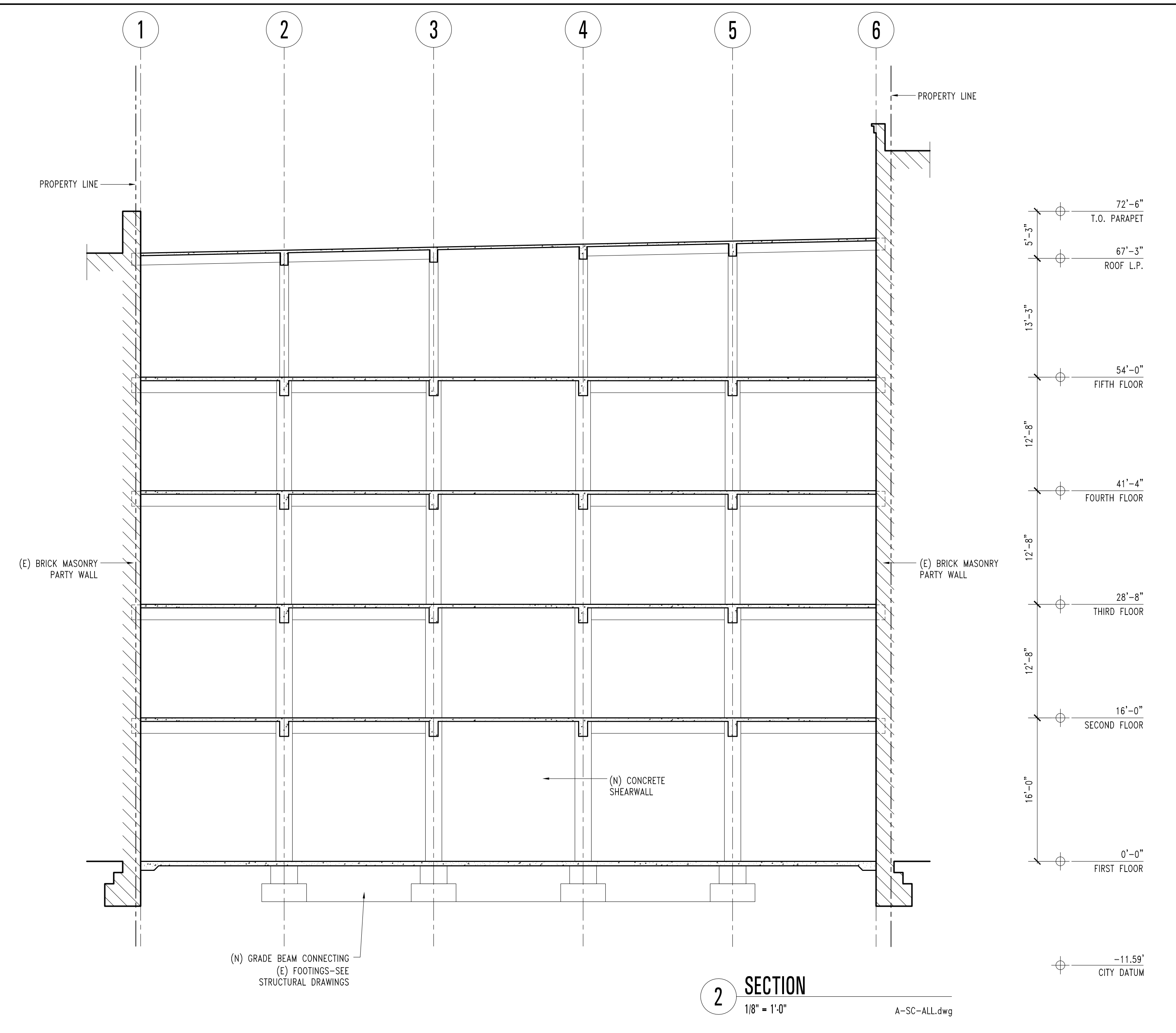
Number	Date	Description
1	03.31.15	SITE PERMIT APPLICATION
2	06.08.15	100% DD SET

Revisions		
Number	Date	Description

BUILDING SECTIONS

Date: **OCT 01, 2015**

A3.01



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File Name: 14025-A3.11 Drawn By: MB Checked By: CFB

Issues: 2

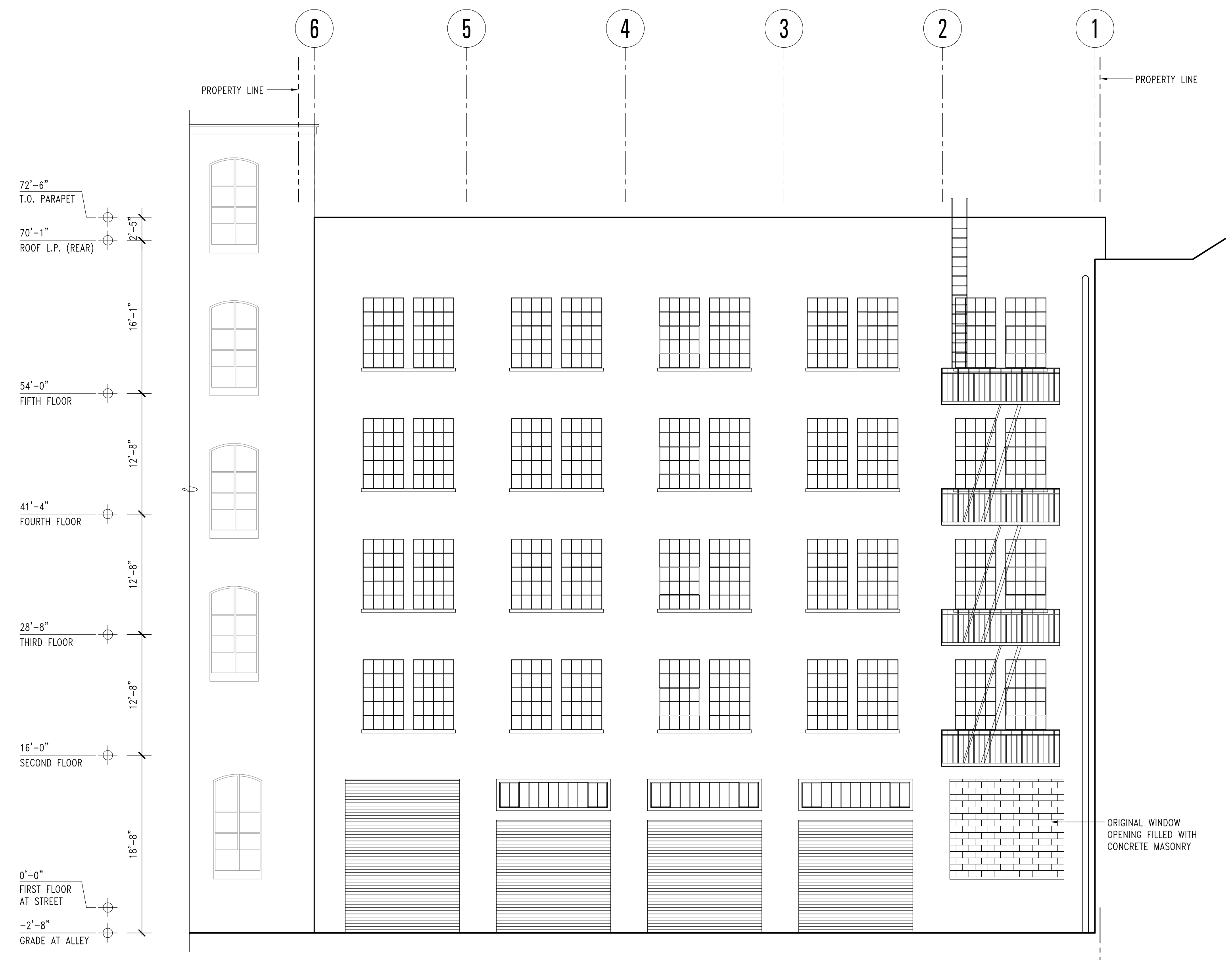
Number	Date	Description
1	03.31.15	SITE PERMIT APPLICATION
2	08.08.15	100% DD SET

Revisions:

Number	Date	Description
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EXTERIOR ELEVATIONS

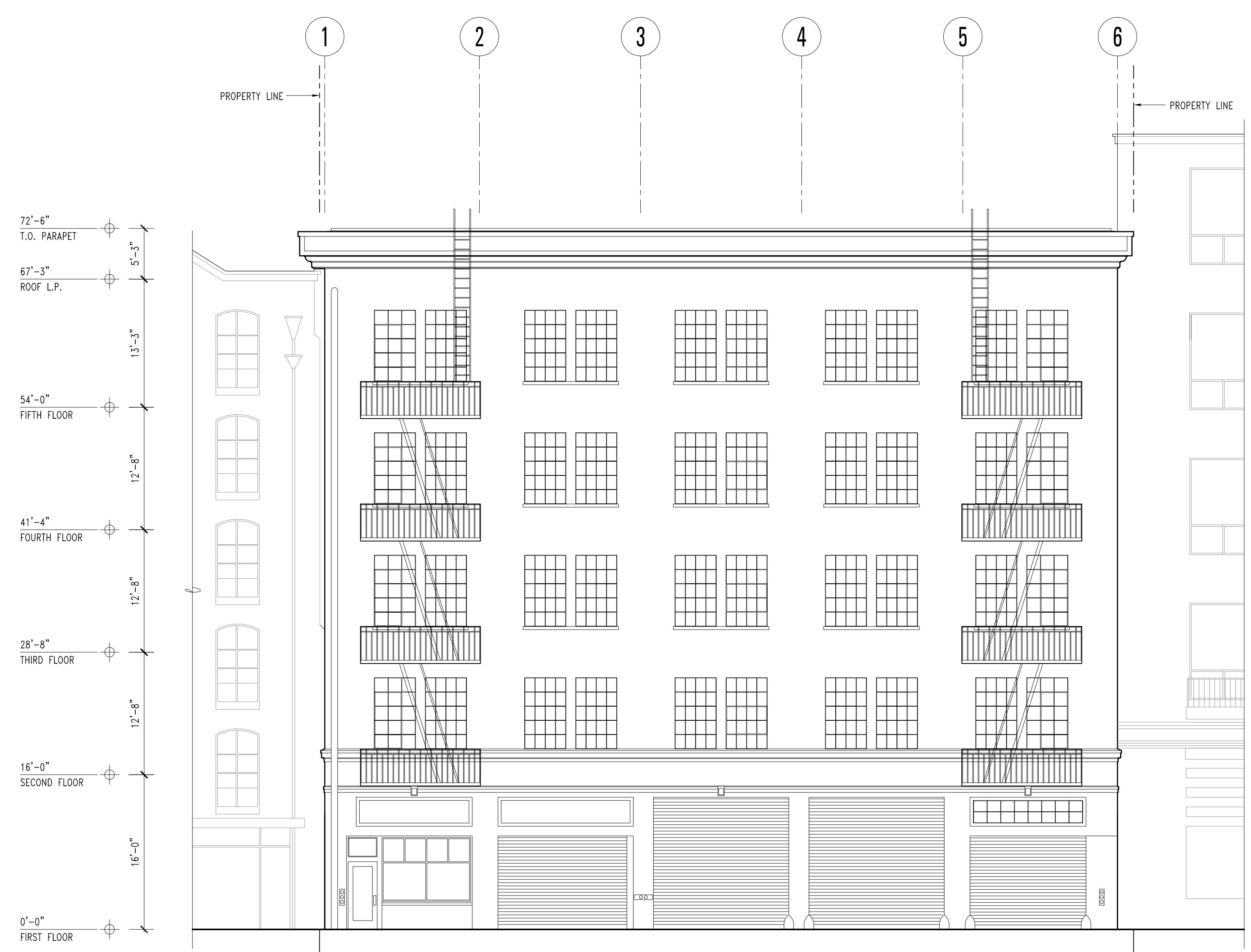
Date: OCT 01, 2015



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

135 Townsend Street
Window Assessment Report
September 30, 2015

PROJECT DESCRIPTION

The building at 135 Townsend Street was constructed in 1911 by the George Ferrolite Company, designed by architects MacDonald & Applegarth for the Haslett Warehouse Company. It is a five story, five-bay wide, reinforced concrete building, with the outermost bays supported by brick masonry party walls shared with adjacent buildings also built for the Haslett Warehouse Company prior to 1911. The building is in the South End Historic District, and is listed in the historic district case report as a “contributory” building. The structure is not rated as a historic resource individually.

The building is currently occupied by StoragePro, a self-storage company. Self storage is not principally permitted in the zoning district where 135 Townsend is located; the facility operates as a legal, non-conforming use. The owner proposes to convert the building from storage to office use with a portion of the ground floor devoted to commercial use.

The proposed office conversion will include a complete renovation of the building consisting of installation of a new elevator, stair, and restroom core plus seismic strengthening of the concrete structure. New utilities will be installed throughout, and the shell of the building will be upgraded to meet San Francisco's energy code.

The building has not been altered much since it was built. The original 1911 drawings exist, generally depicting the original conditions including a complete set of structural plans plus a few architectural details. The façade above the second floor has been minimally altered although there is evidence suggesting that the original windows may have been replaced. The windows shown on the 1911 drawings are industrial type steel sash. The current windows are also industrial type steel sash, but are not configured as shown on the original drawings. Windows are glazed with single pane glass and are in poor condition throughout. The ground floor openings have been altered significantly. This report addresses the upper floor windows only.

EXECUTIVE SUMMARY

The proposed project will replace the existing steel windows with modern steel windows glazed with insulating glass. Window divisions will be similar to the existing, and all sash will consist of “true divided lites”, meaning the small panes will be individual pieces of glass glazed into steel mullions and the surrounding frame.

The existing windows are in poor condition throughout the building. Egress windows at the fire escapes do not meet fire code requirements, and the energy performance of the single pane glass is significantly below the energy code minimum. The glazing putty is brittle throughout the building, and some of the panes could easily fall out during a high wind or earthquake. The existing frames are racked and bowed in many locations. The existing sash is only about 1/2” deep, not deep enough to accept insulating glass, so retention of the frames is not feasible.

ORIGINAL DRAWINGS and EXISTING CONDITIONS

Original drawings were obtained from the San Francisco microfilm archive. The set consists of eight sheets including a Townsend Street elevation and a rear elevation, the only facades containing windows. One sheet shows a window detail with a steel sash profile typical of early twentieth century industrial buildings.

The windows shown on both the Townsend Street elevation and the rear elevation are divided into a fixed section above an operable section below. The fixed section is divided into two vertical rows of four panes (8 total) and labeled "Metal Frames with Ribbed Wire Glass". The operable section below is divided into three rows of 4 panes (12 total), and is labeled "This Section Pivot at Sides". The Townsend Street elevation shows a single fire escape at the center of the façade. The rear elevation shows a fire escape on the right side, shared with the neighboring building.

The existing windows are different from those shown on the original drawings. The number of divisions is the same, but the operable portion is much smaller than what is shown on the original drawings, consisting of 2 rows of two panes (8 total). Glazing is different. Refer to Figure 1 below.

The Townsend Street façade has two fire escapes, one at each end of the façade. Access onto the fire escape platforms is through a casement window, not a pivot type as originally shown. The rear façade has one fire escape, shared with the adjacent building as shown on the original drawings. The access windows to this fire escape are small pivot type windows which are too small for reasonable access onto the fire escape platforms.

The windows on the Townsend Street façade are glazed with clear glass, not ribbed. The windows on the rear façade are glazed with wire glass in some locations and clear glass at others (but not ribbed glass). Wire glass was used in windows as an early type of fire protection, and is commonly found in old buildings. Fire may have been a concern on both facades for the original warehouse, but either the wire glass was never installed or the original windows were replaced. Areas surrounding the windows appear to be patched from the inside, further evidence that the original windows may have been replaced. Refer to the attached photographs.

CONDITION OF THE EXISTING WINDOWS

The windows are glazed with single pane glass using glazing putty on the inside face of the frame, a technique commonly found in old industrial buildings. The putty has become brittle with age throughout the building and has fallen off in many locations. A few panes are cracked or broken.

Some of the casement windows at the fire escapes are in very poor condition and do not fully close. Concrete has cracked and/or spalled above and below the pivots for these windows. Many of the frames are bowed or racked, and the operable sash does not fully close on most floors.

Refer to Figure 3 below for photos of the existing windows.

ENERGY, FIRE, and ACOUSTICAL PERFORMANCE

It is well known that single pane glass is a poor insulator. Single pane glass has a U-value of 1.22. U-value is a measure of the ability of a material to transfer heat. A low value is a good insulator. According to the energy analysis for 135 Townsend performed by Gabel & Associates, the maximum U-value for the glass required to meet the San Francisco energy code is 0.30, which can only be achieved with insulating glass consisting of two panes of glass separated by an air space.

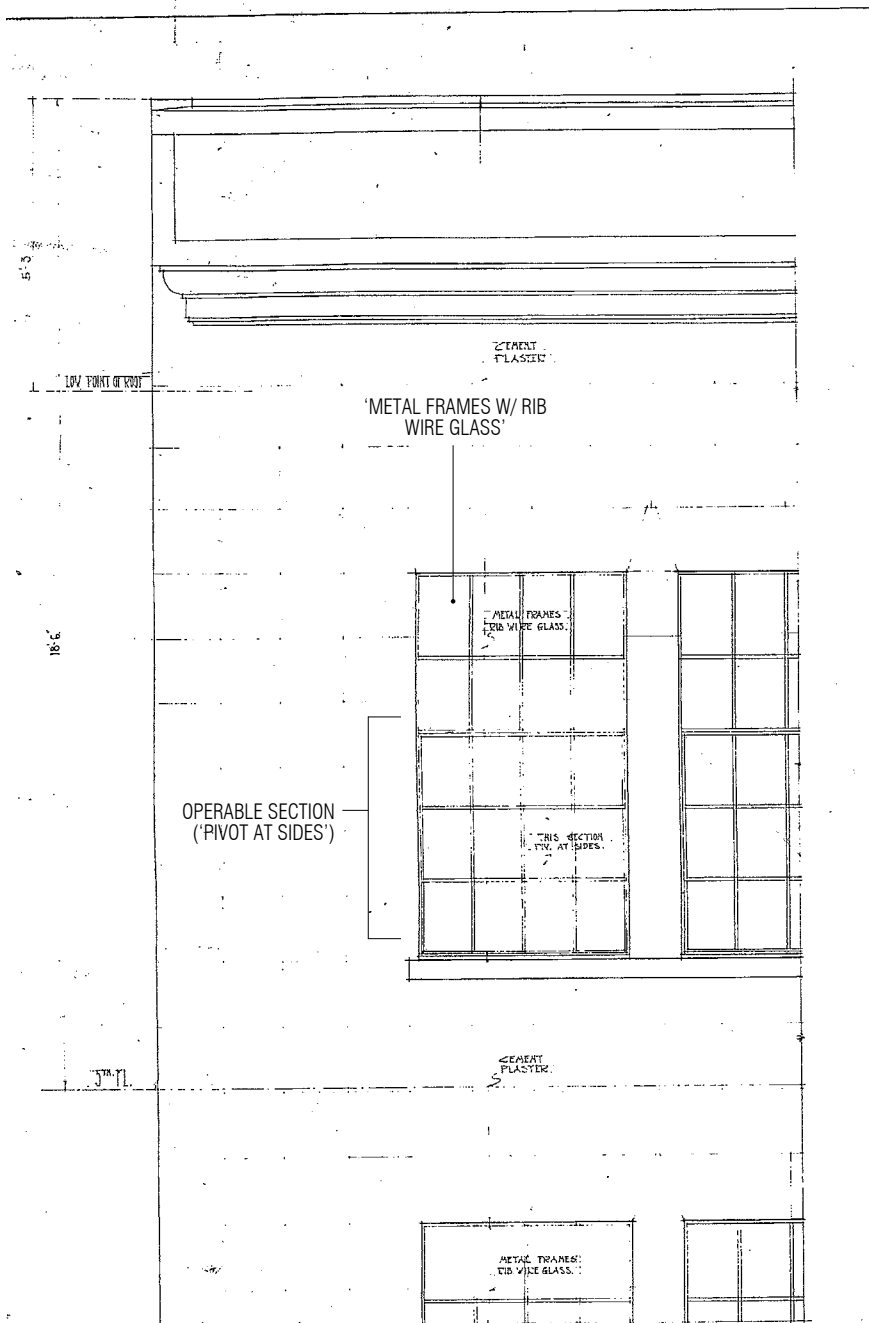
The California State Historic Building Code will allow fire escapes to be used for egress, however, the windows at the fire escapes must have a fire rating of 45 minutes. This rating can be achieved with steel windows and appropriate glazing. The existing windows are not fire-rated.

Single pane glass is also a poor performer acoustically. Although there are no code requirements for acoustical performance in office buildings, most commercial buildings facing a busy street are glazed with more than one layer of glass with layers separated by an air space or multiple layers laminated together.

PROPOSED WINDOW REPLACEMENT

The replacement windows will be "One 55" Series steel industrial windows as manufactured by Hope's Window Company (or equal). The profiles of the steel frames and sash are similar to the existing profiles, which can accept both fire-rated glass and insulating glass.

The frames will be installed in the existing concrete openings using a detail similar to the existing installation. Refer to Figure 2 below.



ORIGINAL WINDOWS (TYPICAL)



TYPICAL EXISTING FRONT WINDOW



FRONT WINDOW AT FIRE ESCAPE (CASEMENT)



TYPICAL EXISTING REAR WINDOW



WIRED GLASS AT REAR WINDOWS

FIGURE 1: ORIGINAL VS. CURRENT WINDOWS

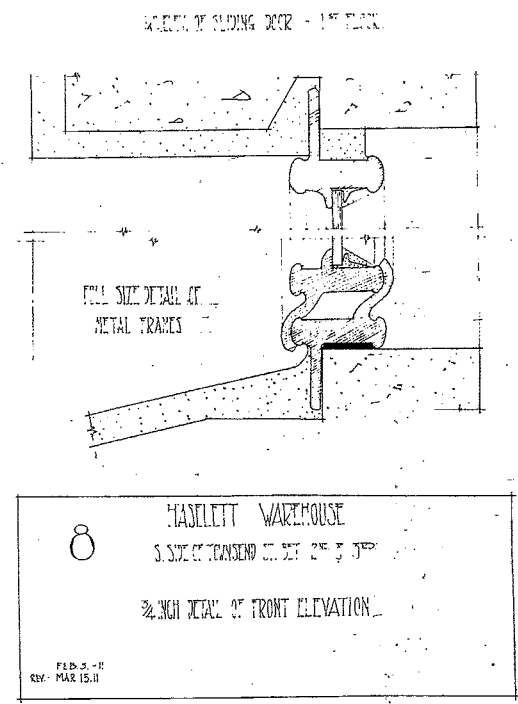
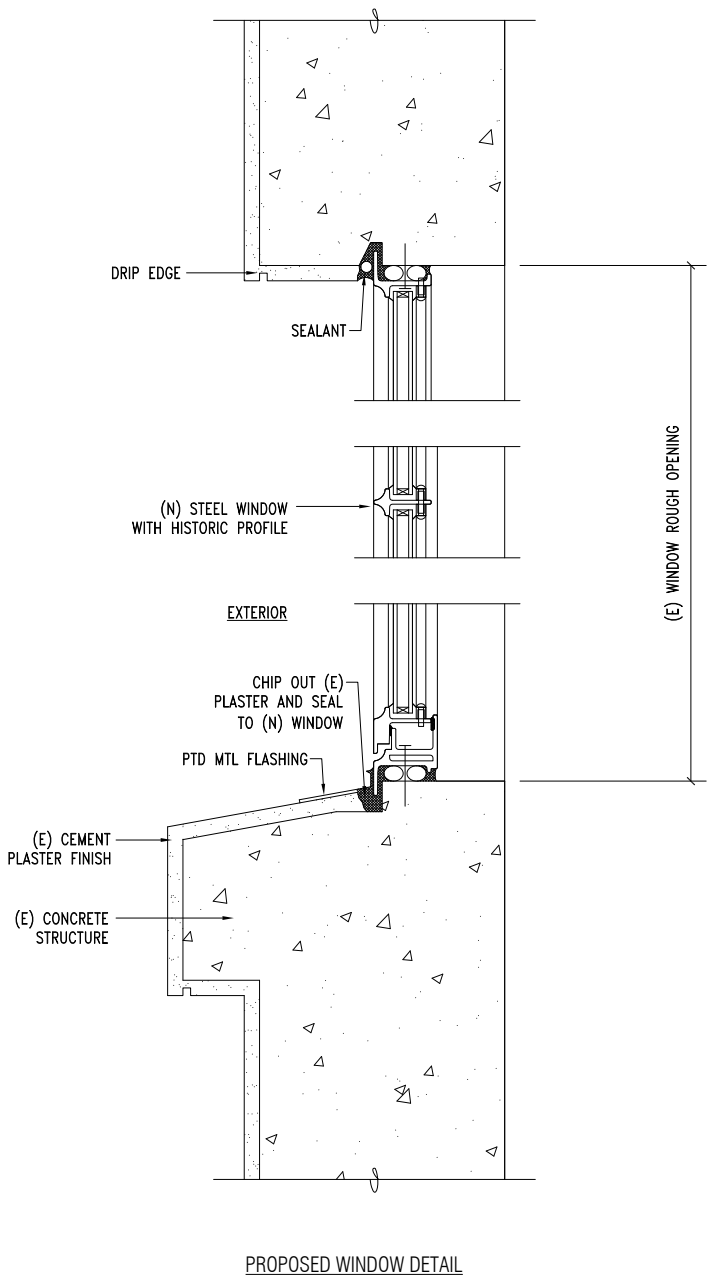
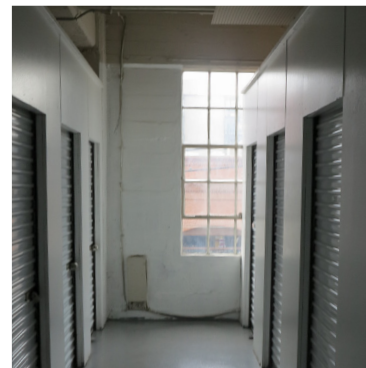


FIGURE 2: PROPOSED AND ORIGINAL WINDOW DETAILS



2ND FLOOR FRONT



2ND FLOOR BACK

FIGURE 3-2: EXISTING 2ND FLOOR WINDOW CONDITIONS



3RD FLOOR FRONT

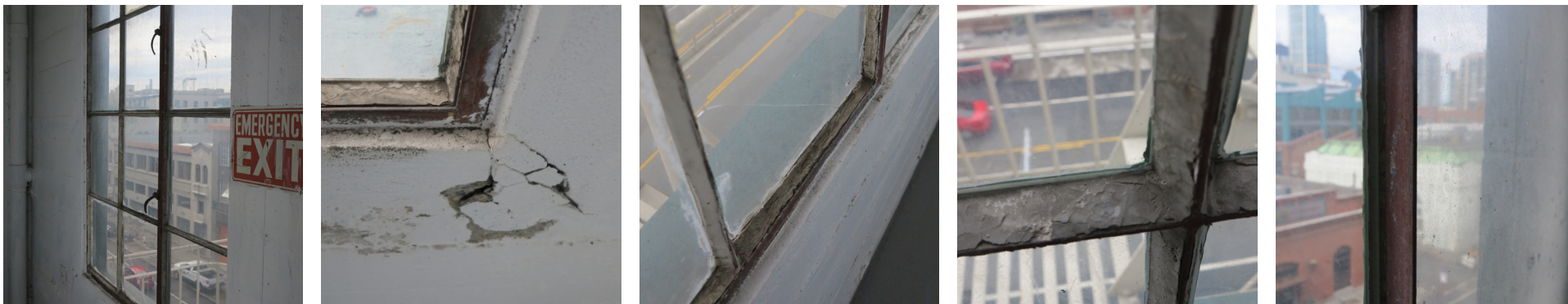


3RD FLOOR BACK

FIGURE 3-3: EXISTING 3RD FLOOR WINDOW CONDITIONS

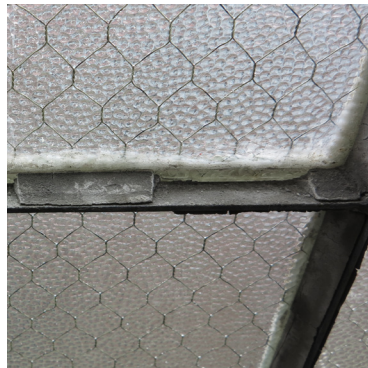


4TH FLOOR FRONT



4TH FLOOR BACK

FIGURE 3-4: EXISTING 4TH FLOOR WINDOW CONDITIONS



5TH FLOOR FRONT



5TH FLOOR BACK

FIGURE 3-5: EXISTING 5TH FLOOR WINDOW CONDITIONS