



SAN FRANCISCO PLANNING DEPARTMENT

MEMO

Memo to the Planning Commission and Zoning Administrator

1650 Mission St.
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San Francisco,
CA 94103-2479

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HEARING DATE: DECEMBER 12, 2019

DATE: December 5, 2019
TO: Planning Commission and Zoning Administrator
FROM: Esmeralda Jardines, Planner 2005.0759ENXOFAVAR-02
RE: 725 Harrison Street Update (Case No. 2005.0759ENXOFAVAR-02)

Attached please find the following:

- Revised Draft Motion pages nos.: 3, 55, 57, 58, 59, and 70 for Large Project Authorization (LPA) to supersede the previous draft published on November 27, 2019;
- Executive Summary with updated Exhibit references.
- Exhibit H - Memorandum from Mayors Office of Housing and Community Development, re: Land Dedication; and
- Exhibit I - Community Plan Evaluation Certificate of Determination & MMRP.

Revisions to the Draft LPA Motion are as follows:

- Pg. 3 **CPE determination date:** On December 4, 2019, the Department determined that the Project did not require further environmental review under Section 15183 of the CEQA Guidelines and Public Resources Code Section 21083.3.
- Pgs. 3, 55, & 59 **MMRP:** MMRP is attached as Exhibit I.
- Pgs. 55 & 57, **Decision:** Date of final plans on file was changed from October 3, 2019 to December 12, 2019.
- Pg. 60, **Demolition Condition of Approval. Demolition Permit:** The Project entails demolition of the five existing commercial buildings at the site. All five buildings will be demolished prior to construction of the Project and demolition permits for all five buildings shall be approved and issued at the same time the Project's first site permit is approved and issued. Should the principal office Project be constructed in two phases, demolition permits for all five buildings will be approved and issued at the same time the first phase site permit is approved and issued. In the event more than one year elapses between issuance of a certificate of occupancy for Phase I of the Project and commencement of construction of the Phase II of the Project, the Project Sponsor shall work with Planning Department staff to temporarily activate the area of the site where Phase II will ultimately be constructed with recreation, food, or other appropriate temporary uses.
- Pg. 70, **POPOS hours of operation** should read 7 AM to 6 PM, not 9 PM.



SAN FRANCISCO PLANNING DEPARTMENT

Executive Summary Large Project Authorization, Office Authorization Allocation & Variance

HEARING DATE: DECEMBER 12, 2019

Record No.: 2005.0759ENX/OFA/VAR-02
Project Address: 725 HARRISON STREET
Zoning: CMUO (Central SoMa Mixed Use Office) Zoning District
85-X-160-CS; 130-X-160-CS; 130-CS Height and Bulk Districts
Central SoMa Special Use District
East SoMa Special Use District
Block/Lot: 3762/106, 108, 109, 112, 116, and 117
Project Sponsor: Aaron Fenton
Boston Properties, LP
Four Embarcadero Center
San Francisco, CA, 94111
Staff Contact: Esmeralda Jardines – (415) 575-9144
esmeralda.jardines@sfgov.org
Recommendation: **Approval with Conditions**

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PROJECT DESCRIPTION

Commonly referred to as the “4th and Harrison” Key Development Site, the Project includes demolition of five existing buildings on the Project Site, a lot merger, dedicating a 15,000-square foot lot to MOHCD for the construction of new affordable housing, and new construction of a 14-story, 185-ft tall, mixed-use building approximately 935,000 gross square feet in total (excluding the affordable housing).

The Project consists of office, PDR, retail, and child care uses (the “Commercial Building”). The Commercial Building will include approximately 770,000 square feet of office space, 3,900 square feet of retail with four micro-retail spaces, 29,100 square feet devoted to two PDR spaces, 3,000 square feet of child care use, 16,700 square feet of interior and exterior POPOS, 116 off-street below-grade parking spaces, 5 off-street freight loading spaces plus six service vehicles (counting as three loading spaces, for a total of 8 loading spaces), 292 bicycle parking spaces (258 Class I, 34 Class II), 22 showers, and 36 lockers.

The Commercial Building consists of one structure that has two separate massing components: the larger, oblong-shaped structure with the massing towards Harrison and Fourth Streets (western portion), and a smaller spheroid-shaped structure with the massing running diagonally from Harrison to Perry Streets fronting the mid-block paseo (eastern portion). The structure will be approximately 185 feet tall, with a 20-foot-tall mechanical screen at the western portion, for a total height of 205 feet, and an 11-foot-6-inch-tall mechanical screen at the eastern portion, for a total height of 196 feet 6 inches.

The future Affordable Housing Building will be located on eastern portion of the lot and is anticipated to be an 85-foot, 8-floor building with a ground floor lobby and amenity space and approximately 144 units

above. The final layout of the Affordable Housing Building will ultimately be decided by MOHCD.

The Project will be constructed in two phases:

Phase I:

- 505,000 gsf of office
- 15,200 square feet of PDR
- 3,900 gsf of micro-retail
- 9,600 gsf of POPOS
- Land Dedication to MOHCD for the development of approximately 103,040 gsf for inclusionary affordable housing (up to 144 dwelling units)

Phase II:

- 265,000 gsf of office
- 13,900 square feet of PDR
- 3,000 gsf child care facility
- 7,100 gsf of POPOS, including the mid-block paseo

The Project is contemplated as a single project that is approved by this Motion and the Variance approval which approvals will be vested based on commencement of construction for the entire Project (i.e. commencement of Phase I). To proceed with Phase II, the Project Sponsor will be required to obtain additional allocation of office use under Section 321 and pull any site and/or building permits related thereto.

REQUIRED COMMISSION ACTION

In order for the Project to proceed, the Commission must grant a Large Project Authorization, pursuant to Planning Code Section 329, for the construction of new buildings greater than 85 feet in height and more than 50,000 gross square feet within the Central SoMa Special Use District, with exceptions to the following Planning Code Sections:

1. Building Setbacks and Street Wall Articulation (Section 132.4);
2. Narrow and Mid-Block Alley Controls (Section 261.1);
3. Horizontal Mass Reduction (Section 270.1); and
4. Wind (Section 249.78(d)(9)).

In addition, the Commission must authorize an Office Development Authorization of approximately 505,000 gsf of new office space pursuant to Planning Code Sections 321, 322 and 848.

ISSUES AND OTHER CONSIDERATIONS

Public Comment & Outreach. To date, the Department has not received any comments regarding the Project. Over the last two years, the Project Sponsor has conducted extensive neighborhood outreach, including meetings with individual stakeholders and separate workshops and community outreach forums.

Phasing. As described above, the Project has been broken down into two phases based on the availability of office development allocations. Under the Large Project Authorization, the Commission is approving

the Project in its entirety (both Phase 1, Phase 2 and the Land Dedication); although, Phase 2 would not be implemented until the Commission approves the Office Development under Planning Code Sections 320-325. Department staff has determined that the individual phases meet the standards of Planning Code Section 329 (both individually and collectively).

Large Project Authorization within the Central SoMa Special Use District (SUD). The Commission must grant Large Project Authorization (LPA) pursuant to Planning Code Section 329 to allow construction of a new building greater than 85 feet in height or for new construction of more than over 50,000 gross square feet in the Central SoMa Special Use District (SUD). As part of the LPA, the Commission may grant exceptions from certain Planning Code requirements for projects that exhibit a unique and superior architectural design; provide qualified amenities in excess of what is required by the Code; and for Key Site development projects. As listed above, the project is seeking numerous exceptions, which are generally supported by Department staff given the qualified amenities and overall design of the Project.

Variations. The Project is requesting variances from the Zoning Administrator from the Planning Code requirements for Permitted Obstructions (Planning Code Section 136), Street Frontage Active Use and Parking and Loading Entrances (Planning Code Sections 145.1, and Ground Floor Commercial along 4th Street (Planning Code Section 145.4).

Qualified Amenity – Key Sites. The Project will dedicate a 15,000-square foot parcel, pursuant to Planning Code Section 413.7, to the Mayor’s Office of Housing and Community Development (MOHCD) for the construction of affordable housing.

Office Development Allocation. The Project would construct a total of approximately 770,000 gsf of office space. Within the CMUO (Central SoMa Mixed Use Office) Zoning District, office use is permitted as of right, pursuant to Planning Code Section 848. As of November 27, 2019, there was approximately 896,752 square feet of “Large” Cap Office Development available under the Section 321 office allocation program.

The Department recommends that the Commission grant an Office Development Authorization for only Phase 1 of the Project, which would amount to 505,000 square feet of office use.

Development Impact Fees. The Project will be subject to development impact fees, including the Central SoMa Community Services Facility Fee, Central SoMa Infrastructure and Impact Fee, Eastern Neighborhoods Impact Fees, Eastern Neighborhoods Affordable Housing Fee, Transportation Sustainability Fee, and Jobs-Housing Linkage Fee.

Open Space/Recreation and Parks Commission. The Project does not cast new shadow upon any existing property owned and operated by the Recreation and Parks Commission. Therefore, Planning Code Section 295 (Height Restrictions on Structures Shadowing Property under the Jurisdiction of the Recreation and Park Commission) is not applicable to the project site.

ENVIRONMENTAL REVIEW

The Department published the Community Plan Exemption Certificate for the Project on December 4, 2019. The environmental document has been made available to the Commission and public prior to the public hearing on December 12, 2019.

BASIS FOR RECOMMENDATION

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

- The Department finds that the Project is, on balance, consistent with the Central SoMa Plan and the relevant Objectives and Policies of the General Plan.
- The Project produces a new mixed-use development ground floor PDR, Childcare, Retail and significant site updates, including landscaping, and common open space. Per the Central SoMa Plan, these elements will substantially improve the surrounding neighborhood.
- The site is currently underutilized, and the addition of new ground-floor retail spaces and publicly-accessible open spaces will enliven the streetscape.
- The Project will dedicate an approximately 15,000-square foot parcel for the construction of affordable housing contiguous to the project site that will add new affordable housing units to the City's housing stock.
- The Project is desirable for, and compatible with the vision for the neighborhood.

ATTACHMENTS:

Draft Motion – Large Project Authorization with Conditions of Approval (Exhibit A)

Draft Motion – Office Development Allocation with Conditions of Approval

Exhibit B – Land Use Data Table

Exhibit C – First Source Hiring Affidavit

Exhibit D – Maps and Context Photographs

Exhibit E – Project Sponsor Brief

Exhibit F – Proposed Demolition and Existing Lot Lines Diagram

Exhibit G – Plans and Renderings

Exhibit H – Memorandum from Mayors Office of Housing and Community Development, re: Land Dedication

Exhibit I – Community Plan Evaluation Certificate of Determination and Mitigation Monitoring and Reporting Program

discussed in the underlying EIR. Section 15183(c) specifies that if an impact is not peculiar to the parcel or to the proposed project, then an EIR need not be prepared for that project solely on the basis of that impact.

On ~~DATE~~ December 4, 2019, the Department determined that the Project did not require further environmental review under Section 15183 of the CEQA Guidelines and Public Resources Code Section 21083.3. The Project is consistent with the adopted zoning controls in the Central SoMa Area Plan and was encompassed within the analysis contained in the EIR. Since the EIR was finalized, there have been no substantive changes to the Central SoMa Area Plan and no substantive changes in circumstances that would require major revisions to the EIR due to the involvement of new significant environmental effects or an increase in the severity of previously identified significant impacts, and there is no new information of substantial importance that would change the conclusions set forth in the Final EIR. The file for this project, including the Central Soma Area Plan EIR and the Community Plan Exemption certificate, is available for review at the San Francisco Planning Department, 1650 Mission Street, Suite 400, San Francisco, California.

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

On December 12, 2019, the San Francisco Planning Commission (hereinafter "Commission") conducted a duly noticed public hearing at a regularly scheduled meeting on Large Project Authorization Application No. 2005.0759ENX.

On December 12, 2019, the San Francisco Planning Commission (hereinafter "Commission") adopted Motion No. XXXXX, approving Phase I of an Office Development Authorization for the Project (Office Development Authorization Application No. 2005.0759OFA). Findings contained within Phase I motion are incorporated herein by this reference thereto as if fully set forth in this Motion.

On December 12, 2019, the Zoning Administrator conducted a duly noticed public hearing on Variance Application No. 2005.0759VAR-02, approving the variances for the Project. Findings contained within said approval are incorporated herein by this reference thereto as if fully set forth in this Motion.

The Planning Department Commission Secretary is the custodian of records; the File for Record No. 2005.0759ENX is located at 1650 Mission Street, Suite 400, San Francisco, California.

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

MOVED, that the Commission hereby authorizes the Large Project Authorization as requested in Application No. 2005.0759ENX, subject to the conditions contained in "EXHIBIT A" of this motion, based on the following findings:

DECISION

That based upon the Record, the submissions by the Applicant, the staff of the Department and other interested parties, the oral testimony presented to this Commission at the public hearings, and all other written materials submitted by all parties, the Commission hereby **APPROVES Large Project Authorization Application No. 2005.0759ENX** subject to the following conditions attached hereto as "EXHIBIT A" in general conformance with plans on file, dated ~~October 3~~December 12, 2019, and stamped "EXHIBIT B", which is incorporated herein by reference as though fully set forth.

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

APPEAL AND EFFECTIVE DATE OF MOTION: Any aggrieved person may appeal this Section 329 Large Project Authorization to the Board of Appeals within fifteen (15) days after the date of this Motion. The effective date of this Motion shall be the date of adoption of this Motion if not appealed (after the 15-day period has expired) OR the date of the decision of the Board of Appeals if appealed to the Board of Appeals. For further information, please contact the Board of Appeals at (415) 575-6880, 1660 Mission, Room 3036, San Francisco, CA 94103.

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

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

I hereby certify that the Planning Commission **ADOPTED** the foregoing Motion on December 12, 2019.

Jonas P. Ionin
Commission Secretary

EXHIBIT A

AUTHORIZATION

This authorization is for a **Large Project Authorization** to allow the demolition of the five existing buildings on the project site, merging six lots, dedicating a 15,000-square foot lot to MOHCD for affordable housing, and new construction of a 14-story, 185-ft tall, mixed-use building approximately 935,000 gross square feet in total located at 725 Harrison Street, Block 3762, and Lots 106, 108, 109, 112, 116, and 117 pursuant to Planning Code Sections 329 within the CMUO Zoning District, Central SoMa Special Use District and a 85-X-160-CS, 130-X-160-CS, and 130-CS Height and Bulk Districts; in general conformance with plans, dated ~~October 3,~~ December 12, 2019, and stamped "EXHIBIT B" included in the docket for Record No. 2005.0759ENX and subject to conditions of approval reviewed and approved by the Commission on December 12, 2019 under Motion No. XXXXXX.

The Project is contemplated as a single project that is approved by this Motion and the Variance approval which approvals will be vested based on commencement of construction for the entire Project (i.e. commencement of Phase I). To proceed with Phase II, the project sponsor will be required to obtain additional allocation of office use under Planning Code Section 321 and pull any site and/or building permits related thereto. This authorization and the conditions contained herein run with the property and not with a particular Project Sponsor, business, or operator.

RECORDATION OF CONDITIONS OF APPROVAL

Prior to the issuance of the building permit or commencement of use for the Project the Zoning Administrator shall approve and order the recordation of a Notice in the Official Records of the Recorder of the City and County of San Francisco for the subject property. This Notice shall state that the project is subject to the conditions of approval contained herein and reviewed and approved by the Planning Commission on December 12, 2019 under Motion No XXXXXX.

PRINTING OF CONDITIONS OF APPROVAL ON PLANS

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

SEVERABILITY

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

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

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

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

6. **Additional Project Authorization - OFA.** The Project Sponsor must obtain an Office Allocation Authorization under Section 321 for the Project. The conditions set forth below are additional conditions required in connection with the Project. If these conditions overlap with any other requirement imposed on the Project, the more restrictive or protective condition or requirement, as determined by the Zoning Administrator, shall apply.

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

7. **Additional Project Authorization - Variance.** The Project Sponsor must obtain Variances from the Zoning Administrator to address the Planning Code requirements for permitted obstructions (Planning Code Section 136), parking and loading entrances (Planning Code Section 145.1(c)(2)), street frontage active use requirements (Planning Code Section 145.1(c)(3) and 249.78(c)(1)), as well as ground floor commercial along 4th Street (Planning Code Section 145.4)). The conditions set forth below are additional conditions required in connection with the Project. If these conditions overlap with any other requirement imposed on the Project, the more restrictive or protective condition or requirement, as determined by the Zoning Administrator, shall apply.

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

8. **Land Dedication to MOHCD.** The Project Sponsor shall dedicate a 15,000-square foot parcel at the eastern portion of the project site to Mayor's Office of Housing and Community Development (MOHCD) for the development of inclusionary affordable housing. This requirement provides a required qualified amenity under Planning Code Section 329 for the project to qualify for exceptions for key sites in Central SoMa.

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

9. **Mitigation Measures.** Mitigation measures described in the MMRP attached as Exhibit ~~C-1~~ are necessary to avoid potential significant effects of the proposed project and have been agreed to by the project sponsor. Their implementation is a condition of project approval.

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

10. **Demolition Permit.** The Project entails demolition of the five existing commercial buildings at the site. All five buildings will be demolished prior to construction of the Project and demolition permits for all five buildings shall be approved and issued at the same time the Project's first site permit is approved and issued. Should the principal office Project be constructed in two phases, demolition permits for all five buildings will be approved and issued at the same time the first phase site permit is approved and issued. In the event more than one year elapses between issuance of a certificate of occupancy for Phase I of the Project and commencement of construction of the Phase II of the Project, the Project Sponsor shall work with Planning Department staff to temporarily activate the area of the site where Phase II will ultimately be constructed with recreation, food, or other appropriate temporary uses.
For information about compliance, contact Code Enforcement, Planning Department at 415-575-6863, www.sf-planning.org

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DESIGN – COMPLIANCE AT PLAN STAGE

~~10.11.~~ **Final Materials.** The Project Sponsor shall continue to work with Planning Department on the building design. Final materials, glazing, color, texture, landscaping, and detailing shall be subject to Department staff review and approval. The architectural addenda shall be reviewed and approved by the Planning Department prior to issuance.

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

~~11.12.~~ **Garbage, Composting and Recycling Storage.** Space for the collection and storage of garbage, composting, and recycling shall be provided within enclosed areas on the property and clearly labeled and illustrated on the building permit plans. Space for the collection and storage of recyclable and compostable materials that meets the size, location, accessibility and other standards specified by the San Francisco Recycling Program shall be provided at the ground level of the buildings.

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

~~12.13.~~ **Rooftop Mechanical Equipment.** Pursuant to Planning Code 141, the Project Sponsor shall submit a roof plan to the Planning Department prior to Planning approval of the building permit application. Rooftop mechanical equipment, if any is proposed as part of the Project, is required to be screened so as not to be visible from any point at or below the roof level of the subject building.

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

~~13.14.~~ **Lighting Plan.** The Project Sponsor shall submit an exterior lighting plan to the Planning Department prior to Planning Department approval of the building / site permit application.

the Project Sponsor shall submit a maintenance and operations plan for the POPOS for review and approval by the Planning Department. At a minimum the maintenance and operations plan shall include:

- a. a description of the amenities and programming for the POPOS and how it serves the open space and recreational needs of the diverse users, including but not limited to residents, youth, families, workers, and seniors;
- b. a site and floor plan of the POPOS detailing final landscape design, irrigation plan, public art, materials, furnishings, lighting, signage and areas for food service;
- c. a description of the hours and means of public access to the POPOS;
- d. a proposed schedule for maintenance activities; and
- e. contact information for a community liaison officer.

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

54.55. Hours of Access of Open Space. All POPOS shall be publicly accessible during all daylight hours, from 7 AM to 6 PM every day. Should all or a portion of the POPOS be temporarily closed due to construction or maintenance activities, the operator shall contact the Planning Department in advance of the closure and post signage, plainly visible from the public sidewalks, that indicates the reason for the closure, an estimated date to reopen, and contact information for a community liaison officer.

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

55.56. Food Service in Open Spaces. Pursuant to Planning Code Section 138, food service area shall occupy no more than 20% of the required POPOS during the hours that the open space is accessible to the public. Restaurant seating shall not take up more than 20% of the seating and tables provided in the required open space.

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

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

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

57.58. Monitoring and Reporting - Open Space. One year from the issuance of the first certificate of occupancy for any building on the site, and then every 3 years thereafter, the Project Sponsor

Mayor's Office of Housing and Community Development
City and County of San Francisco



London N. Breed
Mayor

Daniel Adams
Acting Director

December 2, 2019

Mr. John Kevlin
Reuben, Junius & Rose, LLP
One Bush Street, Suite 600
San Francisco, CA 94104

Re: 725 Harrison Street Land Dedication

Dear Mr. Kevlin:

Pursuant to San Francisco Planning Code Section 419.5(a)(2), the Mayor's Office of Housing and Community Development (MOHCD) conditionally accepts the dedication of a portion of 725 Harrison (Site) for affordable housing development from Boston Properties, Inc. (Sponsor), as satisfaction of inclusionary housing obligations generated by the Sponsor's 4th and Harrison Street principal development project, which will be located adjacent to the Site.

As required by Section 419.5(a)(2) and MOHCD's Inclusionary Housing Procedures Manual, MOHCD is in receipt of the following documents and information related to 725 Harrison Street:

- 1) Site Survey
- 2) Geotechnical Report
- 3) Phase 1 Report
- 4) Land Use Memo re: Existing Zoning, Occupancy and Use Restrictions
- 5) Density Study [725 Harrison Entitlement Plan Set and Revisions]
- 6) Cost Study/Hard Cost Estimate for environmental remediation received September 19, 2019.

Based upon our review of the materials provided, the Site is suitable for affordable housing development and meets the City's threshold regulatory requirements for a land dedication.

Conditions related to the land dedication include the following, without limitation:

- 1) Schedule of Delivery of Land.
- 2) Fee title interest to the Site must be conveyed clear of all title exceptions except those that MOHCD in its sole discretion accepts.

- 3) The Sponsor shall secure CEQA approval for the land dedication and proposed affordable housing development at the Site.
- 4) The Sponsor shall demolish any existing structures on the Site at its own expense and deliver the parcel vacant and with a secure fence surrounding the Site.
- 5) The City's acceptance of the Site is conditioned on a finding of consistency with the General Plan and approval of the conveyance by the Board of Supervisors and the Mayor, in their respective sole discretion.
- 6) The Sponsor shall contribute \$422,767 into an escrow account to fund environmental remediation.

As noted in MOHCD's Inclusionary Procedures Manual, the conditions stated above are not intended to be exhaustive, and MOHCD and the Sponsor shall further refine the terms of the Site transfer in a purchase and sale agreement prepared by MOHCD after Sponsor succeeds in fully entitling the Site.

We look forward to working with you on this development.

Sincerely yours,



Daniel Adams

cc: John Rahaim, Department of City Planning
Rich Sucre, Department of City Planning
Mara Blitzer, MOHCD



SAN FRANCISCO PLANNING DEPARTMENT

Certificate of Determination Community Plan Evaluation

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Case No.: 2005.0759E
Project Address: 725 Harrison Street
Zoning: Central SoMa Mixed-Use Office (CMUO) District
Central SoMa Special Use District
85-X-160-CS and 130-CS-160-CS Height and Bulk Districts
Block/Lots: 3762/106, 108, 109, 112, 116, and 117
Lot Size: 102,067 square feet (2.3 acres)
Plan Area: Central SoMa Area Plan
Project Sponsor: Aaron Fenton, Boston Properties
afenton@bostonproperties.com, (415) 772-0714
Staff Contact: Elizabeth White
elizabeth.white@sfgov.org, (415) 575-6813

PROJECT DESCRIPTION

The project site consists of six parcels in San Francisco's South of Market (SoMa) neighborhood associated with the following addresses: 725, 735-755, and 765-777 Harrison Street, and 120 and 130-132 Perry Street. The approximately 102,100-square-foot (2.3-acre) project site is located on the block bounded by Harrison Street to the northwest, Third Street to the northeast, Fourth Street to the southwest, and Perry Street to the southeast. The proposed project includes two components: (1) construction of a 14-story, 185-foot-tall (exclusive of 20-foot-tall mechanical screens) office building with ground-floor micro-retail¹, production, distribution, and repair (PDR) uses, and a child-care facility with outdoor play area (this component is referred to as "office development"); and (2) dedication of a 15,000-square-foot parcel to the city for the future development of a 85-foot-tall (exclusive of 15-foot-tall mechanical screens) building with 144 affordable housing units (referred to as "affordable housing development"). The affordable housing development would not be constructed as part of the office development but would be developed by the city at a later point in time.

The proposed office building component would consist of a six-story, 80-foot-tall podium with two eight-story oval-shaped mid-rise buildings above. The office development would include approximately 770,000 square feet of office; a 3,000-square-foot child-care facility and associated outdoor play area as a building amenity for employees; 29,100 square feet of PDR; and 3,900 square feet of micro-retail. The office building would include 116 off-street vehicle parking spaces (including five accessible spaces), four car share spaces, six service vehicle loading spaces, and 258 class 1 bicycle parking spaces in a below-grade garage; 34 class 2 bicycle parking spaces² (17 racks with two spaces each) on the sidewalk along Harrison Street; and a total of five loading bays on the ground floor along the Perry Street façade. The office development would

¹ Planning Code section 249.78(c)(4)(B) defines "Micro-Retail" as a Retail Use, other than a Formula Retail Use, measuring no less than 100 gross square feet and no greater than 1,000 gross square feet.

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

include two privately-owned public open spaces (POPOS): a 9,600-square-foot indoor/outdoor space along Fourth Street and a 7,100-square-foot mid-block alley and POPOS between the proposed office building and the future affordable housing building.

The proposed office development component of the project includes a number of wind reduction features: fifteen-foot setback at the ground level along Harrison Street adjacent to the interior POPOS and lobby, five-foot setback at the ground level along Harrison Street and a cantilevered 4-foot-wide canopy over the sidewalk, setbacks at floors 7 through 10 of the towers, planter boxes along Fourth Street closest to the corner of Harrison Street that would have 7-foot-tall porous curved wind screens, and planting of southern magnolia trees along Harrison and Fourth streets to improve wind speeds along these areas.

The project site for the office development would be excavated to a depth of 16 feet below grade for the proposed basement level, resulting in removal and off-haul of approximately 30,500 cubic yards of soil. The shoring system would likely consist of deep soil-cement mixed wall, tiebacks and internal bracing, and a mat foundation would be used. Soil improvements would be needed to address the weak, compressible marsh deposit located beneath the project site. Where the adequately dense soil (i.e., dense sand) is within a few feet of the bottom of the foundation, the foundation would be deepened or the marsh deposit would be over-excavated and replaced with lean concrete. Where the marsh deposit extends deeper than a few feet below the bottom of the foundation (southwestern side of site), the foundation would need to be supported on soil-cement columns that extend through the marsh deposit. Pile driving would not occur during construction of the office development. Nighttime construction associated with the concrete pouring for the office development's mat foundation is anticipated to take approximately two weeks.

The affordable housing development would be up to nine stories and 85 feet tall (an additional 15 feet for mechanical screens was assumed for purposes of the analysis), with up to 144 studio housing units within approximately 103,040 square feet of gross floor area. It is anticipated that residential access to the building would be provided on Harrison Street and the project would not include vehicle parking.

Construction of the affordable housing development would occur subsequent to the completion of the office development. The affordable housing site would be excavated to approximately 3 feet below grade and approximately 1,800 cubic yards of soil would be removed and off-hauled. The foundation of the affordable housing development would be constructed with drilled piles, anticipated to be installed to a depth of 40 feet; no pile driving would occur. No nighttime construction activities are anticipated for the affordable housing development.

The *approval action* for the proposed project is the approval of the large project authorization, including a land dedication of approximately 15,000 square feet to the Mayor's Office of Housing and Community Development for affordable housing, by the planning commission. The approval action date establishes the start of the 30-day appeal period for this California Environmental Quality Act (CEQA) determination pursuant to section 31.04(h) of the San Francisco Administrative Code.

COMMUNITY PLAN EVALUATION OVERVIEW

California Public Resources Code section 21083.3 and CEQA Guidelines section 15183 provide that projects that are consistent with the development density established by existing zoning, community plan or general plan policies for which an Environmental Impact Report (EIR) was certified, shall not be subject to additional environmental review except as might be necessary to examine whether there are project-specific significant effects which are peculiar to the project or its site. Section 15183 specifies that examination of environmental effects shall be limited to those effects that: a) are peculiar to the project or parcel on which the project would be located; b) were not analyzed as significant effects in a prior EIR on

the zoning action, general plan or community plan with which the project is consistent; c) are potentially significant off-site and cumulative impacts that were not discussed in the underlying EIR; or d) are previously identified in the EIR, but which, as a result of substantial new information that was not known at the time that the EIR was certified, are determined to have a more severe adverse impact than that discussed in the underlying EIR. Section 15183(c) specifies that if an impact is not peculiar to the parcel or to the proposed project, then an EIR need not be prepared for the project solely on the basis of that impact.

This determination evaluates the potential project-specific environmental effects of the 725 Harrison Street project, described above and incorporates by reference information contained in the Programmatic EIR for the Central SoMa Plan (PEIR).³ Project-specific studies were prepared for the proposed project to determine if the project would result in any significant environmental impacts that were not identified in the Central SoMa PEIR.

FINDINGS

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

1. The proposed project is consistent with the development density established for the project site in the Central SoMa Plan;
2. The proposed project would not result in effects on the environment that are peculiar to the project or the project site that were not identified as significant effects in the Central SoMa PEIR;
3. The proposed project would not result in potentially significant off-site or cumulative impacts that were not identified in the Central SoMa PEIR;
4. The proposed project would not result in significant effects, which, as a result of substantial new information that was not known at the time the Central SoMa PEIR was certified, would be more severe than were already analyzed and disclosed in the PEIR; and
5. The project sponsor will undertake feasible mitigation measures specified in the Central SoMa PEIR to mitigate project-related significant impacts (see attachments B and C).

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


CEQA DETERMINATION

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

³ San Francisco Planning Department. Central SoMa Plan Final Environmental Impact Report. Planning Department Case Number 2011.1356E. Available online at: https://sfplanning.org/environmental-review-documents?field_environmental_review_catag_target_id=214&items_per_page=10, accessed November 14, 2019.

DETERMINATION

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



Lisa Gibson
Environmental Review Officer

12/4/19

Date

ATTACHMENTS

- A. Initial Study – Community Plan Evaluation
- B. Mitigation Monitoring and Reporting Program – Office Development
- C. Mitigation Monitoring and Reporting Program – Affordable Housing

CC: AARON FENTON, PROJECT SPONSOR; JOHN KEVLIN, ATTORNEY; SUPERVISOR MATT HANEY, DISTRICT 6;
ESMERALDA JARDINES, CURRENT PLANNING DIVISION; MONICA HUGGINS, M-FILES



SAN FRANCISCO PLANNING DEPARTMENT

Attachment A

Initial Study – Community Plan Evaluation Checklist

Case No.: 2005.0759E
 Project Address: **725 Harrison Street**
 Zoning: Central South of Market (SoMa) Mixed-Use Office (CMUO) District
 85-X-160-CS and 130-X-160-CS Height and Bulk Districts
 Block/Lot: 3762/Lots 106, 108, 109, 112, 116, and 117
 Lot Size: 102,067 square feet (2.3 acres)
 Plan Area: Central SoMa Area Plan
 Project Sponsor: Aaron Fenton, Boston Properties
 (415) 772-0714; afenton@bostonproperties.com
 Staff Contact: Elizabeth White
 (415) 575-6813; elizabeth.white@sfgov.org

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A. PROJECT DESCRIPTION

Introduction

The 725 Harrison Street project is located on one of the “key development sites” identified in the Central South of Market (Central SoMa) Area Plan.¹ Consistent with the area plan, the project sponsor, Boston Properties, proposes to demolish the existing buildings located at 725, 735-755, and 765-777 Harrison Street, and 120 and 130-132 Perry Street and construct a mixed-use project at the 102,100-square-foot (2.3-acre) site. The proposed project includes two components: (1) construction of a 14-story, 185-foot-tall (exclusive of 20-foot-tall mechanical screens) office building with ground-floor micro-retail², production, distribution, and repair (PDR) uses, and a child-care facility with outdoor play area (this component is referred to as “office development” throughout this document); and (2) dedication of a 15,000-square-foot parcel to the city for the future development of a 85-foot-tall (exclusive of 15-foot-tall mechanical screens) building with 144 affordable housing units (referred to as “affordable housing development” throughout this document). The affordable housing development would not be constructed as part of the office development but would be developed by the City at a later point in time. Nonetheless, this environmental review document analyzes the physical environmental impacts of both the office and affordable housing developments. A detailed description of both components of the proposed project is provided below.

Project Location and Site Characteristics

The project site consists of six parcels in San Francisco’s South of Market (SoMa) neighborhood associated with the following addresses: 725, 735-755, and 765-777 Harrison Street, and 120 and 130-132 Perry Street. The approximately 102,100-square-foot (2.3-acre) project site is located on the block bounded by Harrison

¹ San Francisco Planning Department, Central SoMa Plan & Implementation Strategy, adopted December 2018.

² Planning Code section 249.78(c)(4)(B) defines “Micro-Retail” as a Retail Use, other than a Formula Retail Use, measuring no less than 100 gross square feet and no greater than 1,000 gross square feet.

Street to the northwest, Third Street to the northeast, Fourth Street to the southwest, and Perry Street to the southeast (**Figure 1**). As shown in **Figure 2**, the project site abuts 715 Harrison Street (Lot 018) and 428 Third Street (Lot 003) to the northeast. The 759 Harrison Street lot (Lot 113), a narrow interior lot that is not part of the project site, is located mid-block and divides the project site frontage. An elevated portion of Interstate-80 (I-80) is directly above Perry Street; Golden Gate Transit leases the land underneath the I-80 freeway from the California Department of Transportation (Caltrans) and uses the space directly across from the project site as a bus yard.

The project site is currently occupied by four one- to two-story buildings and a surface parking lot; these buildings are described in detail below and shown in **Figure 2**.

- 765-777 Harrison Street (Lot 112): Constructed in 1912, 765-777 Harrison Street is a one-story vehicle storage building on an approximately 50,125-square-foot rectangular lot. The building primarily serves as an enclosed private garage. A billboard structure is located on the 765-777 Harrison Street building.
- 735-755 Harrison Street (Lot 116): 735-755 Harrison Street is a one- and two-story brick building, on an approximately 35,750-square-foot rectangular lot. The building was constructed in 1906 and expanded in the 1920s and is currently partially occupied with an auto repair shop.
- 725 Harrison Street (Lots 108 and 117): 725 Harrison Street currently operates as a surface parking lot. The 170-space parking lot is approximately 6,400 square feet.
- 130-132 Perry Street (Lot 109): 130-132 Perry Street is a one-story concrete-frame and block masonry building built in 1953; this building is located on an approximately 2,000-square-foot rectangular lot. A billboard structure is located on the 130 Perry Street building.
- 120 Perry Street (Lot 106): 120 Perry Street is a one-story board-formed concrete building, located on an approximately 3,600-square-foot rectangular lot. The building was constructed in 1919 and is currently an auto repair shop.

The project site excludes 759 Harrison Street (Lot 113), which is surrounded on three sides by the project site.

Project Characteristics

The proposed project would demolish the four existing buildings at the project site containing auto repair and vehicle storage uses and remove the two existing billboards and 170 vehicle parking spaces. The six existing lots would be merged and subdivided into two lots, resulting in an 87,100-square-foot lot and a 15,000-square-foot lot. The 725 Harrison Street project would construct a 185-foot-tall (exclusive of 20-foot-tall mechanical screens), 14-story and 803,000-square-foot³ office building on the approximately 87,100-square-foot southwest lot (October 4, 2019 plan set).

³ Square footage numbers provided for the office building in this document are “gross floor area” and exclude the following components, per Planning Code section 102: parking, bicycle parking, childcare, mechanical, penthouse, and circulation, unless otherwise noted.



Figure 1
Project Location

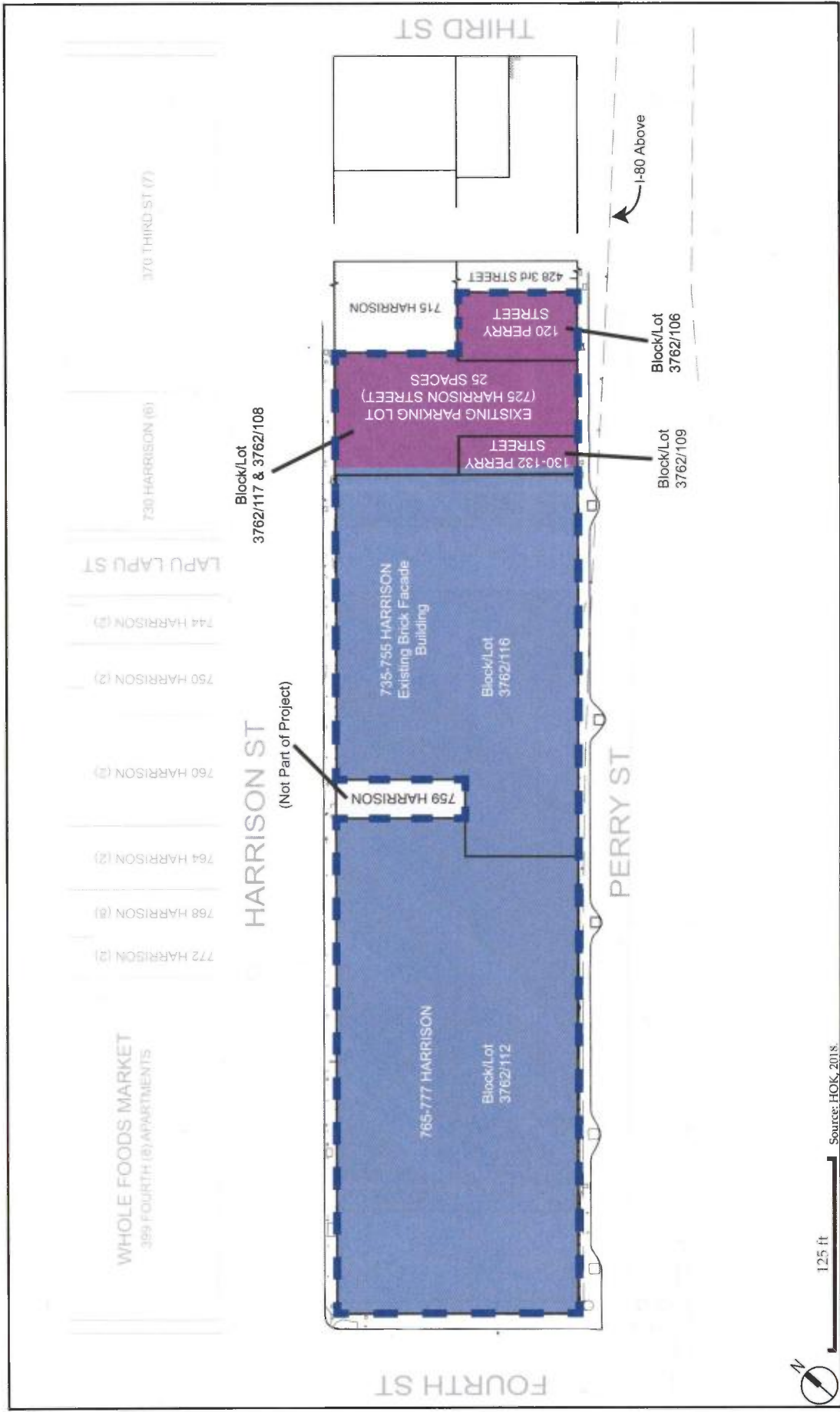


Figure 2
Existing Conditions
725 Harrison Street Project CPE Initial Study Checklist

The proposed office building component would consist of a six-story, 80-foot-tall podium with two eight-story oval-shaped mid-rise buildings above, reaching a total height of 185 feet (205 feet including the mechanical screens). The office development would include approximately 770,000 square feet of office; a 3,000-square-foot child-care facility and associated outdoor space as a building amenity for employees; 29,100 square feet of PDR; and 3,900 square feet of micro-retail. The office building would include 116 off-street vehicle parking spaces (including five accessible spaces), four car share spaces, six service vehicle loading spaces, and 258 class 1 bicycle parking spaces in a below-grade garage; 34 class 2 bicycle parking spaces⁴ (17 racks with two spaces each) on the sidewalk along Harrison Street; and a total of five loading bays on the ground floor along the Perry Street façade.

The office development would include two privately-owned public open spaces (POPOS): a 9,600-square-foot indoor/outdoor space along Fourth Street and a 7,100-square-foot mid-block alley between the proposed office building and the future affordable housing building (see **Figure 3** for the office development's site plan). The office development's basement and floor plans are shown in **Figures 4** through **10** and the elevations are shown in **Figures 11** and **12**.

The office development would feature an onsite rainwater and graywater collection and treatment facility that would reuse the treated water to meet 100 percent of the project's non-potable water demand.⁵ Additionally, the office development is being designed to achieve Leadership in Energy and Environmental Design (LEED) Platinum certification. It would also have a 1,000-kilowatt emergency diesel generator in the basement, which would comply with U.S. Environmental Protection Agency Tier 2 emissions standards.

The project would dedicate a portion of the project site to the city for the development of affordable housing.⁶ The dedication site would consist of a majority of existing Lots 106, 108, 109, and 117 and would be approximately 15,000 square feet in size (**Figures 1** through **3**). The city, not the project sponsor, would develop the affordable housing at a later date. It is anticipated that the affordable housing development would be up to nine stories and 85 feet tall (an additional 15 feet for mechanical screens was assumed for purposes of the analysis), with up to 144⁷ studio housing units within approximately 103,040 square feet of gross floor area.⁸ It is anticipated that residential access to the building would be provided on Harrison Street and the project would not include vehicle parking.

⁴ As defined by the San Francisco Planning Code (section 155.1(A)), class 1 spaces are "spaces in secure, weather-protected facilities intended for use as long-term, overnight, and work-day bicycle storage by dwelling unit residents, nonresidential occupants, and employees," and class 2 spaces are "spaces located in a publicly-accessible, highly visible location intended for transient or short-term use by visitors, guests, and patrons to the building or use."

⁵ San Francisco Public Utilities Commission (SFPUC), Water Supply Assessment for the 725 Harrison Street Project (Case No. 2005.0759E), June 11, 2019.

⁶ The city would work with an affordable housing developer at a later date to construct this development. Nonetheless, this document fully analyzes the environmental impacts of the affordable housing development based on its maximum foreseeable building envelope.

⁷ Unit count decreased from 160 to 144 in the October 4, 2019 project plans. The technical studies and environmental analysis in this CPE evaluated 160 units, resulting in a conservative (worst-case) analysis.

⁸ HOK, 725 Harrison Street, San Francisco, CA, Project Plans, October 4, 2019.



Figure 3
 Site Plan
 725 Harrison Street Project CPE Initial Study Checklist

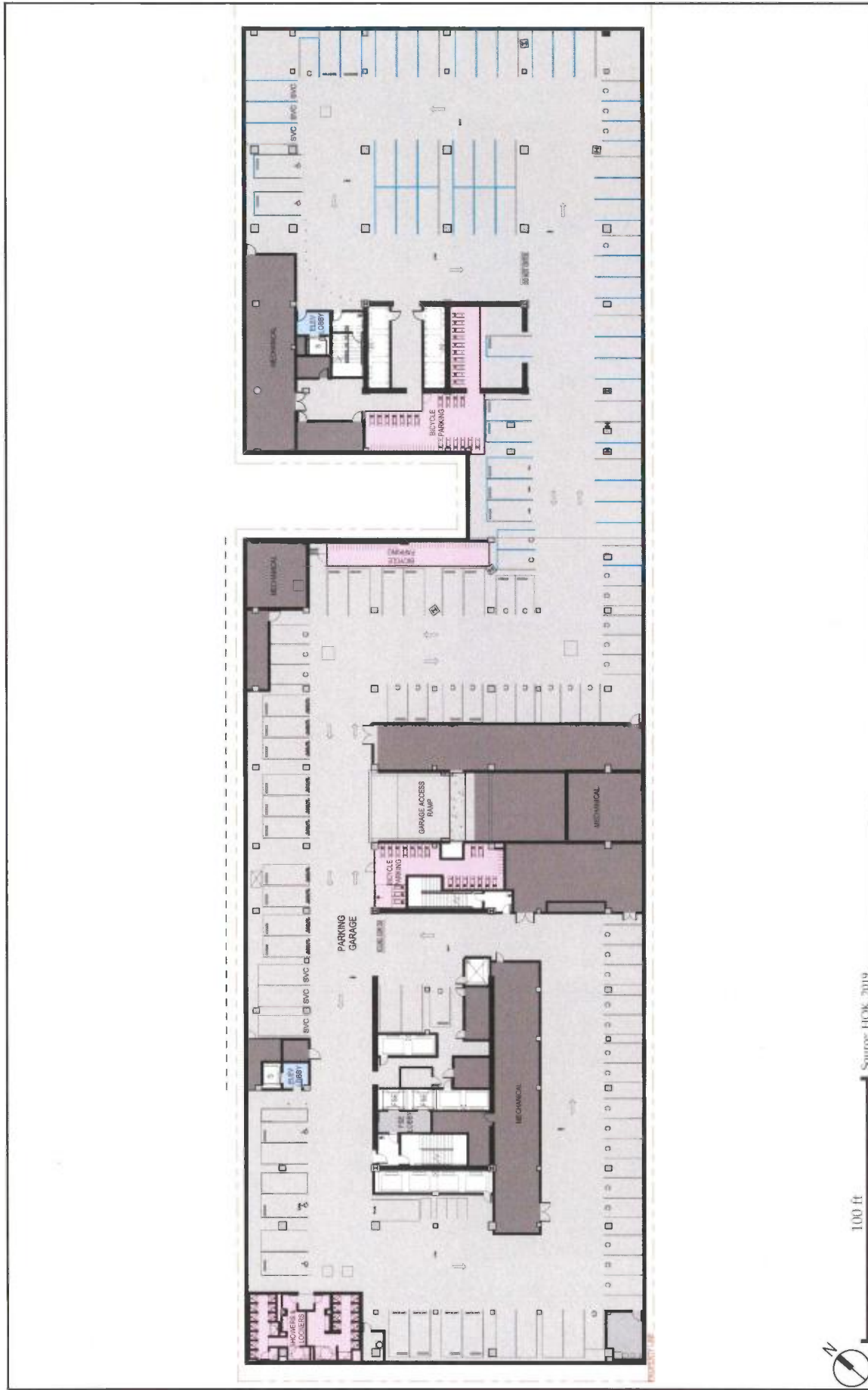


Figure 4
Office Development - Basement Plan
725 Harrison Street Project CPE Initial Study Checklist

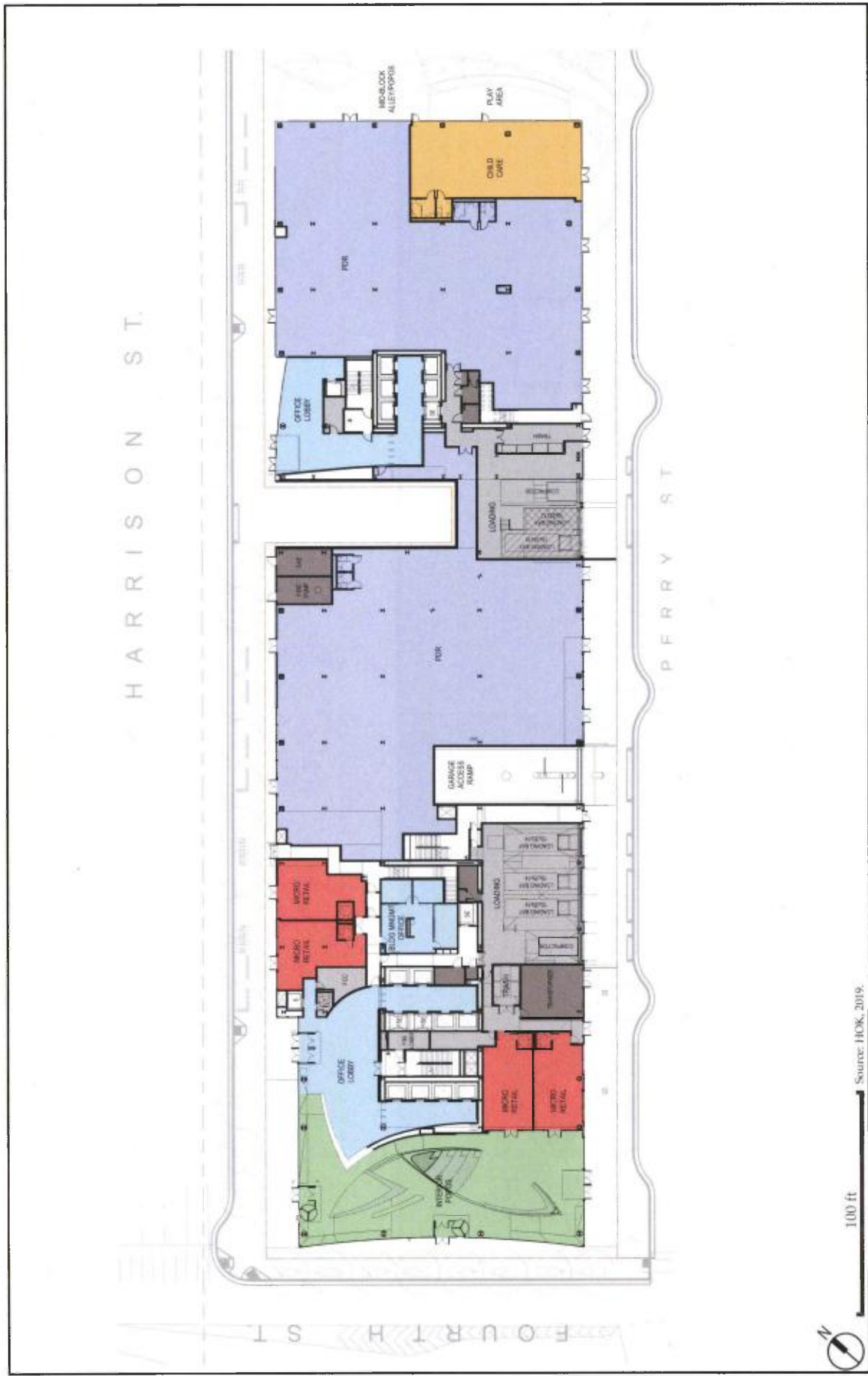


Figure 5
Office Development - Ground Floor Plan
725 Harrison Street Project CPE Initial Study Checklist

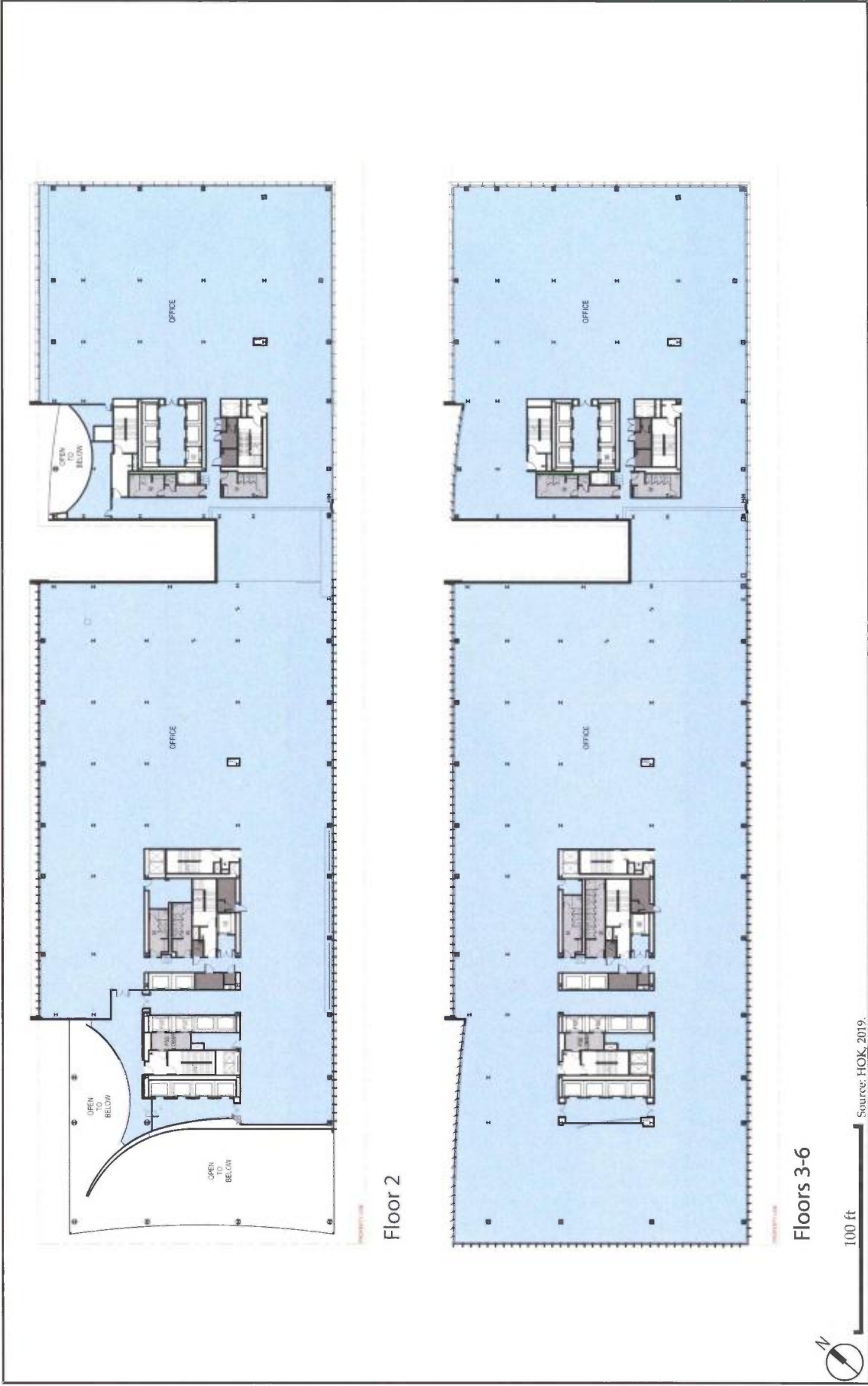


Figure 6
 Office Development - Podium Floor Plan (Floor 2, Floors 3-6)
 725 Harrison Street Project CPE Initial Study Checklist

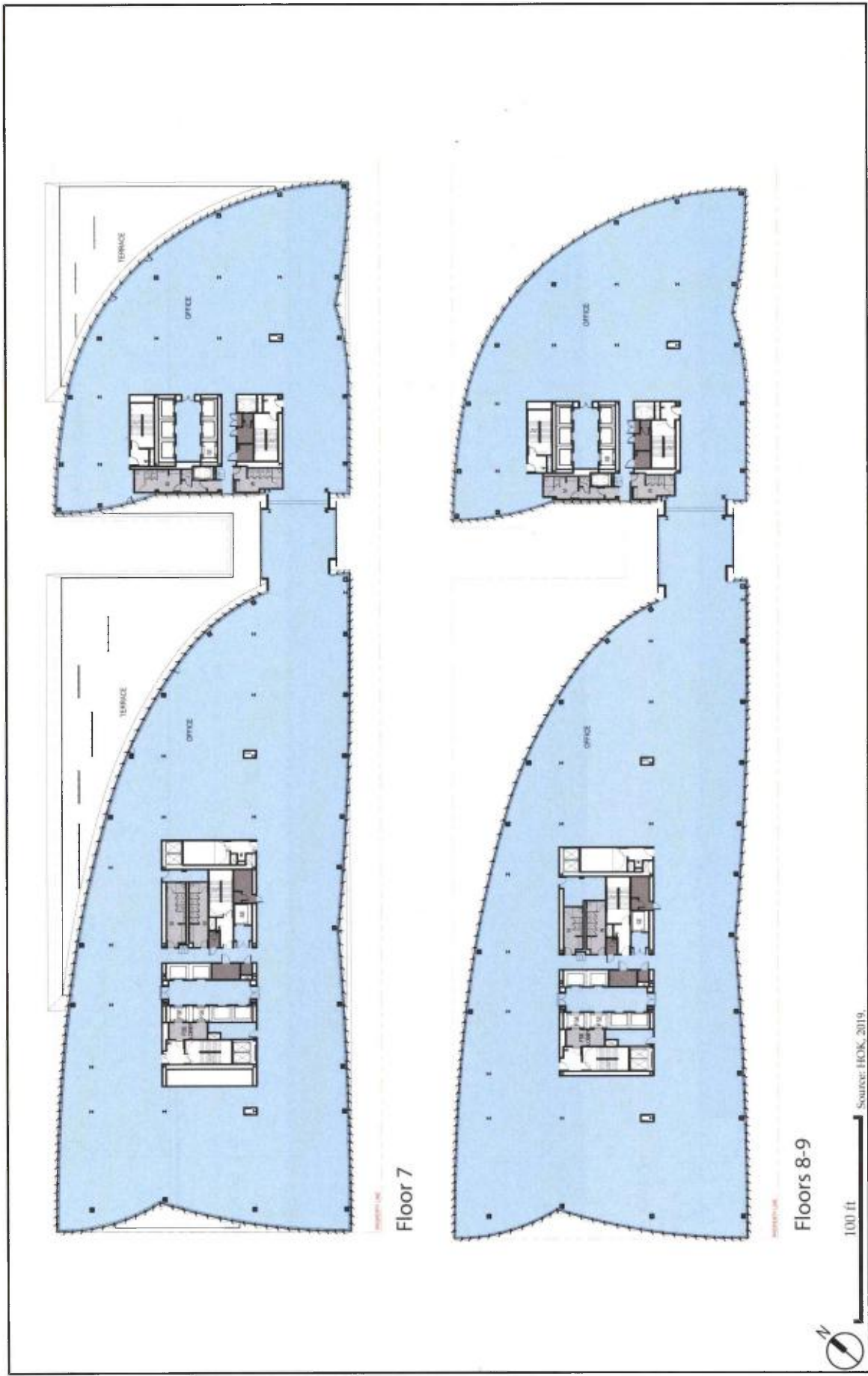


Figure 7
Office Development - Floor Plan (Floor 7, Floors 8-9)
725 Harrison Street Project CPE Initial Study Checklist

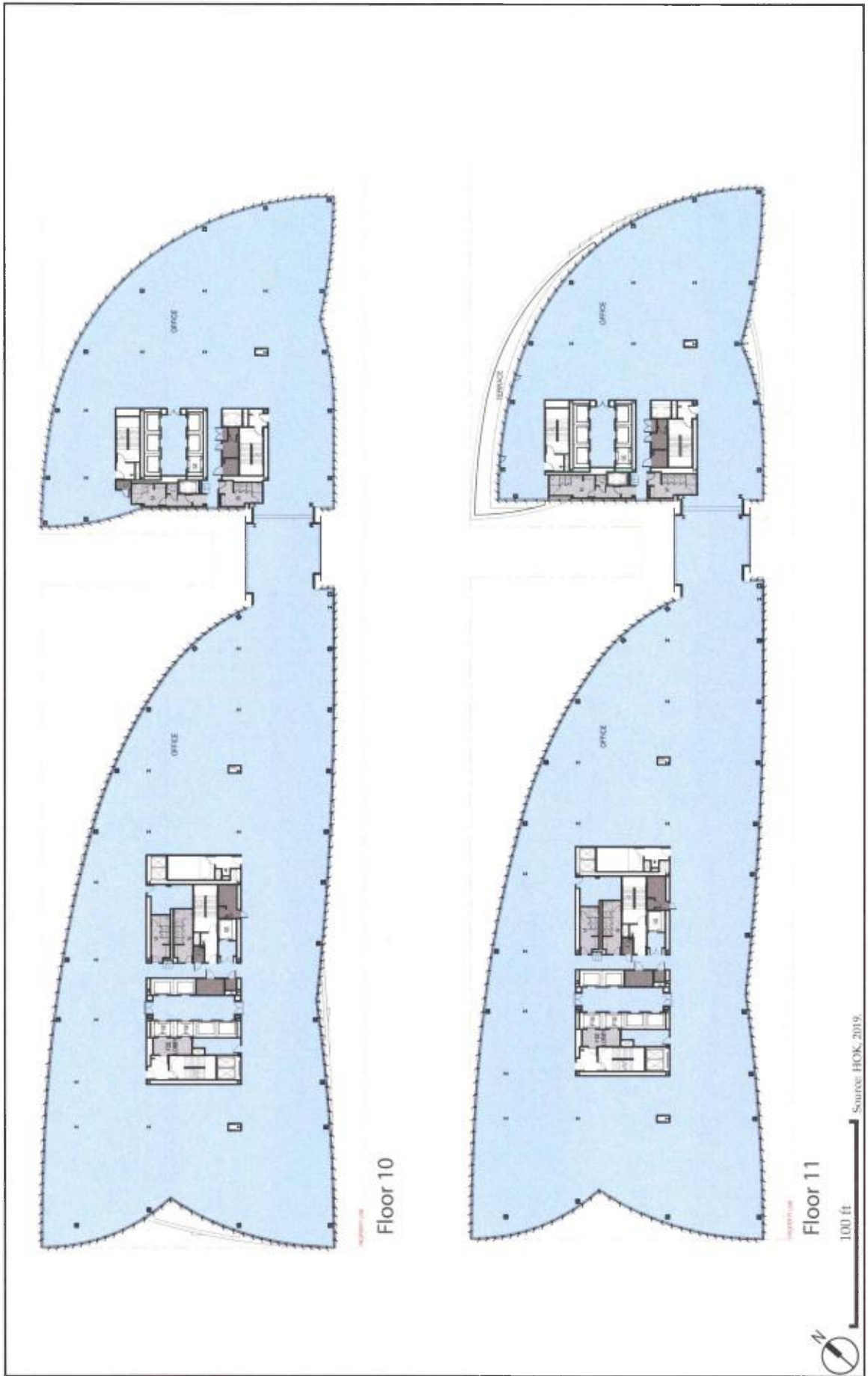


Figure 8
 Office Development - Floor Plan (Floor 10, Floor 11)
 725 Harrison Street Project CPE Initial Study Checklist

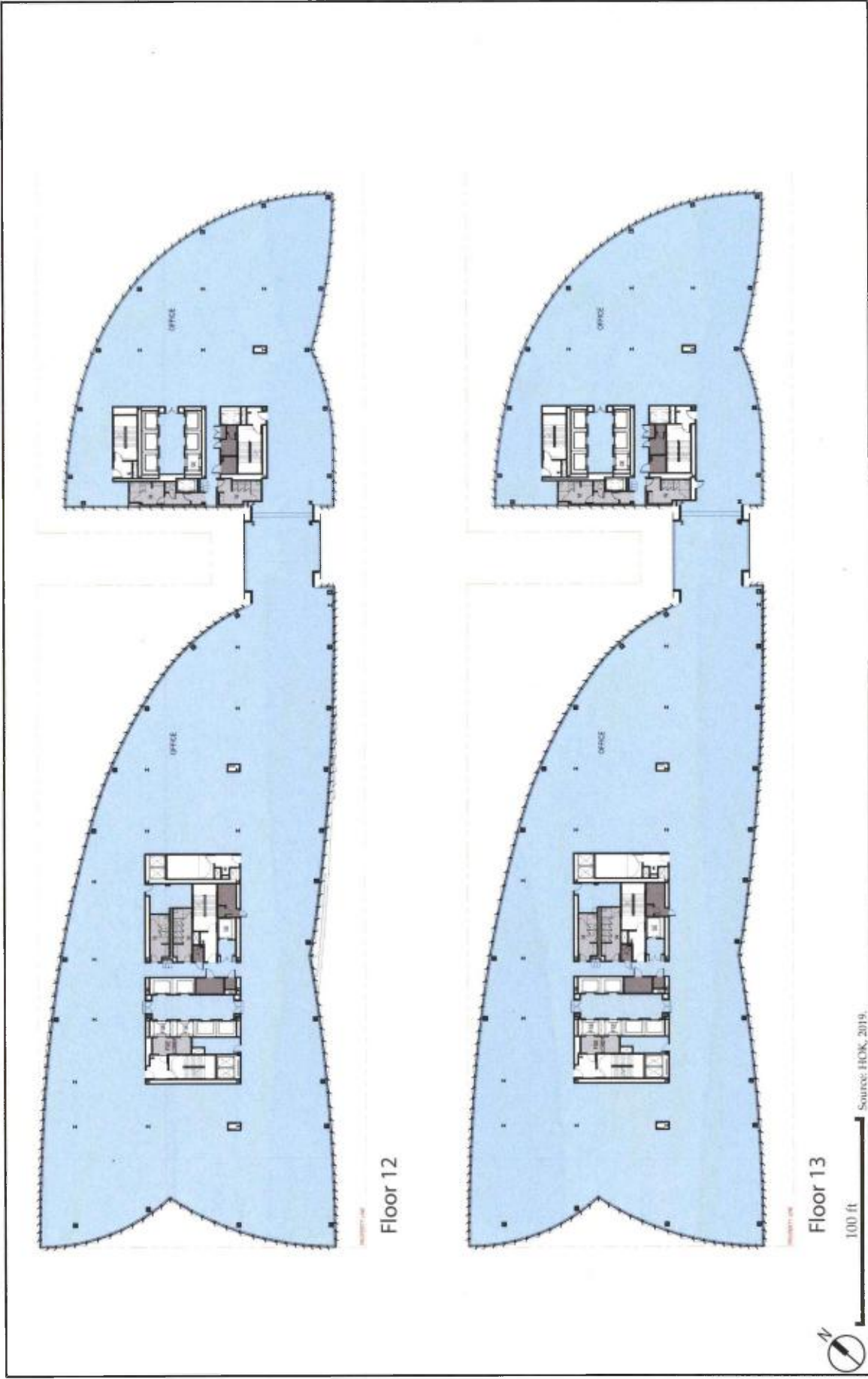


Figure 9
 Office Development - Floor Plan (Floor 12, Floor 13)
 725 Harrison Street Project CPE Initial Study Checklist



Floor 14

Floor 15 - Roof

Figure 10
Office Development - Floor Plan (Floor 14, Floor 15 - Roof Plan and Mechanical Equipment)
725 Harrison Street Project CPE Initial Study Checklist

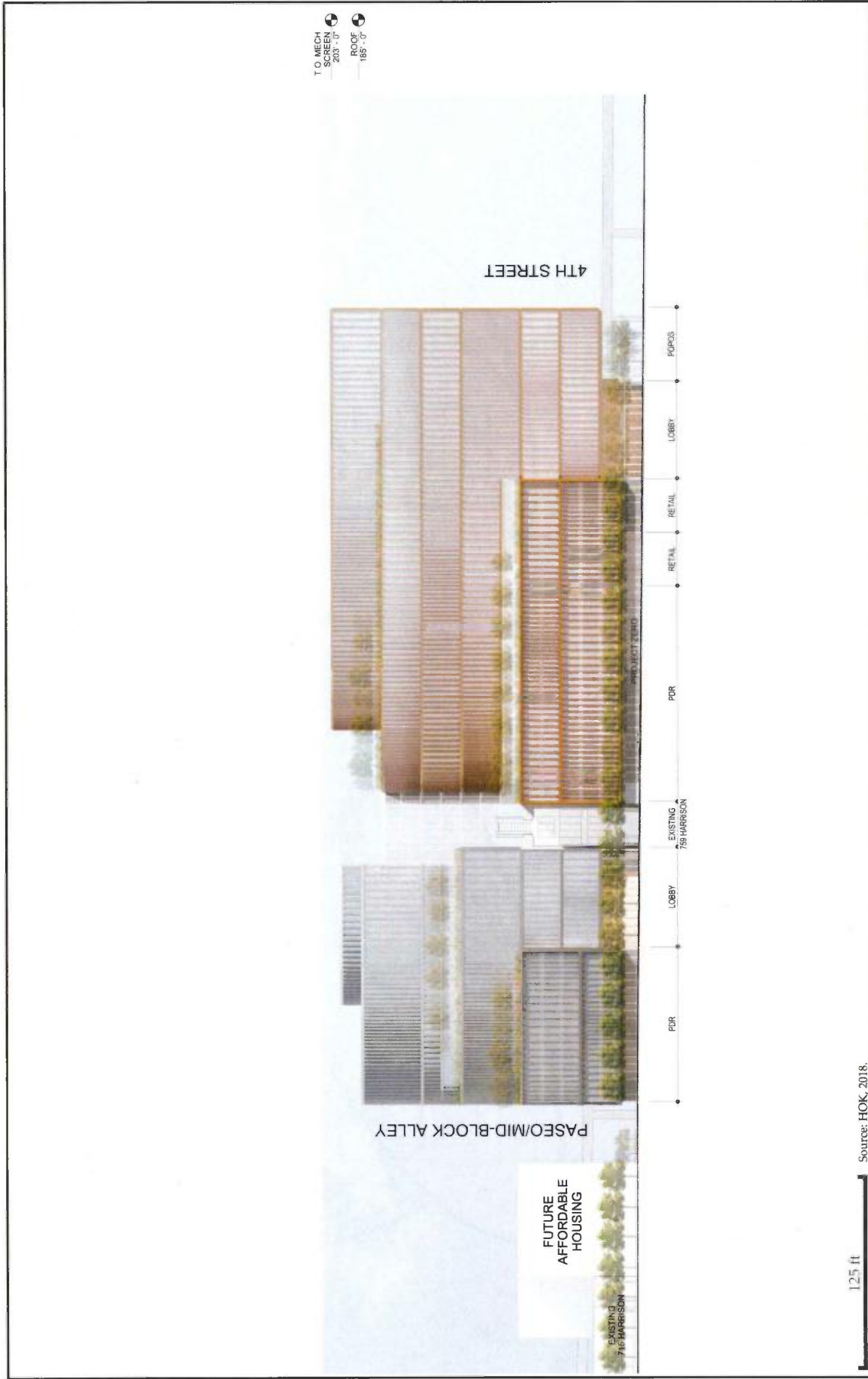


Figure 11
Office Development - North Elevation
725 Harrison Street Project CPE Initial Study Checklist



Figure 12
 Office Development - East/West Elevation
 725 Harrison Street Project CPE Initial Study Checklist

See **Figure 13** for a conceptual site plan for the affordable housing development and **Figure 14** for a conceptual elevation. The affordable housing development is conservatively assumed to include a 1,000-kilowatt emergency diesel generator on the first floor. Both the child-care facility (located in the office development) and the affordable housing development would be equipped with appropriate (MERV-13) filtration systems.⁹

The proposed 725 Harrison Street project characteristics are shown in **Table 1**.

Open Space, Streetscape, and Landscaping Improvements

The project would include two POPOS: a 9,600-square-foot indoor/outdoor space provided on the ground floor at the corner along Fourth and Harrison streets, and an approximately 7,100-square-foot space that would function as a mid-block pedestrian alley on the site connecting Harrison and Perry streets. The mid-block pedestrian alley open space would physically separate the office development on the southwest portion of the site and affordable housing development on the northeast portion of the site. The 40-foot-wide alley would be on the new southwest lot (located on portions of existing Lots 109, 116, and 117), and its 20-foot-wide northeast half would be within a no-build easement (as shown in **Figure 3**) to allow for property openings in the affordable housing development. In addition, the office development would include 12,600 square feet of open space in roof terraces on levels 7, 11, 14, and the rooftop.¹⁰

The project sponsor proposes three passenger-loading zones (white curbs) along Harrison Street, one at each lobby and one adjacent to the affordable housing building (**Figure 3**). Pick-up and drop-off activities for the child-care facility would occur in these loading zones.

The project proposes several streetscape improvements in the project vicinity. These include the construction of a bulb-out at the corner of Fourth and Harrison streets, widening the sidewalk on the south side of Harrison Street from approximately 8 feet to approximately 15 feet, and lane reduction and restriping along Harrison Street between Third and Fourth streets. From Third Street to Lapu Lapu, the project sponsor proposes to reduce the width of the northernmost lane of Harrison Street from a range of approximately 28 to 20 feet to an even 20 feet, and to restripe the southern lane to change the width to an even 19.5 feet. From Lapu Lapu to Fourth Street, the project sponsor proposes to eliminate one through lane, resulting in four through traffic lanes.¹¹

⁹For sensitive-use projects within the air pollutant exposure zone, such as the proposed project, article 38 requires the project sponsor to submit an enhanced ventilation proposal for approval by the Department of Public Health that achieves protection from PM_{2.5} (fine particulate matter) equivalent to that associated with a Minimum Efficiency Reporting Value (MERV) 13 filtration.

¹⁰ Stack, Xandr, Associate/Architect, HOK, "Re: 725 Harrison - Figure Update Requests," Email message to Julian Bobilev (Urban Planning Partners, Inc.), September 10, 2019.

¹¹ San Francisco Municipal Transportation Authority, Harrison Street Draft South Sidewalk Widening 2nd to 4th Streets, June 19, 2018.

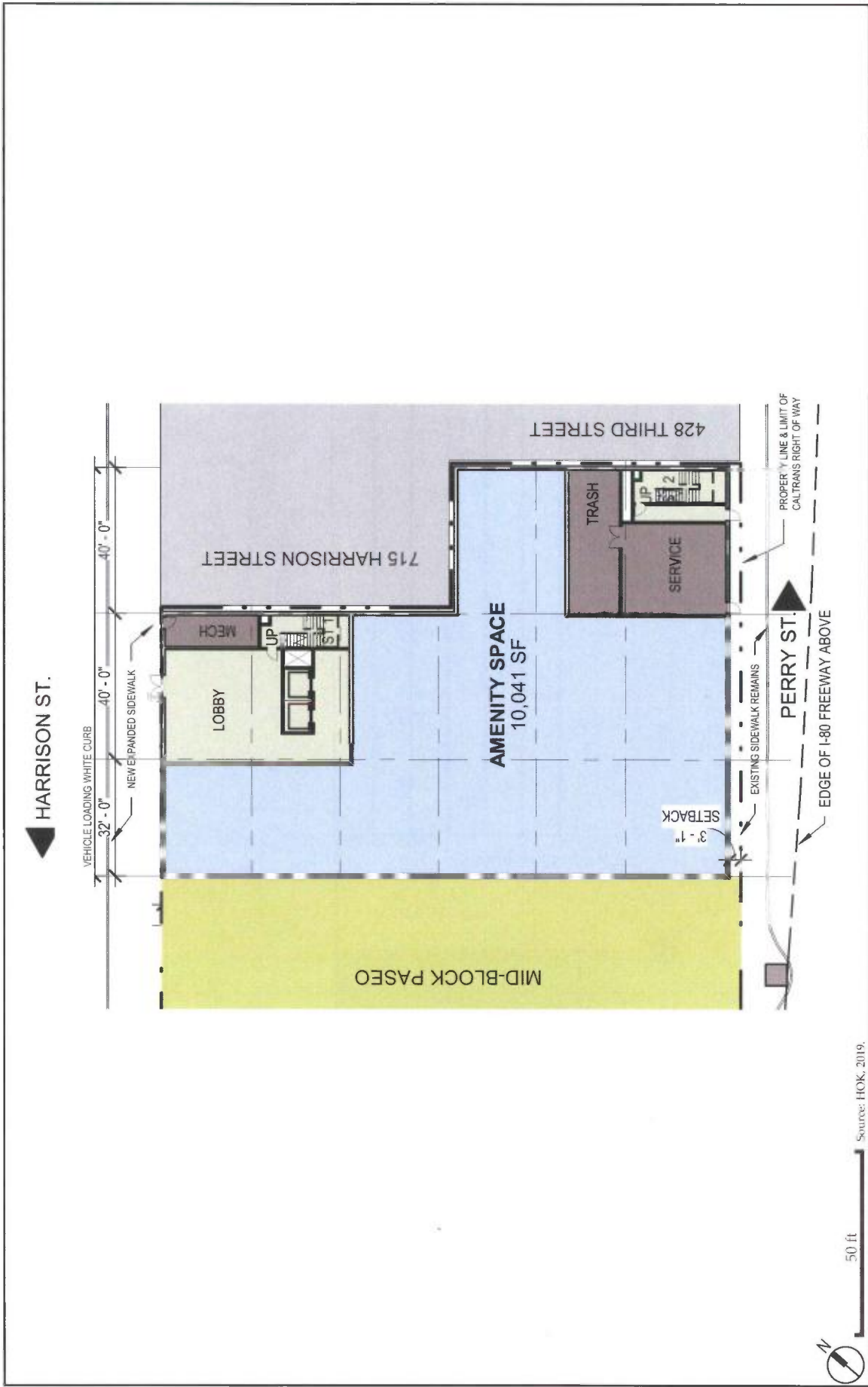


Figure 13
Affordable Housing Site Plan
725 Harrison Street Project CPE Initial Study Checklist

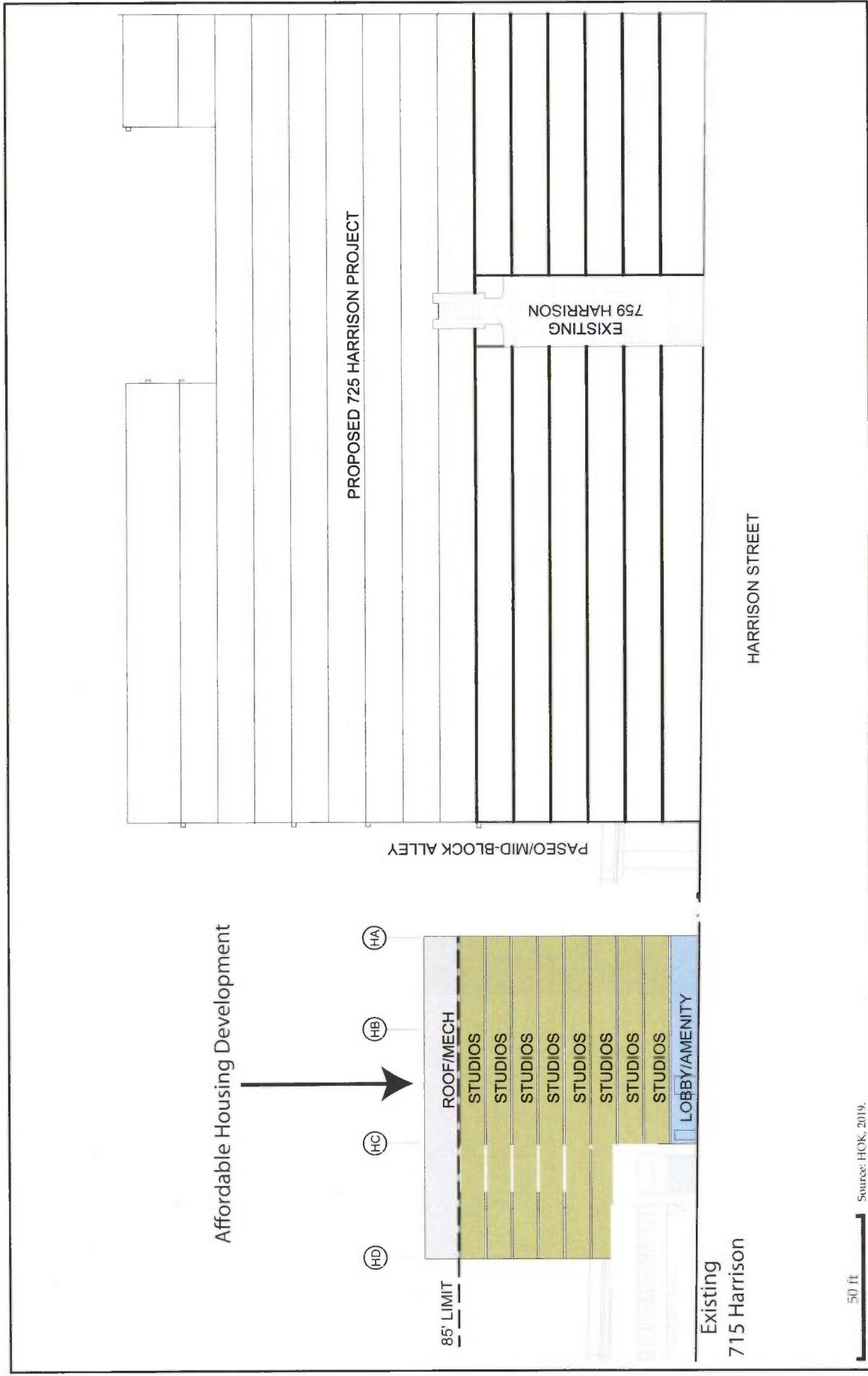


Figure 14
 Affordable Housing Elevation
 725 Harrison Street Project CPE Initial Study Checklist

Table 1
725 Harrison Street Project Characteristics

Project Characteristics	Office Development	Affordable Housing Development
Proposed Land Use Program	Area (Gross Square Feet)	Area (Gross Square Feet)
Residential	0	103,040 (144 units)
Office	770,000	0
Micro-Retail	3,900	0
Community Facilities (Child-Care)	3,000	0
Production, Distribution, and Repair Uses	29,100	0
Gross Building Area^a	935,000	108,750
Proposed Parking Spaces	Number	Number
Vehicle Parking	116	0
Car-Share ^b	4	0
Total Auto Parking	120	0
Loading Bays (ground-floor)	5	0
Service Vehicle Spaces (basement)	6	0
Total Loading	11	0
Bicycle Parking Class 1 ^b	258	0
Bicycle Parking Class 2 ^b	34	0
Total Bicycle Parking	302	0
Open Space	Area (Gross Square Feet)	Area (Gross Square Feet)
Publicly Accessible Open Space (Indoor And Outdoor)	16,700	0
Private Open Space	12,600	2,600
Building Characteristics		
Stories	14	9
Height	185 feet	85 feet

Notes:

^aThe gross building area includes components not reflected above, such as automobile parking, bicycle parking, and miscellaneous area (e.g., mechanical, penthouse, circulation, etc.)

^bThe affordable housing development would not include any vehicle or bicycle parking onsite, but it would meet its car-share and bicycle parking requirements through provision of additional vehicle and bicycle parking within the office development's garage.

Source: HOK, 2019.

The project sponsor proposes to work with the SFMTA to install “KEEP CLEAR” pavement markings across all existing Golden Gate Transit driveways along Perry Street and in the Third Street/Perry Street intersection.^{12,13} Additionally, the project would relocate the existing Golden Gate Transit bus stop at Perry Street/Fourth Street to further east along Perry Street.

Wind Reduction Features

The project sponsor modified the design through an iterative process of wind tunnel tests¹⁴ that resulted in the following wind reduction features being incorporated into the proposed project:

- A minimum 5-foot setback along Fourth Street, creating an exterior POPOS immediately adjacent to the interior POPOS.
- Fifteen-foot setback at the ground level along Harrison Street adjacent to the interior POPOS and lobby.
- Five-foot setback at the ground level along Harrison Street and a cantilevered 4-foot-wide canopy over the sidewalk.
- Setbacks at floors 7 through 10 of the towers.
- Planter boxes along Fourth Street closest to the corner of Harrison Street that would have 7-foot-tall porous curved wind screens.
- Planting of southern magnolia trees along Harrison and Fourth streets to improve wind speeds along these areas.

The sponsor would install additional traffic signal poles and additional signal heads at the corner of the Harrison/Fourth Street intersection because the westernmost proposed tree along the Harrison Street frontage is within 25 feet of the intersection. These additional traffic signal poles and signal heads are subject to review and approval by the SFMTA.

Circulation, Parking, and Loading

The lobbies and pedestrian entrances to the office development are proposed on Harrison Street. The existing 759 Harrison Street structure would divide the office development’s frontage. Approximately 186 feet of curb area along the project’s Harrison Street frontage would be converted from on-street parking or commercial loading (yellow curb) zones to three passenger loading (white curb) zones, each providing space for approximately three passenger loading vehicles. One passenger loading zone would be in front of the affordable housing development, and the two other loading zones would be in front of the two office

¹² James Shahamiri, San Francisco Municipal Transportation Authority “Re: 725 Harrison Street – Installation of Keep Clear pavement markings on Third Street at Perry Street,” Email message to Elizabeth White (SF Planning Department), June 27, 2019.

¹³ John Kevlin, Partner, Reuben, Junius & Rose, LLP, “Re: 725 Harrison Street – Including “keep clear” pavement markings as part of project description?” Email message to Elizabeth White (SF Planning Department), July 11, 2019.

¹⁴ RWDI, 725 Harrison Street Project Timeline & Summary of Wind Test Scenarios, November 7, 2019.

building lobby entrances. It is expected that passenger loading would occur in the loading zones most convenient to each land use.

The office development would have four driveways on Perry Street: one for access to the below-grade garage and three for loading and service docks. A total of 120 off-street vehicle parking spaces (including five ADA spaces and four car share spaces) would be provided in the basement-level garage. Access to the garage would be provided by a new 25-foot-wide driveway on Perry Street. This driveway would be shared with people bicycling who would access the class 1 bike parking in the basement level.

A total of five off-street, at-grade freight loading spaces (four 12-foot-wide by 35-foot-long spaces and one 10-foot-wide by 25-foot-long space) would be provided in three separate loading docks. Access to the western loading docks would be provided by two curb cuts (25-foot-wide and 12-foot-wide) adjacent to the 25-foot-wide garage driveway and access to the eastern loading dock would be provided by a 25-foot-wide curb cut. Six service vehicle loading spaces (each one 8 feet wide by 20 feet long) would be provided in the parking garage, accessible via the 25-foot curb cut (25 feet wide, and 19.5 feet in length across the sidewalk) to the driveway along Perry Street.

The project would provide 258 class 1 bicycle parking spaces and 34 class 2 bicycle parking spaces. The 258 class 1 spaces would be provided in three rooms in the office development's basement garage—84- and 44-space rooms at the bottom of the ramp near the first office lobby access point, and a 130-space room at the northeastern portion of the garage with an internal bicycle repair station near the second office lobby. Access to all bike rooms would be provided via the garage ramp from Perry Street. Elevators in the parking garage would provide access to the rest of the project from the bicycle parking rooms. The 34 class 2 bicycle parking spaces would be located along Harrison Street near the proposed office lobby entrances.

The lobby for the affordable housing development is proposed on Harrison Street. The building would not provide a loading dock, as loading docks are not required for residential uses under 100,000 square feet of occupied floor area per Planning Code section 152.1. No parking is provided for the affordable housing development; however, the affordable housing development would meet car share and bike parking requirements through a provision within the office development, described above.

Office Development: Driveway and Loading Operation Plan

The office development would result in new construction of more than 100,000 gross square feet; therefore, the project sponsor is required to implement a driveway and loading operations plan pursuant to Planning Code section 155(u). In compliance with Planning Code section 155(u), the project sponsor has developed the following plan to reduce potential conflicts between driveway operations, including loading activities, and pedestrians, bicycles, Golden Gate Transit operations, and vehicles, and to maximize reliance of onsite loading spaces to accommodate the anticipated loading demand of the project. The proposed driveway and loading operations plan includes the following elements:

- Garage/Loading Dock Attendant. The project sponsor will ensure that building management employs an attendant for the project's parking garage and loading dock during business hours, which are anticipated to be 8 a.m. to 6 p.m. on weekdays. The attendant would be stationed at the loading dock and parking garage driveways. The attendant would direct and guide trucks and

other vehicles attempting to access or exit the project site; the attendant's duties will include directing and guiding trucks when the loading dock is in use by other trucks, guiding trucks into and out of the loading dock as needed to ensure the safety of pedestrians and people bicycling accessing bicycle parking, and other duties. The attendant will assist in avoiding any safety-related conflicts with people walking during the peak periods of traffic and walking activity, with extended hours as dictated by traffic and walking conditions and by activity at the project loading dock and garage.

- Loading Dock Management. To ensure that off-street loading facilities are efficiently used, the project sponsor will develop a plan for management of the loading dock and will ensure that tenants in the building are informed of limitations and conditions on loading schedules and truck size. The project sponsor will also inform tenants of the hours and nature of loading dock operations as described in this plan. The plan will include a coordinated scheduling plan to limit scheduling trucks in a manner that would exceed the available onsite freight loading supply during peak hours. Tenants will be encouraged to coordinate the schedule of deliveries or other commercial activity that would preclude the use of the 8-foot-wide by 20-foot-long by 7-foot tall service vehicle loading spaces and would therefore require use of the loading docks. The project sponsor will instruct the vendor in advance on how to access the loading dock and which bay to use, and the sponsor will provide a phone number for inbound drivers to communicate with the loading dock attendant (or building security, if the attendant is not on duty) to coordinate their arrival.
- Large Truck Access. The loading dock attendant will ensure that drivers of inbound or scheduled deliveries are aware of the maximum size of truck (SU30) that can be accommodated by the project's onsite loading stalls.¹⁵ The plan will include procedures as to the location and time-of-day restrictions for accommodating larger vehicles that cannot be accommodated by the onsite loading spaces.
- Trash/Recycling/Compost Collection Design and Management. The project sponsor has been in communication with Recology to design the loading bays, recycling compactors, and trash rooms which would be used for trash/recycling/compost collection.
- Garage Driveway Management. The loading dock attendant will employ the use of a gate arm at the Perry Street driveway exit timed to limit the outbound flow of vehicles during peak hours (4:30 p.m. to 6 p.m.). The metering rate will initially be set to limit outbound vehicles to four per minute (with the gate arm lifting no more than once every 15 seconds).¹⁶ The project driveway would also

¹⁵ SU30 refers to a 30-foot-long, single-unit truck. Examples of such trucks include cement trucks, large rental trucks, and local delivery trucks.

¹⁶ The project's transportation analysis determined that a driveway outbound metering of four vehicles per minute (or one vehicle every 15 seconds) would not result in delays to Golden Gate Transit operations at the Third Street/Perry Street intersection. Further information about this analysis to inform the initial metering rate is included in section E.5 Transportation and Circulation of this initial study.

include the use of an audio and visual warning device at the project entrance and exit to alert other road users when the driveway is in use.

Office Development: Transportation Demand Management

The office development component of the project requires approval of a transportation demand management (TDM) plan¹⁷ pursuant to Planning Code section 169. The project sponsor proposes to use the following transportation management measures from the San Francisco Standards for the Transportation Demand Management Program¹⁸ to satisfy its obligations under the program:

- *ACTIVE-2: Bicycle Parking, Option A.* Class 1 and 2 bicycle parking spaces would be provided as required by the planning code.
- *ACTIVE-3: Showers and Lockers.* A minimum of one shower and six clothes lockers would be provided for every 30 class 1 bicycle parking spaces, but no fewer than the number of showers and clothes lockers that are required by the planning code, if any.
- *ACTIVE-5A: Bicycle Repair Station.* An onsite bicycle repair station consisting of a designated, secure area would be located within a bicycle storage room or in the building garage, where bicycle maintenance tools and supplies would be readily available on a permanent basis and offered in good condition to encourage bicycling.
- *CSHARE-1: Car-share Parking and Membership, Option A.* Car share parking spaces would be provided as required by the planning code.
- *DELIVERY-1: Delivery Supportive Amenities.* Delivery services would be facilitated by providing an area for receipt of deliveries that offers one of the following: (1) clothes lockers for delivery services; (2) temporary storage for package deliveries, laundry deliveries, and other deliveries; or (3) temporary refrigeration for grocery deliveries.
- *FAMILY-2: Onsite Childcare.* An onsite childcare facility would be provided to reduce commuting distances between households, places of employment, and childcare. The childcare facility would comply with all state and city requirements, including provisions within the San Francisco Planning Code.
- *INFO-1: Multimodal Wayfinding Signage.* Multimodal wayfinding signage would be provided in key locations that can withstand weather elements (e.g., wind, rain). This signage would alert building occupants and visitors to nearby transportation services and infrastructure, including transit, bike-share, car-share parking, bicycle parking and amenities, showers and lockers, and taxi stands.

¹⁷ The affordable housing development component of the project does not require a TDM plan, as 100 percent affordable housing projects are exempt from this requirement per Planning Code section 169.3, subsection (b)(1).

¹⁸ City and County of San Francisco, Standards for the Transportation Demand Management Program, August 4, 2016.

- *INFO-3: Tailored Transportation Marketing Services, Option B.* Building occupants would be provided with tailored marketing and communication campaigns, including incentives to encourage the use of sustainable transportation modes.
- *PKG-4: Parking Supply, Option H.* The project's office component would provide accessory parking spaces at a rate that is less than or equal to 30 percent and greater than 20 percent of the neighborhood parking rate.

Construction

The office development would be constructed in one of two ways: one phase that would last approximately 20 to 28 months; or two phases that would last approximately 38 months combined. If constructed in two phases, the first phase would involve construction of the southwest portion of the office building and would last 21 months. The second phase would construct the northeast portion of the office building (including the child care facility), would commence at the conclusion of the first phase and would last 17 months.^{19 20}

Construction would begin with demolition of existing buildings. The project site for the office development would be excavated to a depth of 16 feet below grade for the proposed basement level, resulting in removal and off-haul of approximately 30,500 cubic yards of soil.²¹ The shoring system would likely consist of deep soil-cement mixed wall, tiebacks and internal bracing, and a mat foundation would be used.²² The project site is located on a compressible marsh deposit and as such, soil improvements will be made as part of the project's foundation work. These improvements may include deepening the foundation, over-excavating the marsh deposit and replacing with lean concrete, and constructing soil-cement columns that extend through the marsh deposit. After excavation, the construction would proceed to installation of foundation and basement, superstructure work, construction of curtain wall, and buildout of the interior core and shell.²³ Pile driving would not occur during construction of the office development.²⁴ Nighttime construction associated with the concrete pouring for the office development's mat foundation is anticipated to take approximately two weeks.²⁵

¹⁹ Boston Properties, *725 Harrison – Phase Overview*, October 25, 2019.

²⁰ This document fully analyzes potential impacts from both the single-phase and the two-phase scenarios and acknowledges any differences in potential impacts for the resource topics that may be affected by phasing (transportation and circulation, noise, and air quality).

²¹ Boston Properties, *Application for Environmental Evaluation, Case No. 2005.0759E*, March 12, 2019.

²² Langan Engineering and Environmental Services, Inc., *Updated Geotechnical Investigation, 4th and Harrison, San Francisco, California*, July 19, 2019.

²³ Kevlin, John, Partner, Reuben, Junius & Rose, "Re: 725 Harrison – Data Request," E-mail message with Julian Bobilev (Urban Planning Partners), October 30, 2018.

²⁴ Verrips, Joanne, Project Director, Webcor, "Re: 725 Harrison pile driving," E-mail message with Julian Bobilev (Urban Planning Partners), January 3, 2019.

²⁵ Verrips, Joanne, Project Director, Webcor, "Re: 725 Harrison nighttime work," E-mail message with Julian Bobilev (Urban Planning Partners), October 22, 2019.

Construction of the affordable housing development is anticipated to occur over a period of 33 months, subsequent to the completion of the office development.²⁶ The affordable housing site would be excavated to approximately 3 feet below grade and approximately 1,800 cubic yards of soil would be removed and off-hauled.²⁷ The foundation of the affordable housing development would be constructed with drilled piles, anticipated to be installed to a depth of 40 feet; no pile driving would occur.^{28,29} No nighttime construction activities are anticipated for the affordable housing development.

Project Approvals

This community plan evaluation-initial study evaluates the environmental impacts of both components of the project, the office development and the affordable housing development. As previously described, the affordable housing development would not be constructed as part of the office development but would be developed by the city at a later point in time.

One of the project approvals for the office component of the project includes the dedication of the affordable housing site to the city; this is the only project approval directly related to the affordable housing site that is being sought at this time. All other approvals for the affordable housing project would be sought at a later time.

Therefore, the office development component of the 725 Harrison Street project would require the following approvals:

San Francisco Board of Supervisors:

- Approval of sidewalk legislation
- Approval of conveyance of parcel to San Francisco Mayor's Office of Housing and Community Development (MOHCD) for affordable housing development pursuant to San Francisco Administrative Code chapter 23A

Planning Commission

- Office allocation pursuant to Planning Code section 321 et seq. to establish more than 25,000 square feet of new office space
- A large project authorization pursuant to Planning Code section 329 for the new construction of a building exceeding 85 feet in height and greater than 50,000 gross square feet

²⁶ Boston Properties, *725 Harrison – Phase Overview*, October 25, 2019.

²⁷ Langan Treadwell Rollo, *Preliminary Estimate of Volume and Disposal Cost of Contaminated Fill Material, 4th and Harrison Street Affordable Housing Project*, October 31, 2018.

²⁸ Langan Engineering and Environmental Services, Inc., *Updated Geotechnical Investigation, 4th and Harrison, San Francisco, California*, July 19, 2019.

²⁹ Pile driving refers to the installation of pre-formed piles through impact hammering, vibrating, or pushing into the earth. Drilled piles, on the other hand, are installed by creating a hole either with an auger or a displacement drilling tool; as the auger or tool is removed, grout is injected into the hole and rebar is inserted into the hole through the wet grout.

- Variances from Planning Code sections 141.5(c)(2) and 136(c)(1) for the parking and loading entrances and the overhang along Harrison and Fourth streets, respectively

Department of Building Inspection:

- Demolition and building permits for the demolition of the existing buildings and construction of the proposed project

Department of Public Health:

- Review for compliance with article 22A of the San Francisco Health Code (“Maher Ordinance”)
- Review and approval of a Demolition and Construction Dust Control Plan
- Review for compliance with article 38 of the Health Code for enhanced ventilation for the childcare facility

Department of Public Works:

- Approval of any necessary construction permits for work within roadways
- Recommendation to the Board of Supervisors for sidewalk legislation to widen sidewalks, and approvals to implement streetscape and other public realm improvements
- Approval of lot merger and subdivision
- Approval of minor encroachment permit for wind screens along Fourth Street sidewalk
- Approval of a permit to plant new street trees adjacent to the project site

San Francisco Public Utilities Commission:

- Approval of Stormwater Management Plan for ground disturbance of an area greater than 5,000 square feet

San Francisco Municipal Transportation Agency:

- Approval of special traffic permits for temporary occupancy of streets and sidewalks during construction by the Sustainable Streets Division
- Approval of construction within the public right-of way (e.g., bulb-outs, tree installation, and sidewalk extensions)
- Approval of proposed passenger loading spaces (San Francisco Municipal Transportation Agency’s color curb program)
- Approval of the installation of additional traffic signal poles and additional signal heads at the corner of the Harrison/Fourth Street intersection.

Bay Area Air Quality Management District:

- Approval of a permit to operate an emergency generator for the office development

December 4, 2019

California Department of Transportation (Caltrans)

- Encroachment permit to install tiebacks under Perry Street to support the project's shoring wall along that frontage

The *approval action* for the proposed project is the approval of the large project authorization, including a land dedication of approximately 15,000 square feet to the Mayor's Office of Housing and Community Development for affordable housing, by the planning commission. The approval action date establishes the start of the 30-day appeal period for this California Environmental Quality Act (CEQA) determination pursuant to section 31.04(h) of the San Francisco Administrative Code.

B. COMMUNITY PLAN EVALUATION OVERVIEW

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

This initial study evaluates the potential project-specific environmental effects of the proposed 725 Harrison Street project described above and incorporates by reference information contained in the Central SoMa PEIR.³⁰ The following project-specific studies were prepared, or reviews conducted, for the proposed project to determine if the project would result in any significant environmental impacts that were not identified in the Central SoMa PEIR:³¹

- Archeology review
- Historic resource evaluation report (parts 1 and 2)
- Historic resource mitigation feasibility analysis
- Pedestrian wind study
- Transportation study
- Shadow analysis
- Noise and vibration assessment
- Water supply assessment
- Air quality analysis
- Geotechnical investigation
- Greenhouse gas compliance checklist

³⁰ San Francisco Planning Department. Central SoMa Programmatic Environmental Impact Report. Planning Department Case Number 2011.1356E, https://sfplanning.org/environmental-reviewdocuments?field_environmental_review_categ_target_id=214&items_per_page=10, accessed June 3, 2019.

³¹ Project-specific studies prepared for the 725 Harrison Street project are available for public review at the Planning Department, 1650 Mission Street, 4th Floor, San Francisco, CA 94103 as part of case file number 2005-0759E.

- Phase I environmental site assessment

C. PROJECT SETTING

The project site is located within the block bound by Fourth, Harrison, Third, and Perry streets in the South of Market neighborhood of San Francisco. Fourth Street is a one-way eastbound street with three lanes; Third Street is a one-way westbound street with five lanes; Perry Street is a one-way northbound street with one lane; and Harrison Street is a one-way southbound street with five lanes. Perry Street is primarily used by buses entering and exiting the Golden Gate Transit bus storage yard, which is located on the south side of the street, underneath the elevated I-80 Freeway structure. Several Muni lines serve the area, including the 8, 8AX, 8BX, 30, and 45 on Third Street, and the 12 on Harrison Street.

The Powell Street Bay Area Rapid Transit (BART) Station is located approximately 0.5-mile northwest from the project site. The Central Subway, an extension of the Muni Metro T-Third Street Line, will run along Fourth Street to the south of the project site by the time the 725 Harrison Street project is operational.

Approach to Cumulative Impact Analysis

The Central SoMa PEIR analyzed the direct and indirect environmental effects that could result from development enabled by the adoption of the area plan and rezoning, including subsequent development projects such as the proposed 725 Harrison Street project and the proposed street network changes and open space improvements. The PEIR evaluated these impacts at both the plan-level and the cumulative level. The plan-level impact analysis considered the impacts of the anticipated development projects and open space and street network changes allowed under the plan. The cumulative impact analysis considered the plan-level impacts in combination with other reasonably foreseeable development that could occur in and near the plan area (Central SoMa PEIR, p. IV-25). Projects identified as part of the PEIR's cumulative impact analysis included the 5M Project, the Better Market Street Project, and the San Francisco Giant's Mission Rock/Seawall Lot 337 Project.

Pursuant to CEQA Guidelines section 15183, the purpose of the 725 Harrison Street CPE is to evaluate whether the project would result in significant project-level or cumulative impacts that were not identified in the PEIR. The approach to the cumulative impact analysis in this CPE differs from the PEIR's cumulative impact analysis in both scope and organization. This CPE's cumulative impact analysis considers a smaller subset of projects than the cumulative impact analysis presented in the PEIR, as the cumulative analysis for a project-specific analysis (such as the analysis provided in this CPE) is more focused with generally a smaller geographic influence area than a cumulative analysis for a plan. For many topics, the cumulative effects are associated with construction-related impacts (e.g., construction noise impacts) where only cumulative projects in close proximity to the 725 Harrison Street project site with overlapping construction periods would have impacts that may cumulatively overlap with impacts of the project. The organization of the analysis differs because both the plan-level and cumulative impact analysis sections of the PEIR inform the CPE's cumulative impact analysis.

Cumulative Setting

CEQA Guidelines section 15130(b)(1) provides two methods for cumulative impact analysis: the “list-based approach” and the “projections-based approach.” The list-based approach uses a list of reasonably foreseeable future projects producing closely related impacts that could combine with those of a proposed project to evaluate whether the project would contribute to significant cumulative impacts. The projections-based approach uses projections contained in a general plan or related planning document to evaluate the potential for cumulative impacts. This project-specific analysis employs both the list-based and projections-based approaches, depending on which approach best suits the resource topic being analyzed.

Below is a list of projects in the general vicinity (i.e., within a quarter mile) of the project site that represents an average range of the geographic area considered in the cumulative analysis for each topic.³² However, as mentioned above, the geographic area considered may be broader or narrower for certain localized impact topics (e.g., cumulative shadow and wind effects). Recognizing this, the cumulative discussions included for each impact topic explain the geographic scope of the area affected by each cumulative effect.

Figure 15 provides a map showing the location of each project in relation to the project site.

- **424 Brannan Street (Case No. 2017-011474PRJ):** The project includes demolition of an existing surface parking lot and construction of an eight-story hotel containing approximately 239 guestrooms and 5,099 square feet of publicly accessible private open space.
- **505 Brannan Street (Case No. 2015-009704ENV):** The project entails a vertical addition to an office building that is already under construction. The project would consist of up to 165,000 square feet of office space on 11 floors above the six-story base project, with a maximum height of 240 feet.
- **598 Brannan Street (Case No. 2012.0640E):** The project includes the demolition and removal of four existing one- and two-story buildings and construction of four 7- to 13-story buildings totaling approximately 1,057,430 gross square feet in size. Three of the buildings would include a total of approximately 922,740 gross square feet of office space, approximately 60,470 gross square feet of ground-floor PDR space, and approximately 5,545 gross square feet of child care space.
- **462 Bryant Street (Case No. 2015-010219ENV):** The project would add five stories and 49,995 gross square feet of office at the site, for a total of 63,239 gross square feet of office.
- **531 Bryant Street (Case No. 2016-004392ENV):** The project includes demolition of an existing building and construction of a new six-story 58,200-square-foot mixed use retail and office building.
- **300 Fifth Street (Case No. 2019-006114PRJ):** The project would demolish an existing commercial building and construct a new 16-story mixed-use residential building with 130 units and approximately 1,000 square feet of retail space.

³² San Francisco Development Pipeline Map, available at: sfplanninggis.org/pipeline/. Map last updated March 31, 2019. Accessed on September 11, 2019.

- **360 Fifth Street (Case No. 2015-005863PRJ):** The project would demolish three existing light-industrial and PDR buildings totaling 17,897 square feet to construct a 45- to 85-foot high, eight-story, mixed-use development that includes approximately 1,302 square feet of ground floor commercial retail use, 8,011 square feet of partially underground PDR space, and 123,247 square feet of residential use for 127 dwelling units.
- **655 Folsom Street (Case No. 2013.0253ENV):** The project includes demolition of the existing building and construction of a new 14-story mixed use building including 63 dwelling units and 6,971 square feet of ground floor retail space.
- **667 Folsom Street, 120 Hawthorne Street, 126 Hawthorne Street (Case No. 2015-002604ENV):** The project includes the demolition of two two-story buildings and construction of a 130-foot-tall, 13-story mixed-use building containing 240 dwelling units and 11,179 square feet of commercial retail space.
- **816 Folsom Street (2017-012789PRJ):** The project would demolish the existing commercial building and construct a 180-foot-tall, 18-story hotel. The project would include 218 guest rooms, a basement level gym facility, seven Class 1 bike parking spaces and seven Class 2 bike parking spaces.
- **250 Fourth Street (Case No. 2011.0038E):** The project includes the demolition of an existing three-story office building and construction of a 78,000-square-foot, 119-foot-tall hotel building with 220 guest bedrooms.
- **636-648 Fourth Street (2015-003880PRJ):** The project would demolish two existing one- and two-story commercial buildings and billboard to construct a 350-foot-tall primarily residential tower with 427 units and 3,165 square feet ground floor commercial space.
- **345 Fourth Street (Case No. 2017-001690ENV):** The project includes the demolition of a two-story retail building with an adjacent surface parking lot and construction of a seven-story commercial building that would have grade level retail space and six levels of office space.
- **650 Harrison Street (Case No. 2017-004921ENV):** The project includes the demolition of the existing two-story building and construction an approximately 14-story-over-basement-garage, 130-foot-tall, 118-dwelling-unit mixed-use building.
- **744 Harrison Street (Case No. 2017-000411PRJ):** The project includes the construction of an eight-story building with four dwelling units, 55 hotel rooms, and a restaurant.
- **768 Harrison Street (Case No. 2013.1872E):** The project includes the demolition of an existing two-story building and the construction of a new nine-story building with retail on the first floor and the mezzanine and residential uses above. The project would have 26 residential units and no off-street parking.
- **95 Hawthorne Street (Case No. 2016-001794ENV):** The project includes demolition of the existing office building and construction of a new 32-story building with 330 dwelling units and 8,000 square feet of ground floor retail.



Source: City of San Francisco, 2018.

-  Project Site
-  Office Development Site
-  Affordable Housing Site
-  Cumulative Projects
-  Central SoMa Plan Boundary
-  Townsend Corridor Improvement Project
-  Third Street Transit and Safety Project
-  Sixth Street Pedestrian Safety Project



Figure 15
Cumulative Projects
725 Harrison Street Project CPE Initial Study Checklist

- **350 Second Street (Case No. 2018-000497PRJ):** The project includes the construction of a new 130-foot-tall, 14-story building with 297 guest rooms, 166,415-square-foot hotel; and 2,975 square feet of ground floor restaurant/bar and related back of house space.
- **400 Second Street (Case No. 2012.1384ENV):** The project would demolish four of the five existing one-to four-story buildings and construct three new buildings including a 539,000-square-foot 27-story office building, a 470-room full service hotel, a residential building with up to 500 units, and 41,000 square feet of retail.

In addition, the following street network projects are planned in the project site’s vicinity.

- **Townsend Corridor Improvement Project:** The project would reroute two bus lines (the 47 Van Ness and 83X Mid-Market Express) and install boarding islands and sidewalk bulb outs on Townsend Street from Third Street to Eighth Street. A new protected bike lane would be installed on Townsend Street from Fourth Street to Eighth Street.
- **Third Street Transit and Safety Project:** The project aims to reduce bus delays and improve safety for people walking on Third Street between Townsend and Market Streets, as well as reconfigure traffic lanes to better accommodate existing travel demand patterns.
- **Sixth Street Pedestrian Safety Project:** The project would widen sidewalks, install new traffic signals, and install streetscape improvements on Sixth Street from Market Street to Brannan Street.

D. SUMMARY OF ENVIRONMENTAL EFFECTS

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

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

E. EVALUATION OF ENVIRONMENTAL EFFECTS

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

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

Mitigation measures identified in the Central SoMa PEIR are discussed under each topic area, and measures that are applicable to the proposed project are summarized in the relevant sections of this initial study. Applicable project mitigation measures are denoted by topic code and number. For example, Project Mitigation Measure M-CR-1 refers to the first identified cultural resource mitigation measure that applies to the proposed project.³³ The full text of mitigation measures that are applicable to the proposed project is included in the mitigation monitoring and reporting program (Attachment B to the Community Plan Evaluation Certificate of Determination).

³³ Note that some Central SoMa PEIR mitigation measure topic codes differ from those in this initial study checklist because this initial study checklist has been updated to reflect revisions to CEQA Guidelines Appendix G (see Updates to the Initial Study Checklist).

Updates to the Initial Study Checklist

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

Aesthetics and Parking Impacts for Transit Priority Infill Development

CEQA section 21099(d) states, "Aesthetic and parking impacts of a residential, mixed-use residential, or employment center project on an infill site located within a transit priority area shall not be considered significant impacts on the environment."³⁴ Accordingly, aesthetics and parking are not to be considered in determining if a project has the potential to result in significant environmental effects for projects that meet all of the following three criteria:

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

The 725 Harrison Street project meets each of the above three criteria; thus, this checklist does not consider aesthetics or parking in determining the significance of project impacts under CEQA.³⁵

E.1 Land Use and Planning

Central SoMa PEIR Analysis

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

The Central SoMa PEIR determined that adoption of the Central SoMa Plan would result in a significant unavoidable plan-level and cumulative impact related to land use and planning because it could conflict with a policy in the environmental protection element of the city's general plan related to noise.³⁶ Specifically, implementation of the plan would generate significant traffic-related noise on Howard Street under the two-way option for Howard and Folsom streets. In addition, the plan would contribute to a cumulative impact related to traffic noise on several street segments in the plan area. Such an increase could conflict with general plan policy 9.6 related to modifying streets in a way that increases traffic noise.

³⁴ See CEQA section 21099(d)(1).

³⁵ San Francisco Planning Department, Eligibility Checklist: CEQA section 21099 – Modernization of Transportation Analysis, Case 2005-0759E, 725 Harrison Street, October 28, 2019.

³⁶ San Francisco General Plan Environmental Protection Element policy 9.6, http://generalplan.sfplanning.org/I6_Environmental_Protection.htm, accessed November 6, 2018.

Implementation of **Central SoMa PEIR Mitigation Measure M-NO-1a, Transportation Demand Management for New Development Projects**,³⁷ would substantially reduce traffic noise, but not to a less-than-significant level. In addition, **Central SoMa PEIR Mitigation Measure M-NO-1b, Siting of Noise Generating Uses**, would be required to ensure that noise-generating uses are appropriately sited to reduce noise-related impacts to a less-than-significant level.

<u>Topics</u>	<u>Significant Impact Peculiar to Project or Project Site</u>	<u>Significant Impact not Identified in Central SoMa PEIR</u>	<u>Significant Impact due to Substantial New Information</u>	<u>No Significant Impact not Previously Identified in Central SoMa PEIR</u>
---------------	---------------------------------------------------------------	---------------------------------------------------------------	--------------------------------------------------------------	-----------------------------------------------------------------------------

1. LAND USE AND PLANNING—Would the project:

- | | | | | |
|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|--------------------------|--------------------------|--------------------------|-------------------------------------|
| a) Physically divide an established community? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| b) Cause a significant physical environmental impact due to a conflict with any land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |

Project-Specific Analysis

The proposed project would be built on six existing parcels (lots 106, 108, 109, 112, 116, and 117) all located within the same city block. The proposed project would not result in physical barriers along the major streets adjacent to the project site, including Fourth, Harrison, and Perry streets. The proposed publicly accessible open spaces would create mid-block pedestrian walkways connecting Harrison and Perry streets. The proposed project would widen the sidewalk on the south side of Harrison Street from approximately 8 feet to approximately 15 feet in accordance with the Better Streets Plan. Therefore, the proposed project would not physically divide an established community.

The proposed project would add office, micro-retail, PDR, and residential uses to the project site, which are uses that are anticipated under the Central SoMa Plan for the project site. The planning department has determined that the proposed project is consistent with the Central SoMa Mixed-Use Office Zoning District and the 85-X-160-CS and 130-X-160-CS Height and Bulk Districts and is therefore consistent with the development density principally permitted for the project site under the planning code and zoning map provision.³⁸

The requirements of Central SoMa PEIR Mitigation Measure M-NO-1a have been incorporated into Planning Code section 169. As discussed in the project description, the project proposes various measures to meet the transportation demand management requirement of the planning code. With regards to Central SoMa PEIR Mitigation Measure M-NO-1b, the reader is directed to the noise analysis completed for this community plan evaluation initial study (subsection E.6). The noise study satisfies the requirements of this mitigation measure, and the findings and required project measures identified by the noise study are summarized in that subsection.

³⁷ The requirements of Central SoMa PEIR Mitigation Measure M-NO-1a have been adopted in Planning Code section 169. Therefore, this mitigation measure is no longer required for subsequent development projects.

³⁸ Jeff Joslin, San Francisco Planning Department, Community Plan Evaluation Eligibility Determination, Current Planning Analysis, 725 Harrison Street, December 4, 2019.

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

Cumulative Analysis

The geographic context for this analysis of cumulative impacts related to land use is a 0.25-mile radius from the project site as impacts in this developed, urban setting would generally be localized.

Cumulative development, in combination with the proposed project, has and would continue to result in the development and redevelopment of infill or underutilized sites throughout the area. Cumulative projects would be developed within established lot boundaries and as infill projects in urban areas, cumulative projects would capitalize on existing transit systems and infrastructure—and future transit systems such as the Central Subway extension. Cumulative projects in combination with the proposed project would contribute to traffic noise, but would not result in more severe cumulative land use impacts than were previously identified in the Central SoMa PEIR.

Conclusion

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

E.2 Population and Housing

Central SoMa PEIR Analysis

A principal goal of the Central SoMa Plan is to accommodate anticipated population and job growth consistent with regional growth projections and to support a greater mix of uses while also emphasizing office uses in portions of the plan area. The Central SoMa PEIR found that the development projects that could be proposed and approved pursuant to the plan's zoning controls would accommodate population and job growth already identified for San Francisco and projected to occur within city boundaries and, thus, would not induce substantial unplanned population growth.³⁹ The environmental effects of population and job growth resulting from the plan are addressed in the Central SoMa PEIR and its initial study.

³⁹ Central SoMa PEIR, Appendix B, p. 84.

The Central SoMa PEIR stated that the estimated housing demand resulting from plan-generated employment would be accommodated by increases in housing supply, primarily within the plan area and elsewhere in San Francisco, and development under the Central SoMa Plan would not generate housing demand beyond projected housing forecasts. Office and other non-residential development would be required to pay in-lieu fees to address housing needs from commercial development projects pursuant to the jobs-housing linkage program. Therefore, effects of the Central SoMa Plan related to population and housing would be less than significant.⁴⁰

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

Project-Specific Analysis

The existing project site contains approximately 91,605 gross square feet of building area comprising four one- to two-story buildings with auto repair and vehicle storage uses. The proposed project includes approximately 770,000 square feet of office space, 29,100 square feet of PDR space, 3,900 square feet of ground-floor micro-retail space, and a 3,000-square-foot child-care facility. In addition, the project would dedicate a portion of the site to the city for development of affordable housing, anticipated to include 144 residential studio units.

The project is estimated to generate approximately 3,913 jobs,⁴¹ which would amount to approximately 12 percent of the employment growth anticipated in the Central SoMa Plan. Project-related residential growth (associated with future development of the 144 studio units on the affordable housing site) would amount to approximately 1 percent of the residential growth anticipated in the plan. The direct population growth and indirect increase in demand for new housing generated by the proposed project were accounted for in the Central SoMa PEIR growth projections, which found that the plan would result in an increase of about 15,580 residents and 32,000 employees in the plan area. No existing housing units are within the project

⁴⁰ Central SoMa PEIR, Appendix B, pp. 84-88.

⁴¹ The Central SoMa Draft EIR (p. VI-33) states that office development in the Plan Area would be at a rate of 200 gross square feet of office space per employee. Because the proposed project would provide 770,000 square feet of office space, it would generate approximately 3,850 new employment opportunities in San Francisco. The San Francisco Transportation Impact Analysis Guidelines (Table C-1, p. C-3) state that average densities per employee for general retail and PDR (manufacturing/industrial in the guidelines) are 350 and 567 square feet, respectively. Application of these rates to the proposed project results in an estimate of approximately 11 new employees from retail space and 51 new employees from PDR space.

site boundary and none would be demolished; therefore, no construction of replacement housing elsewhere would be needed.

Cumulative Analysis

The project is within the scope of development projected under the Central SoMa Plan and would not result in more severe cumulative population and housing impacts than previously identified in the Central SoMa PEIR.

Conclusion

For the reasons described above, the proposed project would not result in new or more severe significant project or cumulative population and housing impacts than identified in the Central SoMa PEIR or that are peculiar to the project site.

E.3 Cultural Resources

Central SoMa PEIR Analysis

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

Historic Architectural Resources

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

Archaeological Resources and Human Remains

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

<u>Topics</u>	<u>Significant Impact Peculiar to Project or Project Site</u>	<u>Significant Impact not Identified in Central SoMa PEIR</u>	<u>Significant Impact due to Substantial New Information</u>	<u>No Significant Impact not Previously Identified in Central SoMa PEIR</u>
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3. CULTURAL RESOURCES—Would the project:

- | | | | | |
|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|--------------------------|--------------------------|--------------------------|-------------------------------------|
| a) Cause a substantial adverse change in the significance of a historical resource as defined in §15064.5, including those resources listed in article 10 or article 11 of the San Francisco Planning Code? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| b) Cause a substantial adverse change in the significance of an archaeological resource pursuant to §15064.5? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| c) Disturb any human remains, including those interred outside of formal cemeteries? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |

Project-Specific Analysis

Historic Architectural Resources Onsite

The four buildings proposed for demolition under the proposed project were included in the survey area for the South of Market Survey adopted by the San Francisco Historic Preservation Commission in 2011.⁴² Three of the four buildings are identified and rated as individually eligible historic resources by the South of Market Survey and subsequent Central SoMa Historic Resources Survey and are described below.⁴³ Neither the site nor any of the buildings are included or appear to be eligible for inclusion in any identified historic districts. The South Park Historic District is the nearest known California Register-eligible district but is not located close enough to the project site to be affected by the proposed project.

A historic resources evaluation was prepared to evaluate the project’s potential impacts to the three individual historic resources on the project site.⁴⁴ The historic resources evaluation determined that the building located at 765-777 Harrison Street is not eligible for listing in the California Register of Historical

⁴² Page & Turnbull, Inc., South of Market Area Historic Resource Survey, June 30, 2009.

⁴³ San Francisco Planning Department, Central SoMa Historic Resources Map, https://default.sfplanning.org/Preservation/central_soma_hrs/HP_CentralSoma_Plan_Area_Historic_Resources_Map.pdf, accessed December 18, 2018.

⁴⁴ San Francisco Planning Department, *Historic Resource Evaluation Response, 725 Harrison Street*, February 1, 2019.

Resources either individually or as a contributor to a historic district. The 765-777 Harrison Street building was built as an automotive garage, but it was of secondary importance to the larger and grander automotive show rooms located along the Van Ness Auto Row corridor. Although the South of Market Historic Resources Survey identified this property as a potential contributor to the South of Market Lesbian, Gay, Bisexual, Transgender, Queer (LGBTQ) Historic District, the evaluation found no evidence of any connection to LGBTQ history.

The historic resources evaluation confirmed that two of the buildings on the project site, 735-755 Harrison Street and 120 Perry Street, are considered historic resources pursuant to CEQA:

735-755 Harrison Street: Built in 1906 and expanded in the 1920s, this building is associated with the Union Lithograph Company, which made an important contribution to San Francisco's early printing industry. The 735 Harrison Street building is considered an early Reconstruction Period building and was erected in the immediate aftermath of San Francisco's 1906 Earthquake and Fire for the Lithograph Company, one of the most prominent and oldest printing establishments at the time in San Francisco. The building continued to be occupied by the Union Lithograph Company until 1922, when it was acquired by H.S. Crocker & Company who constructed a minor expansion to the east of the building. The building is also considered a good example of industrial design by master architects Bliss & Faville. The South of Market Historic Resource Survey also identified this property as a potential contributor to the South of Market LGBTQ Historic District; however, research did not identify past events or uses that would rise to the level of significance such that the building would be deemed a contributor to the historic district.

120 Perry Street: Built in 1919, this building is associated with the Doane Motor Truck Company plant, which made important contributions to San Francisco's early truck manufacturing industry. The Doane Motor Truck Company constructed the 120 Perry Street building as an expansion of its plant (located at 428 Third Street), which operated from 1917 until 1946. The Doane Motor Truck Company was identified as a rare surviving example of the early truck manufacturing industry in San Francisco. Additionally, the company played an important role in cargo handling in San Francisco and the Bay Area before the widespread adoption of the forklift and pallet system. The Doane Motor Truck Company specialized in low bed platform truck that was an adaptation of previous horse drawn wagons that featured low platform beds to facilitate the loading and unloading of goods at ports.

Historic Mitigation Feasibility Analysis

The proposed demolition of 735-755 Harrison Street and 120 Perry Street would contribute to the significant historic resource impact identified in the Central SoMa PEIR. Consistent with Central SoMa PEIR Mitigation Measure M-CP-1a, the project sponsor team consulted with the San Francisco Planning Department's preservation staff regarding any feasible means to avoid a substantial adverse change in the significance of these historical architectural resources or reduce effects upon them. To avoid a significant adverse effect, the buildings at 735-755 Harrison Street and 120 Perry Street would need to be substantially retained and reused in a way that would meet the Secretary of the Interior's Standards for Rehabilitation or retain most character-defining features. A project that fully retains and reuses these buildings would result in 28 percent less housing, approximately 40 percent less office floor area, and the loss of open space. Retaining 120 Perry Street in full reduces the affordable housing site by approximately 3,500 square feet.

With an 11,500-square-foot footprint, the housing units that could fit within the affordable housing development would be reduced by 40 units (five fewer units on each of the eight floors). Retaining 735-755 Harrison Street in full would reduce the footprint available to the office development by roughly 27,800 square feet. This reduction of the footprint area would also prevent a second vertical core for the office development, thereby limiting building occupancy. Approximately 380,000 square feet of constructed floor area for the project would be lost as a result of fully retaining both 735-755 Harrison Street and 120 Perry Street. Lastly, 3,000 square feet of open space along Perry Street would be lost because retaining 735-755 Harrison Street would not allow for open space to be created where the 735-755 Harrison Street building directly abuts the property line, as compared to the project which is proposing a 15-foot setback.

Because full preservation of the 735-755 Harrison Street and 120 Perry Street was determined to be infeasible, department preservation staff directed the project sponsor to evaluate the feasibility of two partial preservation options: a partial retention option and a facade retention option.⁴⁵ The planning department then considered the ability of these options to minimize effects on historical resources while meeting the basic project objectives and implementing the applicable policies and objectives of the Central SoMa Plan. **Table 2** includes a comparison of the options to the proposed project and each option is described in further detail below.

Table 2
Comparison of Preservation Options to Proposed Project

Project Component	Project	Partial Retention Option	Façade Retention Option
Office	770,000 sf	674,000 sf	753,000 sf
PDR	29,100 sf	29,689 sf	33,922 sf
Childcare	3,000 sf	3,000 sf	3,000 sf
Residential	103,040 sf	134,700 sf	147,700 sf
Dwelling Units	144	128	128
Retail	3,900 sf	3,900 sf	3,900 sf
Parking	120 spaces	108 spaces	108 spaces
POPOs	16,700 sf	14,955 sf	14,490 sf

Source: Mitigation Feasibility Analysis for 725 Harrison Street, 2019.

Partial Retention Alternative

The partial retention alternative would retain the front half of 735-755 Harrison Street and the façade of 120 Perry Street (see **Figure 16** below). This alternative would demolish the rear half of 735-755 Harrison Street, remove the 1920s addition at the northeast end of the building, and restore the building frontage to its 1906 design by reconstructing the pediments above the end entry bays and restoring the brick cornice to its original configuration. This alternative would demolish most of the 120 Perry Street building but would retain its front façade facing onto Perry Street and the northern side wall, both of which would be 10 feet deep. Because this alternative would retain part of the 120 Perry Street building, which is on the proposed

⁴⁵ Johanna Street, Architect, *Mitigation Feasibility Analysis for 725 Harrison Street*, November 5, 2019.

affordable housing site, the affordable housing building would have a small bump-out in the area identified for the mid-block alley in the proposed project. To accommodate this expansion of the affordable housing building, and still retain a 40-foot-wide mid-block alley/paseo similar to the proposed project, the alley would be jogged, creating somewhat of an S-shape.

The partial retention alternative has substantial construction feasibility issues. Lateral bracing would be required to maintain the façade of 120 Perry Street and the preserved portion of 735-755 Harrison Street. This would substantially conflict with the operation of those spaces—access to them from the outside would be physically restricted and interior space that would otherwise be useable floor area would be occupied by this bracing, expected to extend 20 to 22 feet into the space. Construction activities would require removal and replacement of many structural elements of the 735-755 Harrison Street building. Due to the poor condition of the existing building—both the brittle façade as well as the degraded interior structural elements—further damage to the building during construction, requiring repair or replacement, would likely be required.

Further, deformation compatibility issues with the proposed office building would result from preserving the façade at 120 Perry Street. The existing masonry façade of 120 Perry Street is brittle while the structural system of the new office development is a flexible braced-frame system. This would require further modifications in order for the 120 Perry Street building to be safe in the event of a major earthquake. Maintaining structural support for the existing building when constructing a deeper, adjacent basement would create a series of construction challenges. Underpinning would not be viable as it could lead to excessive settlement and/or movement of the building and structural damage; contractors would not be able to use micro-piles for temporary shoring given the condition of the existing building; and it would not be feasible to extend the building's existing wood columns down through the basement in order to enhance structural support for the building due to their degradation.

The partial retention alternative would also not meet many of the key project objectives. Even though the square footage of the affordable housing site would be the same under this alternative, the irregular floor plan would reduce the number of units by two per floor, reducing the overall affordable housing unit count by 16. Retaining the front half of 735-755 Harrison Street would reduce the office development's office floor area by 12 percent, from 770,000 square feet to 674,000 square feet. This reduction in high-value office square footage would have a negative impact on the proposed project's ability to provide the PDR space, which has a low rent value, and the donation of a 15,000-square-foot parcel to the MOHCD for affordable housing, while maintaining overall economic feasibility. Furthermore, this alternative does not develop the site at an intensity and density that takes full advantage of the transit along Fourth Street and the new Central Subway.

The partial retention alternative would not support many of the core principles of urban design in the Central SoMa Plan and the project objectives. The office development's façade along Harrison Street would be substantially impaired and would not be consistent with the objective of maintaining a strong streetwall along Fourth, Harrison, and Perry streets. The preserved facades of 735-755 Harrison Street and 120 Perry Street have minimal to no building transparency and are not consistent with the current street frontage controls of the planning code, which requires 65 percent transparency at the ground floor. As a result, the partial retention alternative would not meet the objective of activating the street level through street-facing



Figure 16
 Comparison of Alternatives
 725 Harrison Street Project CPE Initial Study Checklist

PDR, retail, and child-care uses. While this alternative would still provide a mid-block alley between Perry and Harrison streets, its jogged S-shape would not meet the project objective of allowing for easy physical and visual connection to other narrow streets and alleys in the vicinity, would create a safety issue (by creating protected interior corners) and increase challenges with keeping the passage clean.

The partial retention alternative at 120 Perry Street would also not meet the Secretary of the Interior's Standards for Rehabilitation for either 735-755 Harrison Street or 120 Perry Street. It would remove much of the 120 Perry Street building, resulting in the use of destructive construction techniques on its character-defining features as well as loss of its character-defining features, and create a new building addition that is not reversible with dissimilar use, design, height, massing, and materials. Enough of the 735-755 Harrison Street building would remain to convey it as an independent entity but signage would be required to justify and explain its retention. The building is significant for both its architecture and events, but this alternative focuses on preserving the original architecture and removes the portions of the existing building that convey the progression of events, as preservation of the original architecture enables more flexibility in designing the space within the building. Conveying the progression of events that occurred in the building would reduce the amount of usable space when compared to preserving the original architecture.

The partial retention alternative would lessen, but would not eliminate impacts that the project would have on historic resources and would not meet most of the basic project objectives in accordance with the applicable policies of the Central SoMa Plan.

Façade Retention Alternative

The façade retention alternative would be identical to the partial retention alternative in its treatment of 120 Perry Street. Similar to the partial retention alternative, it would also restore the 735-755 Harrison Street building frontage to its 1906 design and remove the 1920s addition. In contrast to the partial retention alternative, it would demolish most of 735-755 Harrison Street, removing the interior portion and retaining only the front and rear facades, both of which would be 20 feet deep (see **Figure 16**). A portion of the new office building would be located between the front and rear retained portions of the 735-755 Harrison Street building.

The affordable housing site would be slightly larger under the façade retention alternative than under the proposed project (15,400 square feet compared to 15,000 square feet). The mid-block alley would be shifted southwest towards Fourth Street by 10 feet due to the retention of the 120 Perry Street façade, but it would remain straight rather than being jogged as in the partial retention alternative.

The façade retention alternative would have the same constructability issues as the partial retention alternative. It would perform somewhat better at meeting the project objectives than the partial retention alternative because it would retain a straight, rather than jogged, mid-block alley, and would reduce the office development's square footage by a much smaller amount—approximately 17,000 square feet. Nevertheless, it would fail to meet many of the other project objectives, as outlined above for the partial retention alternative. It would also perform more poorly in meeting the Secretary of the Interior's Standards for Rehabilitation for 735-755 Harrison Street, because only the front and rear facades of this building would be retained as compared to the entire front half for the partial retention alternative. As such, this alternative

would not eliminate the material impact that the project would have on the historical resources and would not meet most of the basic project objectives in accordance with the Central SoMa Plan.

Project Mitigation Measures

For the reasons discussed above, the planning department has determined that significant impacts on historical resources cannot be avoided. Therefore, **Project Mitigation Measure M-CR-1: Documentation of Historical Resource(s)** (implementing Central SoMa PEIR Mitigation Measure M-CP-1b); **Project Mitigation Measure M-CR-2: Oral Histories** (implementing Central SoMa PEIR Mitigation Measure M-CP-1c); **Project Mitigation Measure M-CR-3: Interpretive Program** (implementing Central SoMa PEIR Mitigation Measure M-CP-1d); and **Project Mitigation Measure M-CR-4: Video Recordation** (implementing Central SoMa PEIR Mitigation Measure M-CP-1e); would apply to the proposed project. All four mitigation measures would apply to the demolition of 735-755 Harrison Street; **Project Mitigation Measures M-CR-1, M-CR-3, and M-CR-4** would apply to the demolition of 120 Perry Street.⁴⁶ Even with implementation of these mitigation measures, this impact would remain significant and unavoidable, consistent with the findings of the PEIR. The proposed project would not result in any new or more severe impacts to onsite historic architectural resources than were already analyzed and disclosed in the Central SoMa PEIR.

Historic Architectural Resources in the Vicinity

Construction activity can generate vibration that can cause structural damage to nearby buildings. As described in the Central SoMa PEIR, construction activity could damage adjacent and nearby historical resources, particularly unreinforced masonry structures. There is one identified historical resource on the project block at 428 Third Street, which was identified in the South of Market Historic Resources Survey as being individually eligible for listing in the California Register for its association with the Doane Motor Truck Company. Constructed in 1917, the 428 Third Street building is a one-story industrial building located at the corner of Third and Perry streets. The affordable housing development would be adjacent to the 428 Third Street building. Construction of the affordable housing development has the potential to result in construction vibration that could cause damage to the 428 Third Street building, resulting in a significant impact. Therefore, the proposed project would be required to comply with **Project Mitigation Measure M-CR-5: Protect Structures from Adjacent Construction Activities** (implementing Central SoMa PEIR Mitigation Measure M-CP-3a) and **Project Mitigation Measure M-CR-6: Construction Monitoring Program for Adjacent Structures** (implementing Central SoMa PEIR Mitigation Measure M-CP-3b) (see Topic E.6, Noise, for more detail), which require the project sponsor, city, and affordable housing developer to incorporate into construction specifications (for both the office development and affordable housing development) a requirement that the construction contractor(s) use all feasible means to avoid damage to adjacent and nearby buildings (such as using alternative construction techniques within the minimum recommended setback distances). Furthermore, the project sponsor shall undertake a monitoring program to ensure groundborne vibration levels at adjacent buildings do not exceed levels protective of the structural integrity of the buildings. With implementation of **Project Mitigation Measures M-CR-5 and M-**

⁴⁶ Implementation of Project Mitigation Measure M-CR-2: Oral Histories was determined infeasible for the demolition of 120 Perry Street given that the Doane Motor Company closed in 1946.

CR-6, vibration from the construction of the proposed project would not result in significant impacts to offsite historic architectural resources that were not previously identified or that are peculiar to the project site, nor would the proposed project have more severe impacts than those identified in the Central SoMa PEIR.

Archaeological Resources and Human Remains

The office development would involve excavation to approximately 16 feet below grade for the basement and mat foundation, over an area of approximately 80,700 square feet. The affordable housing development would involve excavation to approximately 3 feet below grade for removal of contaminated soil⁴⁷ and is anticipated to require pile drilling up to 40 feet depth.⁴⁸ The project also would involve additional minor ground-disturbing activities associated with sidewalk widening, generally limited to a shallow depth of excavation. The planning department conducted a preliminary archeological review for the project site.⁴⁹ As noted in the preliminary review, a fragment of probable human bone and shell fragments were found during geotechnical coring in 2016. An early 20th century investigation observed 4 feet of midden with its base at about 10 feet below ground surface and concluded that it was very likely that intact and redeposited materials remained. This deposit was recorded previously as CA-SFR-02.

It is anticipated that proposed project excavations would result in a significant impact to a known prehistoric archaeological deposit, which is likely to include human remains, and that historic-period archaeological features could be affected as well. The significant archaeological impacts associated with the anticipated discovery of significant archaeological deposits or features during soils-disturbing activity resulting from the proposed project would be reduced to less-than-significant levels with implementation of **Project Mitigation Measure M-CR-7: Archaeological Testing** (implementing Central SoMa PEIR Mitigation Measure M-CP-4a) and **Project Mitigation Measure M-CR-8: Procedures for Accidental Discovery of Archeological Resources** (implementing Central SoMa PEIR Mitigation Measure M-CP-4b). **Project Mitigation Measure M-CR-7** requires implementation of a pre-construction archeological testing plan that would involve coring and/or trenching of the site—before demolition, where possible, and after demolition of existing buildings, where necessary—to determine if archeological resources or human remains are present. An Ohlone Native American monitor will be offered the opportunity to be present during archeological testing. Depending on the results of testing, further measures may be required, potentially including a data recovery plan and/or monitoring plan. Project Mitigation Measure M-CR-8 would also apply to the proposed project and outlines the procedures in the event of an accidental discovery of archeological resources. With the implementation of these mitigation measures, the proposed project would not result in significant impacts on archeological resources that were not identified in the Central SoMa PEIR.

⁴⁷ Langan Treadwell Rollo, *Preliminary Estimate of Volume and Disposal Cost of Contaminated Fill Material, 4th and Harrison Street Affordable Housing Project*, October 31, 2018.

⁴⁸ Langan Engineering and Environmental Services, Inc., *Updated Geotechnical Investigation, 4th and Harrison, San Francisco, California*, July 19, 2019.

⁴⁹ San Francisco Planning Department, *Preliminary Archeological Review, 725 Harrison Street*, February 7, 2018.

Cumulative Analysis

The geographic context for cumulative impact analysis related to historic architectural resources is the South of Market neighborhood which encompasses the Central SoMa Plan area. This study area is defined by numerous industrial and utilitarian buildings. Demolition of two historic architectural resources by the proposed project could combine with the demolition and/or alteration of similar buildings proposed by other reasonably foreseeable projects in the SoMa neighborhood, thereby contributing to an overall cumulative cultural resources impact. As such, the proposed project's contribution to the cumulative impact on individually identified historic architectural resources and/or contributors to a historic district or conservation district located in the plan area, including as-yet-unidentified resources, is significant and unavoidable, consistent with the Central SoMa PEIR.

Impacts related to archeological resources and human remains are typically site-specific. However, the previously-recorded prehistoric archeological deposit at the project site, SFR-2, has been subject to impacts from prior development on and adjacent to the project site, including from the San Francisco Oakland Bay Bridge West Span Project. There is the potential for cumulative projects in the immediate vicinity of the project site (e.g. 744 Harrison Street and 768 Harrison Street) to result in significant impacts to the same prehistoric archeological resource. Cumulative development in the project vicinity therefore would be expected to result in significant cumulative impacts to the prehistoric archeological resource, SFR-02. Because of the project's likely potential to impact significant archeological resources, the project's contribution to this impact would be cumulatively considerable. However, the proposed project's contribution to cumulative impacts related to archeological resources and human remains would be reduced to less than significant with implementation of Project Mitigation Measures M-CR-7 and M-CR-8. Therefore, the proposed project would not result in or contribute to more severe cumulative cultural resources impacts than were previously identified in the Central SoMa PEIR.

Conclusion

For the reasons described above, the proposed project would not result in new or more severe significant project or cumulative cultural resource impacts than identified in the Central SoMa PEIR or that are peculiar to the project. **Project Mitigation Measures M-CR-1, M-CR-2, M-CR-3, M-CR-4, M-CR-5, M-CR-6, M-CR-7, and M-CR-8** would apply to the proposed project.

E.4 Tribal Cultural Resources

Central SoMa PEIR Analysis

Based on discussions with Native American tribal representatives in San Francisco, while there are no other known or potential tribal cultural resources in San Francisco, prehistoric archaeological resources are presumed to be potential tribal cultural resources. The Central SoMa PEIR determined that development under the plan could have a significant impact on prehistoric archaeological resources that also may be tribal cultural resources and identified **Central SoMa PEIR Mitigation Measure M-CP-5, Project-Specific Tribal Cultural Resource Assessment**, to address this impact. Under this measure, a project-specific archaeological assessment may identify additional archaeological testing or monitoring required to assess the potential for impacts to tribal cultural resources at the project site. This mitigation measure applies to any project

involving soil disturbance of 5 feet or greater below ground surface. Any such projects are required to be reviewed as part of the project-specific preliminary archaeological evaluation to determine if they may have significant effects on tribal cultural resources. If it is determined that a project may have a significant effect, the project is required to develop and implement an archaeological resource preservation plan or, if the resource cannot feasibly be preserved, an interpretive plan. The Central SoMa PEIR concluded that with implementation of Mitigation Measure M-CP-5, impacts of development under the plan on tribal cultural resources would be reduced to less-than-significant levels.

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

Project-Specific Analysis

The preliminary archaeological review for the project states that a fragment of probable human bone and shell fragments were found during geotechnical coring in 2016. In addition, an early 20th century investigation observed 4 feet of midden with its base at about 10 feet below ground surface and concluded that it was likely that intact and redeposited materials remained.⁵⁰ Furthermore, a prehistoric deposit was found on the project block during archaeological investigations for the San Francisco Oakland West Span Bay Bridge Project.⁵¹

As described above, **Project Mitigation Measure M-CR-7: Archeological Testing** requires pre-construction archeological testing given the prehistoric archeological sensitivity within the project site. It is anticipated that archeological testing will reveal evidence of previously-recorded site CA-SFR-02, a

⁵⁰ San Francisco Planning Department, *Preliminary Archeological Review, 725 Harrison*, February 7, 2018.

⁵¹ Anthropological Studies Center, Sonoma State University. *Archaeological Fieldwork Report for the San Francisco-Oakland Bay Bridge West Approach Project (confidential)*. 2006.

prehistoric archaeological site that also is assumed to be a tribal cultural resource. If the archaeological testing uncovers potential tribal cultural resources or if prehistoric resources are discovered pursuant to **Project Mitigation Measure M-CR-8: Procedures for Accidental Discovery of Archeological Resources**, **Project Mitigation Measure M-TCR-1: Project-Specific Tribal Cultural Resource Assessment** (implementing Central SoMa PEIR Mitigation Measure M-CP-5), would apply to the proposed project. **Project Mitigation Measure M-TCR-1** requires, in the event of discovery of a tribal cultural resource, staff to determine whether preservation in place of the resource is both feasible and effective, based on information provided by the project sponsor regarding feasibility and other available information. If preservation in place is not a sufficient or feasible option, then the project sponsor shall implement an interpretative program of tribal cultural resources in coordination with affiliated Native American tribal representatives. Implementation of **Project Mitigation Measure M-TCR-1** would reduce potentially significant impacts to a tribal cultural resource to a less-than-significant level, consistent with the conclusions of the Central SoMa PEIR.

Cumulative Analysis

As explained in the Central SoMa PEIR and again above, impacts to archaeological resources, including tribal cultural resources, are typically site specific. However, in this case, it is likely that the known archeological site on the project site extends to adjacent work sites, including cumulative project sites on Harrison Street. The project, in conjunction with other cumulative projects therefore has the potential to result in significant cumulative effects, as discussed above. As it is anticipated that resource SFR-02 is present on the project site, and that the project would likely result in a significant impact to this resource, it also is anticipated that the project's contribution to the impact would be cumulatively considerable. However, the project's contribution to this impact, with implementation of **Project Mitigation Measure M-TCR-1**, would be reduced to a less than significant level. The project therefore would not result in more severe cumulative tribal cultural resource impacts than were previously identified in the Central SoMa PEIR.

Conclusion

For the reasons described above, with implementation of **Project Mitigation Measure M-TCR-1**, the proposed project would not result in new or more severe significant project or cumulative tribal cultural resource impacts than identified in the Central SoMa PEIR or that are peculiar to the project site.

E.5 Transportation and Circulation

Central SoMa PEIR Analysis

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

under the plan in combination with the proposed street network changes could be significant and identified four mitigation measures to reduce impacts to emergency vehicle access to less than significant.

Additionally, the Central SoMa PEIR conducted a plan-level analysis and project-level screening analysis of the vehicle-miles-traveled (VMT) impacts of subsequent development projects enabled under the plan, such as the proposed project, and found that VMT impacts would not be significant. The proposed project consists of land uses (office, residential, and micro-retail⁵²) that were analyzed in the VMT analysis in the Central SoMa PEIR and is located in a transportation analysis zone (640) that was analyzed in the Central SoMa PEIR. Therefore, the proposed project would also not result in significant VMT impacts and this topic is not addressed below.

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

Project-Specific Analysis

A transportation study was prepared for the proposed project to evaluate potential project-specific effects; this study is summarized below along with a more comprehensive discussion of the Central SoMa PEIR findings for each transportation subtopic.⁵³ The project-specific transportation study estimated the new person trips and distribution of those trips among various travel modes, referred to as the project’s travel demand.⁵⁴ The travel demand was then used to assess the project’s impact on transportation and circulation, as discussed below. The most recent project completion dates indicate that Central Subway construction will be completed in summer 2020 and revenue service will begin in summer 2021.⁵⁵ As a result, the 725 Harrison Street baseline conditions scenario assumes that the Central Subway is open and

⁵² The proposed project also includes PDR use, which for purposes of this VMT analysis is considered an office land use, and therefore, is addressed in the Central SoMa PEIR’s VMT analysis.

⁵³ Kittelson & Associates, *725 Harrison Street Transportation Impact Study*, November 6, 2019.

⁵⁴ New person trips, rather than net-new person trips, were used for analysis for two reasons. Using new trips represents a more conservative analysis approach; and the existing land use includes vehicle parking and storage, demand for which may not be fully replaced with the replacement of the existing land use.

⁵⁵ San Francisco Municipal Transportation Agency, *Central Subway Project Update for September 2019*, <https://www.sfmta.com/project-updates/central-subway-project-update-september-2019>, accessed September 28, 2019.

that associated changes to traffic circulation, transit routes and services, and other components of the transportation system are in effect.

Travel Demand

The proposed project would consist of approximately 770,000 square feet of office space, 3,900 square feet of retail, 29,100 square feet of PDR uses, 3,000 square feet of child care space serving up to 30 children, and up to 144 affordable housing units within 103,040 square feet of gross floor area. The estimated travel demand does not take into account the displacement of the existing uses and any trips associated with existing vehicle storage on the site; not taking into account the displacement of existing uses/trips yields a conservative (i.e., higher) estimate of person trips. **Table 3** below summarizes the proposed project travel demand by mode. As shown, 17,915 daily person-trips and 1,774 p.m. peak hour person-trips are estimated to be generated by the proposed project.

Table 3
Project Travel Demand by Mode

Mode	Weekday Daily	Weekday PM Peak Hour		
		Inbound	Outbound	Total
Auto	6,523	135	519	654
Transit	5,766	99	598	697
Walk	4,510	138	186	324
Other ^a	1,116	42	57	99
Total Person-Trips ^b	17,915	414	1,360	1,774
Total Vehicle-Trips ^c	3,241	64	307	371

Notes: In = inbound to the project site. Out = outbound from the project site. AVO = Average Vehicle Occupancy. Numbers may not sum to total due to rounding.

^a "Other" includes trips taken by bicycle, motorcycle, for-hire vehicles, and taxis.

^b Total Person-Trips may not match person-trip generation by land use estimates due to rounding.

^c Vehicle-trips were calculated by applying the average vehicle occupancy to the auto person-trips, considering that some vehicle trips would have more than one person in the vehicle.

Source: Kittelson & Associates, Inc., 2019. SF Guidelines, 2002.

Traffic Hazards

Central SoMa PEIR Analysis

The Central SoMa PEIR defines a traffic hazard as any physical feature that impairs the ability of drivers to see other vehicles, pedestrians, or people bicycling. As described in the Central SoMa PEIR, subsequent development projects under the plan would generally not introduce unusual design features that would result in traffic hazards. Development projects are required to undergo various levels of city review to ensure that proposed pedestrian access, vehicular access, and streetscape improvements follow appropriate design guidelines and are constructed consistent with city standards. The Central SoMa PEIR concluded that traffic hazards resulting from implementation of the plan would be less than significant.

Project-Specific Analysis

The proposed project would add 371 total vehicle trips (307 outbound, 64 inbound) in the p.m. peak hour, which does not represent a substantial addition relative to background vehicle volumes in the project study area such that it would cause driving hazards. The proposed project would reduce roadway capacity along Harrison Street by removing one lane between Third and Fourth streets.⁵⁶ There are several one-way streets adjacent to the project site, including Third, Fourth, and Perry streets, that provide direct access to other local roads and to Interstate 80. It is anticipated that drivers will continue to use the quickest and most efficient direction of travel to reach their destination, which reflects existing travel patterns. Thus, the lane reduction along Harrison Street on the project block would not be expected to substantially alter traffic patterns.

In addition to Perry Street, the proposed project would add vehicle trips to Third, Harrison, and Fourth streets, along portions of each roadway that have been identified as part of the Vision Zero High Injury Network. Based on observations taken on Wednesday, August 8, 2018, people crossing the western leg of Harrison Street along Third Street share a signal phase with 330 left-turning vehicles from a single left-turn lane in the p.m. peak hour. During most cycles, left-turning drivers were observed queueing in the intersection, waiting for people to clear the crossing. A review of reported injury and fatal pedestrian collisions between 2014 and 2018 provided by SFMTA showed five pedestrian collisions within the intersection.⁵⁷ Of the five pedestrian collisions, four involved drivers making the left turn from Third Street to Harrison Street, constituting a pattern and an existing hazardous condition for pedestrians.

The project would generate the following number of left turns for both inbound and outbound drivers in the p.m. peak hour:

- 307 turns from Perry to Third Street;
- 288 turns from Third to Harrison Street;
- 79 turns from Harrison to Fourth Street; and
- 64 turns from Fourth to Perry Street.

All of these left turns are from one-way streets to one-way streets and are made without the need for drivers to identify gaps in oncoming traffic. This reduces the risk of conflicts between drivers and pedestrians compared to a similar number of permissive left turns across conflicting traffic lanes.

The project would add a substantial number of left turns from Third Street to Harrison Street. Vehicles making a left turn from Third Street on to Harrison Street must wait for pedestrians to exit the western crosswalk before completing the turning movement; this can result in backups for drivers making left turns at this intersection. The project's expansion of the Harrison Street south side sidewalk (from 8 feet to 15 feet) and the associated reduction in street width would reduce this conflict. The project would reduce the

⁵⁶ The Central SoMa PEIR did not evaluate a lane reduction between Third and Fourth streets.

⁵⁷ Dustin White, Transportation Planner, San Francisco Municipal Transportation Agency, "Re: 725 Harrison Street – accident data for Third and Harrison and Outreach to GGT?," Email message to Elizabeth White (SF Planning Department), June 3, 2019.

pedestrian crossing distance across Harrison Street on the west leg of the Harrison Street/Third Street intersection from 66.5 feet to 59.5 feet. Assuming a 3.5-foot-per-second walking speed, 58 people walking would be able to cross two seconds faster, reducing the conflict time among all queueing left-turning drivers. The proposed sidewalk widening would also provide more space for pedestrians along the south side of the street. These improvements, including the lane reduction along the project frontage, would provide a traffic calming effect that would reduce the potential for conflicts between pedestrians and cars.

The project would include four driveways on Perry Street: a 25-foot-wide driveway for the proposed parking garage, two 25-foot-wide driveways for loading bays, and a 12-foot-wide driveway for an additional other loading bay. Perry Street serves a much lower volume of traffic than Harrison and Fourth streets (56 p.m. peak hour vehicle trips compared to 1,516 and 443, respectively). As a result, driveway and loading dock turning movements would be made on the street fronting the project site with the lowest relative traffic volume where required sightlines are short due to low speeds and finding a gap in traffic would be relatively easy.

In the p.m. peak hour, when garage trips would be highest and some overlapping use between garage trips and loading dock activities would be expected, 83 percent of project trips would be outbound (307 of 371). As required pursuant to Planning Code section 155(u), the proposed driveway loading and operations plan would manage vehicles exiting the garage and loading trips to avoid conflicts with pedestrians and people bicycling and prevent queuing on the street. Vehicles exiting the garage would be metered with the use of a gate arm. The garage has ample storage space along the ramp (approximately 90 feet, or room for three to four passenger cars) and around the bottom of the ramp (approximately one passenger car vehicle can be stored on either side of the ramp) so that if a vehicle is waiting to exit, others can safely wait off street. Thus, the proposed project would have a less-than-significant impact related to driving hazards.

The project design would not result in queues or conflicts that would create potentially hazardous conditions between project vehicles and other vehicles in the project vicinity. Thus, the proposed project would have a less-than-significant impact related to traffic hazards. Therefore, the project would not result in new significant impacts related to traffic hazards that were not identified in the Central SoMa PEIR.

Cumulative Analysis

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

⁵⁸ A pedestrian walking speed of 3.5 feet per second is a standard assumption used to specify the signal time allotted for pedestrian crossings, as provided by the Manual on Uniform Traffic Control Devices (MUTCD, section 4C.05). See also: Zegeer, C.V., C. Seiderman, P. Lagerway, M. Cynecki, M. Ronkin, and R. Schneider. Pedestrian Facilities User's Guide - Providing Safety and Mobility. Report No. FHWA-RD-01-102. U.S. Department of Transportation, Federal Highway Administration, Washington, D.C., 2002.

between vehicles, pedestrians, and bicycles. Additionally, reasonably foreseeable projects in the vicinity such as the Townsend Corridor Improvement Project, the Third Street Transit and Safety Project, and the Sixth Street Pedestrian Safety Project, are primarily intended to reduce transit delay and improve transit access, as well as to improve safety for people bicycling, pedestrians, and motor vehicles. The effect of these projects, in addition to those analyzed, under the Central SoMa PEIR would generally be to reduce vehicle speeds in the area and improve safety and accessibility for pedestrians and people bicycling.

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

Transit

Central SoMa PEIR Analysis

The Central SoMa PEIR found that growth resulting from Central SoMa Plan implementation, including proposed changes to the street system, would result in significant impacts on transit capacity (due to increased ridership demand) and transit operations (due to delays to transit vehicles).⁵⁹ The Central SoMa PEIR identified three mitigation measures to reduce these impacts: **Central SoMa PEIR Mitigation Measures M-TR-3a, Transit Enhancements** (i.e., enhanced transit funding, transit corridor improvements, transit accessibility improvements, and Muni storage and maintenance improvements); **M-TR-3b, Boarding Improvements**; and **M-TR-3c, Signalization and Intersection Restriping at Townsend/5th streets**. Central SoMa PEIR Mitigation Measures M-TR-3b and M-TR-3c would be implemented by the city and are not applicable to individual development projects. Central SoMa PEIR Mitigation Measure M-TR-3a contains requirements for both the city and developers of subsequent development projects. One portion of Central SoMa PEIR Mitigation Measure M-TR-3a that applies to subsequent development projects requires the city to establish fee-based sources of revenue toward transit improvements. The Central SoMa Plan levies fees on subsequent development projects to finance the plan's public benefits package, which includes \$500 million for local and regional transit improvements. Therefore, this portion of the M-TR-3a has been implemented with approval of the Central SoMa Plan and implementation of the plan's development impact fees. Nonetheless, due to uncertainty regarding the feasibility and effectiveness of all of the transit mitigation measures, the Central SoMa PEIR determined that these impacts would be significant and unavoidable.

Project-Specific Analysis

The project site is well served by both local and regional transit service. Muni operates several transit lines near the proposed project. Specifically, Muni lines 8-Bayshore, 8AX-Bayshore A Express, and 8BX-Bayshore B Express provide northbound service along Third Street. By the time the 725 Harrison Street project is operational, all three Muni lines will operate on Fourth Street, turning right onto Harrison Street; and the

⁵⁹ The San Francisco Planning Department no longer considers transit capacity as an environmental effect. This is consistent with state guidance in which the addition of new users is not treated as an adverse physical environmental effect.

30 Stockton and 45 Union-Stockton will operate on Fourth Street in the project study area. The 12-Folsom/Pacific line provides service along Harrison and Folsom Streets. The bus stops nearest to the project site are located at the southeast corner of Third and Perry Streets (Lines 8, 8AX, and 8BX) and near the northwest corner of Third and Harrison Streets (Line 12).

Additionally, Golden Gate Transit uses the lot across Perry Street from the proposed project as one of its two bus yards. Between 4 and 6 p.m. on weekdays, 80 Golden Gate Transit buses are scheduled to depart and 70 are scheduled to arrive at the bus yard on Perry Street. Under baseline conditions, inbound buses drop off passengers at the Perry Street/Fourth Street drop-off bus stop when in revenue service, and all departing buses pick up any waiting passengers at the Third Street/Perry Street bus stop.

The project would generate approximately 697 new transit trips (598 outbound, 99 inbound) during the weekday p.m. peak hour. Transit trips to and from the project site would likely use the nearby Muni bus and light rail lines for local trips, and the regional lines such as Bay Area Rapid Transit (BART), Alameda County (AC) Transit, Golden Gate Transit, Caltrain, and SamTrans (potentially with transfers to and from Muni) for trips outside San Francisco. All inbound and outbound vehicular trips for the office development are anticipated to use the project driveway on Perry Street. The one-way traffic on Perry Street is served by a signal at Perry Street/Third Street.

Local Transit

The proposed project would not introduce any design features that would preclude or alter access to nearby local transit facilities. The majority of project vehicle trips in the p.m. peak hour would be outbound trips and are anticipated to turn left from Perry Street onto Third Street. Outbound project trips are constrained by both project driveway metering and a fixed 20 seconds of green time for Perry Street of each 90-second cycle at the Third Street/Perry Street intersection. The majority of project trips would need to stay to the left-hand side of the road on both Third Street (west side of the street) and on Harrison Street (south side of the street) to make their required turning movements (i.e., making their way to I-80). As such, project trips would not be expected to queue across or into Muni vehicles' paths at the Third Street/Harrison Street nor Fourth Street/Harrison Street intersections. As such, the proposed project would not be expected to substantially delay Muni operations; project-level impacts to local transit would be less-than-significant.

Regional Transit

As previously mentioned, Golden Gate Transit uses the lot across Perry Street from the proposed project as a bus yard. A number of Golden Gate Transit bus routes both begin and end at the bus yard on Perry Street. Inbound buses currently drop off passengers at the Perry Street/Fourth Street bus stop when in revenue service, and all departing buses pick up any waiting passengers at the Third Street/Perry Street bus stop. The Golden Gate Transit stop is in approximately the same location as the proposed project driveway. As such, the project would relocate the Perry Street/Fourth Street stop further east along Perry Street to minimize conflicts between project driveway activity and buses.

If outbound project vehicle travel demand were to peak within the p.m. peak hour, demand would exceed the signal capacity and queues could propagate along Perry Street throughout the peak hour until demand subsides entirely (after the peak period). This would cause delays to Golden Gate Transit if the vehicles

trips associated with the proposed project interfered with the buses' ability to exit the bus yard, pick up passengers, and get through the signal onto Third Street.

To determine the project's impact to Golden Gate Transit operations, the department conducted a transit delay analysis as part of the transportation study. The proposed project is anticipated to generate 302 vehicle trips in the p.m. peak period, and the 725 Harrison Street project proposes a 120-space vehicle garage. For the purposes of analyzing project transit impacts, a vehicle trip scenario was developed that constrains vehicle trips by the number of parking spaces provided. The garage-constrained scenario assumes the parking spaces to be fully occupied and subsequently empty completely within the p.m. peak hour. This would represent 120 outbound trips, plus the 20 expected outbound freight loading trips, for a total of 140 outbound p.m. peak hour vehicle trips. The results of this analysis determined that a driveway outbound metering of four vehicles per minute (or one every 15 seconds) from the 725 Harrison Street Project driveway would not contribute to delays to Golden Gate Transit operations at the Third Street/Perry Street intersection. As a result, the project will include a gate arm and outbound metering rate that permits four vehicles per minute to exit the garage and on to Perry Street. This gate arm and outbound metering rate is part of the proposed project's driveway, loading, and operations plan and will be monitored and adjusted as needed during the project's lifetime.

Gate metering at a rate of four cars per minute would ensure that project-related queues that could delay regional transit do not propagate along Perry Street. Although gate metering at a rate of four cars per minute would reduce project queues that could delay regional transit along Perry Street, there is still potential for the office development component of the project to result in significant delays to regional transit. **Project Mitigation Measure M-TR-1: Queue Abatement** would apply and would provide a process for adjusting the metering hours if there are recurring queues.⁶⁰ Therefore, with implementation of Project Mitigation Measure M-TR-1, project impacts to regional transit would be reduced to a less-than-significant level

Furthermore, **Project Improvement Measure I-TR-1** would include the installation of dynamic signs on Fourth Street indicating the occupancy of the garage. Implementation of Project Improvement Measure I-TR-1 would further reduce the project's less-than-significant impact to regional transit.

Cumulative Analysis

The PEIR identified a cumulative transit impact. With the development expected under the Central SoMa Area Plan, an increase in vehicle activity would be expected on the surrounding roadway network, leading to an expected increase in transit delay. The PEIR determined that Muni lines 8AX Bayshore Express, 8BX Bayshore Express, 30 Stockton, and 45 Union-Stockton would all incur significant cumulative delay impacts on Third Street in the northbound direction. Golden Gate Transit lines also travel northbound along Third Street and were likewise found to incur significant delay impacts.

⁶⁰ Project Mitigation Measure M-TR-1 only applies to the office development as this component of the project proposes to construct the 120-space parking garage.

The following planned roadway projects would offset some of this resulting delay through the implementation of specific transit improvements, but would not reduce delay impacts to less than significant:

- The Townsend Corridor Improvement Project
- The Third Street Transit and Safety Project
- The Sixth Street Pedestrian Safety Project

These projects include elements intended to reduce transit delay and improve transit access, as well as to improve safety for people bicycling, pedestrians, and motor vehicles. The effect of these projects in addition to those analyzed under the Central SoMa PEIR would generally be to reduce vehicle speeds in the area while increasing transit accessibility and reliability.

Project-generated trips in the p.m. peak hour would contribute between 1 and 7 percent of total approach volume at the Fourth Street/Harrison Street intersection and at the Third Street/Harrison Street intersection. The proposed project's vehicle trips thus represent substantial contributions to cumulative volumes along these approaches. As such, the proposed project would have a considerable contribution to the significant cumulative impacts to transit operations identified in the PEIR, both local (Muni) and regional (Golden Gate Transit).

The 725 Harrison Street transportation study analyzed the impacts of the proposed project in combination with cumulative projects and determined that the cumulative transit impacts would not be more severe than those identified in the Central SoMa PEIR.

Pedestrians

Central SoMa PEIR Analysis

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

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

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

Project-Specific Analysis

The project would not generate any activities or include any design or features that would create hazards for pedestrians or interfere with pedestrian access or circulation. Given existing traffic levels and the estimates of project-generated traffic, the project is not expected to substantially increase overall traffic levels along these streets such that it could create potentially hazardous conditions for pedestrians or otherwise interfere with pedestrian access or circulation. The project would implement several improvements to the pedestrian realm, including the creation of two POPOS—a mid-block alley and an indoor/outdoor space along the corner of Fourth and Harrison streets. The POPOS would generally be set back 5 feet along Harrison Street and 15 feet along Perry Street, thereby increasing the width of the usable sidewalk space and pedestrian infrastructure. Therefore, the project would improve walking facilities and have a positive effect on walking access in the project area.

As previously described, the project proposes one 25-foot-wide driveway for the below-grade parking garage, a 25-foot-wide driveway for two freight loading bays, a 12-foot-wide driveway for an additional freight loading bay, and one 25-foot-wide driveway for two freight loading bays. The below-grade parking garage has a 25-foot-wide access ramp and is located to the east of the 25-foot-wide and 12-foot-wide freight loading driveway (separated by 8 feet). Drivers accessing the project garage would need to use Perry Street, as this serves as the only access road to the project garage. The project garage would employ a gate arm and metering system to constrain the number of exiting vehicles in the p.m. peak hour. The garage-constrained vehicle trip scenario discussed in the preceding section was used to analyze possible pedestrian impacts associated with project-generated vehicle traffic entering and exiting the project's garage. Given the number of anticipated vehicles entering and exiting the parking garage during the weekday p.m. peak hour (65 entering left turn vehicles and 140 exiting left turn vehicles) and the implementation of the metering system, project garage operations would not be expected to generate queues on Perry Street or across the sidewalk, at the garage entrance. The proposed project also includes an audio and visual warning device to alert pedestrians when the project driveway is in use and a vehicle is approaching. Therefore, project garage access would not result in a substantial hazard to pedestrians.

The 25-foot-wide parking garage driveway provides adequate amount of space for one entering vehicle and one exiting vehicle to use the access point at the same time. The driveway is positioned just west of a freeway support column and approximately 90 feet east of the nearest support column to the west along Perry Street. The support columns are on the curb line between the sidewalk and Perry Street, so exiting drivers would be able to see people walking on the sidewalk without visual obstruction from the support columns. Additionally, the garage driveway provides entry to the west of the driveway and exit to the east – the directionality is reversed so that inbound and outbound left turns do not overlap. This directionality would assist inbound drivers in seeing people walking from the east who may emerge from behind a support column with ample space and the opposing direction of the driveway separating them from an inbound driver. The presence of a gate arm for outbound drivers will limit their exiting speed and promote safety for people walking past on Perry Street. There would be no sight distance obstructions within the limits of the driveways.

As identified above, there are no project design features that would create a hazard for people walking. For the reasons stated above, the proposed project would have a less-than-significant impact on people walking

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and would not create hazardous conditions for people walking or otherwise interfere with walking accessibility to the site and adjoining areas.

Cumulative Analysis

The Central SoMa PEIR improvements to walking facilities and other transportation changes in the study area would improve safety conditions for people walking to and from the project site. The project's mid-block alley and expanded sidewalk space would further increase pedestrian capacity. In addition, the project's features including loading and vehicle parking would not result in potentially hazardous conditions for people walking. Consistent with the Central SoMa PEIR, cumulative impacts to pedestrian access and safety would be less-than-significant.

The project would contribute a substantial share of pedestrian trips to crosswalks with significant cumulative pedestrian hazard impacts identified in the Central SoMa PEIR. Thus, the proposed project would have a considerable contribution to the significant cumulative pedestrian hazard impact identified in the Central SoMa PEIR. However, as determined in the PEIR, crosswalk widening is only feasible at the following locations:

- The east crosswalk at Third Street / Mission Street (widen to 20 feet)
- The east crosswalk at Fourth Street/Mission Street (widen to 40 feet)
- The west crosswalk at Fourth Street/Townsend Street (widen to 30 feet)

The proposed project would not contribute a substantial share of walking trips at the three crosswalks identified as feasible for widening. The project would contribute a substantial share of the p.m. peak hour walking trips at the east leg of the Fourth Street/Harrison Street and Fourth Street/Bryant Street intersections. However, as determined in the Central SoMa PEIR, widening the east leg of either the Fourth Street/Harrison Street crosswalk or Fourth Street/Bryant Street crosswalk is not feasible. Thus, the cumulative pedestrian hazard impacts at these intersections would remain significant and unavoidable.

Bicycles

Central SoMa PEIR Analysis

The Central SoMa PEIR determined that both plan-level and cumulative impacts to bicycle safety and access would be less than significant. Therefore, no mitigation measures were identified in the Central SoMa PEIR. However, the Central SoMa PEIR identified two improvement measures—Improvement Measure I-TR-5a, Protected Bicycle Lane Public Education Campaign, and Improvement Measure I-TR-5b, Protected Bicycle Lane Post-Implementation Surveys—entailing outreach and data collection to be undertaken by SFMTA related to the protected bicycle lanes proposed by the plan along Howard Street, Folsom Street, Brannan Street, Third Street, and Fourth Street. These improvement measures would be implemented by SFMTA and are not applicable to subsequent development projects within the plan area.

Project-Specific Analysis

The project would increase vehicle traffic on the surrounding roadway network, which could increase the potential for vehicle–bicycle conflicts. Relative to traffic levels without the project and under cumulative conditions, however, the project would generally represent a marginal increase in specific types of traffic

activity that would be potential sources of vehicle–bicycle conflicts (e.g., right-turn vehicle movements across bikeways). In addition, the project does not include any features that would create hazards by, for example, introducing substantial obstructions for bicycle circulation.

Within the public right-of-way, the project would not modify existing bikeway facilities or include design features that would introduce new obstructions or affect circulation and accessibility for people biking. The project proposes to reduce one travel lane on Harrison Street on the project block and would provide class 2 bicycle parking along the Harrison Street frontage. The lane reduction would be expected to reduce vehicle speeds on Harrison Street, which would improve safety for people bicycling in the project vicinity.

The addition of vehicles entering and exiting the garage driveway on Perry Street could conflict with people bicycling on Perry Street or using the driveway to access the Class 1 bicycle parking onsite. However, vehicle speeds and volumes are expected to be relatively low along Perry Street given the constrained right-of-way. In addition, Perry Street is one-way, and given that that vehicles are only permitted to move eastbound along this street, the potential for conflict between drivers exiting or entering the driveway and people bicycling is reduced relative to a two-way street.

Therefore, the project would not result in new or more severe significant impacts on bicycle safety than were identified in the PEIR.

Cumulative Analysis

Cumulative streetscape projects such as the Townsend Corridor Improvement Project, the Third Street Transit and Safety Project, and the Sixth Street Pedestrian Safety Project are primarily intended to reduce transit delay and improve transit access, as well as to improve safety and accessibility for people bicycling and pedestrians. The effect of these projects in addition to the streetscape projects analyzed under the Central SoMa PEIR would generally be to reduce vehicle speeds in the area while improving safety and accessibility for people walking, bicycling, and taking transit. Therefore, the proposed project would not combine with other projects to result in more severe cumulative impacts to people bicycling than disclosed in the Central SoMa PEIR. For the reasons described above, the proposed project, in combination with cumulative projects, would not result in significant cumulative impacts to people bicycling.

Loading

Central SoMa PEIR Analysis

The Central SoMa PEIR concluded that development under the Central SoMa Plan, including the street network changes, would result in an increase in demand for on-street commercial and passenger loading and a reduction in on-street commercial loading supply such that the loading demand during the peak hours of loading activities would not be accommodated within the on-street loading supply; would affect existing passenger loading/unloading zones; and may create hazardous conditions or result in significant delay that may affect transit, other vehicles, bicycles, or pedestrians. **Central SoMa PEIR Mitigation Measures M-TR-6a, Driveway and Loading Operations Plan (DLOP), and M-TR-6b, Accommodation of On-Street Commercial Loading Spaces and Passenger Loading/Unloading Zones**, were identified to reduce the significant impact caused by inadequate commercial and passenger loading opportunities. These mitigation measures have been incorporated into the planning code requirements for projects within

the Central SoMa Plan area and are implemented during the project's entitlement review. The Central SoMa PEIR concluded that it is unlikely that sufficient on-street commercial and passenger loading spaces could be provided to offset the net loss in these spaces (as a result of proposed street network changes evaluated in the Central SoMa PEIR) without avoiding conflicts between trucks, people bicycling, and other vehicles and that the feasibility of providing replacement on-street passenger loading zones for properties affected by the removal of existing zones is uncertain. Therefore, the PEIR determined that even with implementation of these two mitigation measures, loading impacts (both commercial and passenger) would remain significant and unavoidable.

Project-Specific Analysis

Commercial Loading

Pursuant to Planning Code section 152.1, the project would be required to provide a total of eight off-street freight loading spaces. The proposed project would provide two off-street freight loading spaces (loading bays) within a 25-foot driveway loading dock, one within a 12-foot-wide driveway, and two additional off-street freight loading spaces within a 25-foot driveway loading dock. Six service vehicle spaces would be provided in the below-grade garage. Per San Francisco Planning Code section 153(a)(6), two service vehicle spaces may be substituted for a single freight loading space. Employing this substitution, the proposed project would provide eight loading spaces which satisfies code requirements. No on-street freight loading spaces would be provided along the project frontages. The proposed project would generate an estimated freight loading demand of eight loading spaces during the average hour of loading activity and 11 loading spaces during the peak hour of loading activity. The 11 spaces provided (i.e., six freight loading spaces, five service vehicle spaces) would be sufficient to satisfy loading demand during the typical peak of commercial loading activity (10 a.m. to 1 p.m.).⁶¹

The proposed project includes removal of approximately 95 feet of commercial loading on the Harrison Street frontage (yellow curb). The project provides sufficient off-street supply for its expected freight loading demand and includes a driveway and loading operations plan consistent with Planning Code section 155(u). The removal of on-street commercial loading would reduce on-street freight loading capacity in the project area. Thus, the proposed reduction in on-street commercial loading would contribute to the significant unavoidable plan-level impact identified in the PEIR. However, the proposed project would not result in more severe impacts related to commercial loading than those identified in the Central SoMa PEIR.

Passenger Loading

The proposed project would provide approximately 186 feet of curb space (nine stalls) along Harrison Street for passenger loading. The proposed project's passenger loading supply would be 50 percent more than required to accommodate the expected peak passenger loading demand of six passenger car equivalents (132 linear feet of curb space). The outside lane would be 19.5 feet, so passengers could

⁶¹ The service vehicle loading spaces would be expected to be sufficient to accommodate a majority of the service vehicle and freight loading activity associated with the project and are thus counted as full loading spaces when comparing supply to demand (unlike when assessing compliance with the San Francisco Planning Code).

load/unload without obstructing through traffic or otherwise creating a potentially hazardous condition. Furthermore, because the passenger loading zone would be on the south (i.e., left) side of Harrison Street, passenger loading would not be expected to conflict with any Muni vehicle movements along Harrison Street, which are generally along the north side for access to bus stops.

As a development project providing more than 100,000 square feet of residential or commercial uses with frontage along a public right-of-way on the high injury network, the proposed project would be required to include passenger loading operations as part of its driveway and loading operations plan per San Francisco Planning Code section 155(u).

Regarding residential move-in and move-out operations for the affordable housing development, it is anticipated that residents would reserve nearby on-street parking spaces for move-in and move-out activities, as permitted through SFMTA. This process is standard procedure for residential move-in and move-out within San Francisco. Residential move-in and move-out activities typically occur during off-peak times, such as in the evenings or on weekends, when vehicle traffic and walking volumes are lower in the area.

Therefore, for the reasons provided above, the proposed project would have a less-than-significant impact with respect to passenger loading.

Cumulative Analysis

As discussed above, the Central SoMa PEIR determined that the loss of on-street commercial loading spaces within the plan area would result in a significant and unavoidable cumulative impact on pedestrian, bicycle, transit, and motor vehicle safety. The PEIR also identified a significant and unavoidable cumulative impact related to the loss of on-street passenger loading supply throughout the plan area. The 725 Harrison Street transportation study analyzed the impacts of the proposed project in combination with the following cumulative transportation projects:

- The Townsend Corridor Improvement Project
- The Third Street Transit and Safety Project
- The Sixth Street Pedestrian Safety Project

These projects include elements intended to reduce transit delay and improve transit access, as well as to improve safety for people walking, bicycling, and driving. The effect of these projects, in addition to those analyzed under the Central SoMa PEIR, would generally be to reduce vehicle speeds in the area.

The proposed project includes removal of approximately 95 feet of commercial loading on the Harrison Street frontage (yellow curb). Although the project provides sufficient supply for its expected freight loading demand and includes a driveway and loading operations plan, consistent with Planning Code section 155(u), the removal of on-street commercial loading would reduce on-street freight loading capacity in the project area. Thus, the proposed reduction in on-street commercial loading would contribute to the significant unavoidable impact within the Central SoMa plan area.

The proposed project includes nine passenger loading spaces, which is three more than the six spaces needed to satisfy the estimated demand generated by the project. Because the proposed project would add

more passenger loading than the project's demand, it would not make a considerable contribution to the significant unavoidable cumulative passenger loading impact identified in the Central SoMa PEIR.

Since the Central SoMa PEIR identified significant and unavoidable impacts resulting from inadequate commercial loading and the proposed project would contribute to this impact, the project would not result in new significant impacts related to loading that were not identified in the Central SoMa PEIR. Additionally, for the reasons discussed above, the proposed project would not result in more severe cumulative impacts related to loading than those identified in the Central SoMa PEIR.

Emergency Vehicles

Central SoMa PEIR Analysis

The Central SoMa PEIR determined that development under the Central SoMa Plan, including the proposed street network changes, could result in significant impacts on emergency vehicle access. However, with implementation of **Central SoMa PEIR Mitigation Measure M-TR-8, Emergency Vehicle Access Consultation**, along with mitigation measures regarding transit enhancements (M-TR-3a), transportation demand management (M-NO-1a), and **Central SoMa PEIR Mitigation Measure M-AQ-5e, Air Quality Improvement Strategy**, the impact would be reduced to less than significant. While Central SoMa PEIR Mitigation Measures M-TR-3a, M-TR-8, and M-AQ-5e would be implemented by the city and are not applicable to subsequent development projects, such projects would be required to implement M-NO-1a. As discussed above, Central SoMa PEIR Mitigation Measure M-NO-1a is implemented by Planning Code section 169. No further implementation of Central SoMa PEIR Mitigation Measure M-NO-1a is required beyond compliance with the planning code.

Project-Specific Analysis

The proposed 725 Harrison Street project and associated streetscape changes have been reviewed by the city's multi-agency street design advisory team (SDAT), which includes the planning department, San Francisco Public Works, SFMTA, San Francisco Public Utilities Commission, and the San Francisco Fire Department. This advisory team provides design review and guidance to private developments within the city's public right-of-way and considers emergency vehicle access during its review. Emergency vehicle access to the site would be provided from Fire Station #1 and Fire Station #8. Emergency vehicle access to the project site would be provided along all four streets surrounding the project block: Harrison, Fourth, Third, and Perry streets. The proposed project would reduce the number of vehicle travel lanes on Harrison Street between Third and Fourth streets from four lanes to three lanes to accommodate widening the Harrison Street sidewalk to 15 feet along the project block. The proposed vehicle lane removal and the addition of project trips would not substantially impede emergency vehicle access or disrupt emergency vehicle response times because the roadway would remain wide enough for drivers to make way for passing emergency vehicles. Therefore, the proposed project would not result in new or more severe impacts on emergency vehicle access and response times than were previously identified in the Central SoMa PEIR.

Cumulative Analysis

The Central SoMa PEIR determined that the street network changes proposed under the plan in combination with development projects enabled under the plan and other growth elsewhere in the city would have a significant cumulative impact on emergency vehicle access during peak traffic volume periods. Many of the transportation network changes, including the transportation network changes included in the Central SoMa Plan would affect roadway configurations and geometry but would not preclude emergency vehicle access. As described above, the proposed project would result in street network changes. Specifically, the proposed project would reduce the existing four lanes of vehicle travel to three lanes through the removal of one travel lane on Harrison Street on the block between Lapu Lapu and Fourth streets and reduce the width of the outside travel lanes on the block between Lapu Lapu and Third streets. The addition of project-generated vehicle traffic and the physical alteration to the transportation network would contribute to the areawide increase in vehicle activity and reduction in roadway capacity.

However, as discussed under the project-level impact analysis above, the San Francisco Fire Department has reviewed the proposed project design and streetscape changes through the city's SDAT review process in compliance with Central SoMa PEIR Mitigation Measure M-TR-8, Emergency Vehicle Access Consultation and did not identify any emergency access issues with the proposed project design.⁶² Furthermore, as discussed above, the proposed 725 Harrison Street Project would be required to implement the city's transportation demand management requirements of Planning Code section 169, which would reduce project-generated vehicle trips. Therefore, the proposed project would not result in new or more severe cumulative impacts on emergency vehicle access than were identified in the Central SoMa PEIR.

Construction Impacts

Central SoMa PEIR Analysis

The Central SoMa PEIR determined that plan-level construction activities associated with development under the Central SoMa Plan, including the proposed open space improvements and street network changes, could disrupt nearby streets, transit services, and pedestrian and bicycle circulation, resulting in a significant impact. **Central SoMa PEIR Mitigation Measure M-TR-9, Construction Management Plan and Construction Coordination**, was identified to reduce impacts by requiring individual development projects within the plan area to develop a construction management plan. However, even with implementation of M-TR-9, the plan-level impact would be significant and unavoidable because it was unknown how many subsequent development projects enabled by the plan could be under construction simultaneously; likewise, the specific construction activities required for those projects were unknown. The Central SoMa PEIR determined that cumulative construction impacts would be less than significant because no other cumulative projects (aside from development enabled under the plan, street network changes, and open space improvements) would be constructed in the vicinity of the plan area that would overlap in location and schedule with development under the plan, including open space improvements and street network changes, that could contribute to cumulative construction transportation impacts.

⁶² San Francisco Planning Department, Streetscape Design Advisory Team (SDAT) Letter for 725 Harrison Street, August 20, 2019.

Project-Specific Analysis

Initial construction staging would occur primarily within the confines of the project site (primarily on the future affordable housing portion of the project, since it would be constructed at a later phase). Construction staging may occur on portions of the frontage along either Fourth Street or Harrison Street. It is anticipated that construction activities would take approximately 27 months to complete. Work is expected to occur Monday through Friday from 7 a.m. to 8 p.m.

Sidewalk closures may be necessary during construction. Signage and protection for pedestrians would be erected, as appropriate. Sidewalk closures would be coordinated with SFMTA and Public Works to minimize the impacts on local traffic. The construction management plan to be implemented as required by Central SoMa PEIR Mitigation Measure M-TR-9, to be prepared by the contractor, would be reviewed by the SFMTA and would address issues of circulation for all modes (transit, traffic, walking, and bicycling), safety, parking and other project construction in the area.

The proposed project includes a streetscape component to construct a continuous 15-foot-wide sidewalk on the south side of Harrison Street, remove a travel lane on Harrison Street between Lapu Lapu and Fourth streets, restripe Harrison Street between Third and Fourth streets, and add a curb extension at the Fourth Street/Harrison Street intersection. Construction of the streetscape component would include temporary lane closures on Harrison Street for restriping. Lane closure would be coordinated with SFMTA and Public Works to minimize the impact on local traffic.

Signage and protection around the proposed project would be erected as appropriate, and the temporary lane closure would be coordinated with the city in order to minimize impacts on local circulation. The project sponsor would comply with the Regulations for Working in San Francisco Streets (“The Blue Book”) and other Public Works orders.

The expected number of construction workers onsite would vary between 35 and 75 per day, generating a peak of up to 150 worker trips per day. Given the project’s proximity to high-quality local and regional transit services, a substantial portion of construction workers would be expected to take public transit to and from the site.

The impacts of construction traffic would be a temporary lessening of the capacities on surrounding roadways and truck routes, as well as on connecting local streets, due to the slower movement and larger turning radii of trucks. Construction truck and worker vehicle traffic could result in minor congestion and conflicts with vehicles, transit, pedestrians, and people bicycling. Construction staging would occur primarily within the confines of the project site and may occur on portions of the frontage along either Fourth or Harrison streets. Work related to the streetscape component will require temporary lane closures along Harrison Street, also resulting in rerouting of vehicles, transit, pedestrians, and people bicycling as needed.

Given the duration and nature of construction as described above, the proposed project would result in significant transportation-related construction impacts. The project would be required to comply with **Project Mitigation Measure M-TR-2: Construction Management Plan and Construction Coordination** (implementing Central SoMa PEIR Mitigation Measure M-TR-9) to mitigate the project’s transportation-

related construction impacts. With implementation of **Project Mitigation Measure M-TR-2**, project-level construction-related impact would be reduced to a less-than-significant level.

Cumulative Analysis

Although the Central SoMa PEIR did not identify cumulative significant impacts related to construction, the PEIR did identify significant plan-level impacts related to construction, for which development enabled by the plan would have a considerable contribution.

In the geographic area surrounding the 725 Harrison Street project site, the construction of the proposed project may overlap with the construction of other projects in the study area enabled under the Central SoMa Area Plan, including 400 Second Street, 343/345 Fourth Street, and 744 Harrison Street/29 Rizal Street. The project site is also one to two blocks away from the Folsom and Howard Streetscape Project, which proposes improvements to bicycle, pedestrian, and transit facilities, upgrades to traffic signals, traffic circulation modifications, and changes to parking and loading.

Construction timelines cannot be known with certainty at this time as schedules are dependent on project approvals and entitlements, financing, and other factors that frequently change and affect construction schedules. However, given the number of projects in the area and the scale and intensity of these projects, it is possible that construction activities may overlap at least partially. Potential overlap in construction activities may amplify potential effects on traffic, transit, bicycle, and pedestrian circulation in the project vicinity due to the proximity and concentration of construction sites.

Given these considerations, cumulative constructed-related transportation impacts in the project vicinity would be potentially significant. As discussed above, the PEIR identified this cumulative impact as a plan-level significant construction-related transportation impact and determined that even with implementation of Mitigation Measure M-TR-9, Construction Management Plan and Construction Coordination this impact would remain significant and unavoidable.

Implementation of **Project Mitigation Measure M-TR-2** would reduce the proposed project's significant transportation-related construction-impacts. The construction management plan and, if deemed necessary by SFMTA, the coordinated construction management plan, would identify and reduce any impacts related to truck access and routing, lane and sidewalk closures, maintenance of access, and construction worker transportation and parking. However, it is uncertain whether the measure would fully mitigate the project's contribution to cumulative significant impacts related to construction. Therefore, consistent with the PEIR, cumulative construction transportation impacts would remain significant and unavoidable with mitigation.

Parking

Central SoMa PEIR Analysis

The Central SoMa PEIR found that development under the plan would not result in a substantial parking deficit that would create hazardous conditions or significant delays affecting transit, bicycles, or pedestrians. The secondary effects of increased parking demand generated by development under the plan

and on-street parking loss as a result of Central SoMa Plan street network changes would be less than significant for the following reasons:

- Increased demand and removal of parking would be spread out over multiple streets.
- Other on- and off-street parking spaces would be available.
- The area is well served by public transit and other modes.
- Street network changes would improve conditions for other modes.
- The parking loss would not create hazardous conditions such as impairing visibility on narrow streets or blocking sidewalks or crosswalks.

Project-Specific Analysis

As discussed under Evaluation of Environmental Effects, above, the proposed project qualifies as an infill project under CEQA section 21099(d), and therefore, whether the project would provide sufficient parking to meet project-related demand is not considered an impact on the environment. However, if the project would result in a parking deficit, potential secondary effects such as hazards to pedestrians and people bicycling from cars circling to find parking must still be evaluated.

As discussed in the project-specific transportation impact study, the project would provide sufficient parking for the proposed land uses, the project site is well served by local and regional transit services, and the surrounding area is generally conducive to both biking and walking. Therefore, the project would not result in new or more severe secondary parking impacts than were identified in the Central SoMa PEIR.

Cumulative Analysis

Cumulative transportation projects near the project that were considered in the cumulative analysis include the Townsend Corridor Improvement Project, Third Street Transit and Safety Project, and Sixth Street Pedestrian Safety Project. These projects include elements intended to reduce transit delay and improve transit access, as well as to improve safety for people bicycling, pedestrians, and motor vehicles. The effect of these projects in addition to those analyzed under the Central SoMa PEIR would generally be to reduce vehicle speeds in the area. Some of these projects include a lane reconfiguration that removes on-street parking, contributing to an overall reduction in street parking, but overall, provide improvements for people biking, walking, and taking transit.

Given this, implementation of the proposed project would not result more severe cumulative impacts as a result of a lack of parking than were identified in the Central SoMa PEIR.

Conclusion

For the reasons described above, the proposed project would not result in new or more severe significant project or cumulative transportation impacts than identified in the Central SoMa PEIR or that are peculiar to the project site.

E.6 Noise

Central SoMa PEIR Analysis

The Central SoMa PEIR determined that implementation of the plan would result in a substantial permanent increase in ambient traffic noise levels as a result of growth in jobs and residents anticipated under the plan and changes to the street network proposed by the plan. Although this impact would be reduced by **Central SoMa PEIR Mitigation Measure M-NO-1a** (now implemented by Planning Code section 169), the Central SoMa PEIR concluded that existing sensitive receptors (residences, schools, and childcare centers) would be adversely affected by increased traffic noise generated by Central SoMa Plan traffic and street network changes and under cumulative conditions, and that the impact would remain significant and unavoidable. The Central SoMa PEIR concluded that impacts associated with new noise-generating uses, now enabled under the plan, could result in significant noise impacts. Further, the plan concluded that implementation of **Central SoMa PEIR Mitigation Measure M-NO-1b** would render this impact less than significant.

With respect to construction noise and vibration, the Central SoMa PEIR determined that construction activities in the plan area could expose people to temporary increases in noise and vibration levels substantially in excess of ambient levels, which would be a significant impact. However, the Central SoMa PEIR found this impact could be mitigated to less than significant for individual building construction with implementation of **Central SoMa PEIR Mitigation Measures M-NO-2a, General Construction Noise Control Measure, and M-NO-2b, Noise and Vibration Control Measures during Pile Driving**. However, the Central SoMa PEIR found that if construction of multiple buildings were to simultaneously occur near the same receptors, the impact could be significant and unavoidable. The Central SoMa PEIR also determined that construction activities could expose people and buildings to significant temporary increases in vibration levels. The Central SoMa PEIR determined that these impacts could be mitigated to less than significant with implementation of **Central SoMa PEIR Mitigation Measures M-NO-2b, M-CP-3a, and M-CP-3b**.

The Central SoMa Plan area is not located near a private airstrip or an airport land use plan area; therefore, topic 5c below is not applicable to the plan nor any subsequent development projects within the plan area.

<u>Topics</u>	<u>Significant Impact Peculiar to Project or Project Site</u>	<u>Significant Impact not Identified in Central SoMa PEIR</u>	<u>Significant Impact due to Substantial New Information</u>	<u>No Significant Impact not Previously Identified in Central SoMa PEIR</u>
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6. NOISE—Would the project result in the:

- | | | | | |
|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|--------------------------|--------------------------|--------------------------|-------------------------------------|
| a) Generation of a substantial temporary or permanent increase in ambient noise levels in the vicinity of the project in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| b) Generation of excessive groundborne vibration or groundborne noise levels? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| c) For a project located within the vicinity of a private airstrip or an airport land use plan area, or, where such a plan has not been adopted, in an area within two miles of a public airport or public use airport, would the project expose people residing or working in the area to excessive noise levels? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |

Project-Specific Analysis

An environmental noise and vibration assessment was prepared to evaluate potential noise impacts resulting from the proposed project.⁶³ The findings of this analysis are summarized below along with a comparison against the Central SoMa PEIR findings for each noise subtopic. To support the noise impact analysis for the proposed project, long-term (24-hour) noise measurements were conducted near the project site. Results of the long-term noise measurements indicate that the maximum ambient noise levels at the site range from 72 dBA⁶⁴ to 79 dBA. The measured minimum ambient noise levels range from 56 dBA to 61 dBA. The predominant existing noise source is traffic from vehicles on the elevated I-80 structure, Harrison Street, and Fourth Street, depending on the noise measurement location.

Traffic Noise

The proposed project would contribute vehicle trips onto the local and regional roadway network. Consequently, traffic noise levels would increase with the project’s contribution of additional vehicles. Existing vehicle traffic levels and peak-hour vehicle trip generation estimates resulting from the proposed project were obtained from the 725 Harrison Street transportation study to determine if the project’s vehicular traffic on local roadways would result in a substantial increase in ambient noise levels.

A potentially significant increase in the ambient noise level due to traffic resulting from a proposed project is unlikely unless the project would cause a doubling of existing traffic levels, which is generally assumed

⁶³ Charles M. Salter Associates, Inc., *725 Harrison Environmental Noise Assessment*, November 5, 2019.

⁶⁴ A-weighted decibels, which are an expression of the relative loudness of sounds in air as perceived by the human ear.

to result in a 3 dBA increase in the existing ambient noise environment.⁶⁵ An increase of less than 3 dBA is generally not perceptible outside of controlled laboratory conditions.⁶⁶ The 725 Harrison Street project proposes a 120-space vehicle garage and as a result, a vehicle trip scenario was developed that constrains vehicle trips by the number of parking spaces provided. Under this scenario the proposed project would add 140 p.m. peak-hour vehicle trips (120 vehicle trips and 20 freight trips) to the local roadway network.⁶⁷ These trips would be concentrated along the Perry Street block where the project driveway is located; no existing sensitive receptors are along this block. Beyond the immediate Perry Street block, trips would disperse. The largest percent increase in traffic would be along Fourth Street between Perry and Harrison streets, where 75 project p.m. peak hour trips would be added to the existing 443 p.m. peak hour trips (17 percent increase in trip volumes). All other streets would experience a 9 percent or less increase in trip volumes during the p.m. peak hour. Any additional driving demand that is not met by the office development's garage would shift to other modes of transportation or park elsewhere in the vicinity of the project site. Such trips would be widely dispersed rather than concentrated on particular street segments and would not substantially increase traffic volumes on any particular block. Thus, because the project would not double existing traffic volumes on nearby streets, project-related traffic noise would not result in a substantial increase in ambient noise levels of 3 dBA or more.

The significant plan-level traffic noise impact that was identified in the PEIR was only projected to occur under the two-way Folsom/Howard option. SFMTA has now adopted a modified version of the one-way option, so the plan-level impact is less-than-significant. However, the PEIR also disclosed that there would still be a significant cumulative traffic noise impact under the one-way Folsom/Howard option on the following two blocks: Fifth Street between Brannan and Townsend, and Bryant Street east of Second Street. The proposed project would not contribute any p.m. peak hour vehicle trips to Fifth Street between Brannan and Townsend. The proposed project would contribute 17 or fewer p.m. peak hour trips to Bryant Street east of Second Street. The proposed project's contribution to traffic noise under cumulative conditions would not be considerable because the 17 trips would represent a minor proportion of the overall traffic volume in the vicinity and traffic noise from the proposed project would not be perceptible. As such, the proposed project would not combine with cumulative development projects to create or contribute to a significant cumulative traffic noise impact. Accordingly, cumulative traffic noise impacts would be less than significant.

As a result, the proposed project would not result in significant project-level or cumulative traffic noise impacts.

⁶⁵ Caltrans, *Technical Noise Supplement*, November 2009, <http://www.dot.ca.gov/env/noise/docs/tens-sep2013.pdf>, accessed December 18, 2017.

⁶⁶ California Department of Transportation, *Technical Noise Supplement to the Traffic Noise Analysis Protocol*, pp. 2-44 to 2-45, September 2013, http://www.dot.ca.gov/hq/env/noise/pub/TeNS_Sept_2013B.pdf, accessed July 30, 2017.

⁶⁷ Kittelson & Associates, 2019, *725 Harrison Street Transportation Impact Study*, November 6, 2019.

Operational Noise

Section 2909 of the noise ordinance regulates noise from mechanical equipment and other similar sources. This includes all equipment, such as electrical equipment (transformers) as well as mechanical equipment that is installed on commercial/industrial and residential properties. Section 2909(a)(1) states that equipment operating on residential property must not produce a noise level more than 5 dBA above the ambient noise level⁶⁸ at the property boundary. Section 2909(b) states that equipment operating on commercial or industrial property must not produce a noise level more than 8 dBA above the ambient noise level at the property boundary. Section 2909(d) states that no fixed (permanent) noise source (as defined by the noise ordinance) may cause the noise level inside any sleeping or living room in a dwelling unit on residential property to exceed 45 dBA between 10 p.m. and 7 a.m. when windows are open, except where building ventilation is achieved through mechanical systems that allow windows to remain closed.

The proposed project would include PDR uses, two emergency generators, and mechanical equipment; therefore, in compliance with Central SoMa PEIR Mitigation Measure M-NO-1b, a noise assessment has been prepared to assess compliance of the project with sections 2909(a), (b), and (d).⁶⁹ The assessment measured the existing and future noise environment after a survey of the project area to identify potential noise-sensitive uses within 900 feet of the project site. The assessment and the following discussion regarding the proposed project's operational noise demonstrate compliance with Central SoMa PEIR Mitigation Measure M-NO-1b.

Certain land uses are considered more sensitive to noise than others. Examples of these include residential areas, educational facilities, hospitals, childcare facilities, and senior housing. The noise study for the project conducted a survey of sensitive receptors within a 900-foot radius and that have a direct line of sight to the project site. The closest existing sensitive receptors to the project site are listed below and are also shown in **Figure 17**.

- 750 Harrison Street, neighboring residences 75 feet to the northwest, across Harrison Street
- 764 Harrison Street, neighboring residences 75 feet to the northwest, across Harrison Street
- 788 Harrison Street, neighboring residences 75 feet to the northwest, across Harrison Street
- 50 Rizal Street, residences 300 feet northwest
- Modern Education Family Childcare, 500 feet west
- Yerba Buena Gardens Child Development Center, 750 feet northwest
- Bessie Carmichael Middle School, 225 feet west
- AltSchool Yerba Buena, 600 feet northwest
- Eagleswell Primary School, 500 feet northwest

⁶⁸ Police Code section 2901(a) defines the ambient noise level as the lowest sound level repeating itself during a minimum 10-minute period.

⁶⁹ Charles M. Salter Associates, Inc., *725 Harrison Environmental Noise Assessment*, November 5, 2019.



Figure 17
 Sensitive Receptors Within 900 Feet of the Project Site
 725 Harrison Street Project CPE Initial Study Checklist

In addition to these existing sensitive receptors, the proposed child-care facility could be in operation during construction of the affordable housing component of the project and is therefore considered a sensitive receptor for construction noise in the analysis presented below.

Noise measurements were conducted at the site between March 8 and March 17, 2016 at five long-term continuous locations (L1 to L5). Supplemental noise measurements at the site were conducted between December 11 and December 14, 2018 at two long-term continuous locations (L6 and L7). The noise measurement locations are shown in **Figure 18** below and the measurement data collected is summarized in **Table 4**.

Table 4
Onsite Measured Data

Monitor	Noise Sources	Minimum Ambient Noise Level	Maximum L _{eq} (h)
L1a	Approximately 32 feet above the rooftop of 765 Harrison Street. 75 feet from the centerline of I-80, with full line of sight to all lanes.	58 dBA	79 dBA
L1b	Approximately 20 feet above the rooftop of 765 Harrison Street. 75 feet from the centerline of I-80, with partial line of sight to lanes.	61 dBA	74 dBA
L2	5 feet above the middle of the rooftop of 765 Harrison Street. 115 feet from the centerline of I-80, no line of sight to lanes.	56 dBA	72 dBA
L3	5 feet above the rooftop of 765 Harrison Street, southwest corner. 50 feet from the centerline of Harrison Street, no line of sight to lanes.	56 dBA	72 dBA
L4	5 feet above the rooftop of 765 Harrison Street, northwest corner. 50 feet from the centerline of Harrison Street, no line of sight to lanes.	56 dBA	72 dBA
L5	Approximately 35 feet from the centerline of Third Street, 12 feet above grade.	63 dBA	78 dBA
L6	Approximately 35 feet from the centerline of Third Street, 12 feet above grade.	62 dBA	78 dBA
L7	Approximately 35 feet from the centerline of Harrison Street, 12 feet above grade.	57 dBA	76 dBA

Source: Charles M. Salter Associations, Inc., 2019.

The maximum ambient noise levels at the site range from 72 dBA to 79 dBA.⁷⁰ The measured minimum ambient noise levels range from 56 dBA to 63 dBA. Therefore, the ambient noise level at the project site for the purpose of compliance with noise ordinance sections 2909(a) and (b) is 56 dBA.

⁷⁰ Charles M. Salter Associates, Inc., *725 Harrison Environmental Noise Assessment*, November 5, 2019.

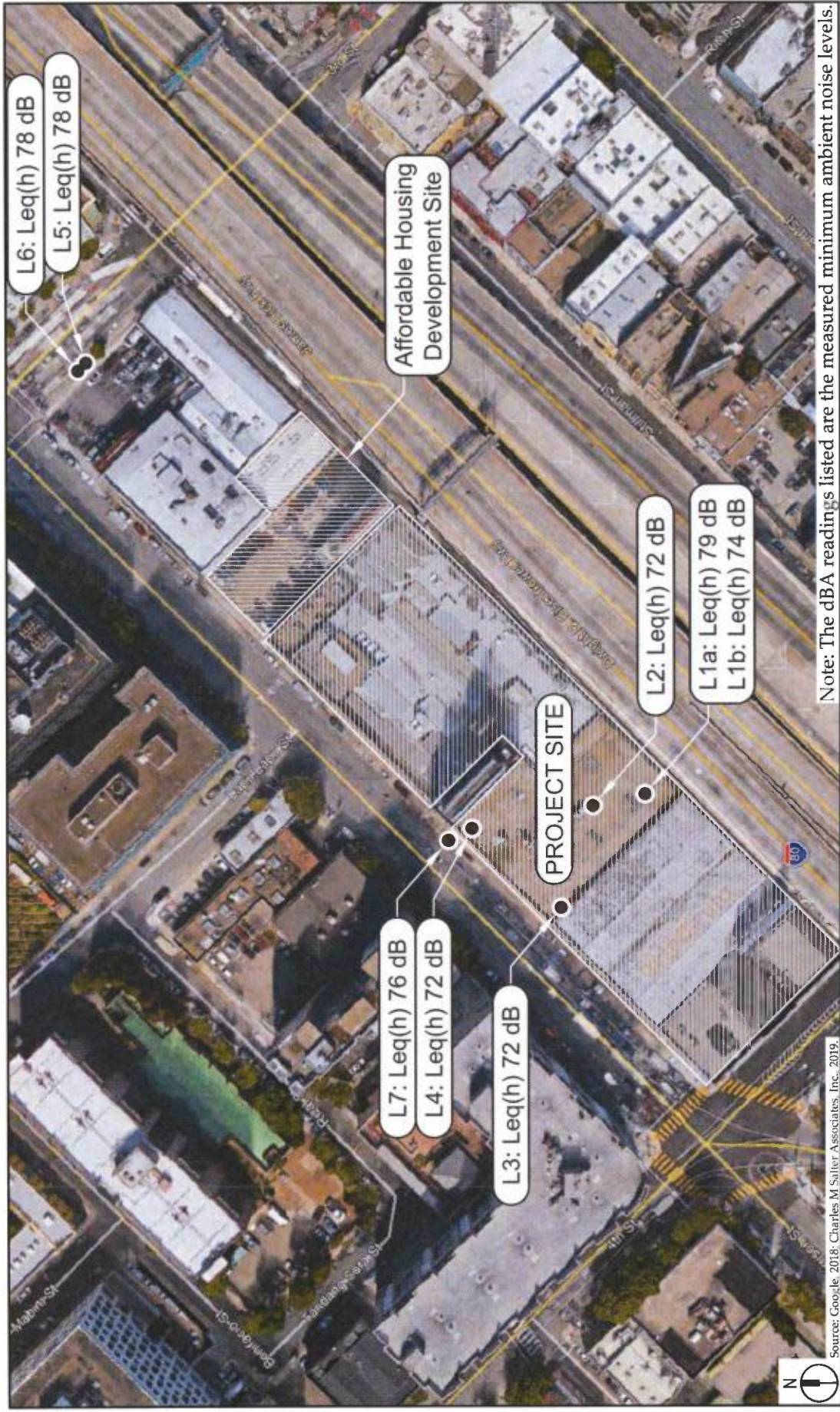


Figure 18
Noise Measurement Locations
725 Harrison Street Project CPE Initial Study Checklist

Mechanical Equipment and Emergency Generators

The office building would include eight cooling towers and three air handling units on the rooftop and an emergency generator in the basement level (see noise assessment for detailed plans and equipment cutsheets).⁷¹ Each cooling tower is reported to have a sound power level (PWL⁷²) of 100 dB and each air handling unit is reported to have a PWL of 104 dB. The emergency generator has a sound pressure rating of 95 dBA at 23 feet, which equates to an approximate PWL of 107 dB. All the rooftop equipment would be within mechanical screen enclosures, which would provide acoustical shielding along with additional shielding from the buildings themselves. The emergency generator would be located in the basement in an enclosed room, which is expected to effectively limit the noise it generates. Furthermore, the emergency back-up generator would be operated only in emergencies and for periodic testing; because of its intermittent use, it would not be expected to increase ambient noise levels.

Combined noise levels from all the emergency generator and mechanical equipment in the office building would be 59 dBA at the property plane, as shown in **Table 5** below. Therefore, the emergency generator and mechanical equipment would comply with noise ordinance section 2909(b) by not producing a noise level more than 8 dBA above the local ambient (56 dBA+ 8 dBA=64 dBA) at any point outside the property plane.

Table 5
Office Building Stationary Equipment Noise at Property Plane

Noise Sources	Noise Level at Property Plane	Criterion
Office Mechanical Equipment	50 dBA	64 dBA
Emergency Generator	58 dBA	
Noise Sources Combined	59 dBA	

Source: Charles M. Salter Associates, Inc., 2019.

The office building rooftop mechanical equipment noise level of 50 dBA at the property plane would be reduced inside the proposed affordable housing building to the northeast (as well as the Level 1 child-care facility) by 15 dBA with windows open and by 25 dBA with windows closed, which are standard interior noise reductions for buildings of typical construction. The resulting noise level from fixed sources inside the nearest sensitive receptors would be up to 35 dBA. Therefore, the equipment and generator in the office building would comply with Police Code section 2909(d) by meeting the 45 dBA nighttime and 55 dBA daytime interior noise standards at nearby sensitive receptors.

The affordable housing building will be constructed at a later time by an entity other than the project sponsor, and its exact mechanical equipment is not known at the date of this document’s writing. The calculations of mechanical equipment noise for are based on typical sound power levels of predicted equipment to be used for the affordable housing building. The noise consultant assumed the use of exhaust

⁷¹ Charles M. Salter Associates, Inc., *725 Harrison Environmental Noise Assessment*, November 5, 2019.

⁷² PWL (Sound Power Level) – A metric defined in ANSI S1.1, expressed in decibels (dB), used to quantify the acoustic energy output of a device. Sound power is analogous to the total light output from a lamp in lumens.

fan units for a typical multi-family residential building and an emergency generator on the first floor, similar to the one proposed for the office building. If mechanical forced air is incorporated into the design of the affordable housing building, condenser units or air handling units could be located on the rooftop, however, the exhaust fan units provide a representative conservative analysis for rooftop equipment noise.

For a conservative assessment, relatively loud exhaust fans were selected, with a sound pressure level of 74 dBA at 5 feet. The noise consultant also assumed multiple locations for the equipment based on typical equipment layouts for residential projects (see noise assessment for locations and equipment cutsheets).⁷³

As previously stated, noise ordinance section 2901(a) limits noise generated at residential properties to 5 dBA above the ambient level. Given the measured minimum ambient of 56 dBA, the noise criterion is 61 dBA at the property plane. **Table 6** summarizes the predicted noise levels of affordable housing rooftop equipment and emergency generator at the property plane. With attenuation due to distance, the noise level at the nearest property plane would be 71 dBA from the rooftop exhaust fans and 58 dBA from the emergency generator. Noise from mechanical equipment would exceed the noise ordinance limits of 5 dBA above ambient as provided in noise ordinance section 2909(a) without additional noise attenuation. As the exact mechanical equipment and proposed noise attenuation is not known at this time, the affordable housing component of the project is required to implement **Project Mitigation Measure M-NO-1: Noise Attenuation for Rooftop Mechanical Equipment** (implementing Central SoMa PEIR Mitigation Measure M-NO-1b). Implementation of **Project Mitigation Measure M-NO-1** requires the project sponsor to demonstrate that the mechanical equipment included as part of the affordable housing component would meet the requirements of the noise ordinance. For the reasons described above, this mitigation measure only applies to the affordable housing component of the project.

Table 6
Office Building Stationary Equipment Noise at Property Plane

Noise Sources	Noise Level at Property Plane	Criterion
Affordable Housing Rooftop Mechanical Equipment	71 dBA	61 dBA
Emergency Generator	58 dBA	

Source: Charles M. Salter Associates, Inc., 2019.

With attenuation due to distance, shielding, and directionality, noise from affordable housing rooftop mechanical equipment would be further reduced to 55 dBA at the nearest affordable housing exterior façade/window. This noise level of 55 dBA would be reduced inside the affordable housing building by a minimum of 25 dBA with windows closed (assuming typical construction to meet building code). The resulting noise level of up to 30 dBA from fixed sources would be less than the criteria of 45 dBA during nighttime hours and 55 dBA during daytime hours.

⁷³ Charles M. Salter Associates, Inc., *725 Harrison Environmental Noise Assessment*, November 5, 2019.

For the above reasons and with implementation of **Project Mitigation Measure M-NO-1** for the affordable housing component, the proposed project's mechanical systems would not result in a significant noise impact.

PDR Space

Noise levels up to 100 dB could be generated by uses that may be permitted within the proposed PDR space, such as hammering or loud music.⁷⁴ Noise levels from inside PDR spaces would be attenuated by proposed building facades (with sound-rated STC⁷⁵ 31 windows) and distance to property planes. The minimum ambient noise level is 56 dBA and noise from PDR uses at the nearest property plane would be 52 dBA. Therefore, the PDR space would comply with noise ordinance section 2909(b) by not producing a noise level more than 8 dBA above the local ambient (64 dBA) at any point outside the property plane.

The expected noise level inside nearby sensitive receptors is summarized in **Table 7** below (see **Figure 17** above for a map of the sensitive receptors). The results below assume closed windows for the project building and open windows for the existing residential buildings at 750, 764, and 788 Harrison Street, across the street from the project site. The total noise reduction is from attenuation due to distance, directivity, and transmission loss through building elements, including STC 31 windows at PDR spaces. Given the maximum potential noise level anticipated from the activities that may occupy the space, the PDR space would comply with noise ordinance section 2909(d) by meeting the 45 and 55 dBA interior noise standards. Noise impacts associated with the PDR space would be less than significant.

Construction Noise

The office building component of the proposed project may be constructed in either one phase lasting 20 to 28 months, or two phases collectively lasting approximately 38 months. The affordable housing component of the project would be constructed over a period of approximately 33 months subsequent to the completion of the office building. In summary, the anticipated construction activities for the entire project are anticipated to take anywhere from 53 to 71 months. During this time, the project would temporarily increase noise levels in the vicinity of the project site (see **Figure 17** for a map of the sensitive receptors). Construction noise levels would vary from hour to hour and day to day, depending on the equipment in use, the operations being performed, the distance between the source and receptor, and the presence or absence of barriers, if any, between the noise source and receptor. Construction is expected to include demolition, site preparation, grading, paving, building construction, and architectural coating. Demolition, excavation/grading, and foundation work are typically the noisiest phases of construction and would occur during the first phases of construction. The later phases of construction include activities that are typically quieter and that occur within the building under construction, thereby providing a barrier for noise between the construction activity and any nearby receptors. Construction equipment with

⁷⁴ Kevlin, John, Partner, Reuben, Junius & Rose, "Re: 725 Harrison – Questions for Noise," E-mail message with Brandon Northart (Urban Planning Partners), April 25, 2019.

⁷⁵ STC (Sound Transmission Class) – A single-number rating defined in ASTM E90 that quantifies the airborne sound insulating performance of a partition under laboratory conditions. Increasing STC ratings correspond to improved airborne sound insulation.

substantially higher noise generation characteristics (such as pile drivers, rock drills, blasting equipment) would not be necessary for any component of the office development or the affordable housing development.^{76, 77}

Table 7
Noise Levels at Nearest Receptors

Noise-Sensitive Space	Potential Maximum Noise Level in Proposed PDR Space (dB)	Distance to Receptors (Feet)	Noise Reduction (dB)	Receptor Noise Level (dB)	Nighttime Criterion	Daytime Criterion
Neighboring Residences (to the northwest)	100	75	77	23	45 dBA	55 dBA
Future Affordable Housing (to the northeast)	100	40	72	28		
Bessie Carmichael Middle School (to the southwest)	100	225	87	13		
Onsite Child-Care (Level 1 of Proposed Office Building)	100	5	69	31		

Source: Charles M. Salter Associates, Inc., 2019.

The operation of off- and on-road construction equipment and activities associated with the construction of the proposed street improvements would also generate noise. Because the construction of these street improvements would extend outside of the project site and into the public right-of-way of Harrison Street, the proximity of noise-generating equipment would be closer to sensitive receptors (see **Figure 17** for a map of the sensitive receptors). **Table 8** below provides typical construction noise levels, based on the construction equipment anticipated for each phase.⁷⁸

Construction of the proposed project would occur within 100 feet of sensitive receptors. The office development would be constructed directly across the street, separated by a right-of-way of less than 100 feet, from residential uses at 750, 764, and 788 Harrison Street. The affordable housing development would be constructed subsequent to the completion of the office development; thus, it could be constructed while the child-care facility within the office development (40 feet from the affordable housing) is operational.

⁷⁶ Verrips, Joanne, Project Director, Webcor, "Re: 725 Harrison pile driving," E-mail message to Julian Bobilev (Urban Planning Partners), January 3, 2019.

⁷⁷ Langan Engineering and Environmental Services, Inc., *Updated Geotechnical Investigation, 4th and Harrison, San Francisco, California*, July 19, 2019.

⁷⁸ Verrips, Joanne, Project Director, Webcor, "Re: 725 Harrison – fta assessment of 428 3rd Street," E-mail message to Julian Bobilev (Urban Planning Partners), September 27, 2019.

Table 8
Typical Construction Noise Levels

Construction Phase	Equipment	A-Weighted Noise Level (Leq) at 50 Feet	A-Weighted Noise Level (Leq) at 100 Feet
Demolition	Aerial Lifts, Concrete/Industrial Saws, Drill Rig, Telescoping Crane, Tractors/Loaders/Backhoes, Jack Hammers, Hoe Rams	89 dBA	83 dBA
Ground Clearing	Graders, Drill Rigs, Tractors/Loaders/Backhoes, Jack Hammers, Hoe Rams	84 dBA	78 dBA
Excavation	Loaders/Backhoes, Dumpers, Bore/Drill Rigs, Excavator, Jack Hammers, Hoe Rams	89 dBA	83 dBA
Foundation	Forklifts, Cranes, Generator Sets	78 dBA	72 dBA
Foundation (Nighttime)	Concrete Mixer Trucks	75 dBA	69 dBA
Erection	Forklifts, Cranes, Aerial Lifts, Compressors, Generators, Saws	85 dBA	79 dBA
Exterior Finishing	Aerial Lifts, Compressors, Mortar Mixer, Pavers	89 dBA	83 dBA

Sources: Charles M. Salter Associates, Inc., 2019; Webcor, 2019.

Nighttime work is expected to take place during continuous nighttime concrete pours when the foundation is installed. When this occurs, construction noise levels of 71 dBA could be experienced at the nearest existing residences at 750, 764, and 788 Harrison Street. These residences are approximately 75 feet from the project site on the northwest side of Harrison Street. This noise level would exceed the ambient plus 5 dBA (i.e., 61 dBA) nighttime limit from section 2908 of the Police Code. A special permit issued by the city would be required. Assuming the exterior shells of the 750, 764, and 788 Harrison Street buildings provide 25 dB of exterior noise reduction, the interior nighttime construction noise level expected at these residential buildings could be as high as 46 dBA Leq, above the 45 dBA noise threshold at which sleep disturbance may occur. Such nighttime work would be brief in duration, anticipated to last no longer than two weeks in a worst-case scenario.

Because construction would occur within 100 feet of noise sensitive receptors, the proposed project would be required to implement **Project Mitigation Measure M-NO-2: Construction Noise Control Measures** (implementing Central SoMa PEIR Mitigation Measure M-NO-2a), which includes a combination of measures from Mitigation Measure M-NO-2a that were found to be feasible for the project, as well as additional noise measures that would reduce construction noise to the maximum feasible extent. These noise attenuation measures would provide noise reductions of up to 10 dBA.⁷⁹

As noted above, construction activities for the office development could last 20 to 28 months or 38 months, depending on phasing, with subsequent construction activities for the affordable housing development lasting an additional 33 months. All such construction activities would be subject to the San Francisco Noise Ordinance (article 29 of the San Francisco Police Code). The noise ordinance requires construction work to

⁷⁹ Charles M. Salter Associates, Inc., 725 Harrison Environmental Noise Assessment, November 5, 2019.

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 San Francisco Public Works or the director of the Department of Building Inspection 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 p.m. and 7 a.m. unless the director of public works authorizes a special permit for conducting the work during that period.

The building department is responsible for enforcing the noise ordinance for private construction projects during normal business hours (8 a.m. to 5 p.m.). The police department is responsible for enforcing the noise ordinance during all other hours. Nonetheless, during the approximately 20-28 to 38-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.

Noise generated in the project area during project construction would be reduced with the implementation of **Project Mitigation Measure M-NO-2** as well as compliance with the noise ordinance. However, as noted in Chapter IV, Overview, of the PEIR, there are several projects with environmental applications on file, some of which are in close proximity to the proposed project. It is possible that these projects—including 744 Harrison Street and 768 Harrison Street, directly across from the project site—could be in construction simultaneously, resulting in higher combined noise levels at sensitive receptors that could not be feasibly reduced to a less-than-significant level with the above mitigation measures. Consistent with the findings of the PEIR, this impact would conservatively remain significant and unavoidable. The proposed project would not result in any new, or more severe, construction noise impacts than were already analyzed and disclosed in the Central SoMa PEIR.

Vibration (Construction and Operations)

No operational components of the proposed project would include substantial groundborne noise or vibration sources. Thus, no substantial groundborne noise or vibration impacts would occur with the operation of the proposed project.

Construction vibration was evaluated to determine if it would result in building damage or if nighttime construction activities would result in sleep disturbance. The Federal Transit Administration (FTA) classifies buildings into four categories, in order of increasing vulnerability to vibration damage: category I: reinforced concrete, steel or timber (no plaster); category II: engineered concrete and masonry (no plaster); category III: non-engineered timber and masonry buildings; and category IV: buildings extremely susceptible to vibration damage. In general, onsite construction equipment that would cause the most groundborne vibration and noise would be associated with site grading, demolition, and foundation work. During these phases, the highest groundborne vibration levels are anticipated to be generated by large bulldozers/loaded trucks, hoe rams, and drilled piers, respectively.

The nearest building to the proposed construction site for the office development is 759 Harrison Street, a narrow building that divides the project site's frontage and would be surrounded on three sides by the office development. Under FTA vibration damage guidelines, 759 Harrison Street is considered a category II

building, with a vibration damage threshold of 0.3 inches per second (in/sec) peak particle velocity (PPV). It is assumed that there would be a separation of at least 1 foot 9 inches between 759 Harrison Street and the proposed office development due to building drift requirements.⁸⁰

The nearest buildings to the proposed construction site for the affordable housing development are the two adjacent commercial buildings at 428 Third Street and 715 Harrison Street. The building at 428 Third Street is a category III building under Federal Transit Administration vibration damage guidelines, with a vibration damage threshold of 0.2 in/sec PPV, and the building at 715 Harrison Street is a category I building with a vibration damage threshold of 0.5 in/sec PPV. It is assumed that there would be a separation of at least 2 feet between these buildings and the proposed affordable housing development due to building drift requirements.⁸¹

Using the distances and building categories described immediately above, vibration from construction activity was calculated at all three buildings described above. Results are presented below in **Table 9**. As shown in **Table 9**, construction-related vibration levels at each adjacent building could possibly exceed the damage threshold when used within the minimum recommended setback distances. It should be noted that the FTA and Caltrans methodology for estimating the propagation of ground-borne vibration is an approximation and may not be accurate for small distances between vibration source and receptor, as is the case for this project. Vibration levels would be lower when the equipment is further away from the building and would be expected to fall below the damage threshold at the minimum recommended setback distances of 11 feet for 759 Harrison Street, 12 feet for 428 Third Street and 8 feet for 715 Harrison Street.

As discussed above under Topic E3 Cultural Resources, 428 Third Street and 120 Perry Street are historic resources, and the proposed project would therefore be required to comply with **Project Mitigation Measure M-CR-5: Protect Structures from Adjacent Construction Activities** (implementing Central SoMa PEIR Mitigation Measure M-CP-3a) and **Project Mitigation Measure M-CR-6: Construction Monitoring Program for Adjacent Structures** (implementing Central SoMa PEIR Mitigation Measure M-CP-3b), which require the project sponsor, city, and affordable housing developer to incorporate into construction specifications for both the office development and affordable housing development a requirement that the construction contractor(s) use all feasible means to avoid damage to adjacent and nearby buildings (such as using alternative construction techniques within the minimum recommended setback distances) and to undertake a monitoring program to ensure groundborne vibration levels at adjacent buildings do not exceed levels protective of the structural integrity of the buildings. With implementation of **Project Mitigation Measures M-CR-5** and **M-CR-6**, vibration from construction activities would not result in significant impacts either to the historic resource at 428 Third Street or to the other buildings at 715 Harrison Street and 759 Harrison Streets. All other buildings are across Harrison Street, separated by a right-of-way width of 82 feet 6 inches and thus considerably farther than the minimum recommended setback distance; therefore, no building damage would be expected to occur.

⁸⁰ Van Harpen, Abby, Structural Engineer, Magnusson Klemencic Associates, "Re: 725 Harrison – fta assessment of 428 3rd Street," E-mail message to Julian Bobilev (Urban Planning Partners), September 10, 2019.

⁸¹ Van Harpen, Abby, Structural Engineer, Magnusson Klemencic Associates, "Re: 725 Harrison – fta assessment of 428 3rd Street," E-mail message to Charles Salter (Charles M. Salter Associates, Inc.), August 28, 2019.

Table 9
Construction Vibration Levels at Adjacent Receptors

Receptor	Equipment	Distance to Construction	Calculated Vibration Level (in/sec PPV)	Damage Threshold (in/sec PPV)	Exceed Damage Threshold?	Minimum Recommended Setback Distance
759 Harrison St.	Large Bulldozer	5-ft	> 0.3	0.3	Possible	11-ft
	Loaded Trucks	5-ft	> 0.3		Possible	11-ft
	Hoe Ram	2-ft	> 0.3		Possible	11-ft
	Auger Drilled Piers	2-ft	0.16		No	N/A
428 Third St.	Large Bulldozer	5-ft	> 0.2	0.2	Possible	12-ft
	Loaded Trucks	5-ft	> 0.2		Possible	12-ft
	Hoe Ram	2-ft	> 0.2		Possible	12-ft
	Auger Drilled Piers	2-ft	.161		No	N/A
715 Harrison St.	Large Bulldozer	5-ft	> 0.5	0.5	Possible	8-ft
	Loaded Trucks	5-ft	> 0.5		Possible	8-ft
	Hoe Ram	2-ft	> 0.5		Possible	8-ft
	Auger Drilled Piers	2-ft	.161		No	N/A

Notes:

Five-foot distance is used for bulldozers and trucks because it is unlikely a large construction vehicle would be any closer to the affected buildings.

Due to lack of accuracy in estimating vibration levels at small distances, the calculated vibration levels are not discrete numbers but simply show that vibration could exceed the respective thresholds of 0.2 and 0.5 in/sec PPV.

Source: Charles M. Salter Associates, Inc., 2019.

Loaded trucks are the main vibration producing construction equipment during nighttime concrete pouring. The expected vibration levels produced during nighttime concrete pours would be 0.076 in/sec PPV at 25 feet. The closest residences to the construction activity are at 750, 765, and 788 Harrison Street, located at least 82 feet and 6 inches away from the project site (the width of the Harrison Street right-of-way). At this distance, the vibration would be reduced to approximately 0.01 in/sec PPV. This level of vibration is below the 0.1 in/sec PPV vibration level that is considered “strongly perceptible.” Therefore, nighttime construction vibration would not be likely to result in sleep disturbance and the project would have less-than-significant impacts from construction vibration.

Consistent with the findings of the Central SoMa PEIR, with implementation of **Project Mitigation Measures M-CR-5** and **M-CR-6**, the proposed project would not result in significant impacts from vibration that were not previously identified or any significant impacts that are peculiar to the project site, nor would the proposed project have more severe impacts than those identified in the Central SoMa PEIR.

Cumulative Analysis

The Central SoMa PEIR examined cumulative traffic noise impacts with both a Folsom/Howard two-way option and one-way option. Subsequent to the adoption of the Plan, the SFMTA determined that it would move forward with a modified version of the one-way option. Under the modified one-way option, the Central SoMa PEIR identified a significant and unavoidable cumulative traffic noise impact on Fifth Street

between Brannan Street and Townsend Street and on Bryant Street east of Second Street. The Central SoMa PEIR determined that plan-level construction noise impacts would be significant and unavoidable due to potentially overlapping projects, but cumulative construction noise impacts would be less-than-significant because impacts from known cumulative projects outside the Plan Area would not be likely to combine with those in the Plan Area.

The geographic context for the analysis of cumulative impacts related to operational noise is generally limited to the area within a block of the project site, as noise attenuates with distance. The project's cumulative traffic noise impact is discussed in detail under Traffic Noise. The project's operational noise assessment, as described above, finds that the project would not generate noise levels beyond limits set by noise ordinance sections 2909(a) through (d), with the inclusion of an attenuator for the affordable housing development's mechanical equipment. Other cumulative developments would also be required to comply with sections 2909(a) through (d), and thus there would not be a cumulative operational noise impact.

Cumulative construction noise impacts in the project vicinity would be significant and unavoidable due to the number of potentially overlapping projects in the area. This was identified as a plan-level significant construction-related noise impact in the Central SoMa PEIR. Therefore, the proposed project in combination with cumulative projects would not result in more severe cumulative noise impacts than disclosed in the Central SoMa PEIR.

Conclusion

For the reasons described above, the proposed project would not result in new or more severe significant project or cumulative noise or vibration impacts than identified in the Central SoMa PEIR or that are peculiar to the project site. **Project Mitigation Measures M-NO-1, M-NO-2, M-CR-5, and M-CR-6** would apply to the proposed project.

E.7 Air Quality

Central SoMa PEIR Analysis

The Central SoMa PEIR identified potentially significant air quality impacts from subsequent development projects related to the generation of criteria air pollutants and impacts to sensitive receptors⁸² as a result of exposure to elevated levels of diesel particulate matter and other toxic air contaminants (TACs) during project operations. The Central SoMa PEIR identified six mitigation measures that would reduce these air quality impacts; however, the Central SoMa PEIR determined that impacts from subsequent development projects would remain significant and unavoidable. The mitigation measures identified in the Central SoMa PEIR that are applicable to subsequent development projects are as follows: **M-NO-1a**, as well as **Central SoMa PEIR Mitigation Measures M-AQ-3a, Education for Residential and Commercial Tenants Concerning Low-VOC Consumer Products; M-AQ-3b, Reduce Operational Emissions; M-AQ-5a, Best**

⁸² Bay Area Air Quality Management District, 2011, *Recommended Methods for Screening and Modeling Local Risks and Hazards*, May 2011, p. 12. (The Bay Area Air Quality Management District considers sensitive receptors as children, adults, and older adults occupying or residing in residential dwellings, including apartments, houses, condominiums; schools, colleges, and universities; daycare centers; hospitals; and senior care facilities.)

Available Control Technology for Diesel Generators and Fire Pumps; M-AQ-5b, Siting of Uses that Emit Particulate Matter (PM_{2.5}), Diesel Particulate Matter, or Other Toxic Air Contaminants; and M-AQ-5d, Land Use Buffers around Active Loading Docks. As discussed throughout this initial study, M-NO-1a is implemented by Planning Code section 169.

The Central SoMa PEIR also identified potentially significant air quality impacts from subsequent development projects related to the generation of criteria air pollutants resulting from construction activities and impacts to sensitive receptors as a result of exposure to elevated levels of diesel particulate matter and other TACs during project construction. The Central SoMa PEIR identified four mitigation measures applicable to construction projects that would reduce these air quality impacts to less than significant: **Central SoMa PEIR Mitigation Measures M-AQ-4a, Construction Emissions Analysis; M-AQ-4b and M-AQ-6a, Construction Emissions Minimization Plan; and M-AQ-6b, Implement Clean Construction Requirements** (applicable to city projects only).

All other air quality impacts, including consistency with applicable air quality plans and exposure of people to objectionable odors, would be less than significant and no mitigation is required.

<u>Topics</u>	<u>Significant Impact Peculiar to Project or Project Site</u>	<u>Significant Impact not Identified in Central SoMa PEIR</u>	<u>Significant Impact due to Substantial New Information</u>	<u>No Significant Impact not Previously Identified in Central SoMa PEIR</u>
7. AIR QUALITY—Would the project:				
a) Conflict with or obstruct implementation of the applicable air quality plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal, state, or regional ambient air quality standard?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Expose sensitive receptors to substantial pollutant concentrations?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Result in other emissions (such as those leading to odors) adversely affecting a substantial number of people?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Project-Specific Analysis

Construction Dust Control

Project-related construction activities, primarily ground-disturbing activities, would result in construction dust. The Department of Building Inspection requires implementation of dust control measures for all site preparation work, demolition, and/or construction activities that may create dust or disturb more than 10 cubic yards, or 500 square feet of soil. For large projects over 0.5 acres, the Department of Building Inspection may not issue a building permit until a written notice has been received from the director of the San Francisco Department of Public Health stating that site-specific dust control plan has been approved or waive in accordance with the San Francisco Construction Dust Control Ordinance (codified in Health Code article 22B and San Francisco Building Code section 106.A.3.2.6). The purpose of the construction

dust ordinance is to further 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 onsite workers and to minimize public nuisance complaints.

Both the office development and affordable housing development would be required to implement dust control measures as required by the Department of Building Inspection to prevent visible dust from leaving the interior of the project site. As previously described, the office development and affordable housing would not be constructed at the same time. The affordable housing project site is not over 0.5 acre and therefore, is not required to submit a dust control plan to the health department, but is required to implement applicable dust control measures.

The office development project site is over 0.5 acre; in addition to implementing applicable dust control measures, the project sponsor would also be required to submit a dust control plan for approval by the San Francisco Department of Public Health. The site-specific dust control plan would require the project sponsor to implement additional dust control measures, such as installation of dust curtains and windbreaks, and to provide independent third-party inspections and monitoring, provide a public complaint hotline, and suspend construction during high-wind conditions. The regulations and procedures set forth by the San Francisco Construction Dust Control Ordinance would ensure that construction dust impacts would be less than significant.

Construction Criteria Air Pollutants

The Bay Area Air Quality Management District's (air district's) 2017 CEQA Air Quality Guidelines (Air Quality Guidelines)⁸³ provide methodologies for analyzing air quality impacts. The Air Quality Guidelines also provide thresholds of significance for those criteria air pollutants for which the San Francisco Bay Area Air Basin (SFBAAB) is in non-attainment. These thresholds of significance are used by the city and are presented in **Tables 10** and **11**. By its very nature, regional air pollution is largely a cumulative impact in that no single project is sufficient in size, by itself, to result in non-attainment of air quality standards. Instead, a project's individual emissions contribute to existing cumulative air quality impacts. If a project's contribution to cumulative air quality impacts is considerable, then the project's impact on air quality would be considered significant.⁸⁴

Construction-related criteria air pollutants generated by the proposed project were quantified using the California Emissions Estimator Model (CalEEMod) (Version 2016.3.2) and are provided within the air quality emissions assessment report prepared for the proposed project.⁸⁵ The average daily construction emissions for the single-phase scenario are shown in **Table 10** and the daily construction emission for the

⁸³ Bay Area Air Quality Management District, *CEQA Air Quality Guidelines*, updated May 2017, p. 2-1, http://www.baaqmd.gov/~media/files/planning-and-research/ceqa/ceqa_guidelines_may2017-pdf.pdf?la=en, accessed December 26, 2017.

⁸⁴ Bay Area Air Quality Management District, *CEQA Air Quality Guidelines*, updated May 2017.

⁸⁵ Baseline Environmental Consulting, *725 Harrison Street Air Quality Technical Memorandum*, October 28, 2019.

two-phase scenario are shown in **Table 11**.⁸⁶ With a longer construction scenario as proposed in the two-phase scenario, the average daily emissions are reduced.

For the air quality analysis, it was assumed that the office development and the affordable housing development would be constructed simultaneously under the single-phase scenario or the two-phase scenario. Given that the affordable housing development would not begin construction until the office development is complete, this produces a higher estimate of average daily project construction emissions for the purpose of environmental analysis.

In addition, because the project is located within an air pollution exposure zone, it would be required to comply with **Project Mitigation Measure M-AQ-1: Construction Emissions Minimization Plan** (implementing Central SoMa PEIR Mitigation Measure M-AQ-6a [which requires compliance with PEIR Mitigation Measure M-AQ-4b]). Please see the Health Risks subsection below for a further discussion of this mitigation measure. With implementation of the measure, mitigated project emissions would be reduced. As shown in **Tables 10 and 11**, both mitigated and unmitigated project construction emissions would be below the threshold of significance for all criteria pollutants; thus, construction emissions of criteria pollutants would result in a less-than-significant impact.

Table 10
Daily Project Construction Emissions (Office and Housing Development Constructed in a Single Phase)

	Pollutant Emissions (Average Pounds per Day)			
	ROG	NO _x	Exhaust PM ₁₀	Exhaust PM _{2.5}
Unmitigated Project Emissions	28.7	29.0	0.7	0.7
Mitigated Project Emissions	27.9	27.1	0.1	0.1
Significance Threshold	54.0	54.0	82.0	54.0
Significant Impact?	No	No	No	No

Notes: ROG = reactive organic gas; NO_x = nitrogen oxide; PM₁₀ = particles in the atmosphere with a diameter equal to or less than 10 micrometers; PM_{2.5} = particles with a diameter equal to or less than 2.5 micrometers.

Includes emissions from proposed street improvements.

Based on 20-month duration of construction and no phasing.

Source: Baseline Environmental Consulting, 2019.

Operational Criteria Air Pollutants

CalEEMod was used to estimate operational emissions from area sources, including emissions from consumer product use, architectural coatings, and landscape maintenance equipment associated with the

⁸⁶ As detailed in the project description, under the single-phase scenario, the entire office development would be constructed in one phase lasting approximately 20 to 28 months. The two-phase scenario would last approximately 38 months combined: the first phase would involve construction of the southwest portion of the office building and last 21 months, and the second phase would construct the northeast portion of the office building (including the child care facility) and would last 17 months. In either scenario, construction of the affordable housing development would not begin until after the office development is built and would last 33 months. Consequently, the construction of the entire project could last from 53 months to 71 months.

proposed project. Emissions associated with natural gas use in space heating, hearths, water heating, and stoves were calculated in the building energy use module of CalEEMod. It was assumed that “hearth emissions” would occur from natural gas combustion (rather than wood-burning fireplaces, which are not proposed).

Consumer products in this analysis are chemically formulated products used by household and institutional consumers, including detergents; cleaning compounds; polishes; floor finishes; cosmetics; personal care products; home, lawn, and garden products; disinfectants; sanitizers; aerosol paints; and automotive specialty products.

Table 11
Daily Project Construction Emissions (Office and Housing
Development Constructed in Two Phases)

	Pollutant Emissions (Average Pounds per Day)			
	ROG	NOx	Exhaust PM ₁₀	Exhaust PM _{2.5}
Unmitigated Project Emissions	15.1	15.2	0.4	0.4
Mitigated Project Emissions	14.7	14.3	0.1	0.1
Significance Threshold	54.0	54.0	82.0	54.0
Significant Impact?	No	No	No	No

Notes: ROG = reactive organic gas; NOx = nitrogen oxide; PM₁₀ = particles in the atmosphere with a diameter equal to or less than 10 micrometers; PM_{2.5} = particles with a diameter equal to or less than 2.5 micrometers.

Includes emissions from proposed street improvements.

Based on 38-month duration of construction.

Source: Baseline Environmental Consulting, 2019.

The proposed project would also generate criteria pollutant emissions associated with vehicle traffic (mobile sources) and testing two backup diesel generators (one associated with the office development and one associated with affordable housing development). Operational-related criteria air pollutants generated by the proposed project were quantified using CalEEMod and model assumptions and results are provided within the air quality emissions assessment report for the proposed project.^{87,88}

In addition, the proposed project includes the elimination of one through lane within the half block from Lapu Lapu Street to Fourth Street, reducing the number of vehicular lanes from five to four. This reduction in travel lanes for one city block is not anticipated to substantially increase vehicle delays or otherwise increase mobile-source emissions above existing levels.

The daily and annual emissions associated with operation of the proposed project (both the office development and housing development) are shown in **Table 12**. **Table 12** also includes the thresholds of significance used by the city.

⁸⁷ Baseline Environmental Consulting, *725 Harrison Street Air Quality Technical Memorandum*, October 28, 2019.

⁸⁸ For the CalEEMod analysis, the gross square footage of the office building (925,000 square feet) was used rather than the 803,000 square feet cited elsewhere in this document.

As shown in Table 12, the proposed project would not exceed any criteria air pollutant threshold of significance. Therefore, individual and cumulative operational criteria air pollutant impacts resulting from the proposed project would be less than significant. No mitigation measures are required.

If the office development is constructed in two phases, it is possible that the first phase of office construction will be occupied during construction of the second phase. As a result, there could be an overlap in the generation of criteria air pollutant emissions during construction and operation. To be conservative, the estimated average daily emissions during construction of the uncontrolled two-phase construction scenario (Table 11) were combined with the operational emissions for the entire project (Table 12) and summarized

Table 12
Operational Criteria Air Pollutant Emissions

Emissions Source	ROG	NO _x	PM ₁₀	PM _{2.5}
Maximum Daily Emissions in pounds per day (lbs/day)				
Area	27.5	0.1	0.4	0.4
Energy	0.6	5.1	0.4	0.4
Mobile	3.8	14.7	12.1	3.4
Generators	0.6	2.7	0.1	0.1
Total Project Maximum Daily Emissions (lbs/day)	32.5	22.6	13.0	4.3
Significance Threshold (lbs/day)	54	54	82	54
Significant Impact?	No	No	No	No
Annual Emissions in tons per year (tpy)				
Total Project Maximum Annual Emissions (tpy)	5.9	4.1	2.3	0.8
Significance Threshold (tpy)	10	10	15	10
Significant Impact?	No	No	No	No

Notes: ROG = reactive organic gas; NO_x = nitrogen oxide; PM₁₀ = particles in the atmosphere with a diameter equal to or less than 10 micrometers; PM_{2.5} = particles with a diameter equal to or less than 2.5 micrometers; lbs/day = pounds per day; tpy = tons per year.

Source: Baseline Environmental Consulting, 2019.

in Table 13. As shown in Table 13, under this scenario, the proposed project would also not exceed any criteria air pollutant thresholds.

Table 13
Combined Average Daily Construction and Operational Emissions (Two Phases)

	Pollutant Emissions (Average Pounds per Day)			
	ROG	NO _x	Exhaust PM ₁₀	Exhaust PM _{2.5}
Total Project Emissions	47.6	37.8	13.4	4.6
Significance Threshold	54.0	54.0	82.0	54.0
Significant Impact?	No	No	No	No

Notes: ROG = reactive organic gas; NO_x = nitrogen oxide; PM₁₀ = particles in the atmosphere with a diameter equal to or less than 10 micrometers; PM_{2.5} = particles with a diameter equal to or less than 2.5 micrometers.

Includes uncontrolled construction emissions (Table 10) and emissions from operations for the entire project (Table 12).

Source: Baseline Environmental Consulting, 2019.

For the reasons described above, the proposed project would not result in significant project or cumulative criteria air pollutant impacts that were not identified in the Central SoMa PEIR, nor would the project result in air quality impacts that are more severe than those identified in the Central SoMa PEIR.

Health Risk

The project site is within an air pollutant exposure zone. As defined in Health Code article 38, an air pollutant exposure zone consists of areas that, based on modeling of all known air pollutant sources, exceed health protective standards for cumulative fine particulate matter (PM_{2.5}) concentration or cumulative excess cancer risk. The zone also incorporates health vulnerability factors and proximity to freeways. For sensitive-use projects within the air pollutant exposure zone, such as the proposed project, article 38 requires the project sponsor to submit an enhanced ventilation proposal for approval by the Department of Public Health that achieves protection from PM_{2.5} equivalent to that associated with a minimum efficiency reporting value (MERV) 13 filtration. The Department of Building Inspection will not issue a building permit without written notification from the Director of Public Health that the applicant has an approved enhanced ventilation proposal. In compliance with article 38, the project sponsor has submitted an initial application to the Department of Public Health.⁸⁹ The regulations and procedures set forth by article 38 would reduce exposure of the proposed project's sensitive receptors to pollutant concentrations.

Construction Health Risks

The Central SoMa PEIR found that subsequent development projects requiring the use of diesel-powered equipment and vehicles during construction within the air pollutant exposure zone would result in a significant impact to nearby sensitive receptors and determined that with implementation of M-AQ-6a, construction period health risks from subsequent development projects would be reduced to less than significant. Because the project site is located within an identified air pollutant exposure zone and would require heavy-duty off-road diesel vehicles and equipment throughout the anticipated 20- or 38-month construction period, M-AQ-6a is required.⁹⁰ In addition, the office development component includes a child-care facility, a sensitive receptor. As the affordable housing component will be built subsequent to the office development, its construction emissions may exacerbate the cumulative health risks to the child-care facility if it is operational by that time.

⁸⁹ The 725 Harrison Street Enhanced Ventilation Requirement under article 38 (September 11, 2019). This document is available for review at the San Francisco Planning Department, 1650 Mission Street, Suite 400, as part of Case No. 2005-0759E.

⁹⁰ The Central SoMa PEIR also identified Mitigation Measure M-AQ-6b, Implement Clean Construction Requirements, which requires implementation of measures to reduce diesel emissions generated at publicly funded construction sites and thereby related potential health risks. The proposed project is not publicly funded; therefore, this mitigation measure would not be required.

Project Mitigation Measure M-AQ-1 requires that diesel engines powering construction equipment meet all of the following minimum standards: (1) comply with U.S. Environmental Protection Agency Tier 2 emissions standards, (2) be equipped with a level 3 diesel particulate filter,⁹¹ and (3) use renewable diesel. Use of Tier 2 engines and a Level 3 Verified Diesel Emission Control Strategy (VDECS) can reduce construction emissions by 89 to 94 percent compared to equipment with engines meeting no emission standards and without a VDECS. Emissions reductions from the combination of Tier 2 equipment and a Level 3 VDECS is almost equivalent to requiring only equipment with Tier 4 Final engines. Therefore, with implementation of **Project Mitigation Measure M-AQ-1**, health risk impacts to sensitive receptors, including the proposed childcare facility, from the project's construction activities would be reduced to less than significant.

Operational Health Risks

The Central SoMa PEIR identified a significant and unavoidable impact regarding operational health risks and identified five mitigation measures, four of which apply to subsequent development projects.

As discussed in the Central SoMa Plan PEIR, development projects associated with the Central SoMa Plan would result in potential health risks for sensitive receptors (primarily residents) in or near the plan area if these projects were to include sources of TACs. Among these sources would be diesel-powered emergency generators. Operation of the proposed project's generators could expose nearby sensitive receptors to elevated concentrations of TACs and PM_{2.5}. The proposed project would also generate an increase in daily vehicle trips, which would emit diesel particulate matter and other TACs.

Most new stationary sources, including backup generators, would require a permit from the BAAQMD with requirements that would generally reduce emissions from such sources. For example, all stationary engines greater than 50 horsepower require a BAAQMD permit and diesel engines must comply with a state-mandated TAC control measure for such engines, which is administered by BAAQMD. In general, BAAQMD will not issue a permit for a stationary diesel engine that would result in a cancer risk greater than ten in one million for the maximally exposed receptor.

However, within the exposure zone, additional emissions of TACs would be a significant impact, given that these areas already have poorer air quality and increased health vulnerability from air pollution. The proposed project would include a backup generator in both the office development as well as the affordable housing development; therefore, the proposed project would be subject to M-NO-1a, which is implemented as part of the entitlement review process in compliance with Planning Code section 169,⁹² as well as Central SoMa PEIR Mitigation Measure M-AQ-5a. Central SoMa PEIR Mitigation Measure M-AQ-5a is included as **Project Mitigation Measure M-AQ-2: Best Available Control Technology for Diesel Generators and Fire**

⁹¹ Construction equipment meeting Tier 4 interim or Tier 4 final emissions standards automatically meet the Tier 2 plus level 3 diesel particulate matter standard.

⁹² Per San Francisco Planning Code section 169.3(e), projects that submitted a development application or environmental application deemed complete prior to September 4, 2016 are subject to 75 percent of the TDM requirement. The proposed project's environmental application was filed on August 12, 2005 and the project shall implement 75 percent of the TDM requirement.

Pumps and requires the project's diesel generator to meet the best available emissions standards and be fueled with renewable diesel.

In addition, Mitigation Measure M-AQ-5d requires that sensitive receptors be located as far away as feasible from truck activity areas including loading docks and delivery areas. The project's design already implements this requirement and locates loading docks at the backside of the building along Perry Street, in an area that is away from nearby sensitive receptors. Therefore, the project's design complies with this mitigation measure. Central SoMa Mitigation Measure M-AQ-5b applies to projects that would emit TACs, diesel PM or PM_{2.5} from sources not addressed by other mitigation measures identified in the PEIR. The proposed project does not include any such sources and M-AQ-5b is not applicable to the project.

Project Mitigation Measures M-AQ-1 and M-AQ-2 would apply to the proposed project and would reduce health risk impacts from the proposed project to less-than-significant levels.

Cumulative Analysis

The Central SoMa PEIR determined that impacts related to operational criteria air pollutants would be significant and unavoidable—even with implementation of mitigation measures—because subsequent individual development projects and proposed street network changes could emit criteria air pollutants or result in increased vehicle delays, thereby increasing criteria air pollutant emissions in excess of the project-level significance criteria. Cumulative impacts due to construction criteria air pollutants were determined to be less-than-significant. The Central SoMa PEIR also determined that exposure of sensitive receptors to health risk impacts would be significant and unavoidable, even within implementation of mitigation measures, because both construction and operational emissions of PM_{2.5} and TACs would significantly affect both the geography and severity of health risks in the Plan Area.

As discussed above, criteria air pollutant impacts are cumulative impacts because no single project is sufficient in size, by itself, to result in non-attainment of air quality standards. As demonstrated above, the project would not result in cumulatively considerable criteria air pollutant emissions. For these reasons, impacts pertaining to criteria air pollutants would not be more severe than disclosed in the Central SoMa PEIR.

With regard to cumulative health risk, both construction and operational emissions of TACs could have a significant impact on sensitive receptors. The project would be subject to **Project Mitigation Measure M-AQ-1**. This would reduce construction diesel emissions by 89 to 95 percent for each individual project. The project's operational emissions of TACs would be reduced to a less-than-significant level with the implementation of **Project Mitigation Measure M-AQ-2**, which requires the project's diesel generator to meet the best available emissions standards and be fueled with renewable diesel. Therefore, impacts pertaining to cumulative health risk would not be more severe than disclosed in the Central SoMa PEIR.

Conclusion

For the reasons described above, the proposed project would not result in new or more severe significant project or cumulative air quality impacts than identified in the Central SoMa PEIR or that are peculiar to the project site. **Project Mitigation Measures M-AQ-1 and M-AQ-2** would apply to the proposed project.

E.8 Greenhouse Gas Emissions

Central SoMa PEIR Analysis

The Central SoMa PEIR concluded that adoption of the Central SoMa Plan would not directly result in operational greenhouse gas (GHG) emissions; however, implementation of development projects in the plan area, including the proposed project, would result in GHG emissions. The Central SoMa Plan includes goals and policies that would apply to the proposed project, and these policies are consistent with the city's Strategies to Address Greenhouse Gas Emissions.⁹³ The Central SoMa PEIR concluded that GHG emissions resulting from development under the Central SoMa Plan would be less than significant, and no mitigation measures were required.

The air district has issued guidelines and methodologies for analyzing GHGs. These guidelines are consistent with CEQA Guidelines sections 15064.4 and 15183.5, which address the analysis and determination of significant impacts from a proposed project's GHG emissions, and allow for projects that are consistent with an adopted GHG reduction strategy to conclude that the project's GHG impact is less than significant. San Francisco's Strategies to Address Greenhouse Gas Emissions⁹⁴ presents a comprehensive assessment of policies, programs, and ordinances that collectively represent the city's GHG reduction strategy in compliance with the air district and CEQA Guidelines. These GHG reduction actions have resulted in a 36 percent reduction in GHG emissions in 2017 compared to 1990 levels,⁹⁵ exceeding the year 2020 reduction goals outlined in the air district's 2017 Clean Air Plan,⁹⁶ Executive Order S-3-05,⁹⁷ and Assembly Bill 32 (also known as the Global Warming Solutions Act).^{98,99} In addition, the city's GHG reduction goals are consistent with, or more aggressive than, the long-term goals established under

⁹³ San Francisco Planning Department, *Strategies to Address Greenhouse Gas Emissions in San Francisco*, July 2017, <http://sf-planning.org/strategies-address-greenhouse-gas-emissions>, accessed April 10, 2019.

⁹⁴ San Francisco Planning Department, *Strategies to Address Greenhouse Gas Emissions in San Francisco*, November 2010, http://sfmea.sfplanning.org/GHG_Reduction_Strategy.pdf, accessed March 3, 2016.

⁹⁵ San Francisco Department of the Environment, *San Francisco's Carbon Footprint (2019)*, April 2019, <https://sfenvironment.org/carbon-footprint>, accessed April 22, 2019.

⁹⁶ Bay Area Air Quality Management District, *Clean Air Plan*, September 2017, <http://www.baaqmd.gov/plans-and-climate/air-quality-plans/current-plans>, accessed July 13, 2018.

⁹⁷ Office of the Governor, *Executive Order S-3-05*, June 1, 2005, <http://www.climatestrategies.us/library/library/view/294>, accessed April 22, 2019.

⁹⁸ California Legislative Information, *Assembly Bill 32*, September 27, 2006, http://www.leginfo.ca.gov/pub/05-06/bill/asm/ab_0001-0050/ab_32_bill_20060927_chaptered.pdf, accessed March 3, 2016.

⁹⁹ Executive Order S-3-05, Assembly Bill 32, and the Bay Area 2010 Clean Air Plan set a target of reducing GHG emissions to below 1990 levels by year 2020.

Executive Orders S-3-05¹⁰⁰ and B-30-15^{101, 102} and Senate Bill 32.^{103, 104} Therefore, projects that are consistent with the city’s GHG reduction strategy would not result in GHG emissions that would have a significant effect on the environment, and would not conflict with state, regional, or local GHG reduction plans and regulations.

<i>Topics</i>	<i>Significant Impact Peculiar to Project or Project Site</i>	<i>Significant Impact not Identified in Central SoMa PEIR</i>	<i>Significant Impact due to Substantial New Information</i>	<i>No Significant Impact not Previously Identified in Central SoMa PEIR</i>
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8. GREENHOUSE GAS EMISSIONS—Would the project:

- | | | | | |
|-------------------------------------------------------------------------------------------------------------------------------------------------|--------------------------|--------------------------|--------------------------|-------------------------------------|
| a) Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| b) Conflict with any applicable plan, policy, or regulation of an agency adopted for the purpose of reducing the emissions of greenhouse gases? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |

Project-Specific Analysis

The proposed project would increase the intensity of use of the site by demolishing the four existing one- to two-story buildings and constructing a 185-foot-tall (exclusive of 20-foot-tall mechanical screens), 14-story, 803,000-square-foot office building with ground-floor micro-retail and PDR uses, as well as dedicating a portion of the site to the city for future development of an approximately 85-foot-tall affordable housing building with up to 144 units. Therefore, the proposed project would contribute to annual long-term increases in GHGs as a result of increased vehicle trips (mobile sources) and residential

¹⁰⁰ Executive Order S-3-05 sets forth a series of target dates by which statewide emissions of GHGs need to be progressively reduced, as follows: by 2010, reduce GHG emissions to 2000 levels (approximately 457 million metric tons of carbon dioxide equivalent (MT CO₂e)); by 2020, reduce emissions to 1990 levels (approximately 427 million MT CO₂e); and by 2050 reduce emissions to 80 percent below 1990 levels (approximately 85 million MT CO₂e). Because of the differential heat absorption potential of various GHGs, GHG emissions are frequently measured in “carbon dioxide-equivalents,” which present a weighted average based on each gas’s heat absorption (or “global warming”) potential.

¹⁰¹ Office of the Governor, *Executive Order B-30-15, April 29, 2015*, <https://www.gov.ca.gov/news.php?id=18938>, accessed March 3, 2016. Executive Order B-30-15 sets a state GHG emissions reduction goal of 40 percent below 1990 levels by 2030.

¹⁰² San Francisco’s GHG reduction goals are codified in section 902 of the Environment Code and include (i) by 2008, determine city GHG emissions for 1990; (ii) by 2017, reduce GHG emissions by 25 percent below 1990 levels; (iii) by 2025, reduce GHG emissions by 40 percent below 1990 levels; and by 2050, reduce GHG emissions by 80 percent below 1990 levels.

¹⁰³ Senate Bill 32 amends California Health and Safety Code Division 25.5 (also known as the California Global Warming Solutions Act of 2006) by adding section 38566, which directs that statewide greenhouse gas emissions to be reduced by 40 percent below 1990 levels by 2030.

¹⁰⁴ Senate Bill 32 was paired with Assembly Bill 197, which would modify the structure of the State Air Resources Board; institute requirements for the disclosure of greenhouse gas emissions criteria pollutants, and toxic air contaminants; and establish requirements for the review and adoption of rules, regulations, and measures for the reduction of greenhouse gas emissions.

and commercial operations that would result in an increase in energy use, water use, wastewater treatment, and solid waste disposal. Construction activities would also result in temporary increases in GHG emissions.

The office development would be required to achieve a minimum of LEED Gold certification, but would be designed to achieve LEED Platinum certification and would be subject to adopted regulations that would reduce GHG emissions as identified in the GHG reduction strategy. As discussed below, compliance with the applicable regulations would reduce the project's GHG emissions related to transportation, energy, waste disposal, wood burning, and use of refrigerants. Both the office development and the affordable housing would comply with the City and County of San Francisco's GHG reduction strategy.^{105,106}

For the office development component, compliance with the city's Commuter Benefits Program, Emergency Ride Home Program, transportation demand management programs, Transportation Sustainability Fee, Jobs-Housing Linkage Program, bicycle parking requirements, low-emission car parking requirements, and car-sharing requirements would reduce the project's transportation-related emissions. These regulations would reduce GHG emissions from single-occupancy vehicles by promoting the use of transportation modes with zero or lower GHG emissions on a per-capita basis.

Both the office development and the affordable housing components of the project would be required to comply with the energy efficiency requirements of the city's Green Building Code, Stormwater Management Ordinance, Water Efficient Ordinance, Water Conservation and Irrigation Ordinance, and Energy Conservation Ordinance, which would promote energy and water efficiency, thereby reducing the proposed project's energy-related GHG emissions.¹⁰⁷ The office development would also be required to comply with the San Francisco Green Building Code, section 5.103.1.5, which requires commercial buildings of greater than or equal to 25,000 square feet to either generate 1 percent energy onsite with renewables, or purchase renewable energy credits equal to 35 percent of total electricity use for at least two years, or achieve at least 10 percent compliance margin beyond California Code of Regulations Title 24 requirements. The office development will comply with this requirement by purchasing renewable energy credits equal to 35 percent of total electricity use for at least two years.¹⁰⁸ The affordable housing development would specifically be required to comply with the applicable energy efficiency requirements of the San Francisco Green Building Code, chapter 4, including LEED Silver certification and solar photovoltaic and/or solar thermal systems.

¹⁰⁵ San Francisco Planning Department, *Greenhouse Gas Analysis: Compliance Checklist for 725 Harrison Street Project (Office Development Component)*, December 2, 2019.

¹⁰⁶ San Francisco Planning Department, *Greenhouse Gas Analysis: Compliance Checklist for 725 Harrison Street Project (Affordable Housing Component)*, December 2, 2019.

¹⁰⁷ Compliance with water conservation measures reduce the energy (and GHG emissions) required to convey, pump, and treat water required for the project.

¹⁰⁸ San Francisco Planning Department, *Greenhouse Gas Analysis: Compliance Checklist for 725 Harrison Street Project*, December 3, 2018.

The proposed project's waste-related emissions (for both the office development and the affordable housing components) would be reduced through compliance with the city's Recycling and Composting Ordinance and Construction and Demolition Debris Recovery Ordinance and Green Building Code requirements. These regulations reduce the amount of materials sent to a landfill, reducing GHGs emitted by landfill operations. These regulations also promote reuse of materials, conserving their embodied energy¹⁰⁹ and reducing the energy required to produce new materials.

Other regulations, including those limiting refrigerant emissions and the Wood Burning Fireplace Ordinance would reduce emissions of GHGs and black carbon, respectively. Regulations requiring low-emitting finishes would reduce volatile organic compounds (VOCs).¹¹⁰ Thus, the proposed project was determined to be consistent with San Francisco's GHG reduction strategy.¹¹¹

Therefore, the proposed project's GHG emissions would not conflict with state, regional, or local GHG reduction plans and regulations. Furthermore, the proposed project would not result in impacts associated with GHG emissions beyond those disclosed in the Central SoMa PEIR. For the above reasons, the proposed project would not result in significant GHG emissions that were not identified in the Central SoMa PEIR, and no mitigation measures are necessary.

Cumulative Analysis

Similar to criteria air pollutants, GHG emissions and global climate change represent cumulative impacts. GHG emissions cumulatively contribute to the significant adverse environmental impacts of global climate change. No single project could generate enough GHG emissions to noticeably change the global average temperature; instead, the combination of GHG emissions from past, present, and future projects have contributed and will continue to contribute to global climate change and its associated environmental impacts. Therefore, the analysis above addresses the project's contribution to cumulatively significant GHG emissions, and no separate cumulative analysis is required.

Conclusion

For the reasons described above, the proposed project would not result in new or more severe project or cumulative GHG impacts than were identified in the Central SoMa PEIR or that are peculiar to the project site.

¹⁰⁹ Embodied energy is the total energy required for the extraction, processing, manufacture, and delivery of building materials to the building site.

¹¹⁰ While not a GHG, VOCs are precursor pollutants that form ground level ozone. Increased ground level ozone is an anticipated effect of future global warming that would result in added health effects locally. Reducing VOC emissions would reduce the anticipated local effects of global warming.

¹¹¹ San Francisco Planning Department, *Greenhouse Gas Analysis: Compliance Checklist for the 725 Harrison Street Project*, December 3, 2018.

E.9 Wind

Central SoMa PEIR Analysis

Wind is analyzed as part of CEQA review in the city with respect to potential pedestrian hazards, based on the criteria in Planning Code section 148, Reduction of Ground-Level Wind Currents in C-3 Use Districts. For wind hazards, section 148 requires that buildings do not cause an equivalent wind speed of 26 mph as averaged for a single full hour of the year (one-hour hazard criterion).^{112,113} Although section 148 applies only within the C-3 Use Districts, the hazard criterion of section 148 is used by the planning department as a CEQA significance threshold for the determination of whether a project would create wind hazards in publicly accessible areas of substantial pedestrian use.

The Central SoMa PEIR wind analysis found that existing wind speeds were generally greatest on Fourth and Fifth streets south of Bryant Street and this would remain the case under plan implementation. The average wind speed for one hour per year would decrease by 1 mph, from 26 mph under existing conditions to 25 mph, with Central SoMa Plan implementation, which represents an incremental improvement. However, the number of locations that would exceed the hazard criteria would increase from three to five, and the hours per year during which the one-hour wind hazard criterion would be exceeded would increase from four hours to 81 hours per year, resulting in a significant plan-level wind impact. Because the wind environment around a building is highly dependent on design details beyond the scope of the Central SoMa PEIR's programmatic analysis (e.g., setbacks, podiums, street wall heights), the results indicate only generally how new, taller buildings could affect pedestrian-level winds. **Central SoMa PEIR Mitigation Measure M-WI-1, Wind Hazard Criterion for the Plan Area**, was identified to reduce wind impacts from subsequent development within the plan area, and requires project-specific evaluation by a wind expert for projects taller than 85 feet and, if deemed necessary, wind-tunnel testing and implementation of feasible measures to meet the one-hour 26 mph wind hazard criterion. Should wind tunnel testing reveal that a project would exceed the hazard criteria, then the project would need to be shaped to minimize the overall number of hours of the exceedance. However, because the Central SoMa PEIR could not determine with certainty that each subsequent development project would be able to meet the one-hour, 26 mph wind hazard criterion, the Central SoMa PEIR determined that plan-level wind impacts would remain significant and unavoidable with mitigation. Cumulative wind impacts

¹¹² The wind ordinance comfort criteria are defined in terms of equivalent wind speed, which is an average wind speed (mean velocity), adjusted to include the level of gustiness and turbulence. Equivalent wind speed is defined as the mean wind velocity, multiplied by the quantity (one plus three times the turbulence intensity) divided by 1.45. This calculation magnifies the reported wind speed when turbulence intensity is greater than 15 percent. Unless otherwise stated, use of the term "wind speed" in connection with the wind-tunnel tests refers to equivalent wind speeds that are exceeded 10 percent of the time.

¹¹³ The wind hazard criterion is derived from the 26 mph hourly average wind speed that would generate a three-second gust of wind at 20 meters per second, a commonly used guideline for wind safety. Because the original federal building wind data was collected at one-minute averages, the 26 mph hourly average is converted to a 1-minute average of 36 mph, which is used to determine compliance with the 26 mph one-hour hazard criterion in the planning code. (Arens, E., et al. 1989, "Developing the San Francisco Wind Ordinance and its Guidelines for Compliance," *Building and Environment*, Vol. 24, No. 4, p. 297-303.)

(implementation of the plan in addition to other cumulative projects) were determined to be less than significant.

In the Central SoMa Special Use District, which includes the project site, wind conditions with respect to project approval are governed by Planning Code section 249.78(d)(9). Section 249.78(d)(9) incorporates the section 148 hazard criterion of 26 mph for one hour per year, but permits the planning commission to grant exceptions for projects that result in an exceedance of the hazard criterion up to a maximum of nine hours per year per wind-tunnel test location, if the “project has undertaken all feasible measures to reduce hazardous wind speeds, such as building sculpting and appurtenances, permanent wind baffling measures, and landscaping,” and compliance with the one-hour hazard criterion “would detract from the building design or unduly restrict the potential square footage of the project.” Exceptions are not permitted for projects that would result in an exceedance of the 26 mph hazard criterion for more than nine hours per year at any wind-tunnel test location (nine-hour hazard criterion).

<i>Topics</i>	<i>Significant Impact Peculiar to Project or Project Site</i>	<i>Significant Impact not Identified in Central SoMa PEIR</i>	<i>Significant Impact due to Substantial New Information</i>	<i>No Significant Impact not Previously Identified in Central SoMa PEIR</i>
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9. WIND—Would the project:

- a) Create wind hazards in publicly accessible areas of substantial pedestrian use?

Project-Specific Analysis

The analysis in the Central SoMa PEIR measured wind speeds at two sensors located on or immediately adjacent to the project site (one on the corner of Fourth and Harrison streets and one on the corner of Third and Harrison streets). No new hazard exceedances were identified at either of these sensors.

Consistent with Central SoMa PEIR Mitigation Measure M-WI-1, and based on the height and location of the proposed approximately 185-foot-tall building, a qualified wind consultant prepared a wind technical analysis for the proposed project and conducted wind tunnel testing.¹¹⁴ The wind tunnel model included all relevant surrounding buildings within an approximately 1,200-foot radius of the project site. Test configurations included the five different scenarios listed below. It should be noted that all ‘plus project’ configurations included both the office development and affordable housing development.

- Existing conditions
- Existing plus project
- Existing plus project plus wind reduction features
- Cumulative conditions
- Cumulative conditions plus project plus wind reduction features

¹¹⁴ Rowan Williams Davies & Irwin Inc., 725 Harrison Street, San Francisco, CA Pedestrian Wind Study, November 6, 2019.

The wind assessment measured wind speeds at 58 sensor locations under the existing conditions and cumulative conditions, and 67 sensor locations under all other configurations.¹¹⁵ These sensors were located within an approximately half-block radius of the project site, along Third Street, Fourth Street, Harrison Street, Perry Street, Stillman Street, and Lapu Lapu Street. Wind speeds were measured at approximately 5 feet above local grade.

The results of the wind study for the proposed project and all associated configurations are summarized below. The results of the wind assessment related to wind hazards is shown in **Table 14**.

Table 14
725 Harrison Street Wind Assessment Hazard Findings

Configuration	Sensor Locations	Average Wind Speed Exceeded for One-Hour per Year (mph)	One-Hour Wind Hazard Exceedances	Nine-Hour Wind Hazard Exceedances
Existing Conditions	58	20	0	0
Existing Plus Project	67	25	4	2
Existing Plus Project Plus Wind Reduction Measures	67	22	0	0
Cumulative Conditions	58	20	0	0
Cumulative Conditions Plus Project Plus Wind Reduction Features	67	22	0	0

Source: RWDI, 2019.

Existing Conditions

The one-hour and nine-hour wind hazard criteria would not be exceeded at any of the 58 test locations for the existing conditions configuration, as shown in **Figure 19**. For all locations, the average wind speed that is exceeded for one hour per year would be 20 mph.

Existing Plus Project

Wind testing revealed four exceedances of the one-hour wind hazard criteria and two exceedances of the nine-hour wind hazard criteria at the 67 test locations, as shown in **Figure 20**. All exceedances are either along Fourth Street or at the corner of Fourth and Harrison streets.

Existing Plus Project Plus Wind Reduction Features

Pursuant to the requirements of Planning Code section 249.78(d)(9), the project is required to implement feasible measures to reduce hazardous wind speeds. Therefore, the project underwent iterative testing that included various wind reduction features. The results of that testing yielded the following wind reduction

¹¹⁵ Under existing and cumulative conditions, the nine additional sensors are covered by the existing buildings on the project site that would be demolished. The nine additional sensors onsite are located in areas of expected pedestrian activity.

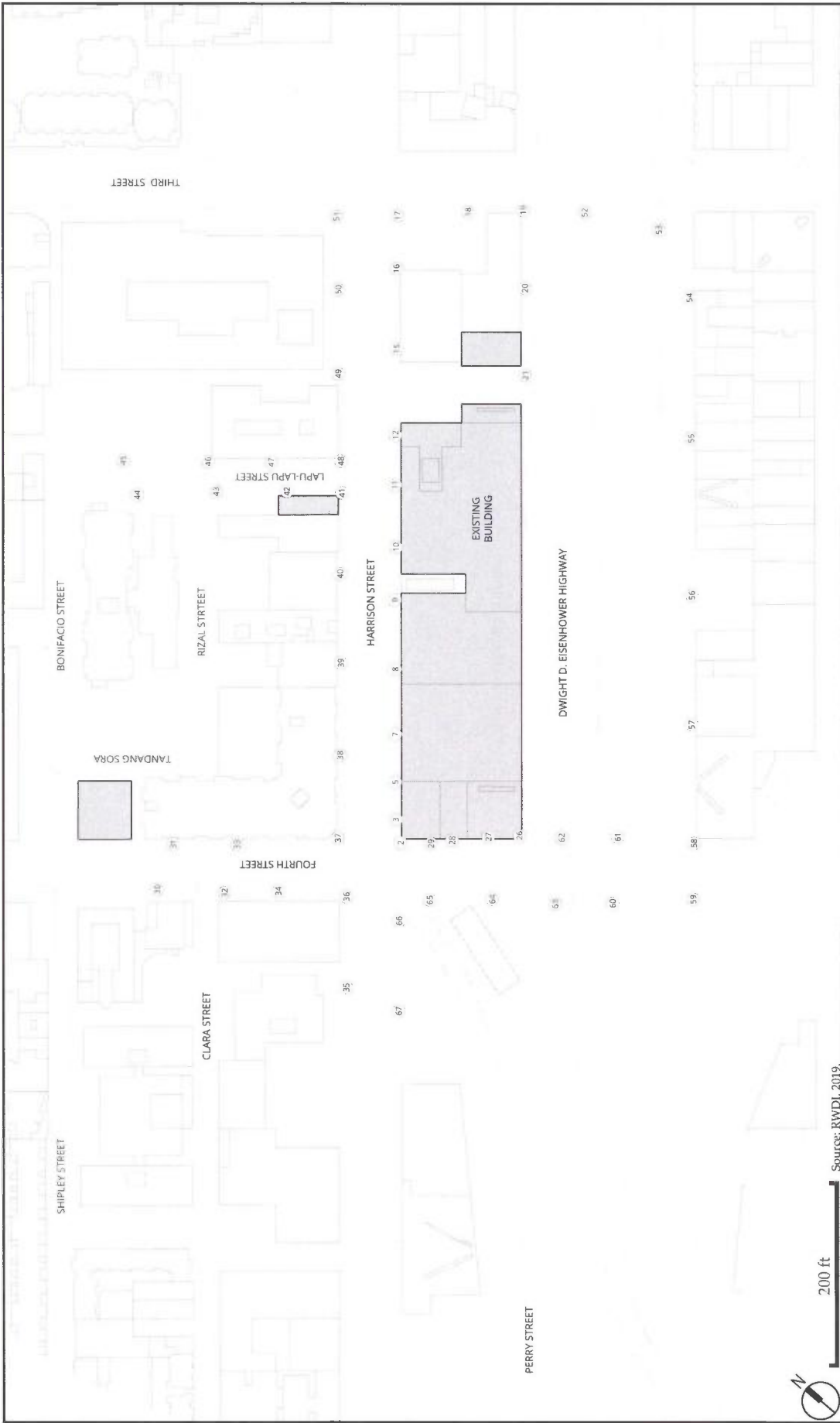
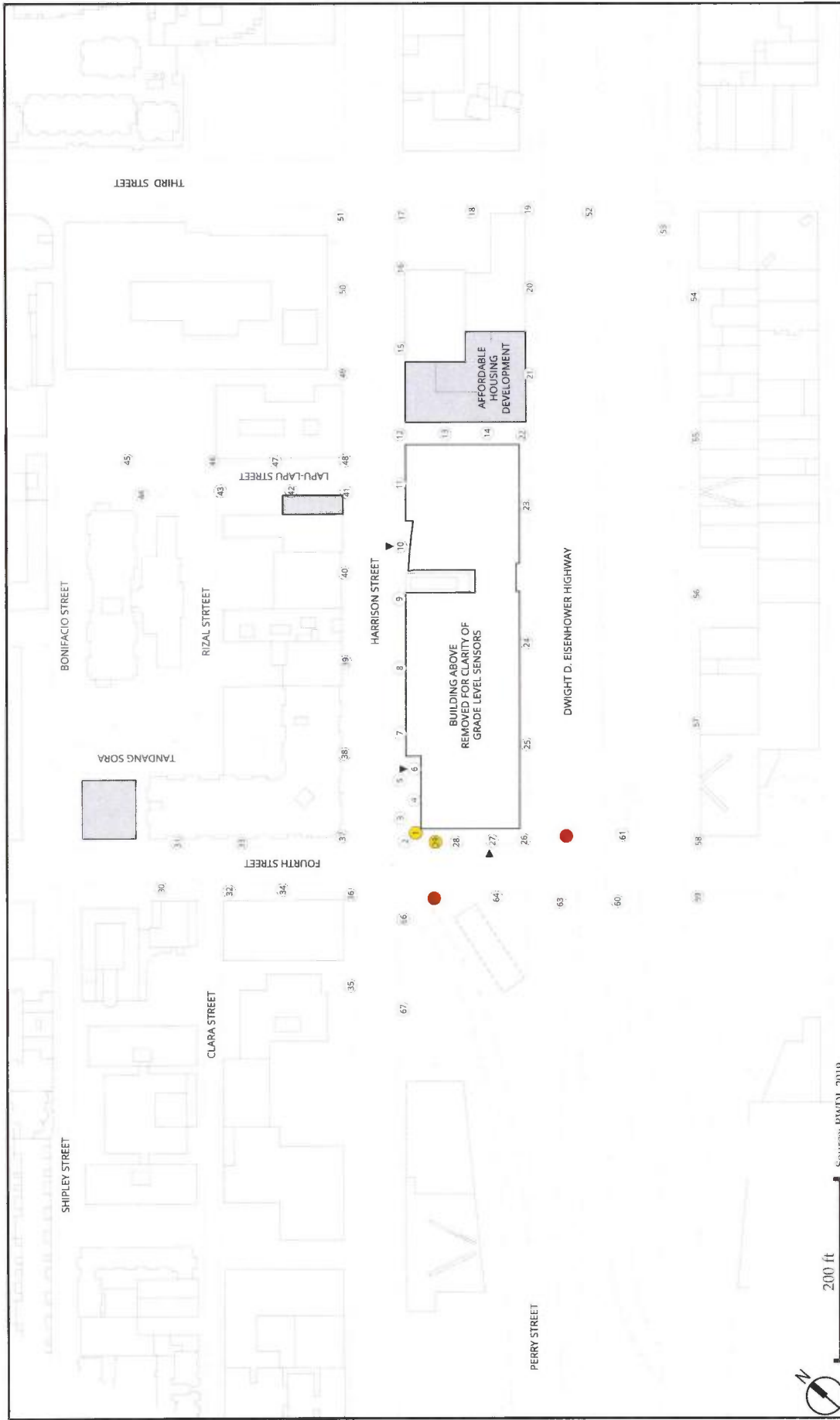


Figure 19
 Wind Assessment - Existing Conditions
 725 Harrison Street Project CPE Initial Study Checklist



Source: RWDI, 2019.

- (#) Pass Wind Hazard Criterion
- (#) Exceed 1-Hour Wind Hazard Criterion
- (#) Exceed Both 1- and 9-Hour Wind Hazard Criterion
- ▼ Main Entrance Location

Figure 20
 Wind Assessment - Existing Plus Project
 725 Harrison Street Project CPE Initial Study Checklist

features, which have been incorporated into the proposed project, as discussed in the Project Description section of this CPE:

- Planter boxes closest to the corner of Harrison Street that would have 7-foot-tall porous curved wind screens
- Planting of southern magnolia trees along Harrison and Fourth streets to reduce pedestrian-level wind speeds along these areas ¹¹⁶

With these wind reduction elements, the project would not result in any exceedances of the one-hour or the nine-hour wind hazard criteria, as shown in **Figure 21**. The measures described above are the minimum needed to achieve wind speeds below the one-hour hazard criterion.

Therefore, the proposed project would have a less-than-significant wind impact with the incorporation of the above wind reduction measures. Nonetheless, Central SoMa PEIR Mitigation Measure M-WI-1 remains applicable to the project as **Project Mitigation Measure M-WI-1: Wind Hazard Evaluation for Building Design Modifications**, in the event that the project sponsor proposes modifications to the current project design that may, as determined by the planning department, necessitate further wind analysis.

Project Phasing

The affordable housing development would be constructed following the construction of the 725 Harrison Street office building (i.e., in a phased construction sequence). Wind hazard and comfort conditions would be similar to those in the existing plus project configuration at locations near the affordable housing development prior to its construction but subsequent to the construction of the office development. This is because the affordable housing development lies downwind of the completed office building when considering prevailing westerly winds and is thereby sheltered by the office building itself. Additionally, the affordable housing development is relatively low-rise in comparison to the office building and, as such, its interaction with prevailing winds would be limited. For these reasons, the buildout of the office development prior to the construction of the affordable housing development would result in the same wind conditions as analyzed in the existing plus project, existing plus project plus wind reduction features, and cumulative conditions plus project plus wind reduction features configurations.

If the office development were to be constructed in two phases, the wind conditions in the project vicinity would temporarily change. The following details the anticipated temporary wind impacts should the office development be constructed in two phases. With the addition of Phase 1 of the office building (the southwest portion), wind conditions near the northwest corner of the Phase 1 office building are expected to be similar to that with the full Phase 2 building (the northeast portion) in place (i.e., similar to the existing plus project configurations). The predicted wind hazard locations at the corner of Fourth and Harrison streets with the Phase 2 building in place is expected to occur in Phase 1 as well.

¹¹⁶ Stack, Xandr, Associate/Architect, HOK, "Re: 725 Harrison setbacks," E-mail message to Julian Bobilev (Urban Planning Partners), September 11, 2019.

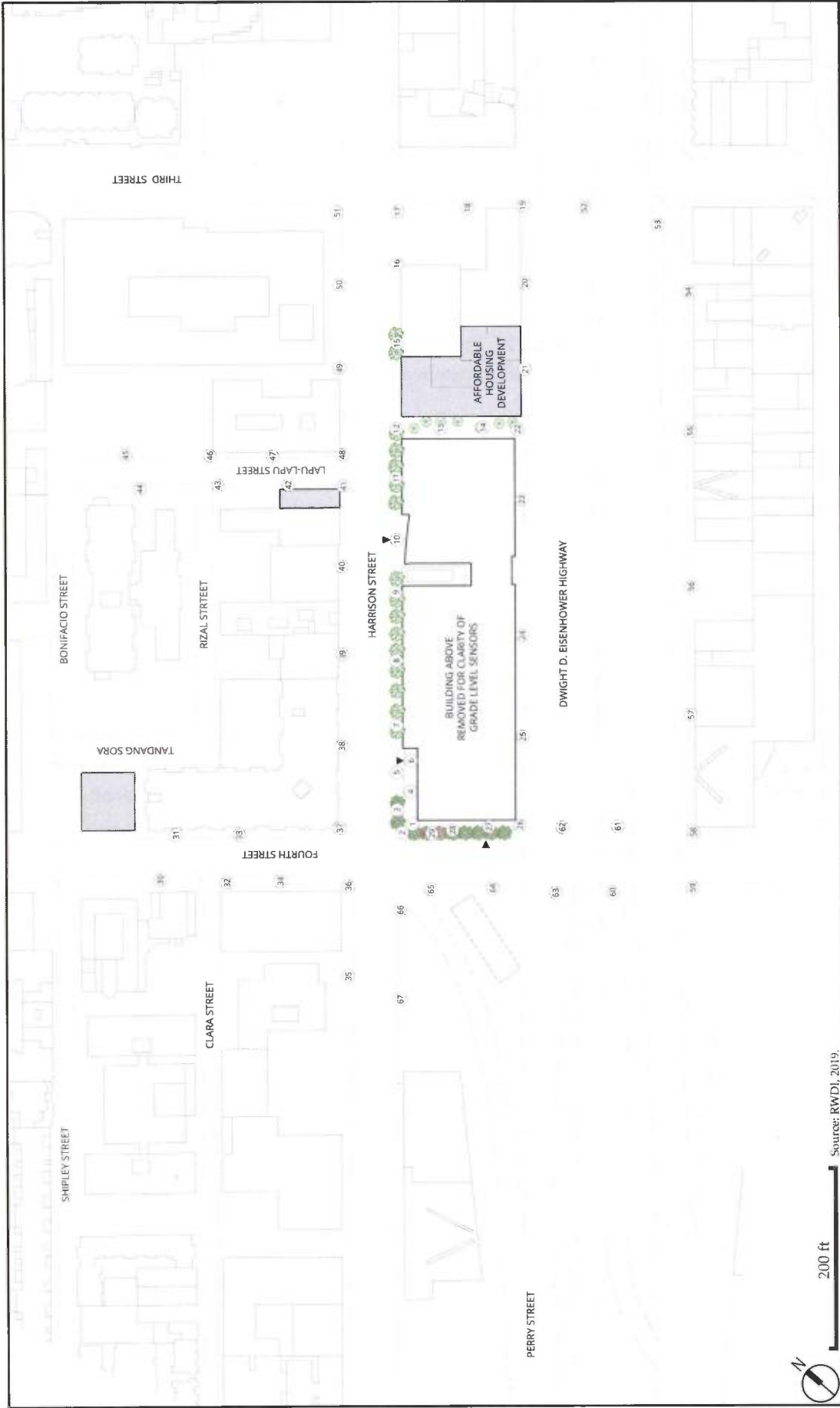


Figure 21
 Wind Assessment - Existing Conditions Plus Project Plus Wind Reduction Features
 725 Harrison Street Project CPE Initial Study Checklist

In the absence of the Phase 2 building, stronger west-northwesterly winds may wrap around the northwest corner of 759 Harrison Street near where the Phase 1 building terminates. Wind conditions in this area may temporarily be uncomfortable and result in an additional wind hazard at that corner (on Harrison Street near the northwest corner of the 759 Harrison Street building). This is not the case once the Phase 2 building is in place since prevailing winds would be forced to flow along Harrison Street by the longer length of the Phase 2 massing. If the office building is constructed in two phases, such a wind hazard would be temporary and would be eliminated once the Phase 2 building is constructed.

Cumulative Analysis

Cumulative Conditions

This configuration includes existing buildings as well as reasonably foreseeable cumulative future buildings, but without the proposed project. A full list of cumulative buildings included in the wind analysis is listed in the wind technical report for the project.¹¹⁷ Under cumulative conditions, the one-hour and nine-hour wind hazard criteria would not be exceeded at any of the 58 test locations, as shown in **Figure 22**.

Cumulative Conditions Plus Project Plus Wind Reduction Features

This configuration is identical to cumulative conditions but with the addition of the proposed project, including its wind reduction features listed above. Compared to cumulative conditions, the addition of the proposed project would result in slightly higher wind speeds around the project site, but would not result in any exceedances of the one-hour nor the nine-hour wind hazard criteria, as shown in **Figure 23**.

Conclusion

As detailed above, there are two proposals for how the proposed office component of the project could be constructed. The first option, the construction of the office development in one phase, would not have significant project-level or cumulative wind impacts with the incorporation of the proposed wind reduction features. The second option, the construction of the office development in two phases, may temporarily alter wind conditions in the project vicinity during the phased construction. However, the ultimate wind conditions in the project vicinity would be the same, regardless of whether the office development is built in one phase or two.

Therefore, the office development will be required to implement Mitigation Measure M-WI-1 as part of the phased construction option if more than one year lapses from issuance of certificate of occupancy for the Phase 1 building to commencement of construction for the Phase 2 building. Under this circumstance, it is uncertain whether implementation of Mitigation Measure M-WI-1 would reduce wind impacts to a less-than-significant level. As a result, the proposed project could result in a significant wind hazard impact as well as contributing considerably to the significant plan-level wind impact resulting from the development enabled by the Central SoMa Plan. These findings are consistent with the findings in the Central SoMa PEIR, and therefore, the proposed project would not result in new or more severe significant project or cumulative wind impacts than identified in the Central SoMa PEIR or that are peculiar to the project site.

¹¹⁷ Rowan Williams Davies & Irwin Inc., 725 Harrison, San Francisco, CA *Pedestrian Wind Study*, November 6, 2019.

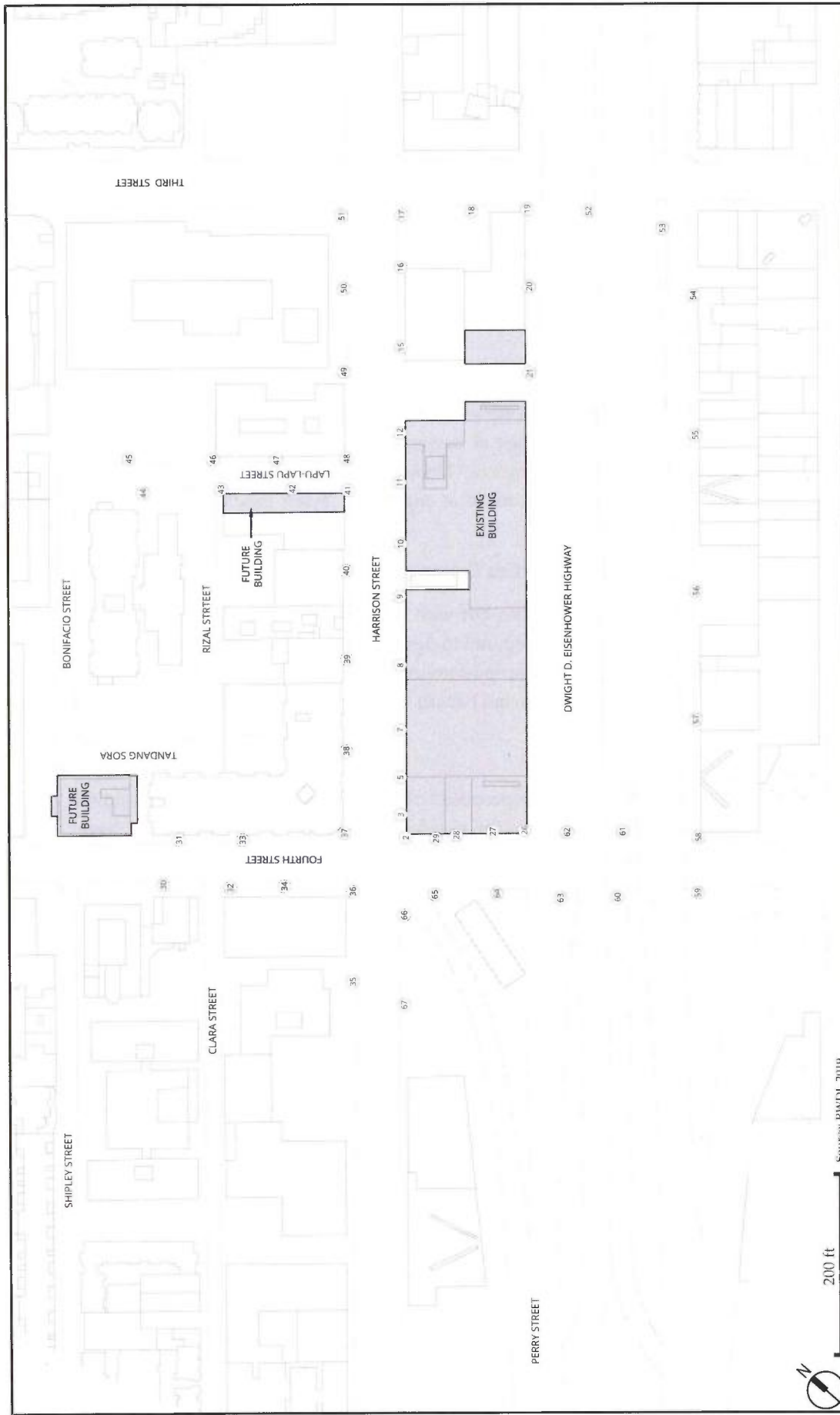
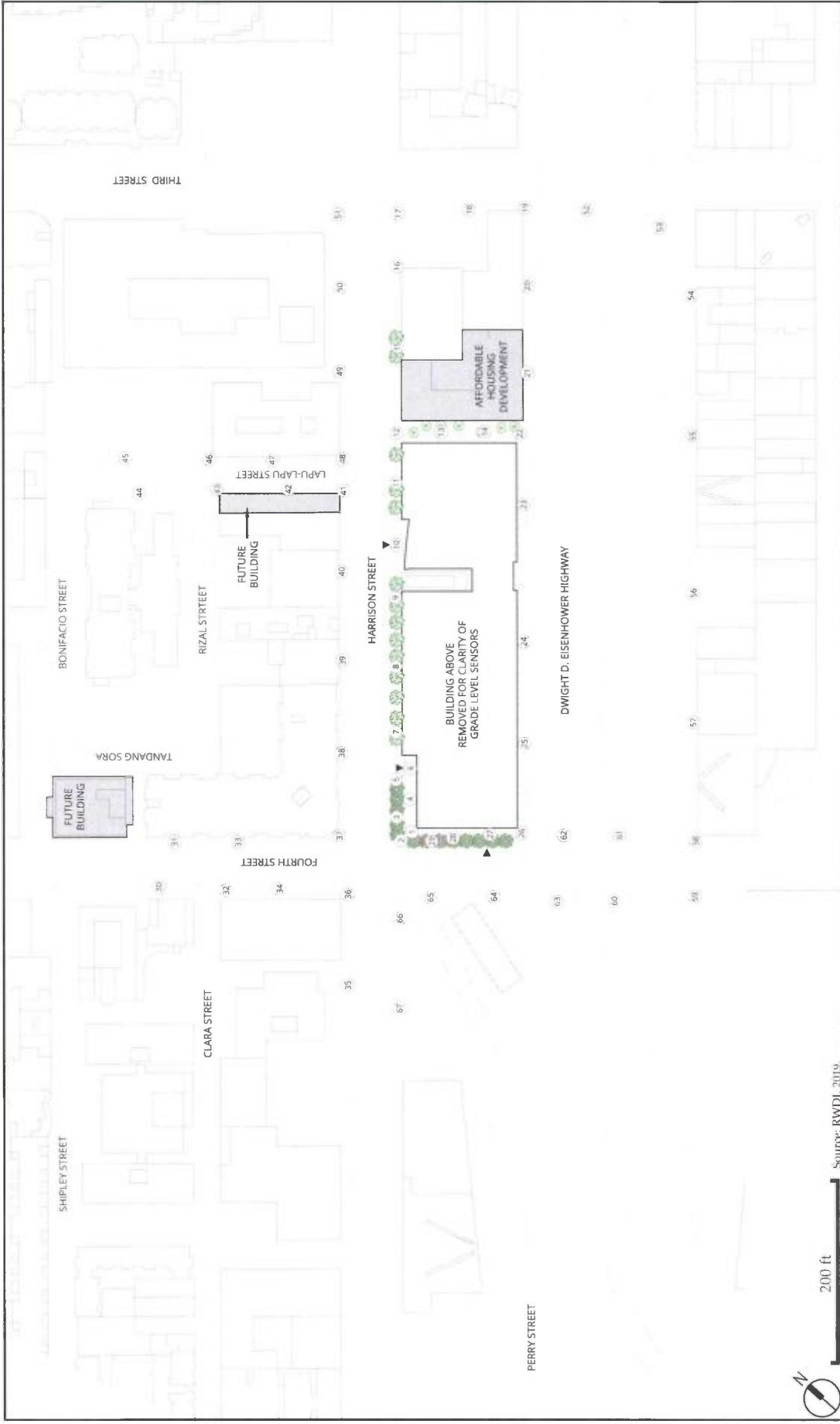


Figure 22
 Wind Assessment - Cumulative Conditions
 Harrison Street Project CPE Initial Study Checklist



- Pass Wind Hazard Criterion
- Exceed 1-Hour Wind Hazard Criterion
- Exceed Both 1- and 9-Hour Wind Hazard Criterion
- Main Entrance Location
- Proposed Landscaping - Large Trees
- Proposed Landscaping - Small Trees
- Proposed Landscaping - Wind Reduction
- 7 ft Tall Curved Windscreen (30% Porous)

200 ft Source: RWDL 2019

Figure 23
 Wind Assessment - Cumulative Conditions Plus Project Plus Wind Reduction Features
 725 Harrison Street Project CPE Initial Study Checklist

E.10 Shadow

Central SoMa PEIR Analysis

Planning Code section 295 regulates new structures above 40 feet in height that would cast additional shadows on open space that is under the jurisdiction of the San Francisco Recreation and Park Commission between one hour after sunrise and one hour before sunset, at any time of the year. Shadows cast by a project subject to section 295 are expressed as a percentage of theoretically available sunlight on a park or open space in the absence of any structures that could cast shadow upon it. It is calculated in square-foot-hours by multiplying the area of the park in square feet by the number of hours in the year subject to section 295.

A project that adds new shadow to sidewalks or a public open space or exceeds the absolute cumulative limit¹¹⁸ on a section 295 park does not necessarily result in a significant impact under CEQA; the city’s significance criteria used in CEQA review asks whether a project would “create new shadow that substantially and adversely affects the use and enjoyment of publicly accessible open spaces.”

The Central SoMa PEIR analyzed the change in shadow on existing area parks and open spaces under the Central SoMa Plan and considered how the shadows would affect the use of those spaces. The PEIR included a program-level analysis of shadow impacts for two open spaces near the project site that would be affected by the proposed project: the Alice Street Community Gardens (the gardens) and the Children’s Garden at Yerba Buena Gardens (Children’s Garden). The Central SoMa PEIR determined that the shadow impacts of development under the plan would not substantially affect the use of existing public outdoor recreation facilities and would have a less-than-significant impact with respect to shadow.

<u>Topics</u>	<i>Significant Impact Peculiar to Project or Project Site</i>	<i>Significant Impact not Identified in Central SoMa PEIR</i>	<i>Significant Impact due to Substantial New Information</i>	<i>No Significant Impact not Previously Identified in Central SoMa PEIR</i>
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10. SHADOW —Would the project:

- a) Create new shadow that substantially and adversely affects the use and enjoyment of publicly accessible open spaces?

¹¹⁸ The absolute cumulative limit represents the maximum percentage of new shadow, expressed as a percentage of theoretical annual available sunlight. Theoretical annual available sunlight is the amount of sunlight, measured in square-foot-hours that would fall on a given park during the hours covered by Planning Code section 295. It is computed by multiplying the area of the park by 3,721.4, which is the number of hours in the year subject to Planning Code 295. Thus, this quantity is not affected by shadow cast by existing buildings, but instead represents the amount of sunlight that would be available with no buildings in place. Theoretical annual available sunlight calculations for each downtown park were used by the Planning and Recreation and Park Commissions in establishing the allowable absolute cumulative limit for downtown parks in 1989.

Project-Specific Analysis

The planning department prepared a preliminary shadow study which showed that the proposed 185-foot-tall (excluding 20-foot-tall rooftop mechanical space and screens) office development would cast shadow on publicly accessible open space. Accordingly, a shadow analysis was prepared for the proposed project, the results of which are summarized below.¹¹⁹ The shadow analysis conducted for the proposed project evaluated an existing plus project scenario and a cumulative scenario. The cumulative scenario considers shadows that would be cast by other future projects in the vicinity of the 725 Harrison Street project that are considered by the planning department to be “reasonably foreseeable.”¹²⁰ The proposed project would not cast any net new shadow on any parks subject to section 295, nor would it cast new shadow on any existing POPOS. The proposed project would cast a small amount of new shadow on the Alice Street Community Gardens and the Children’s Garden at Yerba Buena Gardens, the effects of which are discussed below.

Alice Street Community Gardens

The Alice Street Community Gardens are a community garden located on Lapu Lapu Street, 290 feet to the north of the project site. Open to the public every day of the year from approximately 8 a.m. until sunset, the gardens consist of 330 plots largely maintained by residents of the affordable senior housing residences in the vicinity.

The proposed project would contribute net new shading to the gardens from October 25 through February 15, generally for limited periods of time during the morning hours into the early afternoon, starting around 9 a.m. and ending before 1 p.m. The greatest amount of shadow from the proposed project would occur on December 20, ranging from approximately 1.7 percent of the gardens at 9 a.m., increasing to 18.7 percent at 10 a.m., and decreasing to 1.2 percent of the gardens at 11 a.m. At 10 a.m., the 18.7 percent of the gardens shaded represents the largest proposed project shadow by area. This shadowing would affect the western section of the gardens, which mainly consists of planters and areas used for gardening. During this time, approximately 95.2 percent of the gardens would be shaded by both existing shadows and proposed project’s shadow. The incremental increase in project shadow duration, location, and amount of shadow cast on the Alice Street Community Gardens would not substantially affect use of this open space because the new shadow would largely be limited to 1 hour around 10 a.m. in the winter months – typically the season when gardening is less active. This shadow is not anticipated to affect the use and enjoyment of individuals who use the space for lunch as the net new shadow would not affect typical lunchtime hours. Therefore, this project-level impact would be less than significant.

Children’s Garden at Yerba Buena Gardens

The Children’s Garden, one of the open spaces at Yerba Buena Gardens and located approximately 740 feet northwest of the project site, is a 107,138-square-foot outdoor area. It also includes a historic carousel near

¹¹⁹ Fastcast, Shadow Analysis Report – 725 Harrison Street – San Francisco, CA – Planning Department Case No. 2005.0759E, April 8, 2019.

¹²⁰ Projects determined using San Francisco’s online GIS Development Pipeline Map, <http://sfplanninggis.org/Pipeline/>, accessed April 8, 2019.

the corner of Fourth and Howard streets. Yerba Buena Gardens is open from 6 a.m. – 10 p.m. and the carousel is open from 10 a.m. – 5 p.m.

Shading would occur from November 8 through February 1, generally for limited periods of time during the early morning hours, starting around 7:44 a.m. and ending before 9:15 p.m. The largest proposed project shadow by area would occur on December 20 at 8:20 a.m., covering 1.5 percent of the Children’s Garden and shading a portion of the amphitheater, which consists of an open paved (concrete) area, and the walkway/two landscaped areas along Fourth and Howard streets. The walkway is primarily used in a transitory nature to either enter or exit the Children’s Garden. Given the timing and location of where the projected shadow would occur, this additional shadow would not substantially affect use and enjoyment of this open space. The impact would be less than significant.

Other Public Open Spaces

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

Cumulative Analysis

The Central SoMa PEIR determined that the subsequent development enabled under the Plan would not result in a significant shadow impact, and therefore the cumulative shadow impact would be less than significant.

For 725 Harrison Street, the geographic study area for cumulative shadow impact analysis is defined as a 2,100-foot radius as this represents the proposed project’s full potential shadow reach. Within this area, 28 cumulative projects were identified and preliminarily screened for the potential to shade the same open spaces as the proposed project. This screening resulted in identification of three cumulative projects that have the potential to contribute additional shade to open spaces affected by the proposed project: 400 Second Street, 345 Fourth Street, and 744 Harrison Street.

Alice Street Community Gardens

The Alice Street Community Gardens would experience new cumulative shadow from September 27 through March 15, from 9 a.m. at its earliest and ending before 5 p.m. at its latest. The cumulative shadow in September and March is solely from the cumulative projects: 744 Harrison Street and 345 Fourth Street. The 725 Harrison Street project starts casting new shadow from October 25 through mid-February. Shadow from the 725 Harrison Street project and the cumulative development projects would occur in late November.

The largest cumulative shadow by area would occur on December 20 at 10 a.m., covering 18.7 percent of the Gardens (identical to existing plus project conditions), with the proposed project being responsible for 100 percent of the net new shadow coverage at this time. However, 744 Harrison Street would generate

additional new shadow on Alice Street Community Gardens after 10 a.m., including between noon and 2 p.m., when shadow from the proposed project has already moved off the Gardens for the rest of the day. At noon, this cumulative shadow affects the southwestern portion of the Gardens; at 1 p.m., the southern portion is affected; and at 2 p.m., only a small portion of the southeastern corner is affected. The project at 345 Fourth Street would also contribute a small amount of new shadow on the Gardens for a brief period of time right before sunset. This impact would begin at approximately 3:45 p.m., and last no later than 4 p.m. This brief impact is attributable solely to 345 Fourth Street.

The incremental increase in cumulative shadow duration, location, and amount of shadow cast on the Alice Street Community Gardens would not substantially affect use of this open space because the largest new shadow would largely be limited to one hour around 10 a.m. in the winter, primarily from late November through mid-January, when most of the Gardens is also affected by existing shadows. Cumulative shadows cast after 10 a.m. would be minor (less than 18.7 percent) and would move across different small portions of the Gardens, at times when most of the Gardens are in sunlight. Therefore, this cumulative impact would be less than significant.

Children's Garden at Yerba Buena Gardens

Under cumulative plus proposed project conditions, net new shadow would impact the Children's Garden during three different yearly periods: March 15 through April 26, August 16 and September 27, and November 8 through February 1. All of the cumulative shadow during the first two periods is attributable solely to the 400 Second Street cumulative project, not to the proposed project. The cumulative shadow from November 8 through February 1 is solely from the proposed project. Thus, the shadows from the proposed project and the shadows from 400 Second Street never affect the Children's Garden at the same time of year.

During these three yearly periods, the Children's Garden would see new shadow from 7:25 a.m. at its earliest and ending before 9:15 a.m. at its latest. The Children's Garden would see the largest cumulative shadow by area on September 13 at 8 a.m. (and mirrored on March 29), when cumulative shadow would cover 21.8 percent of the Children's Garden. The longest duration of new shadow would occur on December 20, lasting from sunrise until approximately 9:15 a.m. (identical to the project-only scenario since 400 Second Street does not contribute cumulative shadow to the Children's Garden in the winter). The new cumulative shadow cast on the Children's Garden would not substantially affect use of this open space because it would occur generally for less than one hour, primarily in the early mornings before 9 a.m., and would affect a portion of the Children's Garden that is primarily used in a transitory nature to enter or exit the Children's Garden. Therefore, this cumulative impact would be less than significant.

Conclusion

The proposed project would have no shadow impact on section 295 properties but would result in net new shadow on Alice Street Community Gardens and the Children's Garden at Yerba Buena Gardens. The net new shadow from the proposed project and other reasonably foreseeable development would not substantially affect the use and enjoyment of these open spaces for the reasons described above. Therefore,

the proposed project would not result in new or more severe significant project or cumulative shadow impacts than identified in the Central SoMa PEIR or that are peculiar to the project site.

E.11 Recreation

Central SoMa PEIR Analysis

The Central SoMa PEIR found that implementation of the Central SoMa Plan would result in an increase in the use of existing neighborhood parks and recreational facilities, but not to a degree that would lead to or accelerate their physical deterioration or require the construction of new recreational facilities. Although the Central SoMa Plan would increase the population of the area, one of the primary objectives of the Central SoMa Plan is to expand the network of open space and recreational uses to serve the existing and future population. Because the growth forecasts for the plan area anticipate a considerable amount of employment growth, the Central SoMa PEIR found it is likely that much of the new recreational use resulting from plan area development would likely be passive use, since employees are less likely than residents to make active use of parks and open spaces. The Central SoMa PEIR concluded that new publicly available open spaces and a comprehensive pedestrian-friendly network to increase access to existing, new, and improved spaces would help to alleviate the demand for recreational facilities that would be generated by the increase in population.

Given the Central SoMa Plan’s proposed network of new open spaces, including a potential new neighborhood park, several new and expanded linear open spaces and plazas, new mid-block pedestrian/bicycle connections, and POPOS, and continued planning code requirements for new residential open space, the Central SoMa PEIR determined that implementation of the Central SoMa Plan would have a less-than-significant impact on recreation and public open space, and no mitigation measures were required.

Topics	<i>Significant Impact Peculiar to Project or Project Site</i>	<i>Significant Impact not Identified in Central SoMa PEIR</i>	<i>Significant Impact due to Substantial New Information</i>	<i>No Significant Impact not Previously Identified in Central SoMa PEIR</i>
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11. RECREATION—Would the project:

- | | | | | |
|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|--------------------------|--------------------------|--------------------------|-------------------------------------|
| a) Increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facilities would occur or be accelerated? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| b) Include recreational facilities or require the construction or expansion of recreational facilities that might have an adverse physical effect on the environment? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |

Project-Specific Analysis

The project area is well served by nearby open spaces. The Alice Street Community Gardens are located along Lapu Lapu Street (approximately 0.1 mile west of the project site); the Yerba Buena Gardens recreational facilities are located along Fourth Street, on both the east and west side of Howard Street

(approximately 0.2 mile west of the project site); South Park is located on South Park Street between Second and Third streets (approximately 0.3 mile east of the project site); Victoria Manalo Draves Park is located along Harrison Street (approximately 0.4 mile south of the project site); and AT&T Park is located at Third Street and King Street (approximately 0.5 mile southeast of the project site).

The 725 Harrison Street project would construct an office building with ground-floor micro-retail and PDR uses, dedicate a portion of the project site for a future affordable housing development and provide two POPOS. One of the POPOS would be 7,100 square feet in size and would function as a 40-foot-wide mid-block pedestrian alley completely open to the sky on the site connecting Harrison and Perry streets. The alley is designed to provide convenient pedestrian access to the 725 Harrison Street project and to surrounding land uses. The other POPOS, a 9,600-square-foot indoor/outdoor space, would be provided on the ground floor, at the corner along Fourth and Harrison streets. Although new workers and residents at the project site would increase the use of nearby public and private open spaces, the two proposed POPOS would satisfy at least some of the increased demand. Consistent with the Central SoMa PEIR, existing recreational resources would not experience overuse or accelerated physical deterioration. Other than construction of the project's proposed open spaces, which are evaluated in this initial study, the project would not require the construction of other recreational facilities. Therefore, the proposed project would result in less-than-significant recreation impacts.

Cumulative Analysis

The geographic context for this analysis of cumulative impacts related to recreational facilities is defined as the Central SoMa Plan area. These cumulative development projects in the vicinity of the project site would result in an increase in the demand for recreational facilities and resources. However, the city has accounted for such growth as part of the Recreation and Open Space Element of the general plan. Aside from existing recreational facilities in the area, the Central SoMa Plan includes new neighborhood parks and recreational facilities, many of which will be within 0.25 mile of the proposed project. Existing and proposed recreational facilities in the vicinity of the project site would be able to accommodate the increase in demand for recreational resources generated by the proposed project and nearby cumulative development projects. Therefore, cumulative recreational facilities impacts would be less than significant.

Conclusion

For the reasons described above, the proposed project would not result in new or more severe significant project or cumulative recreation impacts than identified in the Central SoMa PEIR or that are peculiar to the project site.

E.12 Utilities and Service Systems

Central SoMa PEIR Analysis

The Central SoMa PEIR found that implementation of the Central SoMa Plan would result in less-than-significant impacts to utilities and service systems, and no mitigation measures were identified.

The Central SoMa PEIR determined that development under the area plan would not require expansion of the city's water supply system and would not adversely affect the city's water supply. This determination was based on the best available water supply and demand projections available at the time, which were contained in the San Francisco Public Utilities Commission (SFPUC) 2010 Urban Water Management Plan and a 2013 Water Availability Study prepared by the SFPUC to update demand projections for San Francisco.^{121,122}

Under the 2013 Water Availability Study, the SFPUC determined it would be able to meet the demand of projected growth, including growth that would result from development under the Central SoMa Plan, in years of average precipitation as well as in a single dry year and a multiple dry year event, for each five-year period beginning in 2020 through 2035.¹²³ The study projected a small deficit (0.25 percent of demand) for a normal year and single dry year, and a deficit of 2 percent of demand during a multiple-year drought, as a result of development and occupancy of new projects in advance of improvements planned in the SFPUC's water supply. The SFPUC noted in the 2013 Water Availability Study that a 2-percent shortfall in water supplies "can be easily managed through voluntary conservation measures or rationing." Further, it stated that "retail" demand (water the SFPUC provides to individual customers within San Francisco), as opposed to "wholesale" demand (water the SFPUC provides to other water agencies supplying other jurisdictions), has declined by more than 10 percent in the last 10 years.¹²⁴ For the SFPUC's regional system as a whole, which includes retail and wholesale demand, in a single dry year and multiple dry years, it is possible that the SFPUC would not be able to meet 100 percent of demand and would therefore have to impose reductions on its deliveries. Under the SFPUC's Water Shortage Allocation Plan, retail customers would experience no reduction in regional water system deliveries within a 10-percent system-wide shortage. During a 20-percent system-wide shortage, retail customers would experience a 1.9-percent reduction in deliveries. Retail allocations would be reduced to 79.5 million gallons per day (mgd) (98.1 percent of normal year supply), and wholesale allocations would be reduced to 132.5 mgd (72 percent of normal year supply).¹²⁵

The Central SoMa PEIR therefore concluded that with the ongoing development of additional local supplies through implementation of the SFPUC's Water System Improvement Program and rationing contemplated under the water shortage allocation plan, the impacts of development under the area plan on the city's water supply would be less than significant.

¹²¹ San Francisco Public Utilities Commission, *2013 Water Availability Study for the City and County of San Francisco*, May 2013, <http://www.sfwater.org/modules/showdocument.aspx?documentid=4168>, accessed June 10, 2019. The 2013 Water Availability Study was prepared as an update to the 2010 Urban Water Management Plan to evaluate water demand based on updated growth projections completed by the planning department in 2012 in response to the Association of Bay Area Governments Sustainable Community Strategy Jobs-Housing Connections scenario.

¹²² The current 2015 Urban Water Management Plan update adopted in 2016 contains updated demand projections and supersedes the 2010 Urban Water Management Plan and 2013 Water Availability Study.

¹²³ San Francisco Public Utilities Commission, *2013 Water Availability Study for the City and County of San Francisco*, May 2013.

¹²⁴ San Francisco Public Utilities Commission, *2013 Water Availability Study for the City and County of San Francisco*, May 2013.

¹²⁵ San Francisco Public Utilities Commission, *2013 Water Availability Study for the City and County of San Francisco*, May 2013.

The SFPUC is in the process of implementing the sewer system improvement program, which is a 20-year, multi-billion-dollar citywide upgrade to the city’s sewer and stormwater infrastructure to ensure a reliable and seismically safe system. The program includes planned improvements that will serve development in the plan area, including at the Southeast Treatment Plant, which is located in the Bayview District and treats the majority of flows in the plan area, and the North Point Plant, which is located on the northeast waterfront and provides additional wet-weather treatment capacity. The Central SoMa PEIR found that sufficient dry-weather capacity exists at the Southeast Water Pollution Control Plant, and that development under the Central SoMa Plan would cause a reduction in stormwater flows that is expected to offset estimated increases in wastewater flows during wet weather. The Central SoMa PEIR concluded that development under the Central SoMa Plan, which included the proposed project, would not exceed wastewater treatment requirements of the Regional Water Quality Control Board and would not require construction of new water or wastewater treatment facilities.

Regarding solid waste, the Central SoMa PEIR found that impacts would be less than significant because, given the existing and anticipated increase in solid waste recycling and the existing and potential future landfill capacities, the Central SoMa Plan would not result in either landfill exceeding its permitted capacity or non-compliance with federal, state, or local statutes or regulations related to solid waste.

Topics	Significant Impact Peculiar to Project or Project Site	Significant Impact not Identified in Central SoMa PEIR	Significant Impact due to Substantial New Information	No Significant Impact not Previously Identified in Central SoMa PEIR
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12. UTILITIES AND SERVICE SYSTEMS—Would the project:

- | | | | | |
|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|--------------------------|--------------------------|--------------------------|-------------------------------------|
| a) Require or result in the relocation or construction of new or expanded, water, wastewater treatment, or storm water drainage, electric power, natural gas, or telecommunications facilities, the construction or relocation of which could cause significant environmental effects? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| b) Have sufficient water supplies available to serve the project and reasonably foreseeable future development during normal, dry, and multiple dry years? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| c) Result in a determination by the wastewater treatment provider which serves or may serve the project that it has inadequate capacity to serve the project’s projected demand in addition to the provider’s existing commitments? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| d) Generate solid waste in excess of state or local standards, or in excess of the capacity of local infrastructure, or otherwise impair the attainment of solid waste reduction goals? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| e) Comply with federal, state, and local management and reduction statutes and regulations related to solid waste? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |

Project-Specific Analysis

The project site is located in an urban area and would connect to existing utilities including water and wastewater connections, electricity, natural gas, and telecommunications systems. The proposed project

would represent a small fraction of the overall demand for utilities and service systems analyzed in the Central SoMa PEIR and, consistent with the findings in the Central SoMa PEIR, utilities and service providers have accounted for the growth in demand, including that of the proposed project, individually and cumulatively. The construction impacts associated with connecting to these systems are accounted for in the construction equipment and operating assumptions that provide the basis for determining the environmental effects on various environmental resources, including construction noise and air quality. Therefore, this initial study accounts for any environmental effects associated with providing connections to these utilities.

Water Supply

The following analysis evaluates whether (1) sufficient water supplies are available to serve the proposed project and reasonably foreseeable future development in normal, dry, and multiple dry years and (2) the proposed project would require or result in the relocation or construction of new or expanded water supply facilities, the construction or relocation of which would have significant environmental impacts that were not identified in the Central SoMa PEIR. To support this analysis, the SFPUC prepared a project-specific water supply assessment based on updated water supply and demand projections. Background on the city's water system and the updated projections are described in the sections below.

Background on Hetch Hetchy Regional Water System

San Francisco's Hetch Hetchy regional water system, operated by the SFPUC, supplies water to approximately 2.7 million people. The system supplies both retail customers—primarily in San Francisco—and 27 wholesale customers in Alameda, Santa Clara, and San Mateo counties. The system supplies an average of 85 percent of its water from the Tuolumne River watershed, stored in Hetch Hetchy Reservoir in Yosemite National Park, and the remaining 15 percent from local surface waters in the Alameda and Peninsula watersheds. The split between these resources varies from year to year depending on hydrological conditions and operational circumstances. Separate from the regional water system, the SFPUC owns and operates an in-city distribution system that serves retail customers in San Francisco. Approximately 97 percent of the San Francisco retail water supply is from the regional system; the remainder is comprised of local groundwater and recycled water.

Water Supply Reliability and Drought Planning

In 2008, the SFPUC adopted the Phased Water System Improvement Program (WSIP) to ensure the ability of the regional water system to meet certain level of service goals for water quality, seismic reliability, delivery reliability, and water supply through 2018.¹²⁶ The SFPUC's level of service goals for regional water supply are to meet customer water needs in non-drought and drought periods and to meet dry-year delivery needs while limiting rationing to a maximum of 20 percent system-wide. In approving the WSIP, the SFPUC established a supply limitation of up to 265 mgd to be delivered from its water supply resources in the Tuolumne, Alameda, and Peninsula watersheds in years with normal (average) precipitation.¹²⁷ The

¹²⁶ On December 11, 2018, the San Francisco Public Utilities Commission extended the timing of the WSIP water supply decision through 2028 in its Resolution No. 18-0212.

¹²⁷ San Francisco Public Utilities Commission, Resolution No. 08-200, Adoption of the Water System Improvement Program Phased WSIP Variant, October 30, 2008.

SFPUC's water supply agreement with its wholesale customers provides that approximately two-thirds of this total (up to 184 mgd) is available to wholesale purchasers and the remaining one-third (up to 81 mgd) is available to retail customers. The total amount of water the SFPUC can deliver to retail and wholesale customers in any one year depends on several factors, including the amount of water that is available from natural runoff, the amount of water in reservoir storage, and the amount of that water that must be released from the system for purposes other than customer deliveries (e.g., required instream flow releases below reservoirs). A "normal year" is based on historical hydrological conditions that allow the reservoirs to be filled by rainfall and snowmelt, allowing full deliveries to customers; similarly, a "wet year" and a "dry year" is based on historical hydrological conditions with above and below "normal" rainfall and snowmelt, respectively.

For planning purposes, the SFPUC uses a hypothetical drought that is more severe than what has historically been experienced. This drought sequence is referred to as the "design drought" and serves as the basis for planning and modeling of future scenarios. The design drought sequence used by the SFPUC for water supply reliability planning is an 8.5-year period that combines the following elements to represent a drought sequence more severe than historical conditions:

- Historical Hydrology – a six-year sequence of hydrology from the historical drought that occurred from July 1986 to June 1992
- Prospective Drought – a 2.5-year period which includes the hydrology from the 1976–1977 drought
- System Recovery Period – The last six months of the design drought are the beginning of the system recovery period. The precipitation begins in the fall, and by approximately the month of December, inflow to reservoirs exceeds customer demands and SFPUC system storage begins to recover.

While the most recent drought (2012 through 2016) included some of the driest years on record for the SFPUC's watersheds, the design drought still represents a more severe drought in duration and overall water supply deficit.

Based on historical records of hydrology and reservoir inflow from 1920 to 2017, current delivery and flow obligations, and fully-implemented infrastructure under the WSIP, normal or wet years occurred 85 out of 97 years. This translates into roughly nine normal or wet years out of every 10 years. Conversely, system-wide rationing is required roughly one out of every 10 years. The frequency of dry years is expected to increase as climate change intensifies.

2015 Urban Water Management Plan

The California Urban Water Management Planning Act¹²⁸ requires urban water supply agencies to prepare *urban water management plans* to plan for the long-term reliability, conservation, and efficient use of California's water supplies to meet existing and future demands. The act requires water suppliers to update their plans every five years based on projected growth for at least the next 20 years.

¹²⁸ California Water Code, Division 6, Part 2.6, sections 10610 through 10656, as last amended in 2015.

Accordingly, the current urban water management plan for the City and County of San Francisco is the 2015 Urban Water Management Plan update.¹²⁹ The 2015 plan is an update to the 2010 Urban Water Management Plan and the 2013 Water Availability Study that was the basis for analysis contained in the Central SoMa PEIR, as discussed above. The 2015 plan update presents information on the SFPUC's retail and wholesale service areas, the regional water supply system and other water supply systems operated by the SFPUC, system supplies and demands, water supply reliability, Water Conservation Act of 2009 compliance, water shortage contingency planning, and water demand management.

The water demand projections in the 2015 plan reflect anticipated population and employment growth, socioeconomic factors, and the latest conservation forecasts. For San Francisco, housing and employment growth projections are based on the San Francisco Planning Department's Land Use Allocation 2012 (see 2015 Urban Water Management Plan, Appendix E, Table 5, p. 21), which in turn is based on the Association of Bay Area Governments growth projections through 2040.¹³⁰ The 2015 plan presents water demand projections in five-year increments over a 25-year planning horizon through 2040.

The 2015 plan compares anticipated water supplies to projected demand through 2040 for normal, single-dry, and multiple-dry water years. Retail water supplies are comprised of regional water system supply, groundwater, recycled water, and non-potable water. Under normal hydrologic conditions, the total retail supply is projected to increase from 70.1 mgd in 2015 to 89.9 mgd in 2040. According to the plan, available and anticipated future water supplies would fully meet projected demand in San Francisco through 2040 during normal years.

On December 11, 2018, by Resolution No. 18-0212, the SFPUC amended its 2009 Water Supply Agreement between the SFPUC and its wholesale customers. That amendment revised the Tier 1 allocation in the Water Supply Allocation Plan to require a minimum reduction of 5 percent of the regional water system supply for San Francisco retail customers whenever system-wide reductions are required due to dry-year supply shortages.¹³¹ When accounting for the requirements of this recently amended agreement, existing and planned supplies would meet projected retail water system demands in all years except for an approximately 3.6 to 6.1 mgd or 5 to 6.8 percent shortfall during dry years through the year 2040. This relatively small shortfall is primarily due to implementation of the amended 2009 water supply agreement. In such an event, the SFPUC would implement the SFPUC's Retail Water Shortage Allocation Plan and could manage this relatively small shortfall by prohibiting certain discretionary outdoor water uses and/or calling for voluntary rationing among all retail customers. Based on experience in past droughts, retail customers could reduce water use to meet this projected level of shortfall. The required level of rationing is well below the SFPUC's regional water supply level of service goal of limiting rationing to no more than 20 percent on a system-wide basis.

Based on the 2015 Urban Water Management Plan, as modified by the 2018 amendment to the 2009 Water Supply Agreement, sufficient retail water supplies would be available to serve projected growth in San

¹²⁹ San Francisco Public Utilities Commission, *2015 Urban Water Management Plan for the City and County of San Francisco*, June 2016, <https://sfwater.org/index.aspx?page=75>, accessed June 10, 2019.

¹³⁰ Association of Bay Area Governments, *Jobs-Housing Connection Strategy*, May 2012.

¹³¹ San Francisco Public Utilities Commission, Resolution No. 18-0212, December 11, 2018.

Francisco through 2040. While concluding supply is sufficient, the 2015 Urban Water Management Plan also identifies projects that are underway or planned to augment local supply. Projects that are underway or recently completed include the San Francisco Groundwater Supply Project and the Westside Recycled Water Project. A more current list of potential regional and local water supply projects that the SFPUC is considering is provided below under Additional Water Supplies.

In addition, the plan describes the SFPUC's ongoing efforts to improve dry-year water supplies, including participation in Bay Area regional efforts to improve water supply reliability through projects such as interagency interties, groundwater management and recharge, potable reuse, desalination, and water transfers. While no specific capacity or supply has been identified, this program may result in future supplies that would benefit SFPUC customers.

2018 Bay-Delta Plan Amendment

In December 2018, the State Water Resources Control Board adopted amendments to the Water Quality Control Plan for the San Francisco Bay/Sacramento-San Joaquin Delta Estuary, which establishes water quality objectives to maintain the health of the rivers and the Bay-Delta ecosystem.¹³² Among the goals of the adopted Bay-Delta Plan Amendment is to increase salmonid populations in the San Joaquin River, its tributaries (including the Tuolumne River), and the Bay-Delta. Specifically, the plan amendment requires increasing flows in the Stanislaus, Tuolumne, and Merced rivers to 40 percent of unimpaired flow¹³³ from February through June every year, whether it is wet or dry. During dry years, this would result in a substantial reduction in the SFPUC's water supplies from the Tuolumne River watershed.

If this plan amendment is implemented, the SFPUC would be able to meet the projected retail water demands presented in the 2015 Urban Water Management Plan in normal years but would experience supply shortages in single dry years and multiple dry years. Implementation of the Bay-Delta Plan Amendment would result in substantial dry-year water supply shortfalls throughout the SFPUC's regional water system service area, including San Francisco. The 2015 Urban Water Management Plan assumes limited rationing for retail customers may be needed in multiple dry years to address an anticipated supply shortage by 2040; the 2018 amendment to the 2009 Water Supply Agreement with wholesale customers would slightly increase rationing levels indicated in the 2015 plan. By comparison, implementation of the Bay-Delta Plan Amendment would result in supply shortfalls in all single dry years and multiple dry years and rationing to a greater degree than previously anticipated to address supply shortages not accounted for in the 2015 Urban Water Management Plan or as a result of the 2018 amendment to the Water Supply Agreement.

The state water board has stated that it intends to implement the plan amendment by the year 2022, assuming all required approvals are obtained by that time. However, at this time, the implementation of the Bay-Delta Plan Amendment is uncertain for several reasons, as the SFPUC explained in the Water

¹³² State Water Resources Control Board Resolution No. 2018-0059, Adoption of Amendments to the Water Quality Control Plan for the San Francisco Bay/Sacramento-San Joaquin Delta Estuary and Final Substitute Environmental Document, December 12, 2018, https://www.waterboards.ca.gov/plans_policies/docs/2018wqcp.pdf, accessed June 10, 2019.

¹³³ "Unimpaired flow" represents the water production of a river basin, unaltered by upstream diversions, storage, or by export or import of water to or from other watersheds.

Supply Assessment prepared for this project. First, under the federal Clean Water Act, the U. S. Environmental Protection Agency must approve the water quality standards identified in the plan amendment. As of the date of this document, it is uncertain what determination the U.S. Environmental Protection Agency will make, and its decision could result in litigation.

Second, since adoption of the Bay-Delta Plan Amendment, over a dozen lawsuits have been filed in state and federal court, challenging the water board's adoption of the plan amendment, including legal challenges filed by the federal government at the request of the U.S. Bureau of Reclamation. That litigation is in the early stages, and there have been no dispositive court rulings as of this date.

Third, the Bay-Delta Plan Amendment is not self-executing and does not allocate responsibility for meeting its new flow requirements to the SFPUC or any other water rights holders. Rather, the plan amendment merely provides a regulatory framework for flow allocation, which must be accomplished by other regulatory and/or adjudicatory proceedings, such as a comprehensive water rights adjudication or, in the case of the Tuolumne River, the Clean Water Act, section 401, certification process in the Federal Energy Regulatory Commission's relicensing proceeding for Don Pedro Dam. The license amendment process is currently expected to be completed in the 2022–2023 timeframe. This process and other regulatory and/or adjudicatory proceeding would likely face legal challenges and have lengthy timelines, and quite possibly could result in a different assignment of flow responsibility for the Tuolumne River than currently exists (and therefore a different water supply effect on the SFPUC).

Fourth, in recognition of the obstacles to implementation of the Bay-Delta Plan Amendment, the water board directed its staff to help complete a "Delta watershed-wide agreement, including potential flow measures for the Tuolumne River" by March 1, 2019, and to incorporate such agreements as an "alternative" for a future amendment to the Bay-Delta Plan to be presented to the [water board] as early as possible after December 1, 2019." In accordance with the water board's instruction, on March 1, 2019, the SFPUC, in partnership with other key stakeholders, submitted a proposed project description for the Tuolumne River that could be the basis for a voluntary agreement with the state water board that would serve as an alternative path to implementing the Bay-Delta Plan's objectives. On March 26, 2019, the SFPUC adopted Resolution No. 19-0057 to support its participation in the voluntary agreement negotiation process. To date, those negotiations are ongoing.

For these reasons, whether, when, and the form in which the Bay-Delta Plan Amendment will be implemented, and how those amendments will affect the SFPUC's water supply, is currently unknown.

Additional Water Supplies

In light of the adoption of the Bay-Delta Plan Amendment and the resulting potential limitation to the SFPUC's regional water system supply during dry years, the SFPUC is expanding and accelerating its efforts to develop additional water supplies and explore other projects that would improve overall water supply resilience. Developing these supplies would reduce water supply shortfalls and reduce rationing associated with such shortfalls. The SFPUC has taken action to fund the study of additional water supply projects, which are described in the water supply assessment for the proposed project and listed below:

- Daly City Recycled Water Expansion
- Alameda County Water District Transfer Partnership
- Brackish Water Desalination in Contra Costa County
- Alameda County Water District-Union Sanitary District Purified Water Partnership
- Crystal Springs Purified Water
- Eastside Purified Water
- San Francisco Eastside Satellite Recycled Water Facility
- Additional Storage Capacity in Los Vaqueros Reservoir from Expansion
- Calaveras Reservoir Expansion

The capital projects that are under consideration would be costly and are still in the early feasibility or conceptual planning stages. These projects would take 10 to 30 or more years to implement and would require environmental permitting negotiations, which may reduce the amount of water that can be developed. The yield from these projects is unknown and not currently incorporated into SFPUC's supply projections.

In addition to capital projects, the SFPUC is also considering developing related water demand management policies and ordinances, such as funding for innovative water supply and efficiency technologies and requiring potable water offsets for new developments.

Water Supply Assessment

Under sections 10910 through 10915 of the California Water Code, urban water suppliers like the SFPUC must prepare water supply assessments for certain large projects, as defined in CEQA Guidelines section 15155.¹³⁴ Water supply assessments rely on information contained in the water supplier's urban water management plan and on the estimated water demand of both the proposed project and projected growth within the relevant portion of the water supplier's service area. Because the proposed project includes a 803,000-square-foot commercial office building and up to 144 studio housing units within an approximately

¹³⁴ Pursuant to CEQA Guidelines section 15155(1), "a water-demand project" means:

- (A) A residential development of more than 500 dwelling units.
- (B) A shopping center or business establishment employing more than 1,000 persons or having more than 500,000 square feet of floor space.
- (C) A commercial office building employing more than 1,000 persons or having more than 250,000 square feet of floor area.
- (D) A hotel or motel, or both, having more than 500 rooms, (e) an industrial, manufacturing, or processing plant, or industrial park planned to house more than 1,000 persons, occupying more than 40 acres of land, or having more than 650,000 square feet of floor area.
- (F) a mixed-use project that includes one or more of the projects specified in subdivisions (a)(1)(A), (a)(1)(B), (a)(1)(C), (a)(1)(D), (a)(1)(E), and (a)(1)(G) of this section.
- (G) A project that would demand an amount of water equivalent to, or greater than, the amount of water required by a 500 dwelling unit project.

108,750-square-foot building, it meets the definition of a water demand project under CEQA. Accordingly, the SFPUC adopted a water supply assessment for the proposed project on June 11, 2019.¹³⁵

The water supply assessment for the proposed project identifies the project's total water demand, including a breakdown of potable and non-potable water demands. The proposed project is subject to San Francisco's Non-potable Water Ordinance (article 12C of the San Francisco Health Code). The Non-potable Water Ordinance requires new commercial, mixed-use, and multi-family residential development projects with 250,000 square feet or more of gross floor area to install and operate an onsite non-potable water system. Such projects must meet their toilet and urinal flushing and irrigation demands through the collection, treatment, and use of available graywater, rainwater, and foundation drainage. While not required, projects may use treated blackwater or stormwater if desired. Furthermore, projects may choose to apply non-potable water to other non-potable water uses, such as cooling tower blowdown and industrial processes, but are not required to do so under the ordinance. The proposed project would exceed the requirements of the Non-potable Water Ordinance by using graywater and rainwater for toilet and urinal flushing and irrigation.

Both potable and non-potable demands for the project were estimated using the SFPUC's Non-potable Water Calculator and supplemented with additional calculations for cooling demands. According to the demand estimates, the office development's total water demand would be 0.016 mgd, which would comprise 0.013 mgd of potable water and 0.003 mgd of non-potable water. The affordable housing development's total water demand would be 0.015 mgd, comprising 0.007 mgd of potable water and 0.008 mgd of non-potable water. Overall, the project's total water demand would be 0.031 mgd, comprising 0.020 mgd of potable water and 0.011 of non-potable water. Accordingly, 36.8 percent of the project's total water demand would be met by non-potable water.

The water supply assessment estimates future retail (citywide) water demand through 2040 based on the population and employment growth projections contained in the planning department's Land Use Allocation 2012. The department has determined that the proposed project represents a portion of the planned growth accounted for in Land Use Allocation 2012. Therefore, the project's demand is incorporated in the 2015 Urban Water Management Plan.

The water supply assessment determined that the project's potable water demand of 0.020 mgd would contribute 0.02 percent to the projected total retail demand of 89.9 mgd in 2040. The project's total water demand of 0.031 mgd, which does not account for the 0.011 mgd savings anticipated through compliance with the non-potable water ordinance, would represent 0.03 percent of 2040 total retail demand. Thus, the proposed project represents a small fraction of the total projected water demand in San Francisco through 2040.

Due to the recent 2018 Bay Delta Plan Amendment, the water supply assessment considers these demand estimates under three water supply scenarios. To evaluate the ability of the water supply system to meet

¹³⁵ San Francisco Public Utilities Commission, Water Supply Assessment for the 725 Harrison Street Project (Case No. 2005.0759E), June 11, 2019.

the demand of the proposed project in combination with both existing development and projected growth in San Francisco, the water supply assessment describes each of the following water supply scenarios:

- Scenario 1 – Current Water Supply
- Scenario 2 – Bay-Delta Plan Voluntary Agreement
- Scenario 3 – 2018 Bay-Delta Plan Amendment

As discussed below, the water supply assessment concludes that water supplies would be available to meet the demand of the proposed project in combination with both existing development and projected growth in San Francisco through 2040 under each of these water supply scenarios with varying levels of rationing during dry years. The following is a summary of the analysis and conclusions presented in the SFPUC's water supply assessment for the project under each of the three water supply scenarios considered.

Scenario 1 – Current Water Supply

Scenario 1 assumes no change to the way in which water is supplied, and that neither the Bay-Delta Plan Amendment nor a Bay-Delta Plan Voluntary Agreement would be implemented. Thus, the water supply and demand assumptions contained in the 2015 Urban Water Management Plan and the 2009 Water Supply Agreement as amended would remain applicable for the project's water supply assessment. As stated above, the project is accounted for in the demand projections in the 2015 Urban Water Management Plan.

Under Scenario 1, the water supply assessment determined that water supplies would be available to meet the demand of the project in combination with existing development and projected growth in all years, except for an approximately 3.6 to 6.1 mgd or 5- to 6.8-percent shortfall during dry years through the year 2040. This relatively small shortfall is primarily due to implementation of the amended 2009 Water Supply Agreement. To manage a small shortfall such as this, the SFPUC may prohibit certain discretionary outdoor water uses and/or call for voluntary rationing by its retail customers. During a prolonged drought at the end of the 20-year planning horizon, the project could be subject to voluntary rationing in response to a 6.8-percent supply shortfall, when the 2018 amendments to the 2009 Water Supply Agreement are taken into account. This level of rationing is well within the SFPUC's regional water system supply level of service goal of limiting rationing to no more than 20 percent on a system-wide basis (i.e., an average throughout the regional water system).

Scenario 2 – Bay-Delta Plan Voluntary Agreement

Under Scenario 2, a voluntary agreement would be implemented as an alternative to the adopted Bay-Delta Plan Amendment. The March 1, 2019 proposed voluntary agreement submitted to the state water board has yet to be accepted, and the shortages that would occur with its implementation are not known. The voluntary agreement proposal contains a combination of flow and non-flow measures that are designed to benefit fisheries at a lower water cost, particularly during multiple dry years, than would occur under the Bay-Delta Plan Amendment. The resulting regional water system supply shortfalls during dry years would be less than those under the Bay-Delta Plan Amendment and would require rationing of a lesser degree and closer in alignment to the SFPUC's adopted level of service goal for the regional water system of rationing of no more than 20 percent system-wide during dry years. SFPUC Resolution No. 19-0057, which authorized the SFPUC staff to participate in voluntary agreement negotiations, stated its intention that any

final voluntary agreement allow the SFPUC to maintain both the water supply and sustainability level of service goals and objectives adopted by the SFPUC when it approved the WSIP. Accordingly, it is reasonable to conclude that if the SFPUC enters into a voluntary agreement, the supply shortfall under such an agreement would be of a similar magnitude to those that would occur under Scenario 1. In any event, the rationing that would be required under Scenario 2 would be of a lesser degree than under the Bay-Delta Plan Amendment as adopted.

Scenario 3 – Bay-Delta Plan Amendment

Under Scenario 3, the 2018 Bay-Delta Plan Amendment would be implemented as it was adopted by the state water board without modification. As discussed above, there is considerable uncertainty whether, when, and in what form the plan amendment will be implemented. However, because implementation of the plan amendment cannot be ruled out at this time, an analysis of the cumulative impact of projected growth on water supply resources under this scenario is included in this document to provide a worst-case impact analysis.

Under this scenario, which is assumed to be implemented after 2022, water supplies would be available to meet projected demands through 2040 in wet and normal years with no shortfalls. However, under Scenario 3 the entire regional water system—including both the wholesale and retail service areas—would experience significant shortfalls in single dry and multiple dry years, which over the past 97 years occur on average just over once every 10 years. Significant dry-year shortfalls would occur in San Francisco, regardless of whether the proposed project is constructed. Except for the currently anticipated shortfall to retail customers of about 6.1 mgd (6.8 percent) that is expected to occur under Scenario 1 during years seven and eight of the 8.5-year design drought based on 2040 demand levels, these shortfalls to retail customers would exclusively result from supply reductions resulting from implementation of the Bay-Delta Plan Amendment. The retail supply shortfalls under Scenario 3 would not be attributed to the incremental demand associated with the proposed project, because the project's demand is incorporated already in the growth and water demand/supply projections contained in the 2015 Urban Water Management Plan.

Under the Bay-Delta Plan Amendment, existing and planned dry-year supplies would be insufficient for the SFPUC to satisfy its regional water system supply level of service goal of no more than 20 percent rationing system-wide. The Water Shortage Allocation Plan does not specify allocations to retail supply during system-wide shortages above 20 percent. However, the plan indicates that if a system-wide shortage greater than 20 percent were to occur, regional water system supply would be allocated between retail and wholesale customers per the rules corresponding to a 16- to 20-percent system-wide reduction, subject to consultation and negotiation between the SFPUC and its wholesale customers to modify the allocation rules. The allocation rules corresponding to the 16- to 20-percent system-wide reduction are reflected in the project's water supply assessment. These allocation rules result in shortfalls of 15.6 to 49.8 percent across the retail service area as a whole under Scenario 3. As shown in Table 5 of the water supply assessment, total shortfalls under Scenario 3 would range from 12.3 mgd (15.6 percent) in a single dry year to 36.1 mgd (45.7 percent) in years seven and eight of the 8.5-year design drought based on 2025 demand levels and from 21 mgd (23.4 percent) in a single dry year to 44.8 mgd (49.8 percent) in years seven and eight of the 8.5-year design drought based on 2040 demand.

Impact Analysis

As described above, the supply capacity of the Hetch Hetchy regional water system that provides the majority of the city's drinking water far exceeds the potential demand of any single development project in San Francisco. No single development project alone in San Francisco would require the development of new or expanded water supply facilities or require the SFPUC to take other actions, such as imposing a higher level of rationing across the city in the event of a supply shortage in dry years. Therefore, a separate project-only analysis is not provided for this topic. The following analysis instead considers whether the proposed project in combination with both existing development and projected growth through 2040 would require new or expanded water supply facilities, the construction or relocation of which could have significant cumulative impacts on the environment that were not identified in the Central SoMa PEIR. It also considers whether a high level of rationing would be required that could have significant cumulative impacts. It is only under this cumulative context that development in San Francisco could have the potential to require new or expanded water supply facilities or require the SFPUC to take other actions, which in turn could result in significant physical environmental impacts related to water supply. If significant cumulative impacts could result, then the analysis considers whether the project would make a considerable contribution to the cumulative impact.

Impacts Related to New or Expanded Water Supply Facilities

The SFPUC's adopted water supply level of service goal for the regional water system is to meet customer water needs in non-drought and drought periods. The system performance objective for drought periods is to meet dry-year delivery needs while limiting rationing to a maximum of 20 percent system-wide reduction in regional water service during extended droughts. As the SFPUC has designed its system to meet this goal, it is reasonable to assume that to the extent the SFPUC can achieve its service goals, sufficient supplies would be available to serve existing development and planned growth accounted for in the 2015 Urban Water Management Plan (which includes the proposed project) and that new or expanded water supply facilities are not needed to meet system-wide demand. While the focus of this analysis is on the SFPUC's retail service area and not the regional water system as a whole, this cumulative analysis considers the SFPUC's regional water supply level of service goal of rationing of not more than 20 percent in evaluating whether new or expanded water supply facilities would be required to meet the demands of existing development and projected growth in the retail area through 2040. If a shortfall would require rationing more than 20 percent to meet system-wide dry-year demand, the analysis evaluates whether as a result, the SFPUC would develop new or expanded water supply facilities that result in significant physical environmental impacts. It also considers whether such a shortfall would result in a level of rationing that could cause significant physical environmental impacts. If the analysis determines that there would be a significant cumulative impact, then per CEQA Guidelines section 15130, the analysis considers whether the project's incremental contribution to any such effect is "cumulatively considerable."

As discussed above, existing and planned dry-year supplies would meet projected retail demands through 2040 under Scenario 1 within the SFPUC's regional water system adopted water supply reliability level of service goal. Therefore, the SFPUC could meet the water supply needs for the proposed project in combination with existing development and projected growth in San Francisco through 2040 from the SFPUC's existing system. The SFPUC would not be expected to develop new or expanded water supply

facilities for retail customers under Scenario 1 and there would be no significant cumulative environmental impact.

The effect of Scenario 2 cannot be quantified at this time but as explained previously, if it can be designed to achieve the SFPUC's level of service goals and if adopted, it would be expected to have effects similar to Scenario 1. Given the SFPUC's stated goal of maintaining its level of service goals under Scenario 2, it is expected that Scenario 2 effects would be more similar to Scenario 1 than to Scenario 3. In any event, any shortfall effects under Scenario 2 that exceed the SFPUC's service goals would be expected to be less than those under Scenario 3. Therefore, the analysis of Scenario 3 would encompass any effects that would occur under Scenario 2 if it were to trigger the need for increased water supply or rationing in excess of the SFPUC's regional water system level of service goals.

Under Scenario 3, the SFPUC's existing and anticipated water supplies would be sufficient to meet the demands of existing development and projected growth in San Francisco, including the proposed project, through 2040 in wet and normal years, which have historically occurred in approximately nine out of 10 years on average. During single dry and multiple dry years, retail supply shortfalls of 15.6 to 49.8 percent could occur.

The SFPUC has indicated in its water supply assessment that as a result of the adoption of the Bay-Delta Plan Amendment and the resulting potential limitations on supply to the regional water system during dry years, the SFPUC is increasing and accelerating its efforts to develop additional water supplies and explore other projects that would increase overall water supply resilience. It lists possible projects that it will study. The SFPUC is beginning to study water supply options, but it has not determined the feasibility of the possible projects, has not made any decision to pursue any particular supply projects, and has determined that the identified potential projects would take anywhere from 10 to 30 years or more to implement.

There is also a substantial degree of uncertainty associated with the implementation of the Bay-Delta Plan Amendment and its ultimate outcome, and therefore, there is substantial uncertainty in the amount of additional water supply that may be needed, if any. Moreover, there is uncertainty and lack of knowledge as to the feasibility and parameters of the possible water supply projects the SFPUC is beginning to explore. Consequently, the physical environmental impacts that could result from future supply projects is quite speculative at this time and would not be expected to be reasonably determined for a period of time ranging from 10 to 30 years. Although it is not possible at this time to identify the specific environmental impacts that could result, this analysis assumes that if new or expanded water supply facilities, such as those listed above under Additional Water Supplies, were developed, the construction and/or operation of such facilities could result in significant adverse environmental impacts, and this would be a significant cumulative impact.

As discussed above, the proposed project would represent 0.03 percent of total demand and 0.02 percent of potable water demand in San Francisco in 2040, whereas implementation of the Bay Delta Plan Amendment would result in a retail supply shortfall of up to 49.8 percent. Thus, new or expanded dry-year water supplies would be needed under Scenario 3 regardless of whether the proposed project is constructed. As such, any physical environmental impacts related to the construction and/or operation of new or expanded water supplies would occur with or without the proposed project. Therefore, the

proposed project would not have a considerable contribution to any significant cumulative impacts that could result from the construction or operation of new or expanded water supply facilities developed in response to the Bay-Delta Plan Amendment.

Impacts Related to Rationing

Given the long lead times associated with developing additional water supplies, in the event the Bay-Delta Plan Amendment were to take effect sometime after 2022 and result in a dry-year shortfall, the expected action of the SFPUC for the next 10 to 30 years (or more) would be limited to requiring increased rationing. The remaining analysis therefore focuses on whether rationing at the levels that might be required under the Bay-Delta Plan Amendment could result in any cumulative impacts, and if so, whether the project would make a considerable contribution to these impacts.

The SFPUC has established a process through its Retail Water Shortage Allocation Plan for actions it would take under circumstances requiring rationing. Rationing at the level that might be required under the Bay-Delta Plan Amendment would require changes to how businesses operate, changes to water use behaviors (e.g., shorter and/or less-frequent showers), and restrictions on irrigation and other outdoor water uses (e.g., car washing), all of which could lead to undesirable socioeconomic effects. Any such effects would not constitute physical environmental impacts under CEQA.

High levels of rationing could, however, lead to adverse physical environmental effects, such as the loss of vegetation cover resulting from prolonged restrictions on irrigation. Prolonged high levels of rationing within the city could also make San Francisco a less desirable location for residential and commercial development compared to other areas of the state not subject to such substantial levels of rationing, which, depending on location, could lead in turn to increased urban sprawl. Sprawl development is associated with numerous environmental impacts, including, for example, increased GHG emissions and air pollution from longer commutes and lower density development, higher energy use, loss of farmland, and increased water use from less water-efficient suburban development.¹³⁶ In contrast, as discussed in the transportation section, the proposed project is located in an area where VMT per capita is well below the regional average; projects in San Francisco are required to comply with numerous regulations that would reduce GHG emissions, as discussed in the GHG section of this initial study, and San Francisco's per capita water use is among the lowest in the state. Thus, the higher levels of rationing on a citywide basis that could be required under the Bay-Delta Plan Amendment could lead directly or indirectly to significant cumulative impacts. The question, then, is whether the project would make a considerable contribution to impacts that may be expected to occur in the event of high levels of rationing.

While the levels of rationing described above apply to the retail service area as a whole (i.e., 5 to 6.8 percent under Scenario 1, 15.6 to 49.8 percent under Scenario 3), the SFPUC may allocate different levels of rationing to individual retail customers based on customer type (e.g., dedicated irrigation, single-family residential, multi-family residential, commercial, etc.) to achieve the required level of retail (citywide) rationing.

¹³⁶ Pursuant to the San Francisco Public Utilities Commission 2015 Urban Water Management Plan, San Francisco's per capita water use is among the lowest in the state.

Allocation methods and processes that have been considered in the past and may be used in future droughts are described in the SFPUC's current Retail Water Shortage Allocation Plan.¹³⁷ However, additional allocation methods that reflect existing drought-related rules and regulations adopted by the SFPUC during the recent drought are more pertinent to current and foreseeable development and water use in San Francisco and may be included in the SFPUC's update to its Retail Water Shortage Allocation Plan.¹³⁸ The Retail Water Shortage Allocation Plan will be updated as part of the 2020 Urban Water Management Plan update in 2021. The SFPUC anticipates that the updated Retail Water Shortage Allocation Plan would include a tiered allocation approach that imposes lower levels of rationing on customers who use less water than other customers in the same customer class and would require higher levels of rationing by customers who use more water. This approach aligns with the state water board's statewide emergency conservation mandate imposed during the recent drought, in which urban water suppliers who used less water were subject to lower reductions than those who used more water. Imposing lower rationing requirements on customers who already conserve more water is also consistent with the implementation of prior rationing programs based on past water use in which more efficient customers were allocated more water.

The SFPUC anticipates that, as a worst-case scenario under Scenario 3, a mixed-used residential project could be subject to up to 38-percent rationing during a severe drought.¹³⁹ In accordance with the Retail Water Shortage Allocation Plan, the level of rationing that would be imposed on the proposed project would be determined at the time of a drought or other water shortage and cannot be established with certainty prior to the shortage event. However, newly-constructed buildings, such as the proposed project, have water-efficient fixtures and non-potable water systems that comply with the latest regulations. Thus, if these buildings can demonstrate below-average water use, they would likely be subject to a lower level of rationing than other retail customers that meet or exceed the average water use for the same customer class.

While any substantial reduction in water use in a new, water efficient building likely would require behavioral changes by building occupants that are inconvenient, temporary rationing during a drought is expected to be achievable through actions that would not cause or contribute to significant environmental

¹³⁷ San Francisco Public Utilities Commission, *2015 Urban Water Management Plan for the City and County of San Francisco, Appendix L – Retail Water Shortage Allocation Plan*, June 2016, <https://sfwater.org/index.aspx?page=75>, accessed June 10, 2019.

¹³⁸ San Francisco Public Utilities Commission, *2015-2016 Drought Program*, adopted by Resolution 15-0119, May 26, 2015.

¹³⁹ This worst-case rationing level for San Francisco multi-family residential was estimated for the purpose of preparing comments on behalf of the City and County of San Francisco on the State Water Resource Control Board's Draft Substitute Environmental Document in Support of Potential Changes to the Bay-Delta Plan, dated March 16, 2017. See comment letter Attachment 1, Appendix 3, Page 5, Table 3. The comment letter and attachments are available on the State Water Resource Control Board website.

The rationing estimates prepared for the comment letter apply to the first six years of the SFPUC's 8.5-year design drought as they reflect the 1987-92 drought. For the last 2.5 years of the design drought, a corresponding worst-case rationing level for San Francisco multi-family residential customers was not estimated. While the level of rationing imposed on the retail system will be higher for the outer years of the design drought compared to the first six years, it is reasonable to assume that multi-family residential customers such as the proposed project would not have to conserve more than 38 percent.

effects. The effect of such temporary rationing would likely cause occupants to change behaviors but would not cause the substantial loss of vegetation because vegetation on this urban infill site would be limited to ornamental landscaping, and non-potable water supplies would remain available for landscape irrigation in dry years. The project would not include uses that would be forced to relocate because of temporary water restrictions, such as a business that relies on significant volumes of water for its operations. While high levels of rationing that would occur under Scenario 3 could result in future development locating elsewhere, existing residents, office workers, and businesses occupying the proposed project would be expected to tolerate rationing for the temporary duration of a drought.

As discussed above, implementation of the Bay-Delta Plan Amendment would result in substantial system-wide water supply shortfalls in dry years. These shortfalls would occur with or without the proposed project, and the project's incremental increase in potable water demand (0.002 percent of total retail demand) would have a negligible effect on the levels of rationing that would be required throughout San Francisco under Scenario 3 in dry years.

As such, temporary rationing that could be imposed on the project would not cause or contribute to significant environmental effects associated with the high levels of rationing that may be required on a city-wide basis under Scenario 3. Thus, the project would not make a considerable contribution to any significant cumulative impacts that may result from increased rationing that may be required with implementation of the Bay-Delta Plan Amendment, were it to occur.

Conclusion

As stated above, there is considerable uncertainty as to whether the Bay-Delta Plan Amendment will be implemented. If the plan amendment is implemented, the SFPUC will need to impose higher levels of rationing than its regional water system level of service goal of no more than 20 percent rationing during drought years by 2025 and for the next several decades. Implementation of the plan amendment would result in a shortfall beginning in years two and three of multiple dry-years in 2025 of 33.2 percent, and dry year shortfalls by 2040 ranging from 23.4 percent in a single dry year and year one of multiple dry years to up to 49.8 percent in years seven and eight of the 8.5-year design drought. While the SFPUC may seek new or expanded water supply facilities, it has not made any definitive decision to pursue particular actions and there is too much uncertainty associated with this potential future decision to identify environmental effects that would result. Such effects are therefore speculative at this time. In any case, the need to develop new or expanded water supplies in response to the Bay Delta Plan Amendment and any related environmental impacts would occur irrespective of the water demand associated with the proposed project. Given the long lead times associated with developing additional supplies, the SFPUC's expected response to implementation of the Bay-Delta Plan Amendment would be to ration in accordance with procedures in its Retail Water Shortage Allocation Plan.

Both direct and indirect environmental impacts could result from high levels of rationing. However, the project is a mixed-use urban infill development that would be expected to tolerate the level of rationing imposed on it for the duration of the drought, and thus would not contribute to sprawl development caused by rationing under the Bay-Delta Plan Amendment. The project itself would not be expected to contribute to a loss of vegetation because project-generated non-potable supplies would remain available for irrigation

in dry years. Nor would the small increase in potable water demand attributable to the project compared to citywide demand substantially affect the levels of dry-year rationing that would otherwise be required throughout the city. Thus, the proposed project would not make a considerable contribution to a cumulative environmental impact caused by implementation of the Bay-Delta Plan Amendment. Therefore, for the reasons described above, under all three scenarios, this impact would be considered less than significant.

Stormwater, Wastewater, and Solid Waste

The project site is covered by impervious surfaces and would be required to comply with the city's Stormwater Management Ordinance. This ordinance requires the proposed project to decrease the amount of impervious area onsite and reduce peak stormwater runoff compared to existing conditions. Therefore, with implementation of the proposed project, stormwater runoff from the project site to the Southeast Water Treatment Plant would be reduced compared to existing conditions. Further, wastewater volumes generated by the project would be minimal in comparison to stormwater flows. Thus, the proposed project would not require new or expanded stormwater or wastewater facilities.

The proposed project would comply with solid waste regulations and would not be expected to generate solid waste in amounts that would exceed the permitted landfill capacity analyzed in the Central SoMa PEIR. The proposed project would adhere to the city's plumbing, water conservation, and waste diversion requirements.¹⁴⁰

Cumulative Analysis

The Central SoMa PEIR determined that cumulative impacts related to water supplies, wastewater treatment facilities, and landfill capacity would be less than significant as the respective service providers have sufficient capacity available.

The project is within the scope of development projected under the Central SoMa Plan and would not result in more severe utilities and service systems impacts than previously identified in the Central SoMa PEIR.

Conclusion

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

¹⁴⁰ San Francisco Public Utilities Commission, Water Supply Assessment for the 725 Harrison Street Project (Case No. 2005.0759E), June 11, 2019.

E.13 Public Services

Central SoMa PEIR Analysis

The Central SoMa PEIR found that implementation of the Central SoMa Plan and the anticipated increase in population would not result in significant impacts related to the provision of new or physically altered public services, including police, fire, schools, and park services. Further, the Central SoMa PEIR found that if new or expanded facilities would be needed, the environmental effects of construction and operation of these facilities would be similar to that of subsequent development projects anticipated in the Central SoMa PEIR. That is, construction of a new fire station, police station, or other comparable government facility would not result in new significant impacts not already analyzed in the PEIR; thus, the effects have already been addressed in the Central SoMa PEIR.

<i>Topics</i>	<i>Significant Impact Peculiar to Project or Project Site</i>	<i>Significant Impact not Identified in Central SoMa PEIR</i>	<i>Significant Impact due to Substantial New Information</i>	<i>No Significant Impact not Previously Identified in Central SoMa PEIR</i>
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13. PUBLIC SERVICES—Would the project:

- a) Result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times, or other performance objectives for any of the public services such as fire protection, police protection, schools, parks, or other public facilities?

Project-Specific Analysis

The increased employees, visitors, and residents resulting from the proposed project would increase demand for police and fire protection services, schools, and parks. The proposed project would account for a fraction of the increased demand for these services that were analyzed in the Central SoMa PEIR, and the project falls within the development density assumptions for the site that were analyzed in the Central SoMa PEIR. Therefore, the proposed project would not result in an increase in the demand for police or fire protection services than was previously identified in the Central SoMa PEIR. As described under the Recreation section, the proposed project would not result in new or more severe physical environmental impacts related to parks or recreational facilities.

Cumulative Analysis

Cumulative development in the project vicinity would increase demand for public services. As discussed above, the Central SoMa PEIR found that anticipated increase in public service demand due to population growth in the area would not result in significant cumulative impacts related to the provision of new or physically altered public services, including police, fire, schools, and park services. Even if new or expanded facilities are needed due to population growth generated by cumulative projects, the environmental effects of construction and operation of those facilities would be similar to that of

subsequent development projects anticipated in the Central SoMa PEIR. Furthermore, the proposed 725 Harrison Street project is within the scope of development projected under the Central SoMa Plan. Therefore, the proposed 725 Harrison Street project would not combine with cumulative projects to result in more severe public services impacts than previously identified in the Central SoMa PEIR.

Conclusion

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

E.14 Biological Resources

Central SoMa PEIR Analysis

The Central SoMa PEIR found that the Central SoMa Plan would be implemented in a developed urban area with no natural vegetation communities remaining; therefore, development under the Central SoMa Plan would not affect any special-status plants. There are no riparian corridors, estuaries, marshes, or wetlands in the plan area that could be affected by the development anticipated under the Central SoMa Plan.

In addition, development envisioned under the Central SoMa Plan would not substantially interfere with the movement of any resident or migratory wildlife species. However, **Project Improvement Measure I-BI-1** (implementing **Central SoMa PEIR Improvement Measure I-BI-2, Night Lighting Minimization**), was identified to further reduce potential effects on birds from nighttime lighting at individual project sites.

The Central SoMa PEIR determined that construction in the plan area would not have a significant impact on special-status species, apart from bats. The Central SoMa PEIR concluded that impacts to bats would be reduced to less than significant with implementation of **Central SoMa PEIR Mitigation Measure M-BI-1, Pre-Construction Bat Surveys**, requiring pre-construction surveys for bats. This mitigation measure applies to all projects removing trees at least 6 inches at diameter at breast height or where buildings that are proposed for demolition have been vacant for at least six months.

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

Project-Specific Analysis

As the project is located within the Central SoMa Plan area, the proposed project would not affect any natural vegetation communities, special-status plants, riparian corridors, estuaries, marshes, or wetlands. The project site contains no existing landscaping, vegetation, or trees; as such, none are planned for removal. The project site is currently developed with five existing one- and two-story buildings containing auto repair and vehicle storage uses, two billboards, and a surface parking lot. The 725 Harrison Street project would include demolition of all of these existing structures, two of which are vacant. The building located at 120 Perry Street has been vacant for nine months and the building at 735-755 Harrison Street has been vacant for 12 years. The project could impact special-status bats and potential roosts given the condition and quality of the existing buildings planned for demolition. Therefore, **Project Mitigation Measure M-BI-1: Pre-Construction Bat Surveys** (implementing Central SoMa PEIR Mitigation Measure M-BI-1) would be applicable. Implementation of **Project Mitigation Measure M-BI-1** would reduce the project’s impact to any special-status bats to a less-than-significant level by requiring that pre-construction surveys be conducted to identify bats and avoid impacts to roosting bats.

Planning Code section 139, Standards for Bird-Safe Buildings, establishes building design standards to reduce avian mortality rates associated with bird strikes.¹⁴¹ The proposed project's location, height, and materiality, particularly the inclusion of transparent or reflective glass, may present risks for birds as they travel along their migratory paths. Thus, the proposed project would be required to comply with the building feature-related hazards standards of section 139 by using bird-safe glazing treatment on 100 percent of any building feature-related hazards such as free-standing glass walls, wind barriers, and balconies. The project would be subject to and would be required to comply with the city's regulations for bird-safe buildings and federal and state migratory bird regulations. Therefore, the proposed project would not interfere with the movement of native resident or wildlife species or with established native resident or migratory wildlife corridors and would not result in a significant impact to native resident or wildlife species.

Although the project would not result in significant impacts to native resident and migratory birds, impacts to birds resulting from the proposed project would be further reduced through the implementation of **Project Improvement Measure I-BI-1: Night Lighting Minimization** (implementation of Central SoMa PEIR Improvement Measure I-BI-2). **Project Improvement Measure I-BI-1** includes voluntary compliance with the San Francisco Lights Out Program, which encourages project sponsors of buildings developed pursuant to the Central SoMa Plan to implement bird-safe building operations to prevent and minimize bird strike impacts, and generally keep lighting to a minimum, as birds can become disoriented from building lighting. Implementation of this improvement measure would further reduce the project's less-than-significant impact to birds.

Cumulative Analysis

The geographic context for the analysis of cumulative impacts related to biological resources is generally limited to the Central SoMa Plan area. As previously discussed, the Central SoMa PEIR determined that development under the Plan would not adversely affect biological resources with the exception of special-status bat species and migratory birds. The project site is located in a developed urban area with no natural vegetation communities remaining and no riparian corridors, estuaries, marshes, wetlands, or other sensitive or protected habitats. Cumulative development in the vicinity would add a number of tall buildings that could, in the event of bird-strike collision(s), potentially injure or kill birds. However, similar to the proposed project, cumulative development is subject to the city's Standards for Bird-Safe Buildings, which would reduce the effect of cumulative development to a less-than-significant level. Furthermore, all development is required to comply with the Migratory Bird Treaty Act and the California Fish and Game Code. Therefore, the proposed 725 Harrison Street project, in combination with other cumulative projects, would not result in new or more severe biological resource impacts than previously identified in the Central SoMa PEIR.

¹⁴¹ San Francisco Planning Department, Standards for Bird-Safe Buildings, July 14, 2011, <http://planning.sanfranciscocode.org/1.2/139>, accessed January 18, 2017.

Conclusion

As demonstrated above, the proposed project would not result in significant project-level or cumulative impacts related to biological resources that were not identified in the Central SoMa PEIR, nor would the proposed project result in more severe project-specific or cumulative impacts than were identified in the Central SoMa PEIR or that are peculiar to the project site. Impacts to bats would be reduced with the implementation of **Project Mitigation Measure M-BI-1** and impacts to native resident and migratory birds would further be reduced with the implementation of **Project Improvement Measure I-BI-1**.

E.15 Geology and Soils

Central SoMa PEIR Analysis

The Central SoMa PEIR found that impacts related to geology and soils would be less than significant, including impacts related to earthquake faults, seismic ground shaking, seismically induced ground failure, and landslides. The Central SoMa PEIR found that the plan area is generally flat and that implementation of the Central SoMa Plan would have no impact on altering the topography of the plan area. Most of the plan area is located within a potential liquefaction hazard zone identified by the California Geological Survey. Given the seismically active characteristics of the San Francisco Bay Area, the PEIR notes that new development is generally safer than comparable older development due to improvements in building codes and construction techniques. Compliance with applicable state and local codes and recommendations made in project-specific geotechnical analyses would not eliminate earthquake risks, but would reduce such risks of subsequent development projects to a less-than-significant level. Additionally, the Central SoMa PEIR found that development enabled by the Central SoMa Plan could induce ground settlement as a result of excavation for construction of subsurface parking or basement levels, construction dewatering, heave during installation of piles, and long-term dewatering.

The building department's Administrative Bulletin 082 (AB 082), Guidelines and Procedures for Structural Design Review, is part of the San Francisco Building Code and specifies the guidelines and procedures for structural design review during the application review process for a building permit. In addition to requirements for a site-specific geotechnical report as articulated in San Francisco Building Code section 1803 and building department Information Sheet S-05, Geotechnical Report Requirements, structural design review required by AB 082 may result in review by an independent structural design reviewer. AB 082 describes what types of projects may require this review, the qualifications of the structural design reviewer, the scope of the structural design review, and how the director of the building department as the building official would resolve any disputes between the structural design reviewer and the project's structural and geotechnical engineers of record.

Furthermore, the Seismic Hazards Mapping Act of 1990 (seismic hazards act, located in Public Resources Code section 2690 et seq.) is intended to reduce damage resulting from earthquakes. The seismic hazards act addresses other earthquake-related hazards, including strong ground shaking, liquefaction, and

seismically induced landslides. Its provisions are similar in concept to those of the Alquist-Priolo Act¹⁴² (i.e., the state is charged with identifying and mapping areas at risk of strong ground shaking, liquefaction, landslides, and other corollary hazards, and cities and counties are required to regulate development within mapped seismic hazard zones).

A primary purpose of the seismic hazards act is to assist cities and counties in preparing the safety elements of their general plans and encourage land use management policies and regulations that reduce seismic hazards. The intent of this act is to protect the public from the effects of strong ground shaking, liquefaction, landslides, ground failure, or other hazards caused by earthquakes. Under the act, permit review is the primary mechanism for local regulation of development. Specifically, cities and counties are prohibited from issuing development permits for sites within seismic hazard zones until appropriate site-specific geologic and/or geotechnical investigations have been carried out and measures to reduce potential damage have been incorporated into the development plans. In addition, the California Geologic Survey's Special Publication 117A, *Guidelines for Evaluating and Mitigating Seismic Hazards in California*, provides guidance for evaluating earthquake-related hazards for projects in the designated zones and includes a description of required investigations and recommends mitigation measures, as required by Public Resources Code section 2695(a).

During the building department's review of building permit application, the building department would review the construction plans for conformance with recommendations in the project-specific geotechnical report. The building permit application would be reviewed pursuant to the building department's implementation of the building code, local implementing procedures, and state laws, regulations, and guidelines would ensure that the proposed project would have no significant impacts related to soils, seismic, or other geological hazards. With implementation of the recommendations provided in project-specific detailed geotechnical studies for subsequent development projects, subject to review and approval by the building department, impacts related to the potential for settlement and subsidence due to construction on soil that is unstable, or could become unstable as a result of such construction, would be less than significant. Thus, the Central SoMa PEIR concluded that implementation of the Central SoMa Plan would not result in significant impacts with regard to geology and soils, and no mitigation measures were identified in the Central SoMa PEIR.

The Central SoMa PEIR found that there is low potential to uncover unique or significant fossils within the plan area or vicinity. Construction excavations could encounter undisturbed dune sands, the Colma Formation, or artificial fills associated with previous development (e.g., road bases, foundations, and previous backfills for underground utilities). Due to their age and origin, these geological materials have little to no likelihood of containing unique or significant fossils.

¹⁴² The Alquist-Priolo Earthquake Fault Zoning Act was signed into California law on December 22, 1972 to mitigate the hazard of surface earthquake faults to structures for human occupancy. It generally prohibits new construction of houses within active fault zones unless a comprehensive geologic investigation shows that the fault does not pose a hazard to the proposed structure. The Alquist-Priolo Act only addresses surface fault rupture; the seismic hazards act was enacted subsequently to address other earthquake hazards.

Topics	Significant Impact Peculiar to Project or Project Site	Significant Impact not Identified in Central SoMa PEIR	Significant Impact due to Substantial New Information	No Significant Impact not Previously Identified in Central SoMa PEIR
15. GEOLOGY AND SOILS—Would the project:				
a) Directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving:	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
i) Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? Refer to Division of Mines and Geology Special Publication 42.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
ii) Strong seismic ground shaking?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
iii) Seismic-related ground failure, including liquefaction?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
iv) Landslides?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Result in substantial soil erosion or the loss of topsoil?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Be located on geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or offsite landslide, lateral spreading, subsidence, liquefaction or collapse?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial direct or indirect risks to life or property?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e) Have soils incapable of adequately supporting the use of septic tanks or alternative wastewater disposal systems where sewers are not available for the disposal of waste water?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
f) Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Project Analysis

As discussed in this initial study checklist, wastewater would flow into the city’s combined sewer system and would not require a septic system. Therefore, initial study checklist question 15e is not applicable to the proposed project.

Soil, Seismic, and Geological Hazards

A project-specific geotechnical investigation was prepared for the proposed project.¹⁴³ The proposed project is located in a seismic hazard- liquefaction zone; the investigation indicates that the project site is underlain by about 9 to 15 feet of fill. The fill is a heterogeneous mix of sand, clay, silt, and gravel with trace amounts

¹⁴³ Langan Engineering and Environmental Services, Inc., *Updated Geotechnical Investigation, 4th and Harrison, San Francisco, California*, July 19, 2019.

of plastic, brick, organics, and rubble. It is loose to medium dense. The fill is underlain by up to 11 feet of weak, compressible clay referred to as a marsh deposit. The bottom of the marsh deposit varies from about 15 feet below ground surface along the northeastern side of the project site to about 20 to 21 feet along the southwestern side. The soil below this grade is dense or very dense at about 20 to 30 feet below ground surface and is predominately sandy with varying amounts of silt and clay. At the time of investigation, groundwater was encountered at depths of approximately 18.8 feet below ground surface, but previous evaluations indicate that groundwater was encountered at depths of 9 to 12 feet below ground surface sloping down from Third Street to Fourth Street and at about 6 feet below ground surface on the western side of Fourth Street.¹⁴⁴

The investigation recommends that the office development be supported by a mat foundation, supported on the dense sand or stiff clay beneath the marsh deposit. Where the top of the dense sand is within a few feet of the bottom of the foundation, the foundation would be deepened or the deposit would be over-excavated and replaced with lean concrete. Where the marsh deposit extends deeper than a few feet below the bottom of the foundation (southwestern side of site), the foundation would need to be supported on soil-cement columns that extend through the marsh deposit, consistent with the investigation's recommendations.

The investigation recommends that the affordable housing development be supported on deep foundations such as driven or drilled concrete piles and/or drilled augered cast-in-place piles. The foundation of the affordable housing development would be constructed with drilled piles that produce low levels of noise and vibration during installation; no pile driving would occur.¹⁴⁵ The geotechnical investigation further states that a monitoring program specific to the Central Subway tunnel and for any movement or settlement of adjacent buildings and streets during construction would be required and would be submitted to the building department for approval. The project sponsor has been coordinating with the SFMTA with regard to any potential effects on the Central Subway tunnel and will continue to do so.

Given that the proposed project is located in seismic hazard - liquefaction zone, the project sponsor's engineer of record for the project would work with the building department's two-member geotechnical review team to resolve all comments related to the foundation design in order to achieve consensus on the adequacy of the building's foundation and structural design. A report of the findings from the geotechnical review team shall be provided to the building department director. The report will provide findings and address following issues: the foundation type (shallow or deep), foundation design, interpretation of geotechnical and geological investigations, soil-foundation-structure interaction under static and seismic loading conditions, effects of dewatering and construction-related activities on the site and in the vicinity, and foundation or building settlement. The interim guidance also requires that prior to the completion of the proposed project, the project sponsor would contract with qualified monitoring surveyors and instrumentation engineers to monitor the effects of settlement on the building and foundations of the project for a period of ten years after the issuance of the certificate of final completion and occupancy. The

¹⁴⁴ Langan Engineering and Environmental Services, Inc., *Updated Geotechnical Investigation, 4th and Harrison, San Francisco, California*, July 19, 2019.

¹⁴⁵ Langan Engineering and Environmental Services, Inc., *Updated Geotechnical Investigation, 4th and Harrison, San Francisco, California*, July 19, 2019.

findings from the post-occupancy surveys shall be provided to the building department annually within this 10-year period. Therefore, impacts of the proposed project related to liquefaction, earthquake-induced settlement, and lateral spreading would be less than significant.

The project's building permit application would be reviewed pursuant to the building department's implementation of the building code, local implementing procedures, and state laws, regulations, and guidelines would ensure that the proposed project would have no significant impacts related to soils, seismic, or other geological hazards. Thus, the project would not result in a significant effects related to soils, seismic, or other geological hazards that were not identified in the Central SoMa PEIR, and no mitigation measures are necessary.

Paleontological Resources

The project site is located within the Central SoMa Plan area and the Central SoMa PEIR evaluated the potential for subsequent development projects to result in impacts to paleontological resources based on the underlying geology and soils in the plan area, concluding that subsequent development projects would not likely result in significant impacts to unique paleontological resources. Based on the project-specific geotechnical study, the project would not involve excavation or other soil disturbance within any geological formations that are likely to contain unique or significant fossils. Therefore, the proposed project is not anticipated to result in significant impacts to paleontological resources. No mitigation is required.

Cumulative Analysis

For the reasons discussed above, the proposed project would not substantially increase geological hazards and would not result in increased soil erosion or loss of topsoil. Similarly, all development projects are required to adhere to state and local building codes. Hence, the proposed project would not combine with other projects in a manner that would significantly exacerbate any geologic hazards.

Impacts on paleontological resources and unique geological features are generally site-specific and localized. The project would not involve excavation or other soil disturbance within any geological formations that are likely to contain unique or significant fossils. Therefore, the project does not have the potential to combine with other projects to result in a significant cumulative impact on paleontological resources and cumulative impacts would be less than significant.

Conclusion

As demonstrated above, the proposed project would not result in significant project-level or cumulative impacts related to geology and soils that were not identified in the Central SoMa PEIR, nor would the proposed project result in more severe project-specific or cumulative impacts than were identified in the Central SoMa PEIR or that are peculiar to the project site.

E.16 Hydrology and Water Quality

Central SoMa PEIR Analysis

The Central SoMa PEIR determined that the anticipated increase in population would not result in a significant impact on hydrology and water quality, including the combined sewer system and future flooding hazards, taking into account future sea level rise. The Central SoMa PEIR noted that portions of the plan area would be exposed to an increased risk of flooding in the future due to sea level rise, although Central SoMa Plan development would not exacerbate this risk and, therefore, would not result in a significant impact. Moreover, the Central SoMa Plan includes objectives, policies, and implementation measures intended to maximize flood resilience. All hydrology and water quality impacts of the Central SoMa Plan were determined to be less than significant and no mitigation measures were identified in the Central SoMa PEIR.

<u>Topics</u>	<i>Significant Impact Peculiar to Project or Project Site</i>	<i>Significant Impact not Identified in Central SoMa PEIR</i>	<i>Significant Impact due to Substantial New Information</i>	<i>No Significant Impact not Previously Identified in Central SoMa PEIR</i>
16. HYDROLOGY AND WATER QUALITY—Would the project:				
a) Violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or groundwater quality?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the project may impede sustainable groundwater management of the basin?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river or through the addition of impervious surfaces, in a manner that would:	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
i) Result in substantial erosion or siltation on- or offsite;	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
ii) Substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or offsite;	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
iii) Create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff; or	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
iv) Impede or redirect flood flows?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
v) Substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or offsite;	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) In flood hazard, tsunami, or seiche zones, risk release of pollutants due a project inundation?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e) Conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Project-Specific Analysis

Construction Water Quality and Stormwater Runoff

The proposed project includes a basement and would require excavation to a maximum depth of 16 feet below grade. Groundwater is anticipated at depths of 9 to 12 feet below ground surface sloping down from Third Street to Fourth Street and at about 6 feet below ground surface on the western side of Fourth Street.¹⁴⁶ To construct the basement, the soil at subgrade level has to be dewatered to lower the groundwater to a depth of at least 3 feet below the bottom of the planned excavation.¹⁴⁷ Any groundwater encountered during construction of the proposed project would be subject to the requirements of article 4.1 of the San Francisco Public Works Code (Industrial Waste), requiring that groundwater meet specified water quality standards before it may be discharged into the sewer system. The SFPUC must be notified of projects necessitating dewatering and may require water quality analysis before discharge.

During construction, and pursuant to Public Works Code sections 146 and 147, the proposed project would be required to implement and maintain best management practices to minimize surface runoff erosion and to comply with a stormwater control plan. As a result, the proposed project would not increase stormwater runoff compared to existing conditions (because the project site is covered primarily with impervious surfaces), alter the existing drainage, or violate water quality or wastewater discharge standards. Construction stormwater discharges to the city's combined sewer system would be subject to the requirements of Public Works Code article 4.1 (supplemented by San Francisco Department of Public Works Order No. 158170), which incorporates and implements the city's National Pollutant Discharge Elimination System permit and the federal Combined Sewer Overflow Control Policy. Stormwater drainage during construction would flow to the city's combined sewer system, where it would receive treatment at the Southeast Plant or other wet-weather facilities and would be discharged through an existing outfall or overflow structure in compliance with the existing pollutant discharge permit. Therefore, the city's compliance with applicable permits would reduce water quality impacts and water quality impacts would be less than significant. The proposed project would not result in new or more severe impacts than identified in the Central SoMa PEIR related to violation of water quality standards or degradation of water quality due to discharge of construction-related stormwater runoff.

Operational Water Quality and Stormwater Runoff

The project site is currently developed with four existing one- and two-story buildings and a surface parking lot, constituting a primarily impervious surface. The proposed project would redevelop the entire site and include approximately 17,400 square feet of new pervious area including landscaping on the ground level within the 15-foot setback along Perry Street and in the mid-block POPOS, as well as green roofs on the terraces at levels 7, 11, 14, and 15. Therefore, the proposed project would decrease the amount of impervious area onsite and reduce peak stormwater runoff compared to existing conditions and would not contribute runoff that would exceed the capacity of existing or planned stormwater drainage systems.

¹⁴⁶ Langan Treadwell Rollo, *Geotechnical Investigation, 4th and Harrison, San Francisco, California*, November 29, 2018.

¹⁴⁷ Langan Treadwell Rollo, *Geotechnical Investigation, 4th and Harrison, San Francisco, California*, November 29, 2018.

Stormwater flows and drainage from the proposed project would be controlled consistent with San Francisco's Stormwater Management Ordinance, contained in Public Works Code article 4.2, and the city's Stormwater Design Guidelines. The project sponsor would be required to submit a stormwater control plan for approval by the SFPUC that complies with the Stormwater Design Guidelines, using best management practices, thereby ensuring that the proposed project meets performance measures set by the SFPUC related to stormwater runoff rate and volume. For the project site, the Stormwater Design Guidelines require the project to reduce the stormwater runoff rate and volume by 25 percent relative to pre-development conditions for the two-year, 24-hour design storm. Compliance with San Francisco's Stormwater Design Guidelines would reduce the quantity and rate of stormwater runoff to the city's combined sewer system and improve the water quality of those discharges. The proposed project would not cause an exceedance of the total maximum daily loads for those water bodies listed as "impaired" in the San Francisco Bay Water Quality Control Plan. In addition, the proposed project would be required to comply with Health Code article 12C, which requires the onsite reuse of rainwater, graywater, and foundation drainage to reduce potable water use, which would also reduce stormwater runoff rate and volume.

In light of the above, the proposed project's construction and operational activities would not result in significant water quality impacts or obstruct implementation of a water quality control plan. Further, the proposed project would not increase runoff that would exceed the capacity of stormwater drainage systems or release substantial additional sources of polluted runoff.

Groundwater

Regarding groundwater supplies, the proposed project would use potable water from the SFPUC and non-potable water from two onsite sources: greywater from the building recycled onsite and rainwater collected in an onsite catchment system. Groundwater from the Downtown San Francisco Groundwater Basin, where the project site is located, is not used as drinking water, and the proposed project would not result in additional impervious surfaces that would affect groundwater recharge, because the site is fully occupied by existing buildings and impervious surfaces. Therefore, the proposed project would not substantially decrease groundwater supplies, interfere with groundwater recharge, or conflict with a groundwater management plan, and this impact would be less-than-significant.

Flood Hazards

The project site is also not within the portion of the plan area that would be exposed to increased future flood risk due to sea level rise. The proposed project would not impede or redirect flood flows in a 100-year flood hazard area because the project site is not located within a 100-year flood zone. The most recent 100-Year Storm Flood Risk Map, adopted by the SFPUC on September 25, 2018, shows that the project site

is not within the 100-year storm flood risk zone.¹⁴⁸ The project site is not located within a tsunami hazard zone and would not risk release of pollutants due to inundation by seiche or tsunami.¹⁴⁹

Cumulative Analysis

The Central SoMa PEIR determined that cumulative impacts related to hydrology and water quality would be less than significant because cumulative projects would be required to comply with all applicable local, state and federal regulations, including the Stormwater Management Ordinance and guidelines, and all stormwater and wastewater would be treated to the standards in the city's NPDES permit. The Central SoMa PEIR also determined that impacts related to flood hazards would be less than with the implementation of the requirements imposed by the SFPUC and the City's floodplain ordinance.

The geographic context for the hydrology and water quality cumulative analysis consists of the eastern half of the City of San Francisco, which comprises the Bayside Drainage Basin. Stormwater runoff in this basin discharges to the San Francisco Bay after passing through the combined sewer system and being treated at the Southeast Treatment Plant or North Point Wet Weather Facility.

All development is required to comply with applicable local, state and federal regulations, including the Stormwater Management Ordinance and guidelines, and all stormwater and wastewater would be treated to the standards in the city's NPDES permit. Cumulative projects would also be subject to the city's permit review process meaning that with the implementation of new, conforming development projects, peak stormwater drainage rates and volumes resulting from design storms would gradually decrease over time and would not exacerbate an existing flood hazard. Therefore, the proposed project would not result in more severe cumulative hydrological or water quality impacts than were previously identified in the Central SoMa PEIR.

Conclusion

As demonstrated above, the proposed project would not result in significant project-level or cumulative hydrology or water quality impacts that were not identified in the Central SoMa PEIR, nor would the proposed project result in more severe project-specific or cumulative impacts than were identified in the Central SoMa PEIR or that are peculiar to the project site.

E.17 Hazards and Hazardous Materials

Central SoMa PEIR Analysis

The Central SoMa PEIR found that implementation of the Central SoMa Plan would not result in any significant impacts with respect to hazards or hazardous materials that could not be mitigated to a less-than-significant level. The Central SoMa PEIR determined that compliance with San Francisco Health Code

¹⁴⁸ San Francisco Public Utilities Commission, 100-Year Flood Risk Map, <https://www.sfwater.org/index.aspx?page=1229>, accessed August 12, 2019.

¹⁴⁹ San Francisco Planning Department, San Francisco General Plan Community Safety Element (Map 05, Tsunami Hazard Zones, page 15), October 2012, http://www.sf-planning.org/ftp/General_Plan/Community_Safety_Element_2012.pdf, accessed December 1, 2017.

article 22A (also known as the Maher Ordinance), which incorporates state and federal requirements regulating the handling, treatment, cleanup, and disposal of hazardous materials in soils and groundwater, would minimize potential exposure of site personnel and the public to any accidental releases of hazardous materials or waste and would also protect against potential environmental contamination. In addition, the transportation of hazardous materials is regulated by the California Highway Patrol and the California Department of Transportation. Therefore, potential impacts related to the routine use, transport, and disposal of hazardous materials associated with Central SoMa Plan implementation would be less than significant.

The Central SoMa PEIR determined that compliance of subsequent development projects with the San Francisco Fire and Building Codes, which are implemented through the city's ongoing permit review process, would ensure that potential fire hazards related to development activities would be minimized to less-than-significant levels. The plan area is not within 2 miles of an airport land use plan or an airport or private airstrip, and therefore would not interfere with air traffic or create safety hazards in the vicinity of an airport. The Central SoMa PEIR did not identify any cumulative impacts related to hazards or hazardous materials.

The Central SoMa PEIR determined that demolition and renovation of buildings in the plan area could expose workers and the public to hazardous building materials or release those materials into the environment. Such materials include asbestos-containing materials, lead-based paint, polychlorinated biphenyls (PCBs), di (2-ethylhexyl) phthalate, and mercury. **Central SoMa PEIR Mitigation Measure M-HZ-3, Hazardous Building Materials Abatement**, which requires abatement of certain hazardous building materials in accordance with existing laws, was identified to reduce impacts to less than significant. However, this mitigation measure is not necessary because regulations have been enacted to address these common hazardous building materials.

Topics	<i>Significant Impact Peculiar to Project or Project Site</i>	<i>Significant Impact not Identified in Central SoMa PEIR</i>	<i>Significant Impact due to Substantial New Information</i>	<i>No Significant Impact not Previously Identified in Central SoMa PEIR</i>
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17. HAZARDS AND HAZARDOUS MATERIALS—Would the project:

- | | | | | |
|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|--------------------------|--------------------------|--------------------------|-------------------------------------|
| a) Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| b) Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| c) Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| d) Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code section 65962.5 and, as a result, would it create a significant hazard to the public or the environment? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |

December 4, 2019

<u>Topics</u>	<i>Significant Impact Peculiar to Project or Project Site</i>	<i>Significant Impact not Identified in Central SoMa PEIR</i>	<i>Significant Impact due to Substantial New Information</i>	<i>No Significant Impact not Previously Identified in Central SoMa PEIR</i>
e) For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard or excessive noise for people residing or working in the project area?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
f) Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
g) Expose people or structures, either directly or indirectly, to a significant risk of loss, injury or death involving wildland fires?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
a) Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Project-Specific Analysis

Hazardous Building Materials

The proposed project would demolish four existing one- to two-story buildings containing auto repair and vehicle storage uses on the project site. Some building materials commonly used in older buildings could present a public health risk if disturbed during demolition or renovation of an existing building. Hazardous building materials addressed in the Central SoMa PEIR include asbestos, electrical equipment (such as transformers and fluorescent light ballasts that contain PCBs or di (2 ethylhexyl) phthalate), fluorescent lights containing mercury vapors, and lead-based paints. Asbestos and lead-based paint may also present a health risk to existing building occupants if they are in a deteriorated condition. If removed during demolition of a building, these materials would also require special disposal procedures.

The California Department of Toxic Substance Control considers asbestos hazardous, and removal is required. Asbestos-containing materials must be removed in accordance with local and state regulations as well as the air district, the California Occupational Safety and Health Administration, and California Department of Health Services requirements. This includes materials that could be disturbed by the proposed demolition and construction activities.

The proposed project would demolish the existing buildings located on the project site. Buildings on lots 106, 109, 112, and 116 were constructed prior to 1978 and lots 108 and 117 are used as surface vehicle parking areas and do not contain any building structures. Lead paint may be found in the buildings on lots 106, 109, 112, and 116 as these buildings were constructed prior to 1978. Lead may cause a range of health effects, from behavioral problems and learning disabilities to seizures and death. Children six years old and under are most at risk. Demolition of buildings with lead-based paint must be conducted in compliance with section 3425 of the San Francisco Building Code, Work Practices for Lead-Based Paint on Pre-1979 Buildings and Steel Structures. Where there is any work that may disturb or remove interior or exterior lead-based paint on pre-1979 buildings, work practices must be used that minimize or eliminate the risk of lead contamination on the environment.

Regulations are in place to address the proper removal and disposal of asbestos-containing building materials, lead-based paint, and other hazardous building materials. Therefore, as discussed above, Central SoMa PEIR Mitigation Measure M-HZ-3, addressing the proper removal and disposal of other hazardous building materials, is not necessary to reduce impacts related to hazardous building materials. Compliance with regulations pertaining to lead-based paint, asbestos and other hazardous building materials would ensure the proposed project would not result in significant impacts from the potential release of hazardous building materials.

Soil and Groundwater Contamination

Health Code article 22A includes properties throughout the city where there is potential to encounter hazardous materials, primarily in industrial zoning districts, sites with industrial uses or underground storage tanks, sites with historic bay fill, and sites in proximity to freeways or underground storage tanks. The overarching goal of the Maher Ordinance is to protect public health and safety by requiring appropriate handling, treatment, disposal, and, when necessary, remediation of contaminated soils that are encountered in the building construction process.

The project site is located within the Maher area and subject to the provisions of the Maher Ordinance. Accordingly, the project sponsor submitted a Maher Application to the Department of Public Health and completed a phase I environmental site assessment to evaluate the potential presence of hazardous materials in the soils or groundwater underlying the project site based on prior land uses and available records.^{150, 151} The site assessment notes that 14 underground storage tanks were removed from the project site in 1996. Of the 14 tanks, nine exhibited evidence of spills or leakage while three tanks had visible holes in the tank walls (referred to as leaking underground storage tanks). Sampling was subsequently conducted in each of the 14 tank excavations; no groundwater was encountered during the tank excavations. The health department granted case closure to two of the three leaking underground storage tanks at 765 Harrison Street and 130 Perry Street in letters dated December 18, 1996 and December 17, 1996, respectively. The health department recommended additional remediation for the third leaking underground storage tank at 737 Harrison Street based on the sample results from the excavation. Despite this recommendation, additional excavation to capture the remaining impacted soil could not be completed without potentially affecting the structural integrity of the buildings on the site. Regardless, the site received regulatory case closure from the public health department on January 2, 1997 as the soil contamination did not appear to be a threat to the groundwater. The site assessment concludes that the likely presence of residual hydrocarbons in the subsurface soil and former uses of the property as automotive repair facilities represent recognized environmental conditions¹⁵² at the project site.

Given the results of the phase I site assessment, a site mitigation plan and a health and safety plan shall be prepared prior to construction of the proposed project, in accordance with the requirements of Health Code article 22A. The site mitigation plan is required to be submitted to the health department or other

¹⁵⁰ Maher application submitted on September 27, 2018.

¹⁵¹ Langan Treadwell Rollo, *Phase I Environmental Site Assessment, 4th and Harrison, San Francisco, California*, August 15, 2014.

¹⁵² Recognized Environmental Conditions are defined as the presence or likely presence of any hazardous substances or petroleum products, in, on, or at a property.

appropriate state or federal agencies who will recommend measures to remediate the long-term environmental or health and safety risks caused by the presence of residual petroleum hydrocarbons in the soil. A health and safety plan will also be required and will outline proper soil handling procedures and health and safety requirements to minimize worker and public exposure to residual petroleum hydrocarbons during construction.

The proposed project would be required to remediate potential soil and groundwater contamination in accordance with Health Code article 22A. Upon successful implementation of site mitigation and health and safety plans, the San Francisco Department of Public Health would provide notification of compliance with article 22A. Approval by the San Francisco Department of Public Health is required prior to issuance of approval from the building department to commence work on the project. Therefore, through compliance with article 22A, impacts related to soil and groundwater contamination would be less than significant.

Cumulative Analysis

The study area for hazards and hazardous materials cumulative impact analysis is generally site-specific and for the purpose of this cumulative analysis, is defined as the 0.25-mile area surrounding the project site. All cumulative development projects would be subject to the same fire safety, emergency response, and hazardous materials regulations that apply to the proposed 725 Harrison Street project. As a result, the proposed 725 Harrison Street project would not combine with cumulative projects to create a significant cumulative impact related to hazards and hazardous materials. Therefore, the project would not result in new or more severe cumulative hazards and hazardous materials impacts than were previously identified in the Central SoMa PEIR.

Conclusion

The proposed project would not result in new or more severe significant project-level or cumulative impacts related to hazards and hazardous materials that were not identified in the Central SoMa PEIR.

E.18 Mineral Resources

Central SoMa PEIR Analysis

All land in San Francisco, including in the plan area, is designated by the California Geological Survey as Mineral Resource Zone 4 under the Surface Mining and Reclamation Act of 1975. The Mineral Resource Zone 4 designation indicates that adequate information does not exist to assign the area to any other Mineral Resource Zone; thus, the area is not one designated to have significant mineral deposits. The Central SoMa PEIR determined that the plan area has been designated as having no known mineral deposits, and it would not deplete any nonrenewable natural resources; therefore, the Central SoMa Plan would have no effect on mineral resources.

<u>Topics</u>	<i>Significant Impact Peculiar to Project or Project Site</i>	<i>Significant Impact not Identified in Central SoMa PEIR</i>	<i>Significant Impact due to Substantial New Information</i>	<i>No Significant Impact not Previously Identified in Central SoMa PEIR</i>
18. MINERAL RESOURCES—Would the project:				
a) Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Result in the loss of availability of a locally-important mineral resource recovery site delineated on a local general plan, specific plan or other land use plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Project-Specific and Cumulative Analysis

The project site is not a mineral resource recovery site, it would not require quarrying, mining, dredging, or extracting locally important mineral resources on the project site. Therefore, the proposed project would have no impact on mineral resources either individually or cumulatively.

Conclusion

Consistent with the findings in the Central SoMa PEIR, the proposed project would have no impact related to mineral resources, and, therefore, it would not result in any new or more severe significant project or cumulative impacts than were identified in the Central SoMa PEIR.

E.19 Energy Resources

Central SoMa PEIR Analysis

Several federal, state, and citywide policies and measures promote energy efficiency and reduce demands on nonrenewable resources. The city’s Green Building Code is codified in chapter 13C of the San Francisco Building Code. Chapter 13C, which is to be used in conjunction with the 2013 California Green Building Standards Code, places more stringent energy, materials, and construction debris management requirements on new residential and commercial buildings. Furthermore, the Central SoMa Plan initial study states that future development projects in the plan area would be subject to the most current energy efficiency standards in effect at the time the project is proposed and would be subject to the established performance metrics set forth in the plan’s Eco-District guidelines. Therefore, the implementation of the plan would not result in wasteful consumption of energy and this impact would be less than significant.

<u>Topics</u>	<u>Significant Impact Peculiar to Project or Project Site</u>	<u>Significant Impact not Identified in Central SoMa PEIR</u>	<u>Significant Impact due to Substantial New Information</u>	<u>No Significant Impact not Previously Identified in Central SoMa PEIR</u>
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19. ENERGY RESOURCES—Would the project:

- | | | | | |
|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|--------------------------|--------------------------|--------------------------|-------------------------------------|
| a) Result in potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources, during project construction or operation? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| b) Conflict with or obstruct a state or local plan for renewable energy or energy efficiency? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |

Project-Specific Analysis

Development of the proposed project would not result in the use of unusually large amounts of fuel, water, or energy in the context of energy use throughout the city or region. The project is required, as discussed above, to comply with the transportation demand management ordinance, and because the site is located in an area that exhibits low levels of VMT per capita, it would not result in a wasteful use of fuel.

As described in the project description, the proposed office development project is being designed to achieve LEED Platinum certification. Throughout the project’s design and review process, the project sponsor has worked with the City’s Streets Design Advisory Team, Urban Design Advisory Team, and the Department of the Environment to ensure compliance with applicable energy efficiency standards. Energy demand from the proposed project would be typical for a building of the size and nature proposed, and the project would meet or exceed the current state and local codes and standards concerning energy consumption, including California Code of Regulations Title 24 and the San Francisco Green Building Ordinance. Documentation showing compliance with these standards has been submitted to the city in the form of the “Compliance Checklist for Greenhouse Gas Analysis: Private Development Projects” and “Compliance Checklist for Greenhouse Gas Analysis: Municipal Projects”, described above. Title 24 and the Green Building Ordinance are enforced by the Department of Building Inspection. More detailed compliance with Title 24 and the Green Building Ordinance would be provided during the permit review process.

In light of the above, the proposed project would not result in the wasteful, inefficient, or unnecessary consumption of energy and would not conflict with any state or local plan for renewable energy or energy efficiency, and the impact pertaining to energy resources would be less than significant.

Cumulative Analysis

All cumulative projects in the city are required to comply with the transportation demand management ordinance and the same energy efficiency standards set forth in the California Code of Regulations Title 24 and the San Francisco Green Building Ordinance. Therefore, cumulative impacts on energy resources would be less than significant.

Conclusion

Consistent with the findings in the Central SoMa PEIR, the proposed project would not result in significant project-level or cumulative impacts related to energy resources that were not identified in the Central SoMa PEIR, and therefore, would not result in any new or more severe significant project or cumulative impacts than were identified in the Central SoMa PEIR.

E. 20 Agriculture and Forest Resources

Central SoMa PEIR Analysis

The Central SoMa PEIR determined that the plan area and the surrounding areas do not contain agricultural or forest uses, and are not zoned for such uses; therefore, implementation of the Central SoMa Plan would not convert any Prime Farmland, Unique Farmland, or Farmland of Statewide Importance to non-agricultural use. In addition, the Central SoMa Plan would not conflict with existing zoning for agricultural land use or a Williamson Act contract, nor would it involve any changes to the environment that could result in the conversion of farmland. The Central SoMa Plan would not result in the loss of forest land or conversion of forest land to non-forest uses.

<i>Topics</i>	<i>Significant Impact Peculiar to Project or Project Site</i>	<i>Significant Impact not Identified in Central SoMa PEIR</i>	<i>Significant Impact due to Substantial New Information</i>	<i>No Significant Impact not Previously Identified in Central SoMa PEIR</i>
20. AGRICULTURE AND FOREST RESOURCES—Would the project: In determining whether impacts to agricultural resources are significant environmental effects, lead agencies may refer to the California Agricultural Land Evaluation and Site Assessment Model (1997) prepared by the California Department of Conservation as an optional model to use in assessing impacts on agriculture and farmland. In determining whether impacts to forest resources, including timberland, are significant environmental effects, lead agencies may refer to information compiled by the California Department of Forestry and Fire Protection regarding the state’s inventory of forest land, including the Forest and Range Assessment Project and the Forest Legacy Assessment project; and forest carbon measurement methodology provided in Forest Protocols adopted by the California Air Resources Board.				
a) Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance, as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Conflict with existing zoning for agricultural use, or a Williamson Act contract?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code section 12220(g)), timberland (as defined by Public Resources Code section 4526), or timberland zoned Timberland Production (as defined by Government Code section 51104(g))?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Result in the loss of forest land or conversion of forest land to non-forest use?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

<i>Topics</i>	<i>Significant Impact Peculiar to Project or Project Site</i>	<i>Significant Impact not Identified in Central SoMa PEIR</i>	<i>Significant Impact due to Substantial New Information</i>	<i>No Significant Impact not Previously Identified in Central SoMa PEIR</i>
e) Involve other changes in the existing environment which, due to their location or nature, could result in conversion of farmland to non-agricultural use or forest land to non-forest use?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Project-Specific and Cumulative Analysis

The proposed project is located in the Central SoMa Plan area, which does not contain agricultural or forest resources, and therefore would have no impact on these resources either individually or cumulatively.

Conclusion

Consistent with the findings in the Central SoMa PEIR, the proposed project would have no impact related to agriculture and forest resources, and therefore, would not result in any new or more severe project or cumulative impacts than were identified in the Central SoMa PEIR.

E.21 Wildfire

Central SoMa PEIR Analysis

The Central SoMa PEIR did not explicitly analyze impacts of the plan on wildfire risk, but the plan area is not located in or near state responsibility areas. Therefore, this topic is not applicable to the Central SoMa Plan or any subsequent development projects enabled by the plan.

<i>Topics</i>	<i>Significant Impact Peculiar to Project or Project Site</i>	<i>Significant Impact not Identified in Central SoMa PEIR</i>	<i>Significant Impact due to Substantial New Information</i>	<i>No Significant Impact not Previously Identified in Central SoMa PEIR</i>
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21. WILDFIRE. If located in or near state responsibility areas or lands classified as very high fire hazard severity zones, would the project:

a) Substantially impair an adopted emergency response plan or emergency evacuation plans?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Due to slope, prevailing winds, and other factors, exacerbate wildfire risks, and thereby expose project occupants to, pollutant concentrations from a wildfire or the uncontrolled spread of a wildfire?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Require the installation or maintenance of associated infrastructure (such as roads, fuel breaks, emergency water sources, power lines or other utilities) that may exacerbate fire risk or that may result in temporary or ongoing impacts to the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Expose people or structure to significant risks including downslope or downstream flooding or landslides, as a result of runoff, post-fire slope instability, or drainage changes?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
a) Substantially impair an adopted emergency response plan or emergency evacuation plans?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

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Project-Specific and Cumulative Analysis

As discussed above, the project site is not located in or near state responsibility areas and therefore would have no impact either individually or cumulatively with respect to wildfire risk.

Conclusion

The proposed project would not result in any new or more severe project-level or cumulative impacts related to wildfires than were identified in the Central SoMa PEIR.

F. PUBLIC NOTICE AND COMMENT

A "Notification of Project Receiving Environmental Review" was mailed on October 16, 2018, to adjacent occupants and owners of properties within 300 feet of the project site and citywide neighborhood group lists. Three comments were received. One comment was a general inquiry about potential impacts to the residential building at 88 Perry Street. The other comments pertained to impacts on the 725 Harrison Street Project occupants from the freeway, and increasing bicycle parking and decreasing automobile parking. Overall, concerns and issues raised by the public in response to the notice were taken into consideration and incorporated in the environmental review as appropriate for CEQA analysis. The proposed project would not result in significant adverse environmental impacts associated with the issues identified by the public beyond those identified in the Central SoMa PEIR.

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ATTACHMENT B: MITIGATION MONITORING AND REPORTING PROGRAM - OFFICE DEVELOPMENT

Mitigation Measures	Responsibility for Implementation	Mitigation Schedule	Monitoring/Report Responsibility	Status/Date Completed
<p>Cultural Resources</p> <p>Project Mitigation Measure M-CR-1: Documentation of Historical Resource(s) (Implementation of Central SoMa PEIR Mitigation Measure M-CP-1b)</p> <p>The project sponsor shall undertake historical documentation prior to the issuance of demolition or site permits. To document the buildings more effectively, the sponsor shall prepare Historic American Buildings Survey (HABS)-level photographs and an accompanying HABS Historical Report, which shall be maintained on-site, as well as in the appropriate repositories, including but not limited to, the San Francisco Planning Department, San Francisco Architectural Heritage, the San Francisco Public Library, and the Northwest Information Center. The contents of the report shall include an architectural description, historical context, and statement of significance, per HABS reporting standards. The documentation shall be undertaken by a qualified professional who meets the standards for history, architectural history, or architecture (as appropriate), as set forth by the <i>Secretary of the Interior's Professional Qualification Standards</i> (36 Code of Federal Regulations, Part 61). HABS documentation shall provide the appropriate level of visual documentation and written narrative based on the importance of the resource (types of visual documentation typically range from producing a sketch plan to developing measured drawings and view camera (4x5) black and white photographs). The appropriate level of HABS documentation and written narrative shall be determined by the Planning Department's Preservation staff. The report shall be reviewed by the Planning Department's Preservation staff for completeness. In certain instances, Department Preservation staff may request HABS-level photography, a historical report, and/or measured architectural drawings of the existing building(s).</p>	<p>Project sponsor and qualified historic preservation expert.</p>	<p>Prior to the start of any demolition or adverse alteration on a designated historic resource.</p>	<p>Planning Department (Preservation Technical Specialist).</p>	<p>Considered complete upon submittal of final HABS documentation to the Preservation Technical Specialist.</p>

ATTACHMENT B: MITIGATION MONITORING AND REPORTING PROGRAM - OFFICE DEVELOPMENT

Mitigation Measures	Responsibility for Implementation	Mitigation Schedule	Monitoring/Report Responsibility	Status/Date Completed
<p>Project Mitigation Measure M-CR-2: Oral Histories (Implementation of Central SoMa PEIR Mitigation Measure M-CP-1c)</p> <p>For the 735-755 Harrison Street building only, the project sponsor shall undertake an oral history project prior to demolition or adverse alteration of the resource that includes interviews of people such as residents, past owners, or former employees. The project shall be conducted by a professional historian in conformance with the Oral History Association's Principles and Standards (http://alpha.dickinson.edu/oha/pub_eg.html). In addition to transcripts of the interviews, the oral history project shall include a narrative project summary report containing an introduction to the project, a methodology description, and brief summaries of each conducted interview. Copies of the completed oral history project shall be submitted to the San Francisco Public Library, Planning Department, or other interested historical institutions.</p>	<p>Project sponsor and qualified historic preservation expert.</p>	<p>Prior to the start of any demolition or adverse alteration on a designated historic resource.</p>	<p>Professional historian, Planning Department (Preservation Technical Specialist).</p>	<p>Considered complete upon submittal of completed oral histories to the San Francisco Public Library or other interested historical institution.</p>
<p>Project Mitigation Measure M-CR-3: Interpretive Program (Implementation of Central SoMa PEIR Mitigation Measure M-CP-1d)</p> <p>The project sponsor shall work with Department Preservation staff or other qualified professional to institute an interpretive program on-site that references the property's history and the contribution of the historical resource to the broader neighborhood or historic district. The interpretation will likely focus on the history of the building as the site of the Union Lithography Company, one of the most prominent and oldest printing establishments in San Francisco. An example of an interpretive program is the creation of historical exhibits, incorporating a display featuring historic photos of the affected resource and a description of its historical significance, in a publicly accessible location on the project site. This may include a website or publicly accessible display. The contents of the interpretive program shall be determined by the Planning Department Preservation staff. The development of the interpretive displays should be overseen by a</p>	<p>Project sponsor and qualified historic preservation individual.</p>	<p>Prior to the issuance of a site permit (prior to demolition, construction, or earthmoving).</p>	<p>Planning Department (Preservation Technical Specialist).</p>	<p>Considered complete upon installation of display.</p>

ATTACHMENT B: MITIGATION MONITORING AND REPORTING PROGRAM - OFFICE DEVELOPMENT

Mitigation Measures	Responsibility for Implementation	Mitigation Schedule	Monitoring/Report Responsibility	Status/Date Completed
<p>qualified professional who meets the standards for history, architectural history, or architecture (as appropriate) set forth by the <i>Secretary of the Interior's Professional Qualification Standards</i> (36 Code of Federal Regulations, Part 61). An outline of the format, location and content of the interpretive displays shall be reviewed and approved by the San Francisco Planning Department's Preservation staff prior to issuance of a demolition permit or site permit. The format, location and content of the interpretive displays must be finalized prior to issuance of any Building Permits for the project.</p>				
<p>Project Mitigation Measure M-CR-4: Video Recordation (Implementation of Central SoMa PEIR Mitigation Measure M-CP-1e)</p> <p>The project sponsor shall work with Department Preservation staff or other qualified professional, to undertake video documentation of the affected historical resource and its setting. The documentation shall be conducted by a professional videographer, preferably one with experience recording architectural resources. The documentation shall be narrated by a qualified professional who meets the standards for history, architectural history, or architecture (as appropriate), as set forth by the <i>Secretary of the Interior's Professional Qualification Standards</i> (36 Code of Federal Regulations, Part 61). The documentation shall use visuals in combination with narration about the materials, construction methods, current condition, historic use, and historic context of the historical resource.</p> <p>Archival copies of the video documentation shall be submitted to the Planning Department, and to repositories including but not limited to the San Francisco Public Library, Northwest Information Center, and California Historical Society. This mitigation measure would supplement the traditional HABS documentation, and would enhance the collection of reference materials that would be available to the public and inform future research.</p> <p>The video documentation shall be reviewed and approved by the</p>	<p>Project sponsor and qualified historic preservation individual.</p>	<p>Prior to the issuance of a site permit (prior to demolition, or construction, or earthmoving).</p>	<p>Qualified videographer, Planning Department (Preservation Technical Specialist).</p>	<p>Considered complete upon submittal of completed video documentation to the San Francisco Public Library or other interested historical institution.</p>

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Mitigation Measures	Responsibility for Implementation	Mitigation Schedule	Monitoring/Report Responsibility	Status/Date Completed
<p>San Francisco Planning Department's Preservation staff prior to issuance of a demolition permit or site permit or issuance of any Building Permits for the project.</p> <p>Project Mitigation Measure M-CR-5: Protect Structures from Adjacent Construction Activities (Implementing Central SoMa PEIR M-CP-3a).</p> <p>The project sponsor shall incorporate into construction specifications for the proposed project a requirement that the construction contractor(s) use all feasible means to avoid damage to adjacent and nearby buildings within 25 feet of the construction site, which could be adversely affected by construction-generated vibration. Such methods may include maintaining a safe distance between the construction site and the buildings (as identified by the Planning Department Preservation staff), using construction techniques that reduce vibration (such as using concrete saws instead of jackhammers or hoe-rams to open excavation trenches, the use of non-vibratory rollers, and hand excavation), appropriate excavation shoring methods to prevent movement of adjacent structures, and providing adequate security to minimize risks of vandalism and fire.</p>	Project sponsor and qualified historic preservation individual.	Prior to the issuance of a site permit (prior to demolition, construction, or earthmoving).	Planning Department (Environmental Review Officer and, optionally, Preservation Technical Specialist).	Considered complete upon acceptance by Planning Department of construction specifications to avoid damage to adjacent and nearby historic buildings.
<p>Project Mitigation Measure M-CR-6: Construction Monitoring Program for Adjacent Structures (Implementing Central SoMa PEIR M-CP-3b).</p> <p>For those resources identified in Project Mitigation Measure M-CR-5, and where heavy equipment would be used on a subsequent development project, the project sponsor of such a project shall undertake a monitoring program to minimize damage to historic buildings and to ensure that any such damage is documented and repaired. The monitoring program, which shall apply within 25 feet, shall include the following components, subject to access being granted by the owner(s) of adjacent properties, where applicable. Prior to the start of any ground-disturbing activity, the project sponsor shall engage a historic architect or qualified historic preservation</p>	Project sponsor and contractor.	Prior to and during construction activity identified by Planning Department as potentially damaging to historic building(s).	Planning Department (Preservation Technical Specialist).	Considered complete upon submittal to Planning Department of post-construction report on construction monitoring program and effects, if any, on proximate historical resources.

ATTACHMENT B: MITIGATION MONITORING AND REPORTING PROGRAM - OFFICE DEVELOPMENT

Mitigation Measures	Responsibility for Implementation	Mitigation Schedule	Monitoring/Report Responsibility	Status/Date Completed
<p>professional to undertake a pre-construction survey of historical resource(s) identified by the San Francisco Planning Department within 25 feet of planned construction to document and photograph the buildings' existing conditions. Based on the construction and condition of the resource(s), the consultant shall also establish a standard maximum vibration level that shall not be exceeded at each building, based on existing condition, character-defining features, soils conditions, and anticipated construction practices (a common standard is 0.2 inch per second, peak particle velocity). To ensure that vibration levels do not exceed the established standard, the project sponsor shall monitor vibration levels at each structure and shall prohibit vibratory construction activities that generate vibration levels in excess of the standard. Should owner permission not be granted, the project sponsor shall employ alternative methods of vibration monitoring in areas under control of the project sponsor.</p> <p>Should vibration levels be observed in excess of the standard, construction shall be halted and alternative construction techniques put in practice, to the extent feasible. (For example, smaller, lighter equipment might be able to be used in some cases.) The consultant shall conduct regular periodic inspections of each building during ground-disturbing activity on the project site. Should damage to buildings occur, the building(s) shall be remediated to its pre-construction condition at the conclusion of ground-disturbing activity on the site.</p>				

ATTACHMENT B: MITIGATION MONITORING AND REPORTING PROGRAM - OFFICE DEVELOPMENT

Mitigation Measures	Responsibility for Implementation	Mitigation Schedule	Monitoring/Report Responsibility	Status/Date Completed
<p>Project Mitigation Measure M-CR-7: Archeological Testing (Implementation of Central SoMa PEIR Mitigation Measure M-CP-4a)</p> <p>Based on a reasonable presumption that archeological resources may be present within the project site, the following measures shall be undertaken to avoid any potentially significant adverse effect from the proposed project on buried or submerged historical resources and on human remains and associated or unassociated funerary objects. The project sponsor shall retain the services of an archaeological consultant from the rotational Department Qualified Archaeological Consultants List (QACL) maintained by the Planning Department archaeologist. After the first project approval action or as directed by the Environmental Review Officer (ERO), the project sponsor shall contact the Department archeologist to obtain the names and contact information for the next three archeological consultants on the QACL. The archeological consultant shall undertake an archeological testing program as specified herein. In addition, the consultant shall be available to conduct an archeological monitoring and/or data recovery program if required pursuant to this measure. The archeological consultant's work shall be conducted in accordance with this measure at the direction of the ERO. All plans and reports prepared by the consultant as specified herein shall be submitted first and directly to the ERO for review and comment, and shall be considered draft reports subject to revision until final approval by the ERO. Archeological monitoring and/or data recovery programs required by this measure could suspend construction of the project for up to a maximum of four weeks. At the direction of the ERO, the suspension of construction can be extended beyond four weeks only if such a suspension is the only feasible means to reduce to a less than significant level potential effects on a significant archeological resource as defined in CEQA Guidelines Sect. 15064.5 (a) and (c).</p>	<p>Project sponsor, Planning Department's archeologist or qualified archaeological consultant, and Planning Department Environmental Review Officer (ERO).</p>	<p>Prior to issuance of site permits.</p>	<p>Planning Department (ERO); Department's archeologist or qualified archaeological consultant).</p>	<p>Considered complete after archeological consultant is retained and archeological consultant has approved scope by the ERO for the archeological testing program.</p>

ATTACHMENT B: MITIGATION MONITORING AND REPORTING PROGRAM - OFFICE DEVELOPMENT

Mitigation Measures	Responsibility for Implementation	Mitigation Schedule	Monitoring/Report Responsibility	Status/Date Completed
<p><i>Consultation with Descendant Communities:</i> On discovery of an archeological site¹ associated with descendant Native Americans, the Overseas Chinese, or other potentially interested descendant group an appropriate representative² of the descendant group and the ERO shall be contacted. The representative of the descendant group shall be given the opportunity to monitor archeological field investigations of the site and to offer recommendations to the ERO regarding appropriate archeological treatment of the site, of recovered data from the site, and, if applicable, any interpretative treatment of the associated archeological site. A copy of the Final Archaeological Resources Report shall be provided to the representative of the descendant group.</p>	Project sponsor and archeological consultant at the direction of the ERO.	In the event that an archeological site associated with a particular descendant group is uncovered during the construction period.	Planning Department.	Considered complete after Final Archeological Resources Report is approved and provided to descendant group.
<p><i>Archeological Testing Program.</i> The archeological consultant shall prepare and submit to the ERO for review and approval an archeological testing plan (ATP). The archeological testing program shall be conducted in accordance with the approved ATP. The ATP shall identify the property types of the expected archeological resource(s) that potentially could be adversely affected by the proposed project, the testing method to be used, and the locations recommended for testing. The purpose of the archeological testing program will be to determine to the extent possible the presence or absence of archeological resources and to identify and to evaluate whether any archeological resource encountered on the site constitutes an historical resource under CEQA.</p> <p>At the completion of the archeological testing program, the archeological consultant shall submit a written report of the findings to the ERO. If based on the archeological testing program the archeological consultant finds that significant archeological resources may be present, the ERO in consultation with the archeological</p>	Project sponsor and archeological consultant at the direction of the ERO.	Prior to soil disturbance.	Planning Department.	Considered complete after approval of Archeological Testing Report.

1 By the term "archeological site" is intended here to minimally include any archeological deposit, feature, burial, or evidence of burial.

2 An "appropriate representative" of the descendant group is here defined to mean, in the case of Native Americans, any individual listed in the current Native American Contact List for the City and County of San Francisco maintained by the California Native American Heritage Commission and in the case of the Overseas Chinese, the Chinese Historical Society of America. An appropriate representative of other descendant groups should be determined in consultation with the Department archeologist.

ATTACHMENT B: MITIGATION MONITORING AND REPORTING PROGRAM - OFFICE DEVELOPMENT

Mitigation Measures	Responsibility for Implementation	Mitigation Schedule	Monitoring/Report Responsibility	Status/Date Completed
<p>consultant shall determine if additional measures are warranted. Additional measures that may be undertaken include additional archeological testing, archeological monitoring, and/or an archeological data recovery program. No archeological data recovery shall be undertaken without the prior approval of the ERO or the Planning Department archeologist. If the ERO determines that a significant archeological resource is present and that the resource could be adversely affected by the proposed project, at the discretion of the project sponsor either:</p> <p>A) The proposed project shall be re-designed so as to avoid any adverse effect on the significant archeological resource; or</p> <p>B) A data recovery program shall be implemented, unless the ERO determines that the archeological resource is of greater interpretive than research significance and that interpretive use of the resource is feasible.</p> <p><i>Archeological Monitoring Program.</i> If the ERO in consultation with the archeological consultant determines that an archeological monitoring program shall be implemented the archeological monitoring program shall minimally include the following provisions:</p> <ul style="list-style-type: none"> The archeological consultant, project sponsor, and ERO shall meet and consult on the scope of the AMP reasonably prior to any project-related soils disturbing activities commencing. The ERO in consultation with the archeological consultant shall determine what project activities shall be archeologically monitored. In most cases, any soils- disturbing activities, such as demolition, foundation removal, excavation, grading, utilities installation, foundation work, site remediation, etc., shall require archeological monitoring because of the risk these activities pose to potential archaeological resources and to their depositional context; The archeological consultant shall undertake a worker training program for soil-disturbing workers that will include an overview of expected resource(s), how to identify the evidence of the expected 	<p>Project sponsor and archeological consultant at the direction of the ERO.</p>	<p>During soil disturbing activities.</p>	<p>Planning Department.</p>	<p>Considered complete after completion of the archeological monitoring program.</p>

ATTACHMENT B: MITIGATION MONITORING AND REPORTING PROGRAM - OFFICE DEVELOPMENT

Mitigation Measures	Responsibility for Implementation	Mitigation Schedule	Monitoring/Report Responsibility	Status/Date Completed
<p>resource(s), and the appropriate protocol in the event of apparent discovery of an archeological resource;</p> <ul style="list-style-type: none"> The archeological monitor(s) shall be present on the project site according to a schedule agreed upon by the archeological consultant and the ERO until the ERO has, in consultation with project archeological consultant, determined that project construction activities could have no effects on significant archeological deposits; The archeological monitor shall record and be authorized to collect soil samples and artifactual/ecofactual material as warranted for analysis; If an intact archeological deposit is encountered, all soils-disturbing activities in the vicinity of the deposit shall cease. The archeological monitor shall be empowered to temporarily redirect demolition/excavation/construction activities and equipment until the deposit is evaluated. The archeological consultant shall immediately notify the ERO of the encountered archeological deposit. The archeological consultant shall make a reasonable effort to assess the identity, integrity, and significance of the encountered archeological deposit, and present the findings of this assessment to the ERO. <p>Whether or not significant archeological resources are encountered, the archeological consultant shall submit a written report of the findings of the monitoring program to the ERO.</p>				
<p><i>Archeological Data Recovery Program.</i> The archeological data recovery program shall be conducted in accord with an archeological data recovery plan (ADRP). The archeological consultant, project sponsor, and ERO shall meet and consult on the scope of the ADRP prior to preparation of a draft ADRP. The archeological consultant shall submit a draft ADRP to the ERO. The ADRP shall identify how the proposed data recovery program will preserve the significant information the archeological resource is expected to contain. That is, the ADRP will identify what scientific/historical research questions are applicable to the expected resource, what data classes the resource is</p>	<p>Project sponsor and archeological consultant at the direction of the ERO.</p>	<p>Following discovery of significant archeological resources.</p>	<p>Planning Department.</p>	<p>Considered complete after FARR is reviewed and approved.</p>

ATTACHMENT B: MITIGATION MONITORING AND REPORTING PROGRAM - OFFICE DEVELOPMENT

Mitigation Measures	Responsibility for Implementation	Mitigation Schedule	Monitoring/Report Responsibility	Status/Date Completed
<p>expected to possess, and how the expected data classes would address the applicable research questions. Data recovery, in general, should be limited to the portions of the historical property that could be adversely affected by the proposed project. Destructive data recovery methods shall not be applied to portions of the archeological resources if nondestructive methods are practical.</p> <p>The scope of the ADRP shall include the following elements:</p> <ul style="list-style-type: none"> • <i>Field Methods and Procedures.</i> Descriptions of proposed field strategies, procedures, and operations. • <i>Cataloguing and Laboratory Analysis.</i> Description of selected cataloguing system and artifact analysis procedures. • <i>Discard and Deaccession Policy.</i> Description of and rationale for field and post-field discard and deaccession policies. • <i>Interpretive Program.</i> Consideration of an on-site/off-site public interpretive program during the course of the archeological data recovery program. • <i>Security Measures.</i> Recommended security measures to protect the archeological resource from vandalism, looting, and non-intentionally damaging activities. • <i>Final Report.</i> Description of proposed report format and distribution of results. • <i>Curation.</i> Description of the procedures and recommendations for the curation of any recovered data having potential research value, identification of appropriate curation facilities, and a summary of the accession policies of the curation facilities. 				
<p><i>Human Remains, Associated or Unassociated Funerary Objects.</i> If human remains and associated or unassociated funerary objects are discovered during any soils disturbing activity, all applicable State and Federal Laws shall be followed, including immediate notification of the Coroner of the City and County of San Francisco and in the event of the Coroner's determination that the human remains are Native American remains, notification of the California State Native American Heritage Commission (NAHC) who shall appoint a Most</p>	<p>Project sponsor and archeological consultant at the direction of the ERO, Medical Examiner, and NAHC as warranted.</p>	<p>Following the discovery of human remains.</p>	<p>Planning Department.</p>	<p>Considered complete on finding by the ERO that all state laws regarding human remains/burial objects have been adhered to, consultation with MLD is completed as</p>

ATTACHMENT B: MITIGATION MONITORING AND REPORTING PROGRAM - OFFICE DEVELOPMENT

Mitigation Measures	Responsibility for Implementation	Mitigation Schedule	Monitoring/Report Responsibility	Status/Date Completed
<p>Likely Descendant (MLD) (Pub. Res. Code Sec. 5097.98). The ERO shall also be immediately notified upon discovery of human remains. The archeological consultant, project sponsor, ERO, and MLD shall make all reasonable efforts to develop an agreement for the treatment of human remains and associated or unassociated funerary objects with appropriate dignity (CEQA Guidelines. Sec. 15064.5(d)) within six days of the discovery of the human remains. This proposed timing shall not preclude the PRC 5097.98 requirement that descendants make recommendations or preferences for treatment within 48 hours of being granted access to the site. The agreement should take into consideration the appropriate excavation, removal, recordation, analysis, curation, possession, and final disposition of the human remains and associated or unassociated funerary objects. Nothing in existing State regulations or in this mitigation measure compels the project sponsor and the ERO to accept recommendations of an MLD. The archeological consultant shall retain possession of any Native American human remains and associated or unassociated burial objects until completion of any scientific analyses of the human remains or objects as specified in the treatment agreement if such as agreement has been made or, otherwise, as determined by the archeological consultant and the ERO. If no agreement is reached State regulations shall be followed including the reinterment of the human remains and associated burial objects with appropriate dignity on the property in a location not subject to further subsurface disturbance (Pub. Res. Code Sec. 5097.98).</p>				<p>warranted, sufficient opportunity has been provided to the archeological consultant for scientific/historical analysis of human remains/funerary objects, and after FARR is reviewed and approved.</p>
<p><i>Final Archeological Resources Report.</i> The archeological consultant shall submit a Draft Final Archeological Resources Report (FARR) to the ERO that evaluates the historical significance of any discovered archeological resource and describes the archeological and historical research methods employed in the archeological testing/monitoring/data recovery program(s) undertaken. The Draft FARR shall include a curation and deaccession plan for all recovered cultural materials. The Draft FARR shall also include an Interpretation Plan for</p>	<p>Archeological consultant at the direction of the ERO.</p>	<p>Following completion of additional measures by archeological consultant as determined by the ERO.</p>	<p>Planning Department.</p>	<p>Considered complete upon distribution of approved FARR.</p>

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<p>public interpretation of all significant archeological features. Information that may put at risk any archeological resource shall be provided in a separate removable insert within the final report.</p> <p>Copies of the Draft FARR shall be sent to the ERO for review and approval. Once approved by the ERO, the consultant shall also prepare a public distribution version of the FARR. Copies of the FARR shall be distributed as follows: California Archaeological Site Survey Northwest Information Center (NWIC) shall receive one (1) copy and the ERO shall receive a copy of the transmittal of the FARR to the NWIC. The Environmental Planning division of the Planning Department shall receive one bound and one unlocked, searchable PDF copy on CD of the FARR along with copies of any formal site recordation forms (CA DPR 523 series) and/or documentation for nomination to the National Register of Historic Places/California Register of Historical Resources. In instances of public interest in or the high interpretive value of the resource, the ERO may require a different or additional final report content, format, and distribution than that presented above.</p>				
<p>Project Mitigation Measure M-CR-8: Procedures for Accidental Discovery of Archeological Resources (implementing Central SoMa PEIR Mitigation Measure M-CP-4b)</p> <p>The following mitigation measure is required to avoid any potential adverse effect from the proposed project on accidentally discovered buried or submerged historical resources as defined in <i>CEQA Guidelines</i> Section 15064.5(a) and (c). The project sponsor shall distribute the Planning Department archeological resource "ALERT" sheet to the project prime contractor; to any project subcontractor (including demolition, excavation, grading, foundation, pile installation etc. firms); or utilities firm involved in soils-disturbing activities within the project site. Prior to any soils-disturbing activities being undertaken, each contractor is responsible for ensuring that the "ALERT" sheet is circulated to all field personnel,</p>	<p>Project sponsor at the direction of the ERO.</p>	<p>Project sponsor at the direction of the ERO.</p>	<p>Project sponsor shall distribute Alert sheet and shall submit a signed affidavit confirming the distribution to the ERO.</p>	<p>Considered complete when ERO receives signed affidavit.</p>

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<p>including machine operators, field crew, pile installers, supervisory personnel, etc. The project sponsor shall provide the Environmental Review Officer (ERO) with a signed affidavit from the responsible parties (prime contractor, subcontractor(s), and utilities firm) to the ERO confirming that all field personnel have received copies of the Alert Sheet.</p> <p>Should any indication of an archeological resource be encountered during any soils-disturbing activity of the project, the project Head Foreman and/or project sponsor shall immediately notify the ERO and shall immediately suspend any soils-disturbing activities in the vicinity of the discovery until the ERO has determined what additional measures should be undertaken.</p> <p>If the ERO determines that an archeological resource may be present within the project site, the project sponsor shall retain the services of an archeological consultant from the pool of qualified archeological consultants maintained by the Planning Department archeologist. The archeological consultant shall advise the ERO as to whether the discovery is an archeological resource retains sufficient integrity and is of potential scientific/historical/cultural significance. If an archeological resource is present, the archeological consultant shall identify and evaluate the archeological resource. The archeological consultant shall make a recommendation as to what action, if any, is warranted. Based on this information, the ERO may require, if warranted, specific additional measures to be implemented by the project sponsor.</p> <p>Measures might include: preservation in situ of the archeological resource; an archeological monitoring program; or an archeological testing program. If an archeological monitoring program or archeological testing program is required, it shall be consistent with the Environmental Planning Division guidelines for such programs. The ERO may also require that the project sponsor immediately implement a site security program if the archeological resource is at risk from vandalism, looting, or other damaging actions.</p>	<p>Project sponsor/ Head Foreman and archeological consultant at the direction of the ERO.</p>	<p>Accidental discovery.</p>	<p>In the event of accidental discovery, the project sponsor shall suspend soils-disturbing activities, notify the ERO, and retain a qualified archeological consultant at the direction of the ERO. The archeological consultant shall identify and evaluate the archeological resources and recommend actions for review and approval by the ERO. The archeological consultant shall undertake additional</p>	<p>Considered complete when archeological consultant completes additional measures as directed by the ERO as warranted.</p>

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<p>The project archeological consultant shall submit a confidential Final Archeological Resources Report (FARR) to the ERO that evaluates the historical significance of any discovered archeological resource and describing the archeological and historical research methods employed in the archeological monitoring/data recovery program(s) undertaken.</p> <p>Copies of the Draft FARR shall be sent to the ERO for review and approval. Once approved by the ERO, copies of the FARR shall be distributed as follows: California Archaeological Site Survey Northwest Information Center (NWIC) shall receive one (1) copy, and the ERO shall receive a copy of the transmittal of the FARR to the NWIC. The Environmental Planning Division of the Planning Department shall receive one bound copy and one unlocked, searchable PDF copy on CD of the FARR along with copies of any formal site recordation forms (CA DPR 523 series) and/or documentation for nomination to the National Register of Historic Places/California Register of Historical Resources. In instances of high public interest or interpretive value, the ERO may require a different final report content, format, and distribution than that presented above.</p>	<p>Archeological consultant at the direction of the ERO.</p>	<p>Following completion of additional measures by archeological consultant as determined by the ERO.</p>	<p>measures at the direction of the ERO. Submittal of draft FARR to ERO for review and approval. Distribution of the FARR by the archeological consultant.</p>	<p>Considered complete upon distribution of approved FARR.</p>
Tribal Cultural Resources				
<p>Project Mitigation Measure M-TCR-1: Project-Specific Tribal Cultural Resource Assessment (Implementation of Central SoMa PEIR Mitigation Measure M-CP-5)</p> <p>Based on the archaeological testing program outlined in Project Mitigation Measure M-CR-7, or if an archaeological resource is found under the accidental discovery provisions of M-CR-8, if staff determines that the proposed project may have a potential significant adverse effect on a tribal cultural resource, then the following shall be</p>	<p>Planning Department's archeologist, California Native American tribal representative, Planning Department-qualified</p>	<p>In the event that potential tribal cultural resources are identified prior to or during construction.</p>	<p>Planning Department archeologist, Planning Department-qualified archeological consultant, project sponsor.</p>	<p>Considered complete if no Tribal Cultural Resource is discovered or Tribal Cultural Resource is discovered and either preserved in-place or project effects to Tribal Cultural Resource are mitigated</p>

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<p>required as determined warranted by the ERO.</p> <p>If a tribal cultural resource is discovered during construction and/or staff determines that a resource is present on the project site and if preservation-in-place of the tribal cultural resource is both feasible and effective, based on information provided by the applicant regarding feasibility and other available information, then the project archeological consultant shall prepare an archeological resource preservation plan. Implementation of the approved plan by the archeological consultant shall be required when feasible. If staff determines that preservation-in-place of the tribal cultural resource is not a sufficient or feasible option, then the project sponsor shall implement an interpretive program of the resource in coordination with affiliated Native American tribal representatives. An interpretive plan produced in coordination with affiliated Native American tribal representatives, at a minimum, and approved by the ERO shall be required to guide the interpretive program. The plan shall identify proposed locations for installations or displays, the proposed content and materials of those displays or installation, the producers or artists of the displays or installation, and a long-term maintenance program. The interpretive program may include artist installations, preferably by local Native American artists, oral histories with local Native Americans, artifacts displays and interpretation, and educational panels or other informational displays.</p>	<p>archeological consultant.</p>			<p>by implementation of Planning Department approved interpretive program.</p>
Transportation and Circulation				
<p>Project Mitigation Measure M-TR-1: Queue Abatement (Implementation of Central SoMa PEIR Mitigation Measure M-TR-3a)</p> <p>The project sponsor shall ensure that vehicular turning movements into and out of the project driveway or recurring vehicle queues do not occur regularly on the public right-of-way (Perry Street). A vehicle queue is defined as one or more vehicles blocking any portion of any public street, alley, or sidewalk for a consecutive period of three minutes or longer.</p>	<p>Project sponsor</p>	<p>Ongoing</p>	<p>Planning Department and project sponsor.</p>	<p>Ongoing</p>

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<p>The owner/operator of the parking facility shall employ abatement methods as needed to abate a reoccurring queue related to project vehicles. Suggested abatement methods include, but are not limited to, adjusting the processing rate of outbound vehicle traffic during peak periods (via the provided driveway gate arm and metering signal) and adjusting the hours of vehicle metering (to expand the peak hour during which metering occurs, if necessary).</p> <p>If the Planning Director, or his or her designee, suspects that a recurring queue is present, the Department shall notify the property owner in writing. Golden Gate Transit may request the Planning Director or designee to investigate the matter a period of time after full building occupancy. Upon request, the owner/operator shall hire a qualified transportation consultant to evaluate the conditions at the site for no less than seven days. The consultant shall prepare a monitoring report to be submitted to the Department for review. If the Planning Department determines that a recurring queue does exist, the facility owner/operator shall have 90 days from the date of the written determination to abate the queue.</p>	Project sponsor	Prior to the start of each project's construction, and throughout the construction period.	SFMTA, SF Public Works, and Planning Department.	Considered complete upon approval of the construction management plan and completion of the project's construction activities.
<p>Project Mitigation Measure M-TR-2: Construction Management Plan and Construction Coordination (Implementation of Central SoMa Mitigation Measure M-TR-9)</p> <p><i>Construction Management Plan</i>—For projects within the Plan Area, the project sponsor shall develop and, upon review and approval by the SFMTA and Public Works, implement a Construction Management Plan, addressing transportation-related circulation, access, staging and hours of delivery. The Construction Management Plan would disseminate appropriate information to contractors and affected agencies with respect to coordinating construction activities to minimize overall disruption and ensure that overall circulation in the project area is maintained to the extent possible, with particular focus on ensuring transit, pedestrian, and bicycle connectivity. The Construction Management Plan would supplement and expand,</p>				

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<p>rather than modify or supersede, any manual, regulations, or provisions set forth by the SFMTA, Public Works, or other City departments and agencies, and the California Department of Transportation.</p> <p>If construction of the proposed project is determined to overlap with nearby adjacent project(s) as to result in transportation-related impacts, the project sponsor or its contractor(s) shall consult with various City departments such as the SFMTA and Public Works, and other interdepartmental meetings as deemed necessary by the SFMTA, Public Works, and the Planning Department, to develop a Coordinated Construction Management Plan. The Coordinated Construction Management Plan, to be prepared by the contractor, would be reviewed by the SFMTA and would address issues of circulation (traffic, pedestrians, and bicycle), safety, parking and other project construction in the area. Based on review of the construction logistics plan, the project may be required to consult with SFMTA Muni Operations prior to construction to review potential effects to nearby transit operations.</p> <p>The Construction Management Plan and, if required, the Coordinated Construction Management Plan, shall include, but not be limited to, the following:</p> <ul style="list-style-type: none"> ● <i>Restricted Construction Truck Access Hours</i>—Limit construction truck movements during the hours between 7 and 9 a.m. and between 4 and 7 p.m., and other times if required by the SFMTA, to minimize disruption to vehicular traffic, including transit during the a.m. and p.m. peak periods. ● <i>Construction Truck Routing Plans</i>—Identify optimal truck routes between the regional facilities and the project site, taking into consideration truck routes of other development projects and any construction activities affecting the roadway network. ● <i>Coordination of Temporary Lane and Sidewalk Closures</i>—The project sponsor shall coordinate travel lane closures with other projects 				

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<p>requesting concurrent lane and sidewalk closures through interdepartmental meetings, to minimize the extent and duration of requested lane and sidewalk closures. Travel lane closures shall be minimized especially along transit and bicycle routes, so as to limit the impacts to transit service and bicycle circulation and safety.</p> <ul style="list-style-type: none"> <p><i>Maintenance of Transit, Vehicle, Bicycle, and Pedestrian Access</i>—The project sponsor/construction contractor(s) shall meet with Public Works, SFMTA, the Fire Department, Muni Operations and other City agencies to coordinate feasible measures to include in the Coordinated Construction Management Plan to maintain access for transit, vehicles, bicycles and pedestrians. This shall include an assessment of the need for temporary transit stop relocations or other measures to reduce potential traffic, bicycle, and transit disruption and pedestrian circulation effects during construction of the project.</p> <p><i>Carpool, Bicycle, Walk and Transit Access for Construction Workers</i>—The construction contractor shall include methods to encourage carpooling, bicycling, walk and transit access to the project site by construction workers (such as providing transit subsidies to construction workers, providing secure bicycle parking spaces, participating in free-to-employee ride matching program from www.511.org, participating in emergency ride home program through the City of San Francisco (www.sferh.org), and providing transit information to construction workers).</p> <p><i>Construction Worker Parking Plan</i>—The location of construction worker parking shall be identified as well as the person(s) responsible for monitoring the implementation of the proposed parking plan. The use of on-street parking to accommodate construction worker parking shall be discouraged. All construction bid documents shall include a requirement for the construction contractor to identify the proposed location of construction worker parking. If on-site, the location, number of parking spaces, and area where vehicles would enter and exit the site shall be required. If off-</p> 				

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<p>site parking is proposed to accommodate construction workers, the location of the off-site facility, number of parking spaces retained, and description of how workers would travel between off-site facility and project site shall be required.</p> <ul style="list-style-type: none"> • <i>Project Construction Updates for Adjacent Businesses and Residents</i> – To minimize construction impacts on access for nearby institutions and businesses, the project sponsor shall provide nearby residences and adjacent businesses with regularly-updated information regarding project construction, including construction activities, peak construction vehicle activities (e.g., concrete pours), travel lane closures, and lane closures. At regular intervals to be defined in the Construction Management Plan and, if necessary, in the Coordinated Construction Management Plan, a regular email notice shall be distributed by the project sponsor that shall provide current construction information of interest to neighbors, as well as contact information for specific construction inquiries or concerns. 				
Noise				
<p>Project Mitigation Measure M-NO-2: Construction Noise Control Measures (Implementation of Central SoMa PEIR Mitigation Measure M-NO-2a)</p> <p>To ensure that project noise from construction activities is reduced to the maximum extent feasible, the project sponsor shall undertake the following:</p> <ul style="list-style-type: none"> • Conduct noise monitoring at the beginning of major construction phases (e.g., demolition, excavation) to determine the need and the effectiveness of noise-attenuation measures. • Post signs on-site pertaining to permitted construction days and hours, complaint procedures, and who to notify in the event of a problem (with telephone numbers listed). • Notify the City and neighbors in advance of the schedule for each major phase of construction and expected loud activities including estimated duration of activity, construction hours, and contact 	Project sponsor; construction general contractor.	During construction period.	Planning Department, Department of Building Inspection (as requested and/or on complaint basis), Police Department (on complaint basis).	Considered complete upon submittal and implementation of construction noise control plan and completion of construction activities pursuant to the plan.

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<p>information.</p> <ul style="list-style-type: none"> Limit construction to the hours of 7 a.m. to 8 p.m. per San Francisco Police Code article 29. Unless proven to be infeasible, select “quiet” construction methods and equipment (e.g., improved mufflers, use of intake silencers, engine enclosures). Unless proven to be infeasible, mobile noise-generating equipment (e.g., dozers, backhoes, and excavators) will be required to prepare the entire site. However, the developer shall endeavor to avoid placing stationary noise generating equipment (e.g., generators, compressors) within noise-sensitive buffer areas (measured at linear 20 feet) between immediately adjacent neighbors. Where the use of pneumatically powered tools is unavoidable, an exhaust muffler on the compressed air exhaust shall be used, along with external noise jackets on the tools. This could reduce noise levels by as much as 10 dBA. Require that all construction equipment be in good working order and that mufflers are inspected to be functioning properly. Avoid unnecessary idling of equipment and engines. 				
Air Quality				
<p>Project Mitigation Measure M-AQ-1: Construction Emissions Minimization Plan (Implementation of Central SoMa PEIR Mitigation Measure M-AQ-6a [which requires compliance with PEIR Mitigation Measure M-AQ-4b])</p> <p>The project sponsor shall submit a Construction Emissions Minimization Plan (Plan) to the Environmental Review Officer (ERO) for review and approval by an Environmental Planning Air Quality Specialist. The Plan shall be designed to reduce air pollutant emissions to the greatest degree practicable.</p> <p>The Plan shall detail project compliance with the following requirements:</p> <ul style="list-style-type: none"> All off-road equipment greater than 25 horsepower and operating 	Project sponsor; Planning Department.	Prior to the start of diesel equipment use onsite.	Planning Department (ERO, Air Quality technical staff).	Considered complete upon Planning Department review and acceptance of Construction Emissions Minimization Plan.

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<p>for more than 20 total hours over the entire duration of construction activities shall meet the following requirements:</p> <ul style="list-style-type: none"> a) Where access to alternative sources of power are available, portable diesel engines shall be prohibited; b) All off-road equipment shall have: <ul style="list-style-type: none"> i. Engines that meet or exceed either U.S. Environmental Protection Agency or California Air Resources Board Tier 2 off-road emission standards (or Tier 3 off-road emissions standards if NOx emissions exceed applicable thresholds), and ii. Engines that are retrofitted with an ARB Level 3 Verified Diesel Emissions Control Strategy (VDECS), and iii. Engines shall be fueled with renewable diesel (at least 99 percent renewable diesel or R99). c) Exceptions: <ul style="list-style-type: none"> i. Exceptions to 1(a) may be granted if the project sponsor has submitted information providing evidence to the satisfaction of the ERO that an alternative source of power is limited or infeasible at the project site and that the requirements of this exception provision apply. Under this circumstance, the sponsor shall submit documentation of compliance with 1(b) for onsite power generation. ii. Exceptions to 1(b)(ii) may be granted if the project sponsor has submitted information providing evidence to the satisfaction of the ERO that a particular piece of off-road equipment with an ARB Level 3 VDECS (1) is technically not feasible, (2) would not produce desired emissions reductions due to expected operating modes, (3) installing the control device would create a safety hazard or impaired visibility for the operator, or (4) there is a compelling emergency need to use off-road equipment that are not retrofitted with an ARB Level 3 VDECS and the sponsor has submitted documentation to the ERO that the requirements of this exception provision apply. If granted an exception to 1(b)(ii), the project sponsor 				

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<p>shall comply with the requirements of 1(c)(iii).</p> <p>iii. If an exception is granted pursuant to 1(c)(ii), the project sponsor shall provide the next-cleanest piece of off-road equipment as provided by the step down schedule in Table M-AQ-4:</p> <p style="text-align: center;">Table M-AQ-4: Off-Road Equipment Compliance Step Down Schedule*</p> <table border="1" data-bbox="602 1192 797 1955"> <thead> <tr> <th>Compliance Alternative</th> <th>Engine Emission Standard</th> <th>Emissions Control</th> </tr> </thead> <tbody> <tr> <td>1</td> <td>Tier 2**</td> <td>ARB Level 2 VDECS</td> </tr> <tr> <td>2</td> <td>Tier 2</td> <td>ARB Level 1 VDECS</td> </tr> </tbody> </table> <p>* How to use the table. If the requirements of 1(b) cannot be met, then the project sponsor would need to meet Compliance Alternative 1. Should the project sponsor not be able to supply off-road equipment meeting Compliance Alternative 1, then Compliance Alternative 2 would need to be met. Should the project sponsor not be able to supply off-road equipment meeting Compliance Alternative 2, then Compliance Alternative 3 would need to be met.</p> <p>** Tier 3 off road emissions standards are required if NOx emissions exceed applicable thresholds.</p>	Compliance Alternative	Engine Emission Standard	Emissions Control	1	Tier 2**	ARB Level 2 VDECS	2	Tier 2	ARB Level 1 VDECS				
Compliance Alternative	Engine Emission Standard	Emissions Control											
1	Tier 2**	ARB Level 2 VDECS											
2	Tier 2	ARB Level 1 VDECS											
<ol style="list-style-type: none"> The project sponsor shall require the idling time for off-road and on-road equipment be limited to no more than two minutes, except as provided in exceptions to the applicable State regulations regarding idling for off-road and on-road equipment. Legible and visible signs shall be posted in multiple languages (English, Spanish, Chinese) in designated queuing areas and at the construction site to remind operators of the two-minute idling limit. The project sponsor shall require that construction operators properly maintain and tune equipment in accordance with manufacturer specifications. 													

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<p>3. The Plan shall include estimates of the construction timeline by phase with a description of each piece of off-road equipment required for every construction phase. Off-road equipment descriptions and information may include, but is not limited to, equipment type, equipment manufacturer, equipment identification number, engine model year, engine certification (Tier rating), horsepower, engine serial number, and expected fuel usage and hours of operation. For the VDECS installed: technology type, serial number, make, model, manufacturer, ARB verification number level, and installation date and hour meter reading on installation date. For off-road equipment not using renewable diesel, reporting shall indicate the type of alternative fuel being used.</p> <p>4. The Plan shall be kept on-site and available for review by any persons requesting it and a legible sign shall be posted at the perimeter of the construction site indicating to the public the basic requirements of the Plan and a way to request a copy of the Plan. The project sponsor shall provide copies of Plan as requested.</p> <p>5. <i>Reporting.</i> Quarterly reports shall be submitted to the ERO indicating the construction phase and off-road equipment information used during each phase including the information required in Paragraph 4, above. In addition, for off-road equipment not using renewable diesel, reporting shall indicate the type of alternative fuel being used.</p> <p>Within six months of the completion of construction activities, the project sponsor shall submit to the ERO a final report summarizing construction activities. The final report shall indicate the start and end dates and duration of each construction phase. For each phase, the report shall include detailed information required in Paragraph 4. In addition, for off-road equipment not using renewable diesel, reporting shall indicate the type of alternative fuel being used.</p> <p>6. <i>Certification Statement and On-site Requirements.</i> Prior to the commencement of construction activities, the project sponsor shall certify (1) compliance with the Plan, and (2) all applicable</p>				

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<p>requirements of the Plan have been incorporated into contract specifications.</p> <p>Project Mitigation Measure M-AQ-2: Best Available Control Technology for Diesel Generators and Fire Pumps (Implementation of Central SoMa PEIR Mitigation Measure M-AQ-5a)</p> <p>All diesel generators and fire pumps shall have engines that (1) meet Tier 4 Final or Tier 4 Interim emission standards, or (2) meet Tier 2 emission standards and are equipped with a California Air Resources Board Level 3 Verified Diesel Emissions Control Strategy. All diesel generators and fire pumps shall be fueled with renewable diesel, R99, if commercially available. For each new diesel backup generator or fire pump permit submitted for the project, including any associated generator pads, engine and filter specifications shall be submitted to the San Francisco Planning Department for review and approval prior to issuance of a permit for the generator or fire pump from the San Francisco Department of Building Inspection. Once operational, all diesel backup generators and Verified Diesel Emissions Control Strategy shall be maintained in good working order in perpetuity and any future replacement of the diesel backup generators, fire pumps, and Level 3 Verified Diesel Emissions Control Strategy filters shall be required to be consistent with these emissions specifications. The operator of the facility shall maintain records of the testing schedule for each diesel backup generator and fire pump for the life of that diesel backup generator and fire pump and provide this information for review to the Planning Department within three months of requesting such information.</p>	<p>Project sponsor.</p>	<p>For specifications, prior to issuance of building permit for diesel generator or fire pump.</p> <p>For maintenance, ongoing.</p>	<p>Planning Department (ERO, Air Quality technical staff).</p>	<p>Equipment specifications portion considered complete when equipment specifications approved by ERO.</p> <p>Maintenance portion is ongoing and records are subject to Planning Department review upon request.</p>
Wind				
<p>Project Mitigation Measure M-WI-1: Wind Hazard Evaluation for Building Design Modifications (Implementation of Central SoMa PEIR Mitigation Measure M-WI-1)</p> <p>The project shall adhere to the following standards for reduction of ground-level wind speeds in areas of substantial pedestrian use:</p>	<p>Project sponsor.</p>	<p>In the event that the project's design is modified.</p>	<p>Planning Department</p>	<p>Considered complete upon approval of final construction plan set.</p>

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<ul style="list-style-type: none"> • New buildings and additions to existing buildings shall be shaped (e.g., include setbacks, or other building design techniques), or other wind baffling measures shall be implemented, so that the development would result in the following with respect to the one-hour wind hazard criterion of 26 miles per hour equivalent wind speed: <ul style="list-style-type: none"> ○ No increase, compared to existing conditions, in the overall number of hours during which the wind hazard criterion is exceeded (the number of exceedance locations may change, allowing for both new exceedances and elimination of existing exceedances, as long as there is no net increase in the number of exceedance locations), based on wind-tunnel testing of a representative number of locations proximate to the project site; OR ○ Any increase in the overall number of hours during which the wind hazard criterion is exceeded shall be evaluated in the context of the overall wind effects of anticipated development that is in accordance with the Plan. Such an evaluation shall be undertaken if the project contribution to the wind hazard exceedance at one or more locations relatively distant from the individual project site is minimal and if anticipated future Plan area development would substantively affect the wind conditions at those locations. The project and foreseeable development shall ensure that there is no increase in the overall number of hours during which the wind hazard criterion is exceeded. ○ New buildings and additions to existing buildings that cannot meet the one-hour wind hazard criterion of 26 miles per hour equivalent wind speed performance standard of this measure based on the above analyses, shall minimize to the degree feasible the overall number of hours during which the wind hazard criterion is exceeded. <p>Additionally, subsequent wind testing shall be required if both of the following conditions are met:</p>				

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<p>1. The office building is constructed in two separate phases rather than one phase, and</p> <p>2. One year lapses from issuance of certificate of occupancy for the first phase building (southwest portion) to commencement of construction of the second phase building (northeast portion).</p> <p>The Planning Department may extend the deadline for this requirement at its discretion for any period not to exceed three years if sufficient office space allocation per Proposition M has been granted to construct the second phase building and the project sponsor is diligently pursuing a building permit for the second phase building. This additional wind testing and mitigation requirement shall be implemented and shall not be further extended if construction of the second office building has not begun within three years from issuance of the certificate of occupancy for the first phase office building.</p> <p>Subsequent wind testing and mitigation of the first phase building shall identify any new exceedances of the one-hour wind hazard criterion that are created by the presence of the first phase building without the second phase building in place in accordance with requirements of this mitigation measure. Should the subsequent wind testing indicate any new exceedances, the project sponsor shall reduce wind hazard exceedances through on-site mitigation measures to the maximum extent feasible and only after documenting all feasible attempts to reduce wind impacts on-site, shall off-site wind reduction features be considered.</p> <p>The project sponsor (or its successors) shall maintain all wind reduction features located in the public right-of-way including landscaping features required to mitigate wind hazard exceedances for the life of the project.</p>				

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Mitigation Measures	Responsibility for Implementation	Mitigation Schedule	Monitoring/Report Responsibility	Status/Date Completed
<p>Biological Resources</p> <p>Project Mitigation Measure M-BI-1: Pre-Construction Bat Surveys (Implementation of Central SoMa PEIR Mitigation Measure M-BI-1)</p> <p>The project sponsor shall conduct pre-construction special-status bat surveys when trees with a diameter at breast height equal to or greater than 6 inches are to be removed or vacant buildings that have been vacant for six months or longer are to be demolished. If active day or night roosts are found, a qualified biologist (i.e., a biologist holding a CDFW collection permit and a Memorandum of Understanding with the CDFW allowing the biologist to handle and collect bats) shall take actions to make such roosts unsuitable habitat prior to tree removal or building demolition. A no disturbance buffer shall be created around active bat roosts being used for maternity or hibernation purposes at a distance to be determined in consultation with CDFW. Bat roosts initiated during construction are presumed to be unaffected, and no buffer would be necessary.</p>	<p>Project sponsor; and qualified biologist, CDFW.</p>	<p>Prior to issuance of demolition or building permits when trees would be removed or buildings demolished.</p>	<p>Planning Department; CDFW if applicable</p>	<p>Considered complete upon issuance of demolition or building permits.</p>

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Improvement Measures	Responsibility for Implementation	Mitigation Schedule	Monitoring/Report Responsibility	Status/Date Completed
Transportation and Circulation				
Project Improvement Measure I-TR-1: Install Dynamic Signs on Fourth Street and Third Street. The project sponsor will install dynamic signs along Third Street and Fourth Street indicating garage occupancy to prevent pass-by or pass-through vehicle trips along Perry Street.	Project sponsor.	Prior to receipt of final Certificate of Occupancy.	Project sponsor and Planning Department.	Considered complete upon approval of final construction plan set.

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Improvement Measures	Responsibility for Implementation	Mitigation Schedule	Monitoring/Report Responsibility	Status/Date Completed
<p>Biological Resources</p> <p>Project Improvement Measure I-BI-1: Night Lighting Minimization (Implementation of Central SoMa PEIR Improvement Measure I-BI-2)</p> <p>The project sponsor should implement bird-safe building operations to prevent and minimize bird strike impacts, including but not limited to the following measures:</p> <ul style="list-style-type: none"> • Reduce building lighting from exterior sources by: <ul style="list-style-type: none"> ○ Minimizing the amount and visual impact of perimeter lighting and façade up-lighting and avoid up-lighting of rooftop antennae and other tall equipment, as well as of any decorative features; ○ Installing motion-sensor lighting; ○ Utilizing minimum wattage fixtures to achieve required lighting levels. • Reduce building lighting from interior sources by: <ul style="list-style-type: none"> ○ Dimming lights in lobbies, perimeter circulation areas, and atria; ○ Turning off all unnecessary lighting by 11 p.m. through sunrise, especially during peak migration periods (mid-March to early June and late August through late October); ○ Utilizing automatic controls (motion sensors, photo-sensors, etc.) to shut off lights in the evening when no one is present; ○ Encouraging the use of localized task lighting to reduce the need for more extensive overhead lighting; ○ Scheduling nightly maintenance to conclude by 11 p.m.; ○ Educating building users about the dangers of night lighting to birds. 	<p>Planning Department, working with project sponsor.</p>	<p>Ongoing during project operation</p>	<p>Planning Department</p>	<p>Considered complete upon approval of building plans by Planning Department. Planning Department may engage in follow-up discussions with project sponsor, as applicable.</p>

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ATTACHMENT C: MITIGATION MONITORING AND REPORTING PROGRAM – AFFORDABLE HOUSING DEVELOPMENT

Mitigation Measures	Responsibility for Implementation	Mitigation Schedule	Monitoring/Report Responsibility	Status/Date Completed
<p>Cultural Resources</p> <p>Project Mitigation Measure M-CR-1: Documentation of Historical Resource(s) (Implementation of Central SoMa PEIR Mitigation Measure M-CP-1b)</p> <p>The project sponsor shall undertake historical documentation prior to the issuance of demolition or site permits. To document the buildings more effectively, the sponsor shall prepare Historic American Buildings Survey (HABS)-level photographs and an accompanying HABS Historical Report, which shall be maintained on-site, as well as in the appropriate repositories, including but not limited to, the San Francisco Planning Department, San Francisco Architectural Heritage, the San Francisco Public Library, and the Northwest Information Center. The contents of the report shall include an architectural description, historical context, and statement of significance, per HABS reporting standards. The documentation shall be undertaken by a qualified professional who meets the standards for history, architectural history, or architecture (as appropriate), as set forth by the <i>Secretary of the Interior's Professional Qualification Standards</i> (36 Code of Federal Regulations, Part 61). HABS documentation shall provide the appropriate level of visual documentation and written narrative based on the importance of the resource (types of visual documentation typically range from producing a sketch plan to developing measured drawings and view camera (4x5) black and white photographs). The appropriate level of HABS documentation and written narrative shall be determined by the Planning Department's Preservation staff. The report shall be reviewed by the Planning Department's Preservation staff for completeness. In certain instances, Department Preservation staff may request HABS-level photography, a historical report, and/or measured architectural drawings of the existing building(s).</p>	<p>Project sponsor and qualified historic preservation expert.</p>	<p>Prior to the start of any demolition or adverse alteration on a designated historic resource.</p>	<p>Planning Department (Preservation Technical Specialist).</p>	<p>Considered complete upon submittal of final HABS documentation to the Preservation Technical Specialist.</p>

ATTACHMENT C: MITIGATION MONITORING AND REPORTING PROGRAM – AFFORDABLE HOUSING DEVELOPMENT

Mitigation Measures	Responsibility for Implementation	Mitigation Schedule	Monitoring/Report Responsibility	Status/Date Completed
<p>Project Mitigation Measure M-CR-3: Interpretive Program (Implementation of Central SoMa PEIR Mitigation Measure M-CP-1d)</p> <p>The project sponsor shall work with Department Preservation staff or other qualified professional to institute an interpretive program on-site that references the property’s history and the contribution of the historical resource to the broader neighborhood or historic district. The interpretation will likely focus on the Doane Motor Truck Company as a rare surviving example of early truck manufacturing in San Francisco. An example of an interpretive program is the creation of historical exhibits, incorporating a display featuring historic photos of the affected resource and a description of its historical significance, in a publicly accessible location on the project site. This may include a website or publicly-accessible display. The contents of the interpretive program shall be determined by the Planning Department Preservation staff. The development of the interpretive displays should be overseen by a qualified professional who meets the standards for history, architectural history, or architecture (as appropriate) set forth by the <i>Secretary of the Interior’s Professional Qualification Standards</i> (36 Code of Federal Regulations, Part 61). An outline of the format, location and content of the interpretive displays shall be reviewed and approved by the San Francisco Planning Department’s Preservation staff prior to issuance of a demolition permit or site permit. The format, location and content of the interpretive displays must be finalized prior to issuance of any Building Permits for the project.</p>	Project sponsor and qualified historic preservation individual.	Prior to the issuance of a site permit (prior to demolition, construction, or earthmoving).	Planning Department (Preservation Technical Specialist).	Considered complete upon installation of display.
<p>Project Mitigation Measure M-CR-4: Video Recordation (Implementation of Central SoMa PEIR Mitigation Measure M-CP-1e)</p> <p>The project sponsor shall work with Department Preservation staff or other qualified professional, to undertake video documentation of the affected historical resource and its setting. The documentation</p>	Project sponsor and qualified historic preservation individual.	Prior to the issuance of a site permit (prior to demolition, construction,	Qualified videographer, Planning Department (Preservation Technical Specialist).	Considered complete upon submittal of completed video documentation to the San Francisco Public Library or other

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Mitigation Measures	Responsibility for Implementation	Mitigation Schedule	Monitoring/Report Responsibility	Status/Date Completed
<p>shall be conducted by a professional videographer, preferably one with experience recording architectural resources. The documentation shall be narrated by a qualified professional who meets the standards for history, architectural history, or architecture (as appropriate), as set forth by the <i>Secretary of the Interior's Professional Qualification Standards</i> (36 Code of Federal Regulations, Part 61). The documentation shall use visuals in combination with narration about the materials, construction methods, current condition, historic use, and historic context of the historical resource.</p> <p>Archival copies of the video documentation shall be submitted to the Planning Department, and to repositories including but not limited to the San Francisco Public Library, Northwest Information Center, and California Historical Society. This mitigation measure would supplement the traditional HABS documentation, and would enhance the collection of reference materials that would be available to the public and inform future research.</p> <p>The video documentation shall be reviewed and approved by the San Francisco Planning Department's Preservation staff prior to issuance of a demolition permit or site permit or issuance of any Building Permits for the project.</p>		or earthmoving).		interested historical institution.
<p>Project Mitigation Measure M-CR-5: Protect Structures from Adjacent Construction Activities (Implementing Central SoMa PEIR M-CP-3a)</p> <p>The project sponsor shall incorporate into construction specifications for the proposed project a requirement that the construction contractor(s) use all feasible means to avoid damage to adjacent and nearby buildings within 25 feet of the construction site, which could be adversely affected by construction-generated vibration. Such methods may include maintaining a safe distance between the construction site and the buildings (as identified by the Planning Department Preservation staff), using construction techniques that</p>	Project sponsor and qualified historic preservation individual.	Prior to the issuance of a site permit (prior to demolition, construction, or earthmoving).	Planning Department (Environmental Review Officer and, optionally, Preservation Technical Specialist).	Considered complete upon acceptance by Planning Department of construction specifications to avoid damage to adjacent and nearby historic buildings.

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Mitigation Measures	Responsibility for Implementation	Mitigation Schedule	Monitoring/Report Responsibility	Status/Date Completed
<p>reduce vibration (such as using concrete saws instead of jackhammers or hoe-rams to open excavation trenches, the use of non-vibratory rollers, and hand excavation), appropriate excavation shoring methods to prevent movement of adjacent structures, and providing adequate security to minimize risks of vandalism and fire.</p> <p>Project Mitigation Measure M-CR-6: Construction Monitoring Program for Adjacent Structures (Implementing Central SoMa PEIR M-CP-3b)</p> <p>For those resources identified in Project Mitigation Measure M-CR-5, and where heavy equipment would be used, the project sponsor of such a project shall undertake a monitoring program to minimize damage to historic buildings and to ensure that any such damage is documented and repaired. The monitoring program, which shall apply within 25 feet, shall include the following components, subject to access being granted by the owner(s) of adjacent properties, where applicable. Prior to the start of any ground-disturbing activity, the project sponsor shall engage a historic architect or qualified historic preservation professional to undertake a pre-construction survey of historical resource(s) identified by the San Francisco Planning Department within 25 feet of planned construction to document and photograph the buildings' existing conditions. Based on the construction and condition of the resource(s), the consultant shall also establish a standard maximum vibration level that shall not be exceeded at each building, based on existing condition, character-defining features, soils conditions, and anticipated construction practices (a common standard is 0.2 inch per second, peak particle velocity). To ensure that vibration levels do not exceed the established standard, the project sponsor shall monitor vibration levels at each structure and shall prohibit vibratory construction activities that generate vibration levels in excess of the standard. Should owner permission not be granted, the project sponsor shall employ alternative methods of vibration monitoring in areas under</p>	<p>Project sponsor and construction contractor.</p>	<p>Prior to and during construction activity identified by Planning Department as potentially damaging to historic building(s).</p>	<p>Planning Department (Preservation Technical Specialist).</p>	<p>Considered complete upon submittal to Planning Department of post-construction report on construction monitoring program and effects, if any, on proximate historical resources.</p>

ATTACHMENT C: MITIGATION MONITORING AND REPORTING PROGRAM - AFFORDABLE HOUSING DEVELOPMENT

Mitigation Measures	Responsibility for Implementation	Mitigation Schedule	Monitoring/Report Responsibility	Status/Date Completed
<p>control of the project sponsor.</p> <p>Should vibration levels be observed in excess of the standard, construction shall be halted and alternative construction techniques put in practice, to the extent feasible. (For example, smaller, lighter equipment might be able to be used in some cases.) The consultant shall conduct regular periodic inspections of each building during ground-disturbing activity on the project site. Should damage to buildings occur, the building(s) shall be remediated to its pre-construction condition at the conclusion of ground-disturbing activity on the site.</p>				
<p>Project Mitigation Measure M-CR-7: Archeological Testing (Implementation of Central SoMa PEIR Mitigation Measure M-CP-4a)</p> <p>Based on a reasonable presumption that archeological resources may be present within the project site, the following measures shall be undertaken to avoid any potentially significant adverse effect from the proposed project on buried or submerged historical resources and on human remains and associated or unassociated funerary objects. The project sponsor shall retain the services of an archeological consultant from the rotational Department Qualified Archeological Consultants List (QACL) maintained by the Planning Department archeologist. After the first project approval action or as directed by the Environmental Review Officer (ERO), the project sponsor shall contact the Department archeologist to obtain the names and contact information for the next three archeological consultants on the QACL. The archeological consultant shall undertake an archeological testing program as specified herein. In addition, the consultant shall be available to conduct an archeological monitoring and/or data recovery program if required pursuant to this measure. The archeological consultant's work shall be conducted in accordance with this measure at the direction of the ERO. All plans and reports prepared by the consultant as specified herein shall</p>	<p>Project sponsor, Planning Department's archeologist or qualified archeological consultant, and Planning Department ERO.</p>	<p>Prior to issuance of site permits.</p>	<p>Planning Department (ERO); Department's archeologist or qualified archeological consultant).</p>	<p>Considered complete after archeological consultant is retained and archeological consultant has approved scope by the ERO for the archeological testing program.</p>

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Mitigation Measures	Responsibility for Implementation	Mitigation Schedule	Monitoring/Report Responsibility	Status/Date Completed
<p>be submitted first and directly to the ERO for review and comment, and shall be considered draft reports subject to revision until final approval by the ERO. Archeological monitoring and/or data recovery programs required by this measure could suspend construction of the project for up to a maximum of four weeks. At the direction of the ERO, the suspension of construction can be extended beyond four weeks only if such a suspension is the only feasible means to reduce to a less than significant level potential effects on a significant archeological resource as defined in CEQA Guidelines Sect. 15064.5 (a) and (c).</p>				
<p><i>Consultation with Descendant Communities:</i> On discovery of an archeological site¹ associated with descendant Native Americans, the Overseas Chinese, or other potentially interested descendant group an appropriate representative² of the descendant group and the ERO shall be contacted. The representative of the descendant group shall be given the opportunity to monitor archeological field investigations of the site and to offer recommendations to the ERO regarding appropriate archeological treatment of the site, of recovered data from the site, and, if applicable, any interpretative treatment of the associated archeological site. A copy of the Final Archaeological Resources Report shall be provided to the representative of the descendant group.</p>	<p>Project sponsor and archeological consultant at the direction of the ERO.</p>	<p>In the event that an archeological site associated with a particular descendant group is uncovered during the construction period.</p>	<p>Planning Department.</p>	<p>Considered complete after Final Archeological Resources Report is approved and provided to descendant group.</p>
<p><i>Archeological Testing Program.</i> The archeological consultant shall prepare and submit to the ERO for review and approval an archeological testing plan (ATP). The archeological testing program shall be conducted in accordance with the approved ATP. The ATP shall identify the property types of the expected archeological resource(s) that potentially could be adversely affected by the proposed project, the testing method to be used, and the locations</p>	<p>Project sponsor and archeological consultant at the direction of the ERO.</p>	<p>Prior to soil disturbance.</p>	<p>Planning Department.</p>	<p>Considered complete after approval of Archeological Testing Report.</p>

1 By the term “archeological site” is intended here to minimally include any archeological deposit, feature, burial, or evidence of burial.

2 An “appropriate representative” of the descendant group is here defined to mean, in the case of Native Americans, any individual listed in the current Native American Contact List for the City and County of San Francisco maintained by the California Native American Heritage Commission and in the case of the Overseas Chinese, the Chinese Historical Society of America. An appropriate representative of other descendant groups should be determined in consultation with the Department archeologist.

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Mitigation Measures	Responsibility for Implementation	Mitigation Schedule	Monitoring/Report Responsibility	Status/Date Completed
<p>recommended for testing. The purpose of the archeological testing program will be to determine to the extent possible the presence or absence of archeological resources and to identify and to evaluate whether any archeological resource encountered on the site constitutes an historical resource under CEQA.</p> <p>At the completion of the archeological testing program, the archeological consultant shall submit a written report of the findings to the ERO. If based on the archeological testing program the archeological consultant finds that significant archeological resources may be present, the ERO in consultation with the archeological consultant shall determine if additional measures are warranted. Additional measures that may be undertaken include additional archeological testing, archeological monitoring, and/or an archeological data recovery program. No archeological data recovery shall be undertaken without the prior approval of the ERO or the Planning Department archeologist. If the ERO determines that a significant archeological resource is present and that the resource could be adversely affected by the proposed project, at the discretion of the project sponsor either:</p> <p>A) The proposed project shall be re-designed so as to avoid any adverse effect on the significant archeological resource; or</p> <p>B) A data recovery program shall be implemented, unless the ERO determines that the archeological resource is of greater interpretive than research significance and that interpretive use of the resource is feasible.</p> <p><i>Archeological Monitoring Program.</i> If the ERO in consultation with the archeological consultant determines that an archeological monitoring program shall be implemented the archeological monitoring program shall minimally include the following provisions:</p> <ul style="list-style-type: none"> • The archeological consultant, project sponsor, and ERO shall meet and consult on the scope of the AMP reasonably prior to any project-related soils-disturbing activities commencing. The ERO in 	<p>Project sponsor and archeological consultant at the direction of the ERO.</p>	<p>During soil disturbing activities.</p>	<p>Planning Department.</p>	<p>Considered complete after completion of the archeological monitoring program.</p>

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Mitigation Measures	Responsibility for Implementation	Mitigation Schedule	Monitoring/Report Responsibility	Status/Date Completed
<p>consultation with the archeological consultant shall determine what project activities shall be archeologically monitored. In most cases, any soils- disturbing activities, such as demolition, foundation removal, excavation, grading, utilities installation, foundation work, installation of piles (foundation, shoring, etc.), site remediation, etc., shall require archeological monitoring because of the risk these activities pose to potential archaeological resources and to their depositional context;</p> <ul style="list-style-type: none"> • The archeological consultant shall undertake a worker training program for soil-disturbing workers that will include an overview of expected resource(s), how to identify the evidence of the expected resource(s), and the appropriate protocol in the event of apparent discovery of an archeological resource; • The archeological monitor(s) shall be present on the project site according to a schedule agreed upon by the archeological consultant and the ERO until the ERO has, in consultation with the project archeological consultant, determined that project construction activities could have no effects on significant archeological deposits; • The archeological monitor shall record and be authorized to collect soil samples and artifactual/ecofactual material as warranted for analysis; • If an intact archeological deposit is encountered, all soils-disturbing activities in the vicinity of the deposit shall cease. The archeological monitor shall be empowered to temporarily redirect demolition/excavation/pile installation/construction activities and equipment until the deposit is evaluated. The archeological consultant shall immediately notify the ERO of the encountered archeological deposit. The archeological consultant shall make a reasonable effort to assess the identity, integrity, and significance of the encountered archeological deposit, and present the findings of this assessment to the ERO. 				

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Mitigation Measures	Responsibility for Implementation	Mitigation Schedule	Monitoring/Report Responsibility	Status/Date Completed
<p>Whether or not significant archeological resources are encountered, the archeological consultant shall submit a written report of the findings of the monitoring program to the ERO.</p> <p><i>Archeological Data Recovery Program.</i> The archeological data recovery program shall be conducted in accord with an archeological data recovery plan (ADRP). The archeological consultant, project sponsor, and ERO shall meet and consult on the scope of the ADRP prior to preparation of a draft ADRP. The archeological consultant shall submit a draft ADRP to the ERO. The ADRP shall identify how the proposed data recovery program will preserve the significant information the archeological resource is expected to contain. That is, the ADRP will identify what scientific/historical research questions are applicable to the expected resource, what data classes the resource is expected to possess, and how the expected data classes would address the applicable research questions. Data recovery, in general, should be limited to the portions of the historical property that could be adversely affected by the proposed project. Destructive data recovery methods shall not be applied to portions of the archeological resources if nondestructive methods are practical.</p> <p>The scope of the ADRP shall include the following elements:</p> <ul style="list-style-type: none"> • <i>Field Methods and Procedures.</i> Descriptions of proposed field strategies, procedures, and operations. • <i>Cataloguing and Laboratory Analysis.</i> Description of selected cataloguing system and artifact analysis procedures. • <i>Discard and Deaccession Policy.</i> Description of and rationale for field and post-field discard and deaccession policies. • <i>Interpretive Program.</i> Consideration of an on-site/off-site public interpretive program during the course of the archeological data recovery program. • <i>Security Measures.</i> Recommended security measures to protect the archeological resource from vandalism, looting, and non-intentionally damaging activities. 	<p>Project sponsor and archeological consultant at the direction of the ERO.</p>	<p>Following discovery of significant archeological resources.</p>	<p>Planning Department.</p>	<p>Considered complete after FARR is reviewed and approved.</p>

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Mitigation Measures	Responsibility for Implementation	Mitigation Schedule	Monitoring/Report Responsibility	Status/Date Completed
<ul style="list-style-type: none"> • <i>Final Report.</i> Description of proposed report format and distribution of results. • <i>Curation.</i> Description of the procedures and recommendations for the curation of any recovered data having potential research value, identification of appropriate curation facilities, and a summary of the accession policies of the curation facilities. <p><i>Human Remains, Associated or Unassociated Funerary Objects.</i> The treatment of human remains and of associated or unassociated funerary objects discovered during any soils disturbing activity shall comply with applicable State and Federal Laws, including immediate notification of the Office of the Chief Medical Examiner of the City and County of San Francisco and in the event of the Medical Examiner’s determination that the human remains are Native American remains, notification of the California State Native American Heritage Commission (NAHC) who shall appoint a Most Likely Descendant (MLD) (Pub. Res. Code Sec. 5097.98). The ERO shall also be immediately notified upon discovery of human remains. The archeological consultant, project sponsor, ERO, and MLD shall have up to but not beyond six days after the discovery to make all reasonable efforts to develop an agreement for the treatment of human remains and associated or unassociated funerary objects with appropriate dignity (CEQA Guidelines. Sec. 15064.5(d)). The agreement should take into consideration the appropriate excavation, removal, recordation, analysis, curation, possession, and final disposition of the human remains and associated or unassociated funerary objects. Nothing in existing State regulations or in this mitigation measure compels the project sponsor and the ERO to accept recommendations of an MLD. The archeological consultant shall retain possession of any Native American human remains and associated or unassociated burial objects until completion of any scientific analyses of the human remains or objects as specified in the treatment agreement if such an agreement has been made or, otherwise, as determined by the archeological consultant and the ERO. If no</p>	<p>Project sponsor and archeological consultant at the direction of the ERO, Medical Examiner, and NAHC as warranted.</p>	<p>Following the discovery of human remains.</p>	<p>Planning Department.</p>	<p>Considered complete on finding by the ERO that all state laws regarding human remains/burial objects have been adhered to, consultation with MLD is completed as warranted, sufficient opportunity has been provided to the archeological consultant for scientific/historical analysis of human remains/funerary objects, and after FARR is reviewed and approved.</p>

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Mitigation Measures	Responsibility for Implementation	Mitigation Schedule	Monitoring/Report Responsibility	Status/Date Completed
<p>agreement is reached State regulations shall be followed including the reburial of the human remains and associated burial objects with appropriate dignity on the property in a location not subject to further subsurface disturbance (Pub. Res. Code Sec. 5097.98).</p> <p><i>Final Archeological Resources Report.</i> The archeological consultant shall submit a Draft Final Archeological Resources Report (FARR) to the ERO that evaluates the historical significance of any discovered archeological resource and describes the archeological and historical research methods employed in the archeological testing/monitoring/data recovery program(s) undertaken. The Draft FARR shall include a curation and deaccession plan for all recovered cultural materials. The Draft FARR shall also include an Interpretation Plan for public interpretation of all significant archeological features.</p> <p>Copies of the Draft FARR shall be sent to the ERO for review and approval. Once approved by the ERO, the consultant shall also prepare a public distribution version of the FARR. Copies of the FARR shall be distributed as follows: California Archaeological Site Survey Northwest Information Center (NWIC) shall receive one (1) copy and the ERO shall receive a copy of the transmittal of the FARR to the NWIC. The Environmental Planning division of the Planning Department shall receive one bound and one unlocked, searchable PDF copy on CD of the FARR along with copies of any formal site recordation forms (CA DPR 523 series) and/or documentation for nomination to the National Register of Historic Places/California Register of Historical Resources. In instances of public interest in or the high interpretive value of the resource, the ERO may require a different or additional final report content, format, and distribution than that presented above.</p>	<p>Archeological consultant at the direction of the ERO.</p>	<p>Following completion of additional measures by archeological consultant as determined by the ERO.</p>	<p>Planning Department.</p>	<p>Considered complete upon distribution of approved FARR.</p>

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<p>Project Mitigation Measure M-CR-8: Procedures for Accidental Discovery of Archeological Resources (implementing Central SoMa PEIR Mitigation Measure M-CP-4b).</p> <p>The following mitigation measure is required to avoid any potential adverse effect from the proposed project on accidentally discovered buried or submerged historical resources as defined in <i>CEQA Guidelines</i> Section 15064.5(a) and (c). The project sponsor shall distribute the Planning Department archeological resource "ALERT" sheet to the project prime contractor; to any project subcontractor (including demolition, excavation, grading, foundation, pile installation etc. firms); or utilities firm involved in soils-disturbing activities within the project site. Prior to any soils-disturbing activities being undertaken, each contractor is responsible for ensuring that the "ALERT" sheet is circulated to all field personnel, including machine operators, field crew, pile installers, supervisory personnel, etc. The project sponsor shall provide the Environmental Review Officer (ERO) with a signed affidavit from the responsible parties (prime contractor, subcontractor(s), and utilities firm) to the ERO confirming that all field personnel have received copies of the Alert Sheet.</p> <p>Should any indication of an archeological resource be encountered during any soils-disturbing activity of the project, the project Head Foreman and/or project sponsor shall immediately notify the ERO and shall immediately suspend any soils-disturbing activities in the vicinity of the discovery until the ERO has determined what additional measures should be undertaken.</p>	<p>Project sponsor at the direction of the ERO.</p>	<p>Project sponsor at the direction of the ERO.</p>	<p>Project sponsor shall distribute Alert sheet and shall submit a signed affidavit confirming the distribution to the ERO.</p>	<p>Considered complete when ERO receives signed affidavit.</p>

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Mitigation Measures	Responsibility for Implementation	Mitigation Schedule	Monitoring/Report Responsibility	Status/Date Completed
<p>If the ERO determines that an archeological resource may be present within the project site, the project sponsor shall retain the services of an archeological consultant from the pool of qualified archeological consultants maintained by the Planning Department archeologist. The archeological consultant shall advise the ERO as to whether the discovery is an archeological resource retains sufficient integrity and is of potential scientific/historical/cultural significance. If an archeological resource is present, the archeological consultant shall identify and evaluate the archeological resource. The archeological consultant shall make a recommendation as to what action, if any, is warranted. Based on this information, the ERO may require, if warranted, specific additional measures to be implemented by the project sponsor.</p> <p>Measures might include: preservation in situ of the archeological resource; an archeological monitoring program; or an archeological testing program. If an archeological monitoring program or archeological testing program is required, it shall be consistent with the Environmental Planning Division guidelines for such programs. The ERO may also require that the project sponsor immediately implement a site security program if the archeological resource is at risk from vandalism, looting, or other damaging actions.</p>	<p>Project sponsor/ Head Foreman and archeological consultant at the direction of the ERO.</p>	<p>Accidental discovery</p>	<p>In the event of accidental discovery, the project sponsor shall suspend soils-disturbing activities, notify the ERO, and retain a qualified archeological consultant at the direction of the ERO. The archeological consultant shall identify and evaluate the archeological resources and recommend actions for review and approval by the ERO. The archeological consultant shall undertake additional measures at the direction of the ERO.</p>	<p>Considered complete when archeological consultant completes additional measures as directed by the ERO as warranted.</p>
<p>The project archeological consultant shall submit a confidential Final Archeological Resources Report (FARR) to the ERO that evaluates the historical significance of any discovered archeological resource and describing the archeological and historical research methods employed in the archeological monitoring/data recovery program(s) undertaken.</p> <p>Copies of the Draft FARR shall be sent to the ERO for review and approval. Once approved by the ERO, copies of the FARR shall be distributed as follows: California Archaeological Site Survey</p>	<p>Archeological consultant at the direction of the ERO.</p>	<p>Following completion of additional measures by archeological consultant as determined by the ERO.</p>	<p>Submission of draft FARR to ERO for review and approval. Distribution of the FARR by the archeological consultant.</p>	<p>Considered complete upon distribution of approved FARR.</p>

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Mitigation Measures	Responsibility for Implementation	Mitigation Schedule	Monitoring/Report Responsibility	Status/Date Completed
<p>Northwest Information Center (NWIC) shall receive one (1) copy, and the ERO shall receive a copy of the transmittal of the FARR to the NWIC. The Environmental Planning Division of the Planning Department shall receive one bound copy and one unlocked, searchable PDF copy on CD of the FARR along with copies of any formal site recordation forms (CA DPR 523 series) and/or documentation for nomination to the National Register of Historic Places/California Register of Historical Resources. In instances of high public interest or interpretive value, the ERO may require a different final report content, format, and distribution than that presented above.</p>				
Tribal Cultural Resources				
<p>Project Mitigation Measure M-TCR-1: Project-Specific Tribal Cultural Resource Assessment (Implementation of Central SoMa PEIR Mitigation Measure M-CP-5) Based on the archaeological testing program outlined in Project Mitigation Measure M-CR-7, or if an archaeological resource is found under the accidental discovery provisions of M-CR-8, if staff determines that the proposed project may have a potential significant adverse effect on a tribal cultural resource, then the following shall be required as determined warranted by the ERO.</p>	<p>Planning Department's archeologist, California Native American tribal representative, Planning Department-qualified archeological consultant.</p>	<p>In the event that potential tribal cultural resources are identified prior to or during construction.</p>	<p>Planning Department archeologist, Department-qualified archeological consultant, project sponsor.</p>	<p>Considered complete if no tribal cultural resource is discovered or tribal cultural resource is discovered and either preserved in-place or project effects to tribal cultural resource are mitigated by implementation of Planning Department approved interpretive program.</p>
<p>If a tribal cultural resource is discovered during construction and/or staff determines that a resource is present on the project site and if preservation-in-place of the tribal cultural resource is both feasible and effective, based on information provided by the applicant regarding feasibility and other available information, then the project archeological consultant shall prepare an archeological resource preservation plan. Implementation of the approved plan by the archeological consultant shall be required when feasible. If staff determines that preservation-in-place of the tribal cultural resource is not a sufficient or feasible option, then the project sponsor shall</p>				

ATTACHMENT C: MITIGATION MONITORING AND REPORTING PROGRAM – AFFORDABLE HOUSING DEVELOPMENT

Mitigation Measures	Responsibility for Implementation	Mitigation Schedule	Monitoring/Report Responsibility	Status/Date Completed
<p>implement an interpretive program of the resource in coordination with affiliated Native American tribal representatives. An interpretive plan produced in coordination with affiliated Native American tribal representatives, at a minimum, and approved by the ERO shall be required to guide the interpretive program. The plan shall identify proposed locations for installations or displays, the proposed content and materials of those displays or installation, the producers or artists of the displays or installation, and a long-term maintenance program. The interpretive program may include artist installations, preferably by local Native American artists, oral histories with local Native Americans, artifacts displays and interpretation, and educational panels or other informational displays.</p>				
Transportation and Circulation				
<p>Project Mitigation Measure M-TR-2: Construction Management Plan and Construction Coordination (Implementation of Central SoMa PEIR Mitigation Measure M-TR-9)</p> <p><i>Construction Management Plan</i>—For projects within the Plan Area, the project sponsor shall develop and, upon review and approval by the SFMTA and Public Works, implement a Construction Management Plan, addressing transportation-related circulation, access, staging and hours of delivery. The Construction Management Plan would disseminate appropriate information to contractors and affected agencies with respect to coordinating construction activities to minimize overall disruption and ensure that overall circulation in the project area is maintained to the extent possible, with particular focus on ensuring transit, pedestrian, and bicycle connectivity. The Construction Management Plan would supplement and expand, rather than modify or supersede, any manual, regulations, or provisions set forth by the SFMTA, Public Works, or other City departments and agencies, and the California Department of Transportation.</p>	Project sponsor.	Prior to the start of each project's construction, and throughout the construction period.	SFMTA, SF Public Works, and Planning Department.	Considered complete upon approval of the construction management plan and completion of the project's construction activities.

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Mitigation Measures	Responsibility for Implementation	Mitigation Schedule	Monitoring/Report Responsibility	Status/Date Completed
<p>If construction of the proposed project is determined to overlap with nearby adjacent project(s) as to result in transportation-related impacts, the project sponsor or its contractor(s) shall consult with various City departments such as the SFMTA and Public Works, and other interdepartmental meetings as deemed necessary by the SFMTA, Public Works, and the Planning Department, to develop a Coordinated Construction Management Plan. The Coordinated Construction Management Plan, to be prepared by the contractor, would be reviewed by the SFMTA and would address issues of circulation (traffic, pedestrians, and bicycle), safety, parking and other project construction in the area. Based on review of the construction logistics plan, the project may be required to consult with SFMTA Muni Operations prior to construction to review potential effects to nearby transit operations.</p> <p>The Construction Management Plan and, if required, the Coordinated Construction Management Plan, shall include, but not be limited to, the following:</p> <p><i>Restricted Construction Truck Access Hours</i>—Limit construction truck movements during the hours between 7 and 9 a.m. and between 4 and 7 p.m., and other times if required by the SFMTA, to minimize disruption to vehicular traffic, including transit during the a.m. and p.m. peak periods.</p> <p><i>Construction Truck Routing Plans</i>—Identify optimal truck routes between the regional facilities and the project site, taking into consideration truck routes of other development projects and any construction activities affecting the roadway network.</p> <p><i>Coordination of Temporary Lane and Sidewalk Closures</i>—The project sponsor shall coordinate travel lane closures with other projects requesting concurrent lane and sidewalk closures through interdepartmental meetings, to minimize the extent and duration of</p>				

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Mitigation Measures	Responsibility for Implementation	Mitigation Schedule	Monitoring/Report Responsibility	Status/Date Completed
<p>requested lane and sidewalk closures. Travel lane closures shall be minimized especially along transit and bicycle routes, so as to limit the impacts to transit service and bicycle circulation and safety.</p> <p><i>Maintenance of Transit, Vehicle, Bicycle, and Pedestrian Access</i>—The project sponsor/construction contractor(s) shall meet with Public Works, SFMTA, the Fire Department, Muni Operations and other City agencies to coordinate feasible measures to include in the Coordinated Construction Management Plan to maintain access for transit, vehicles, bicycles and pedestrians. This shall include an assessment of the need for temporary transit stop relocations or other measures to reduce potential traffic, bicycle, and transit disruption and pedestrian circulation effects during construction of the project.</p> <p><i>Carpool, Bicycle, Walk and Transit Access for Construction Workers</i>—The construction contractor shall include methods to encourage carpooling, bicycling, walk and transit access to the project site by construction workers (such as providing transit subsidies to construction workers, providing secure bicycle parking spaces, participating in free-to-employee ride matching program from www.511.org, participating in emergency ride home program through the City of San Francisco (www.sferh.org), and providing transit information to construction workers).</p> <p><i>Construction Worker Parking Plan</i>—The location of construction worker parking shall be identified as well as the person(s) responsible for monitoring the implementation of the proposed parking plan. The use of on-street parking to accommodate construction worker parking shall be discouraged. All construction bid documents shall include a requirement for the construction contractor to identify the proposed location of construction worker parking. If on-site, the location, number of parking spaces, and area where vehicles would enter and exit the site shall be required. If off-site parking is proposed to accommodate construction workers, the</p>				

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Mitigation Measures	Responsibility for Implementation	Mitigation Schedule	Monitoring/Report Responsibility	Status/Date Completed
<p>location of the off-site facility, number of parking spaces retained, and description of how workers would travel between off-site facility and project site shall be required.</p> <p><i>Project Construction Updates for Adjacent Businesses and Residents</i>—To minimize construction impacts on access for nearby institutions and businesses, the project sponsor shall provide nearby residences and adjacent businesses with regularly-updated information regarding project construction, including construction activities, peak construction vehicle activities (e.g., concrete pours), travel lane closures, and lane closures. At regular intervals to be defined in the Construction Management Plan and, if necessary, in the Coordinated Construction Management Plan, a regular email notice shall be distributed by the project sponsor that shall provide current construction information of interest to neighbors, as well as contact information for specific construction inquiries or concerns.</p>				
Noise				
<p>Project Mitigation Measure M-NO-1: Noise Attenuation for Rooftop Mechanical Equipment (Implementation of Central SoMa PEIR Mitigation Measure M-NO-1b)</p> <p>To ensure that project noise from stationary noise sources such as rooftop mechanical equipment is reduced to meet the City of San Francisco Noise Ordinance (Police Code Section 2909), the project sponsor shall undertake the following:</p> <p>The project acoustical engineer shall submit a detailed noise analysis documenting exterior mechanical equipment noise levels for the affordable housing portion of the project at the nearest property plane (edge of building). Analysis is to be based on the final Mechanical, Electrical, and Plumbing (MEP) equipment design prior to obtaining a building permit. Mitigation required to meet the Noise Ordinance (e.g., sound attenuators, lined ductwork, plenums, etc.) shall be implemented and is to be shown on the drawings.</p>	<p>Project sponsor; construction general contractor.</p>	<p>During design period.</p>	<p>Planning Department, Building Inspection (as requested).</p>	<p>Considered complete with the submission of permit drawings and letter of verification from acoustical engineer.</p>

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Mitigation Measures	Responsibility for Implementation	Mitigation Schedule	Monitoring/Report Responsibility	Status/Date Completed
<p>Project Mitigation Measure M-NO-2: Construction Noise Control Measures (Implementation of Central SoMa PEIR Mitigation Measure M-NO-2a)</p> <p>To ensure that project noise from construction activities is reduced to the maximum extent feasible, the project sponsor shall undertake the following:</p> <ul style="list-style-type: none"> • Conduct noise monitoring at the beginning of major construction phases (e.g., demolition, excavation) to determine the need and the effectiveness of noise-attenuation measures. • Post signs on-site pertaining to permitted construction days and hours, complaint procedures, and who to notify in the event of a problem (with telephone numbers listed). • Notify the City and neighbors in advance of the schedule for each major phase of construction and expected loud activities including estimated duration of activity, construction hours, and contact information. • Limit construction to the hours of 7 a.m. to 8 p.m. per San Francisco Police Code article 29. • Unless proven to be infeasible, select “quiet” construction methods and equipment (e.g., improved mufflers, use of intake silencers, engine enclosures). • Unless proven to be infeasible, mobile noise-generating equipment (e.g., dozers, backhoes, and excavators) will be required to prepare the entire site. However, the developer shall endeavor to avoid placing stationary noise generating equipment (e.g., generators, compressors) within noise-sensitive buffer areas (measured at linear 20 feet) between immediately adjacent neighbors. • Where the use of pneumatically powered tools is unavoidable, an exhaust muffler on the compressed air exhaust shall be used, along with external noise jackets on the tools. This could reduce noise levels by as much as 10 dBA. • Require that all construction equipment be in good working order 	<p>Project sponsor; construction general contractor.</p>	<p>During construction period.</p>	<p>Planning Department, Building Inspection (as requested and/or on complaint basis), Police Department (on complaint basis).</p>	<p>Considered complete upon submittal and implementation of construction noise control plan and completion of construction activities pursuant to the plan.</p>

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Mitigation Measures	Responsibility for Implementation	Mitigation Schedule	Monitoring/Report Responsibility	Status/Date Completed
<p>and that mufflers are inspected to be functioning properly. Avoid unnecessary idling of equipment and engines.</p>				
<p>Air Quality</p> <p>Project Mitigation Measure M-AQ-1: Construction Emissions Minimization Plan (Implementation of Central SoMa PEIR Mitigation Measure M-AQ-6a [which requires compliance with PEIR Mitigation Measure M-AQ-4b])</p> <p>The project sponsor shall submit a Construction Emissions Minimization Plan (Plan) to the Environmental Review Officer (ERO) for review and approval by an Environmental Planning Air Quality Specialist. The Plan shall be designed to reduce air pollutant emissions to the greatest degree practicable.</p> <p>The Plan shall detail project compliance with the following requirements:</p> <ol style="list-style-type: none"> 1. All off-road equipment greater than 25 horsepower and operating for more than 20 total hours over the entire duration of construction activities shall meet the following requirements: <ol style="list-style-type: none"> a) Where access to alternative sources of power are available, portable diesel engines shall be prohibited; b) All off-road equipment shall have: <ol style="list-style-type: none"> i. Engines that meet or exceed either U.S. Environmental Protection Agency or California Air Resources Board Tier 2 off-road emission standards (or Tier 3 off-road emissions standards if NOx emissions exceed applicable thresholds), <i>and</i> ii. Engines that are retrofitted with an ARB Level 3 Verified Diesel Emissions Control Strategy (VDECS), <i>and</i> iii. Engines shall be fueled with renewable diesel (at least 99 percent renewable diesel or R99). c) Exceptions: <ol style="list-style-type: none"> i. Exceptions to 1(a) may be granted if the project sponsor has 	<p>Project sponsor; Planning Department.</p>	<p>Prior to the start of diesel equipment use onsite.</p>	<p>Planning Department (ERO, Air Quality technical staff).</p>	<p>Considered complete upon Planning Department review and acceptance of Construction Emissions Minimization Plan, implementation of the plan, and completion of construction activities pursuant to the plan.</p>

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Mitigation Measures	Responsibility for Implementation	Mitigation Schedule	Monitoring/Report Responsibility	Status/Date Completed
<p>submitted information providing evidence to the satisfaction of the ERO that an alternative source of power is limited or infeasible at the project site and that the requirements of this exception provision apply. Under this circumstance, the sponsor shall submit documentation of compliance with 1(b) for onsite power generation.</p> <p>ii. Exceptions to 1(b)(ii) may be granted if the project sponsor has submitted information providing evidence to the satisfaction of the ERO that a particular piece of off-road equipment with an ARB Level 3 VDECS (1) is technically not feasible, (2) would not produce desired emissions reductions due to expected operating modes, (3) installing the control device would create a safety hazard or impaired visibility for the operator, or (4) there is a compelling emergency need to use off-road equipment that are not retrofitted with an ARB Level 3 VDECS and the sponsor has submitted documentation to the ERO that the requirements of this exception provision apply. If granted an exception to 1(b)(ii), the project sponsor shall comply with the requirements of 1(c)(iii).</p> <p>iii. If an exception is granted pursuant to 1(c)(ii), the project sponsor shall provide the next-cleanest piece of off-road equipment as provided by the step down schedule in Table M-AQ-4:</p>				

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Mitigation Measures	Responsibility for Implementation	Mitigation Schedule	Monitoring/Report Responsibility	Status/Date Completed									
<p style="text-align: center;">Table M-AQ-4: Off-Road Equipment Compliance Step Down Schedule*</p> <table border="1" data-bbox="435 1178 597 1934"> <thead> <tr> <th>Compliance Alternative</th> <th>Engine Emission Standard</th> <th>Emissions Control</th> </tr> </thead> <tbody> <tr> <td>1</td> <td>Tier 2**</td> <td>ARB Level 2 VDECS</td> </tr> <tr> <td>2</td> <td>Tier 2</td> <td>ARB Level 1 VDECS</td> </tr> </tbody> </table> <p>* How to use the table. If the requirements of 1(b) cannot be met, then the project sponsor would need to meet Compliance Alternative 1. Should the project sponsor not be able to supply off-road equipment meeting Compliance Alternative 1, then Compliance Alternative 2 would need to be met. Should the project sponsor not be able to supply off-road equipment meeting Compliance Alternative 2, then Compliance Alternative 3 would need to be met. ** Tier 3 off road emissions standards are required if NOx emissions exceed applicable thresholds.</p> <p>2. The project sponsor shall require the idling time for off-road and on-road equipment be limited to no more than two minutes, except as provided in exceptions to the applicable State regulations regarding idling for off-road and on-road equipment. Legible and visible signs shall be posted in multiple languages (English, Spanish, Chinese) in designated queuing areas and at the construction site to remind operators of the two-minute idling limit.</p> <p>3. The project sponsor shall require that construction operators properly maintain and tune equipment in accordance with manufacturer specifications.</p> <p>4. The Plan shall include estimates of the construction timeline by phase with a description of each piece of off-road equipment required for every construction phase. Off-road equipment descriptions and information may include, but is not limited to, equipment type, equipment manufacturer, equipment identification number, engine model year, engine certification (Tier rating), horsepower, engine serial number, and expected fuel usage and</p>	Compliance Alternative	Engine Emission Standard	Emissions Control	1	Tier 2**	ARB Level 2 VDECS	2	Tier 2	ARB Level 1 VDECS				
Compliance Alternative	Engine Emission Standard	Emissions Control											
1	Tier 2**	ARB Level 2 VDECS											
2	Tier 2	ARB Level 1 VDECS											

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Mitigation Measures	Responsibility for Implementation	Mitigation Schedule	Monitoring/Report Responsibility	Status/Date Completed
<p>hours of operation. For the VDECS installed: technology type, serial number, make, model, manufacturer, ARB verification number level, and installation date and hour meter reading on installation date. For off-road equipment not using renewable diesel, reporting shall indicate the type of alternative fuel being used.</p> <p>5. The Plan shall be kept on-site and available for review by any persons requesting it and a legible sign shall be posted at the perimeter of the construction site indicating to the public the basic requirements of the Plan and a way to request a copy of the Plan. The project sponsor shall provide copies of Plan as requested.</p> <p>6. <i>Reporting.</i> Quarterly reports shall be submitted to the ERO indicating the construction phase and off-road equipment information used during each phase including the information required in Paragraph 4, above. In addition, for off-road equipment not using renewable diesel, reporting shall indicate the type of alternative fuel being used.</p> <p>Within six months of the completion of construction activities, the project sponsor shall submit to the ERO a final report summarizing construction activities. The final report shall indicate the start and end dates and duration of each construction phase. For each phase, the report shall include detailed information required in Paragraph 4. In addition, for off-road equipment not using renewable diesel, reporting shall indicate the type of alternative fuel being used.</p> <p>7. <i>Certification Statement and On-site Requirements.</i> Prior to the commencement of construction activities, the project sponsor shall certify (1) compliance with the Plan, and (2) all applicable requirements of the Plan have been incorporated into contract specifications.</p> <p>Project Mitigation Measure M-AQ-2: Best Available Control Technology for Diesel Generators and Fire Pumps (Implementation of Central SoMa PEIR Mitigation Measure</p>	<p>Project sponsor.</p>	<p>For specifications, prior to</p>	<p>Planning Department (ERO, Air Quality</p>	<p>Equipment specifications portion considered complete</p>

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Mitigation Measures	Responsibility for Implementation	Mitigation Schedule	Monitoring/Report Responsibility	Status/Date Completed
<p>M-AQ-5a) All diesel generators and fire pumps shall have engines that (1) meet Tier 4 Final or Tier 4 Interim emission standards, or (2) meet Tier 2 emission standards and are equipped with a California Air Resources Board Level 3 Verified Diesel Emissions Control Strategy. All diesel generators and fire pumps shall be fueled with renewable diesel, R99, if commercially available. For each new diesel backup generator or fire pump permit submitted for the project, including any associated generator pads, engine and filter specifications shall be submitted to the San Francisco Planning Department for review and approval prior to issuance of a permit for the generator or fire pump from the San Francisco Department of Building Inspection. Once operational, all diesel backup generators and Verified Diesel Emissions Control Strategy shall be maintained in good working order in perpetuity and any future replacement of the diesel backup generators, fire pumps, and Level 3 Verified Diesel Emissions Control Strategy filters shall be required to be consistent with these emissions specifications. The operator of the facility shall maintain records of the testing schedule for each diesel backup generator and fire pump for the life of that diesel backup generator and fire pump and provide this information for review to the Planning Department within three months of requesting such information.</p>		<p>issuance of building permit for diesel generator or fire pump. For maintenance, ongoing.</p>	<p>technical staff).</p>	<p>when equipment specifications approved by ERO. Maintenance portion is ongoing and records are subject to Planning Department review upon request.</p>
<p>Wind Project Mitigation Measure M-WI-1: Wind Hazard Evaluation for Building Design Modifications (Implementation of Central SoMa PEIR Mitigation Measure M-WI-1) The project shall adhere to the following standards for reduction of ground-level wind speeds in areas of substantial pedestrian use: <ul style="list-style-type: none"> • New buildings and additions to existing buildings shall be shaped (e.g., include setbacks, or other building design techniques), or other wind baffling measures shall be implemented, so that the </p>	<p>Project sponsor.</p>	<p>In the event that the project's design is modified.</p>	<p>Planning Department.</p>	<p>Considered complete upon approval of final construction plan set.</p>

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Mitigation Measures	Responsibility for Implementation	Mitigation Schedule	Monitoring/Report Responsibility	Status/Date Completed
<p>development would result in the following with respect to the one-hour wind hazard criterion of 26 miles per hour equivalent wind speed:</p> <ul style="list-style-type: none"> o No increase, compared to existing conditions, in the overall number of hours during which the wind hazard criterion is exceeded (the number of exceedance locations may change, allowing for both new exceedances and elimination of existing exceedances, as long as there is no net increase in the number of exceedance locations), based on wind-tunnel testing of a representative number of locations proximate to the project site; <p>OR</p> <ul style="list-style-type: none"> o Any increase in the overall number of hours during which the wind hazard criterion is exceeded shall be evaluated in the context of the overall wind effects of anticipated development that is in accordance with the Plan. Such an evaluation shall be undertaken if the project contribution to the wind hazard exceedance at one or more locations relatively distant from the individual project site is minimal and if anticipated future Plan area development would substantively affect the wind conditions at those locations. The project and foreseeable development shall ensure that there is no increase in the overall number of hours during which the wind hazard criterion is exceeded. o New buildings and additions to existing buildings that cannot meet the one-hour wind hazard criterion of 26 miles per hour equivalent wind speed performance standard of this measure based on the above analyses, shall minimize to the degree feasible the overall number of hours during which the wind hazard criterion is exceeded. <p>The project sponsor (or its successors) shall maintain all wind reduction features located in the public right-of-way including landscaping features required to mitigate wind hazard exceedances</p>				

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Mitigation Measures	Responsibility for Implementation	Mitigation Schedule	Monitoring/Report Responsibility	Status/Date Completed
for the life of the project.				
Biological Resources				
<p>Project Mitigation Measure M-BI-1: Pre-Construction Bat Surveys (Implementation of Central SoMa PEIR Mitigation Measure M-BI-1)</p> <p>The project sponsor shall conduct pre-construction special-status bat surveys when trees with a diameter at breast height equal to or greater than 6 inches are to be removed or vacant buildings that have been vacant for six months or longer are to be demolished. If active day or night roosts are found, a qualified biologist (i.e., a biologist holding a CDFW collection permit and a Memorandum of Understanding with the CDFW allowing the biologist to handle and collect bats) shall take actions to make such roosts unsuitable habitat prior to tree removal or building demolition. A no disturbance buffer shall be created around active bat roosts being used for maternity or hibernation purposes at a distance to be determined in consultation with CDFW. Bat roosts initiated during construction are presumed to be unaffected, and no buffer would necessary.</p>	Project sponsor, qualified biologist, California Department of Fish and Wildlife (CDFW), and project contractor.	Prior to issuance of demolition or building permits when trees would be removed or buildings demolished.	Planning Department; CDFW if applicable.	Considered complete upon issuance of demolition or building permits.

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Improvement Measures	Responsibility for Implementation	Mitigation Schedule	Monitoring/Report Responsibility	Status/Date Completed
<p>Biological Resources</p> <p>Project Improvement Measure I-BI-1: Night Lighting Minimization (Implementation of Central SoMa PEIR Improvement Measure I-BI-2)</p> <p>The project sponsor should implement bird-safe building operations to prevent and minimize bird strike impacts, including but not limited to the following measures:</p> <ul style="list-style-type: none"> • Reduce building lighting from exterior sources by: <ul style="list-style-type: none"> ○ Minimizing the amount and visual impact of perimeter lighting and façade up-lighting and avoid up-lighting of rooftop antennae and other tall equipment, as well as of any decorative features; ○ Installing motion-sensor lighting; ○ Utilizing minimum wattage fixtures to achieve required lighting levels. • Reduce building lighting from interior sources by: <ul style="list-style-type: none"> ○ Dimming lights in lobbies, perimeter circulation areas, and atria; ○ Turning off all unnecessary lighting by 11 p.m. through sunrise, especially during peak migration periods (mid-March to early June and late August through late October); ○ Utilizing automatic controls (motion sensors, photo-sensors, etc.) to shut off lights in the evening when no one is present; ○ Encouraging the use of localized task lighting to reduce the need for more extensive overhead lighting; ○ Scheduling nightly maintenance to conclude by 11 p.m.; ○ Educating building users about the dangers of night lighting to birds. 	<p>Planning Department, working with project sponsor.</p>	<p>Ongoing during project operation</p>	<p>Planning Department</p>	<p>Considered complete upon approval of building plans by Planning Department. Planning Department may engage in follow-up discussions with project sponsor, as applicable.</p>



SAN FRANCISCO PLANNING DEPARTMENT

Executive Summary Large Project Authorization, Office Authorization Allocation & Variance

HEARING DATE: DECEMBER 12, 2019

Record No.: 2005.0759ENX/OFA/VAR-02
Project Address: 725 HARRISON STREET
Zoning: CMUO (Central SoMa Mixed Use Office) Zoning District
85-X-160-CS; 130-X-160-CS; 130-CS Height and Bulk Districts
Central SoMa Special Use District
East SoMa Special Use District
Block/Lot: 3762/106, 108, 109, 112, 116, and 117
Project Sponsor: Aaron Fenton
Boston Properties, LP
Four Embarcadero Center
San Francisco, CA, 94111
Staff Contact: Esmeralda Jardines – (415) 575-9144
esmeralda.jardines@sfgov.org
Recommendation: **Approval with Conditions**

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Planning
Information:
415.558.6377

PROJECT DESCRIPTION

Commonly referred to as the “4th and Harrison” Key Development Site, the Project includes demolition of five existing buildings on the Project Site, a lot merger, dedicating a 15,000-square foot lot to MOHCD for the construction of new affordable housing, and new construction of a 14-story, 185-ft tall, mixed-use building approximately 935,000 gross square feet in total (excluding the affordable housing).

The Project consists of office, PDR, retail, and child care uses (the “Commercial Building”). The Commercial Building will include approximately 770,000 square feet of office space, 3,900 square feet of retail with four micro-retail spaces, 29,100 square feet devoted to two PDR spaces, 3,000 square feet of child care use, 16,700 square feet of interior and exterior POPOS, 116 off-street below-grade parking spaces, 5 off-street freight loading spaces plus six service vehicles (counting as three loading spaces, for a total of 8 loading spaces), 292 bicycle parking spaces (258 Class I, 34 Class II), 22 showers, and 36 lockers.

The Commercial Building consists of one structure that has two separate massing components: the larger, oblong-shaped structure with the massing towards Harrison and Fourth Streets (western portion), and a smaller spheroid-shaped structure with the massing running diagonally from Harrison to Perry Streets fronting the mid-block paseo (eastern portion). The structure will be approximately 185 feet tall, with a 20-foot-tall mechanical screen at the western portion, for a total height of 205 feet, and an 11-foot-6-inch-tall mechanical screen at the eastern portion, for a total height of 196 feet 6 inches.

The future Affordable Housing Building will be located on eastern portion of the lot and is anticipated to be an 85-foot, 8-floor building with a ground floor lobby and amenity space and approximately 144 units

above. The final layout of the Affordable Housing Building will ultimately be decided by MOHCD.

The Project will be constructed in two phases:

Phase I:

- 505,000 gsf of office
- 15,200 square feet of PDR
- 3,900 gsf of micro-retail
- 9,600 gsf of POPOS
- Land Dedication to MOHCD for the development of approximately 103,040 gsf for inclusionary affordable housing (up to 144 dwelling units)

Phase II:

- 265,000 gsf of office
- 13,900 square feet of PDR
- 3,000 gsf child care facility
- 7,100 gsf of POPOS, including the mid-block paseo

The Project is contemplated as a single project that is approved by this Motion and the Variance approval which approvals will be vested based on commencement of construction for the entire Project (i.e. commencement of Phase I). To proceed with Phase II, the Project Sponsor will be required to obtain additional allocation of office use under Section 321 and pull any site and/or building permits related thereto.

REQUIRED COMMISSION ACTION

In order for the Project to proceed, the Commission must grant a Large Project Authorization, pursuant to Planning Code Section 329, for the construction of new buildings greater than 85 feet in height and more than 50,000 gross square feet within the Central SoMa Special Use District, with exceptions to the following Planning Code Sections:

1. Building Setbacks and Street Wall Articulation (Section 132.4);
2. Narrow and Mid-Block Alley Controls (Section 261.1);
3. Horizontal Mass Reduction (Section 270.1); and
4. Wind (Section 249.78(d)(9)).

In addition, the Commission must authorize an Office Development Authorization of approximately 505,000 gsf of new office space pursuant to Planning Code Sections 321, 322 and 848.

ISSUES AND OTHER CONSIDERATIONS

Public Comment & Outreach. To date, the Department has not received any comments regarding the Project. Over the last two years, the Project Sponsor has conducted extensive neighborhood outreach, including meetings with individual stakeholders and separate workshops and community outreach forums.

Phasing. As described above, the Project has been broken down into two phases based on the availability of office development allocations. Under the Large Project Authorization, the Commission is approving

the Project in its entirety (both Phase 1, Phase 2 and the Land Dedication); although, Phase 2 would not be implemented until the Commission approves the Office Development under Planning Code Sections 320-325. Department staff has determined that the individual phases meet the standards of Planning Code Section 329 (both individually and collectively).

Large Project Authorization within the Central SoMa Special Use District (SUD). The Commission must grant Large Project Authorization (LPA) pursuant to Planning Code Section 329 to allow construction of a new building greater than 85 feet in height or for new construction of more than over 50,000 gross square feet in the Central SoMa Special Use District (SUD). As part of the LPA, the Commission may grant exceptions from certain Planning Code requirements for projects that exhibit a unique and superior architectural design; provide qualified amenities in excess of what is required by the Code; and for Key Site development projects. As listed above, the project is seeking numerous exceptions, which are generally supported by Department staff given the qualified amenities and overall design of the Project.

Variations. The Project is requesting variances from the Zoning Administrator from the Planning Code requirements for Permitted Obstructions (Planning Code Section 136), Street Frontage Active Use and Parking and Loading Entrances (Planning Code Sections 145.1, and Ground Floor Commercial along 4th Street (Planning Code Section 145.4).

Qualified Amenity – Key Sites. The Project will dedicate a 15,000-square foot parcel, pursuant to Planning Code Section 413.7, to the Mayor’s Office of Housing and Community Development (MOHCD) for the construction of affordable housing.

Office Development Allocation. The Project would construct a total of approximately 770,000 gsf of office space. Within the CMUO (Central SoMa Mixed Use Office) Zoning District, office use is permitted as of right, pursuant to Planning Code Section 848. As of November 27, 2019, there was approximately 896,752 square feet of “Large” Cap Office Development available under the Section 321 office allocation program.

The Department recommends that the Commission grant an Office Development Authorization for only Phase 1 of the Project, which would amount to 505,000 square feet of office use.

Development Impact Fees. The Project will be subject to development impact fees, including the Central SoMa Community Services Facility Fee, Central SoMa Infrastructure and Impact Fee, Eastern Neighborhoods Impact Fees, Eastern Neighborhoods Affordable Housing Fee, Transportation Sustainability Fee, and Jobs-Housing Linkage Fee.

Open Space/Recreation and Parks Commission. The Project does not cast new shadow upon any existing property owned and operated by the Recreation and Parks Commission. Therefore, Planning Code Section 295 (Height Restrictions on Structures Shadowing Property under the Jurisdiction of the Recreation and Park Commission) is not applicable to the project site.

ENVIRONMENTAL REVIEW

The Department anticipates publication of a Community Plan Exemption Certificate for the Project. The environmental document shall be made available to the Commission and public prior to the public hearing on December 12, 2019.

BASIS FOR RECOMMENDATION

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

- The Department finds that the Project is, on balance, consistent with the Central SoMa Plan and the relevant Objectives and Policies of the General Plan.
- The Project produces a new mixed-use development ground floor PDR, Childcare, Retail and significant site updates, including landscaping, and common open space. Per the Central SoMa Plan, these elements will substantially improve the surrounding neighborhood.
- The site is currently underutilized, and the addition of new ground-floor retail spaces and publicly-accessible open spaces will enliven the streetscape.
- The Project will dedicate an approximately 15,000-square foot parcel for the construction of affordable housing contiguous to the project site that will add new affordable housing units to the City's housing stock.
- The Project is desirable for, and compatible with the vision for the neighborhood.

ATTACHMENTS:

Draft Motion – Large Project Authorization with Conditions of Approval (Exhibit A)

Draft Motion – Office Development Allocation with Conditions of Approval

Exhibit B – Land Use Data Table

Exhibit C – Maps and Context Photographs

Exhibit D – Project Sponsor Brief

Exhibit E – Plans and Renderings

Exhibit F – Proposed Demolition and Existing Lot Lines Diagram

Exhibit G – First Source Hiring Affidavit

Exhibit H – Memorandum from Mayors Office of Housing and Community Development, re: Land Dedication



SAN FRANCISCO PLANNING DEPARTMENT

Planning Commission Draft Motion

HEARING DATE: DECEMBER 12, 2019

Record No.: 2005.0759ENX
Project Address: 725 HARRISON STREET
Zoning: CMUO (Central SoMa Mixed Use Office) Zoning District
85-X-160-CS; 130-X-160-CS; 130-CS Height and Bulk Districts
Central SoMa Special Use District
East SoMa Special Use District
Block/Lot: 3762/106, 108, 109, 112, 116, and 117
Project Sponsor: Aaron Fenton
Boston Properties, LP
Four Embarcadero Center
San Francisco, CA, 94111
Property Owner: Barret Block Partners, LP
Burlingame, CA
Staff Contact: Esmeralda Jardines– (415) 575-9144
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ADOPTING FINDINGS RELATING TO A LARGE PROJECT AUTHORIZATION PURSUANT TO PLANNING CODE SECTION 329, TO ALLOW EXCEPTIONS FROM THE 1) BUILDING SETBACKS AND STREETWALL ARTICULATION, PURSUANT TO PLANNING CODE SECTION 132.4; 2) NARROW AND MID-BLOCK ALLEY CONTROLS, PURSUANT TO PLANNING CODE SECTION 261.1; 3) HORIZONTAL MASS REDUCTION, PURSUANT TO PLANNING CODE SECTION 270.1; AND 4) WIND, PURSUANT TO PLANNING CODE SECTION 249.78 (d)(9), FOR THE PROJECT THAT INCLUDES THE DEMOLITION OF FIVE EXISTING BUILDINGS, THE MERGER OF SIX LOTS, AND THE NEW CONSTRUCTION OF A 14-STORY, 185-FT TALL, MIXED-USE BUILDING (MEASURING APPROXIMATELY 935,000 SQUARE FEET) WITH 770,000 SQUARE FEET OF OFFICE, 29,100 SQUARE FEET OF PRODUCTION, DISTRIBUTION, AND REPAIR USE, 3,900 SQUARE FEET OF GROUND FLOOR RETAIL USE, 3,000 SQUARE FEET OF CHILD CARE FACILITY, 116 OFF-STREET BELOW-GRADE PARKING SPACES, 5 OFF-STREET FREIGHT LOADING SPACES PLUS SIX SERVICE VEHICLES, 292 BICYCLE PARKING SPACES (258 CLASS I, 34 CLASS II), 16,700 SQUARE FEET OF ON-SITE OPEN SPACE (6,500 SQUARE FEET OF INDOOR POPOS AND 10,200 SQUARE FEET OF EXTERIOR POPOS INCLUDING A MID-BLOCK ALLEY), AND VARIOUS STREETScape IMPROVEMENTS, AS WELL AS INCLUDING THE DEDICATION OF A 15,000 SQUARE FOOT PORTION OF THE LOT TO THE MAYOR'S OFFICE OF HOUSING AND COMMUNITY DEVELOPMENT FOR THE CONSTRUCTION OF INCLUSIONARY AFFORDABLE HOUSING, LOCATED AT 725 HARRISON STREET, LOTS: 106, 108, 109, 112, 116 AND 117 IN ASSESSOR'S BLOCK 3762, WITHIN THE CMUO (CENTRAL SOMA MIXED USE OFFICE) ZONING DISTRICT, CENTRAL SOMA SPECIAL USE DISTRICT, AND 85-X-160-CS, 130-X-160-CS, AND 130-CS HEIGHT AND BULK DISTRICTS, AND ADOPTING FINDINGS UNDER THE CALIFORNIA ENVIRONMENTAL QUALITY ACT.

PREAMBLE

On December 12, 2017, Aaron Fenton of Boston Properties, Limited Partnership (hereinafter "Project Sponsor") filed a Large Project Authorization Application No. 2005.0759ENX (hereinafter "Application") with the Planning Department (hereinafter "Department") pursuant to Planning Code Section 329 to demolish the existing five buildings on the project site, merge the lots, and construct a new 14-story, 185-ft tall, mixed-use building (approximately 935,000 square feet) with 770,000 square feet of Office use, 29,100 square feet of Production, Distribution, and Repair ("PDR") use, 3,900 square feet of ground floor Micro-Retail use, and 3,000 square feet of Child Care Facility use, 116 off-street below-grade parking spaces, 5 off-street freight loading spaces plus six service vehicles (counting as three loading spaces, for a total of 8 loading spaces), 292 bicycle parking spaces (258 Class I, 34 Class II), 22 showers, and 36 lockers, 16,700 square feet of on-site open space (6,500 square feet of indoor POPOS and 10,200 square feet of exterior POPOS including a mid-block alley), and various streetscape improvements. The project also includes the dedication of a 15,000 square foot portion of the lot to the Mayor's Office of Housing and Community Development ("MOHCD") for the construction of an 8-story, 85-foot tall building with up to 144 dwelling units (collectively, the "Project") at 725 Harrison Street, Block 3662 Lots: 106, 108, 109, 112, 116, and 117 (hereinafter "Project Site").

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

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

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

discussed in the underlying EIR. Section 15183(c) specifies that if an impact is not peculiar to the parcel or to the proposed project, then an EIR need not be prepared for that project solely on the basis of that impact.

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

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

On December 12, 2019, the San Francisco Planning Commission (hereinafter “Commission”) conducted a duly noticed public hearing at a regularly scheduled meeting on Large Project Authorization Application No. 2005.0759ENX.

On December 12, 2019, the San Francisco Planning Commission (hereinafter “Commission”) adopted Motion No. XXXXX, approving Phase I of an Office Development Authorization for the Project (Office Development Authorization Application No. 2005.0759OFA). Findings contained within Phase I motion are incorporated herein by this reference thereto as if fully set forth in this Motion.

On December 12, 2019, the Zoning Administrator conducted a duly noticed public hearing on Variance Application No. 2005.0759VAR-02, approving the variances for the Project. Findings contained within said approval are incorporated herein by this reference thereto as if fully set forth in this Motion.

The Planning Department Commission Secretary is the custodian of records; the File for Record No. 2005.0759ENX is located at 1650 Mission Street, Suite 400, San Francisco, California.

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

MOVED, that the Commission hereby authorizes the Large Project Authorization as requested in Application No. 2005.0759ENX, subject to the conditions contained in “EXHIBIT A” of this motion, based on the following findings:

FINDINGS

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

1. The above recitals are accurate and constitute findings of this Commission.
2. **Project Description.** Commonly referred to as the “4th and Harrison” Key Development Site, the Project includes demolition of five existing buildings on the Project Site, dedicating a 15,000-square foot lot to MOHCD for the construction of new affordable housing, and new construction of a 14-story, 185-ft tall, mixed-use building approximately 935,000 gross square feet in total (excluding the affordable housing). The Project would also include the merger of Lots: 106, 108, 109, 112, 116 and 117 on Block 3762.

The Project consists of office, PDR, retail, and child care uses (the “Commercial Building”) as well as a land dedication to the City to develop a 100 percent affordable housing project in the future (the “Affordable Housing Building”). The Commercial Building will include approximately 770,000 square feet of office space, 3,900 square feet of retail with four micro-retail spaces, 29,100 square feet devoted to two PDR spaces, 3,000 square feet of child care use, 16,700 square feet of interior and exterior POPOS, 116 off-street below-grade parking spaces, 5 off-street freight loading spaces plus six service vehicles (counting as three loading spaces, for a total of 8 loading spaces), 292 bicycle parking spaces (258 Class I, 34 Class II), 22 showers, and 36 lockers.

The Commercial Building consists of one structure that has two separate massing components: the larger, oblong-shaped structure with the massing towards Harrison and Fourth Streets (western portion), and a smaller spheroid-shaped structure with the massing running diagonally from Harrison to Perry Streets fronting the mid-block paseo (eastern portion). The structure will be approximately 185 feet tall, with a 20-foot-tall mechanical screen at the western portion, for a total height of 205 feet, and an 11-foot-6-inch-tall mechanical screen at the eastern portion, for a total height of 196 feet 6 inches.

The future Affordable Housing Building will be located on eastern portion of the lot and is anticipated to be an 85-foot, 8-floor building with a ground floor lobby and amenity space and approximately 144 units above. The final layout of the Affordable Housing Building will ultimately be decided by MOHCD.

The Project will be constructed in two phases:

Phase I:

- 505,000 gsf of office
- 15,200 square feet of PDR
- 3,900 gsf of micro-retail
- 9,600 gsf of POPOS

- Land Dedication to MOHCD for the development of approximately 103,040 gsf for inclusionary affordable housing (up to 144 dwelling units)

Phase II:

- 265,000 gsf of office
- 13,900 square feet of PDR
- 3,000 gsf child care facility
- 7,100 gsf of POPOS, including the mid-block paseo

- 3. Site Description and Present Use.** The Project site (Assessor's Block 3762, Lots: 106, 106, 108, 109, 112, 116 and 117) are located on the south side of Harrison Street, east side of 4th Street, and north side of Perry Street in San Francisco's SoMa neighborhood on an irregularly shaped development lot. Cumulatively, the six lots have a lot area of approximately 102,067 square feet (2.34 acres), with approximately 606-ft of frontage along Harrison Street, 160-ft of frontage along 4th Street, and 671-ft of frontage along Perry Street. The Project Site contains five existing buildings: 120 Perry Street on Lot 106 is a one-story 3,600-square foot automotive repair use; 130-132 Perry Street on Lot 109 is a two-story 2,000-square foot commercial/wholesale storage use; 777 Harrison Street and 401-425 4th Street as well as 765 Harrison Street, all on Lot 112, is a single-story 32,000-square foot parking garage; 765 Harrison Street is a single-story 20,000-square foot building with 14,000 square feet for automotive use and 6,000 square feet for commercial storage uses; 735-743 Harrison Street on Lot 116 are two buildings with a 35,000-square foot private parking garage. Lots 108 and 117 are vacant parcels. The Project Site does not include the existing 4-story building at 759 Harrison Street on Lot 113.
- 4. Surrounding Properties and Neighborhood.** The Project Site is located within the CMUO Zoning Districts in the Central SoMa and East SoMa Area Plans. The immediate context is mixed in character with residential and ground floor commercial as well as industrial uses in the vicinity. The immediate neighborhood along Harrison includes two-to-eight story mixed-use buildings. The Project Site is located at the intersection of Harrison, 4th Street, and Perry Streets. Directly to the south and across Perry Street is the elevated Interstate 80 overpass; underneath the overpass is a Golden Gate Transit bus parking lot. Immediately to the west along 4th Street is the 4th Street downtown MUNI connection, across 4th Street is the Interstate 80 onramp. The Project Site is located within the Central SoMa Special Use District. Other zoning districts in the vicinity of the project site include: P (Public), MUR (Mixed-Use Residential), and SALI (Service Area Light Industrial) Zoning Districts. To the east of the project site across 3rd Street is another Central SoMa key site, 400 2nd Street/One Vassar.
- 5. Public Outreach and Comments.** To date, the Department has not received any comments regarding the Project. Over the last two years, the Project Sponsor has conducted extensive neighborhood outreach, including meetings with individual stakeholders and separate workshops and community outreach forums.

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

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

The Project would construct new general office, retail, PDR, and a child care facility (institutional). The Project would provide a land dedication for MOHCD to building 100% affordable housing—all of which are principally permitted within the CMUO Zoning District; therefore, the Project complies with permitted uses in Planning Code Section 848.

Per the Project's phasing plan, 505,000 square feet of office, 15,200 square feet of PDR, and 3,900 square feet of retail will be constructed in Phase I, and 265,000 square feet of office, 13,900 square feet of PDR, and 3,000 square feet of child-care facility will be constructed in Phase II.

- B. **Floor Area Ratio and Purchase of Transferrable Development Rights.** Planning Code Section 124 establishes basic floor area ratios (FAR) for all zoning districts. However, the CMUO Zoning District has no maximum FAR limit. Rather, Section 249.78(e)(3) requires 'Tier C' projects in the Central SoMa SUD that contains new construction or an addition of 50,000 square feet or more of non-residential development and has an FAR of a 3 to 1 or greater, to acquire TDR from a Transfer Lot in order to exceed an FAR of 3 to 1, up to an FAR of 4.25 to 1. Above an FAR of 4.25 to 1, the acquisition of additional TDR is not required.

Section 128.1(b) states that the land dedicated to the City for affordable housing pursuant to Section 249.78 is exempted from the calculation of the "Development Lot" area within the Central SoMa SUD.

The Project consists of new non-residential construction that is greater than 50,000 square feet. The Project was rezoned to split height and bulk districts of 130-X-160-CS, 85-X-160-CS, and 130-CS across six lots. All six lots are classified as Tier C. Thus, all six lots have an FAR of greater than 3 to 1. As such, the Project must acquire TDR to develop to the Tier C area from 3 to 1 to 4.25 to 1 (1.25 x lot area).

The Project site consists of an irregular-rectangular-shaped lot measuring approximately 102,067 square feet in size. After subtracting the land dedication site, the Property measures 87,067 square feet. The Code requires the purchase of TDR to develop an FAR from 3:1 to 4.25:1 (1.25 x lot area), which is 108,833 square feet (1.25 x 87,067 = 108.833). The Project Sponsor is already in contract with the City and County of San Francisco to purchase this TDR to transfer to the Project site.

- C. **Setbacks, Streetwall Articulation, and Tower Separation.** Planning Code Section 132.4 outlines setback, streetwall articulation, and tower separation controls in the Central SUD. Section 132.4(d)(1) requires that buildings within the Central SoMa SUD be built to the street- or alley-facing property line up to 65 feet in height, subject to the controls of Section 261.1 (additional height limits for narrow streets and mid-block alleys) as applicable (Section 132.4(d)(1)(A)) and certain exceptions; and that mid-rise buildings provide a 15-foot setback above a height of 85 feet along all street- and alley-facing property lines, extending at least 60 percent of the frontage length at all street- and alley-facing property lines, and for the entire frontage along interior property lines per Section 132.4(d)(2)(A)(i); Section 132.4 also provides setback and separation controls for “tower” development above a height of 160 feet in the Central SoMa SUD.

The Project is utilizing the 25-foot additional height exception under Section 263.32 to exceed the 160-foot height limit to 185 feet total. Per Section 263.32(c)(3), the building is subject to the controls of Section 132.4 and 270(h) based on the otherwise applicable Height Limit for the lot – in this case, the otherwise applicable height limit is 160 feet, and is thereafter subject to the mid-rise building controls.

The Project fronts on Harrison, Fourth, and Perry Streets. It consists of one structure that has two separate massing components: the larger, oblong-shaped structure with the massing towards Harrison and Fourth Streets (western building), and a smaller spheroid-shaped structure with the massing running diagonally from Harrison to Perry Streets fronting the mid-block paseo (eastern building). The structure will be approximately 185 feet tall, with a 20-foot-tall mechanical screen at the western building, for a total height of 205 feet, and an 11-foot-6-inch-tall mechanical screen at the eastern building, for a total height of 196 feet. The podium along all facades will have a height of 80 feet.

The Project will require exceptions from the setback and streetwall controls of Section 132.4, as follows:

Fourth Street setback. The frontage of this façade is 160'-1". 60 percent of the frontage is 96'. There is a 14'-4" setback along the upper floors but due to the contours of the design and massing on this façade, the setback does not occur for the required 60 percent of this frontage.

Harrison Street setback. Due to the curved nature of the upper stories, portions of each structure encroach within 15 feet from the property line along Harrison Street. The western building has a frontage of 323'-8"; 60 percent of the frontage is 194'-2". The building meets the required setbacks for 158'-6", or 48 percent of the requirement. The eastern structure has a frontage of 164'; 60 percent of this frontage is 98'-5". The building meets the required setbacks for 77'-6", or 47 percent of the requirement.

Interior lot line setback. The Project Site excludes the small, rectangular lot at 759 Harrison Street. Both the Project's eastern and western buildings will encroach within 15 foot of the interior lot lines on either side of 759 Harrison Street. The eastern portion will be setback from 759 Harrison Street by 12-

feet-6-inches. The western portion generally complies with the 15-foot setback, with the exception for a small portion near the rear of 759 Harrison Street, where it is only setback by 13 feet 3 inches.

*Perry Street setback. The entire structure is setback 15 feet, 1 inch, along Perry Street, exceeding the required upper story setback from Section 261.1 of a 10-foot setback above a height of 1.25 x the width of Perry Street (1.25 * 35 feet = 43.75 feet). The Project does not extend to the property line below 65; in height due to the proximity to the Caltrans freeway right-of-way as discussed below.*

The required exceptions are minor in scope and necessary to facilitate an innovative architectural design style that meets the intent of Section 132.4 by contributing to the dynamism of the neighborhood while maintaining a strong streetwall presence. The Property abuts the Highway 80 overpass, which runs along Perry Street. Due to the constraints of this infrastructure, the building has been setback to allow for adequate clearance for Caltrans and light and air to Perry Street. This design also allows for the Project to shift massing in a manner that maximizes sun access to the POPOS on site and to Perry Street.

- D. **Usable Open Space.** Per Planning Code Section 135.3, within the Eastern Neighborhoods (“EN”) Mixed Use Districts, Retail, Institutional, and like uses must provide 1 square foot of open space per each 250 square feet of occupied floor area of new or added square footage. Office uses in the EN Mixed Use Districts are required to provide 1 square foot of open space per each 50 square feet of occupied floor area of new, converted or added square footage. PDR uses have no open space requirements. However, the Section 135.3 open space requirements shall not apply to Central SoMa SUD projects that are subject to the privately-owned public open space requirements pursuant to Section 138 (a)(2).

The Project is located within the Central SoMa SUD and subject to privately-owned public open space requirement (POPOS) per Planning Code Section 138(a)(2). Therefore, the Project is not subject to a non-residential usable open space requirement per Section 135.3. Nevertheless, the Project will contain 16,700 square feet of open space on site, including 10,200 square feet of exterior POPOS including a 7,100-square foot mid-block paseo and 6,500-square foot interior POPOS.

- E. **Permitted Obstructions.** Planning Code Section 136(c)(1) regulates architectural projections over the property line. Obstructions that measure up to two feet, six inches vertically are permitted if they do not exceed a horizontal projection of three feet at the roof and one foot below the roof level and up to six inches vertically.

The Project proposes an integrated design feature on the podium level of the Commercial Building fronting Harrison and 4th Streets that forms a cornice at the podium roof, vertical wind screen, and canopy above the first floor. The obstruction projects 4 feet over the property line and spans from the top of the first floor to the roof of the podium. In addition, portions of the building fronting Harrison and 4th Streets provide window framing systems with decorative fins that projects one foot and three

inches over the property line. Therefore, the Project is seeking a permitted obstruction variance per Case No. 2005.0759VAR-02.

- F. **Privately-Owned Public Open Space.** Per Planning Code Section 138, projects in the Central SoMa Special Use District proposing new construction of 50,000 gross square feet or more of non-residential use must provide privately owned publicly-accessible open space (“POPOS”) at a ratio of one square feet per 50 gross square feet of all uses. Retail, institutional, and PDR uses in the Central SoMa Special Use District are exempt from the requirements. This public open space may be located on the same site as the building, either indoors or outdoors, or within 900 feet of it. Under Section 138 (d)(2), all outdoors open space must be open to the sky, except for obstructions permitted by Section 136; up to 10% of space that may be covered by a cantilevered portion of the building if the space has a minimum height of 20 feet; any buildings on the subject property that directly abut the open space shall meet the active space requirements of Section 145.1; and the open space shall be maximally landscaped with plantings on horizontal and vertical surfaces, subject to the appropriate design for circulation routes and any recreational or public amenities provided.

The Project is required to provide 15,400 square feet of POPOS. The Project will provide 16,700 square feet of POPOS through a combination of on-site indoor and outdoor open space. The exterior POPOS will be provided via a mid-block paseo, as well as exterior usable open space along Harrison, 4th, and Perry Streets; the indoor POPOS will be provided along 4th Street, but also fronting both Harrison and Perry Streets.

The open space meets most of the requirements of 138 (d)(2) but not all. There will be 6,500 square feet of interior POPOS, with up to 1,500 square feet, or less than 10%, extending beyond it underneath a cantilevered portion of the building. The exterior POPOS in the mid-block paseo and along Perry Street is outside and open to the sky. A portion of the exterior POPOS along the mid-block paseo is not setback at the upper floors as required per alley controls pursuant to Planning Code Section 261.1. Thus, the Project is seeking an alley setback exception under the Large Project Authorization. All ground floor spaces that abut the open spaces will meet the transparency and design requirements Section 145.1. The Project’s open spaces will be maximally landscaped and contain features such as drought-tolerant landscaping and other green features.

- G. **Streetscape and Pedestrian Improvements.** Planning Code Section 138.1 establishes a number of requirements for the improvement of public rights-of-way associated with development projects. Projects that are on a lot greater than half an acre, include more than 50,000 square feet of new construction, contains 150 feet of total lot frontage on one or more publicly-accessible rights-of-way shall, or has a frontage that encompasses the entire block face between the nearest two intersections, must provide streetscape and pedestrian improvements. Development projects are required to conform to the Better Streets Plan to the maximum extent feasible. Features such as widened sidewalks, street trees, lighting, and street furniture are

required. In addition, one street tree is required for each 20 feet of frontage of the Property along every street and alley, connected by a soil-filled trench parallel to the curb.

The Project meets the minimum criteria of Section 138.1, as it is 2.34 acres in size, includes more than 50,000 square feet of new construction, and has a length of over 150 feet on a public right-of-way. The Project Sponsor has worked extensively with SDAT and other City Agencies to create a streetscape plan that meets the Better Streets Plan.

The Project includes sidewalk and street improvements on Harrison, 4th, and Perry Streets. New sidewalks, curbs, gutter, and street trees will be installed. The Project also includes extending the Harrison Street sidewalk from 10 feet to 15 feet, including along the entire block face beyond the project frontage and thus improving the south side of Harrison Street from 4th to 3rd Streets. The proposed Better Streets Plan also includes 21 new street trees planted along the southern curb of Harrison Street 8 along the eastern curb of 4th Street, and landscaping along northern curb of Perry Street. Therefore, the Project complies with Planning Code Section 138.1.

- H. **Bird Safety.** Planning Code Section 139 outlines the standards for bird-safe buildings, including the requirements for location-related and feature-related hazards. Section 139 outlines façade-related hazards to birds throughout the City, which apply to certain freestanding glass walls and other building elements that have unbroken glazed segments that are 24 square feet and larger in size. New construction with glazed building elements such as free-standing glass walls, wind barriers, skywalks, balconies, and greenhouses on rooftops shall treat 100% of the glazing with bird-safe glazing treatments to reduce the potential impacts to bird mortality.

The Project site is not located within nor is it in close proximity to an Urban Bird Refuge. However, the Project will meet the requirements of feature-related standards. The Project's wind barriers at the 7th and 14th floors and related features on the roof are freestanding and larger than 24 feet in size and therefore, the Project will be treated with feature-related bird-safe glazing treatments.

- I. **Rooftop Screening.** In EN Mixed Use Districts, Section 141 requires that rooftop mechanical equipment and appurtenances used in the operation or maintenance of a building shall be arranged so as not to be visible from any point at or below the roof level of the subject building. This requirement shall apply in construction of new buildings, and in any alteration of mechanical systems of existing buildings that results in significant changes in such rooftop equipment and appurtenances. The features so regulated shall in all cases be either enclosed by outer building walls or parapets, or grouped and screened in a suitable manner, or designed in themselves so that they are balanced and integrated with respect to the design of the building. Minor features not exceeding one foot in height shall be exempted from this regulation.

The mechanical equipment at the rooftop of both the eastern and western portion of the Project will be grouped at the center of the roof area to minimize visibility, in compliance with this requirement. They will be fully screened by 20-foot tall walls at the western portion, which will be an extension of the exterior walls of the building. At the eastern portion, the mechanical screens are 11 feet 6 inches tall and all equipment will be shielded. These screens are logical extensions of each building while not seeming to be mere extensions of the vertical walls of the building; therefore, the Project complies with Planning Code Section 141.

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

The Project's off-street parking and loading access is on Perry Street, as new garage entries are not permitted on 4th or Harrison Streets. Thus, there will be six openings off Perry Street, three for at-grade loading spaces, two for garbage and trash removal, and one for the off-street parking ramp to provide access to the subterranean floors. Due to the desire to consolidate the off-street entrances and locate them on a secondary street, where the Planning Code allowed such access and where the Central SoMa Area Plan envisioned vehicular access for Key Site No. 2: 4th and Harrison, it was necessary to consolidate vehicular access along Perry Street. Since the entrance totals exceed 20 feet in width, the Project is requesting a variance from the Zoning Administrator.

- K. **Active Uses.** Per Planning Code Sections 145.1(c)(3) and 249.78(c)(1), with the exception of space allowed for parking and loading access, building egress, and access to mechanical systems, active uses—i.e. uses which by their nature do not require non-transparent walls facing a public street—active uses must be located within the first 25 feet of building depth on the ground floor and 15 feet on floors above facing a street at least 30 feet in width. Active uses are also required along any outdoor POPOS within the Central SoMa SUD. Lobbies are considered active, so long as they are not longer than 40 feet or 25% of the building's frontage, whichever is larger. Within the Central SoMa SUD, office use is not considered an active use at the ground floor.

The ground floor of the proposed building includes PDR, retail spaces, office lobbies, and an interior POPOS along Harrison Street. Along 4th Street and wrapping to Perry Street is an interior POPOS with retail spaces. Along the Project's Perry Street frontage are the off-street loading, parking and loading entrances to the subterranean garage, as well as a child-care facility, mid-block alley (paseo). Along the mid-block paseo is the child-care facility and its child play area as well as PDR to the west and east of the mid-block paseo is the land dedication to MOHCD for residential housing.

All off-street parking and loading has been consolidated on Perry Street, as vehicular access is prohibited along Harrison and 4th Street. However, the proposed off-street freight loading spaces along Perry Street do not satisfy active use requirements. Consequently, the Project is seeking a street frontage active use

variance from the Zoning Administrator per Record No. 2005.0759VAR-02. On Perry Street, the Project is bookended with active uses – there are micro retail uses and the indoor POPOS at the corner of Fourth Street, and there is a Child Care Facility at the eastern end of the building. There is a large indoor POPOS along Fourth Street, which extends onto Harrison Street. The remainder of that street contains micro retail uses, building lobbies (within allowance of Sec. 145.1(b)(2)(C)), and PDR uses, along with the outdoor paseo. At the eastern-most end of the site is the Affordable Housing building, which contains the building lobby and community/amenity space. Because the Project is not entirely compliant with active use requirements, it is seeking a variance.

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

The Project's interior spaces all provide non-residential uses. All of the aforementioned spaces and lobbies are located at the sidewalk level and face directly onto the public right-of-way, of each respective street frontage, or onto the mid-block paseo.

Along 4th Street, the floor of the interior POPOS is at the same level as the surrounding sidewalk. The grade change along the Perry Street frontage is minimal, and therefore the ground floor of the building along the Perry Street frontage is very close to the same level as the sidewalk for its entire length. The Harrison Street frontage has a grade change of more than 7 feet over the course of the 606-foot long site. As a result, the building "steps" at three places to keep the ground floor as close to the sidewalk level as possible. Additionally, the mid-block paseo has been designed with PDR spaces along its frontage that will open directly onto the paseo at the eastern portion of the site. Therefore, the Project meets the requirements for ground-level street-facing spaces of Planning Code Section 145.1.

- M. **Transparency and Fenestration.** Per Planning Code Sections 145.1(c)(6) and 249.78(c)(1)(F), building frontages with active uses must be fenestrated with transparent windows and doorways for no less than 60% of the street frontage at the ground level and allow visibility to the inside of the building. In the Central SoMa SUD, street frontages greater than 50 linear feet with active PDR uses fenestrated with transparent windows and doorways for no less than 30% of the street frontage at the ground level and allow visibility into the building. The use of dark or mirrored glass does not count towards the required transparent area.

The Project has been designed with ground floors that are transparent for over 60% of the street frontages. They consist of a variety of vertical elements with glass panels, interspersed with storefront entrances. The PDR spaces have a modular design that will allow the PDR tenant spaces to customize the transparency and solidity as required for each respective tenant. In its entirety, the Project features open glass systems thereby meeting the 30% to 60% transparency requirements for each respective corresponding use. All of the ground floor spaces have been designed to allow visibility into the interior spaces, creating active engagement between the viewers on the street and users in the building. Therefore, the Project complies with transparency and fenestration requirements.

- N. **Ground Floor Heights.** Planning Code Sections 145.1(c)(4) and 249.78(d)(10) require that all ground floor spaces in the CMUO Districts have a ground floor ceiling height of 14 feet. However, Code Section 263.34: Special Height and Setback Exceptions: Fourth and Harrison Streets, states that if the Project at the site dedicates land for the provisions of affordable housing then “the non-residential and PDR uses on the ground floor shall have a minimum floor-to-floor height of 14 feet, measures from the ground floor slab” (Section 263.34(c)(3)(B)).

While the Central SoMa SUD (Section 249.78(d)(10)) requires PDR ground floor ceiling heights to be 17 feet, the Project is dedicating a 15,000 square foot portion of the parcel that meets the requirements of Section 263.34(c) to MOCHD for land dedication for the construction of affordable housing. As such, the Project is permitted to have a reduced ground floor ceiling height. The Project provides 14-foot ground floor ceiling heights, as measured from ground floor slab, along all street frontages, in compliance with the Planning Code.

- O. **Ground Floor Commercial.** Planning Code Section 145.4 states that in the Central SoMa SUD, a project whose street frontage is subject Section 145.4, may locate a Privately-Owned Public Open Space(s) (POPOS) along such street frontage, provided that the ground floor of the building facing the POPOS is lined with active commercial uses.

An interior POPOS fronts the length of Fourth Street. The interior POPOS is lined with two micro-retail active commercial uses which opens directly into the POPOS. The building’s lobby lines the remainder of the interior POPOS, which is permitted within the active use area. This block of Fourth Street is directly next to the Interstate 80 overpass and across from an off-ramp. The interior POPOS was designed with input from UDAT who wanted to create an inviting space that would activate the pedestrian experience along Fourth Street. Instead of placing commercial spaces directly along the property line, preference was given to creating a public area that would encourage pedestrians to congregate. The POPOS is served by two micro-retail spaces. The remainder is lined with the entrance to the upper floors. Due to putting all off-street loading and parking along Perry Street, as well as needing to locate additional micro-retail spaces along Harrison Street, the main lobby had to be located directly adjacent to the interior POPOS. It has been designed to flow into the POPOS area and continue the activity in this portion of the building. However, because the lobby is not considered a commercial use under the Code, the Project requires a ground floor commercial variance from the Zoning Administrator per Record No. 2005.0759VAR-02.

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

A shadow analysis determined that the Project has no shadow impacts on public plazas or POPOS; therefore, the Project is compliant with Sections 147.

- Q. **Off-Street Parking.** Planning Code Section 151.1 states that off-street parking is not required for any use in the CMUO District and accessory parking is permitted up to certain limits. Retail uses within the Central SoMa SUD may provide 1 space for each 1,500 square feet of GFA. Within the CMUO District, non-retail sales and service uses such as PDR uses may provide 1 space per each 1,500 square feet of occupied floor area (OFA). Office uses may provide 1 space per each 3,500 square feet of OFA. Child Care Facilities may provide one car for each 25 children.

The Project includes 688,000 SF of OFA for office, allowing up to 196 parking spaces. There is 3,250 SF of OFA for retail allowing 3 spaces, and 28,000 SF of OFA for PDR use allowing 19 spaces. While the Code allows up to 218 spaces for the Project, there will be 116 parking spaces in total, which is well below the principally permitted amount. Therefore, the Project complies with the requirements of Planning Code Section 151.1.

- R. **Off-Street Freight Loading.** Per Planning Code Section 152.1, in the EN Mixed Use Districts, the number of required loading spaces for Non-Retail Sales and Service Uses, which include office use, is 0.1 space per 10,000 square feet of occupied floor area ("OFA"). For Retail uses, 1 loading space is required for 10,000 - 30,000 square feet of OFA. No loading spaces are required for Institutional uses below 100,000 OFA. PDR uses over 10,000 OFA but below 60,000 OFA must provide one loading space. In the CMUO District, substitution of two service vehicle spaces for each required off-street freight loading space may be made, provided that a minimum of 50 percent of the required number of spaces are provided for freight loading.

Off-street freight loading is required 0.1 space per 10,000 sq. ft. of Occupied Floor Area (to closest whole number per Section 153). The proposed retail use is 3,900 SF and thus less than 10,000 SF. Therefore, no off-street freight loading is required. For 688,000 SF of occupied floor area of Office, 6.88 or 7 off-street loading spaces are required. For 28,000 square feet devoted to PDR uses 1 loading space is required. However, per Code Section 153, a fraction less than 1/2 is rounded down. Therefore, the Project requires 8 off-street freight loading spaces. The Project is providing five loading spaces along Perry Street with 6 service vehicles are located in the subterranean garage. Per Section 153, in the CMUO, two service vehicles can be substituted for each required off-street freight loading space. Therefore, the Project complies with off-street freight loading requirements.

- S. **Parking Dimensions.** Per Planning Code Section 154(b), every required off-street freight loading space must have a minimum length of 35 feet, a minimum width of 12 feet, and a minimum vertical clearance including entry and exit of 14 feet. However, the first such required loading space for any use may have a minimum width of 10 feet, a minimum length of 25 feet, and a minimum vertical clearance of 12 feet. Each substituted service vehicle space

provided under Section 153(a)(6) of the Planning Code shall have a minimum width of eight feet, a minimum length of 20 feet, and a minimum vertical clearance of seven feet.

The Project is providing 8 off-street loading spaces, three of which are service vehicles. All of these 8 spaces meet the dimensional requirements under the Code. Therefore, the Project demonstrates compliance with the off-street freight loading dimension requirements.

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

The Project will comply with the rate structure outlined in the Code and regulated by the City.

- U. **Driveway Loading and Operations Plan in the Central SoMa SUD.** Planning Code Section 155(u) requires a Driveway and Loading Operations Plan (“DLOP”) is required for projects in the Central SoMa SUD that are more than 100,000 of new gross square feet. The DLOP is meant to reduce potential conflicts between driveway and loading operations and pedestrians, bicycles, and vehicles, to maximize reliance of on-site loading spaces to accommodate new loading demand, and to ensure that off-site loading activity is considered in the design of new buildings. Applicable projects shall prepare a DLOP for review and approval by the Planning Department, in consultation with the San Francisco Municipal Transportation Agency (“SFMTA”).

The Project is over 100,000 square feet in size and thus must meet this requirement. A DLOP has been prepared by Kittleston & Associates¹ included a DLOP. The DLOP includes the following measures:

Loading Dock Management. *To ensure that off-street loading facilities are efficiently used, and that trucks that are longer than can be safely be accommodated are not permitted to use a building’s loading dock, the Project Sponsor shall develop a plan for management of the loading dock and shall ensure that tenants in the building are informed of limitations and conditions on loading schedules and truck size. The plan shall include a coordinated scheduling plan to limit scheduling trucks in a manner that would exceed the available on-site freight loading supply during peak hours. The Project Sponsor will pre-schedule larger deliveries for trucks of this size and instruct the vendor in advance how to access the loading dock and which bay to use.*

The management plan would include installing a “Full” sign at the loading dock driveway when the loading dock is at full capacity, limiting activity during peak hours, and installation

of audible and visual warning devices at the loading dock driveway. The management plan will also include the use of an attendant to direct and guide trucks.

While it is not possible to restrict all loading operations during peak hours since many deliveries are not scheduled or in control of the property owner (i.e. UPS, Postal Service, FedEx). The loading dock attendant employed during business hours will coordinate any deliveries with Golden Gate Transit and will give Golden Gate Transit and other vehicles on Perry Street priority by directing any delivery trucks requiring use of an occupied loading dock to circle the block until unobstructed access into the loading docks is available.

Garage/Loading Dock Attendant. *The Project Sponsor shall ensure that building management employs an attendant for the Project's parking garage and loading dock. The attendant would be stationed at the loading dock and parking garage driveways. The attendant would direct and guide trucks and other vehicles; the attendant's duties will include directing and guiding trucks when the loading dock is in use by other trucks, guiding trucks into and out of the loading dock as needed to ensure the safety of pedestrians and bicyclists accessing bicycle parking, and other duties. The attendant would assist in avoiding any safety-related conflicts with people walking during the peak periods of traffic and walking activity, with extended hours as dictated by traffic and walking conditions and by activity at the Project loading dock and garage.*

Large Truck Access. *The loading dock attendant shall dictate the maximum size of truck that can be accommodated by the Project's on-site loading stalls. The DLOP plan shall include procedures as to the location of on-street accommodation, time of day restrictions for accommodating larger vehicles (that cannot be accommodated by the on-site loading spaces), and procedures to reserve available curbside space on adjacent streets from the SFMTA.*

Trash/Recycling/Compost Collection Design and Management. *When designs for buildings are being developed, the project sponsor or representative shall meet with the appropriate representative from Recology (or other trash collection firm) to determine the location and type of trash/recycling/compost bins, frequency of collections, and procedures for collection activities, including the location of Recology trucks during collection. The location of the trash/recycling/compost storage room(s) for each building shall be indicated on the building plans prior to submittal of plans to the Building Department. Procedures for collection shall ensure that the collection bins are not placed within any sidewalk, bicycle facility, parking lane or travel lane adjacent to the project site at any time.*

Delivery Storage. *Design the loading dock area to allow for unassisted delivery systems (i.e., a range of delivery systems that eliminate the need for human intervention at the receiving end), particularly for use when the receiver site (e.g., retail space) is not in operation. Examples could include the receiver site providing a key or electronic fob to loading vehicle operators,*

which enables the loading vehicle operator to deposit the goods inside the business or in a secured area that is separated from the business.

Garage Driveway Management. *The Project Sponsor will employ the use of a gate arm at the Perry Street driveway exit timed to limit the outbound flow of vehicles during peak hours (4:30 p.m. - 6:00 p.m.). The metering rate will initially be set to limit outbound vehicles to approximately seven per minute (with the gate arm lifting no more than once every nine seconds). In consultation with Golden Gate Transit, who operates a bus yard along Perry Street, and with SFMTA, the hours of operation and metering rate may be adjusted six months after occupancy if necessary, to ensure minimal impacts to Golden Gate transit operations and at the Perry Street / Third Street intersection. The Project driveway would also include the use of an audio and visual warning device at the Project entrance and exit to alert other road users when the driveway is in use.*

- V. **Bicycle Parking.** Planning Code Section 155.2 establishes bicycle parking requirements for new developments, depending on use. For office uses, one Class 1 space is required for every 5,000 occupied square feet, and two Class 2 spaces are required for the first 5,000 gross square feet; minimum two Class 2 spaces, plus one Class 2 space for each additional 50,000 occupied square feet. For PDR uses, one Class 1 space for every 12,000 square feet of OFA, except not less than two Class 1 spaces for any use larger than 5,000 occupied square feet; minimum two Class 2 spaces, plus four Class 2 spaces for any use larger than 50,000 occupied square feet. For Child Care Facility uses, minimum two Class 1 spaces or one space for every 20 children; one Class 2 space for every 20 children. For Retail Sales and Services uses, one Class 1 space is required for every 7,500 square feet of OFA; minimum two Class 2 spaces, and for eating and drinking retail, one Class 2 space for every 750 square feet of OFA is required.

The Project will provide 292 bicycle spaces in total, with 258 Class 1 spaces and 34 Class 2 spaces. This is above the required amounts provided in the Planning Code, which is 143 Class 1 and 25 Class 2 spaces. Under the Code requirements there will be 253 Class 1 and 25 Class 2 spaces for the office use; 2 Class 1 and 2 Class 2 spaces for the PDR use, 2 Class 1 and 2 Class 2 spaces for the child care use; and 1 Class 1 and 5 Class 2 spaces for the retail use. Because the type of retail has not yet been identified, the Project is electing to comply with the most restrictive of the retail requirements for eating and drinking uses. The Project is exceeding the amount of required bicycle parking to reduce the impact on vehicular use and to take advantage of the public transit in the neighborhood. Therefore, the Project complies with bicycle parking requirements.

- W. **Showers and Lockers.** Planning Code Section 155.4 requires that showers and lockers be provided in new buildings. Non-Retail Sales and Service, Entertainment, Recreation, and Industrial uses require one shower and six clothes lockers where the OFA exceeds 10,000 square feet but is no greater than 20,000 square feet, two showers and 12 clothes lockers where the OFA exceeds 20,000 square feet but is no greater than 50,000 square feet, and four showers and 24 clothes lockers are required where the OFA exceeds 50,000 square feet. Retail uses

require one shower and six clothes lockers where the occupied floor area exceeds 25,000 square feet but is no greater than 50,000 square feet, and two showers and 12 clothes lockers where the occupied floor area exceeds 50,000 square feet.

The Project will provide 22 showers and 36 lockers on site. The Code requirement for showers and lockers is 6 showers, 36 lockers. Therefore, the Project is exceeding the Code requirements for showers and meeting the requirements for lockers.

- X. **Transportation Management Program.** Per Planning Code Section 163, a Transportation Management Program is intended to ensure that adequate services are undertaken to minimize the transportation impacts of added office employment and residential development by facilitating the effective use of transit, encouraging ridesharing, and employing other practical means to reduce commute travel by single-occupant vehicles. In the Central SoMa Special Use District where the occupied square feet of new, converted or added floor area for office use equals at least 25,000 square feet, the property owner shall be required to provide on-site transportation brokerage services for the lifetime of the project. Prior to the issuance of a temporary permit of occupancy, the property owner shall execute an agreement with the Planning Department for the provision of on-site transportation brokerage services.

The Project is adding over 25,000 square feet of office area and must comply with this Section. The Project Sponsor will execute an agreement with the Planning Department for the provision of on-site brokerage services prior to the issuance of a temporary certificate of occupancy for each phase of the Project.

- Y. **Car Sharing.** Planning Code Section 166 establishes requirements for new developments to provide off-street parking spaces for car-sharing services. The number of spaces depends on the amount and type of use. One car share space is required plus one space for every 50 parking spaces devoted to non-residential use. For residential uses, one care share space must be provided for 50-200 dwelling units. The car-share spaces must be made available to a certified car-share organization at the building site or within 800 feet of it.

The Project has 935,000 square feet of non-residential uses and is providing 116 parking spaces for these uses. The Project will provide four car share spaces, three for the nonresidential uses, one for the residential use, meeting the Code requirements. Therefore, the Project will comply with car share spaces and will be provided on-site in the below grade parking garage.

- Z. **Transportation Demand Management (TDM) Plan.** Pursuant to Planning Code Section 169 and the TDM Program Standards, the Project shall finalize a TDM Plan prior Planning Department approval of the first Building Permit or Site Permit. Within the Central SoMa SUD, Tier C projects that filed a Development Application or submitted an Environmental Application deemed complete on or before September 4, 2016 shall be subject to 75% of such

target. As currently proposed, the Project must achieve a target of 21 points for Office and 3 points for PDR.

The Project submitted a completed Environmental Evaluation Application prior on August 12, 2005. Therefore, the Project must only achieve 75% of the point target established in the TDM Program Standards, resulting in a required target of 16 points for office and 2 points for PDR. As currently proposed, the Project will achieve its required target by providing 20 points for Office and 4 points for PDR through the following TDM measures:

Office:

- Parking Supply (Option I): 9 points
- Bicycle Parking (Option A): 1 point
- Bicycle Repair Station: 1 point
- Showers and Lockers: 1 point
- Car-share Parking (Option A): 1 point
- On-Site Childcare: 2 points
- Delivery Supportive Amenities: 1 point
- Multimodal Wayfinding Signage: 1 point
- Real Time Transportation Displays: 1 point
- Tailored Transportation Marketing Services (Option B): 2 points

PDR:

- Parking Supply (Option B): 2 points
- Bicycle Parking (Option A): 1 point
- Showers and Lockers: 1 point

AA. PDR Requirement in Central SoMa SUD. Per Planning Code Section 249.78(c)(5), any newly constructed project that contains at least 50,000 gross square feet of office must provide the greater of either (1) the square footage of PDR replacement space required by the controls of Section 202.8; or (2) on-site space dedicated for PDR uses equivalent to 40% of the lot area.

Planning Code Section 202.8(a)(2) sets the baseline PDR replacement requirement at .75 per square foot, since the property was zoned SLI on July 1, 2016, subsection (a)(4) applies at 725 Harrison Street. For any project located in the areas that, as of July 1, 2016, are zoned SALI, UMU, MUO, SLI, MUG, or MUR, that would convert at least 15,000 square feet of PDR, Institutional Community, or Arts Activities use, and for which an Environmental Evaluation application was submitted to the Planning Department by June 14, 2016, the replacement space shall include 0.4 square foot of PDR, Institutional Community, or Arts Activities use for each square foot of the use proposed for conversion.

Under 248.78(c)(5), the following is exempted from the calculation of lot area: land dedicated to affordable housing as defined in Section 401; area dedicated to publicly accessible open space and mid-block alleys that are open to the sky, except for permitted obstructions and 10% of space that may be situated under a cantilevered portion of a building; and ground floor space dedicated to a Child Care Facility.

The Project is proposing over 50,000 square feet of office space and is required to provide PDR use. A PDR analysis was prepared by the project sponsor and submitted to the Planning Department. Per that analysis, there is currently 25,600 square feet of existing PDR uses at the Property.

Under Section 202.8, because the environmental evaluation application for the Project (Planning Case No. 2005.0759E) was filed on August 12, 2005, a 0.4 replacement rate applies. A 0.4 replacement rate results in a required replacement of 10,240 square feet of PDR space in the Project (0.4 of 25,600 square feet).

Under Section 249.78(c)(5), 40% of the lot area, after the exclusions of POPOS, child care facility, and affordable housing, results in 29,047 square feet. The Project must provide the greater of either 202.8 or 249.78(c)(5), in this case a minimum of 29,047 square feet. The Project is providing 29,100 square feet of PDR use, and therefore, meets all PDR requirements.

- BB. Central SoMa SUD, Active Uses Required Along POPOS.** Under Section 249.78(c)(1)(A), the controls of Section 145.1 and 145.4 shall apply, except as specified in 249.78(c)(1)(A-F). This requires active uses to be located at the ground floor of POPOS.

The Project is providing a 40-foot wide paseo at the eastern portion of the site. The ground floor of the eastern building fronting this paseo will contain PDR uses, with the southern portion of the building containing a Child Care Facility. All of these uses are considered active uses; therefore, the Project meets this Code requirement.

- CC. Central SoMa SUD, Active Uses Within the First 10 feet of Building Depth.** Under Section 249.78(c)(1)(E), active uses are required within the first 10 feet of the building depth.

The Project contains many active uses, as defined in Section 145.1, within the first 10 feet of the building depth on Harrison, Fourth, and Perry Street. Section 145.1 allows for exceptions for off-street parking and loading access and certain mechanical systems. All off-street parking and loading has been consolidated on Perry Street, as vehicular access is prohibited along Harrison and 4th Street. However, the proposed off-street freight loading spaces along Perry Street do not satisfy active use requirements. Consequently, the Project is seeking a street frontage active use variance per case no. 2005.0759VAR-02. On Perry Street, the Project is bookended with active uses – there are micro retail uses and the indoor POPOS at the corner of Fourth Street, and there is a Child Care Facility at the eastern end of the building. There is a large indoor POPOS along Fourth Street, which extends onto Harrison Street. The

remainder of that street contains micro retail uses, building lobbies (within allowance of Section 145.1(b)(2)(C)), and PDR uses, along with the outdoor paseo.

- DD. Micro-Retail in Central SoMa SUD.** Per Planning Code Section 249.78(c)(4), within the Central SoMa SUD, new development projects on sites of 20,000 square feet or more must provide micro-retail spaces at a rate of one micro-retail space for every 20,000 square feet of lot area, rounded to the nearest unit. All Micro-Retail units must be no less than 100 square feet or larger than 1,000 square feet in size, be located on the ground floor, independently and directly accessed from a public right-of-way or POPOS, and designed to be accessed and operated independently from other spaces or uses on the subject property. Formula retail uses are not permitted in the micro-retail spaces.

The site is approximately 87,067 square feet in size (excluding the land dedication site of 15,000 square feet) and thus must provide 4 micro-retail spaces. Because the Project site is 87,067 square feet in size, (87,067 SF/ 20,000 SF = 4.35), four micro-retail spaces are required. The Project is providing four spaces at the ground floor of the Project, two fronting Harrison and the remaining two front both 4th Street and Perry Streets. Therefore, the Project complies with micro-retail requirements. No formula retail uses are proposed as part of the Project.

- EE. Central SoMa SUD, Use on Large Development Sites.** Section 249.78(c)(6) states that projects in the Central SoMa SUD that are on sites larger than 40,000 square feet south of Harrison Street that involve new construction or an addition of at least 100,000 square feet, must provide at least two-thirds of the gross floor area of all building area below 160 feet in height as non-residential uses.

The Project is located on a site larger than 40,000 square feet in size and is south of Harrison Street. Over two-thirds of the Project that is located below 160 feet in height are non-residential uses, consisting of POPOS, Retail, Child Care Facility, PDR, and Office uses. The Affordable Housing building will have a large community/amenity room and entrance lobby space at the ground floor, both dedicated to the residential uses, with the upper seven floors consisting of dwelling units, all of which are below 160 feet in height. However, the residential portion of the Project does not equate to one-third of the total uses on site that is below 160 feet in height. As such, the Project complies with Planning Code Section 249.78(c)(6).

- FF. Central SoMa SUD, Prevailing Building Height and Density.** Under Section 249.78 (d)(1), A project may exceed the Prevailing Building Height and Density Limits of subsection (B) up to the maximum height and density otherwise permitted in the Code and the Zoning Map in where the project sponsor participates in the Central SoMa Community Facilities District (“CFD”) Program under Section 434.

The Project will participate in the Central SoMa CFD, allowing it to exceed the Prevailing Height and Density Limits up to the maximum height and density permitted under the Planning Code.

GG. **Solar and Living Roof Requirements in the Central SoMa SUD.** Per Planning Code Section 249.78(d)(4), solar and living roof requirements apply to lots of at least 5,000 square feet within the Central SoMa SUD where the proposed building constitutes a Large or Small Development Project under the Stormwater Management Ordinance and is 160 feet or less. Under Public Works Code Section 147.1, a Large Development Project is “any construction activity that will result in the creation and/or replacement of 5,000 square feet or more of impervious surface, measured cumulatively, that is located on a property that discharges or will discharge Stormwater to the City’s Separate or Combined Sewer System.” For such projects, at least 50% of the roof area must be covered by one or more Living Roofs. Such projects must also comply with Green Building Code Section 5.201.1.2., which requires that 15% of all roof area up to 160 feet be covered with solar photovoltaic systems and/or solar thermal systems. Finally, these projects must commit to sourcing electricity from 100% greenhouse gas-free sources. Projects with multiple buildings may locate the required elements of this section on any rooftops within the project, so long as an equivalent amount of square footage is provided.

The Project will comply with the City’s Stormwater Management Ordinance. Section 249.78(d)(4) requires certain development projects to meet the Living Roof requirements of Section 149. Projects that have a building height of 160 feet or less (emphasis added) must meet the requirements. However, the proposed Commercial Building’s height is 185 feet. Since the building exceeds 160 feet in height, the aforementioned requirements do not apply.

HH. **Central SoMa SUD, Renewable Energy.** Under Section 249.78(d)(5), all projects shall commit, as a condition of approval, to fulfilling all on-site electricity demands through any combination of on-site generation of 100% greenhouse gas-free electricity and purchase of electricity from 100% greenhouse gas-free sources for a period of not less than 25 years from issuance of entitlement.

The Project is required to source electricity from 100% greenhouse gas-free sources, pursuant to this code section. The Project will comply with renewable energy requirements.

II. **Central SoMa SUD, Lot Merger Restrictions.** Section 249.78(d)(7) applies to lots with any single street frontage under 200 feet in length. Any lot to which this subsection is applicable shall not merge with an adjacent lot in such a way that any existing street frontage of under 200 feet is increased to 200 feet in length or longer. Under subsection (d)(7)(C), lots abutting the north side of Perry Street are exempt from this requirement.

The Project is proposing to merge six lots for the Project. The majority of the merged parcel will contain the office project that will exceed 200 feet in length on Perry Streets; however, the Code, pursuant to Section 249.78(d)(7)(C)(i), provides an exemption from the merger restrictions for all lots abutting the north side of Perry Street. Lot 117 is the only lot in the Project site that does not front the north side of Perry Street, but it does not have a building on it and therefore is not subject to the merger restrictions.

Therefore, the Project meets this Code requirement and the proposed lot line adjustment in its entirety is permitted.

- JJ. **Central SoMa SUD, Controls for Wind Comfort and Hazards.** Per Section 249.78(d)(9), projects in the Central SoMa SUD that are over 85 feet in height may not result in wind speeds that exceed the Comfort Level at any location. “Comfort Level” means ground-level equivalent wind speeds of 11 miles per hour in areas of substantial pedestrian use and seven miles per hour in public seating areas between 7:00 a.m. and 6:00 p.m. when occurring for more than 15 percent of the time year-round. Further, projects may not cause a Substantial Increase in wind speed at any location where the existing or resulting wind speed exceeds the Comfort Level. “Substantial Increase” means an increase in wind speeds of more than six miles per hour for more than 15 percent of the time year-round. Lastly, projects shall not result in net new locations with an exceedance of the One-Hour Hazard Criterion, defined as a ground-level equivalent wind speed of 26 miles per hour for more than one hour per year per test location. Projects that exceed these thresholds may seek an exception from the Commission as a part of a Large Project Authorization.

The Project’s wind study indicates that it will result in test locations exceeding the standards set forth in Section 249.78(d)(7) under the “comfort” criterion.

Comfort Criterion

Planning Code Section 249.78(d)(9) states that Projects in the Central SoMa SUD that are over 85 feet in height may not result in wind speeds that exceed the Comfort Level at any location. However, a project may seek exception from the wind comfort standards if it demonstrates that (1) it has undertaken all feasible measures to reduce wind speeds through such means as building sculpting and appearances, permanent wind baffling measures, and landscaping; and (2) further reducing wind speeds would substantially detract from the building design or unduly restrict the square footage of the Project.

The Project requires an exception from the wind comfort standards. A wind analysis² determined that the Project would result in 12 additional Comfort exceedances above current conditions. The average Comfort wind speed over all points increases by only 1 mph.

The Project meets the criteria for a wind comfort exception, as follows:

- *The Project has undertaken a number of wind reduction measures, including installing more trees than required for new construction, installing wind screens along 4th Street, adding massing steps, incorporating projecting vertical and horizontal elements along Harrison Street and increasing setbacks at ground level, which will significantly reduce wind speeds.*

² Pedestrian Wind Study for 725 Harrison Report, May 16, 2019, prepared by RWDI.

- *The Project's wind consultant has determined that major setbacks to the building at the corner of 4th and Harrison would be necessary to significantly reduce wind speeds further.*

Hazard Criterion

With incorporation of additional street trees beyond what is required for new construction and installation of three wind screens along 4th Street, the Project does not result in any exceedances of the 1-hour hazard criterion.

Because the Project has undertaken all feasible measures to reduce wind speeds such as building sculpting, wind baffling measures via wind screens along the Harrison and 4th Street corner, and landscaping along Harrison and 4th Street; and because reducing wind speeds further would substantially detract from the building design, the Project is seeking an exception from the comfort level standards, pursuant to Planning Code Section 329(d)(13)(D), as part of the Large Project Authorization for projects within the Central SoMa SUD.

- KK. Central SoMa SUD, Community Development Controls—Land Dedication / Jobs-Housing Linkage Fee.** Section 249.78(e)(2)(B) – the Central SoMa Special Use District Community Development Control – Land Dedication – states that the Jobs-Housing Linkage Fee in Section 413 applies to any project resulting in a net addition of at least 25,000 GSF of office and retail uses. In the Central SoMa SUD, Section 249.78(e)(2)(B) states that non-residential projects in the Special Use District may opt to fulfill their Jobs-Housing Linkage Fee requirement of Section 413 through the Land Dedication Alternative contained in Section 413.7.

Section 413.7 states that the value of the dedicated land shall be determined by the Director of Property pursuant to Chapter 23 of the Administrative Code, but shall not exceed the actual cost of acquisition by the project sponsor of the dedicated land in an arm's length transaction. Projects that utilize the land dedication alternative in Section 413.7 are also subject to the requirements of Section 419.5(a)(2)(A) and (C) through (J).

As further described in Section 419.5(a)(2)(A) and (C)-(J), the dedicated site must result in a total amount of inclusionary units not less than forty units. It must be suitable from the perspective of size, configuration, physical characteristics, and other relevant planning criteria. The dedicated site must include the infrastructure necessary to serve the inclusionary units, including sewer, utilities, water, light, street access and sidewalks. The project applicant must have a letter from MOHCD verifying acceptance of site before it receives project approvals from the Commission, which shall be used to verify dedication as a condition of approval. Finally, the land dedication alternative may be satisfied through the dedication to the City of air space above or adjacent to the project, provided the other applicable requirements of Section (a)(2) are met.

The Project Sponsor has elected to pursue the land dedication alternative to meet the Jobs-Housing Linkage Fee requirement. The Project will dedicate approximately 15,000 square foot parcel at the easternmost portion of the site prior to completion of Phase I, to MOHCD for the construction of future

affordable housing. The Project Sponsor has demonstrated that up to 144 units may be constructed in this parcel and has been working with MOHCD to ensure that all other requirements of Section 419.5 and the Procedures Manual are met. The parcel will include the necessary infrastructure and has been determined by MOHCD as being acceptable in terms of size, configuration, physical characteristics, access, location, adjacent uses.

MOHCD concurs with this assessment and has provided a letter expressing conditional approval of the dedicated parcel, the conditions of which will be incorporated into any final approvals by the Planning Commission. A test fit for conceptual design that was developed with input from MOHCD which has been determined to be acceptable for acceptance of the parcel.

- LL. **Central SoMa SUD, TDR Requirements for Large Development Sites.** Section 249.78(e)(3) requires 'Tier C' projects in the Central SoMa SUD that contains new construction or an addition of 50,000 square feet or more of non-residential development and has an FAR of a 3 to 1 or greater, to acquire TDR from a Transfer Lot in order to exceed an FAR of 3 to 1, up to an FAR of 4.25 to 1. Above an FAR of 4.25 to 1, the acquisition of additional TDR is not required.

The Project will comply with TDR requirements as discussed above in Planning Code Section 128.

- MM. **Child Care Facilities.** Planning Code Sections 249.78(e)(4) / 414.4 requires that, prior to issuance of a building or site permit for a development project subject to the requirements of Section 414.4, the sponsor of an Office or Hotel project on a Key Site within the Central SoMa SUD shall elect its choice of the options for providing Child Care Facilities as described in subsection (A), (B) and (E) of Section 414.4(c)(1) to fulfill any requirements imposed pursuant to Section 414.4 as a condition of approval.

The Project will meet the Child Care Facility requirements by providing a 3,000-square foot Child Care Facility at the ground floor of the eastern building fronting the mid-block paseo, with an accompanying open playground area located contiguous to the mid-block paseo. These spaces will meet all City regulations for Child Care Facilities. The Child Care Facility will be constructed in Phase II of the development.

- NN. **Shadows on Parks.** Section 295 requires any project proposing a structure exceeding a height of 40 feet to undergo a shadow analysis in order to determine if the project will result in the net addition of shadow to properties under the jurisdiction of the Recreation and Park Department.

A shadow analysis determined that the Project would not cast shadow on any property owned by the San Francisco Recreation and Parks Department. Therefore, the Project is compliant with Section 295.

- OO. **Roof Enclosures.** Per Section 260(b)(1)(F)), rooftop enclosures and screening for features that add additional building volume in any Eastern Neighborhoods Mixed Use District are permitted above the height limit. The rooftop enclosure or screen creating the added volume: shall not be subject to the percentage coverage limitations otherwise applicable to this Section 260(b) but shall meet the requirements of Section 141; shall not exceed 20 feet in height, measured as provided in subsection (a) above; may have a volume, measured in cubic feet, not to exceed three-fourths of the horizontal area of all upper tower roof areas multiplied by the maximum permitted height of the enclosure or screen; shall not be permitted within the setbacks required by Sections 132.1, 132.2, and 132.3; shall not be permitted within any setback required to meet the sun access plane requirements of Section 146; and shall not be permitted within any setback required by Section 261.1.

The proposed screening of rooftop equipment above the 185-foot height limit is permitted pursuant to Section 260(b)(1)(F). The Project is proposing one structure with two building components that will be 185 feet tall (including the allowed 25-foot height increase per Planning Code Section 263.32), with a 20-foot-tall mechanical screen at the western building, for a total height of 205 feet, and a 11-foot-6-inch tall mechanical screen at the eastern building, for a total height of 196 feet 6 inches. These mechanical screens are under the 20-foot height limit and, therefore, meet the rest of the requirements of Section 260(b)(1)(F).

- PP. **Mass Reduction and Bulk Limits.** Planning Code Sections 261.1 and 270(h) apply the massing standards to development at the Project site, including the following standards:

Narrow Alley and Mid-Block Passage Controls (Section 261.1). Section 261.1 sets out setback requirements for subject frontages along narrow streets. Within the Central SoMa SUD, subject frontages abutting a mid-block passage of 40 feet or less provided pursuant to Section 270.2 must provide upper story setbacks as follows: for mid-block passages between 20-30 feet in width, a setback of not less than 10 feet above a height of 25 feet; mid-block passages between 30 and 40 feet in width, a setback of not less than 5 feet above a height of 35 feet.

This Section requires that the façade of the spheroid-shaped structure at the eastern portion of the building and the contiguous lot for affordable housing that fronts the new 40-foot wide mid-block alley that connects from Perry to Harrison Streets provide a setback of 5 feet above a height of 35 feet. The Project is not providing a 5-foot setback above a height of 35 feet along the mid-block alley (paseo); therefore, the Project is seeking an alley setback exception under the LPA.

Apparent Mass Reduction (Section 270(h)). Mid-rise building projects within the CS Bulk District are subject to Apparent Mass Reduction controls. Projects on the south side of a “major street” within a 160-foot height district must provide an 80% apparent mass reduction at 85 feet and above. Projects facing Perry Street do not have a mass reduction requirement but rather must meet the controls of Section 261.1(d)(1).

The apparent mass reduction controls in Table 270(h)(2), as applied to the Project under Section 263.34(c)(3)(C), are as follows: on the building frontage on Harrison Street, an apparent mass reduction of 50% applies; on the building frontage on Fourth Street, the apparent mass reduction requirements do not apply. As such, the only apparent massing reduction that applies at the Property is a 50% reduction along Harrison Street.

The Project provides an apparent mass reduction along its Harrison Street frontage of 53%, exceeding the minimum 50% requirement. An illustration of this massing reduction is provided with the corresponding architectural plans.

Maximum Floor Plate and Dimensions (Section 270(h)(3)): Section 270(h)(3) requires a maximum GFA of any floor to be 17,000 gross square feet and the average GFA for floors in the Tower Portion shall not exceed 15,000 gross square feet. The maximum length of a tower floor can be 150 feet with the maximum diagonal being 190 feet. A tower is defined as any building taller than 160 feet in height, tower portion is the portion of a tower above 85 feet in height, and upper tower is the upper one-third of the tower portion of a tower, rounded to the nearest floor.

These maximums do not apply to the proposed building because, though measuring at 185 feet in height, it is not considered a tower. Per Planning Code Section 263.32(c)(3), a project using a special height exception pursuant to 263.32 shall be subject to Sections 132.4 and 270(h), based on the otherwise applicable height limit for the lot. Because per Section 263.34, the otherwise applicable height limit is 160 feet, any proposed building within the Project site would not be defined as a tower. Therefore, the maximum floor plate and diagonal dimensions do not apply to 725 Harrison Street.

As designed, the Project's apparent massing is as follows:

- 1) Harrison: the Harrison façade meets the apparent mass reduction requirement of 53%; therefore, exceeds the required 50%.*
- 2) 4th Street: There is no apparent mass reduction along 4th Street, nor is it required.*
- 3) Perry Street: There is a 15-foot setback along the entire portion of Perry Street, where a 10-foot setback above 43 feet 9 inches is required. Therefore, the Project exceeds the required alley setback along Perry Street.*
- 4) Spheroid-shaped structure (eastern portion): There is no setback along the mid-block alley, where a 5-foot setback is required above 35 feet.*

The Project is seeking an exception from the mid-block alley setback controls along the spheroidal structure's eastern portion pursuant to Section 261.1 as part of the Large Project Authorization.

QQ. Special Height Exceptions: Permitted Building Heights in the Central SoMa Special Use District. Planning Code Section 263.32(a) states that the provision of affordable housing, public open space, and recreation amenities are encouraged in the Central SoMa Special Use District to achieve the policy objectives of the Central SoMa Plan. To facilitate the creation of these amenities, additional height may be allowed, as long as it does not result in a net increase in development potential for the primary project as set forth in subsection (c), noted below. Per

263.32(b), the Section shall apply to any project that: 1) provides housing units consisting entirely of on-site or off-site Affordable Housing Units as defined in Section 401; 2) dedicates land pursuant to Section 249.78(e) for housing consisting entirely of Affordable Housing Units as defined in Section 401, which land MOHCD deems suitable for such use, taking into consideration size, configuration, physical characteristics, physical and environmental constraints, access, location, adjacent use, and other relevant planning criteria; or 3) provides land for publicly-owned parks or publicly-owned recreational amenities, which land the Director of Planning or their designee deems suitable for such use, taking into consideration size, configuration, physical characteristics, physical and environmental constraints, access, location, adjacent use, and other relevant planning criteria. Per 263.32(c) an additional 25 feet of height above the otherwise applicable height limit is permitted for a development project subject to Section 263.32 without requiring a conditional use authorization by the Planning Commission only if it meets the following conditions:

- A. The Project provides housing units consisting entirely of on-site or off-site Affordable Housing units pursuant to subsection 263.32(b)(1); or

The Project will dedicate an approximately 15,000-square foot size parcel at the eastern end of the Property to the City for future affordable housing that meets the definition of Section 401, to be developed by the MOHCD. Based on initial studies, the parcel can possess up to 144 dwelling units, which would be developed by a future affordable housing developer to be selected by MOHCD. The land dedication meets the requirements of Sections 249.78(e) (Community Development Controls in the Central SoMa SUD), 413.7 (Compliance with the Jobs Housing Linkage Fee by Land Dedication within the Central SoMa SUD), and has been determined by MOHCD as being acceptable in terms of size, configuration, physical characteristics, access, location, and adjacent uses.

Under Section 263.32(c), an additional 25 feet of height above the otherwise applicable height limit is permitted for a development project without requiring Conditional Use Authorization by the Commission if it fulfills one of the eligibility options: the project provides housing units consisting entirely of on-site or off-site Affordable Housing Units pursuant to subsection 263.32(b)(1); or the project provides land for housing, publicly-owned parks, or publicly-owned recreational amenities pursuant to subsections 263.32(b)(2) or (3). The Project includes land dedication of a 15,000 square foot parcel that can be developed with approximately 103,040 gross square feet of space that will consist entirely of on-site Affordable housing units, to be developed by MOHCD.

- B. The project provides land for housing, publicly-owned parks, or publicly owned recreational amenities pursuant to subsection 263.32(b)(2) or (3). The development capacity of the project receiving a special height exception pursuant to subsection 263.32(c)(2) shall not be greater than the development capacity achievable without the special height exception:

The development capacity of the Project is not greater than the development capacity without the special height exception. Under the Code, up to 923,900 square feet of developable area is available at the site if there is no land dedicated for affordable housing. The development capacity at the site

after a land dedication portion and with the additional 25-foot height increase allows 850,000 square feet of development capacity, which is lower than the developable capacity without the special height exception.

- C. The additional height shall not cause any new or substantially increased significant impacts that cannot be mitigated to less than significant levels related to wind and shadow that would not have occurred without the additional height, as determined by the Environmental Review Officer.

The additional height does not cause any new or substantial increased significant impacts for the Project. Wind and shadow studies have been prepared for the Project and no impacts have been identified.

- D. A project using a special height exception pursuant to Section 263.32 shall be subject to Sections 132.4 and 270 (h), based on the otherwise applicable height limit for the lot.

The Project fronts on Harrison, 4th and Perry Streets. It consists of one structure that has two separate massing components: the larger, oblong-shaped structure with the massing towards Harrison and Fourth Streets (western building), and a smaller spheroid-shaped structure with the massing running diagonally from Harrison to Perry Streets fronting the mid-block paseo (eastern building). The structure will be approximately 185 feet tall, with a 20-foot-tall mechanical screen at the western building, for a total height of 205 feet, and an 11-foot-6-inch-tall mechanical screen at the eastern building, for a total height of 196 feet. The podium along all facades will have a height of 80 feet.

As proposed, the Project will require exceptions from the setback and streetwall controls of Section 132.4 as noted above.

- E. A project using a special height exception pursuant to Section 263.32 may add 25 feet above the otherwise applicable height limit for purposes of calculating its apparent mass reduction pursuant to Section 270 (h).

As designed, the Project's apparent massing is as follows:

- 1) Harrison: the Harrison façade meets the apparent mass reduction requirement of 53%; therefore, exceeds the required 50%.*
- 2) 4th Street: There is no apparent mass reduction along 4th Street, nor is it required.*
- 3) Perry Street: There is a 15-foot setback along the entire portion of Perry Street, where a 10-foot setback above 43 feet 9 inches is required. Therefore, the Project exceeds the required alley setback along Perry Street.*
- 4) Spheroid-shaped structure (eastern portion): There is no setback along the mid-block alley, where a 5-foot setback is required above 35 feet.*

- RR. **Special Height and Setback Exceptions: Fourth and Harrison Streets.** Planning Code Section 263.34 states that to facilitate the provision of affordable housing or other public benefits Assessor's Block 3762, Lots 106, 108, 109, 112, 116, and 117 shall have the controls listed below:
- A. Lots 108, 109, 117, and portions of Lot 116 shall have a base height limit of 85 feet, as shown on Height and Bulk District Map HT01 of the Zoning Map of the City and County of San Francisco.
 - B. Lots 106, 113 and portions of Lots 112 and 116 shall have a base height limit of 130 feet, as shown as shown on Height and Bulk District Map HT01 of the Zoning Map of the City and County of San Francisco.
 - C. For a project that dedicates land for the provision of affordable housing, pursuant to Section 249.78(e)(2) for housing consisting entirely of affordable housing units as defined in Section 401:
 - i. The height limit shall be 160 feet; and
 - ii. Notwithstanding Sections 145.1(c)(4) and 249.78(d)(1), non-residential and PDR uses on the ground floor shall have a minimum floor-to-floor height of 14 feet, measured from the ground floor slab; and
 - iii. Notwithstanding the Apparent Mass reduction controls in Section 270(h), on Lots 106, 108, 109, 112, 116, and 117, the following Apparent Mass Reduction controls shall apply:
 - 1. On the building frontage on Harrison Street, the Apparent Mass Reduction requirement is 50%; and
 - 2. On the building frontage on Fourth Street, there is no Apparent Mass Reduction Requirement.
 - iv. Conditional Use Authorization by the Planning Commission shall not be required for use of the exceptions in Section 263.34.

The proposed Project is dedicating land for the provision of affordable housing, pursuant to Section 249.78(e)(2) for housing consisting entirely of affordable housing units as defined in Section 401. Therefore, the Project is pursuing the special height and setback exceptions as identified available to Block 3762, Lots: 106, 108, 112, 116, and 117.

- SS. **Horizontal Mass Reduction.** Planning Code Section 270.1 requires that new development in the Eastern Neighborhoods with building lengths exceeding 200 square feet incorporate horizontal mass reductions with certain minimum dimensions, to break up the apparent building massing. The mass reduction breaks shall not be less than 30 feet in width and less than 60 feet in depth from the street facing building façade, shall extend up to the sky from a level not higher than 25 feet above grade or the third story, whichever is lower; and result in

discrete building sections with a maximum plan length along the street frontage not greater than 200 feet.

The Project is seeking an exception from these standards for frontages on Harrison Street, which extends for length of more than 200 feet. This façade does not contain massing breaks that meets the Code. However, the building has been designed with a lower podium fronting Harrison Street. The upper massing of the western building is set at a rounded angle that insets towards the middle of the site, creating a recessed area at the upper floors. There is a connector between the west and east buildings, which is approximately 85 feet from Harrison Street. The eastern portion of the building's massing is also curved away from Harrison, creating additional points of depth of the building on the site. These massing breaks at the upper floors create visual interest, break up the plane of the building and allow for green space.

An exception is justified, as the building walls along the Harrison frontage helps to provide a strong street wall presence with active ground floor uses, consistent with design goals of the Central SoMa Plan. While not strictly compliant with Section 270.1, two major mass reductions are provided along Harrison Street where the upper buildings curve away from the street, fulfilling the intent of Section 270.1 to break down the horizontal mass.

- TT. **Mid-Block Alley Requirements.** Under Section 270.2, projects located in the Central SoMa SUD that have one or more street or alley frontages of over 200 linear feet on a block face longer than 400 feet between intersections are required to provide a publicly-accessible mid-block alley for the entire depth of the property. New mid-block alleys must meet the following requirements: generally be located in the middle of the of the subject block face, perpendicular to the subject frontage and connecting to any existing streets and alleys; it must be open to pedestrians; provide no, or limited vehicular access; have a minimum depth of 20 feet; have a minimum clear walking width of 10 feet free of any obstructions in the case of a pedestrian-only right-of-way; have at least 60 percent of the area of the alley or pathway open to the sky, with obstructions permitted within setbacks pursuant to Section 136 may be located within the portion of the alley or pathway that is required to be open to the sky; and be fronted with active uses pursuant to Section 145.1. New buildings abutting mid-block alleys provided pursuant to this Section 270.2 shall feature upper story setbacks according to the provisions of Section 261.1. Section 261.1 sets out setback requirements for subject frontages along narrow streets. Specifically, the following setback controls of 261.1 apply to Project: frontages abutting a mid-block passage of between 30 and 40 feet in width provided pursuant to Section 270.2 must provide upper story setback of not less than 5 feet above a height of 35 feet.

The Project is providing a mid-block alley that meets the requirements of Section 270.2. A paseo is being provided between the eastern building and the Affordable Housing building and will connect Harrison to Perry Streets and provide an access point to other green spaces and POPOS in the neighborhood. It will be 40 feet wide and open to the sky. Under Section 261.1, the façades of both the eastern building and the Affordable Housing building that fronts the paseo must provide a setback of 5 feet above a height of 35 feet. As proposed, neither building is providing a setback along the mid-block alley. The Project

is seeking an exception from the upper-story setback controls along the mid-block alley pursuant to Section 261.1 as part of the Large Project Authorization.

- UU. **Transportation Sustainability Fee (“TSF”) (Section 411A).** The TSF applies to the construction of a new non-residential use in excess of 8,000 gross square feet and to new construction of a PDR use in excess of 1,500 gross square feet.

The Project Sponsor will comply with this Section by paying the applicable TSF fee to the city.

- VV. **Eastern Neighborhoods Infrastructure Impact Fee (Section 423).** The Eastern Neighborhoods Infrastructure Impact Fee applies to all new construction within the Eastern Neighborhoods Plan Area. Under the Central SoMa Plan, properties that received a height increase of 46 feet to 85 feet are within the Tier B category; those that received a height increase above 85 feet are within the Tier C category.

The Property was rezoned from a varying height limit of 45-X, 55-X, and 85-X to a split zoning of 130-X-160-CS, 85-X-160-CS, and 130-CS. All portions are classified as Tier C. Therefore, the Project will comply with the applicable Eastern Neighborhoods Infrastructure Impact fee to the city as required.

- WW. **Public Art (Section 429).** In the case of construction of a new building or addition of floor area in excess of 25,000 square feet to an existing building in a CMUO District, Section 429 requires a project to include works of art costing an amount equal to one percent of the construction cost of the building.

The Project will comply with this Section by dedicating one percent of the Project’s construction cost to works of art. The public art concept will be done in consultation with the San Francisco Arts Commission and presented to the Planning Commission at an informational hearing prior to being installed.

- XX. **Central SoMa Community Services Facilities Fee (Section 432).** The proposed Central SoMa Community Facilities Fee would apply to any project within the Central SoMa SUD that is in any Central SoMa fee tier and would construct more than 800 square feet.

The Property is located in the Central SoMa Plan and is constructing more than 800 square feet, thus subject to this fee. The Project Sponsor will pay the applicable Central SoMa Community Services Facilities fee to the city.

- YY. **Central SoMa Infrastructure Impact Fee (Section 433).** The Central SoMa Infrastructure Impact Fee would generally apply to new construction or an addition of space in excess of 800 gross square feet within the Central SoMa SUD.

The Property was rezoned from varying height limits of 45-X, 55-X, and 85-X to a split zoning of 130-X-160-CS, 85-X-160-CS, and 130-CS. All portions are classified as Tier C. Therefore, the Project will comply and will pay the applicable Central SoMa Infrastructure Impact Fee.

- ZZ. Central SoMa Community Facilities District (Section 434).** Projects that proposed more than 25,000 square feet of new non-residential development on a Central SoMa Tier B or Tier C property, and which exceed the Prevailing Building Height and Density Controls established in Section 249.78(d)(1)(B), must participate in the Central SoMa Community Facilities District.

The Property was rezoned from a varying height limit of 45-X, 55-X, and 85-X to a split zoning of 130-X-160-CS, 85-X-160-CS, and 130-CS. All portions are classified as Tier C. Therefore, the Project will comply with this Section by participating in the Central SoMa Community Facilities District with the applicable rates applied, in order to exceed Prevailing Building Height and Density Controls.

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

- A. Overall building mass and scale.** *The Project's mass and scale are appropriate for the large lot and surrounding context. The Project fronts three major streets: Harrison, 4th, and Perry Streets, with a frontage that is 606 feet in length along Harrison, 160 feet in length along 4th Street, and 671 feet in length along Perry Street. In order to break up the massing to avoid one large uniform building on the site, the Property has been divided into two distinct building segments, an oblong-shaped structure with the massing towards Harrison and 4th Street (western portion) and a spheroid-shaped structure with the massing running diagonally from Harrison to Perry Streets fronting the mid-block paseo (eastern portion).*

The Commercial Building is sculpted as a carved volume of space that accentuates the urban room and visually separates the upper massing while using horizontal stacks of forms to further articulate its massing. The Commercial Building is articulated on both large and small scale to create a cascading effect reminiscent of falling leaves (both the large stacked forms of the building and the smaller cascading forms of the hardscape elements in the POPOS).

In an effort to break up the massing and bulk along the Harrison and Perry Street frontages, the Project has been broken down so that it appears to be two separate structures on the Property. Both structural components – the western portion and the eastern portion share the below-grade foundation, off-street parking, and mechanical systems. The western and eastern portions function both as one unit, as well as their own unit with individual lobbies and elevator and stair cores but with shared floor plates that are all connected via a walkway connecting along Perry Street. This configuration allows for maximum flexibility and function accommodated by the proposed building form. To break down the appearance of a uniform structure, both segments have been carefully articulated with attention to the fenestration

patterns and building materials both vertically and horizontally. Though proposing a uniform material palette, the subtle shifts in color occur from the horizontal bands. The horizontal bands arrange pulses in sets of 1-to-3 stories. To modulate the façade and emphasize the urban room, as identified in the Central SoMa Area Plan, the upper floors have been designed to be deferential to the “urban room.” Two rectilinear façades along Harrison Street define the urban room and streetwall at the podium levels. The podium façade colors are more saturated, further enhancing its presence in the foreground. Above the podiums, both the oblong-shaped western portion and spheroid-shaped eastern portion curve away from the urban room, further enhancing it. The façade module size pulse tightens at corners and graduates to more open at the center. The material detailing of the façade further emphasizes the curvilinear aspects of both the eastern and western portions. The varied character of the geometric forms ensure that the project integrates with the existing urban fabric, by pulling the massing away from the Harrison Street frontage.

Both components of the proposed structure have been designed to be 185 feet in height, exclusive of the mechanical screen, which is appropriate for the prominent corner location. Though one building, the façades have been articulated to recognize and respond to the existing pattern of long blocks, open spaces, and varying sizes of streets. The western portion curves substantially away from Harrison Street at the seventh floor. Both segments of the proposed building have been designed with several setbacks that modulate their respective façades and make the overall appearance to be of interwoven leaf forms tied together through their massing and materials. At the seventh floor, further emphasizing the urban room, there is an angled 14-foot setback along 4th Street as well as substantial varying curvilinear setbacks along Harrison Street; the entirety of the Perry Street façade is setback at least 15 feet from the property line and widening as much as 25 feet for some portions of the Perry Street frontage. There is a mid-block paseo that separates the proposed commercial building from the parcel that will be dedicated to MOHCD, which in turn is limited to 85 feet in height. The Commercial Building’s rectilinear façade will align with the future affordable housing building contiguous to the Project site, continuing the urban room.

The existing neighborhood is a high-density downtown neighborhood with a mixture of low- to- mid-rise development containing commercial, office, industrial, and residential uses, as well as several undeveloped or underdeveloped sites, such as surface parking lots and single-story industrial buildings. The massing of the proposed structure has also been designed to respect the scale and character of the evolving Central SoMa neighborhood. The Project site is located to the west (along Harrison Street) from the 400 2nd Street/One Vassar project, which is anticipated for redevelopment with three mixed-use office, residential, and hotel towers reaching heights of 200-to-350 feet (19-to-35-stories).

Overall, the scale and massing of the Project is in keeping with the buildings on the subject block, as well as with those that will be developed over the next several years in this neighborhood.

- B. Architectural treatments, facade design and building materials.** *The Project has been designed so that it does not appear to be one large ‘office structure’ but rather as separate structural components that are part of a unified whole. This is achieved through the curvilinear setbacks accentuating the leaf forms and overall massing, but also through the architectural detailing of each building component. The Commercial Building design takes inspiration from the intrinsic geometries of the built and natural*

environments, including the geometry of subtraction such the oblong shape of South Park as the focal point of the SoMa neighborhood. The geometry of infrastructure, the undulating and dynamic shape of the adjacent freeway, and the geometry of ecology (the lowering and branching forms of the original natural environment).

The Commercial Building creates a dynamic “fifth” and even “sixth” façade by articulating, animating, and incorporating the belvederes and the under-portions of the building in the overall architecture. The building uses stacking elements and façade treatments to present a façade that is different and unique from other existing and proposed projects but still resonates with the urban character of Central SoMa. It visually breaks up the mass by using horizontal stacks arranged in varying vertical increments. It distinguishes each of the stacks by creating a pulsing visual identity for each stack, within the context of the actual vertical massing stacks. It also creates a pattern of visual pulsing using the rhythmic expansion and contraction of vertical elements. These elements consist of glazing, metal panels, and reliefs of varying sizes arrayed across the individual façades. The commercial building uses materials that are deeper and denser within the urban room and graduate sequentially with each stack to enhance the sense of the urban room and distinguish it from the upper elements. The overall building is distinguished by materials rendered in colors of zinc at the eastern portion and cooper at the western portion. The grid of dimensional fins assists with solar and wind impacts and provide shading. The fins also add visual relief to the building giving an apparent weight at the base. The curvilinear facades at the upper stories were articulated by varying the two-or-three story sets of horizontal bands. These stacked bands use a fenestration logic of narrower at the corners graduating to wider at the center of the horizontal, reading as a pulse horizontally. These pulses vary in the stacks as they move up the building facade. Variation in color was added to further enhance the copper or zinc hue with deepest values at the base and lightening as they move vertically up the building. Computational design was used to shift color values from the bands above and below to give visual dynamism to the facades both vertically and horizontally. This approach mimics the organic nature of bark on a tree, so the façade is not static but changes as one moves around the building.

The Project incorporates a simple, yet elegant, architectural language that is accentuated by contrasts in the exterior materials. Overall, the Project offers a high-quality architectural treatment, which provides for unique and expressive architectural design that is consistent and compatible with the surrounding neighborhood.

- C. The design of lower floors, including building setback areas, commercial space, townhouses, entries, utilities, and the design and siting of rear yards, parking and loading access.** *The ground floor of the proposed building contains retail spaces fronting Harrison, 4th, and Perry Streets, with a Child Care Facility located along Perry Street. The PDR uses are accessed along both the Harrison and Perry Street frontages. The ground floor PDR is expressed as a one-story element with heavy blackened steel frame but otherwise transparent. The interior POPOS and other amenities are thin-framed multi-story elements to create variety at the ground level. Along the mid-block alley, the eastern portion features a combination of PDR space, the Child Care Facility, as well as the Child Play Area. West of the mid-block alley is the proposed land dedication for affordable housing. Though*

MOHCD will design the building for its own needs in the future, the test affordable building envisions an amenity space and residential lobby at the ground floor. The future Affordable Housing building will have access via both Harrison and Perry Street.

The ground floor will be 14 feet in height. The two proposed lobbies are minimal in size and located in two locations, one in the eastern portion and the second in the western portion of the proposed commercial building. All ground floor spaces have been designed to be transparent, inviting, and to allow people to view activities inside the buildings and in the public spaces. All of these spaces and lobbies are located at the sidewalk level and face directly onto the public right-of-way or on the mid-block paseo. The Project has been designed with ground floors that consist of a variety of vertical elements with glass panels, interspersed with storefront entrances. The proposed PDR units will have their own kit of parts for customizable solidity and transparency as their respective PDR uses require. However, the project in its entirety will comply with transparency requirements. All of the ground floor spaces have been designed to allow visibility into the interior spaces, creating active engagement between the pedestrians along the street and users within the buildings.

- D. The provision of required open space, both on- and off-site. In the case of off-site publicly accessible open space, the design, location, access, size, and equivalence in quality with that otherwise required on-site. The Project meets the open space requirement by constructing a publicly-accessible mid-block paseo (exterior POPOS), an interior POPOS, and roof decks.**
- E. The provision of mid-block alleys and pathways on frontages between 200 and 300 linear feet per the criteria of Section 270, and the design of mid-block alleys and pathways as required by and pursuant to the criteria set forth in Section 270.2.**

Pursuant to Planning Code Section 270.2, projects located in the Central SoMa SUD that have one or more street or alley frontages of over 200 linear feet on a block face longer than 400 feet between intersections are required to provide a publicly-accessible mid-block alley for the entire depth of the property. In addition, new buildings abutting mid-block alleys provided pursuant to Section 270.2 shall feature upper story setbacks according to the provisions of Section 261.1. Section 261.1 sets out setback requirements for subject frontages along narrow streets. Specifically, the following setback controls of 261.1 apply to Project: frontages abutting a mid-block passage of between 30 and 40 feet in width provided pursuant to Section 270.2 must provide upper story setback of not less than 5 feet above a height of 35 feet.

The Project is providing a mid-block alley that meets the requirements of Section 270.2. A paseo is being provided between the eastern building and the Affordable Housing building and will connect Harrison to Perry Streets and provide an access point to other green spaces and POPOS in the neighborhood. It will be 40-foot wide and open to the sky. Under Section 261.1, the façades of both the eastern building and the future Affordable Housing building that fronts the paseo must provide a setback of 5 feet above a height of 35 feet. As proposed, neither building is providing a setback along the mid-block alley. The Project is seeking an exception from the upper-story setback controls along the mid-block alley pursuant to Section 261.1 as part of the Large Project Authorization.

The Project will provide 16,700 square feet of POPOS through a combination interior and exterior POPOS. There will be an interior POPOS measuring 6,500 square feet, 3,100 square feet of exterior POPOS along Harrison, 4th Street, as well as Perry Street; in addition, there is an exterior POPOS via the mid-block paseo measuring 7,100 square feet connecting Perry and Harrison Street.

The total area of usable open space provided by the Project exceeds Code requirements. The Central SoMa Plan area currently suffers from a shortage of public parks and recreational areas relative to the number of existing residents. The proposed POPOS program will be further activated by the ground-floor retail, PDR, Office, and Child Care Facility uses within the Project.

- F. **Streetscape and other public improvements, including tree planting, street furniture, and lighting.** *In compliance with Planning Code Section 138.1, there will be sidewalk and streetscape improvements made to Harrison, 4th Street, and Perry Street. New sidewalks, curbs, gutters and street trees will be provided along all three street frontages. The Project also includes extending the Harrison Street sidewalk from 10 feet to 15 feet for the entire Harrison Street block face, beyond the Project's frontage extending to 3rd Street, as well as providing landscaping along the Perry Street frontage where the proposed building will be setback. There will be 21 new street trees along Harrison Street and 8 new street trees along 4th Street.*
- G. **Circulation, including streets, alleys and mid-block pedestrian pathways.** *The Project provides ample circulation in and around the project site through the streetscape improvement and construction of a publicly-accessible mid-block paseo. Automobile access is limited to ingress and egress from Perry Street. All five at-grade off-street loading spaces and the subterranean service vehicles are provided along or will be accessed from Perry Street.*
- H. **Bulk limits.** *The building has been designed with a lower podium fronting Harrison Street. The upper massing of the western portion of the building is set at a rounded angle that insets towards the middle of the site, creating a recessed area at the upper floors. There is a connector between the west and east portion of the building, which is approximately 85 feet from Harrison Street. The eastern portion of the building's massing is also curved away from Harrison, creating additional points of depth. These massing breaks at the upper floors create visual interest, break up the plane of the building and allow for green space.*
- I. **Other changes necessary to bring a project into conformance with any relevant design guidelines, Area Plan or Element of the General Plan.** *The Project, on balance, meets the Objectives and Policies of the General Plan. See Below.*
8. **Central SoMa Key Site Exceptions & Qualified Amenities (Section 329(e)).** Pursuant to Section 329(d), the Planning Commission may grant certain exceptions to the provisions of the Planning Code. Pursuant to Section 329(e), within the Central SoMa SUD, certain additional exceptions are available for projects on Key Sites that provide qualified amenities in excess of what is required by the Code. Qualified additional amenities that may be provided by these Key Sites include: affordable housing beyond what is required under Section 415et seq.; land dedication pursuant to

Section 413.7 for the construction of affordable housing; PDR at a greater amount and/or lower rent than is otherwise required under Sections 202.8 or 249.78(c)(5); public parks, recreation centers, or plazas; and improved pedestrian networks. Exceptions under Section 329(e) may be approved by the Planning Commission if the following criteria are met:

- a. The amenities and exceptions would, on balance, be in conformity with and support the implementation of the Goals, Objectives, and Policies of the Central SoMa Plan,

The Project is providing a community benefit as was envisioned or called for in the Central SoMa Plan. The Project will donate an approximately 15,000 square foot parcel as a land dedication site for future affordable housing that meets the definition of Section 401, to be developed by MOHCD. Up to 144 dwelling units are proposed to be developed through the selection of an affordable housing developer. The land dedication has been determined by MOHCD as being acceptable in terms of size, configuration, physical characteristics, access, location, and adjacent uses.

The Project is seeking four exceptions through the Large Project Authorization process. The exceptions are not egregious nor deviate significantly from the Planning Code requirements. The Project is in conformity with the General Plan and the Central SoMa Plan, particularly the parameters outlined for Key Site 2: Fourth and Harrison Site, and meets the community benefit envisioned for the Plan area.

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

The requested exceptions are necessary to provide the amenity listed above, including the 15,000 square foot parcel for the 100% affordable housing development. The amenity exceeds Planning Code requirements for development at the Property. Because the Project is not a residential building, it is not required to provide affordable housing. However, in an effort to achieve the City's overall jobs housing balance, the Project is dedicating a parcel for MOHCD to develop 100% affordable housing at a later date.

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

The Central SoMa Plan area identified Key Site No. 2 as containing the potential for dedicating a portion of the site for a 100% affordable housing development while still including a large footprint for a substantial commercial development. The Area Plan clarifies that the preferred location for the affordable housing site is the interior of the block facing Harrison Street, measuring at least 15,000 square feet. The Area Plan envisioned that if providing on-site affordable housing, the Plan could allow up to 25 feet of additional height on the building proposed on the site (per Implementation Measure 8.5.1.2). The Plan's "skyplane" requirements mandate mass reduction from 50%-80% along street-facing property lines (per Implementation Measure 8.3.3.1). If required to provide on-site affordable housing without diminishing the overall project development potential, the Plan could allow a reduction of the "skyplane"

requirements along some combination of Harrison Street and 4th Street. This reduction would be designed to shift the building mass in a manner that emphasizes the corner of 4th Street and Harrison. Per Planning Code Section 270.2, the site will be required to provide a mid-block connection between Harrison and Perry Streets. The mid-block connection should be located in the middle-third of the block. Any parking and loading provided shall be accessed off of Perry Street and/or the new mid-block alley. The Central SoMa Area Plan states that a good location for 725 Harrison's POPOS is on the west side of 4th Street, where it could serve to activate the street (in keeping with Implementation Measures 4.1.10.1 and 5.3.2.1); if provided on-site, the Project's POPOS should be an inviting indoor space along 4th Street as well as the mid-block alley between Harrison Street and Perry Street.

Because the proposed configuration of the building, the location of the land dedication parcel, indoor POPOS, as well as mid-block alley are arranged in the prescriptive manner encouraged and envisioned in the Central SoMa Area Plan, and because the Project's various amenities will allow valuable public assets in a densely-developed area where it would be otherwise be difficult to locate so many public benefits, the exceptions and variances the Project is seeking are necessary to facilitate the provision of the aforementioned public benefits as well as align with the vision identified in the Central SoMa Area Plan.

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

- A. **Building Setbacks and Streetwall Articulation (Section 132.4).** Section 132.4 requires, among other items, that (i) buildings within the Central SoMa SUD be built up to the street-or alley-facing property line up to 65 feet in height, subject to the controls of Section 261.1 (additional height limits for narrow streets and midblock-alleys) as applicable; (ii) that mid-rise buildings provide a 15-foot setback above a height of 85 feet, extending at least 60 percent of the frontage length along all street- and alley-facing property lines, and for the entire frontage along interior property lines.

For mid-rise buildings (above 85 feet up to 160 feet) in the CS Bulk District, the following requirements apply: (i) along all street-and alley-facing property lines, a 15-foot setback is required for the mid-rise portion (the portion above 85 feet) for at least 60% of the frontage length; (ii) along all interior property lines, a 15-foot setback is required for the mid-rise portion for the entire frontage. For towers (taller than 160 feet) in the CS Bulk District, a 15-foot setback is required for the tower portion (above 85 feet) for the entire frontage along all property lines.

The Project is utilizing the 25-foot additional height exception under Section 263.32 to exceed the 160-foot height limit to 185 total. Per Section 263.32(c)(3), the building is subject to the controls of Section 132.4 and 270(h) based on the otherwise applicable Height Limit for the lot – in this case, the otherwise applicable height limit is 160 feet, subject to the mid-rise building controls. Planning Code Section 132.4 requires, among other things, the following for mid-rise buildings: a building be built up to the street-or alley-facing property line up to 65 feet in height, subject to the controls of Section 261.1 (additional

height limits for narrow streets and midblock-alleys) as applicable (Sec. 132.4(d)(1)(A)); along all street- and alley-facing property lines, mid-rise buildings must provide a 15-foot setback above a height of 85 feet, for at least 60 percent of the frontage length, and for the entire frontage along interior property lines (Sec. 132.4(d)(2)(A)(i)); along all interior property lines, mid-rise buildings must provide a 15-foot setback above a height of 85 feet, for the entire frontage along interior property lines (Sec. 132.4(d)(2)(A)(ii)).

The Project fronts on Harrison, Fourth, and Perry Streets. It consists of one structure that has two separate massing components: the larger, oblong-shaped structure with the massing towards Harrison and Fourth Streets (western building), and a smaller spheroid-shaped structure with the massing running diagonally from Harrison to Perry Streets fronting the mid-block paseo (eastern building). The structure will be approximately 185 feet tall, with a 20-foot-tall mechanical screen at the western building, for a total height of 205 feet, and an 11-foot-6-inch-tall mechanical screen at the eastern building, for a total height of 196 feet. The podium along all facades will have a height of 80 feet.

The Project will require exceptions from the setback and streetwall controls of Section 132.4, as follows:

Fourth Street setback. The frontage of this façade is 160'-1". 60 percent of the frontage is 96'. There is a 14'-4" setback along the upper floors but due to the contours of the design and massing on this façade, the setback does not occur for the required 60 percent of this frontage.

Harrison Street setbacks. Due to the curved nature of the upper stories, portions of each structure encroach within 15 feet from the property line along Harrison Street. The western building has a frontage of 323'-8"; 60 percent of the frontage is 194'-2". The building meets the required setbacks for 158'-6", or 48 percent of the requirement. The eastern structure has a frontage of 164'; 60 percent of this frontage is 98'-5". The building meets the required setbacks for 77'-6", or 47 percent of the requirement.

Interior Lot Line setback. The Project site excludes the small, rectangular lot at 759 Harrison Street. Both the Project's eastern and western buildings will encroach within 15 foot of the interior lot lines on either side of 759 Harrison Street. The eastern portion will be setback from 759 Harrison Street by 12-foot-6-inches. The western portion generally complies with the 15-foot setback, with the exception for a small portion near the rear of 759 Harrison Street, where it is only setback by 13 feet 3 inches.

Perry Street setback. The entire structure is setback 15 feet, 1 inch, along Perry Street, exceeding the required upper story setback from Section 261.1 of a 10-foot setback above a height of 1.25 x the width of Perry Street (1.25 * 35 feet = 43.75 feet). The Project does not extend to the property line below 65; in height due to the proximity to the Caltrans freeway right-of-way as discussed below. Therefore, the Project is Code-complying on this façade.

These exceptions are minor in scope and necessary to facilitate an innovative architectural design style that meets the intent of Section 132.4 by contributing to the dynamism of the neighborhood while maintaining a strong streetwall presence. The Property abuts the Highway 80 overpass, which runs along Perry Street. Due to the constraints of this infrastructure, the building has been setback to allow

for adequate clearance for Caltrans and light and air to Perry Street. This design also allows for the Project to shift massing in a manner that maximizes sun access to the POPOS on site and to Perry Street.

- B. Controls for Wind Comfort and Hazards (Section 249.78(d)(9)).** Projects in the Central SoMa SUD that are over 85 feet in height may not result in wind speeds that exceed the Comfort Level at any location. Projects must generally refrain from resulting in wind speeds exceeding a “Comfort Level” (ground-level wind speeds of 11 mph in areas of substantial pedestrian use and seven mph in public seating areas between 7 a.m. and 6 p.m., when occurring for more than 15% of the time year round) and may not cause a “Substantial Increase” in wind speeds of more than six miles per hour for more than 15% of the time year round) at any location where the existing or resulting wind speed exceeds the Comfort Level. However, a project may seek exception from this standard if it demonstrates that (1) it has undertaken all feasible measures to reduce wind speeds through such means as building sculpting and appearances, permanent wind baffling measures, and landscaping; and (2) further reducing wind speeds would substantially detract from the building design or unduly restrict the square footage of the project.

The Project requires exception from the wind comfort standards but not for wind hazard standards.

Comfort Criterion: The Project requires exception from the wind comfort standards. A wind analysis⁴ determined that the Project would result in 12 additional Comfort exceedances above current conditions. The average Comfort wind speed over all points increases by only 1 mph. The Project meets the criteria for a wind comfort exception, as follows: the Project has undertaken a number of wind reduction measures, including installing more trees than required for new construction, installing wind screens along Fourth Street, adding massing steps, incorporating projecting vertical and horizontal elements along Harrison Street and increasing setbacks at ground level, which will significantly reduce wind speeds. The Project’s wind consultant has determined that major modifications to the building at the corner of Fourth and Harrison would be necessary to significantly reduce wind speeds further and no additional massing changes would further reduce the wind levels.

- C. Narrow and Mid-Block Alley Controls (Sections 261.1).** Pursuant to Planning Code Section 270.2, projects located in the Central SoMa SUD that have one or more street or alley frontages of over 200 linear feet on a block face longer than 400 feet between intersections are required to provide a publicly-accessible mid-block alley for the entire depth of the property. In addition, new buildings abutting mid-block alleys provided pursuant to Section 270.2 shall feature upper story setbacks according to the provisions of Section 261.1. Section 261.1 sets out setback requirements for subject frontages along narrow streets. Specifically, the following setback controls of 261.1 apply to Project: frontages abutting a mid-block passage of between

⁴ Pedestrian Wind Study for 725 Harrison Report, May 16, 2019, prepared by RWDI.

30 and 40 feet in width provided pursuant to Section 270.2 must provide upper story setback of not less than 5 feet above a height of 35 feet.

The Project is providing a mid-block paseo that meets the requirements of Section 270.2. A paseo is being provided between the eastern building and the Affordable Housing building and will connect Harrison to Perry Streets and provide an access point to other green spaces and POPOS in the neighborhood. It will be 40-feet wide and open to the sky. Under Section 261.1, the façades of both the eastern building and the future Affordable Housing building that fronts the paseo must provide a setback of 5 feet above a height of 35 feet. As proposed, neither building is providing a setback along the mid-block paseo. Thus, the Project is seeking an exception from the upper-story setback controls along the mid-block alley pursuant to Section 261.1.

- D. **Horizontal Mass Reduction (Section 270.1).** Planning Code Section 270.1 requires that new development in the Eastern Neighborhoods with building lengths exceeding 200 square feet incorporate horizontal mass reductions with certain minimum dimensions, to break up the apparent building massing. The mass reduction breaks shall not be less than 30 feet in width and less than 60 feet in depth from the street facing building façade, shall extend up to the sky from a level not higher than 25 feet above grade or the third story, whichever is lower; and result in discrete building sections with a maximum plan length along the street frontage not greater than 200 feet.

The Project is seeking an exception from the horizontal mass reduction standards for frontages on Harrison Street, which extends for lengths of more than 200 feet. This façade does not contain a massing breaks that meets the Code. The building has been designed with a lower podium fronting Harrison Street. The upper massing of the western building is set at a rounded angle that insets towards the middle of the site, creating a recessed area at the upper floors. There is a connector between the west and east buildings, which is approximately 85 feet from Harrison Street. The eastern building's massing also curved away from Harrison, creating additional points of depth of the building on the site. These massing breaks at the upper floors create visual interest, break up the plane of the building and allow for green space.

An exception is justified, as the building walls along the Harrison frontage help to provide a strong street wall presence with active ground floor uses, consistent with design goals of the Central SoMa Plan. While not strictly compliant with Section 270.1, two major mass reductions are provided along Harrison Street where the upper buildings curve away from the street, fulfilling the intent of Section 270.1 to break down the horizontal mass along long blocks.

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

RECREATION AND OPEN SPACE ELEMENT

Objectives and Policies

OBJECTIVE 2:

INCREASE RECREATION AND OPEN SPACE TO MEET THE LONG-TERM NEEDS OF THE CITY AND BAY REGION.

Policy 2.2:

Provide and promote a balanced recreation system which offers a variety of high quality recreational opportunities for all San Franciscans.

Policy 2.7:

Expand partnerships among open space agencies, transit agencies, private sector and nonprofit institutions to acquire, develop and/or manage existing open spaces.

OBJECTIVE 3:

IMPROVE ACCESS AND CONNECTIVITY TO OPEN SPACE.

Policy 3.2:

Establish and Implement a network of Green Connections that increases access to parks, open spaces, and the waterfront.

The Project will provide a cumulative 16,700 square feet of indoor and outdoor POPOS. This includes a 6,500-square foot interior POPOS as well as 10,200 square feet of exterior POPOS, 7,100 square feet of which will be via a mid-block paseo. The Central SoMa Plan area currently suffers from a shortage of public parks and recreational areas relative to the number of existing residents. The proposed locations along 4th Street for indoor POPOS and Harrison Street connecting to Perry Street, would provide protection from noise and traffic and allow for activation by surrounding ground-floor uses within the Project. Due to the scarcity of publicly-accessible open spaces in Central SoMa, the creation of open space was identified as a high priority of the Plan.

COMMERCE AND INDUSTRY ELEMENT

Objectives and Policies

OBJECTIVE 1:

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

Policy 1.1:

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

Policy 1.3:

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

OBJECTIVE 2:

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

Policy 2.1:

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

OBJECTIVE 3:

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

Policy 3.1:

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

Policy 3.2:

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

The Project will provide 770,000 GSF of office, 29,100 GSF of PDR, 3,900 GSF of retail, and 3,000 GSF of child care uses; thus, the Project will expand employment opportunities for city residents. These uses will help to retain existing commercial and industrial activity and attract new such activity. The Project will also include up to 4 micro-retail spaces intended to contain smaller-scale neighborhood-serving uses.

OBJECTIVE 4:

IMPROVE THE VIABILITY OF EXISTING INDUSTRY IN THE CITY AND THE ATTRACTIVENESS OF THE CITY AS A LOCATION FOR NEW INDUSTRY.

Policy 4.1:

Maintain and enhance a favorable business climate in the city.

Policy 4.2:

Promote and attract those economic activities with potential benefit to the City.

Policy 4.11:

Maintain an adequate supply of space appropriate to the needs of incubator industries

The Project would contain approximately 29,100 of PDR use, which will mitigate against the potential displacement of viable industrial firms. Further, the proposed PDR square footage exceeds what would otherwise have been required under Prop X.

HOUSING ELEMENT

Objectives and Policies

OBJECTIVE 1:

IDENTIFY AND MAKE AVAILABLE FOR DEVELOPMENT ADEQUATE SITES TO MEET THE CITY'S HOUSING NEEDS, ESPECIALLY PERMANENTLY AFFORDABLE HOUSING.

Policy 1.1

Plan for the full range of housing needs in the City and County of San Francisco, especially affordable housing.

Policy 1.10

Support new housing projects, especially affordable housing, where households can easily rely on public transportation, walking and bicycling for the majority of daily trips.

OBJECTIVE 4:

FOSTER A HOUSING STOCK THAT MEETS THE NEEDS OF ALL RESIDENTS ACROSS LIFECYCLES.

Policy 4.1

Develop new housing, and encourage the remodeling of existing housing, for families with children.

Policy 4.4

Encourage sufficient and suitable rental housing opportunities, emphasizing permanently affordable rental units wherever possible.

Policy 4.5

Ensure that new permanently affordable housing is located in all of the City's neighborhoods, and encourage integrated neighborhoods, with a diversity of unit types provided at a range of income levels.

OBJECTIVE 11:

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

Policy 11.1

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

Policy 11.2

Ensure implementation of accepted design standards in project approvals.

Policy 11.3

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

Policy 11.4:

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

Policy 11.6

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

Policy 11.8

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

OBJECTIVE 12:

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

Policy 12.2

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

The Project will dedicate an approximately 15,000-square foot through-lot facing Perry and Harrison Streets as a land dedication site for future affordable housing to be developed by MOHCD. This housing may include up to 144 units and provide much-needed affordable housing for residents in an area of the City that is low supply. It will ensure that there is a diversity of residents in the neighborhood as well as users of the commercial spaces. It will continue the residential nature of this mixed-use neighborhood.

URBAN DESIGN ELEMENT

OBJECTIVE 1:

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

Policy 1.3:

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

Policy 1.4:

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

OBJECTIVE 3:

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

Policy 3.1:

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

Policy 3.3:

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

Policy 3.4:

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

Policy 3.5:

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

Policy 3.6:

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

The Project features varied and engaged architecture that will contribute to the character of the neighborhood. The building materials of are high quality and will promote visual relationships and transitions with new and older buildings in the Central SoMa neighborhood. The Project will feature two distinct components, the eastern and western portion, which will break down the prevailing scale of the development to avoid an overwhelming or dominating appearance along Harrison, 4th, and Perry Streets.

CENTRAL SOMA PLAN

GOAL 2: MAINTAIN A DIVERSITY OF RESIDENTS

OBJECTIVES AND POLICIES

OBJECTIVE 2.3:

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

Policy 2.3.2:

Require contribution to affordable housing from commercial uses.

Policy 2.3.3:

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

OBJECTIVE 2.6:

SUPPORT SERVICES – SCHOOLS, CHILD CARE, AND COMMUNITY SERVICES – NECESSARY TO SERVE LOCAL RESIDENTS

Policy 2.6.2:

Help facilitate the creation of childcare facilities.

The Project includes the dedication of a through-lot parcel to MOHCD for the development of 100% affordable housing and will provide a 3,000 square foot child care facility.

GOAL 3: FACILITATE ECONOMICALLY DIVERSIFIED AND LIVELY JOBS CENTER OBJECTIVES AND POLICIES

OBJECTIVES AND POLICIES

OBJECTIVE 3.1:

ENSURE THE PLAN AREA ACCOMMODATES SIGNIFICANT SPACE FOR JOB GROWTH

Policy 3.1.1:

Require non-residential uses in new development on large parcels.

OBJECTIVE 3.2:

SUPPORT THE GROWTH OF OFFICE SPACE

Policy 3.2.1:

Facilitate the growth of office.

OBJECTIVE 3.3:

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

Policy 3.3.2:

Limit conversion of PDR space in formerly industrial districts.

Policy 3.3.3:

Require PDR space as part of large commercial development.

OBJECTIVE 3.4:

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

Policy 3.4.2:

Require ground-floor retail along important streets.

Policy 3.4.3:

Support local, affordable, community-serving retail.

Upon completion, the Project will provide 770,000 GSF of office, 3,900 GSF of retail, 29,100 GSF of PDR, and 3,000 GSF of child care uses. Ground-floor retail will be located along Harrison, 4th, and Perry Streets. The new office, retail and PDR uses will accommodate significant opportunities for job growth within the Central SoMa SUD.

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

OBJECTIVE 4.1:

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

Policy 4.1.2:

Ensure sidewalks on major streets meet Better Streets Plan standards.

Policy 4.1.8:

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

Policy 4.1.10:

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

OBJECTIVE 4.4:

ENCOURAGE MODE SHIFT AWAY FROM PRIVATE AUTOMOBILE USAGE

Policy 4.4.1:

Limit the amount of parking in new development.

Policy 4.4.2:

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

Policy 4.5.2:

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

The Project will provide 116 off-street parking spaces for the non-residential uses, which is well below the maximum required. Additionally, a total of 258 Class 1 and 34 Class 2 bicycle spaces will be provided for a total of 292 bicycle parking spaces. The Project has also developed a TDM Program and will incorporate improvements to the pedestrian network, including bulb-outs, landscaping, and widened sidewalks, including a portion beyond the project frontage extending the Harrison Street sidewalk from 4th to 3rd Street. All street and sidewalk improvements will comply with the City's Better Street's Plan and Vision Zero Policy.

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

OBJECTIVES AND POLICIES

OBJECTIVE 5.5:

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

Policy 5.5.1:

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

The Project include approximately 16,700 square feet of POPOS, 10,200 will be an exterior POPOS via a mid-block alley paseo as well as exterior usable open space along Harrison, 4th Street, and Perry Street and an indoor 6,500-square foot POPOS that will be accessible from all three street frontages.

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

OBJECTIVES AND POLICIES

OBJECTIVE 8.1:

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

Policy 8.1.1:

Require that ground floor uses actively engage the street.

Policy 8.1.2:

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

Policy 8.1.3:

Ensure buildings are built up to the sidewalk edge.

Policy 8.1.4:

Minimize parking and loading entrances.

OBJECTIVE 8.4:

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

Policy 8.4.1:

Require new buildings facing alleyways and narrow streets to step back at the upper stories.

OBJECTIVE 8.5:

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

Policy 8.6.1:

Conform to the City's Urban Design Guidelines.

Policy 8.6.2:

Promote innovative and contextually-appropriate design.

Policy 8.6.3:

Design the upper floors to be deferential to the "urban room".

Policy 8.6.4:

Design buildings to be mindful of wind.

Policy 8.6.5:

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

The Project Sponsor has worked with City staff for many years to develop a project that would incorporate high-quality design in both structures and open space. The Project features varied and engaged architecture

and includes a mid-block paseo providing a mid-block connection between Perry and Harrison Street. The building materials of are high quality and will promote visual relationships and transitions with new and older buildings in the Central SoMa neighborhood. The Project will feature three distinct structures, which will break down the prevailing scale of development to avoid overwhelming or dominating appearance in new construction.

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

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

The Project would not remove any retail uses and instead will add 3,900 gsf of retail use. In addition, the Project would replace the existing five buildings, some of which are vacant, and provide instead 29,100 square feet for PDR, 3,000 square feet for a Child Care Facility, and 770,000 square feet for Office uses. The new proposed uses would enhance future opportunities for resident employment and ownership.

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

The Project would not remove any existing housing. The Project proposes to provide 15,000 square feet of developable area above as a land dedication site to MOHCD for 100% affordable housing. The Project would provide land for the construction of up to 144 new dwelling units; thus, resulting in an overall increase in the neighborhood housing stock. In addition, the Project would add PDR uses, which add to the public realm and neighborhood character. The Project is expressive in design and relates well to the scale and form of the surrounding neighborhood. For these reasons, the Project would protect and preserve the cultural and economic diversity of the neighborhood.

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

No affordable housing exists or would be removed for this Project. The Project proposes to provide developable area, approximately 15,000 square feet for MOHCD, as a site for 100% affordable housing. Future development of this site would enhance the City's available housing stock.

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

The Project Site is served by nearby public transportation options. The Project site is located in close proximity to the: 8, 8AX, 8BX, 10, 12, 27, 30, 45, 47, 81X, 82X, 83X and KLM MUNI bus lines, as well as the Central Subway line along 4th Street and the 4th & King Caltrain and MUNI light stations.

The Central Subway Project to extend the Muni Metro T Third Line through South of Market, Union Square, and Chinatown with four new stations is also expected to be completed soon. The T extension would run contiguous to the Project site along 4th Street. The Project also provides off-street parking at the principally permitted amounts and sufficient bicycle parking for employees and their guests.

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

The Project does replace some existing industrial uses with commercial office development; however, the proposed 29,100 square feet of PDR is more than the existing amount of PDR space and more than what would have otherwise been required for replacement PDR under Prop X (Planning Code Section 202.8). Thus, the Project with its proposed 29,100 square feet of ground-floor PDR space will increase the neighborhood's supply of available industrial use space. The Project will therefore expand future opportunities for employment and ownership in these sectors.

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

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

- G. That landmarks and historic buildings be preserved.

Currently, the Project Site does not contain any City Landmarks or historic buildings.

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

A shadow fan analysis prepared by the Planning Department indicates that the project would not cast new shadows on any existing parks or public open spaces.

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

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

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

DECISION

That based upon the Record, the submissions by the Applicant, the staff of the Department and other interested parties, the oral testimony presented to this Commission at the public hearings, and all other written materials submitted by all parties, the Commission hereby **APPROVES Large Project Authorization Application No. 2005.0759ENX** subject to the following conditions attached hereto as "EXHIBIT A" in general conformance with plans on file, dated October 3, 2019, and stamped "EXHIBIT B", which is incorporated herein by reference as though fully set forth.

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

APPEAL AND EFFECTIVE DATE OF MOTION: Any aggrieved person may appeal this Section 329 Large Project Authorization to the Board of Appeals within fifteen (15) days after the date of this Motion. The effective date of this Motion shall be the date of adoption of this Motion if not appealed (after the 15-day period has expired) OR the date of the decision of the Board of Appeals if appealed to the Board of Appeals. For further information, please contact the Board of Appeals at (415) 575-6880, 1660 Mission, Room 3036, San Francisco, CA 94103.

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

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

I hereby certify that the Planning Commission **ADOPTED** the foregoing Motion on December 12, 2019.

Jonas P. Ionin
Commission Secretary

AYES:

NAYS:

ABSENT:

ADOPTED: December 12, 2019

EXHIBIT A

AUTHORIZATION

This authorization is for a **Large Project Authorization** to allow the demolition of the five existing buildings on the project site, merging six lots, dedicating a 15,000-square foot lot to MOHCD for affordable housing, and new construction of a 14-story, 185-ft tall, mixed-use building approximately 935,000 gross square feet in total located at 725 Harrison Street, Block 3762, and Lots 106, 108, 109, 112, 116, and 117 pursuant to Planning Code Sections 329 within the CMUO Zoning District, Central SoMa Special Use District and a 85-X-160-CS, 130-X-160-CS, and 130-CS Height and Bulk Districts; in general conformance with plans, dated October 3, 2019, and stamped "EXHIBIT B" included in the docket for Record No. 2005.0759ENX and subject to conditions of approval reviewed and approved by the Commission on December 12, 2019 under Motion No. **XXXXXX**.

The Project is contemplated as a single project that is approved by this Motion and the Variance approval which approvals will be vested based on commencement of construction for the entire Project (i.e. commencement of Phase I). To proceed with Phase II, the project sponsor will be required to obtain additional allocation of office use under Planning Code Section 321 and pull any site and/or building permits related thereto. This authorization and the conditions contained herein run with the property and not with a particular Project Sponsor, business, or operator.

RECORDATION OF CONDITIONS OF APPROVAL

Prior to the issuance of the building permit or commencement of use for the Project the Zoning Administrator shall approve and order the recordation of a Notice in the Official Records of the Recorder of the City and County of San Francisco for the subject property. This Notice shall state that the project is subject to the conditions of approval contained herein and reviewed and approved by the Planning Commission on December 12, 2019 under Motion No **XXXXXX**.

PRINTING OF CONDITIONS OF APPROVAL ON PLANS

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

SEVERABILITY

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

CHANGES AND MODIFICATIONS

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

Conditions of Approval, Compliance, Monitoring, and Reporting

PERFORMANCE

- 1. Validity.** The authorization and right vested by virtue of this action for the entire Project is valid for three (3) years from the effective date of the Motion. The Department of Building Inspection shall have issued a Building Permit or Site Permit to construct Phase I of the project and/or commence the approved use within this three-year period.
For information about compliance, contact Code Enforcement, Planning Department at 415-575-6863, www.sf-planning.org
- 2. Expiration and Renewal.** Should a Building or Site Permit for Phase I be sought after the three (3) year period has lapsed, the project sponsor must seek a renewal of this Authorization by filing an application for an amendment to the original Authorization or a new application for Authorization. The Project is contemplated as a single project that is approved by this Motion and the Variance approval which approvals will be vested based on commencement of construction for the entire Project (i.e. commencement of Phase I). Should the Project Sponsor decline to so file, and decline to withdraw the permit application, the Commission shall conduct a public hearing in order to consider the revocation of the Authorization. Should the Commission not revoke the Authorization following the closure of the public hearing, the Commission shall determine the extension of time for the continued validity of the Authorization.
For information about compliance, contact Code Enforcement, Planning Department at 415-575-6863, www.sf-planning.org
- 3. Diligent Pursuit.** Once a site or Building Permit has been issued, construction of Phase I must commence within the timeframe required by the Department of Building Inspection and be continued diligently to completion. Failure to do so shall be grounds for the Commission to consider revoking the approval if more than three (3) years have passed since this Authorization was approved. The Project is contemplated as a single project that is approved by this Motion and the Variance approval which approvals will be vested based on commencement of construction for the entire Project (i.e. commencement of Phase I). *For information about compliance, contact Code Enforcement, Planning Department at 415-575-6863, www.sf-planning.org*
- 4. Extension.** All time limits in the preceding three paragraphs may be extended at the discretion of the Zoning Administrator where implementation of the project is delayed by a public agency, an

appeal or a legal challenge and only by the length of time for which such public agency, appeal or challenge has caused delay.

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

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

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

6. **Additional Project Authorization - OFA.** The Project Sponsor must obtain an Office Allocation Authorization under Section 321 for the Project. The conditions set forth below are additional conditions required in connection with the Project. If these conditions overlap with any other requirement imposed on the Project, the more restrictive or protective condition or requirement, as determined by the Zoning Administrator, shall apply.

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

7. **Additional Project Authorization - Variance.** The Project Sponsor must obtain Variances from the Zoning Administrator to address the Planning Code requirements for permitted obstructions (Planning Code Section 136), parking and loading entrances (Planning Code Section 145.1(c)(2)), street frontage active use requirements (Planning Code Section 145.1(c)(3) and 249.78(c)(1)), as well as ground floor commercial along 4th Street (Planning Code Section 145.4). The conditions set forth below are additional conditions required in connection with the Project. If these conditions overlap with any other requirement imposed on the Project, the more restrictive or protective condition or requirement, as determined by the Zoning Administrator, shall apply.

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

8. **Land Dedication to MOHCD.** The Project Sponsor shall dedicate a 15,000-square foot parcel at the eastern portion of the project site to Mayor's Office of Housing and Community Development (MOHCD) for the development of inclusionary affordable housing. This requirement provides a required qualified amenity under Planning Code Section 329 for the project to qualify for exceptions for key sites in Central SoMa.

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

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

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

DESIGN – COMPLIANCE AT PLAN STAGE

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

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

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

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

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

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

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

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

14. **Streetscape Plan.** Pursuant to Planning Code Section 138.1, the Project Sponsor shall continue to work with Planning Department staff, in consultation with other City agencies, to refine the design and programming of the Streetscape Plan so that the plan generally meets the standards of the Better Streets Plan and all applicable City standards. The Project Sponsor shall complete final design of all required street improvements and have permits for the required streetscape improvements on file with the City prior to issuance of the site permit, and shall complete construction of all required street improvements prior to issuance of first temporary certificate of occupancy.

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

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

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

16. **Transformer Vault Location.** The location of individual project PG&E Transformer Vault installations has significant effects to San Francisco streetscapes when improperly located. However, they may not have any impact if they are installed in preferred locations. The Project Sponsor will continue to work with the Planning Department in consultation with Public Works on the final location(s) for transformer vaults. The above requirement shall adhere to the Memorandum of Understanding regarding Electrical Transformer Locations for Private Development Projects between Public Works and the Planning Department dated January 2, 2019.

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

17. **Noise, Ambient.** Interior occupiable spaces shall be insulated from ambient noise levels. Specifically, in areas identified by the Environmental Protection Element, Map1, "Background Noise Levels," of the General Plan that exceed the thresholds of Article 29 in the Police Code, new developments shall install and maintain glazing rated to a level that insulate interior occupiable areas from Background Noise and comply with Title 24.

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

18. **Noise.** Plans submitted with the building permit application for the approved project shall incorporate acoustical insulation and other sound proofing measures to control noise.

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

19. **Odor Control Unit.** In order to ensure any significant noxious or offensive odors are prevented from escaping the premises once the project is operational, the building permit application to implement the project shall include air cleaning or odor control equipment details and manufacturer specifications on the plans. Odor control ducting shall not be applied to the primary façade of the building.

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

PARKING AND TRAFFIC

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

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

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

21. **Car Share.** Pursuant to Planning Code Section 166, no fewer than **four (4)** car share space shall be made available, at no cost, to a certified car share organization for the purposes of providing car share services for its service subscribers.

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

22. **Bicycle Parking** Pursuant to Planning Code Sections 155.1 and 155.4, the Project shall provide no fewer than **258 Class 1 bicycle parking spaces and 34 Class 2 bicycle parking spaces**. SFMTA has final authority on the type, placement and number of Class 2 bicycle racks within the public ROW. Prior to issuance of first architectural addenda, the project sponsor shall contact the SFMTA Bike Parking Program at bikeparking@sfmta.com to coordinate the installation of on-street bicycle racks and ensure that the proposed bicycle racks meet the SFMTA's bicycle parking guidelines. Depending on local site conditions and anticipated demand, SFMTA may request the project sponsor pay an in-lieu fee for Class II bike racks required by the Planning Code.

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

23. **Showers and Clothes Lockers.** Pursuant to Planning Code Section 155.3, the Project shall provide no fewer than **22** showers and **36** clothes lockers.

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

24. **Parking Maximum.** Pursuant to Planning Code Section 151 or 151.1, the Project shall provide no more than **one hundred and sixteen (116)** off-street parking spaces.
For information about compliance, contact Code Enforcement, Planning Department at 415-575-6863, www.sf-planning.org
25. **Off-Street Loading.** Pursuant to Planning Code Section 152, the Project will provide **8** off-street loading spaces.
For information about compliance, contact Code Enforcement, Planning Department at 415-575-6863, www.sf-planning.org
26. **Managing Traffic During Construction.** The Project Sponsor and construction contractor(s) shall coordinate with the Traffic Engineering and Transit Divisions of the San Francisco Municipal Transportation Agency (SFMTA), the Police Department, the Fire Department, the Planning Department, and other construction contractor(s) for any concurrent nearby Projects to manage traffic congestion and pedestrian circulation effects during construction of the Project.
For information about compliance, contact Code Enforcement, Planning Department at 415-575-6863, www.sf-planning.org
27. **Driveway Loading and Operations Plan.** Pursuant to Planning Code Section 155(u), the Project sponsor shall prepare a DLOP for review and approval by the Planning Department, in consultation with the San Francisco Municipal Transportation Agency. The DLOP shall be written in accordance with any guidelines issued by the Planning Department.
For information about compliance, contact Code Enforcement, Planning Department at 415-575-6863, www.sf-planning.org
28. **POPOS Design and Operations Strategy (Central SoMa Plan – Implementation Matrix Measure 5.5.1.3).** The project shall be required to submit a design and operations strategy for the proposed Privately-Owned Public Open Spaces, that will be reviewed and approved by the Planning Department and Recreation and Parks Department (if applicable), soliciting feedback from members of the public.
For information about compliance, contact Code Enforcement, Planning Department at 415-575-6863, www.sf-planning.org
29. **Central SoMa Community Facilities District Program (Planning Code Section 434).** The development project shall participate in the CFD established by the Board of Supervisors pursuant to Article X of Chapter 43 of the Administrative Code (the “Special Tax Financing Law”) and successfully annex the lot or lots of the subject development into the CFD prior to the issuance of the first Certificate of Occupancy for the development. For any lot to which the requirements of this Section 434 apply, the Zoning Administrator shall approve and order the recordation of a Notice in the Official Records of the Recorder of the City and County of San Francisco for the subject property prior to the first Certificate of Occupancy for the development, except that for

condominium projects, the Zoning Administrator shall approve and order the recordation of such Notice prior to the sale of the first condominium unit. This Notice shall state the requirements and provisions of subsections 434(b)-(c) above. The Board of Supervisors will be authorized to levy a special tax on properties that annex into the Community Facilities District to finance facilities and services described in the proceedings for the Community Facilities District and the Central SoMa Implementation Program Document submitted by the Planning Department on November 5, 2018 in Board of Supervisors File No. 180184.

30. **Rates for Long-Term Office Parking.** Pursuant to Planning Code Section 155(g), to discourage long-term commuter parking, off-street parking spaces provided for all uses other than residential or hotel must be offered pursuant to the following rate structure: (1) the rate charged for four hours of parking cannot be more than four times the rate charged for the first hour; (2) the rate charged for eight hours of parking cannot be less than ten (10) times the rate charged for the first hour; and (3) no discounted parking rates are allowed for weekly, monthly, or similar time-specific periods. *For information about compliance, contact Code Enforcement, Planning Department at 415-575-6863, www.sfplanning.org*

ADDITIONAL PROVISIONS

31. **Transferable Development Rights.** Pursuant to Section 124 and 249.78(e)(3) the Project Sponsor shall purchase the required number of units of Transferrable Development Rights (TDR) and secure a Notice of Use of TDR prior to the issuance of a site permit for all development on the Tier C portion of the Project which exceeds the base FAR of 3 to 1, up to an FAR of 4.25 to 1. *For more information about compliance, contact the Planning Department at 415-558-6378, www.sf-planning.org*
32. **First Source Hiring.** The Project shall adhere to the requirements of the First Source Hiring Construction and End-Use Employment Program approved by the First Source Hiring Administrator, pursuant to Section 83.4(m) of the Administrative Code. The Project Sponsor shall comply with the requirements of this Program regarding construction work and on-going employment required for the Project. *For information about compliance, contact the First Source Hiring Manager at 415-581-2335, www.onestopSF.org*
33. **Transportation Brokerage Services - C-3, EN, and SOMA.** Pursuant to Planning Code Section 163, the Project Sponsor shall provide on-site transportation brokerage services for the actual lifetime of the project. Prior to the issuance of any certificate of occupancy, the Project Sponsor shall execute an agreement with the Planning Department documenting the project's transportation management program, subject to the approval of the Planning Director. *For information about compliance, contact the Case Planner, Planning Department at 415-558-6378, www.sf-planning.org*

34. **Transportation Sustainability Fee.** The Project is subject to the Transportation Sustainability Fee (TSF), as applicable, pursuant to Planning Code Section 411A.

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

35. **Jobs-Housing Linkage Fee.** The Project is subject to the Jobs-Housing Linkage Fee, as applicable, pursuant to Planning Code Section 413. In the event the City adopts legislation establishing a new Jobs Housing Linkage Fee, increasing the amount of the Fee, or changing the methodology for determining the amount of the Jobs Housing Linkage Fee, before the Project procures a Certificate of Occupancy or a Certificate of Final Completion, and such new fee is applicable to development projects in the Central SOMA Plan area that have not procured a Certificate of Occupancy or a Certificate of Final Completion under the terms of the legislation, the Project shall be subject to such new or increased fee and shall pay any additional amounts due before the City may issue a Certificate of Occupancy or Final Completion.

Pursuant to Planning Code Section 249.78(e)(2), the Project Sponsor has elected to satisfy all or a portion of its Jobs-Housing Linkage Fee obligation through the Land Dedication Alternative contained in Sections 249.78(e)(2)(B) and 413.7, and has provided a letter from MOHCD verifying acceptance of an approximately 15,000-square foot parcel at the easternmost portion of the Project Site for this purpose. The value of the dedicated land shall be determined by the Director of Property pursuant to Chapter 23 of the Administrative Code, but shall not exceed the actual cost of acquisition by the project sponsor of the dedicated land in an arm's length transaction.

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

36. **Child-Care Requirements – Office Development.** The Project is subject to Childcare Fee for Office and Hotel Development Projects, as applicable, pursuant to Planning Code Section 414. Pursuant to Planning Code Section 249.78(e)(4), prior to issuance of a building or site permit the Project must elect its choice of the options described in subsection (A), (B) and (E) of Section 414.4(c)(1) as a condition of Project approval. The Project anticipates electing compliance option under Section 414.4(c)(1)(A) to “provide a child care facility on the premises for the life of the project.” In the event the Project intends to elect an alternate method of compliance as provided in Section 249.78(e)(4), it shall notify the Planning Department of this change prior to issuance of a building or site permit for the Project.

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

37. **Eastern Neighborhoods Infrastructure Impact Fee.** The Project is subject to the Eastern Neighborhoods Infrastructure Impact Fee, as applicable, pursuant to Planning Code Section 423.

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

38. **Central SoMa Community Services Facilities Fee.** The Project is subject to the Central SoMa Community Services Facilities Fee, as applicable, pursuant to Planning Code Section 432. *For information about compliance, contact the Case Planner, Planning Department at 415-558-6378, www.sf-planning.org*
39. **Central SoMa Community Infrastructure Fee.** The Project is subject to the Central SoMa Community Infrastructure Fee, as applicable, pursuant to Planning Code Section 433. *For information about compliance, contact the Case Planner, Planning Department at 415-558-6378, www.sfplanning.org*
40. **Central SoMa Community Facilities District.** The Project is subject to the Central SoMa Community Facilities District, pursuant to Pursuant to Planning Code Sections 434 and 249.78(d)(1)(C), and shall participate, as applicable, in the Central SoMa CFD. *For information about compliance, contact the Case Planner, Planning Department at 415-558-6378, www.sfplanning.org*
41. **Central SoMa SUD, Renewable Energy Requirements.** The Project shall fulfill all on-site electricity demands through any combination of on-site generation of 100% greenhouse gas-free sources in compliance with Planning Code Section 249.78(d)(5).
42. **Public Art Requirement.** The Project is subject to the Public Art Fee, as applicable, pursuant to Planning Code Section 429. *For information about compliance, contact the Case Planner, Planning Department at 415-558-6378, www.sfplanning.org.*
43. **Art Plaques.** Pursuant to Planning Code Section 429(b), the Project Sponsor shall provide a plaque or cornerstone identifying the architect, the artwork creator and the Project completion date in a publicly conspicuous location on the Project Site. The design and content of the plaque shall be approved by Department staff prior to its installation. *For information about compliance, contact the Case Planner, Planning Department at 415-558-6378, www.sf-planning.org.*
44. **Art - Concept Development.** Pursuant to Planning Code Section 429, the Project Sponsor and the artist shall consult with the Planning Department during design development regarding the height, size, and final type of the art. The final art concept shall be submitted for review for consistency with this Motion by, and shall be satisfactory to, the Director of the Planning Department in consultation with the Commission. The Project Sponsor and the Director shall report to the Commission on the progress of the development and design of the art concept prior to the approval of the first building or site permit application. *For information about compliance, contact the Case Planner, Planning Department at 415-558-6378, www.sf-planning.org.*

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

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

MONITORING - AFTER ENTITLEMENT

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

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

47. **Monitoring.** The Project requires monitoring of the conditions of approval in this Motion. The Project Sponsor or the subsequent responsible parties for the Project shall pay fees as established under Planning Code Section 351(e) (1) and work with the Planning Department for information about compliance.

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

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

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

OPERATION

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

- A. The business operator shall maintain the main entrance to the building and all sidewalks abutting the subject property in a clean and sanitary condition in compliance with the Department of Public Works Street and Sidewalk Maintenance Standards. In addition, the

operator shall be responsible for daily monitoring of the sidewalk within a one-block radius of the subject business to maintain the sidewalk free of paper or other litter associated with the business during business hours, in accordance with Article 1, Section 34 of the San Francisco Police Code.

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

53. **Privately- Owned Public Open Space Provision.** Pursuant to Planning Code Section 138, the Project shall provide no less than 16,700 gross square feet of privately-owned public open space (POPOS).

The Project Sponsor shall continue to work with Planning Department staff to refine the design and programming of the POPOS so that the open space meets the standards of Section 138(d) and the Urban Design Guidelines. Prior to the first certificate of occupancy for any building on the site, the Project Sponsor shall submit a maintenance and operations plan for the POPOS for review and approval by the Planning Department. At a minimum the maintenance and operations plan shall include:

- a. a description of the amenities and programming for the POPOS and how it serves the open space and recreational needs of the diverse users, including but not limited to residents, youth, families, workers, and seniors;
- b. a site and floor plan of the POPOS detailing final landscape design, irrigation plan, public art, materials, furnishings, lighting, signage and areas for food service;
- c. a description of the hours and means of public access to the POPOS;
- d. a proposed schedule for maintenance activities; and
- e. contact information for a community liaison officer.

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

54. **Hours of Access of Open Space.** All POPOS shall be publicly accessible during all daylight hours, from 7AM to 9PM every day. Should all or a portion of the POPOS be temporarily closed due to construction or maintenance activities, the operator shall contact the Planning Department in advance of the closure and post signage, plainly visible from the public sidewalks, that indicates the reason for the closure, an estimated date to reopen, and contact information for a community liaison officer.

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

55. **Food Service in Open Spaces.** Pursuant to Planning Code Section 138, food service area shall occupy no more than 20% of the required POPOS during the hours that the open space is accessible to the public. Restaurant seating shall not take up more than 20% of the seating and tables provided in the required open space.

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

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

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

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

- f. a description of the amenities, and list of events and programming with dates, and any changes to the design or programming during the reporting period;
- g. a plan of the POPOS including the location of amenities, food service, landscape, furnishing, lighting and signage;
- h. photos of the existing POPOS at time of reporting;
- i. description of access to the POPOS;
- j. a schedule of the means and hours of access and all temporary closures during the reporting period;
- k. a schedule of completed maintenance activities during the reporting period;
- l. a schedule of proposed maintenance activities for the next reporting period; and
- m. contact information for a community liaison officer.

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



SAN FRANCISCO PLANNING DEPARTMENT

Planning Commission Draft Motion

HEARING DATE: DECEMBER 12, 2019

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

Reception:
415.558.6378

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415.558.6409

Planning
Information:
415.558.6377

Record No.: 2005.0759OFA
Project Address: 725 Harrison Street
Zoning: CMUO (Central SoMa Mixed Use Office) Zoning District
85-X-160-CS; 130-X-160-CS; 130-CS Height and Bulk Districts
Central SoMa Special Use District
East SoMa Special Use District
Block/Lot: 3762/106, 108, 109, 112, 116, and 117
Project Sponsor: Aaron Fenton, Boston Properties, LP
Four Embarcadero Center
San Francisco, CA, 94111
Property Owner: Barret Block Partners, LP
1534 Plaza Lane, Suite 320
Burlingame, CA
Staff Contact: Esmeralda Jardines – (415) 575-9144
esmeralda.jardines@sfgov.org
Recommendation: **Approval with Conditions**

ADOPTING FINDINGS RELATING TO AN ALLOCATION OF OFFICE SQUARE FOOTAGE UNDER THE 2019 – 2020 ANNUAL OFFICE DEVELOPMENT LIMITATION PROGRAM PURSUANT TO PLANNING CODE SECTIONS 321 AND 322 THAT WOULD AUTHORIZE UP TO 505,000 SQUARE FEET OF OFFICE SPACE FOR THE PROJECT AT 725 HARRISON STREET, LOTS: 106, 108, 109, 112, 116, AND 117 IN ASSESSOR'S BLOCK 3762, WITHIN THE CMUO (CENTRAL SOMA MIXED USE OFFICE) DISTRICT, CENTRAL SOMA SPECIAL USE DISTRICT, AND 85-X-160-CS, 130-X-160-CS, AND 130-CS HEIGHT AND BULK DISTRICTS; AND ADOPTING OFFICE ALLOCATION FINDINGS FOR THE PROJECT.

PREAMBLE

On March 30, 2018, Boston Properties, Limited Partnership (hereinafter "Project Sponsor"), filed Application No. 2005.0759OFA (hereinafter "Application") with the Planning Department (hereinafter "Department") for an Office Development Authorization to authorize 770,000 gross square feet of office use (hereinafter the "Project") at 725 Harrison Street, Block 3762, Lots: 106, 108, 109, 112, 116, and 117 (hereinafter "Project Site") in San Francisco, California within the CMUO (Central SoMa Special Use District) Zoning District, and 85-X-160-CS; 130-X-160-CS; 130-CS Height and Bulk Districts.

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

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

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

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

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

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

On December 12, 2019, the San Francisco Planning Commission (hereinafter "Commission") adopted Motion No. XXXXX, approving a Large Project Authorization for the proposed Project (Large Project Authorization Application No. 2005.0759ENX). Findings contained within said motion are incorporated herein by this reference thereto as if fully set forth in this Motion.

On December 12, 2019, the Zoning Administrator conducted a duly noticed public hearing on Variance Application No. 2005.0759VAR-02, approving the variances for the Project. Findings contained within said approval are incorporated herein by this reference thereto as if fully set forth in this Motion.

On December 12, 2019, the Commission conducted a duly noticed public hearing at a regularly scheduled meeting on Office Development Authorization Application No. 2005.0759OFA.

The Planning Department Commission Secretary is the custodian of records; the File for Record No. 2005.0759OFA is located at 1650 Mission Street, Suite 400, San Francisco, California.

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

MOVED, that the Commission hereby authorizes the Office Allocation requested in Application No. 2005.0759OFA, subject to the conditions contained in "EXHIBIT A" of this motion, based on the following findings:

FINDINGS

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

1. The above recitals are accurate and constitute findings of this Commission.
2. **Project Description.** Commonly referred to as the "4th and Harrison" Key Development Site, the Project includes demolition of five existing buildings on the Project Site, dedicating a 15,000-square foot lot to MOHCD for the construction of new affordable housing, and new construction of a 14-story, 185-ft tall, mixed-use building approximately 935,000 gross square feet in total (excluding the affordable housing). The Project would also include the merger of Lots: 106, 108, 109, 112, 116 and 117 on Block 3762.

The Project consists of office, PDR, retail, and child care uses (the "Commercial Building") as well as a land dedication to the City to develop a 100 percent affordable housing project in the future (the "Affordable Housing Building"). The Commercial Building will include approximately 770,000 square feet of office space, 3,900 square feet of retail with four micro-retail spaces, 29,100 square feet devoted to two PDR spaces, 3,000 square feet of child care use, 16,700 square feet of interior and exterior POPOS, 116 off-street below-grade parking spaces, 5 off-street freight loading spaces plus six service vehicles (counting as three loading spaces, for a total of 8 loading spaces), 292 bicycle parking spaces (258 Class I, 34 Class II), 22 showers, and 36 lockers.

The Commercial Building consists of one structure that has two separate massing components: the larger, oblong-shaped structure with the massing towards Harrison and Fourth Streets (western portion), and a smaller spheroid-shaped structure with the massing running diagonally from Harrison to Perry Streets fronting the mid-block paseo (eastern portion). The structure will be approximately 185 feet tall, with a 20-foot-tall mechanical screen at the western portion, for a total height of 205 feet, and an 11-foot-6-inch-tall mechanical screen at the eastern portion, for a total height of 196 feet 6 inches.

The future Affordable Housing Building will be located on eastern portion of the lot and is anticipated to be an 85-foot, 8-floor building with a ground floor lobby and amenity space and approximately 144 units above. The final layout of the Affordable Housing Building will

ultimately be decided by MOHCD.

The Project will be constructed in two phases:

Phase I:

- 505,000 gsf of office
- 15,200 square feet of PDR
- 3,900 gsf of micro-retail
- 9,600 gsf of POPOS
- Land Dedication to MOHCD for the development of approximately 103,040 gsf for inclusionary affordable housing (up to 144 dwelling units)

Phase II:

- 265,000 gsf of office
- 13,900 square feet of PDR
- 3,000 gsf child care facility
- 7,100 gsf of POPOS, including the mid-block paseo

In this approval action, the Commission authorizes office use for ONLY Phase I in the western portion of the Commercial Building, or approximately 505,000 square feet of office use at the Project Site.

- 3. Site Description and Present Use.** The Project site (Assessor's Block 3762, Lots: 106, 106, 108, 109, 112, 116 and 117) are located on the south side of Harrison Street, east side of 4th Street, and north side of Perry Street in San Francisco's SoMa neighborhood on an irregularly shaped development lot. Cumulatively, the six lots have a lot area of approximately 102,067 square feet (2.34 acres), with approximately 606-ft of frontage along Harrison Street, 160-ft of frontage along 4th Street, and 671-ft of frontage along Perry Street. The Project Site contains five existing buildings: 120 Perry Street on Lot 106 is a one-story 3,600-square foot automotive repair use; 130-132 Perry Street on Lot 109 is a two-story 2,000-square foot commercial/wholesale storage use; 777 Harrison Street and 401-425 4th Street as well as 765 Harrison Street, all on Lot 112, is a single-story 32,000-square foot parking garage; 765 Harrison Street is a single-story 20,000-square foot building with 14,000 square feet for automotive use and 6,000 square feet for commercial storage uses; 735-743 Harrison Street on Lot 116 are two buildings with a 35,000-square foot private parking garage. Lots 108 and 117 are vacant parcels. The Project Site does not include the existing 4-story building at 759 Harrison Street on Lot 113.
- 4. Surrounding Properties and Neighborhood.** The Project Site is located within the CMUO Zoning Districts in the Central SoMa and East SoMa Area Plans. The immediate context is mixed in character with residential and ground floor commercial as well as industrial uses in the vicinity. The immediate neighborhood along Harrison includes two-to-eight story mixed-use buildings. The Project Site is located at the intersection of Harrison, 4th Street, and Perry Streets. Directly to the south and across Perry Street is the elevated Interstate 80 overpass; underneath the overpass is a Golden Gate Transit bus parking lot. Immediately to the west along 4th Street is the 4th Street downtown MUNI connection, across 4th Street is the Interstate 80 onramp. The Project Site is located within the Central SoMa Special Use District. Other zoning districts in the vicinity of the project site include: P (Public), MUR (Mixed-Use Residential), and SALI (Service Area Light

Industrial) Zoning Districts. To the east of the project site across 3rd Street is another Central SoMa key site, 400 2nd Street/One Vassar.

5. **Public Outreach and Comments.** To date, the Department has not received any comments regarding the Project. Over the last two years, the Project Sponsor has conducted extensive neighborhood outreach, including meetings with individual stakeholders and separate workshops and community outreach forums.
6. **Planning Code Compliance:** The Planning Code Compliance Findings set forth in Motion No. XXXXX, Case No. 2005.0759ENX (Large Project Authorization, pursuant to Planning Code Section 329) apply to this Motion, and are incorporated herein as though fully set forth.
7. **Office Development Authorization.** Planning Code Section 321 establishes standards for San Francisco's Office Development Annual Limit. In determining if the proposed Project would promote the public welfare, convenience and necessity, the Commission considered the seven criteria established by Code Section 321(b)(3), and finds as follows:

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

Currently, there is 896,752 gross square feet of available "Large Cap" office space was available for allocation. The Project will add approximately 505,000 square feet of office space at the Property. If the Project is approved, approximately 391,752 square feet of space will remain in the Large Cap Allocation.

The Project has been identified as one of eight Key Site Development Sites within Central SoMa. It is identified as Key Site No. 2, with the development potential of approximately 935,000 square feet of development, including office, retail, PDR, and child care. The Project provides community benefits as was envisioned and called for in the Central SoMa Plan. The Project is providing a key amenity - land that will be donated to MOHCD for the development of 100% affordable housing. Additionally, the proposed project is subject to various development impact fees that will benefit the surrounding community and the city.

The Project's proposal to add 258 Class 1 and 34 Class 2 bicycle spaces, totaling 292 bicycle parking spaces, its proposed sidewalk and street improvements to Harrison, 4th, and Perry Streets, as well as the Project site's close proximity to Caltrain and MUNI lines will facilitate and encourage the office tenants to use alternative means of transportation to travel to and from work. This is in line with one of the Central SoMa Plan's goals to provide safe and convenient transportation that prioritizes walking, bicycling, and transit. The Central SoMa Plan Initial Study also found that the rezoning and resulting new development contemplated by the Central SoMa Plan would not have significant impacts on transportation infrastructure.

The Project would balance its office use with retail, PDR and childcare uses. These uses would further encourage the economic growth of the area and add neighborhood-serving uses. As a whole, the Project will result in an ideal balance between economic growth, housing development, transportation, and public services.

II. THE CONTRIBUTION OF THE OFFICE DEVELOPMENT TO, AND ITS EFFECTS ON, THE

OBJECTIVES AND POLICIES OF THE GENERAL PLAN.

The two Phases of the Project are consistent with the General Plan both individually and collectively, as outlined in Section 8 below. The entire Project would advance the Objectives and Policies of the Commerce, Urban Design, Housing, Eastern SoMa, and Transportation Elements of the General Plan, and presents no significant conflicts with the other elements.

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

Both Phases of the Project incorporate a high-quality design reflective of the aesthetic character of the surrounding South of Market Area, as well as the specific land use and urban form policies of the Central SoMa Plan.

The Project's mass and scale are appropriate for the large lot and surrounding context. The Project fronts three major streets: Harrison, 4th, and Perry Streets, with a frontage that is 606 feet in length along Harrison, 160 feet in length along 4th Street, and 671 feet in length along Perry Street. In order to break up the massing to avoid one large uniform building on the site, the Property has been divided into two distinct building segments, an oblong-shaped structure with the massing towards Harrison and 4th Street (western portion) and a spheroid-shaped structure with the massing running diagonally from Harrison to Perry Streets fronting the mid-block paseo (eastern portion).

The commercial building is sculpted as a carved volume of space that accentuates the urban room and visually separates the upper massing while using horizontal stacks of forms to further articulate its massing. The commercial building is articulated on both large and small scale to create a cascading effect reminiscent of falling leaves (both the large stacked forms of the building and the smaller cascading forms of the hardscape elements in the POPOS).

In an effort to break up the massing and bulk along the Harrison and Perry Street frontages, the Project has been broken down so that it appears to be two separate structures on the Property. Both structural components – the western portion and the eastern portion share the below-grade foundation, off-street parking, and mechanical systems. The western and eastern portions function both as one unit, as well as their own unit with individual lobbies and elevator and stair cores but with shared floor plates that are all connected via a walkway connecting along Perry Street. This configuration allows for maximum flexibility and function accommodated by the proposed building form. To break down the appearance of a uniform structure, both segments have been carefully articulated with attention to the fenestration patterns and building materials both vertically and horizontally. Though proposing a uniform material palette, the subtle shifts in color occur from the horizontal bands. The horizontal bands arrange pulses in sets of 1-to-3 stories. To modulate the façade and emphasize the urban room, as identified in the Central SoMa Area Plan, the upper floors have been designed to be deferential to the “urban room.” Two rectilinear façades along Harrison Street define the urban room and streetwall at the podium levels. The podium façade colors are more saturated, further enhancing its presence in the foreground. Above the podiums, both the oblong-shaped western portion and spheroid-shaped eastern portion curve away from the urban room, further enhancing it. The façade module size pulse tightens at corners and graduates to more open at the center. The material detailing of the façade further emphasizes the curvilinear aspects of both the eastern and western portions. The varied character of the geometric forms ensure that the project integrates with the existing urban fabric, by pulling the massing away from the Harrison Street frontage.

Both components of the proposed structure have been designed to be 185 feet in height, exclusive of the mechanical screen, which is appropriate for the prominent corner location. Though one building, the façades have been articulated to recognize and respond to the existing pattern of long blocks, open spaces, and varying sizes of streets. The western portion curves substantially away from Harrison Street at the seventh floor. Both segments of the proposed building have been designed with several setbacks that modulate their respective façades and make the overall appearance to be of interwoven leaf forms tied together through their massing and materials. At the seventh floor, further emphasizing the urban room, there is an angled 14-foot setback along 4th Street as well as substantial varying curvilinear setbacks along Harrison Street; the entirety of the Perry Street façade is setback at least 15 feet from the property line and widening as much as 25 feet for some portions of the Perry Street frontage. There is a mid-block paseo that separates the proposed commercial building from the parcel that will be dedicated to MOHCD, which in turn is limited to 85 feet in height. The commercial building's rectilinear façade will align with the future affordable housing building contiguous to the Project site, continuing the urban room.

The existing neighborhood is a high-density downtown neighborhood with a mixture of low- to mid-rise development containing commercial, office, industrial, and residential uses, as well as several undeveloped or underdeveloped sites, such as surface parking lots and single-story industrial buildings. The massing of the proposed structure has also been designed to respect the scale and character of the evolving Central SoMa neighborhood. The Project site is located to the west (along Harrison Street) from the 400 2nd Street/One Vassar project, which is anticipated for redevelopment with three mixed-use office, residential, and hotel towers reaching heights of 200-to-350 feet (19-to-35-stories).

Overall, the scale and massing of the Project is in keeping with the buildings on the subject block, as well as with those that will be developed over the next several years in this neighborhood.

The Project incorporates a simple, yet elegant, architectural language that is accentuated by contrasts in the exterior materials. Overall, the Project offers a high-quality architectural treatment, which provides for unique and expressive architectural design that is consistent and compatible with the surrounding neighborhood. The Project has been carefully designed to incorporate a wide range of uses that not only provide ample employment opportunities for San Francisco residents, but also provide retail, indoor and outdoor open space, as well as a child care facility for the neighborhood.

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

- a) Use. *The Project's proposed office, retail, PDR, child care, and residential (affordable housing) uses are principally permitted in the CMUO Zoning District, as well as the Central SoMa Special Use District. The Central SoMa Plan expressly encourages new development in the Plan Area, including the development of office space. The Project's close proximity to public transit will provide employees and tenants with ample access to the Project site, making it a suitable location for office development. In addition to office, the Project's other proposed neighborhood-serving uses and open space areas are all in line with the development contemplated for the Central SoMa Plan Area. The Project will not have any impacts beyond those studied in the Central SoMa EIR, which was certified by the Planning Commission by Motion No. 20182 on May 10, 2018 and by the Board of Supervisors by Motion No. M18-131 on September 25, 2018.*

- b) Transit Accessibility. *The Project site is located in close proximity to the: 8, 8AX, 8BX, 10, 12, 27, 30, 45, 47, 81X, 82X, 83X and KLM MUNI bus lines, as well as the Central Subway line along 4th Street and the 4th & King Caltrain and MUNI light stations. The Central Subway Project to extend the Muni Metro T Third Line through South of Market, Union Square, and Chinatown with four new stations is also expected to be completed soon. The T extension would run contiguous to the Project site along 4th Street.*
- c) Open Space Accessibility. *The Central SoMa Plan envisions creating new parks and open spaces in an area that currently lacks it. In total, the Project will include 16,700 square feet of on-site open space, consisting of 8,700 square feet of exterior POPOS including a 7,100-square foot mid-block paseo, and a 6,500-square foot indoor POPOS along Harrison, 4th Street, and Perry Street; the remaining 3,100 square feet of exterior open space are provided contiguous to the indoor POPOS along Harrison, 4th, and Perry Streets.*
- d) Urban Design. *The thoughtfully designed Project consists one building that has two separate massing components: the larger, oblong-shaped structure with the massing towards Harrison and 4th Streets (western portion), and a smaller spheroid-shaped structure with the massing running diagonally from Harrison to Perry Streets fronting the mid-block paseo (eastern portion). The structure will be approximately 185 feet tall, with a 20-foot mechanical screen at the western portion, for a total height of 205 feet, and an 11-foot-6-inch mechanical screen at the eastern portion, for a total height of 196-feet 5-inches. The future Affordable Housing building will be located on a 15,000-square foot portion of the Property separated by the mid-block alley. The future Affordable Housing Building is anticipated to be an 85-foot, 9-floor building with a ground floor lobby and amenity space providing approximately 144 units. Ground-floor retail, PDR, and child care facility uses are also conveniently located for access by the public. The final layout of the Affordable Housing Building will ultimately be decided by MOHCD. However, together, the two buildings create a unique, yet cohesive design and programming that will be visually compatible with other Key Sites, as well as the South of Market area.*
- e) Seismic Safety. *The Project will conform to the structural and seismic requirements of the San Francisco Building Code, meeting this policy.*

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

- a) Anticipated Employment Opportunities. *Office space in San Francisco continues to be scarce, and demand for building with large flexible floorplates remains high. The Project's 505,000 square feet of new office space will create a significant amount of new employment opportunities. In addition, the Project's retail, childcare, and PDR spaces will also create many employment opportunities.*
- b) Needs of Existing Businesses. *San Francisco continues to experience high demand for large floorplate office space. According to the Central SoMa Plan, "about 60 percent of all jobs in the City are located in offices – and the percentage is growing (in keeping with national trends)."¹ The Project will create much-needed office space in a transit-rich area to help keep businesses, and jobs, in San*

¹ Central SoMa Plan, Draft for Public Review (August 2016), p. 36.

Francisco.

- a) Availability of Space Suitable for Anticipated Uses. *There is a strong demand for transit-serving office space in San Francisco. Unemployment continues to drop, large areas of vacant office space are in short supply, and long-term growth is expected to continue. The Central SoMa Plan has been designed to encourage production of new office development specifically to address the anticipated increase in demand for such development in close proximity to new housing and enhanced public transit options in the area. The Project will provide large open floorplates, which will allow for quality office space that is suitable for a variety of office uses and sizes.*

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

The future occupancy of the proposed development has not yet been determined. However, occupancy by new, modern office uses will be consistent with the express goals of the Central SoMa Plan.

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

Planning Code Section 124 establishes basic floor area ratios (FAR) for all zoning districts, but there is no maximum FAR in the CMUO zoning district. Section 249.78(e)(3) requires projects in the Central SoMa SUD that are classified as a 'Tier C' project, contains new construction or an addition of 50,000 square feet or more of non-residential development, and has an FAR of at 3 to 1 or greater, to acquire TDR from a Transfer Lot in order to exceed an FAR of 3 to 1, up to an FAR of 4.25 to 1. Above an FAR of 4.25 to 1, the acquisition of additional TDR is not required. Section 128.1(b) states that the land dedicated to the City for affordable housing pursuant to Section 249.78 is exempted from the calculation of the "Development Lot" area within the Central SoMa SUD.

The Project consists of new non-residential construction that is greater than 50,000 square feet. The Project was rezoned to split height and bulk districts of 130-X-160-CS, 85-X-160-CS, and 130-CS across six lots. All six lots are classified as Tier C. Thus, all six lots have an FAR of greater than 3 to 1. As such, the Project must acquire TDR to develop to the Tier C area from 3 to 1 to 4.25 to 1 (1.25 x lot area).

The Project site consists of an irregular-rectangular-shaped lot measuring approximately 102,067 square feet in size. After subtracting the land dedication site, the Property is 87,067 square feet. The Code requires the purchase of TDR to develop an FAR from 3:1 to 4.25:1 (1.25 x lot area), which is 108,833 square feet (1.25 x 87,067 = 108.833). The Project Sponsor is already in contract with the City and County of San Francisco to purchase this TDR to transfer to the Project site.

8. **General Plan Consistency.** The General Plan Consistency Findings set forth in Motion No. XXXXXX, Case No. 2005.0759ENX (Large Project Authorization, pursuant to Planning Code Section 329) apply to this Motion, and are incorporated herein as though fully set forth.
9. **Planning Code Section 101.1(b)** establishes eight priority-planning policies and requires review of permits for consistency with said policies. On balance, the project does comply with said policies in that:

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

The Project would not remove any retail uses and instead will add 3,900 gsf of retail use. In addition, the Project would replace the existing five buildings, some of which are vacant, and provide instead 29,100 square feet for PDR, 3,000 square feet for a Child Care Facility, and 770,000 square feet for Office uses. The new proposed uses would enhance future opportunities for resident employment and ownership.

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

The Project would not remove any existing housing. The Project proposes to provide 15,000 square feet of developable area above as a land dedication site to MOHCD for 100% affordable housing. The Project would provide land for the construction of up to 144 new dwelling units; thus, resulting in an overall increase in the neighborhood housing stock. In addition, the Project would add PDR uses, which add to the public realm and neighborhood character. The Project is expressive in design and relates well to the scale and form of the surrounding neighborhood. For these reasons, the Project would protect and preserve the cultural and economic diversity of the neighborhood.

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

No affordable housing exists or would be removed for this Project. The Project proposes to provide developable area, approximately 15,000 square feet for MOHCD, as a site for 100% affordable housing. Future development of this site would enhance the City's available housing stock.

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

The Project Site is served by nearby public transportation options. The Project site is located in close proximity to the: 8, 8AX, 8BX, 10, 12, 27, 30, 45, 47, 81X, 82X, 83X and KLM MUNI bus lines, as well as the Central Subway line along 4th Street and the 4th & King Caltrain and MUNI light stations. The Central Subway Project to extend the Muni Metro T Third Line through South of Market, Union Square, and Chinatown with four new stations is also expected to be completed soon. The T extension would run contiguous to the Project site along 4th Street. The Project also provides off-street parking at the principally permitted amounts and sufficient bicycle parking for employees and their guests.

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

The Project does replace some existing industrial uses with commercial office development; however, the proposed 29,100 square feet of PDR is more than the existing amount of PDR space and more than what would have otherwise been required for replacement PDR under Prop X (Planning Code Section 202.8). Thus, the Project with its proposed 29,100 square feet of ground-floor PDR space will increase the

neighborhood's supply of available industrial use space. The Project will therefore expand future opportunities for employment and ownership in these sectors.

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

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

- G. That landmarks and historic buildings be preserved.

Currently, the Project Site does not contain any City Landmarks or historic buildings.

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

A shadow fan analysis prepared by the Planning Department indicates that the project would not cast new shadows on any existing parks or public open spaces.

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

DECISION

That based upon the Record, the submissions by the Applicant, the staff of the Department and other interested parties, the oral testimony presented to this Commission at the public hearings, and all other written materials submitted by all parties, the Commission hereby **APPROVES Phase I or approximately 505,000 square feet of office use out of the requested 770,000 square feet identified in Office Development Application No. 2005.0759OFA** subject to the following conditions attached hereto as “EXHIBIT A” in general conformance with plans on file, dated December 12, 2019 and stamped “EXHIBIT B”, which are incorporated herein by reference as though fully set forth.

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

APPEAL AND EFFECTIVE DATE OF MOTION: Any aggrieved person may appeal this Office Development Allocation to the Board of Supervisors within fifteen (15) days after the date of this Motion No. XXXXX. The effective date of this Motion shall be the date of this Motion if not appealed (After the 15-day period has expired) OR the date of the decision of the Board of Appeals if appealed to the Board of Appeals. For further information, please contact the Board of Appeals at (415) 575-6880, 1650 Mission Street, Room 304, San Francisco, CA.

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

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

I hereby certify that the Planning Commission **ADOPTED** the foregoing Motion on December 12, 2019.

Jonas P. Ionin
Commission Secretary

AYES:

NAYS:

ABSENT:

ADOPTED: December 12, 2019

EXHIBIT A

AUTHORIZATION

This authorization is for an Office Authorization Allocation to allow 505,000 square feet of office space for Phase I of the Project out of the requested 770,000 square feet identified in Office Development Application No. 2005.0759OFA at 725 Harrison Street, Block 3762, Lots: 106, 108, 112, 116, and 117, pursuant to Planning Code Sections 321 and 322 within the CMUO (Central Soma Mixed Use Office) Zoning District, Central SoMa Special Use District, and 85-X-160-CS, 130-X-160-CS, and 130-CS Height and Bulk Districts in general conformance with plans, dated December 12, 2019, and stamped "EXHIBIT B" included in the docket for Case No. 2005.0759OFA and subject to conditions of approval reviewed and approved by the Commission on December 12, 2019 under Motion No. XXXXXX. This authorization and the conditions contained herein run with the property and not with a particular Project Sponsor, business, or operator.

COMPLIANCE WITH OTHER REQUIREMENTS

The Planning Code Compliance Findings set forth in Motion No. XXXXX, Case No. 2005.0759ENX (Large Project Authorization, pursuant to Planning Code Section 329) and the Mitigation, Monitoring, and Reporting Program adopted as Exhibit C to Planning Commission Motion No. XXXXX, Case No. 2005.0759ENX apply to this Motion, and are incorporated herein as though fully set forth.

RECORDATION OF CONDITIONS OF APPROVAL

Prior to the issuance of the building permit or commencement of use for the Project the Zoning Administrator shall approve and order the recordation of a Notice in the Official Records of the Recorder of the City and County of San Francisco for the subject property. This Notice shall state that the project is subject to the conditions of approval contained herein and reviewed and approved by the Planning Commission on December 12, 2019 under Motion No. XXXXX.

PRINTING OF CONDITIONS OF APPROVAL ON PLANS

The conditions of approval under the 'Exhibit A' of this Planning Commission Motion No. XXXXX shall be reproduced on the Index Sheet of construction plans submitted with the Site or Building permit application for the Project. The Index Sheet of the construction plans shall reference to the Office Allocation Authorization and Large Project Authorization and any subsequent amendments or modifications.

SEVERABILITY

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

CHANGES AND MODIFICATIONS

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

Conditions of Approval, Compliance, Monitoring, and Reporting

PERFORMANCE

- 1. Additional Project Authorization.** The Project Sponsor must obtain a Large Project Authorization under Section 329 to allow the construction of one building structure at 725 Harrison Street and satisfy all the conditions thereof. The conditions of approval under the 'Exhibit A' of Planning Commission Motion No. XXXXX (Case No. 2005.0759ENX (Large Project Authorization, pursuant to Planning Code Section 329) apply to this Motion, and are incorporated herein as though fully set forth. If these conditions overlap with any other requirement imposed on the Project, the more restrictive or protective condition or requirement, as determined by the Zoning Administrator, shall apply.

For information about compliance, contact Code Enforcement, Planning Department at 415-575-6863, www.sf-planning.org
- 2. Additional Project Authorization - Variance.** The Project Sponsor must obtain Variances from the Zoning Administrator to address the Planning Code requirements for permitted obstructions (Planning Code Section 136), parking and loading entrances (Planning Code Section 145.1(c)(2)), street frontage active use requirements (Planning Code Section 145.1(c)(3) and 249.78(c)(1)), as well as ground floor commercial along 4th Street (Planning Code Section 145.4)). The conditions set forth below are additional conditions required in connection with the Project. If these conditions overlap with any other requirement imposed on the Project, the more restrictive or protective condition or requirement, as determined by the Zoning Administrator, shall apply.

For information about compliance, contact Code Enforcement, Planning Department at 415-575-6863, www.sf-planning.org
- 3. Development Timeline - Office.** Pursuant to Planning Code Section 321(d)(2), construction of Phase I of the Project shall commence within 3 years of the effective date of this Motion. Failure to begin work on Phase I within that period or to carry out the development diligently thereafter to completion, shall be grounds to revoke approval of the Phase I office development under this office development authorization.

For information about compliance, contact Code Enforcement, Planning Department at 415-575-6863, www.sf-planning.org
- 4. Extension.** This authorization may be extended at the discretion of the Zoning Administrator only where failure to issue a permit by the Department of Building Inspection to perform said construction is caused by a delay by a local, State or Federal agency or by any appeal of the issuance of such permit(s).

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

Land Use Information

Project Address: 725 Harrison Street
Record No.: 2005.0759ENX/OFA/VAR

	EXISTING	PROPOSED	NET NEW
GROSS SQUARE FOOTAGE (GSF)			
Parking GSF	N/A	116	+116
Residential GSF	N/A	N/A	N/A
Retail/Commercial GSF	0	3,900	3,900
Office GSF	0	770,000	770,000
Industrial/PDR GSF <i>Production, Distribution, & Repair</i>	25,600	29,100	+3,500
Medical GSF	N/A	N/A	N/A
Visitor GSF	N/A	N/A	N/A
CIE GSF	N/A	3,000	+3,000
Usable Open Space	0	16,700	+16,700
Public Open Space	0	16,700	+16,700
Other ()			
TOTAL GSF			
	EXISTING	NET NEW	TOTALS
PROJECT FEATURES (Units or Amounts)			
Dwelling Units – Affordable	N/A	N/A	N/A
Dwelling Units – Market Rate	N/A	N/A	N/A
Dwelling Units – Total	N/A	N/A	N/A
Hotel Rooms	N/A	N/A	N/A
Number of Buildings	5	1 (excluding Affordable Housing)	-4
Number of Stories	One-to-two	14	+12
Parking Spaces	N/A	116	+116
Loading Spaces	0	8	+8
Bicycle Spaces	0	292	+292
Car Share Spaces	0	4	+4
Other ()			



SAN FRANCISCO
PLANNING
DEPARTMENT

AFFIDAVIT FOR FIRST SOURCE HIRING PROGRAM

Administrative Code

Chapter 83

1650 Mission Street, Suite 400 • San Francisco CA 94103-2479 • 415.558.6378 • <http://www.sfplanning.org>

Section 1: Project Information

PROJECT ADDRESS		BLOCK/LOT(S)	
725 Harrison Street		3762/106,108,109,112,116,117	
BUILDING PERMIT APPLICATION NO.	CASE NO. (IF APPLICABLE)	MOTION NO. (IF APPLICABLE)	
2019.1115.7380; 2019.1115.7378	2005.0759	N/A	
PROJECT SPONSOR	MAIN CONTACT	PHONE	
Boston Properties	Aaron Fenton	415.772.0714	
ADDRESS			
Four Embarcadero Center			
CITY, STATE, ZIP		EMAIL	
San Francisco, CA 94111		afenton@bxp.com	
ESTIMATED RESIDENTIAL UNITS	ESTIMATED SQ FT COMMERCIAL SPACE	ESTIMATED HEIGHT/FLOORS	ESTIMATED CONSTRUCTION COST
0	935,000	14	\$20 Million
ANTICIPATED START DATE			
Q2 2020			

Section 2: First Source Hiring Program Verification

CHECK ALL BOXES APPLICABLE TO THIS PROJECT	
<input type="checkbox"/>	Project is wholly Residential
<input checked="" type="checkbox"/>	Project is wholly Commercial
<input type="checkbox"/>	Project is Mixed Use
<input type="checkbox"/>	A: The project consists of ten (10) or more residential units;
<input checked="" type="checkbox"/>	B: The project consists of 25,000 square feet or more gross commercial floor area.
<input type="checkbox"/>	C: Neither 1A nor 1B apply.
NOTES:	
<ul style="list-style-type: none"> If you checked C, this project is <u>NOT</u> subject to the First Source Hiring Program. Sign Section 4: Declaration of Sponsor of Project and submit to the Planning Department. If you checked A or B, your project <u>IS</u> subject to the First Source Hiring Program. Please complete the reverse of this document, sign, and submit to the Planning Department prior to any Planning Commission hearing. If principally permitted, Planning Department approval of the Site Permit is required for all projects subject to Administrative Code Chapter 83. For questions, please contact OEWD's CityBuild program at CityBuild@sfgov.org or (415) 701-4848. For more information about the First Source Hiring Program visit www.workforcedevelopmentsf.org If the project is subject to the First Source Hiring Program, you are required to execute a Memorandum of Understanding (MOU) with OEWD's CityBuild program prior to receiving construction permits from Department of Building Inspection. 	

Continued...

Section 3: First Source Hiring Program – Workforce Projection

Per Section 83.11 of Administrative Code Chapter 83, it is the developer's responsibility to complete the following information to the best of their knowledge.

Provide the estimated number of employees from each construction trade to be used on the project, indicating how many are entry and/or apprentice level as well as the anticipated wage for these positions.


2019.11.22 -
Rough Estimate

Check the anticipated trade(s) and provide accompanying information (Select all that apply):

TRADE/CRAFT	ANTICIPATED JOURNEYMAN WAGE	# APPRENTICE POSITIONS	# TOTAL POSITIONS	TRADE/CRAFT	ANTICIPATED JOURNEYMAN WAGE	# APPRENTICE POSITIONS	# TOTAL POSITIONS		
Abatement Laborer				Laborer	\$65	1	4		
Boilermaker				Operating Engineer	\$80-100	1	4		
Bricklayer	\$105	1	4	Painter	\$105	1	3		
Carpenter	\$100	1	4	Pile Driver	\$125	1	2		
Cement Mason	\$80	1	6	Plasterer	\$95	1	3		
Drywall/Latherer	\$100	1	10	Plumber and Pipefitter	\$165	1	6		
Electrician	\$120	2	12	Roofer/Water proofer	\$110	1	4		
Elevator Constructor	\$155	1	3	Sheet Metal Worker	\$125	1	4		
Floor Coverer	\$135	1	2	Sprinkler Fitter	\$125	1	4		
Glazier	\$100	1	6	Taper	\$95	1	8		
Heat & Frost Insulator				Tile Layer/ Finisher	\$145	1	3		
Ironworker	\$90	1	8	Other:					
			TOTAL:	55				TOTAL:	45

1. Will the anticipated employee compensation by trade be consistent with area Prevailing Wage? YES NO
2. Will the awarded contractor(s) participate in an apprenticeship program approved by the State of California's Department of Industrial Relations? YES NO
3. Will hiring and retention goals for apprentices be established? YES NO
4. What is the estimated number of local residents to be hired? _____

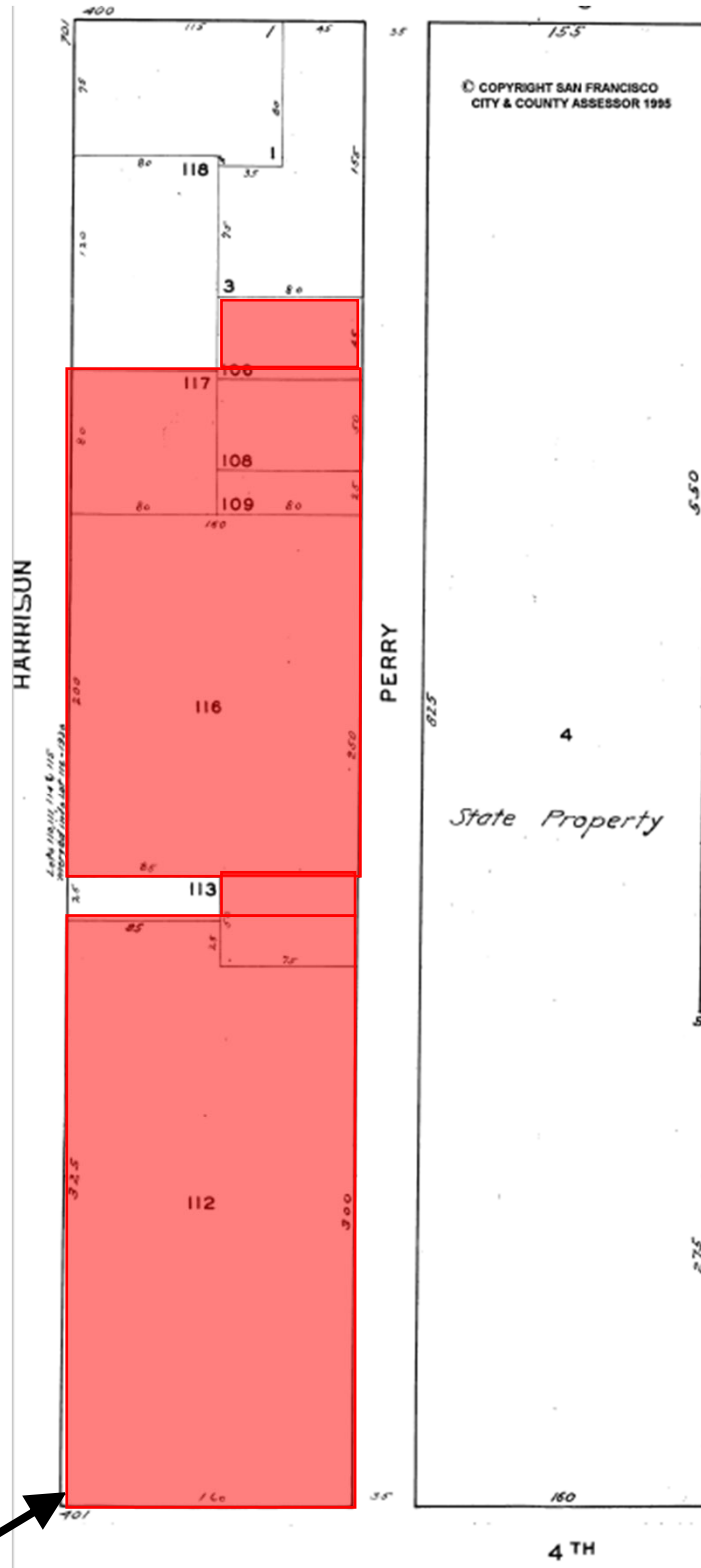
Section 4: Declaration of Sponsor of Principal Project

PRINT NAME AND TITLE OF AUTHORIZED REPRESENTATIVE	EMAIL	PHONE NUMBER
Aaron Fenton	afenton@bxp.com	415.772.0714
I HEREBY DECLARE THAT THE INFORMATION PROVIDED HEREIN IS ACCURATE TO THE BEST OF MY KNOWLEDGE AND THAT I COORDINATED WITH OEWD'S CITYBUILD PROGRAM TO SATISFY THE REQUIREMENTS OF ADMINISTRATIVE CODE CHAPTER 83.		
 (SIGNATURE OF AUTHORIZED REPRESENTATIVE)		11-22-19 (DATE)

FOR PLANNING DEPARTMENT STAFF ONLY: PLEASE EMAIL AN ELECTRONIC COPY OF THE COMPLETED AFFIDAVIT FOR FIRST SOURCE HIRING PROGRAM TO OEWD'S CITYBUILD PROGRAM AT CITYBUILD@SFGOV.ORG

Cc: Office of Economic and Workforce Development, CityBuild
 Address: 1 South Van Ness 5th Floor San Francisco, CA 94103 Phone: 415-701-4848
 Website: www.workforcedevelopmentsf.org Email: CityBuild@sfgov.org

Parcel Map

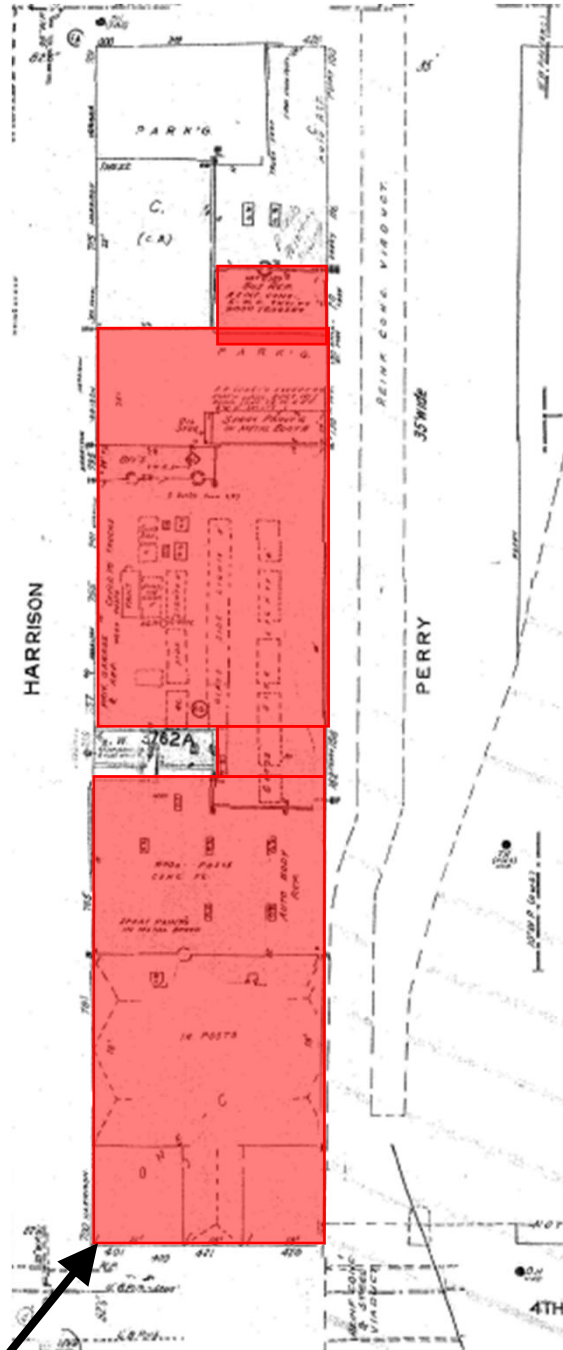


SUBJECT PROPERTY



Large Project Authorization,
Office Allocation, and Variance Hearings
Case Numbers 2005.0759ENXOFAVAR-02
725 Harrison Street

Sanborn Map*



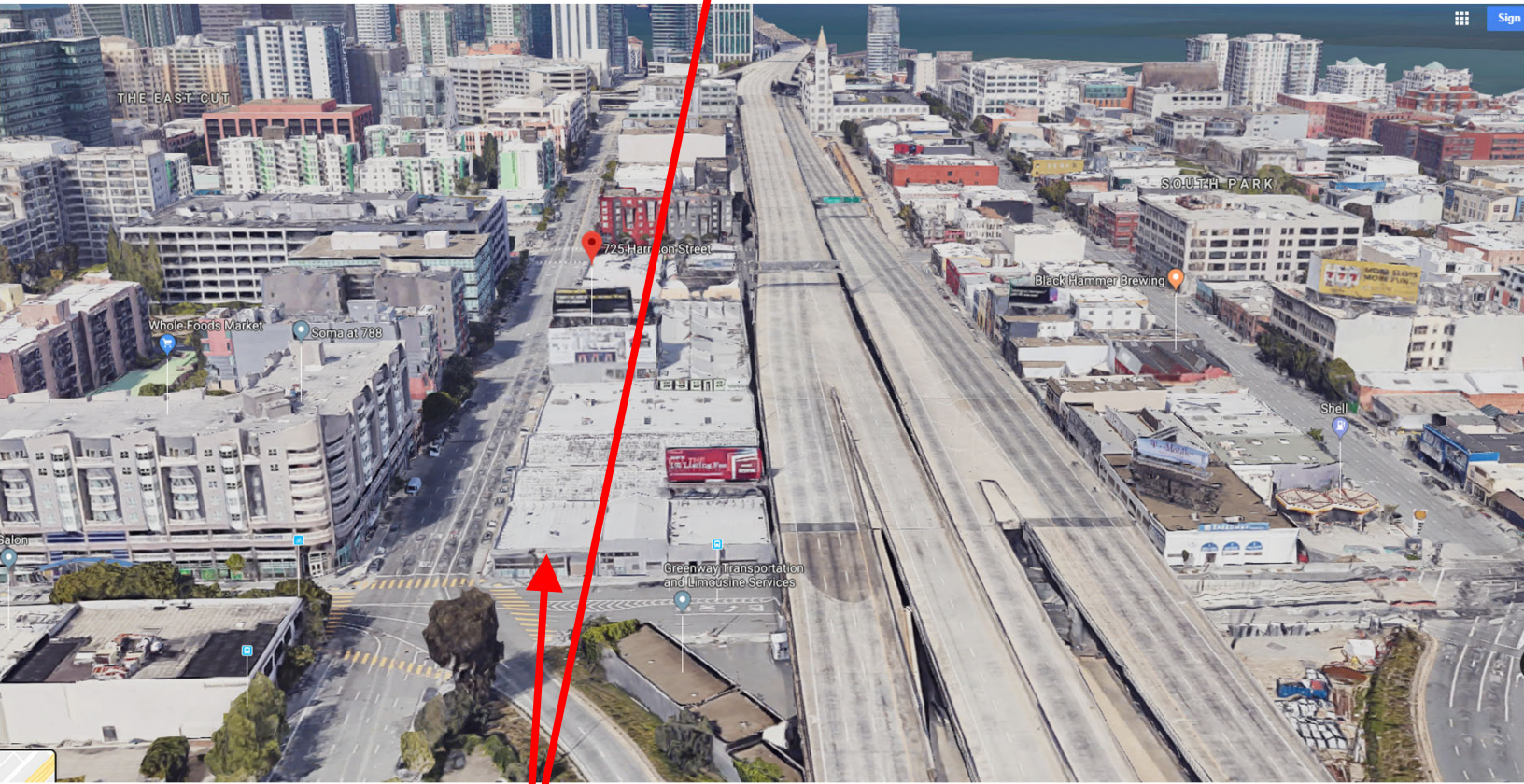
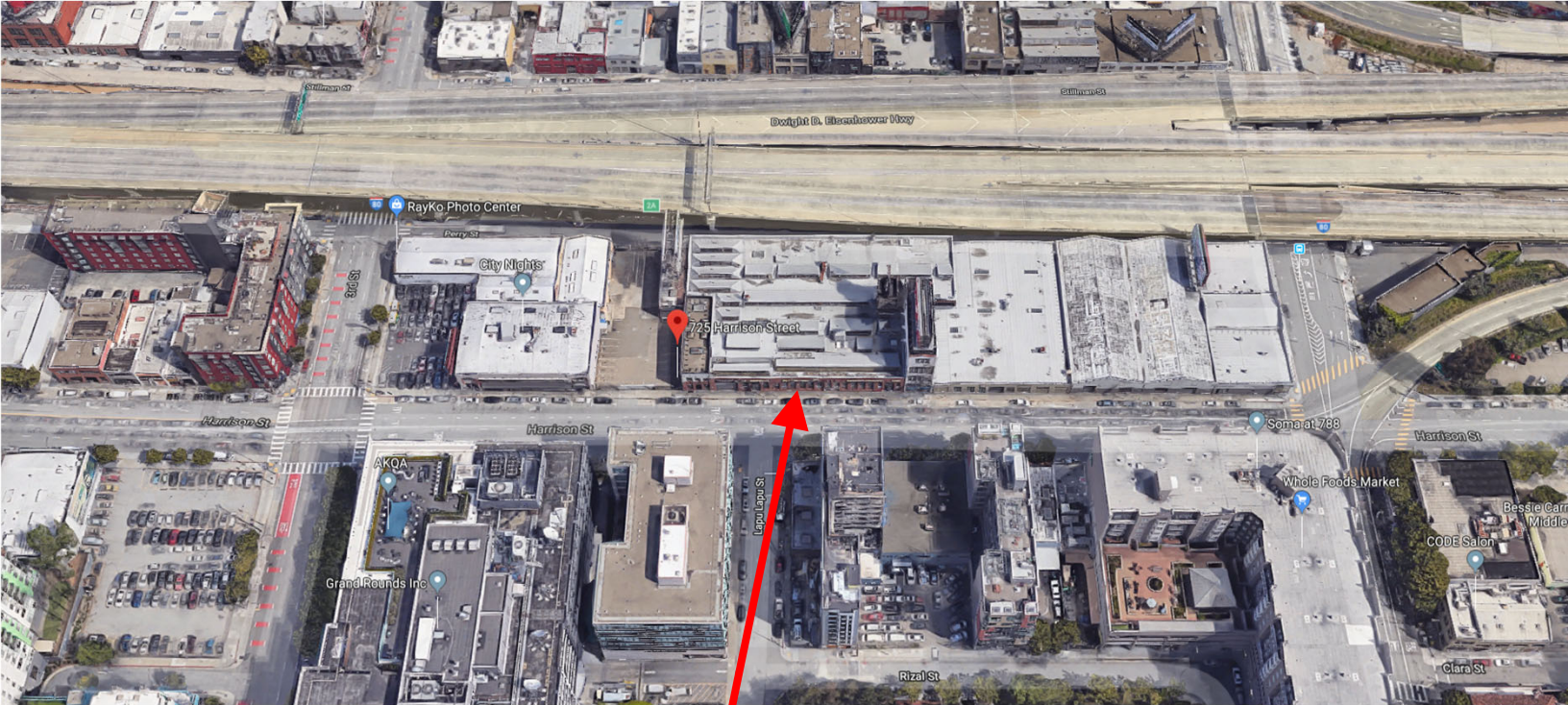
*The Sanborn Maps in San Francisco have not been updated since 1998, and this map may not accurately reflect existing conditions.

SUBJECT PROPERTY



Large Project Authorization,
Office Allocation, and Variance Hearings
Case Numbers 2005.0759ENXOFAVAR-02
725 Harrison Street

Aerial Photographs over Harrison & 4th Street



SUBJECT PROPERTY

Large Project Authorization,
Office Allocation, and Variance Hearings
Case Numbers 2005.0759ENXOFAVAR-02
725 Harrison Street

Aerial Photographs over Perry Street/I-80 & from 3rd Street

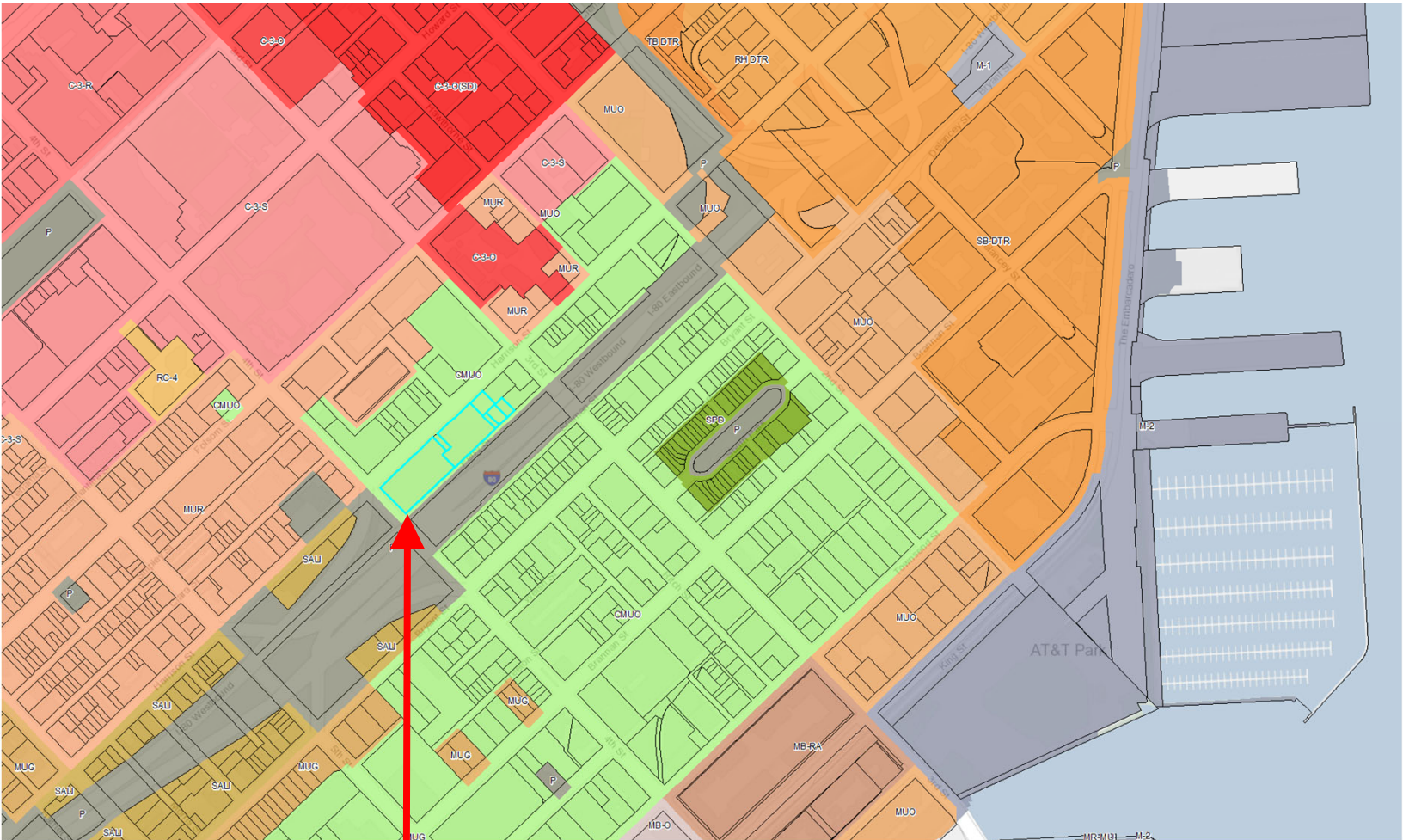


SUBJECT PROPERTY

**SAN FRANCISCO
PLANNING DEPARTMENT**

Large Project Authorization,
Office Allocation, and Variance Hearings
Case Numbers 2005.0759ENXOFAVAR-02
725 Harrison Street

Zoning Map

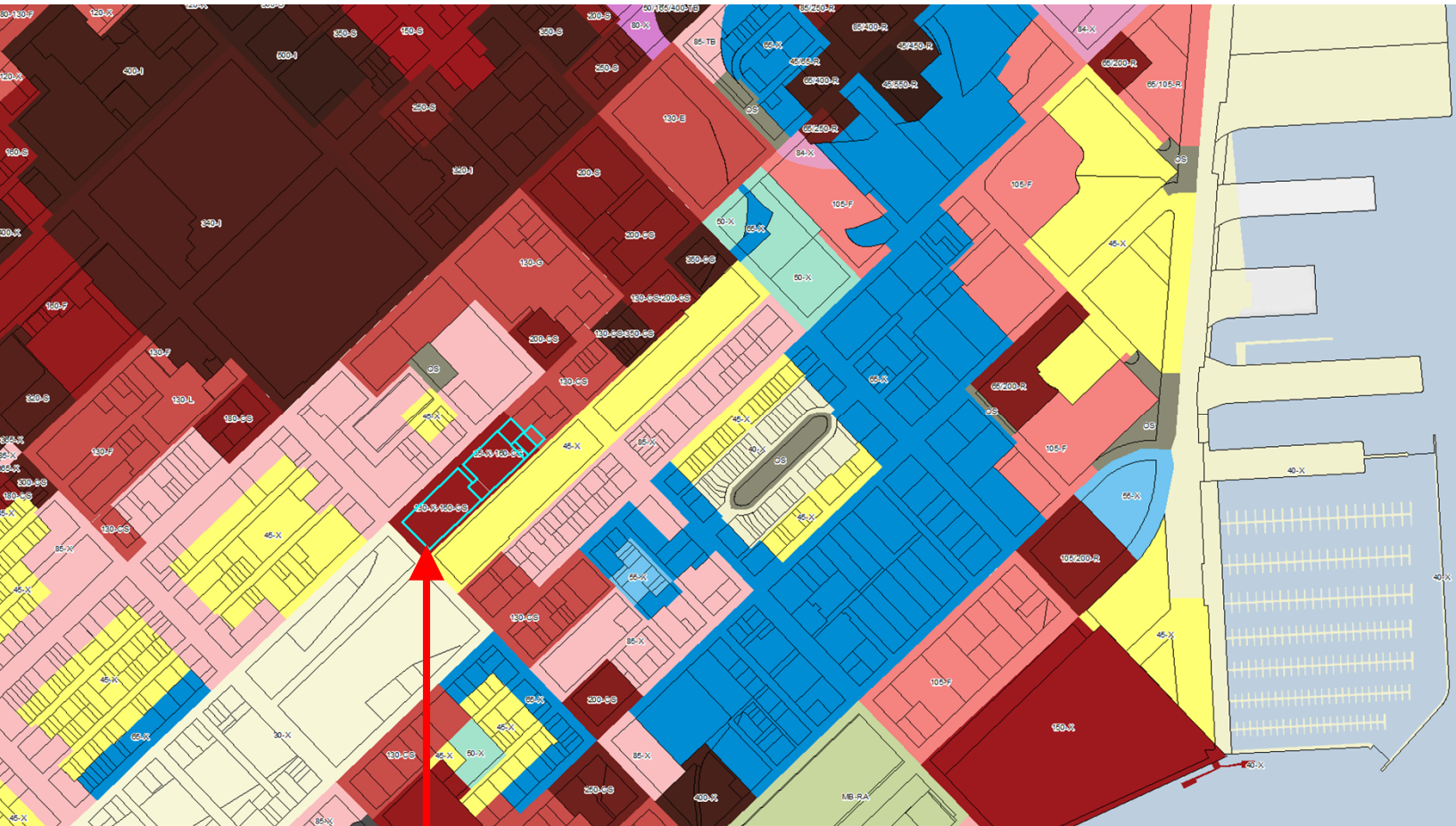


SUBJECT PROPERTY



Large Project Authorization,
Office Allocation, and Variance Hearings
Case Numbers 2005.0759ENXOFAVAR-02
725 Harrison Street

Height and Bulk Map

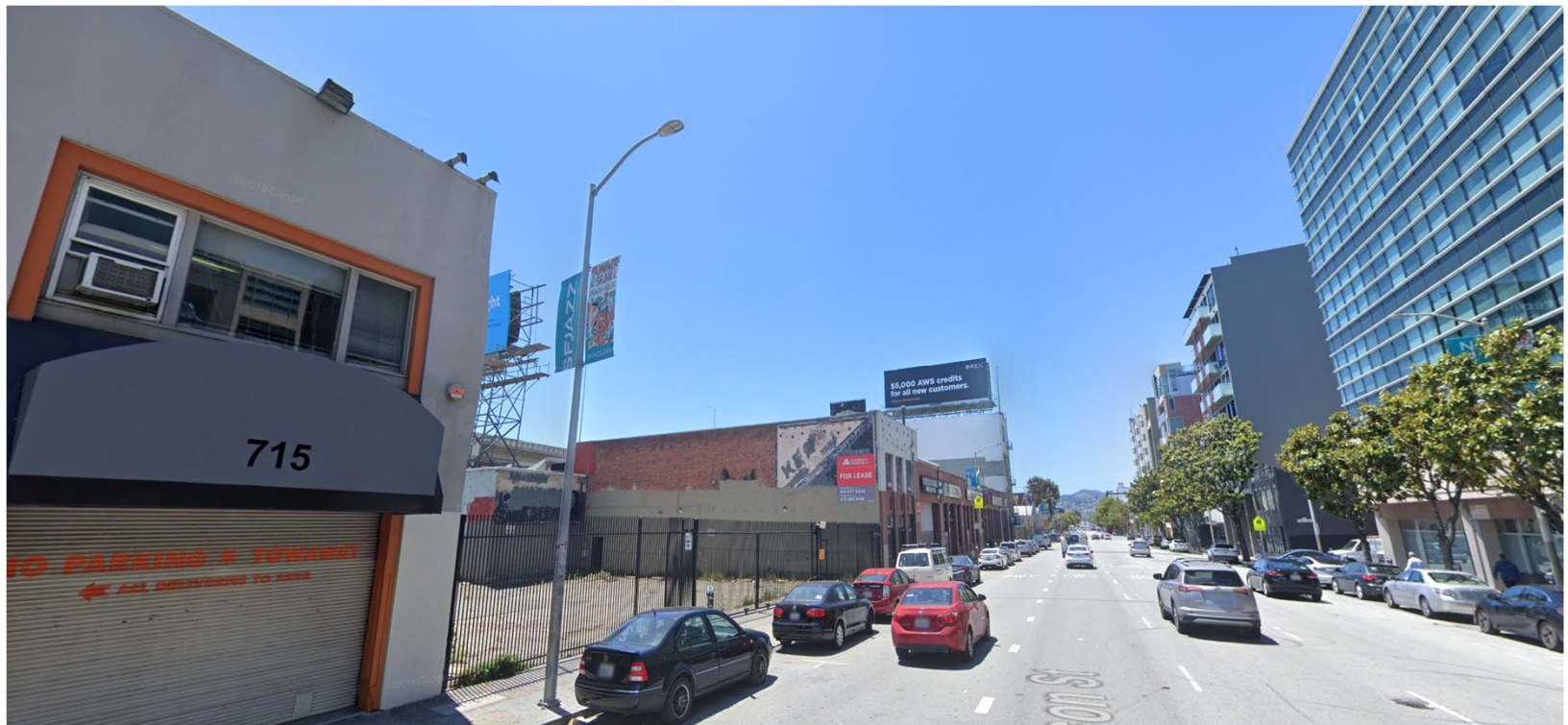


SUBJECT PROPERTY



Large Project Authorization,
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725 Harrison Street

Site Photographs from Harrison Street



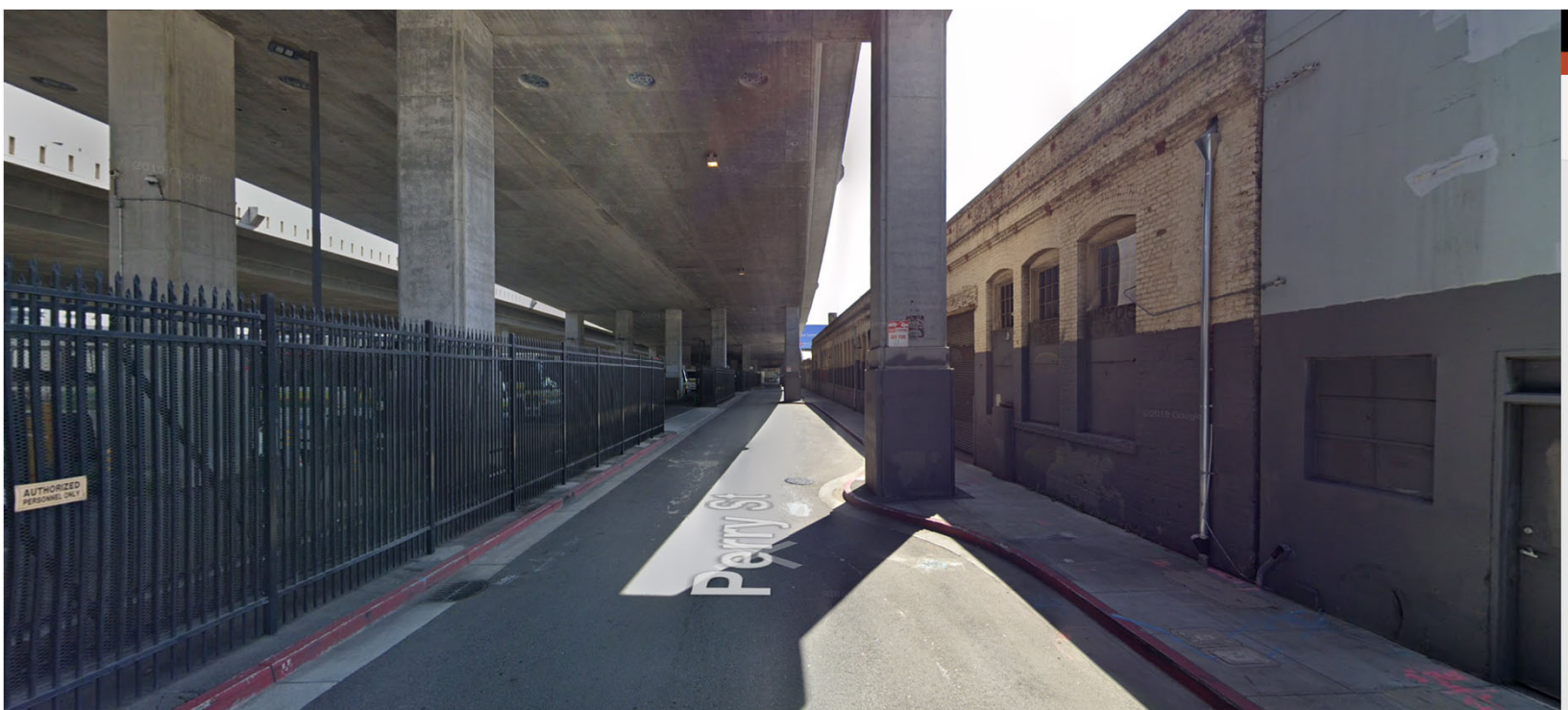
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725 Harrison Street

Site Photographs from 4th Street



Large Project Authorization,
Office Allocation, and Variance Hearings
Case Numbers 2005.0759ENXOFAVAR-02
725 Harrison Street

Site Photographs from Perry Street



Large Project Authorization,
Office Allocation, and Variance Hearings
Case Numbers 2005.0759ENXOFAVAR-02
725 Harrison Street

November 18, 2019

Delivered by Email (esmeralda.jardines@sfgov.org)

Myrna Melgar, Commission President
San Francisco Planning Commission
1650 Mission Street, 4th Floor
San Francisco, CA 94107

**Re: 725 Harrison Street
Planning Case Number: 2005.0759ENXOFAVAR
Hearing Date: December 12, 2019
Our File No.: 7574.07**

Boston

Los Angeles

New York

San Francisco

Washington, DC

Dear President Melgar and Commissioners:

Boston Properties is the project sponsor of the project at 725 Harrison Street (the “Property”), which is identified as “Key Site 2: 4th and Harrison” under the Central SoMa Area Plan. The project encompasses the majority of the block with frontages on Harrison, Fourth and Perry Streets, and will consist of office, PDR, retail, and child care uses as well as a land dedication to the City to develop a 100 percent affordable housing project in the future, for a total of 935,000 square feet (collectively the “Project”).

The Project requires a Large Project Authorization (“LPA”) for new construction exceeding a height of 85 feet in the Central SoMa Special Use District. In addition, the Project is proposing 770,000 GSF of office space and seeking an Office Allocation Authorization for 505,000 GSF under this approval, encompassing the Project’s first phase. The remaining 265,000 GSF of office allocation will be requested in a second phase.

The Project is the result of a multi-year design review process, during which the Project Sponsor has worked closely with Planning staff and neighborhood stakeholders to address community preferences. The Project advances goals of the Central SoMa Plan and its Key Sites Guidelines, which call for development of a mixed-use office, PDR, and retail uses on this site, and allows flexibility for certain design controls in recognition of the Project’s substantial public benefits, including dedication of land for development of a 100% affordable housing development and affordable space for PDR uses.

We look forward to presenting this Project to the Commission on December 12th.

A. Project Description

The Property consists of the demolition of the existing underutilized one- and two-story buildings containing surface and enclosed public and private parking, vehicle and other storage uses, and vacant buildings, and the construction of a new mixed-use building that will contain office, PDR, retail, and child care uses (the “Commerical Building”). A 15,000 square-foot portion of the site will be dedicated to the City for future development of a 100 percent affordable housing project in the future (the “Affordable Housing Building”).

The Commercial Building consists of one structure that has two separate massing components: the larger, oblong-shaped structure with the massing towards Harrison and Fourth Streets (western portion), and a smaller spheroid-shaped structure with the massing running diagonally from Harrison to Perry Streets fronting the mid-block paseo (eastern portion). The structure will be approximately 185 feet tall, with a 20-foot-tall mechanical screen at the western portion, for a total height of 205 feet, and an 11.5-foot-tall mechanical screen at the eastern portion, for a total height of 196.5 feet.

The future Affordable Housing Building will be located on a 15,000 square-foot portion of the Property that will be dedicated to the City upon issuance of a Site Permit for the first phase of the development. It is anticipated to be developed with a 85-foot, 9-floor building with a ground floor lobby and amenity space and approximately 144 units above. The final layout of the Affordable Housing Building will ultimately be decided by the Mayor’s Office of Housing and Community Development (“MOHCD”).

Two large POPOS are provided on the ground level of the Project. A 7,100 square-foot outdoor open space is provided at the east end of the site across from Lapu Lapu Street that serves as a paseo creating a mid-block passage between Harrison and Perry Streets that also serves to provide separation of the affordable housing site. In addition, approximately 6,500 square feet of space is provided along Fourth and Harrison Streets that functions as an indoor/outdoor space, enhancing the pedestrian experience immediately adjacent to the freeway underpass.

The Project totals 935,000 square feet, broken out as follows: 770,000 square feet of office, 29,100 square feet of PDR, 3,900 square feet of retail, 3,000 square feet of child care, 62,000 square feet of parking, 6,500 square feet of interior POPOS, and 47,500 square feet of circulation and back-of-house spaces. There will be 116 off-street parking spaces and 11 loading spaces, all accessed off Perry Street, 292 bicycle spaces (258 Class I, 34 Class II), 22 showers and 36 lockers.

B. Project Benefits

The Project is providing a large amount of community benefits and strikes an ideal balance between the amount of amenities it is providing and the exceptions sought by the Commission. Approval of the Project will provide the following substantial benefits to the neighborhood and the City at large:

- **Development Impact Fees.** Boston Properties will be contributing over \$60,000,000 in development impact fees to the City, including a \$40,194,000 Jobs Housing Linkage Fee, a \$17,232,477 Transportation Sustainability Fee, a \$16,782,436 Eastern Neighborhoods Infrastructure Fee, a \$1,354,325 Community Facilities Fee, a \$2,800,000 Public Art Fee, and a \$489,791 School Impact Fee. In addition to these impact fees, Boston Properties will be contributing land to be dedicated as affordable housing valued at approximately \$10,000,000, and providing below market rate rents for the PDR space, valued at \$9,500,000. The Project will provide \$2,800,000 in public art and will be spending over \$20,000,000 to achieve LEED Platinum and Seismic Design Risk Category 3 for enhanced earthquake safety. Lastly, the Project will generate approximately \$18,000,000 in annual Mello Roos and Ad Valorem tax revenue.
- **Dedication of Land for 100% Affordable Housing.** The Project will donate an approximately 15,000 square-foot parcel to the City, as a land dedication site for future affordable housing, to be developed by MOHCD. Up to 144 dwelling units are proposed to be developed will be developed by the City. The land dedication has been determined by MOHCD as being acceptable in terms of size, configuration, physical characteristics, access, location, and adjacent uses.
- **Affordable and Flexible PDR Space.** The Project will provide 29,100 GSF of PDR space in the Commercial Building. It will be located at the ground floor and front Harrison and Perry Streets and the new Mid-Block Alley. The large expanse of space provided will enable various PDR users to utilize the space, either through one or two large tenants, or it can be broken down for multiple PDR users. Approximately 15,000 square feet of the PDR space will be offered at below-market rate rents for a period of no less than 30 years.
- **POPOS & Mid-Block Alleys.** The Project will be creating 16,700 square feet of POPOS. There will be 9,600 square foot indoor/outdoor POPOS along the entire Fourth Street frontage, creating a lively and usable public space that will activate this block frontage. Two units of micro-retail units line the POPOS space and open onto Perry Street. In addition, there will be a 7,100 square foot mid-block alley connecting Harrison and Perry Streets. This alley will be fronted with active ground-floor PDR, child care, and ultimately residential amenity spaces. The paseo will help form a network of mid-block alleys connecting pedestrians to the ‘green network’ envisioned by the Central SoMa Plan.
- **Streetscape Enhancements.** The Project will include sidewalk and street improvements to Harrison, Fourth, and Perry Streets. New sidewalks, curbs, gutters, permeable planters, street trees, and visitor bicycle parking along the Property will be constructed. The Project Sponsor has committed to expanding the sidewalk on the south side of Harrison Street, consistent with the Better Streets Plan, for the entirety of the block between Third and Fourth Streets. Along Perry Street, the Project has been sited so that it has a 15’-1” setback from the Property

line, opening up this street to light and air and providing relief from the Interstate I-80 overpass that is adjacent to the Property. This setback further allows PDR spaces fronting Perry Street to spill out between seating and permeable planters in the setback.

- **On-Site Child Care Facility.** The Project will be providing a 3,000 square foot child care space at the ground floor of the Commercial Building fronting the paseo, with an accompanying 1,125 square foot open playground area that opens onto the paseo. These spaces will meet all City regulations for child care facilities.
- **Office Development.** The Project will include flexibly-configured office space near the downtown core and along from the future Central Subway line. This furthers goals of the Central SoMa Plan to increase jobs capacity in this transit-rich location.
- **Job Creation.** Creating hundreds of temporary jobs during construction, and creating thousands of new positions in the long-term through development of approximately 1 million gross square feet of office, retail, child care, and PDR uses.
- **Union Labor.** The Project is committed to using 100% union labor for the construction of the building.
- **Public Art.** The Project is working with community stakeholders to enhance the public art program and POPOS spaces, providing a direct benefit to the community.
- **Sustainability Goals.** The Project supports the City's goals of integrating environmental sustainability and the clean energy roadmap. In addition to targeting LEED Platinum, the Project is designed as an all-electric, high-performance building with no on-site combustion. This will be the first, new construction, net-zero energy core & shell project of this scale in the City and the Central SoMa district. With the 380,000 kWh photovoltaic rooftop array, the Project is targeting operational net-zero energy for the core & shell. The all-electric design will support the city's carbon reduction goals and provide future occupants with the opportunity to pursue their own clean energy goals. Beyond energy and carbon reduction targets, substantial water conservation goals have also been set. The Project plans to install rainwater harvesting and grey water systems for both indoor and outdoor water use.

C. **Community and Neighborhood Outreach**

The Project Sponsor has prioritized transparency and community engagement throughout the Planning review process, which shaped the Project's site plan, public benefits, and design. For the past several years, the Project Sponsor has conducted neighborhood outreach in order to share information about the Project and solicit feedback from the community. This has included meetings with individual stakeholders and community outreach forums. Feedback received from these meetings

resulted in a thoughtful design that we are confident incorporates neighborhood input. The results are overwhelming support of the Project from a wide array of neighbors and community groups.

D. Conclusion

The Project is the result of a multi-year planning and design review process. It will encompass development of office, retail, PDR, and child care uses, with land dedication to enable a 100% affordable residential project consistent with zoning requirements and Key Sites Guidelines for this location under the Central SoMa Plan. The Project features exemplary design and would provide numerous public benefits, including provision of a 15,000 square foot land parcel to the MOHCD for development of 100% affordable housing; providing affordable PDR space; development of POPOS; and payment of a robust package of development impact fees necessary to fund local and citywide improvements. For these reasons and those listed in the application, I urge you to approve the requested Large Project Authorization and Office Allocation Authorization.

Very truly yours,

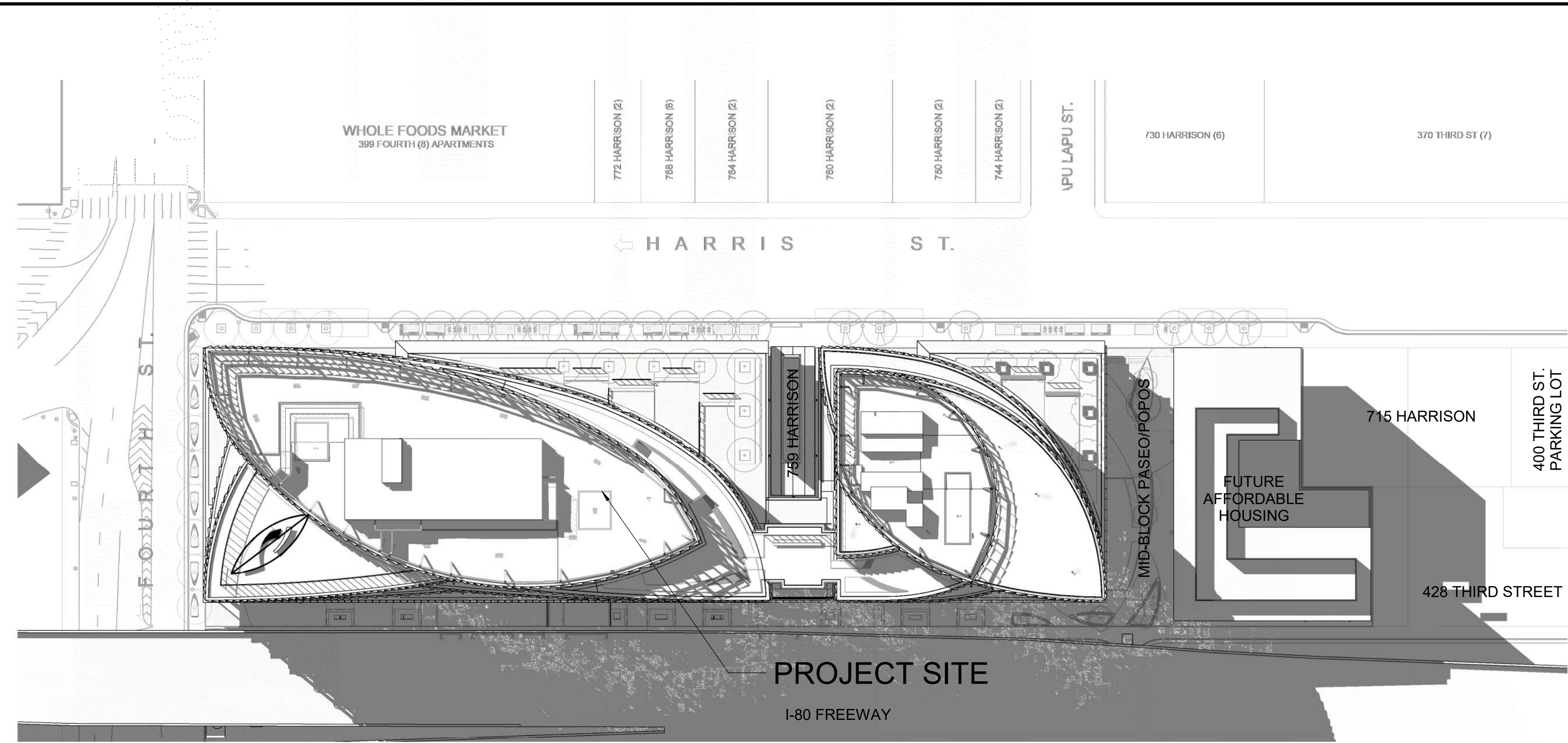


Aaron Fenton
VP, Development
Boston Properties

cc: Joel Koppel, Commission Vice-President
Frank S. Fung, Commissioner
Milicent A. Johnson, Commissioner
Kathrin Moore, Commissioner
Dennis Richards, Commissioner
Esmeralda Jardines, Project Planner



1 LOCATION PLAN



2 SITE PLAN - OVERVIEW

4TH & HARRISON - PLANNING COMMISSION HEARING

725 HARRISON ST. SAN FRANCISCO, CA

PROPERTY INFORMATION	PROJECT TEAM	DRAWING INDEX																																																																						
<p>Project Address: 725 Harrison Street (at Fourth St.)</p> <p>Assessor's Block: 3762</p> <p>Lots: 106, 108, 109, 112, 116, & 117</p> <p>Lot Width: 160'-0"</p> <p>Lot Length: 605'-0" (North) 670'-0" (South)</p> <p>Total Lot Area with Affordable Housing: 102,067 SF</p> <p>Total Lot Area without Affordable Housing: 87,067 SF</p> <p>Affordable Housing Land Dedication Lot Area: 15,000 SF</p> <p>Affordable Housing Test-Fit GFA (actual TBD by MOH): 103,040 SF</p> <p>Affordable Housing Test-Fit Units: 144 (technical studies approved up to 160 units)</p> <p>Total GFA of project including Affordable Housing: 1,038,040 SF</p> <p>Total GFA of project without Affordable Housing: 935,000 SF</p>	<p>Owner: Barrett Block Partners, LP</p> <p>Sponsor: Boston Properties</p> <p>Architect: Hellmuth, Obata + Kassabaum, Inc One Bush Plaza, Suite 200, San Francisco, CA, 94104 Tel: 415-243-0555</p> <div style="border: 1px solid black; padding: 5px; width: fit-content; margin: 10px auto;"> <p>PLANNING CASE NO. 2005.0759 LPAOFAVAR</p> </div>	<table border="0"> <tr> <td>A00 COVER SHEET & PROJECT INFORMATION</td> <td>A35 PC SEC260(b)(1)(F) PROJECTING ROOFTOP MASS</td> </tr> <tr> <td>A01 AREA SUMMARIES AND CALCULATIONS</td> <td>A36 PC SEC261.1(d)(1) PERRY STREET SETBACK</td> </tr> <tr> <td>A02 PROJECT PHASING DIAGRAMS</td> <td>A37 PC SEC261.1(d)(4)(B) MID-BLOCK ALLEY SETBACKS</td> </tr> <tr> <td>A03 EXISTING SITE SATELLITE IMAGE</td> <td>A38 PC SEC263.32 SPECIAL HEIGHT EXCEPTIONS</td> </tr> <tr> <td>A04 ILLUSTRATED SITE PLAN</td> <td>A39 PC SEC270(h) SKYPLANE DIAGRAM</td> </tr> <tr> <td>A05 ZONING HEIGHT AND BULK ZONES</td> <td>A40 PC SEC270.1 HORIZONTAL MASS BREAK</td> </tr> <tr> <td>A06 RENDERING - 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A18 FLOOR PLAN - LEVEL 1 - GROUND																																																																								
A19 FLOOR PLAN - BASEMENT																																																																								
A20 FLOOR PLANS - LEVEL 2 & LEVEL 3																																																																								
A21 FLOOR PLANS - LEVEL 4 & LEVEL 5																																																																								
A22 FLOOR PLANS - LEVEL 6 & LEVEL 7																																																																								
A23 FLOOR PLANS - LEVEL 8 & LEVEL 9																																																																								
A24 FLOOR PLANS - LEVEL 10 & LEVEL 11																																																																								
A25 FLOOR PLANS - LEVEL 12 & LEVEL 13																																																																								
A26 FLOOR PLANS - LEVEL 14 & ROOF																																																																								
A27 PC SEC132.4(c)(2)(A)(i)&(ii) SETBACKS ABOVE PODIUM																																																																								
A28 PC SEC136 OBSTRUCTIONS OVER STREET																																																																								
A29 PC SEC138 P.O.P.O.S.																																																																								
A30 PC SEC145.1(c)(2)/155(d) LOADING AND PARKING OPENINGS																																																																								
A31 PC SEC149 PERMEABLE PLANTING AREAS																																																																								
A32 PC SEC151/152.1/154 OFF STREET LOADING AND PARKING																																																																								
A33 PC SEC249.78(c)(1)(F)(i) PDR FENESTRATION																																																																								
A34 PC SEC249.78(c)(5)(B)(i) - SITE AREA EXCLUDED FROM PDR REQUIRED CALCS																																																																								

PROJECT
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Sheet Title:

COVER SHEET & PROJECT INFORMATION

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APPROXIMATE AREAS BY FLOOR

Floor	Construction Gross (prior to Exclusions)	Exclusions*	Gross Floor Area (Planning Code)	Exclusions**	Occupied Floor Area
Roof	7,000	7,000	0	0	0
14	45,000	1,200	43,800	5,700	38,100
13	54,000	1,200	52,800	5,400	47,400
12	54,000	1,200	52,800	5,700	47,100
11	54,000	1,200	52,800	5,700	47,100
10	57,000	1,200	55,800	5,700	50,100
9	57,000	1,200	55,800	5,200	50,600
8	57,000	1,500	55,500	5,500	50,000
7	57,000	1,200	55,800	5,700	50,100
6	72,000	1,200	70,800	8,300	62,500
5	72,000	1,200	70,800	6,700	64,100
4	72,000	1,200	70,800	6,700	64,100
3	72,000	1,000	71,000	6,200	64,800
2	61,000	1,000	60,000	7,100	52,900
1	68,000	33,500	34,500	1,400	33,100
P1	76,000	76,000	0	0	0
Total	935,000	132,000	803,000	81,000	722,000

* Areas excluded from Gross Floor Area pursuant to Planning Code Section 102 (e.g.: parking, bicycle parking, POPOS, childcare, mechanical, penthouse, circulation, etc.)

** Areas excluded from Occupied Floor Area pursuant to Planning Code Section 102 (e.g.: parking, bicycle parking, POPOS, exterior walls, mechanical/operational areas, restrooms and storage)

APPROXIMATE AREAS BY USE

Use Type	Gross Floor Area (Planning Code)	Construction Gross Excluded from GFA	Construction Gross Total (GFA + Excluded Areas)	Occupied Floor Area (Planning Code)
Office	770,000		770,000	688,000
PDR	29,100	(See "Other" Below)	29,100	28,000
Retail	3,900		3,900	3,250
Parking	n/a	62,000	75,000	n/a
Childcare	n/a	3,000	3,000	2,750
POPOS (Interior)	n/a	6,500	6,500	n/a
POPOS (Exterior)	n/a	*10,200	n/a	n/a
Other**	n/a	60,500	47,500	n/a
Total	803,000	132,000	935,000	722,000

* Exterior POPOS are not included in the Construction Gross Total. Total POPOS are:

Paseo + Perry St (no overhang)	7,100
4 th Street (under overhang)	1,500
Perry Street (no overhang)	1,600
Total Exterior	10,200
Interior POPOS	6,500
TOTAL POPOS	16,700

** Miscellaneous other spaces excluded from GFA (e.g.: mechanical, penthouse, circulation, etc.)

PDR Requirements greater of:

Lot Area per survey	102,067	Existing PDR	
Exterior POPOS (under overhang)	1,500	120 Perry	3,600
Exterior POPOS (no overhang)	10,200	130-132 Perry	2,000
Childcare	3,000	777 Harrison	0
Childcare Play Area	1,250	765 Harrison	20,000
Affordable Housing Land	15,000	735-743 Harrison	0
Total after Deduction	72,617	Total	25,600
40% of Lot Area after Deductions	29,047	40% of Existing PDR	10,240

Other Required/Limited Features (square footages are occupied floor area except as noted):

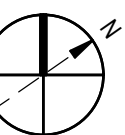
	Office	PDR	Retail	Childcare*	Residential**	Total	Provided
POPOS	15,400 (1/50 GFA sf)	-	-	-	-	15,400	16,700
Parking (Max.)	196 (1/3.5k sf)	19 (1/1.5k sf)	7 (1/.5k sf)	1	-	223	116
Loading	7 (0.1/100k sf)***	1 (1/10k-50k sf)	-	-	-	8	5 + 6 service***
Car Share		3 (1/50 parking spaces)			1 (1/200 units)	4	4
Class I Bicycle Parking	137 (1/5k sf)	2 (1/12k sf)	1 (1/7.5k sf)	2 (1/20 children)	115 (100+1/4 units)	257	258
Class II Bicycle Parking	16 (2 + 1/50k sf)	2 (2 up to 50k sf)	5 (1/.75k sf)	2 (1/20 children)	8 (1/20 units)	33	34
Showers	4 (for over 50k sf)	2 (20k-50k sf)	-	-	-	6	22
Lockers	24 (for over 50k sf)	12 (20k-50k sf)	-	-	-	36	36

* All childcare square footage is exempt from GFA and Occupied Floor Area. Total square footage accommodates approximately 30 children.

** Residential requirements pertain to Affordable Housing Land Donation to be built by MOHCD but are being met on the Project site.

*** Two service vehicle loading spaces permitted to satisfy each full loading space up to 50% of the requirement. Loading space dimensions are:

- 1 @ 10' x 25' x 12'h
- 4 @ 12' x 35' x 14'h
- 6 @ 8' x 20' x 7'h



No.	Description	Date
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Sheet Title:

AREA SUMMARIES AND CALCULATIONS

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A01

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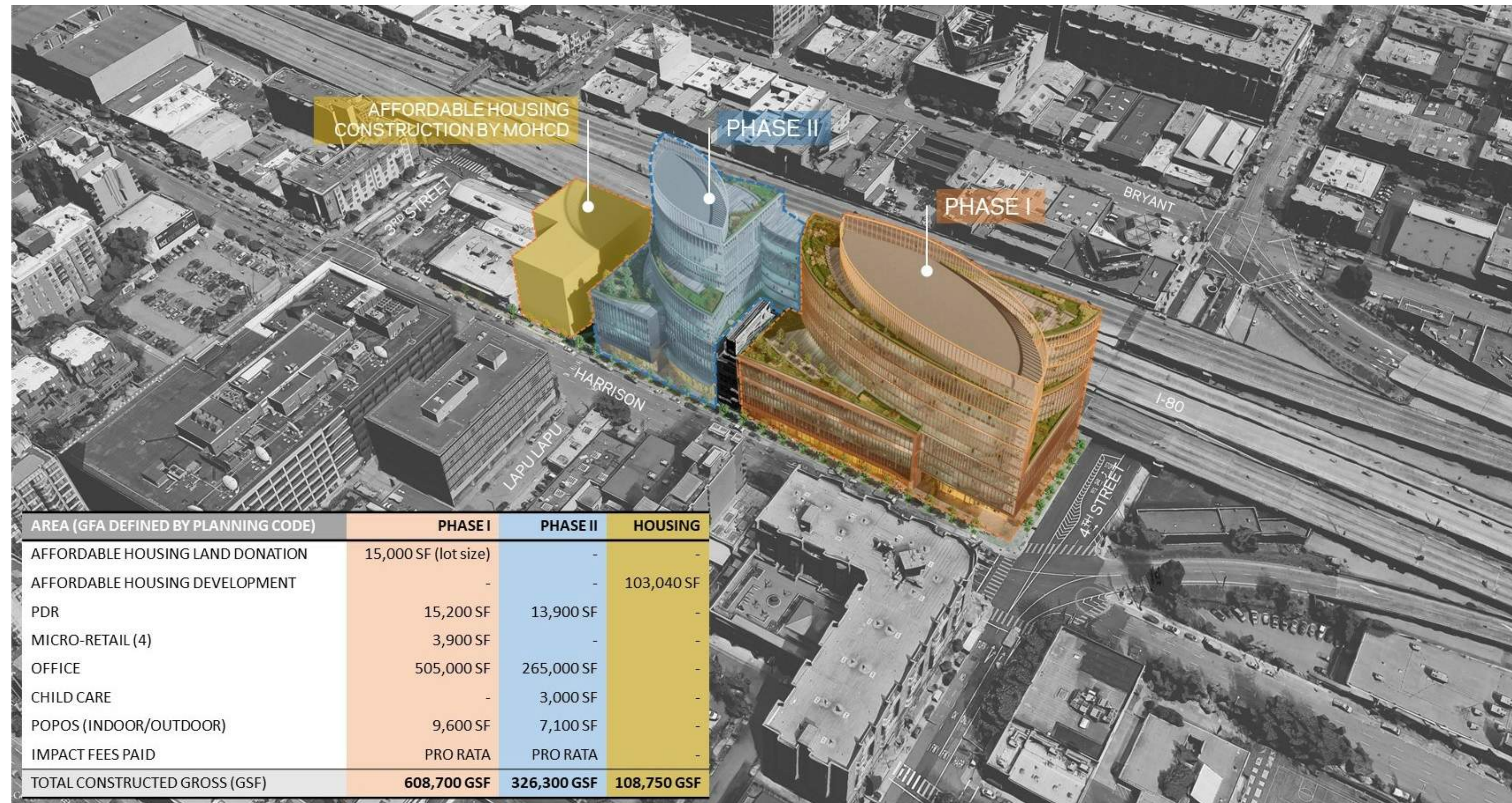
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NOTE: SQUARE FOOTAGES ARE GROSS FLOOR AREA FOR PLANNING PURPOSES UNLESS OTHERWISE NOTED

PHASE I

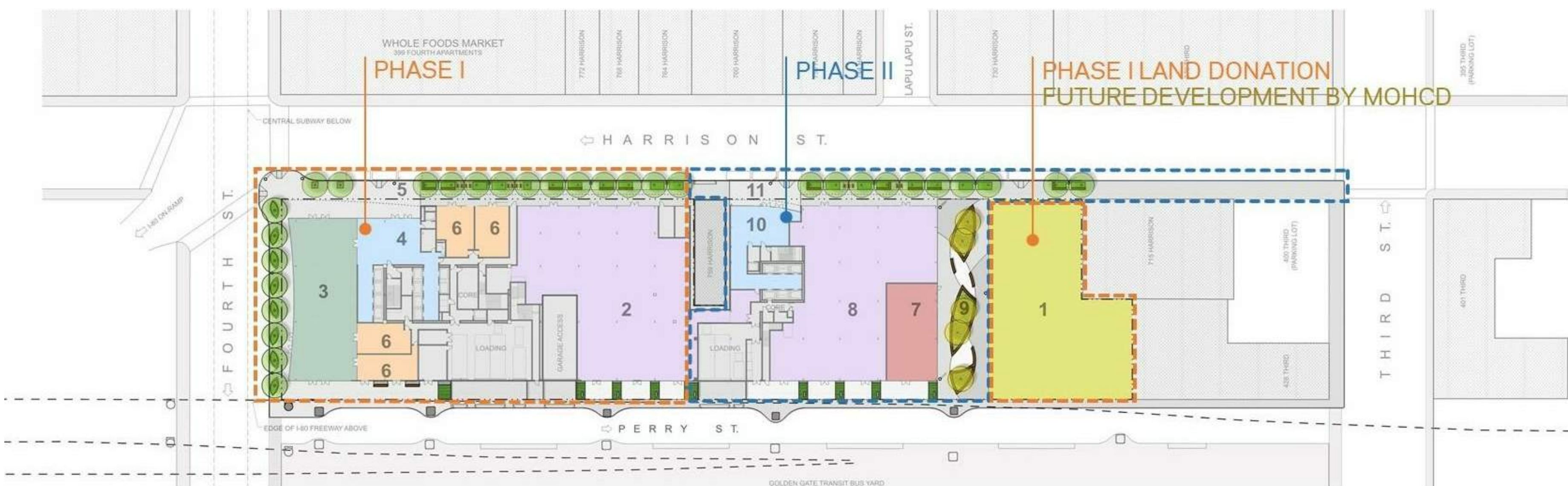
- HOUSING:** Land for 100% affordable housing dedicated to MOHCD
15,000 sq. ft. lot accommodates up to 160 units
- PDR:** Production, Distribution, & Repair spaces fronting Harrison & Perry
15,200 sq. ft., divisible into smaller units
- POPOS:** Indoor/Outdoor along 4th Street
9,600 sq. ft. total
- OFFICE:** Lobby for office building above
505,000 sq. ft. office above in Phase I
- STREETSCAPE:** Expanded and improved sidewalk
15ft wide with streetscape improvements
- RETAIL (4):** Micro-Retail spaces fronting Perry, Harrison, & POPOS
975 sq. ft. each, total 3,900 sq. ft.

PHASE II

- CHILD CARE:** Indoor facility and outdoor activity space
3,000 sq. ft. + 1,125 sq. ft. outdoors
- PDR:** Production, Distribution, & Repair spaces fronting Paseo & Perry
13,900 sq. ft., divisible into smaller units
- POPOS:** Mid-Block Paseo connecting Harrison and Perry Streets
7,100 sq. ft. total
- OFFICE:** Lobby for office building above
265,000 sq. ft. office above in Phase II
- STREETSCAPE:** Expanded and improved sidewalk
15ft wide with streetscape improvements

AFFORDABLE HOUSING

- AFFORDABLE HOUSING DEVELOPMENT:** Constructed by MOHCD
103,040 sq. ft. accommodates up to 160 units



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1	PLANNING COMMISSION HEARING	12/12/2019

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PROJECT PHASING DIAGRAMS

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A02

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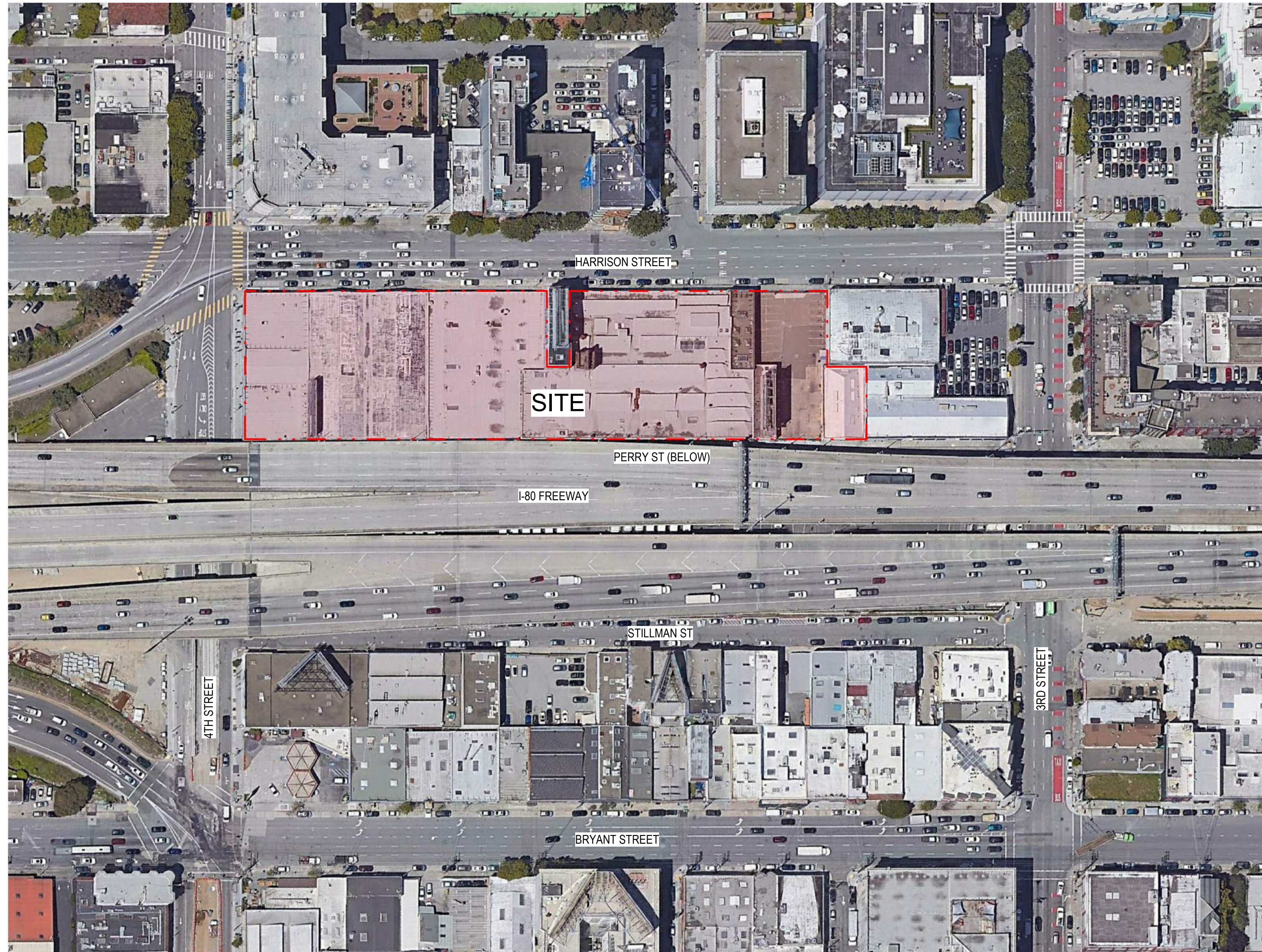
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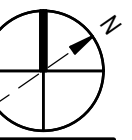


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1 SATELLITE IMAGE OF EXISTING SITE
1" = 50'-0"



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**EXISTING SITE SATELLITE
IMAGE**

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LEGEND

- TYPICAL STREET TREE PER BETTER STREETS
- MAGNOLIA GRANDIFLORA 'SAINT MARY'
- EVERGREEN, 20-30FT HEIGHT, 20-30FT SPREAD

1 ILLUSTRATED SITE PLAN
 1/32" = 1'-0"

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Project No: 14_04006.00

Sheet Title:

ILLUSTRATED SITE PLAN

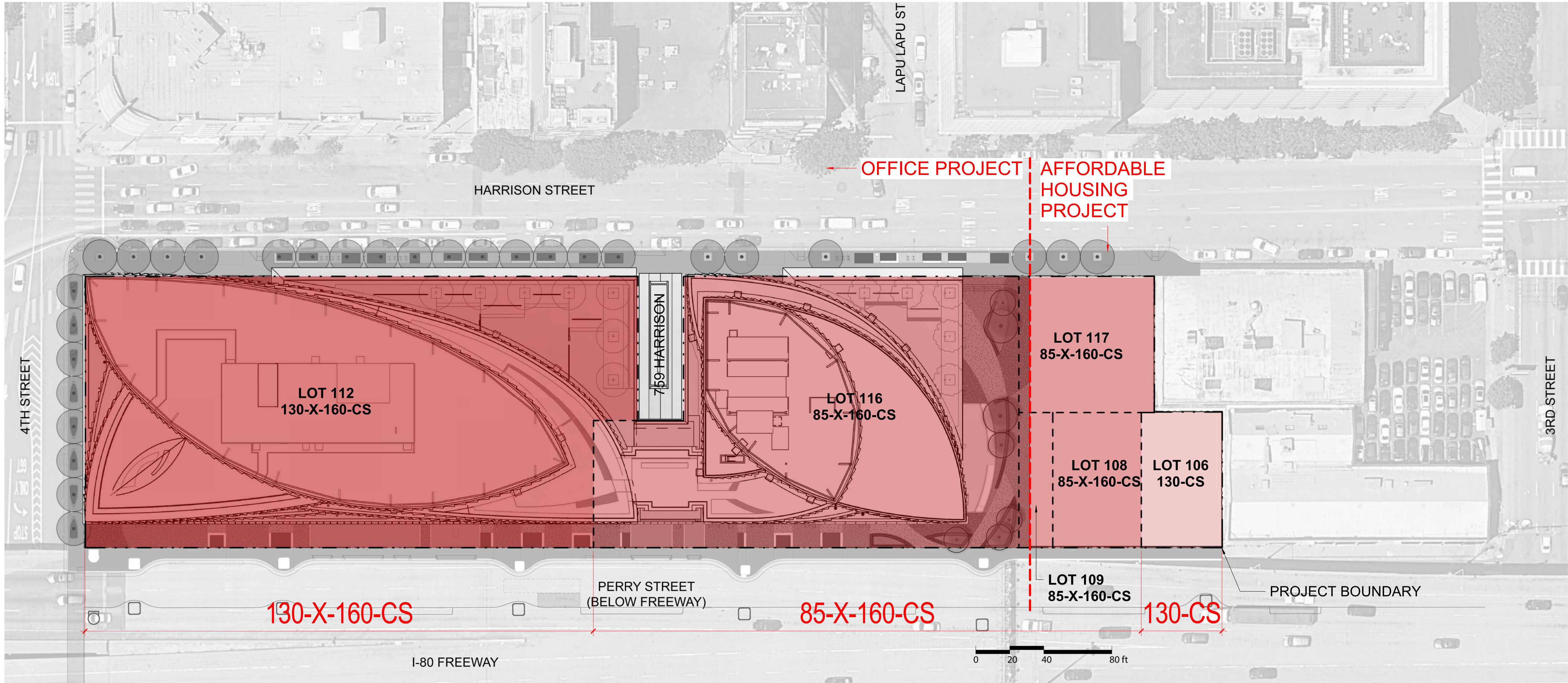
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1 HEIGHT & BULK ZONES ACROSS SITE
1/32" = 1'-0"

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ZONING HEIGHT AND BULK ZONES

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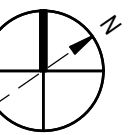
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**RENDERING - SoMa
 FUTURE AERIAL**

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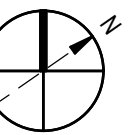
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RENDERING - 4TH & HARRISON INTERSECTION

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FACADE MODULE SIZE PULSE TIGHTENS AT CORNERS AND GRADUATES TO MORE OPEN AT THE CENTER

HORIZONTAL BANDS ARRANGE PULSES IN SETS OF 1-3 STORIES

SUBTLE SHIFTS IN COLOR OCCUR FROM BANDS ABOVE AND BELOW

PODIUM FACADE COLORS MORE SATURATED

RECTILINEAR FACADE DEFINES URBAN ROOM AND STREETWALL AT PODIUM LEVELS

TRANSPARENT CABLE NET WALL AT LOBBY

BLACKENED STEEL FRAMES AROUND GLAZING AT PDR & RETAIL ALONG GROUND LEVEL

TRANSPARENT DOUBLE-HEIGHT CABLE-NET WALL AT POPOS



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Sheet Title:
RENDERING - FACADE CONCEPT

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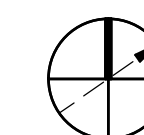
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UPPER AND LOWER FACADES RENDERING

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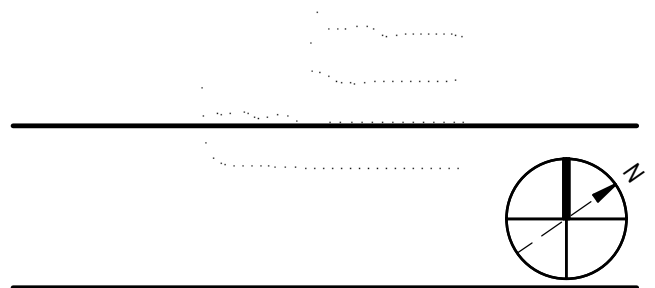
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RENDERINGS - POPOS AT 4TH STREET

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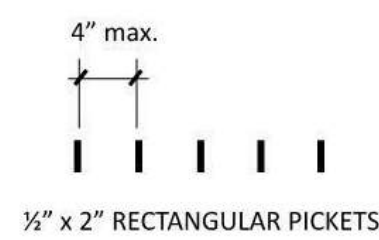
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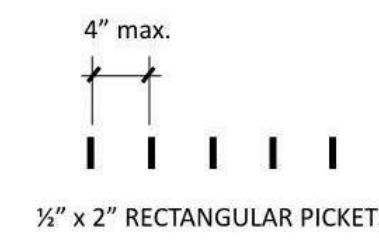
Childcare Fence Study

View 1 – Childcare Entrance



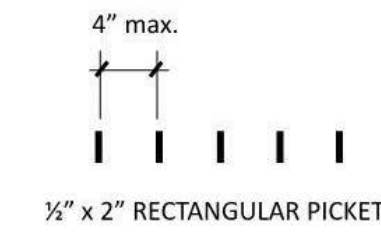
Childcare Fence Study

View 2 – Perry Street Looking North



Childcare Fence Study

View 3 – Childcare Enclosure Side View



FINISH COLOR: BLACKENED STEEL

No.	Description	Date
1	ENTITLEMENTS	10/04/2019/19
2	PLANNING COMMISSION HEARING	12/12/2019/19

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MID BLOCK ALLEY DESIGN

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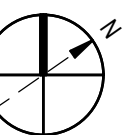
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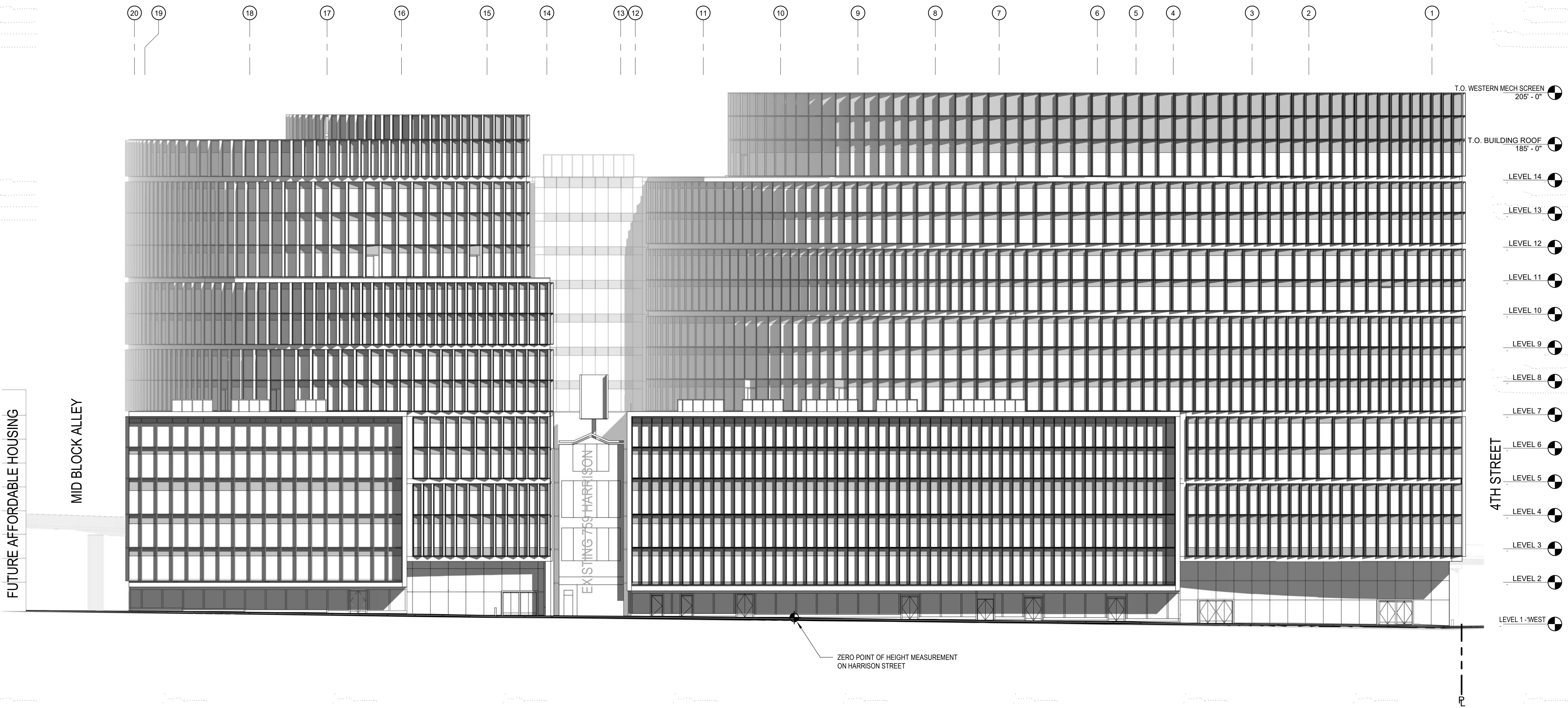
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NORTH ELEVATION

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A12



1 NORTH ELEVATION
 3/64" = 1'-0"

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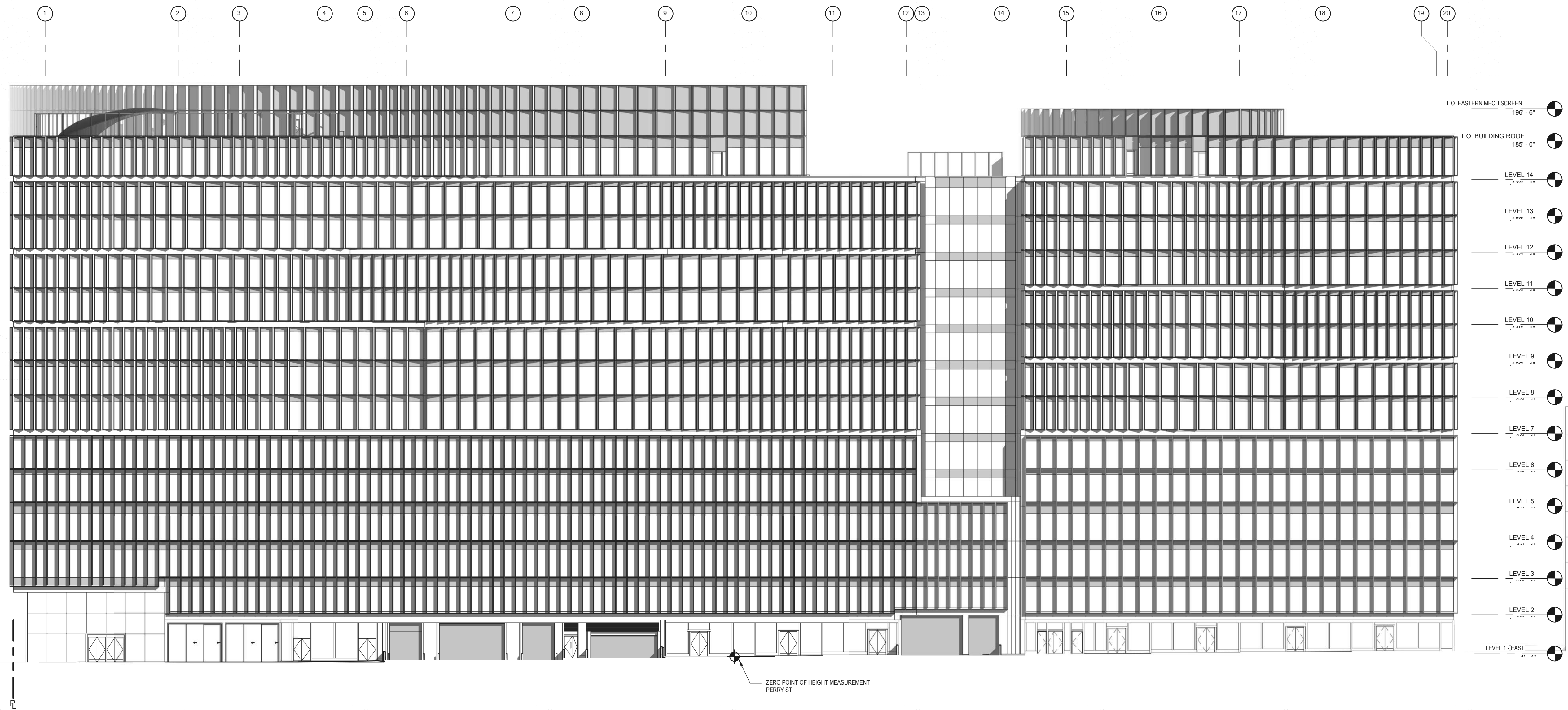
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1 SOUTH ELEVATION
 3/64" = 1'-0"

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SOUTH ELEVATION

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A13

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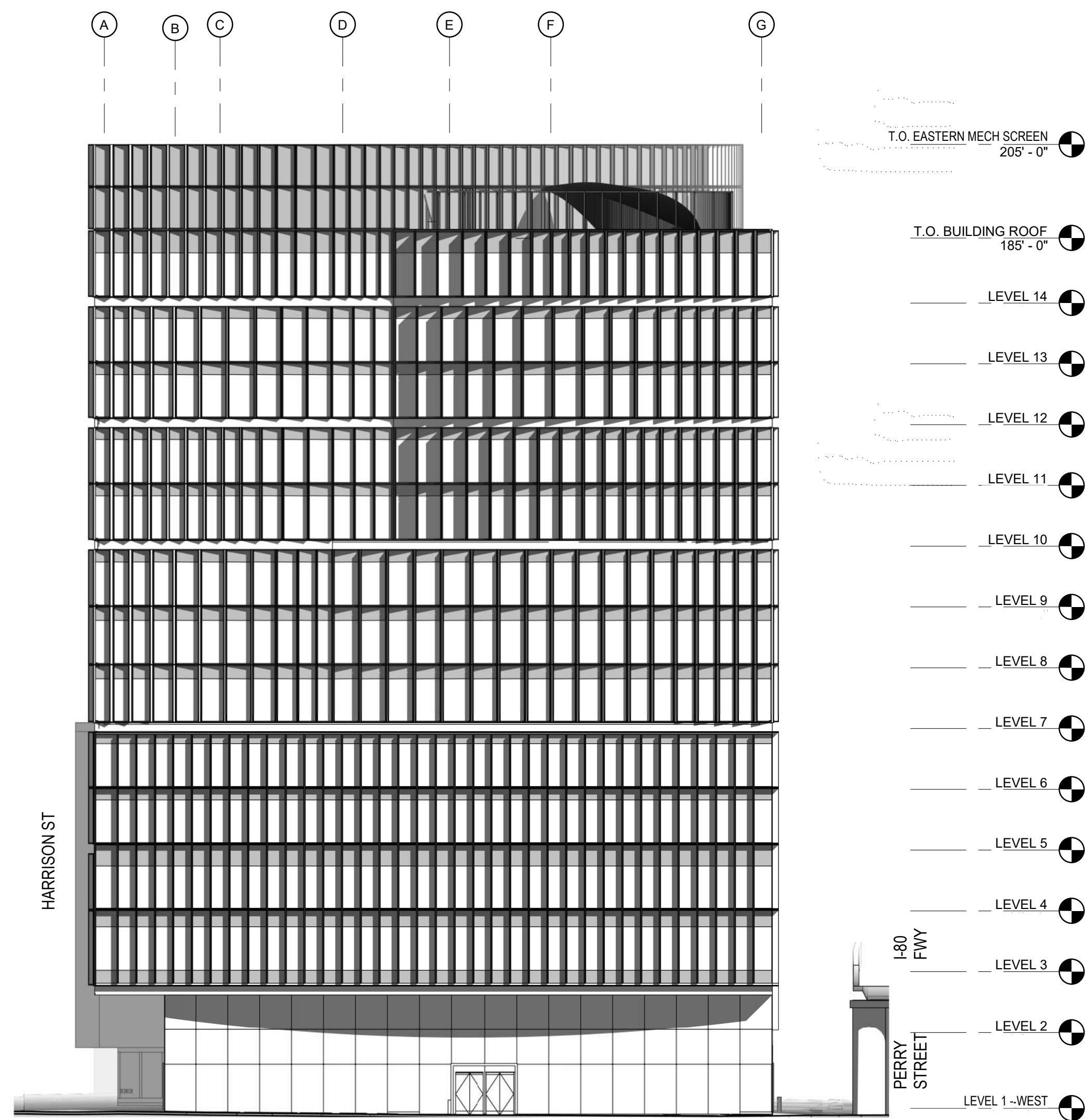
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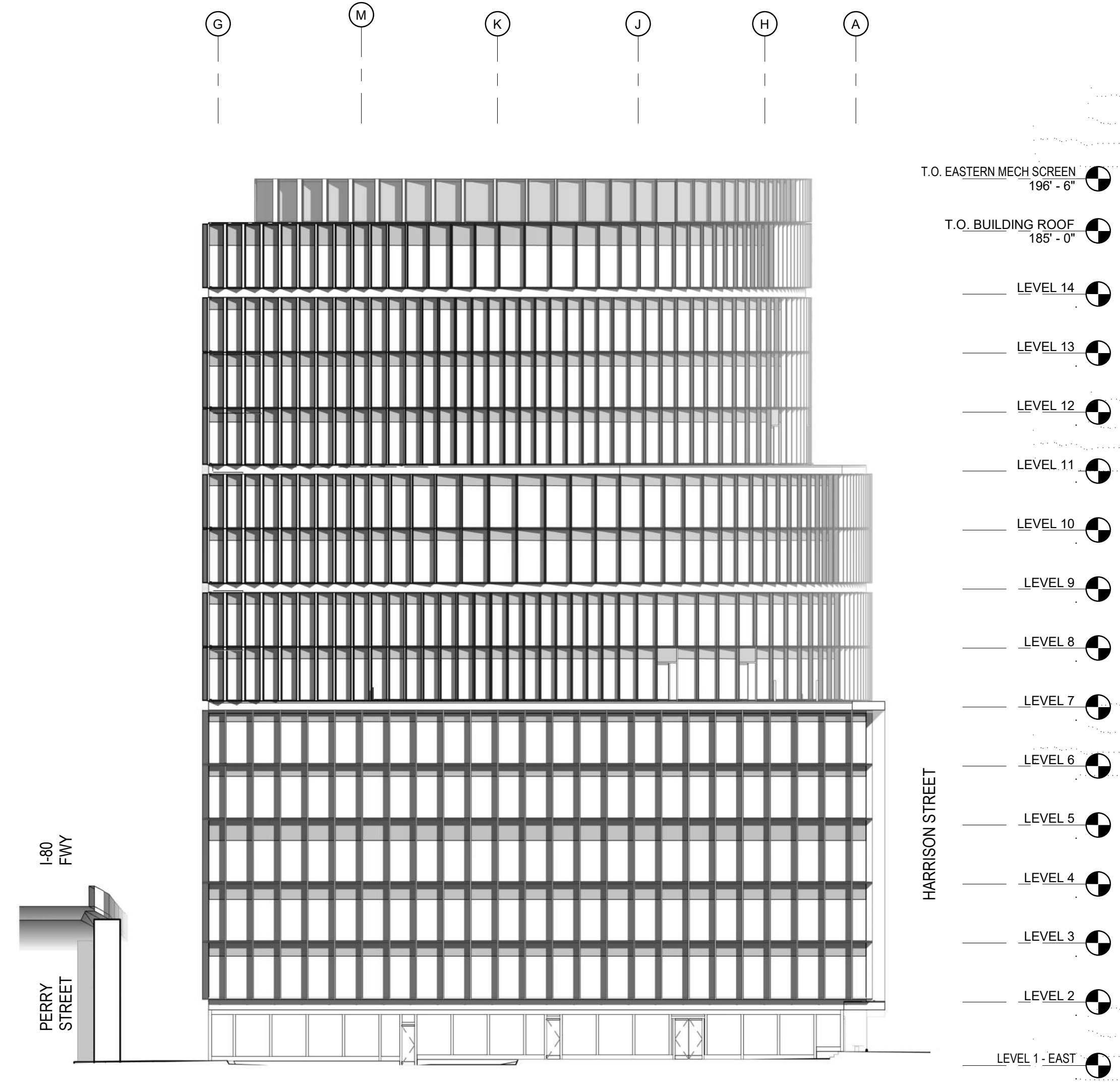


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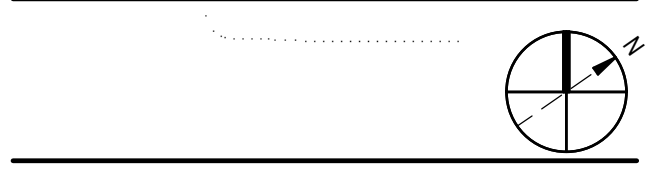
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1 WEST ELEVATION -
 3/64" = 1'-0"



2 EAST ELEVATION
 3/64" = 1'-0"



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EAST & WEST BUILDING ELEVATIONS

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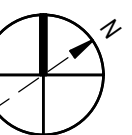
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No.	Description	Date
1	ENTITLEMENTS	10/04/2019
2	PLANNING COMMISSION HEARING	12/12/2019

Date of First Issue:

Project No: 14_04006.00

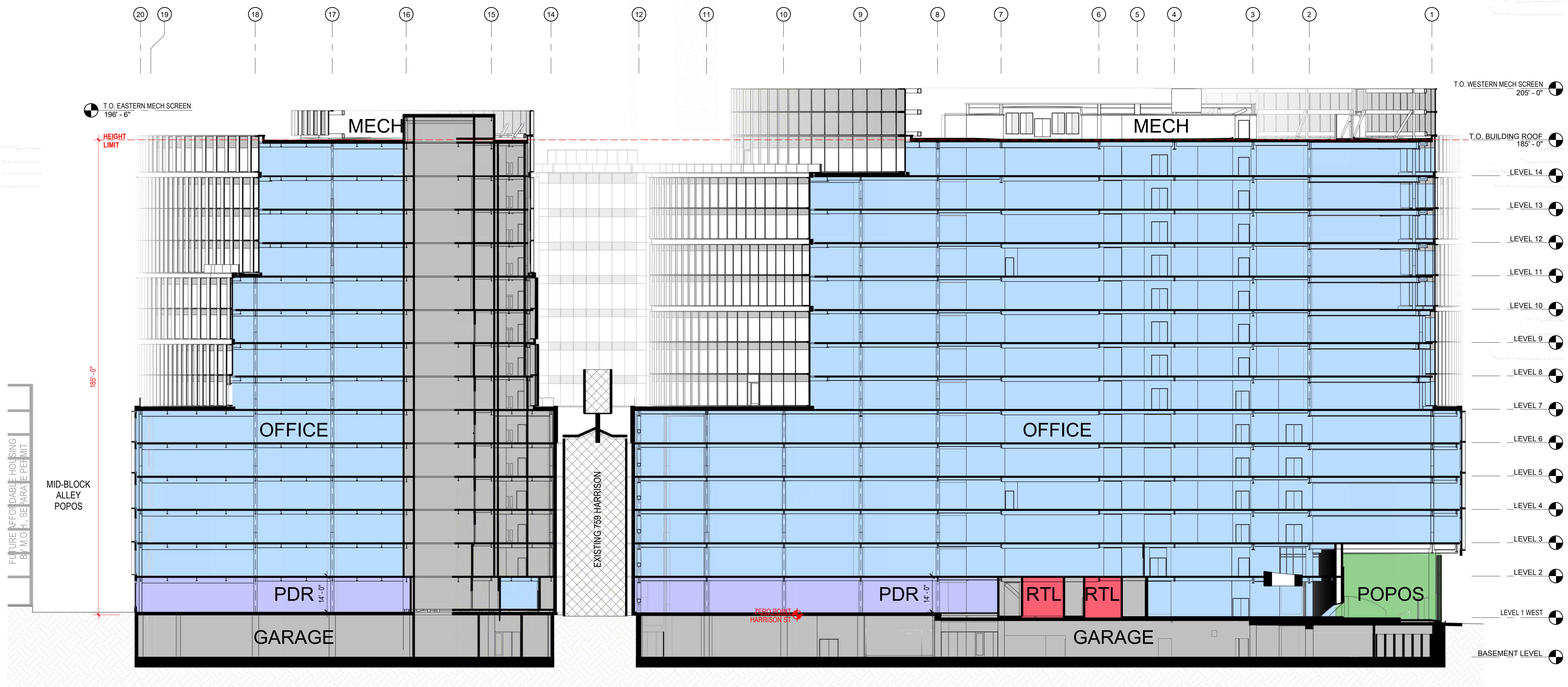
Sheet Title:

BUILDING SECTION

Original drawing is 34 x 22. At 11 x 17, drawing has been scaled 50%

Sheet Number

A15

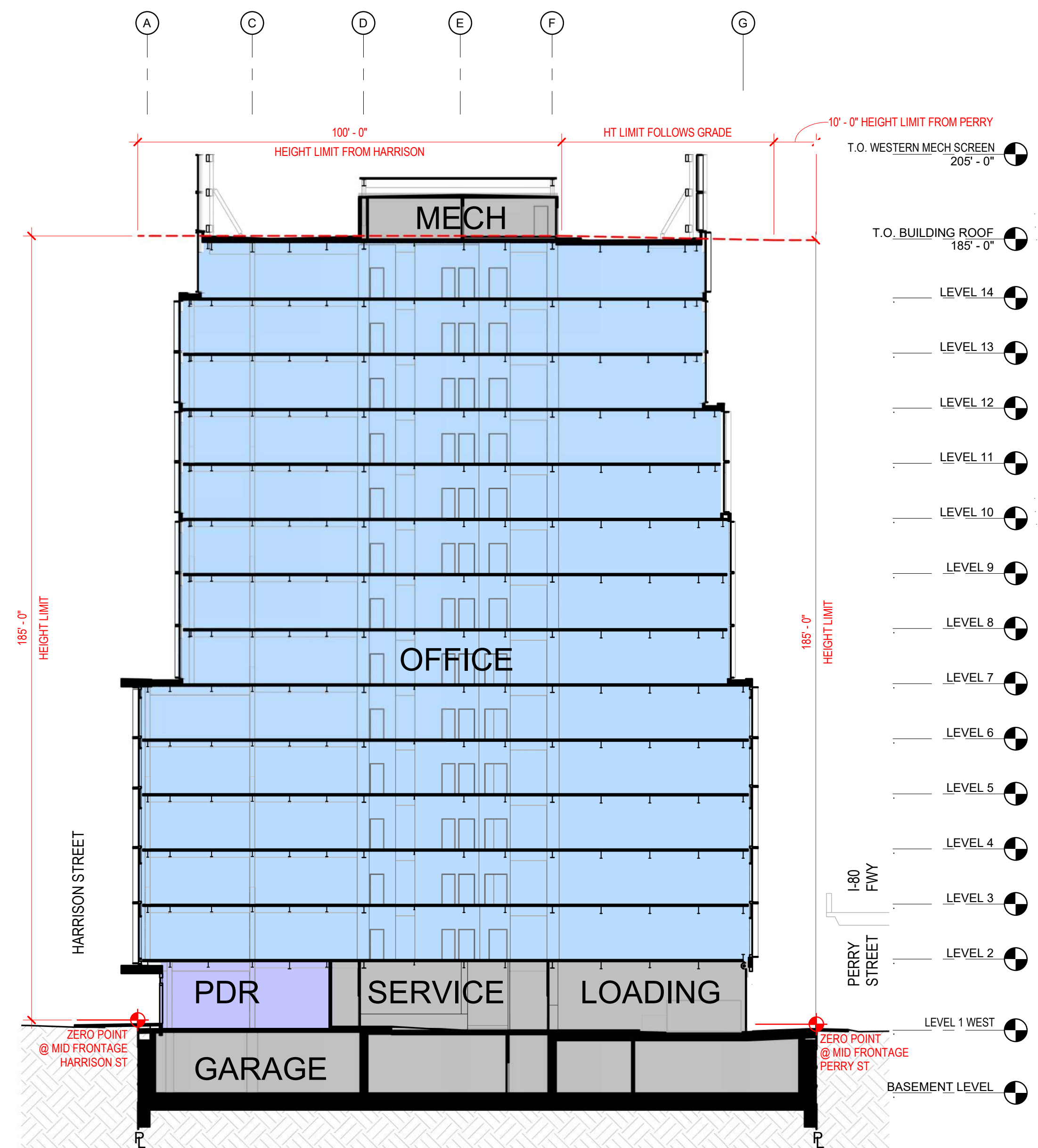


1 BUILDING SECTION

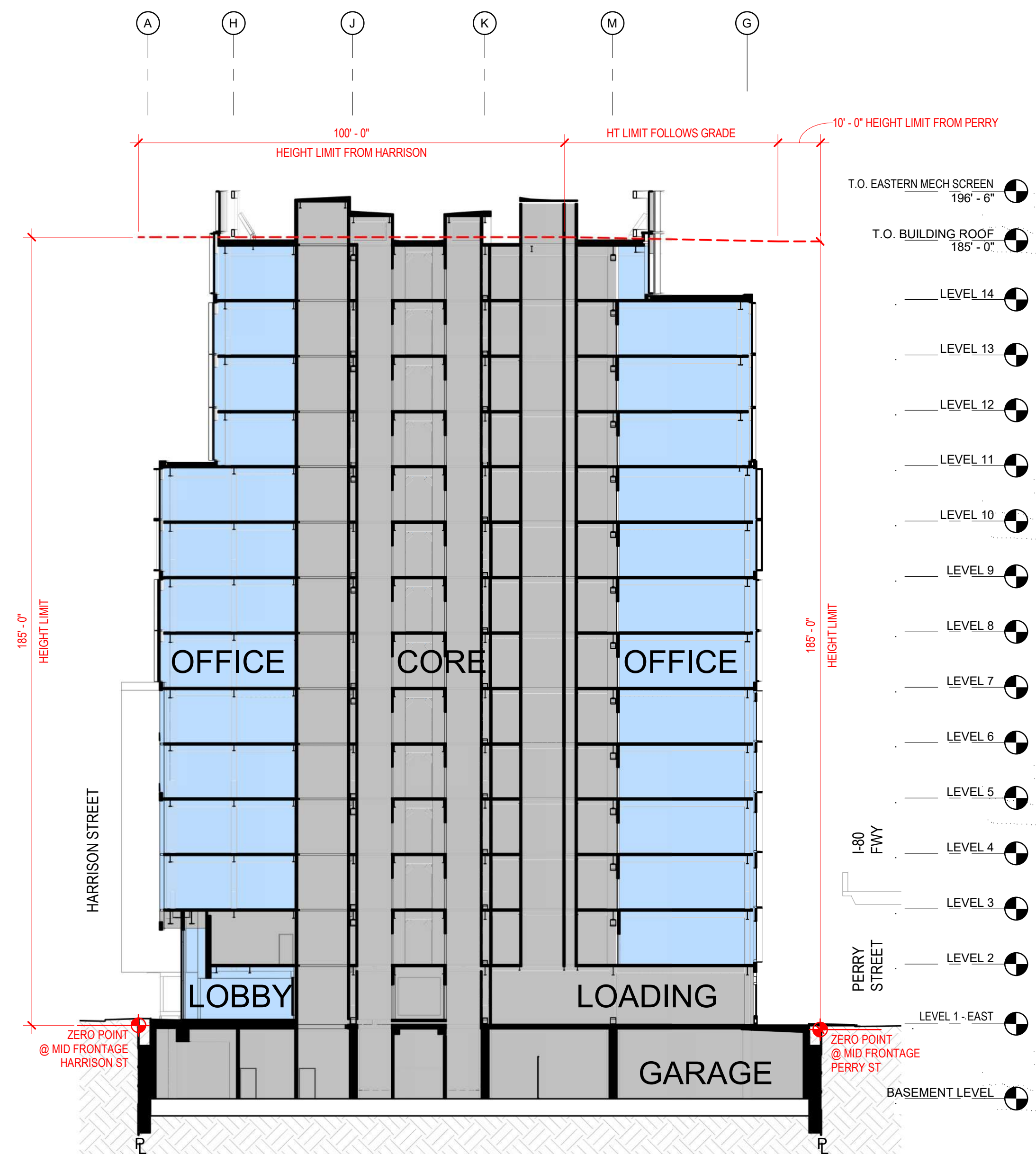
3/64" = 1'-0"

NOT FOR CONSTRUCTION

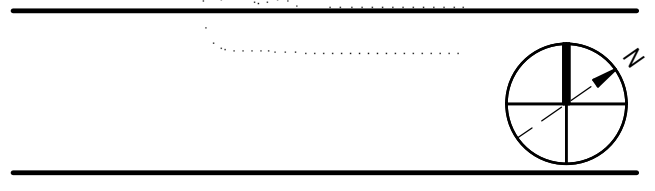
2019-11-12 9:40:53 AM



2 CROSS SECTION 1
 3/64" = 1'-0"



1 CROSS SECTION 2
 3/64" = 1'-0"



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1	ENTITLEMENTS	10/04/2019
2	PLANNING COMMISSION HEARING	12/12/2019

Date of First Issue:
 Project No: 14_04006.00
 Sheet Title:
BUILDING CROSS SECTIONS

2019-11-12 9:41:04 AM

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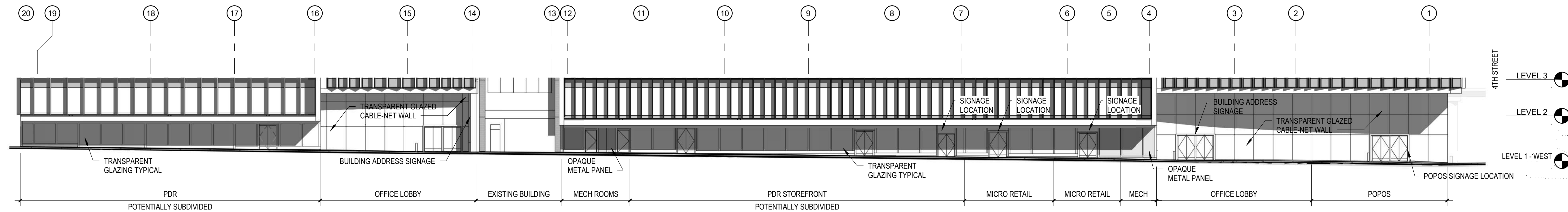
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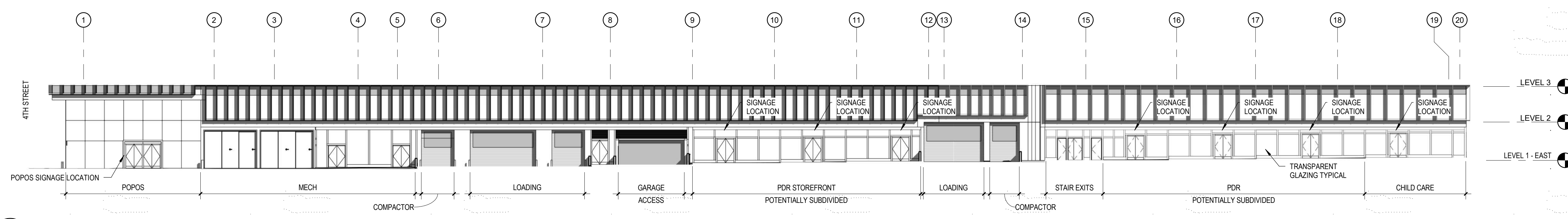


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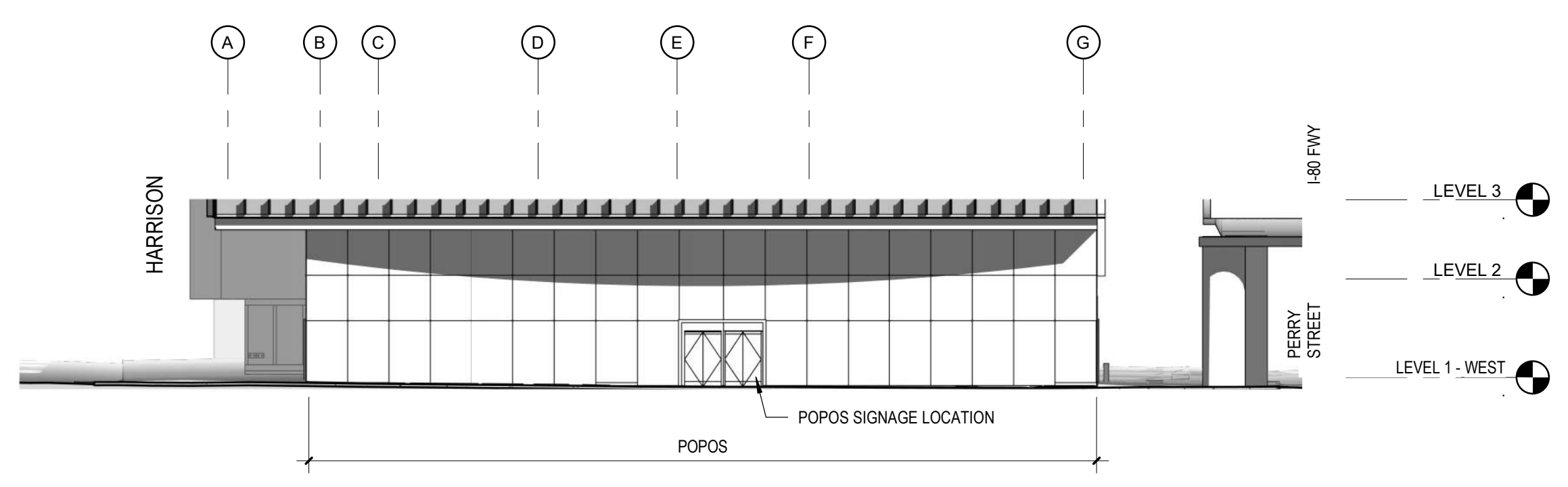
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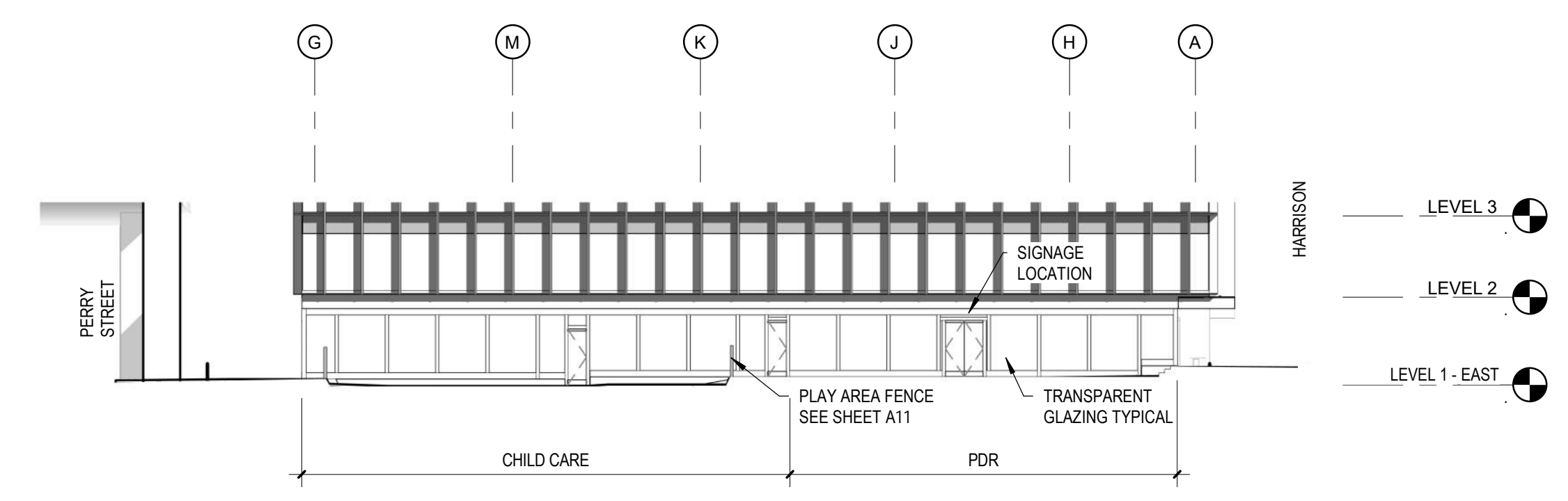
1 ENLARGED ELEVATION - HARRISON
 3/64" = 1'-0"



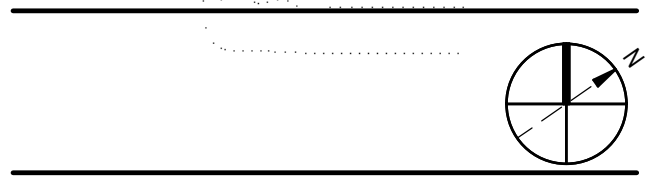
2 ENLARGED ELEVATION - PERRY
 3/64" = 1'-0"



3 ENLARGED ELEVATION - 4TH ST
 3/64" = 1'-0"



4 ENLARGED ELEVATION - MID-BLOCK ALLEY
 3/64" = 1'-0"



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1	ENTITLEMENTS	10/04/2019
2	PLANNING COMMISSION HEARING	12/12/2019

Date of First Issue:
 Project No: 14_04006.00
 Sheet Title:
GROUND LEVEL ELEVATIONS (SIGNAGE LOCATIONS)

Original drawing is 34 x 22. At 11 x 17, drawing has been scaled 50%
 Sheet Number

2019-11-12 9:43:08 AM

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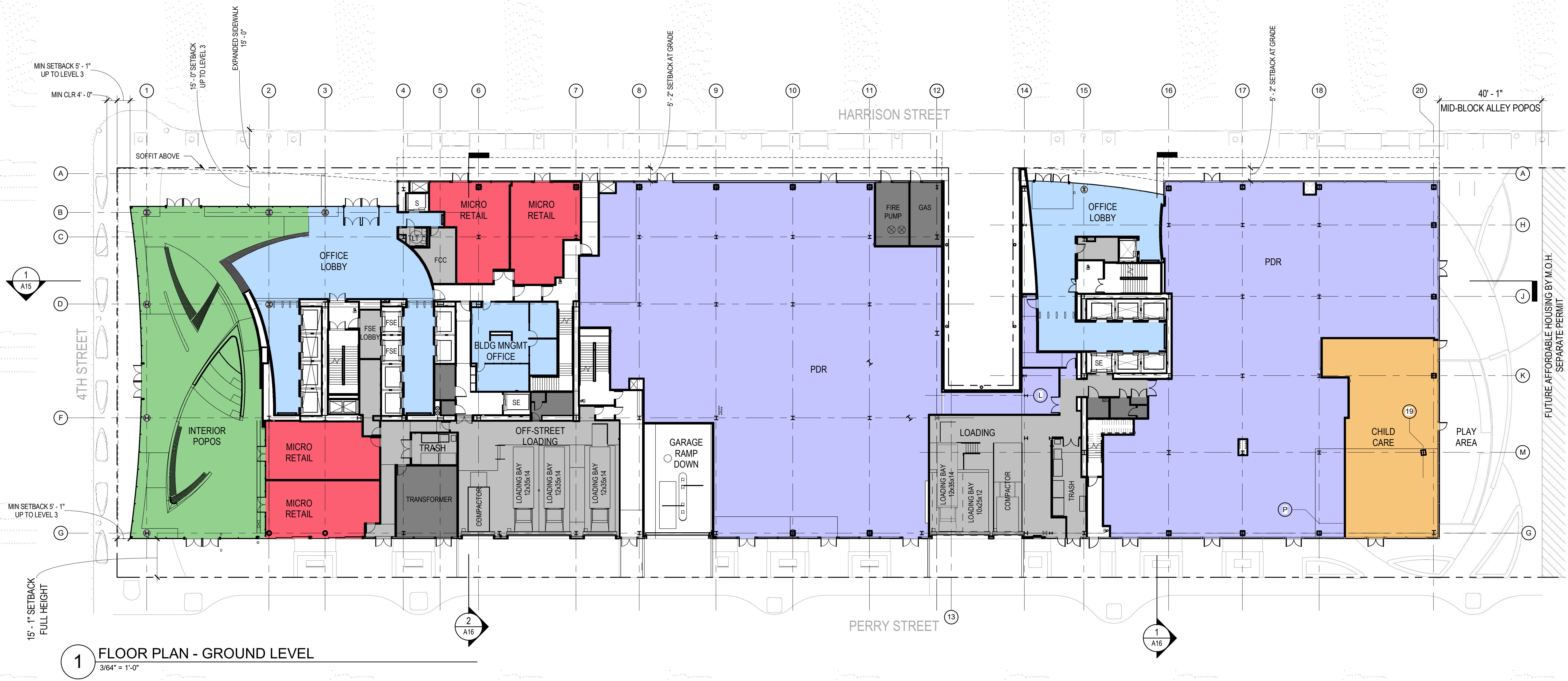
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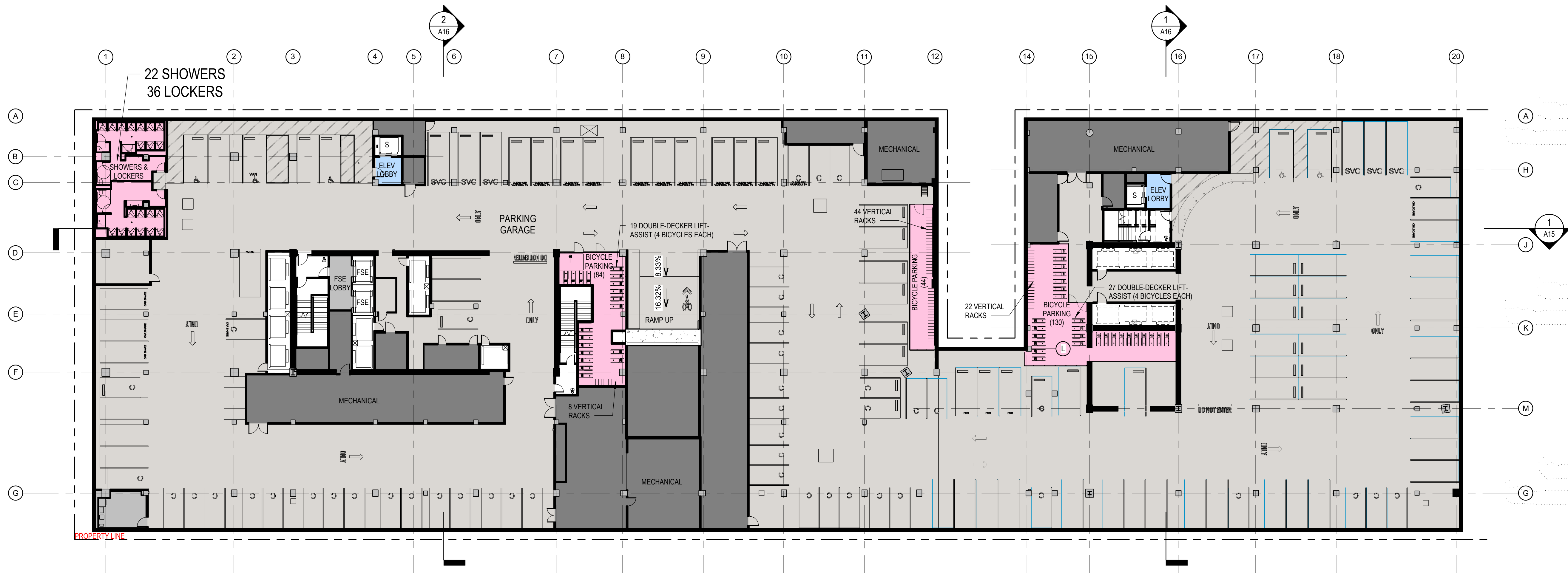


No.	Description	Date
1	ENTITLEMENTS	10/04/2019
2	PLANNING COMMISSION HEARING	12/12/2019

Date of First Issue:
 Project No: 14_04006.00

Sheet Title:
FLOOR PLAN - LEVEL 1 - GROUND

Original drawing is 34 x 22. At 11 x 17, drawing has been scaled 50%
 Sheet Number



1 FLOOR PLAN - BASEMENT LEVEL
 3/64" = 1'-0"

BICYCLE PARKING SCHEDULE	
Type	Count
Class I - Assisted Lift	184
Class I - Vertical Rack	74
TOTAL COUNT	258

PARKING SCHEDULE	
Type	Count
Accessible Spaces	5
Car Share	4
Other Spaces	111
TOTAL COUNT	120

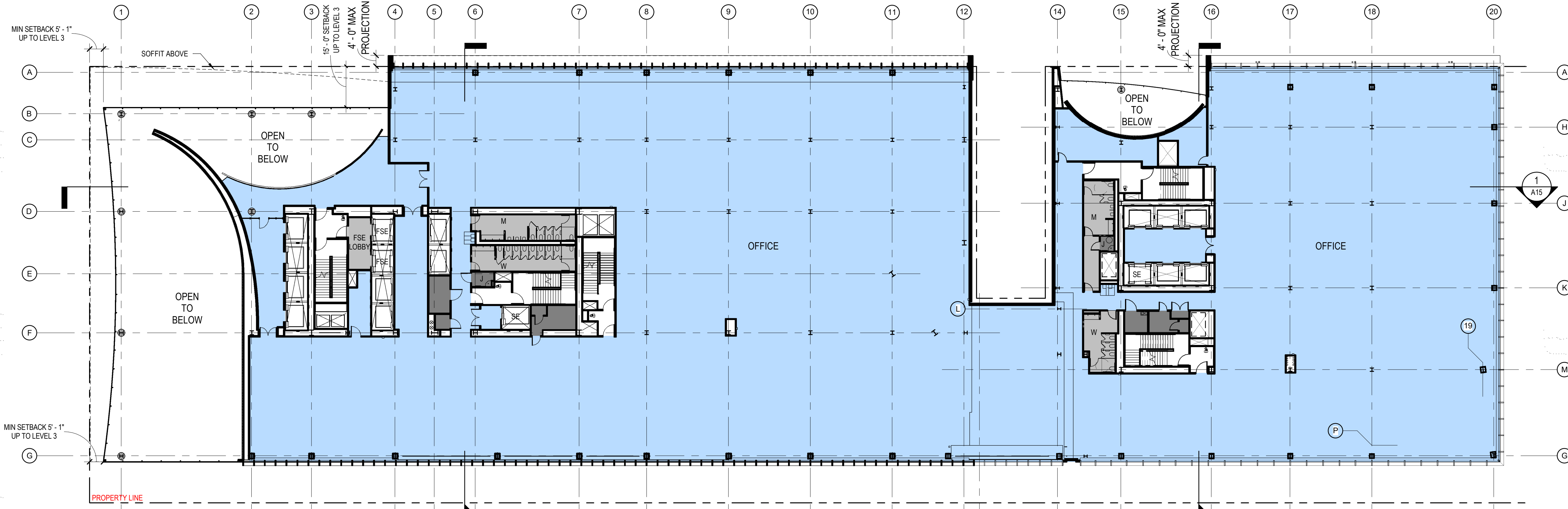
SERVICE VEHICLE LOADING SCHEDULE	
Description	Count
8' x 20' Service Vehicle	6
TOTAL COUNT	6

SEE A59 FOR OFF-STREET PARKING AND LOADING DETAILS
 SEE G00 FOR VERTICAL CLEARANCES OF SERVICE VEHICLE SPACES

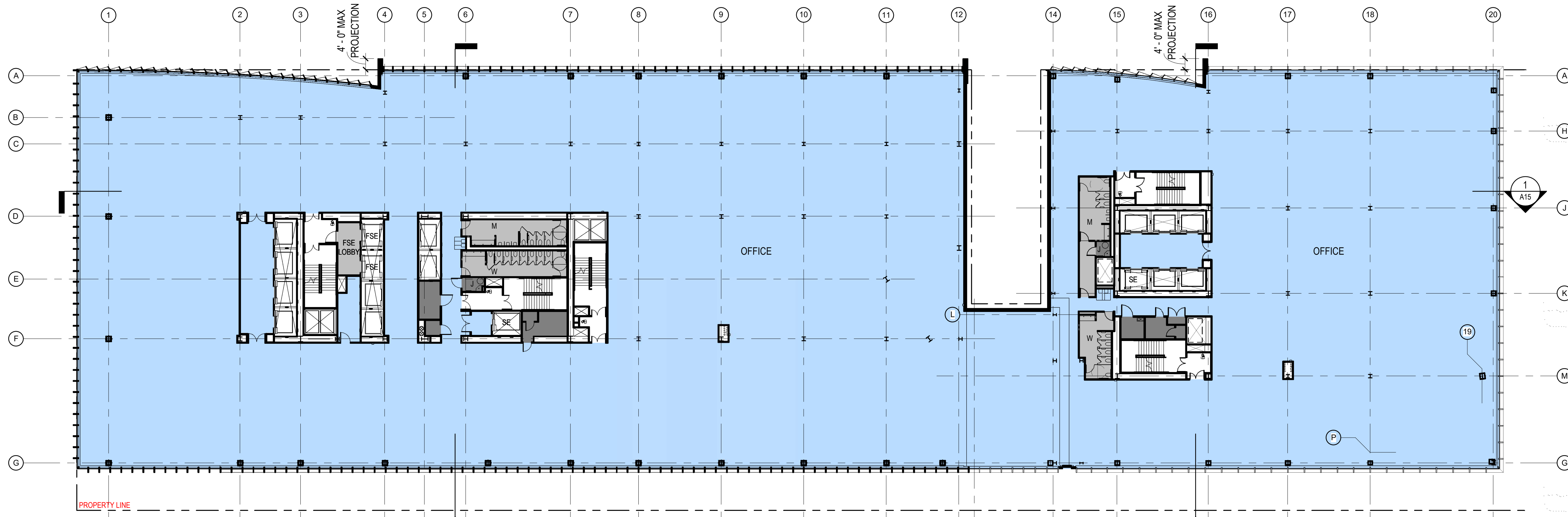
No.	Description	Date
1	ENTITLEMENTS	10/04/2019
2	PLANNING COMMISSION HEARING	12/12/2019

Date of First Issue:
 Project No: 14_04006.00
 Sheet Title:
FLOOR PLAN - BASEMENT

2019-11-12 9:43:42 AM



1 FLOOR PLAN - LEVEL 2
3/64" = 1'-0"



2 FLOOR PLAN - LEVEL 3
3/64" = 1'-0"

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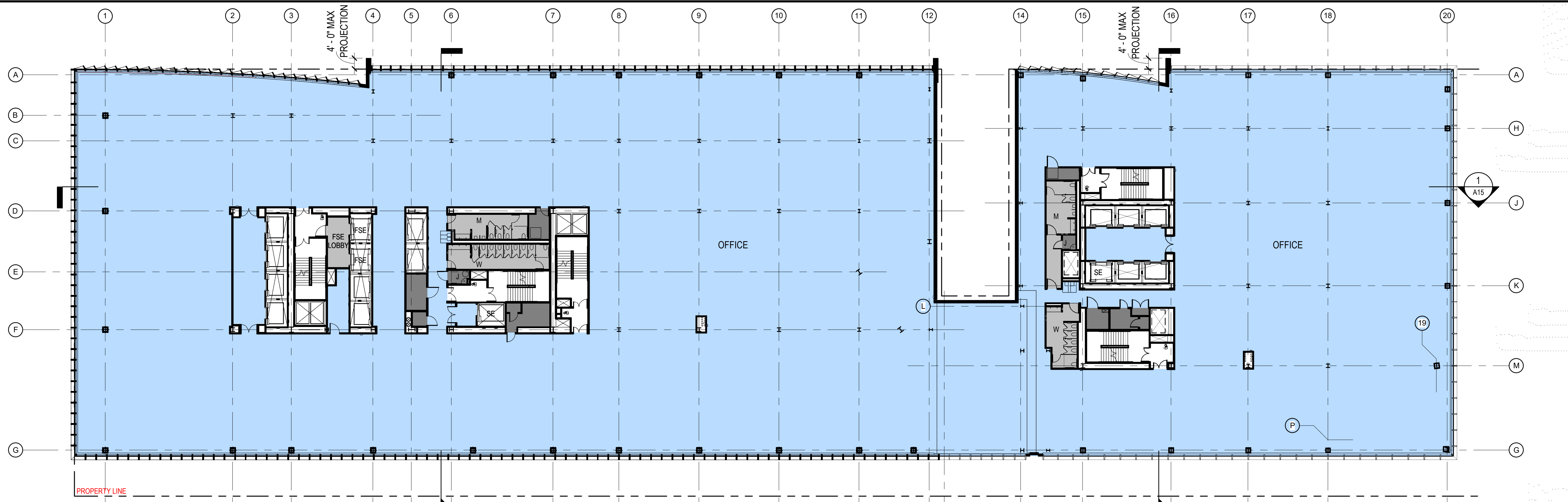
Date of First Issue:
 Project No: 14_04006.00
 Sheet Title:
FLOOR PLANS - LEVEL 2 & LEVEL 3

Original drawing is 34 x 22. At 11 x 17, drawing has been scaled 50%
 Sheet Number

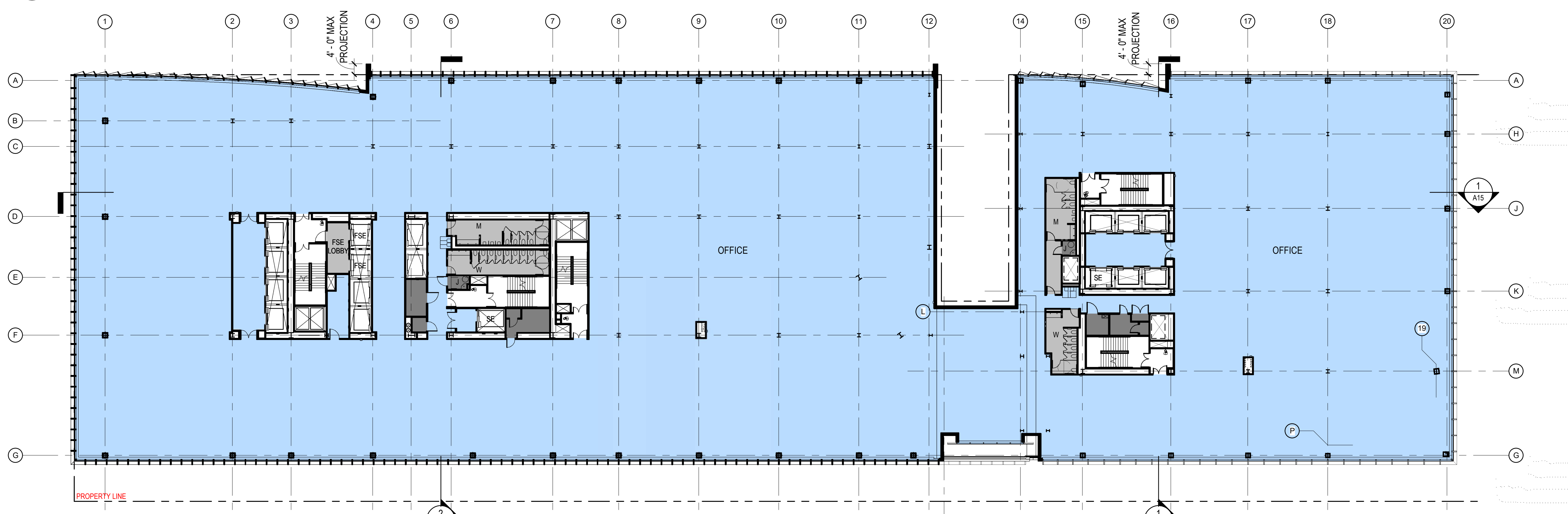
A20

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1 FLOOR PLAN - LEVEL 4
3/64" = 1'-0"



2 FLOOR PLAN - LEVEL 5
3/64" = 1'-0"

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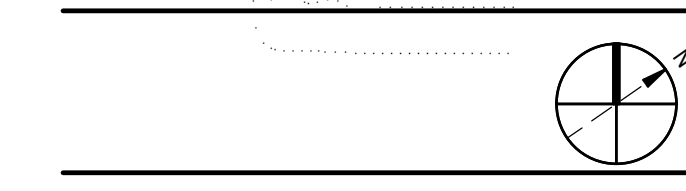
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 Sheet Title:
FLOOR PLANS - LEVEL 4 & LEVEL 5

Original drawing is 34 x 22. At 11 x 17, drawing has been scaled 50%
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A21

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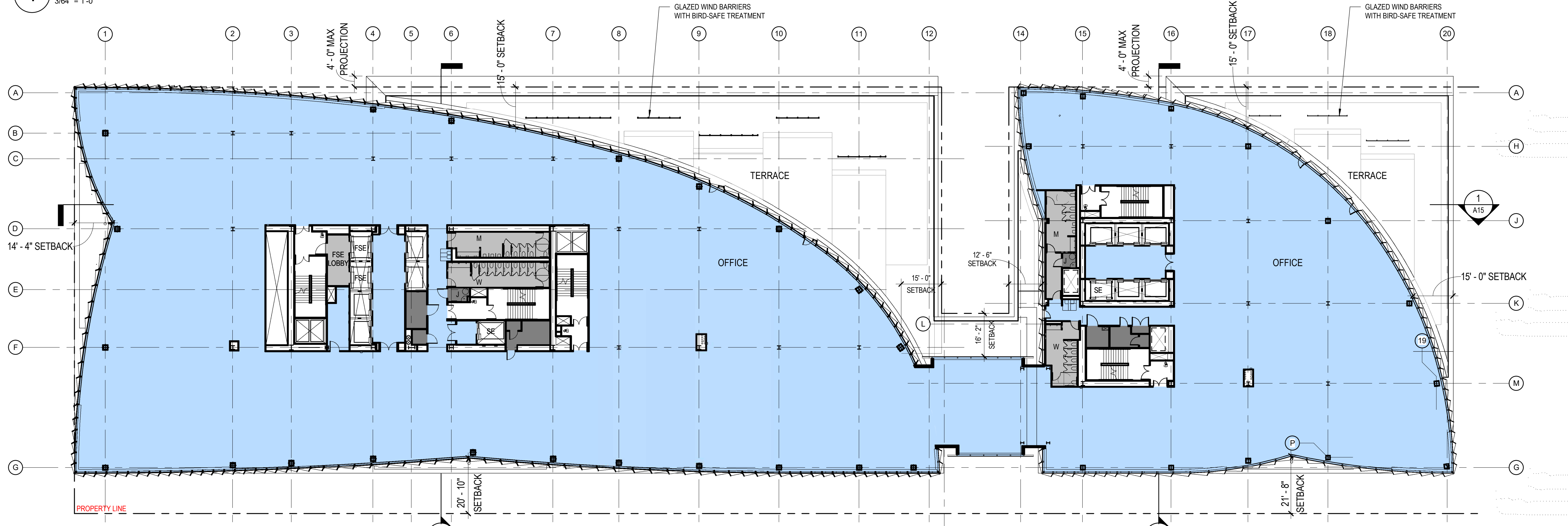


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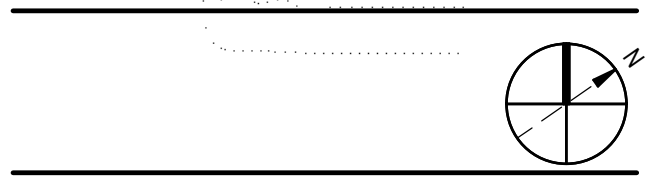
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1 FLOOR PLAN - LEVEL 6
 3/64" = 1'-0"



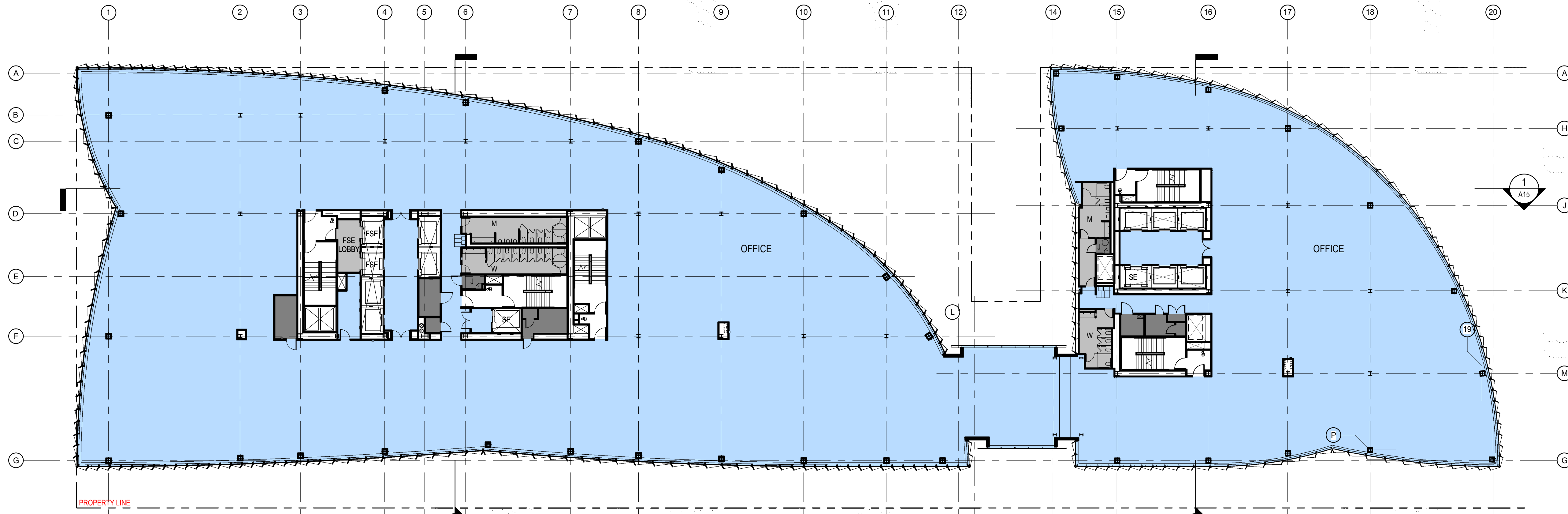
2 FLOOR PLAN - LEVEL 7
 3/64" = 1'-0"



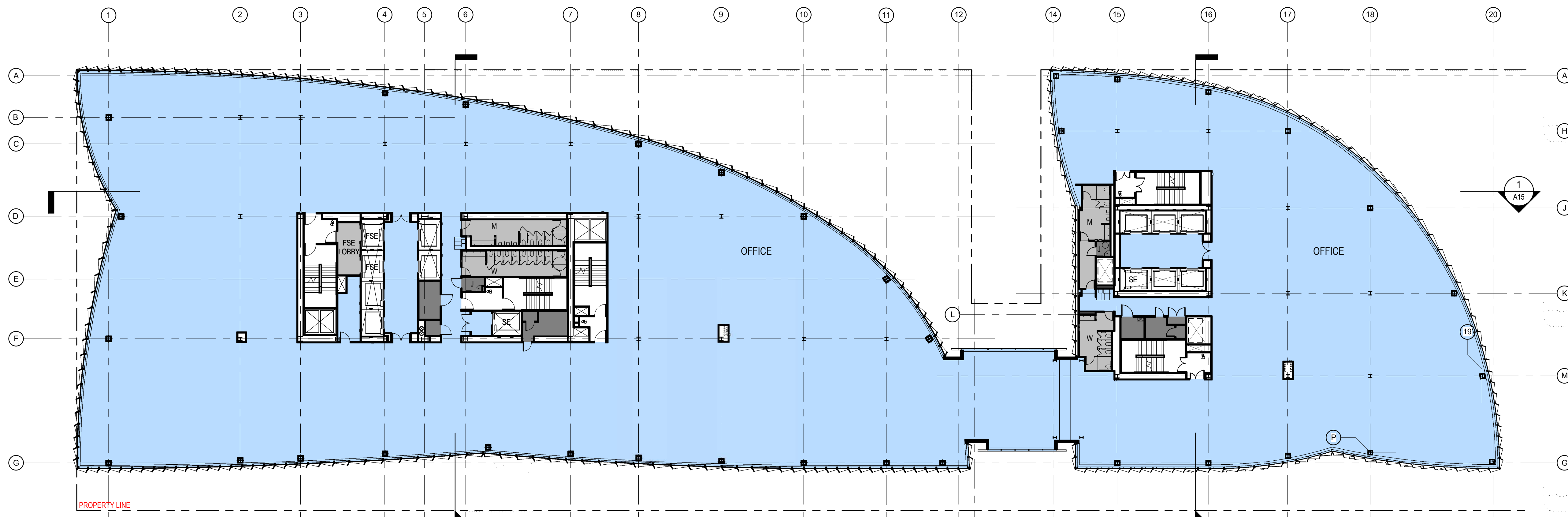
No.	Description	Date
1	ENTITLEMENTS	10/04/2019
2	PLANNING COMMISSION HEARING	12/12/2019

Date of First Issue:
 Project No: 14_04006.00
 Sheet Title:
FLOOR PLANS - LEVEL 6 & LEVEL 7

Original drawing is 34 x 22. At 11 x 17, drawing has been scaled 50%
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1 FLOOR PLAN - LEVEL 8
3/64" = 1'-0"



2 FLOOR PLAN - LEVEL 9
3/64" = 1'-0"

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Sheet Title:
FLOOR PLANS - LEVEL 8 & LEVEL 9

Original drawing is 34 x 22. At 11 x 17, drawing has been scaled 50%

Sheet Number

A23

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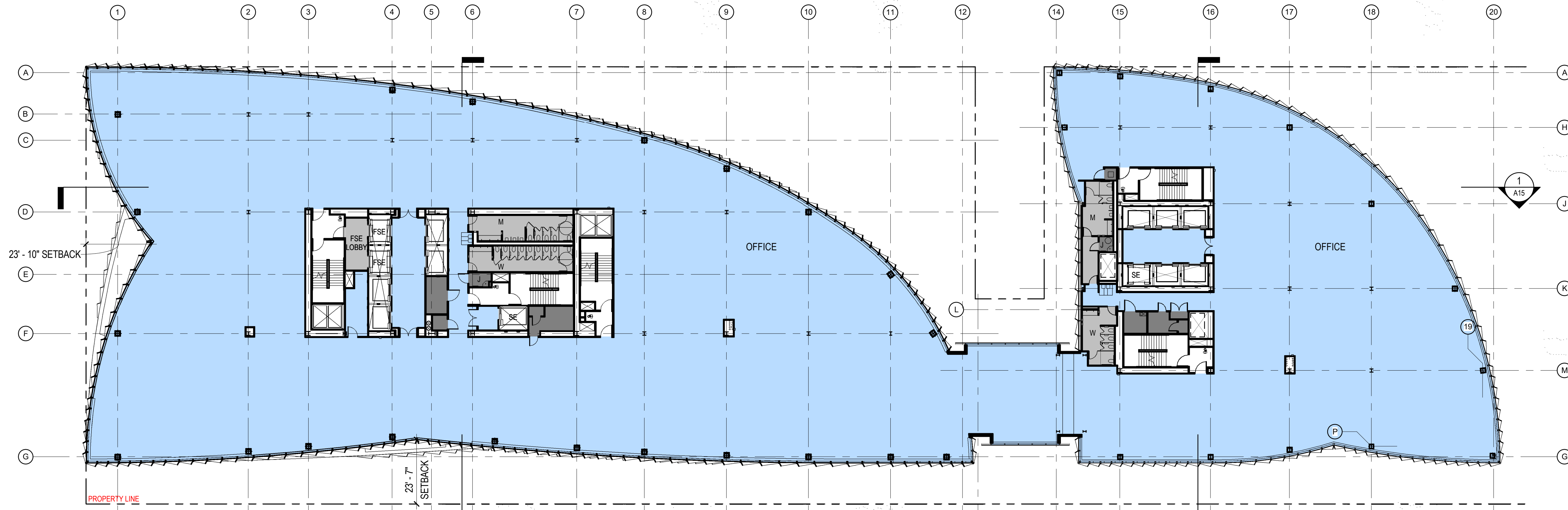
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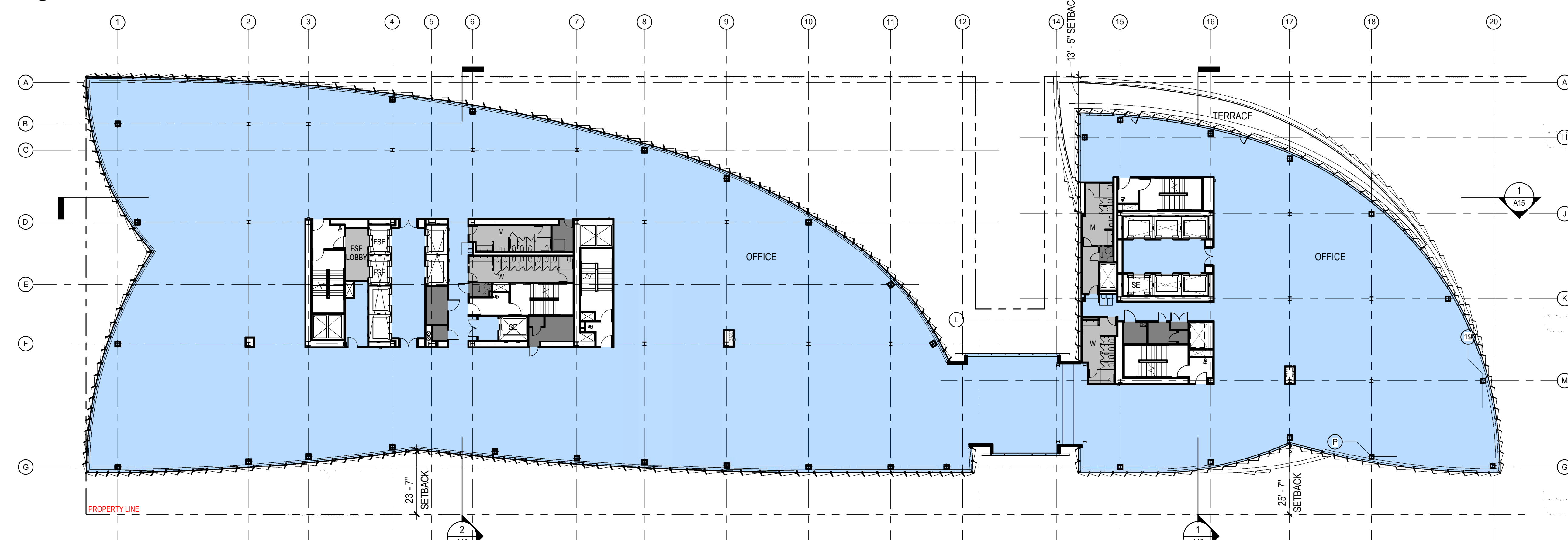


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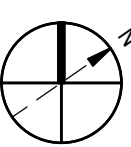
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1 FLOOR PLAN - LEVEL 10
 3/64" = 1'-0"



2 FLOOR PLAN - LEVEL 11
 3/64" = 1'-0"



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1	ENTITLEMENTS	10/04/2019
2	PLANNING COMMISSION HEARING	12/12/2019

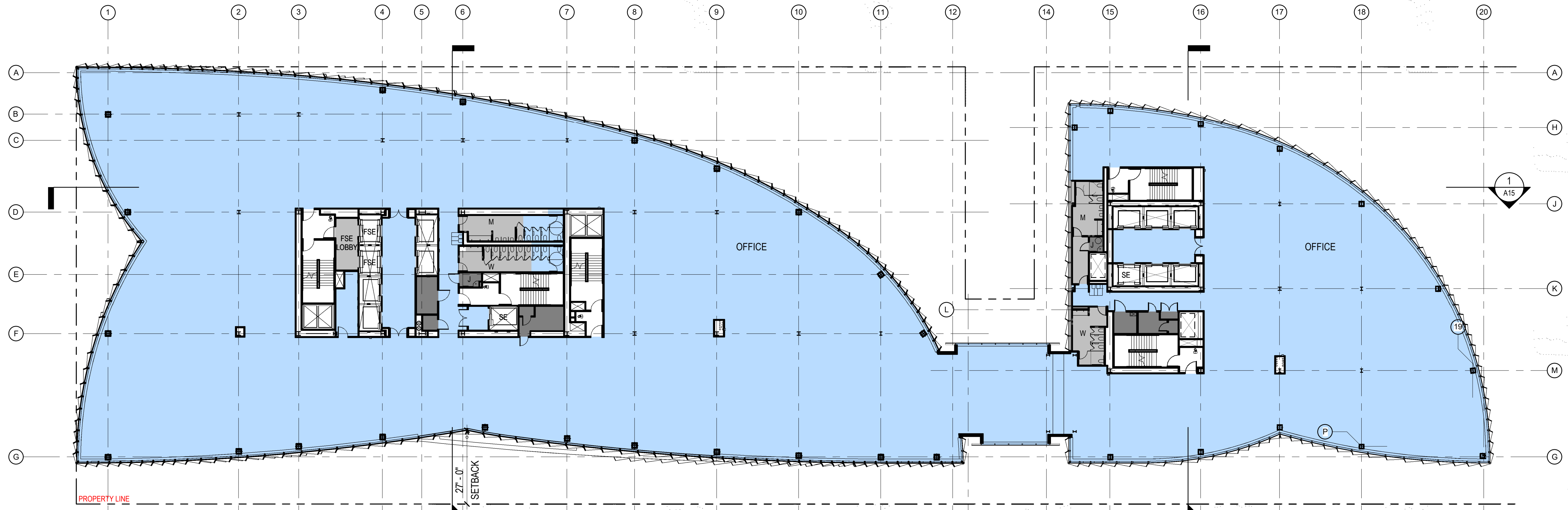
Date of First Issue:
 Project No: 14_04006.00
 Sheet Title:
FLOOR PLANS - LEVEL 10 & LEVEL 11

Original drawing is 34 x 22. At 11 x 17, drawing has been scaled 50%
 Sheet Number

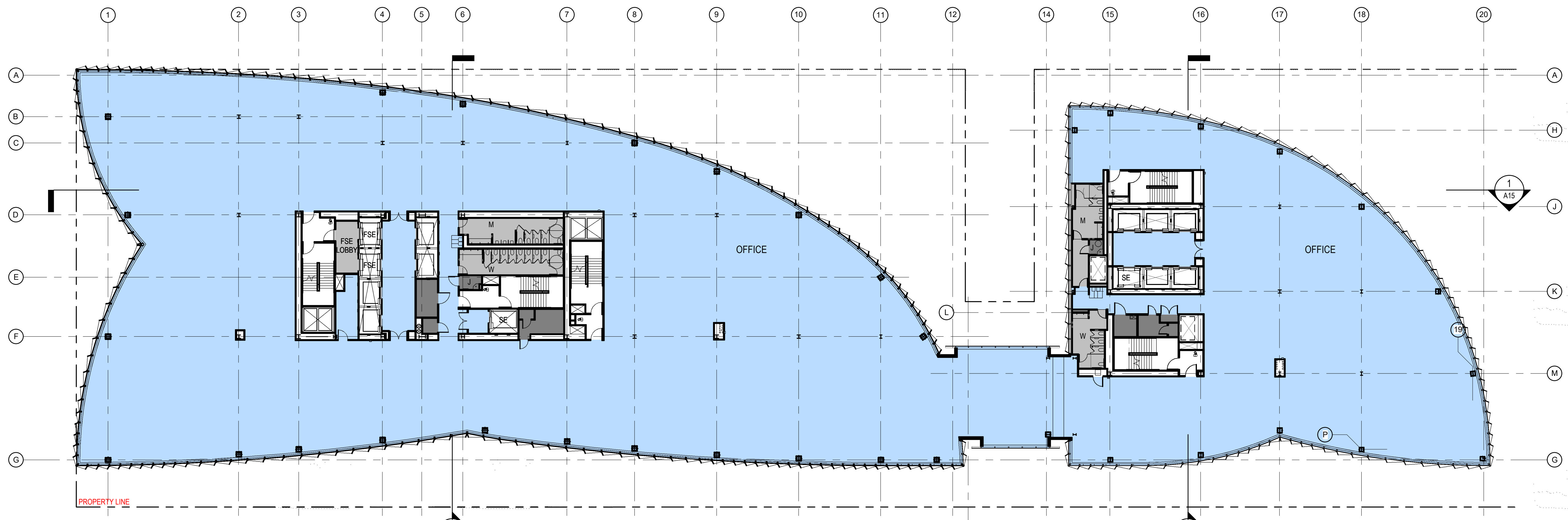
A24

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1 FLOOR PLAN - LEVEL 12
3/64" = 1'-0"



2 FLOOR PLAN - LEVEL 13
3/64" = 1'-0"

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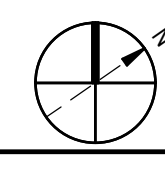
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Sheet Title:
FLOOR PLANS - LEVEL 12 & LEVEL 13

Original drawing is 34 x 22. At 11 x 17, drawing has been scaled 50%
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A25

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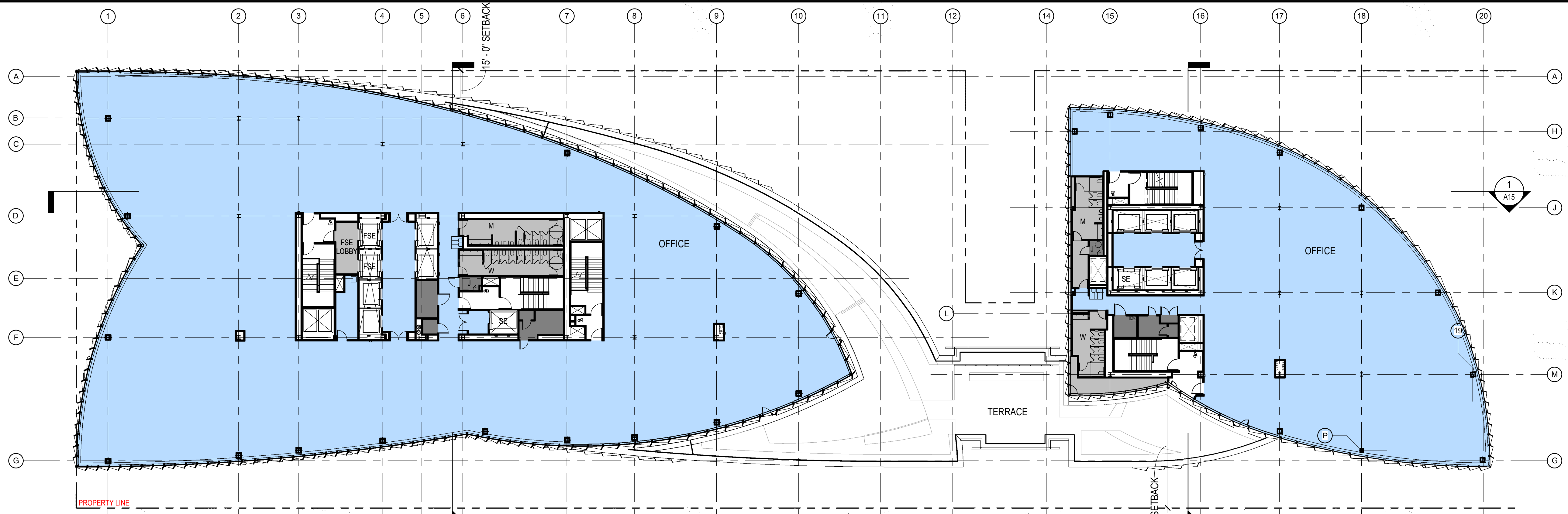
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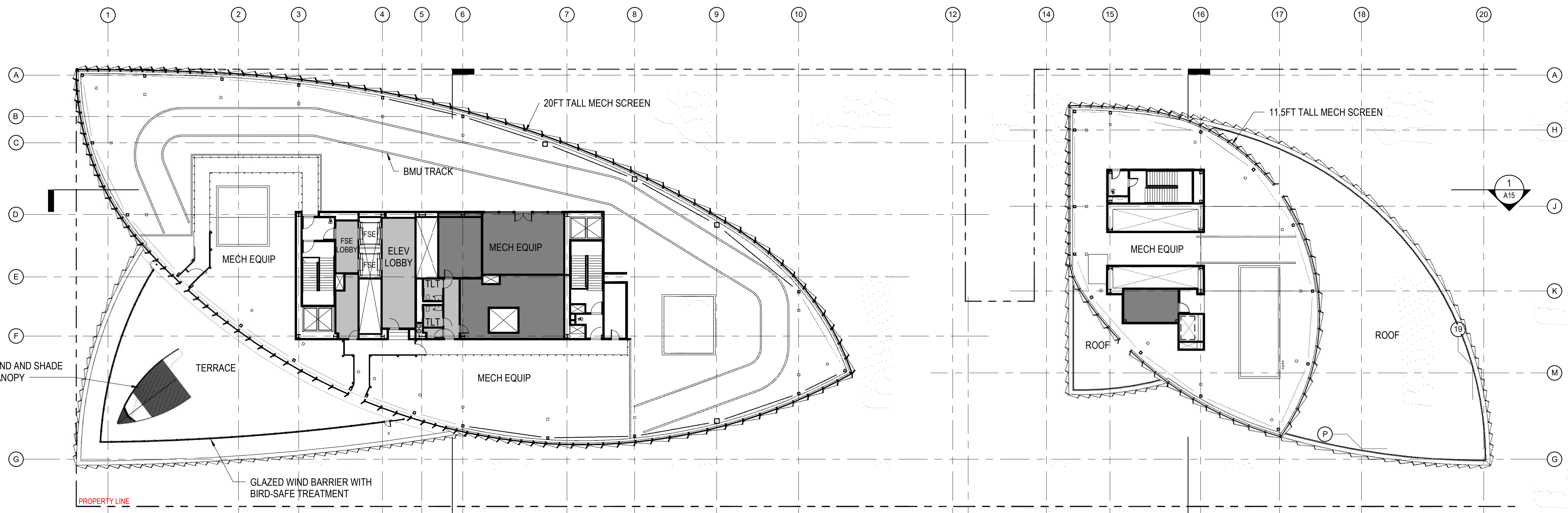


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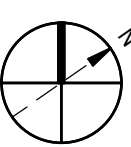
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1 FLOOR PLAN - LEVEL 14
 3/64" = 1'-0"



2 ROOF PLAN
 3/64" = 1'-0"



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1	ENTITLEMENTS	10/04/2019
2	PLANNING COMMISSION HEARING	12/12/2019

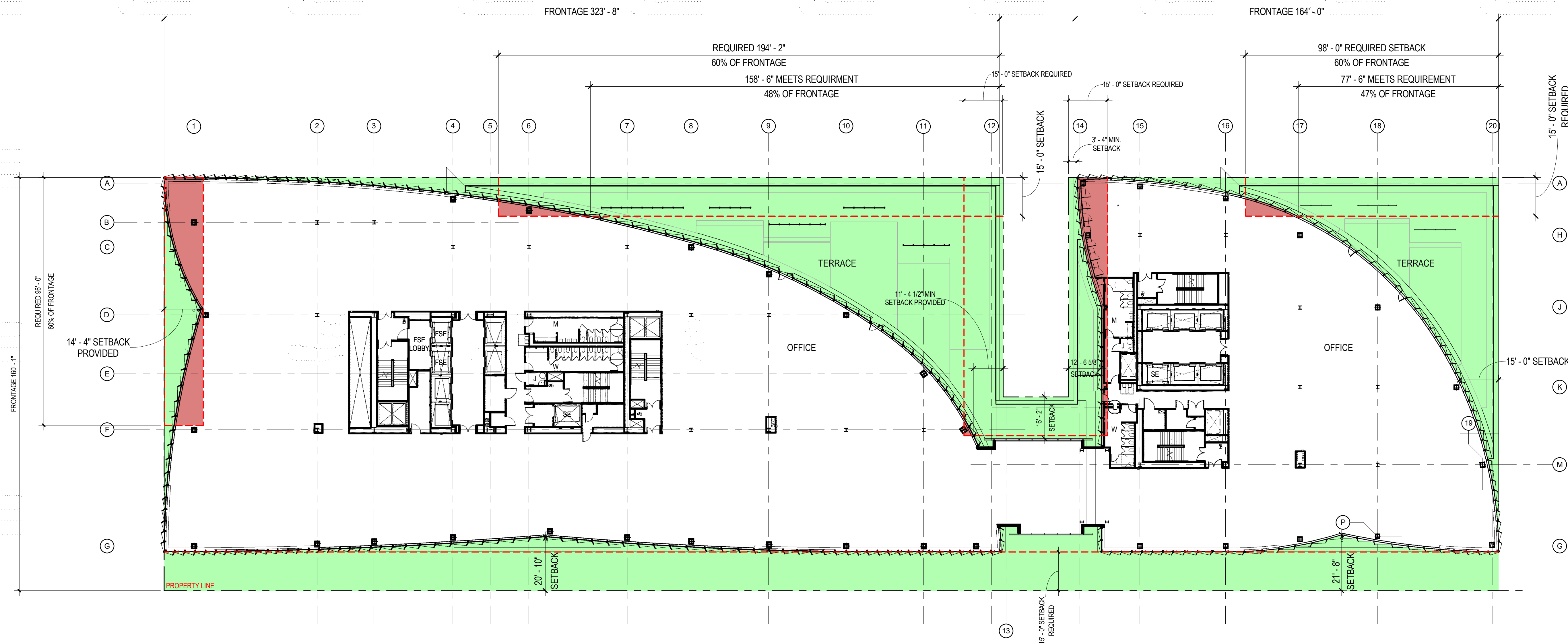
Date of First Issue:
 Project No: 14_04006.00
 Sheet Title:
FLOOR PLANS - LEVEL 14 & ROOF

Original drawing is 34 x 22. At 11 x 17, drawing has been scaled 50%
 Sheet Number

A26


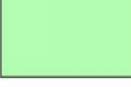

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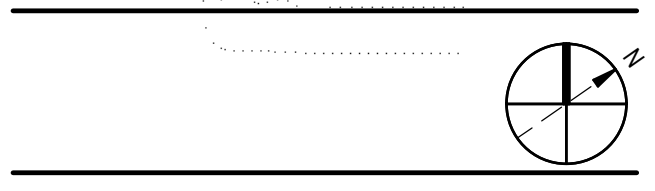
2019-11-12 11:37:39 AM



1 UPPER BUILDING SETBACKS - LEVEL 7
 3/64" = 1'-0"

LEGEND

-  SETBACK AREA REQUIRED
-  SETBACK AREA PROVIDED
-  BUILDING IN SETBACK AREA REQUIRED



No.	Description	Date
1	ENTITLEMENTS	10/04/2019
2	PLANNING COMMISSION HEARING	12/12/2019

Date of First Issue:
 Project No: 14_04006.00
 Sheet Title:
**PC SEC132.4(c)(2)(A)(i)&(ii)
 SETBACKS ABOVE
 PODIUM**

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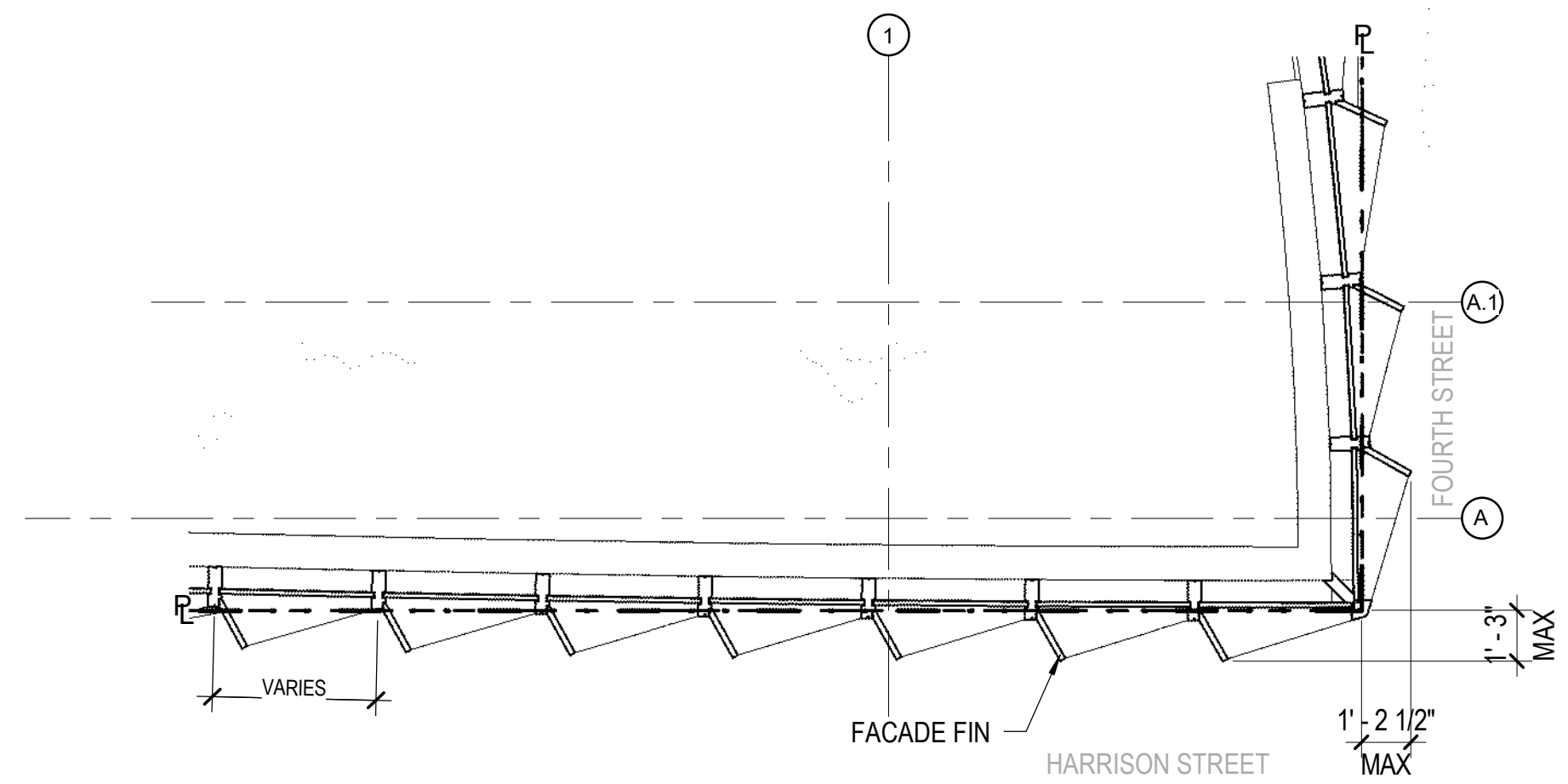
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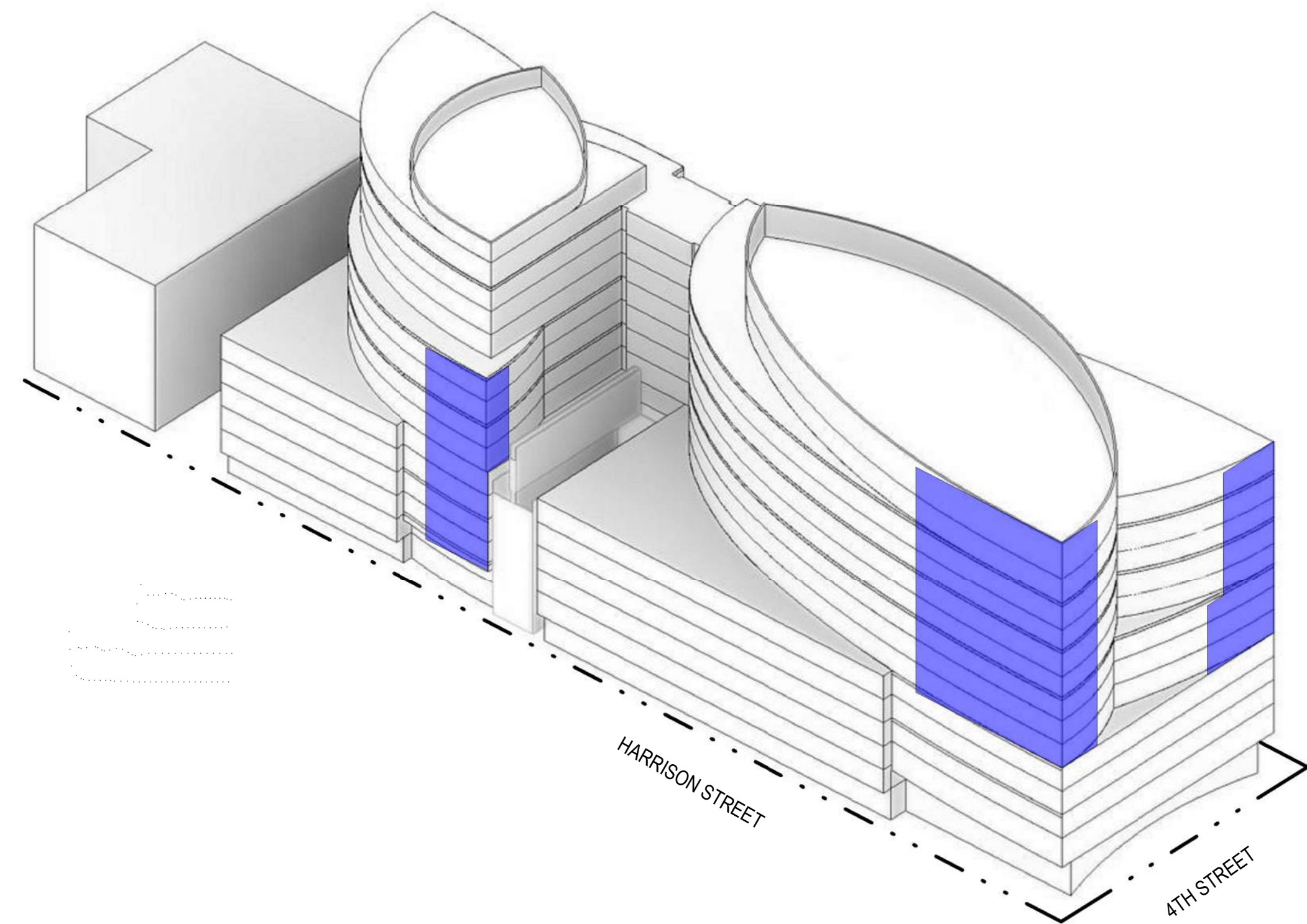


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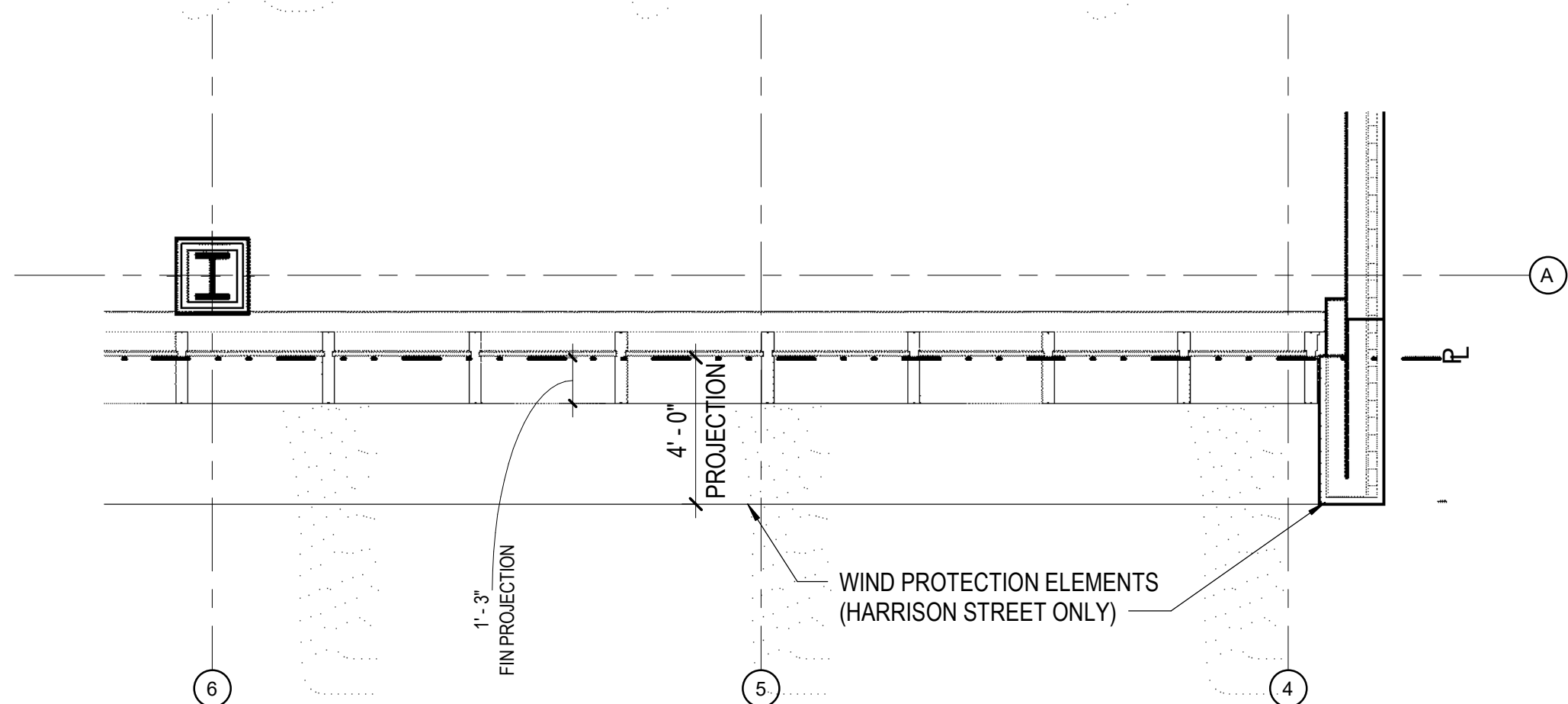
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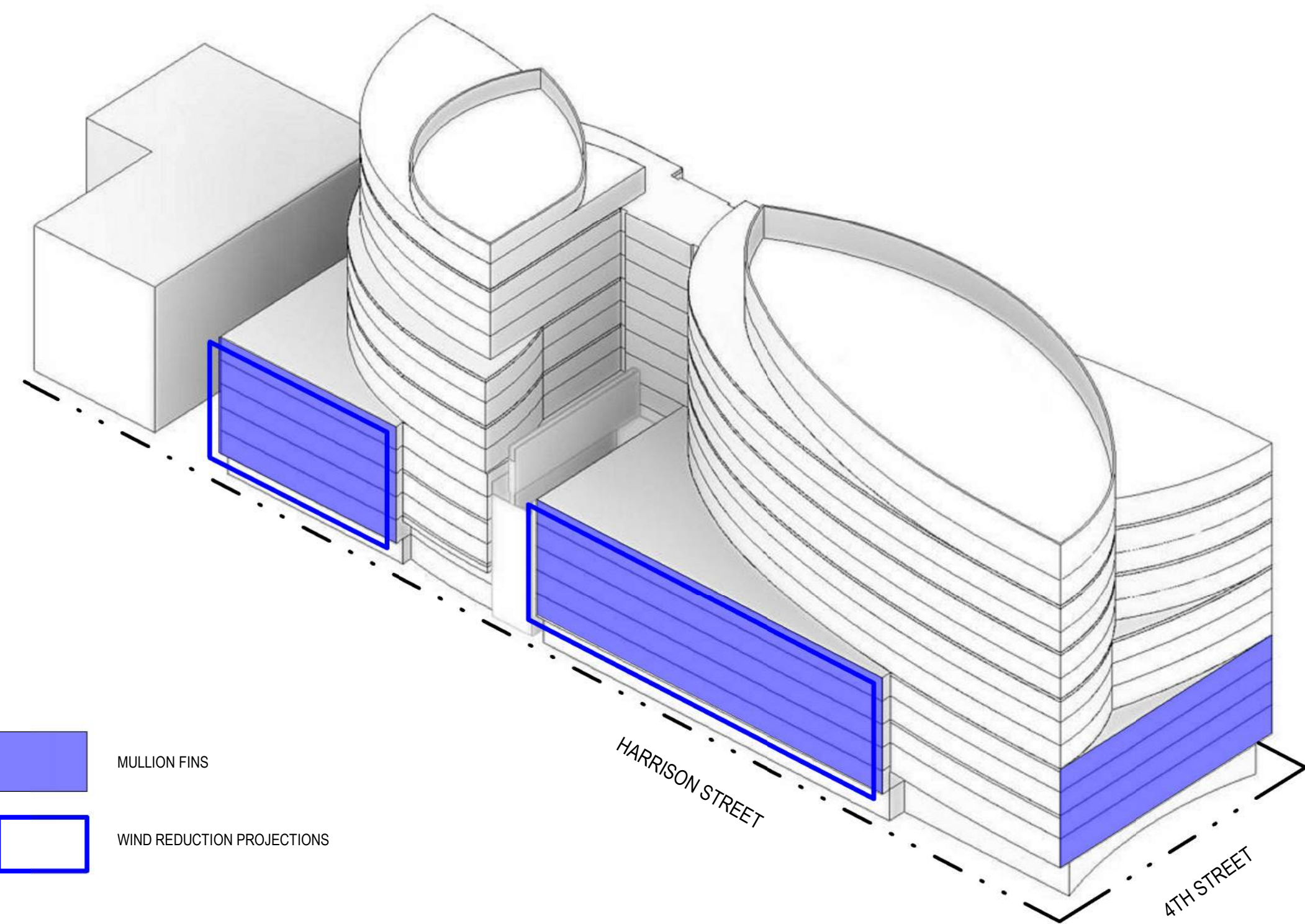
4 ENLARGED FLOOR PLAN AT UPPER BUILDING FACADE PROJECTION
 1/4" = 1'-0"



3 LOCATION OF UPPER BUILDING FACADE PROJECTIONS OVER PROPERTY LINES
 3/32" = 1'-0"



2 ENLARGED FLOOR PLAN - PODIUM FACADE
 1/4" = 1'-0"



1 LOCATION OF PODIUM FACADE PROJECTIONS OVER PROPERTY LINE
 3/32" = 1'-0"

WIND CONSULTANT RECOMMENDED SETBACKS AT GRADE AND PROJECTIONS ALONG HARRISON STREET FOR WIND DOWNWASHING PROTECTION. PROJECTIONS MUST BE OVER SIDEWALK AS MUCH AS POSSIBLE TO BE EFFECTIVE TO PEDESTRIANS ON SIDEWALK.

No.	Description	Date
1	ENTITLEMENTS	10/04/2019
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Date of First Issue:

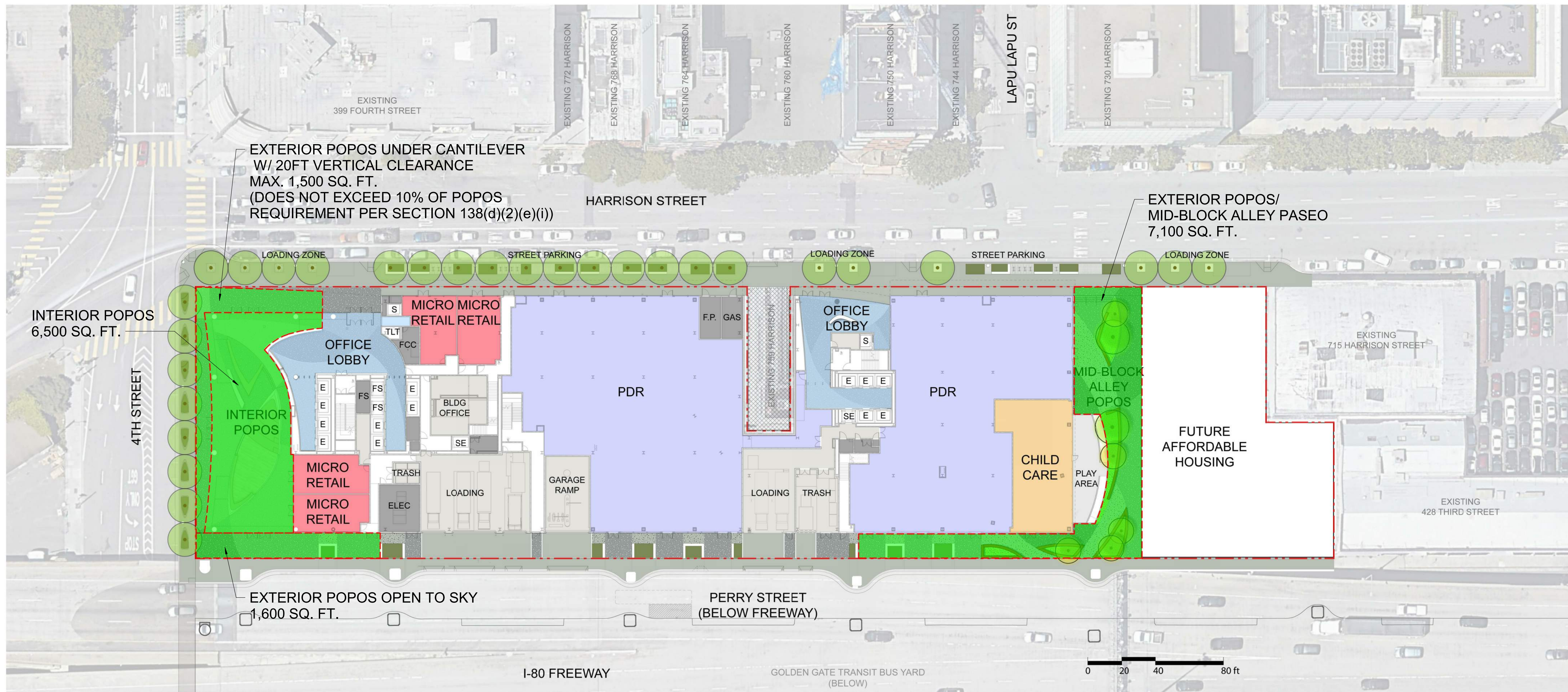
Project No: 14_04006.00

Sheet Title:

**PC SEC136
 OBSTRUCTIONS OVER STREET**

Original drawing is 34 x 22. At 11 x 17, drawing has been scaled 50%

Sheet Number



1 SITE PLAN - POPOS
 1/32" = 1'-0"

Paseo + Perry St (no overhang)	7,100
4 th Street (under overhang)	1,500
Perry Street (no overhang)	1,600
Total Exterior	10,200
Interior POPOS	6,500
TOTAL POPOS	16,700

No.	Description	Date
1	ENTITLEMENTS	10/04/2019
2	PLANNING COMMISSION HEARING	12/12/2019

Date of First Issue:
 Project No: 14_04006.00
 Sheet Title:
PC SEC138 P.O.P.O.S.

2019-11-12 9:44:55 AM

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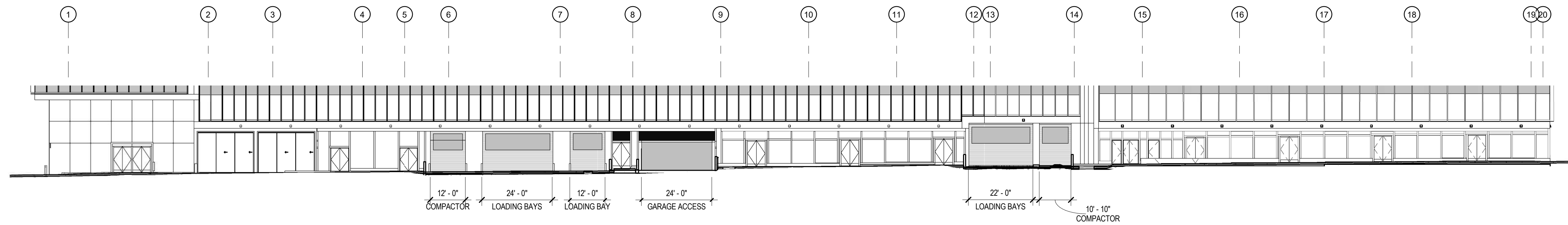
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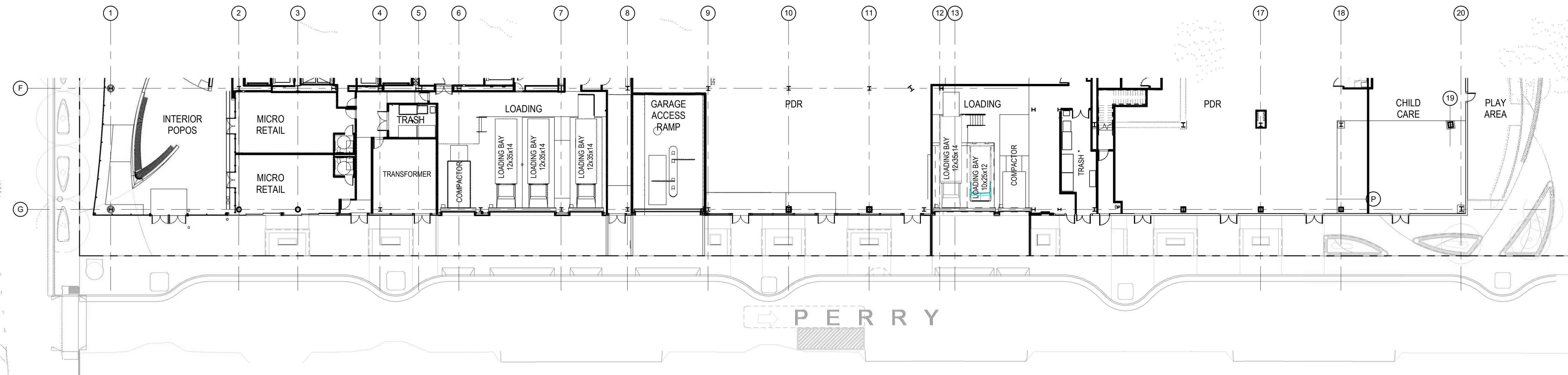


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1 PERRY STREET FRONTAGE
 3/64" = 1'-0"



2 PARTIAL PLAN - GROUND LEVEL
 3/64" = 1'-0"

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1	ENTITLEMENTS	10/04/2019
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Date of First Issue:
 Project No: 14_04006.00
 Sheet Title:
**PC SEC145.1(c)(2)/155(d)
 LOADING AND PARKING
 OPENINGS**

Original drawing is 34 x 22. At 11 x 17, drawing has been scaled 50%

Sheet Number

A30

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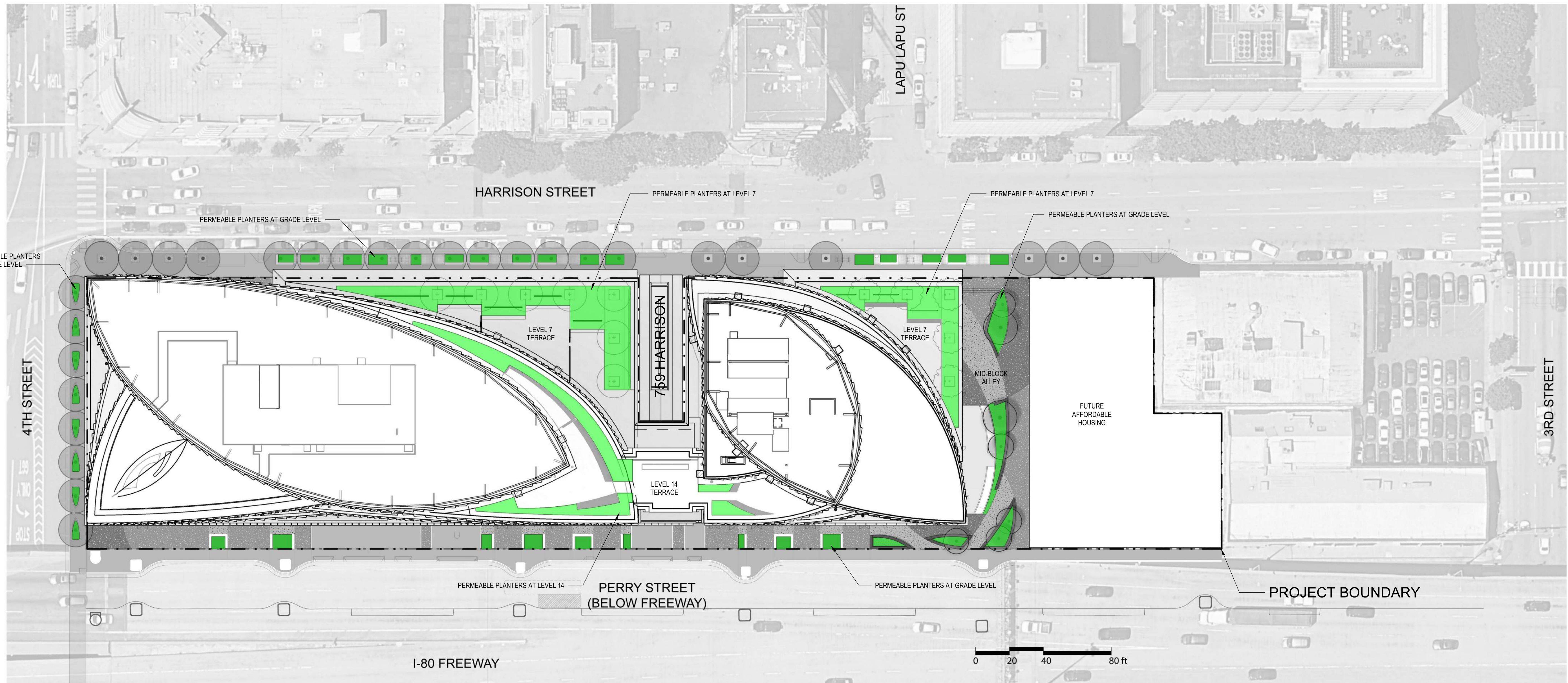
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1 PERMEABLE PLANTING AREAS
 1/32" = 1'-0"

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Date of First Issue:
 Project No: 14_04006.00
 Sheet Title:
PC SEC149 PERMEABLE PLANTING AREAS

Original drawing is 34 x 22. At 11 x 17, drawing has been scaled 50%
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A31

2019-11-12 9:46:26 AM

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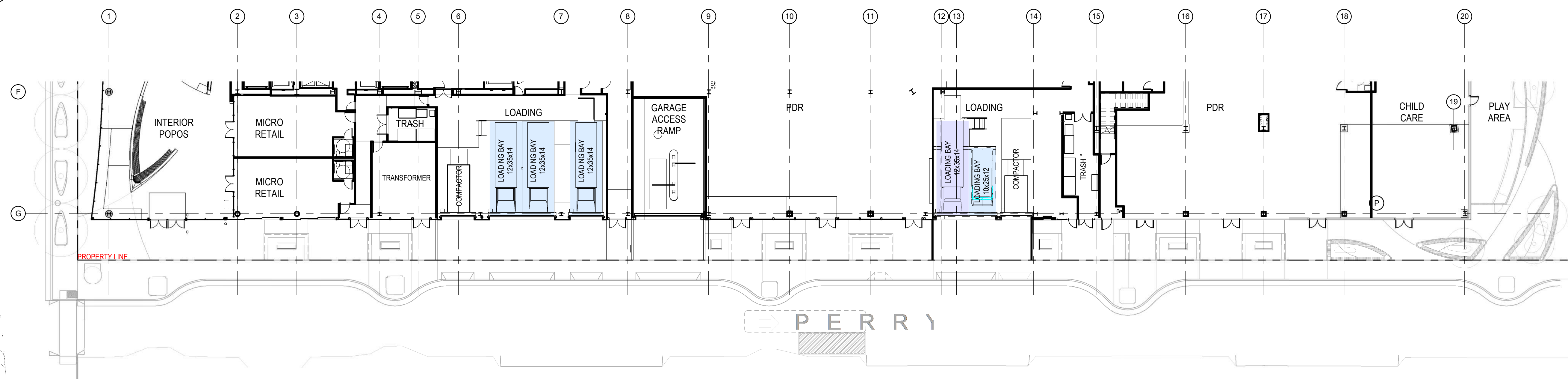


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1 OFF-STREET PARKING & LOADING - BASEMENT
 3/64" = 1'-0"



2 OFF-STREET PARKING & LOADING - GROUND
 3/64" = 1'-0"

LEGEND

	OFFICE LOADING
	PDR
	CAR SHARE

NOTE: LOCATIONS SHOWN FOR ALLOCATION PURPOSES ONLY

No.	Description	Date
1	ENTITLEMENTS	10/04/2019
2	PLANNING COMMISSION HEARING	12/12/2019

Date of First Issue:

Project No: 14_04006.00

Sheet Title:

PC SEC151/152.1/154 OFF STREET LOADING AND PARKING

Original drawing is 34 x 22. At 11 x 17, drawing has been scaled 50%

Sheet Number

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A32

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4TH & HARRISON
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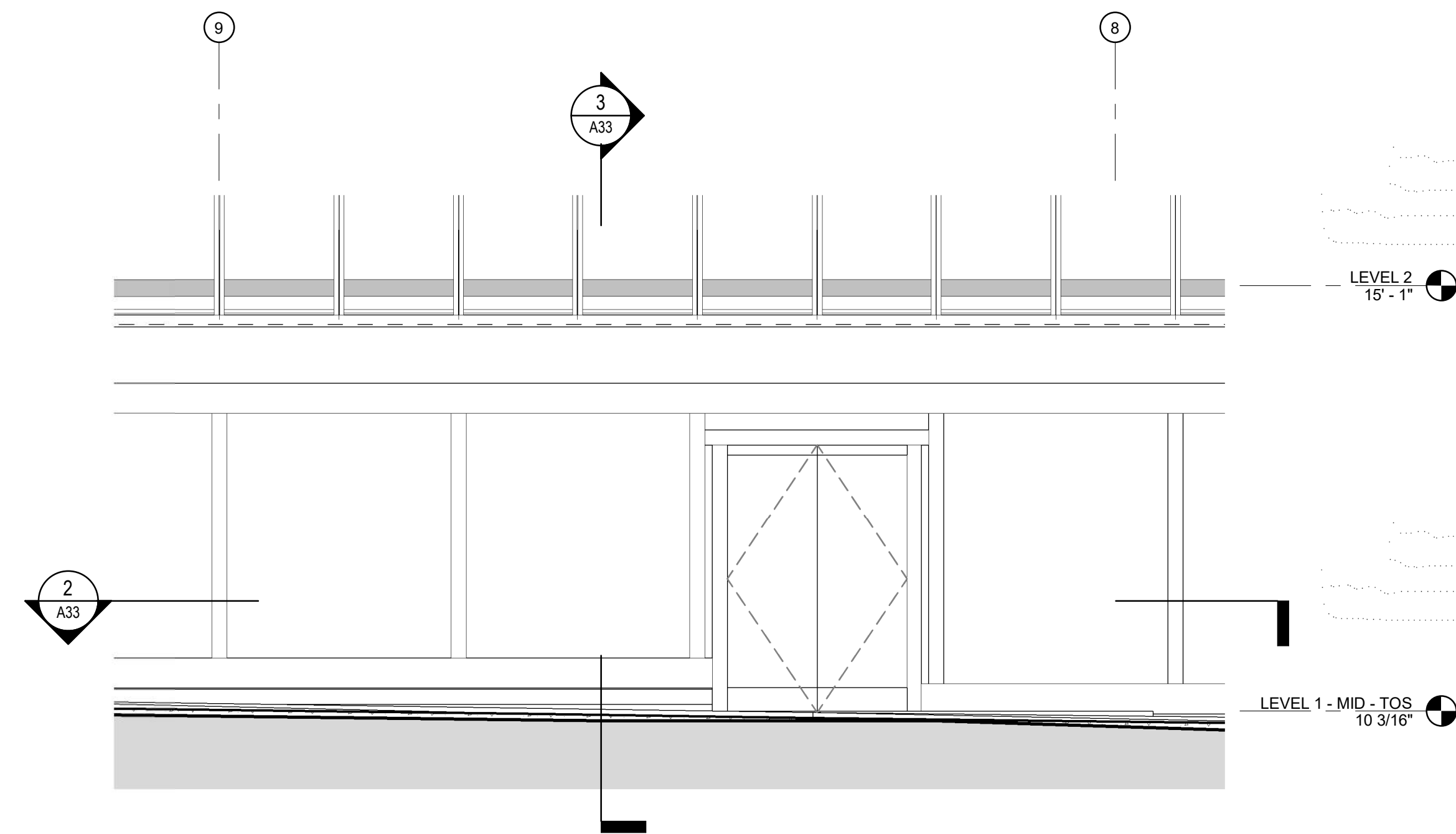
PROPERTY OWNER
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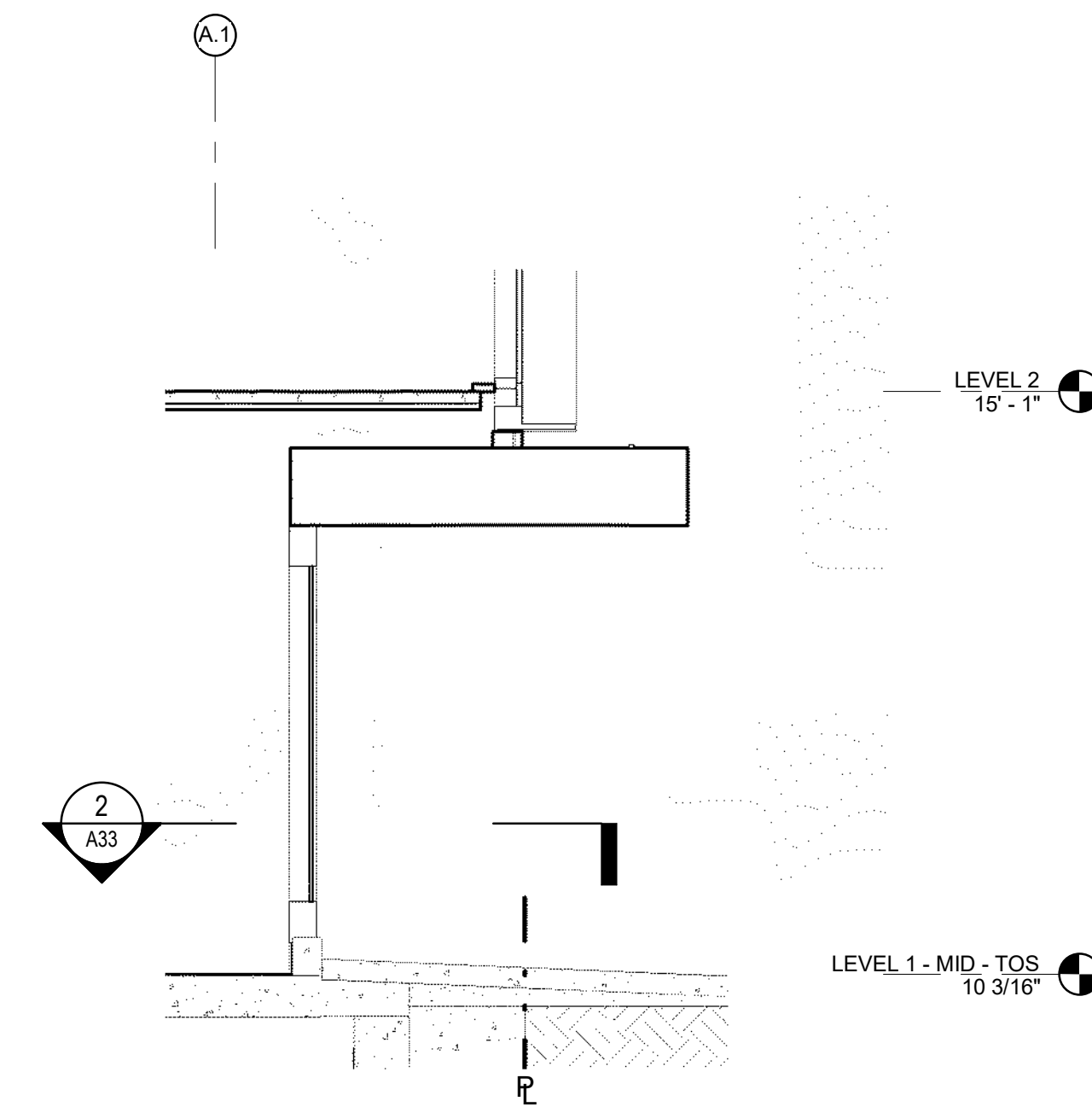


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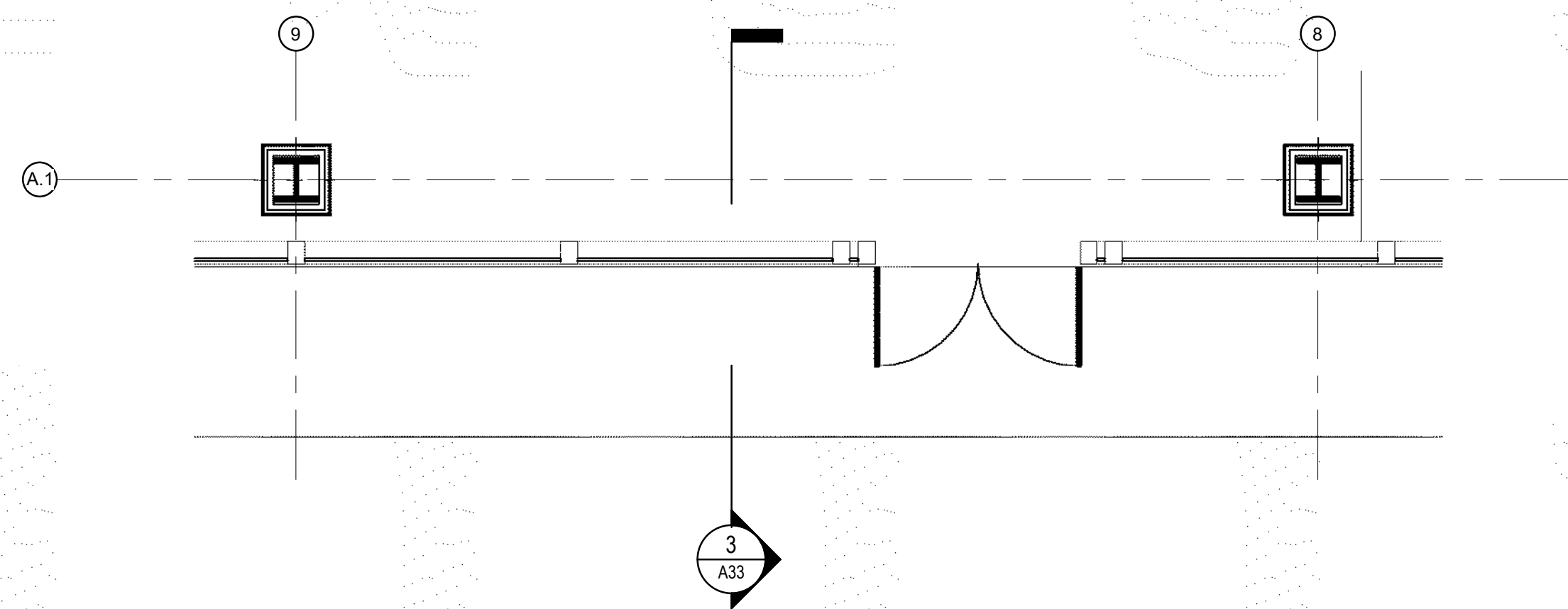
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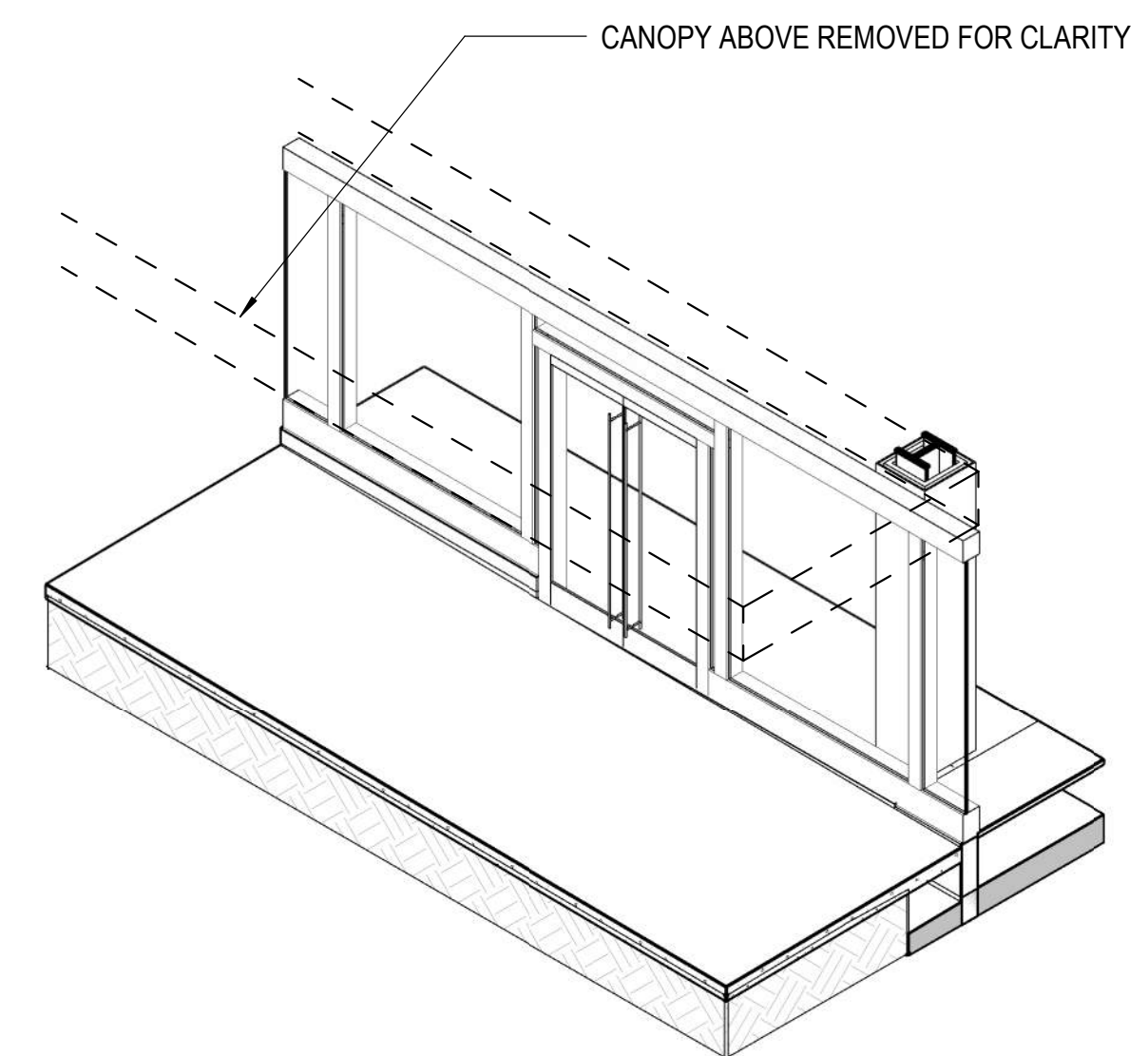
4 ENLARGED ELEVATION - TYP PDR FACADE
 1/4" = 1'-0"



3 WALL SECTION - STOREFRONT
 1/4" = 1'-0"



2 ENLARGED FLOOR PLAN - TYP PDR FACADE
 1/4" = 1'-0"



1 3D VIEW - TYP PDR FACADE

NOTE: DRAWINGS ARE REPRESENTATIVE OF THE TYPE OF SYSTEM THAT WILL BE USED

No.	Description	Date
1	ENTITLEMENTS	10/04/2019
2	PLANNING COMMISSION HEARING	12/12/2019

Date of First Issue:

Project No: 14_04006.00

Sheet Title:
**PC SEC249.78(c)(1)(F)(i)
 PDR FENESTRATION**

Original drawing is 34 x 22. At 11 x 17, drawing has been scaled 50%

Sheet Number

A33

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2019-11-12 9:46:46 AM

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1 PDR REPLACEMENT DIAGRAM
 1/32" = 1'-0"

PDR Requirements greater of:

Lot Area per survey	102,067	Existing PDR	
Exterior POPOS (under overhang)	1,500	120 Perry	3,600
Exterior POPOS (no overhang)	10,200	130-132 Perry	2,000
Childcare	3,000	777 Harrison	0
Childcare Play Area	1,250	765 Harrison	20,000
Affordable Housing Land	15,000	735-743 Harrison	0
Total after Deduction	72,617	Total	25,600
40% of Lot Area after Deductions	29,047	40% of Existing PDR	10,240

No.	Description	Date
1	ENTITLEMENTS	10/04/2019
2	PLANNING COMMISSION HEARING	12/12/2019

Date of First Issue:

Project No: 14_04006.00

Sheet Title:

**PC SEC249.78(c)(5)(B)(i) -
 SITE AREA EXCLUDED
 FROM PDR REQUIRED
 CALCS**

Original drawing is 34 x 22. At 11 x 17, drawing has been scaled 50%

Sheet Number

A34

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2019-11-12 9:46:53 AM

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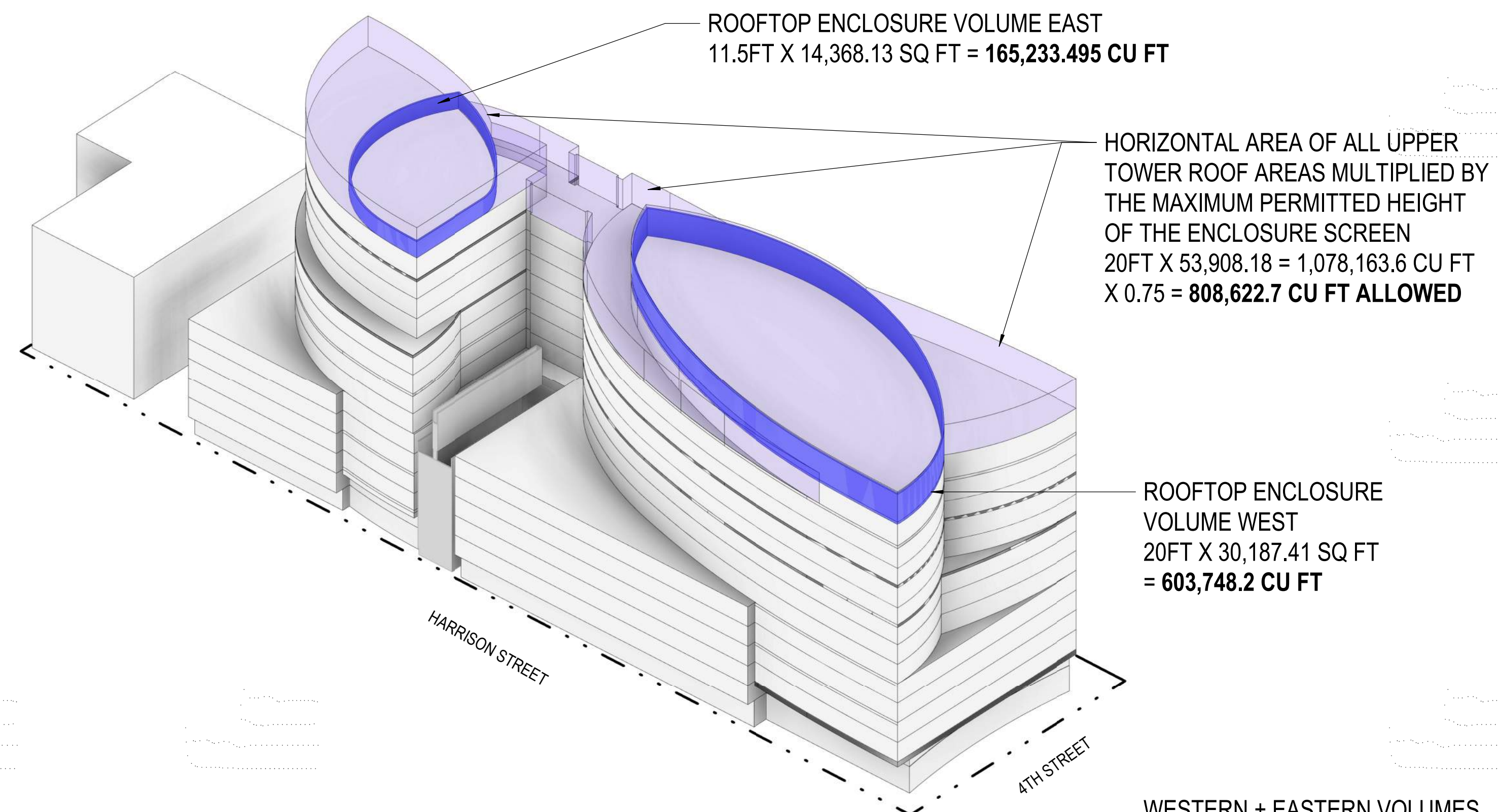
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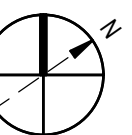
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1 ADDITIONAL ROOFTOP VOLUME DIAGRAM
 1/16" = 1'-0"

WESTERN + EASTERN VOLUMES
PROPOSED = 768,981.69 CU FT
 LESS THAN 808,622.7 CU FT



No.	Description	Date
1	ENTITLEMENTS	10/04/2019
2	PLANNING COMMISSION HEARING	12/12/2019

Date of First Issue:
 Project No: 14_04006.00

Sheet Title:
PC SEC260(b)(1)(F)
PROJECTING ROOFTOP MASS

Original drawing is 34 x 22. At 11 x 17, drawing has been scaled 50%

Sheet Number

A35

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2019-11-12 9:46:58 AM

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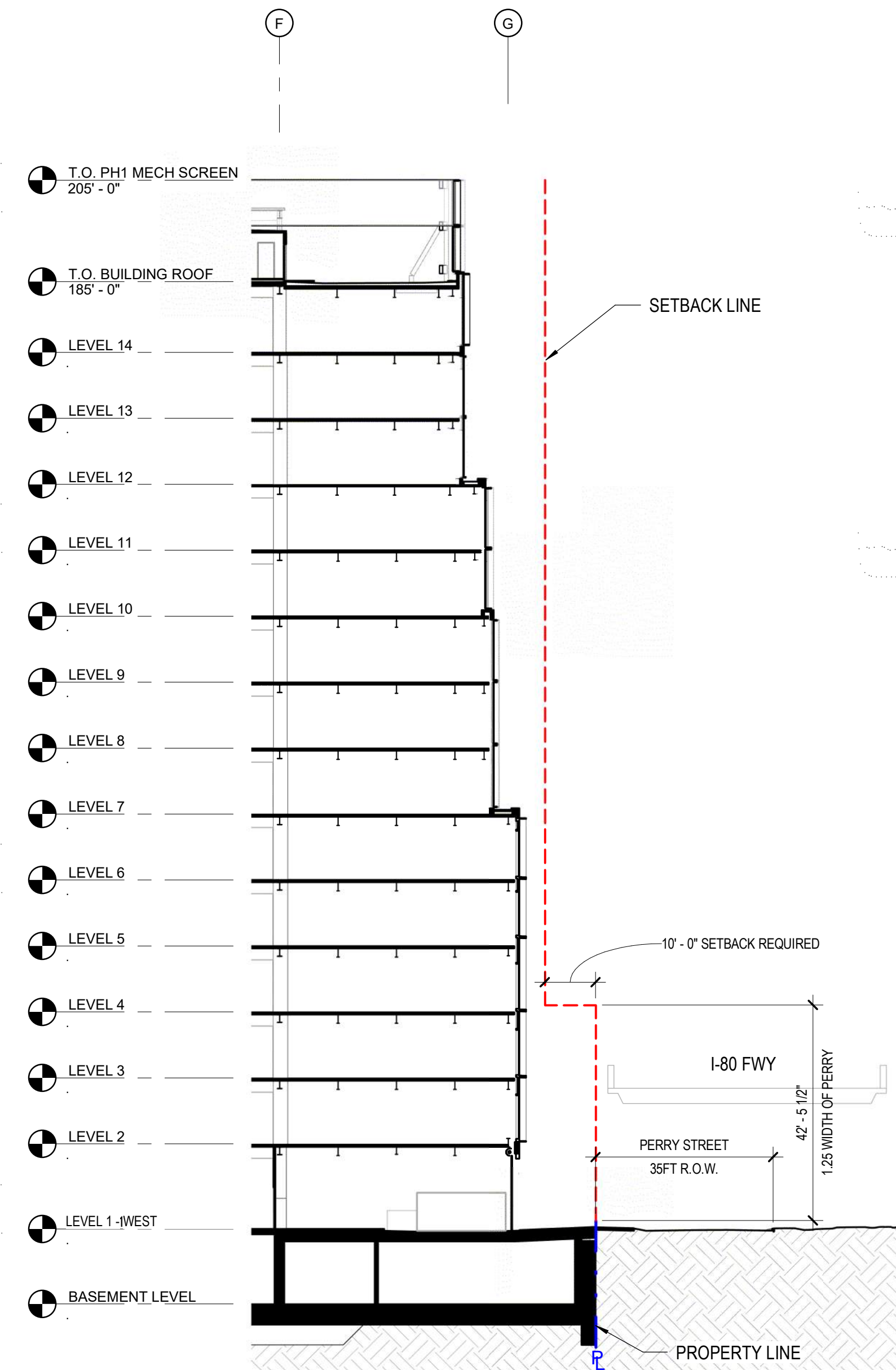
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PERRY STREET = 35FT RIGHT OF WAY
 35FT x 1.25 = **43.75FT**

PROJECT IS SETBACK 15'-1" ALONG
 PERRY STREET, EXCEEDING THE
 REQUIREMENT

1 CROSS SECTION - PERRY SETBACK
 3/16" = 1'-0"

No.	Description	Date
1	ENTITLEMENTS	10/04/2019
2	PLANNING COMMISSION HEARING	12/12/2019

Date of First Issue:

Project No: 14_04006.00

Sheet Title:

PC SEC261.1(d)(1) PERRY STREET SETBACK

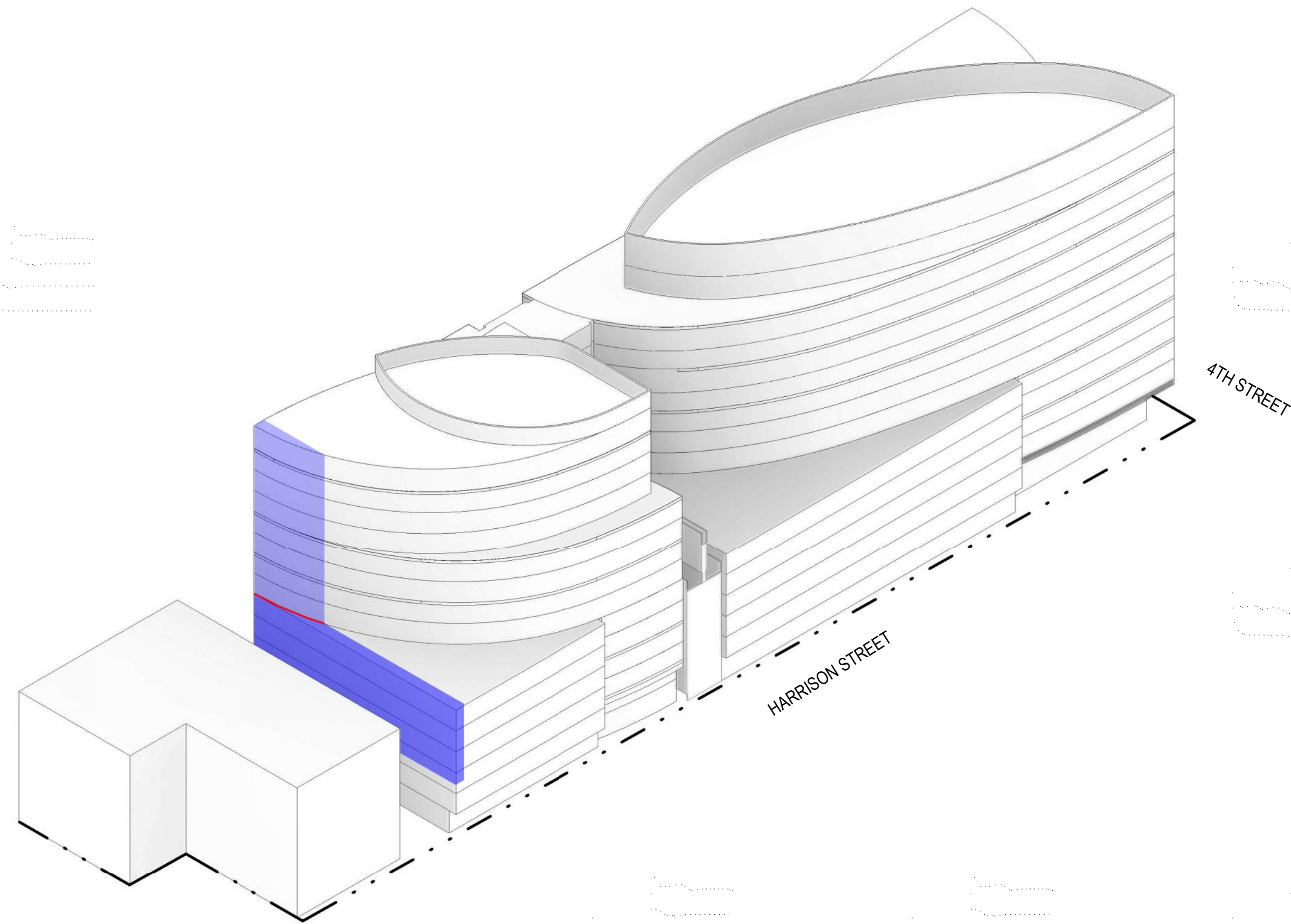
Original drawing is 34 x 22. At 11 x 17, drawing has been scaled 50%

Sheet Number

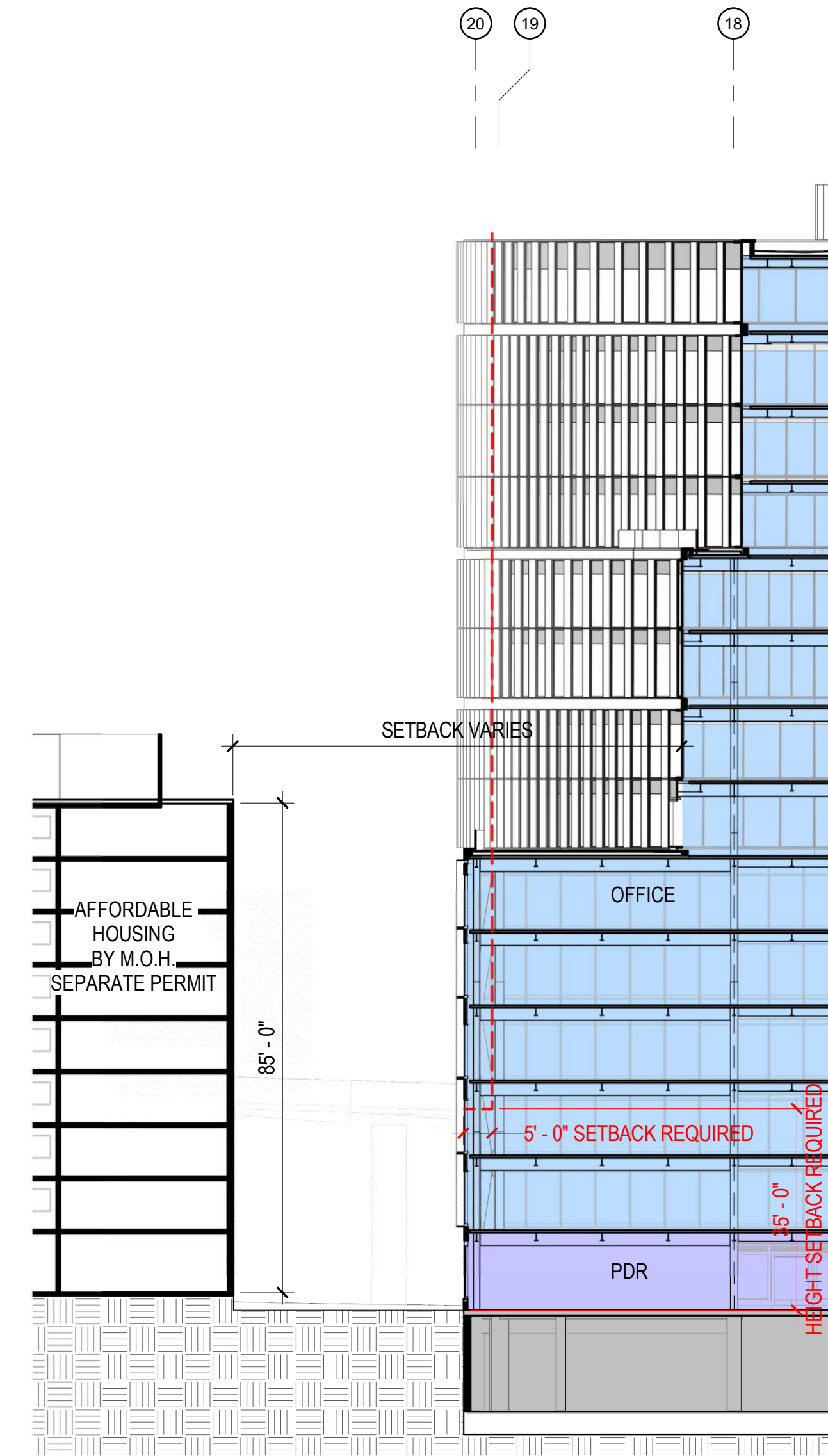
A36

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2019-11-12 9:47:04 AM



2 LOCATION OF MID-BLOCK ALLEY SETBACK
1/16" = 1'-0"



1 MID-BLOCK ALLEY SECTION
3/64" = 1'-0"

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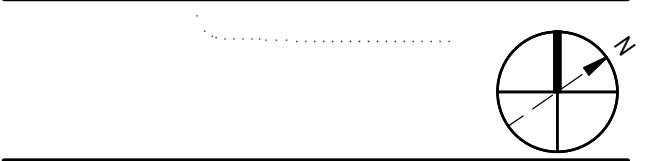
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Date of First Issue:

Project No: 14_04006.00

Sheet Title:

**PC SEC261.1(d)(4)(B)
MID-BLOCK ALLEY
SETBACKS**

Original drawing is 34 x 22. At 11 x 17, drawing has been scaled 50%

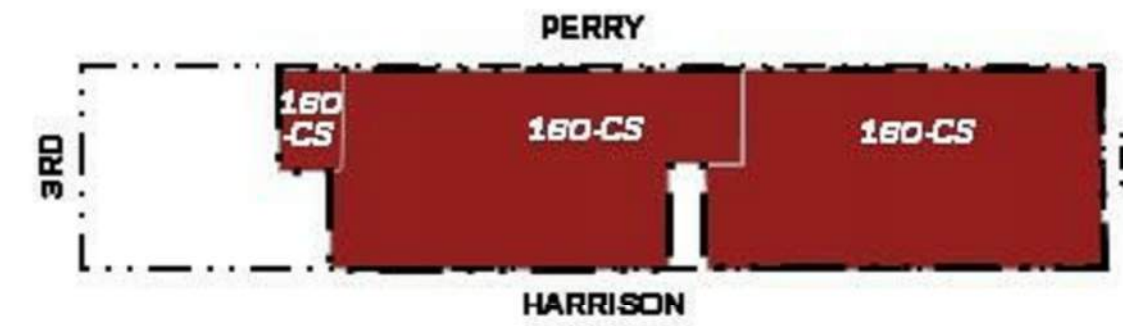
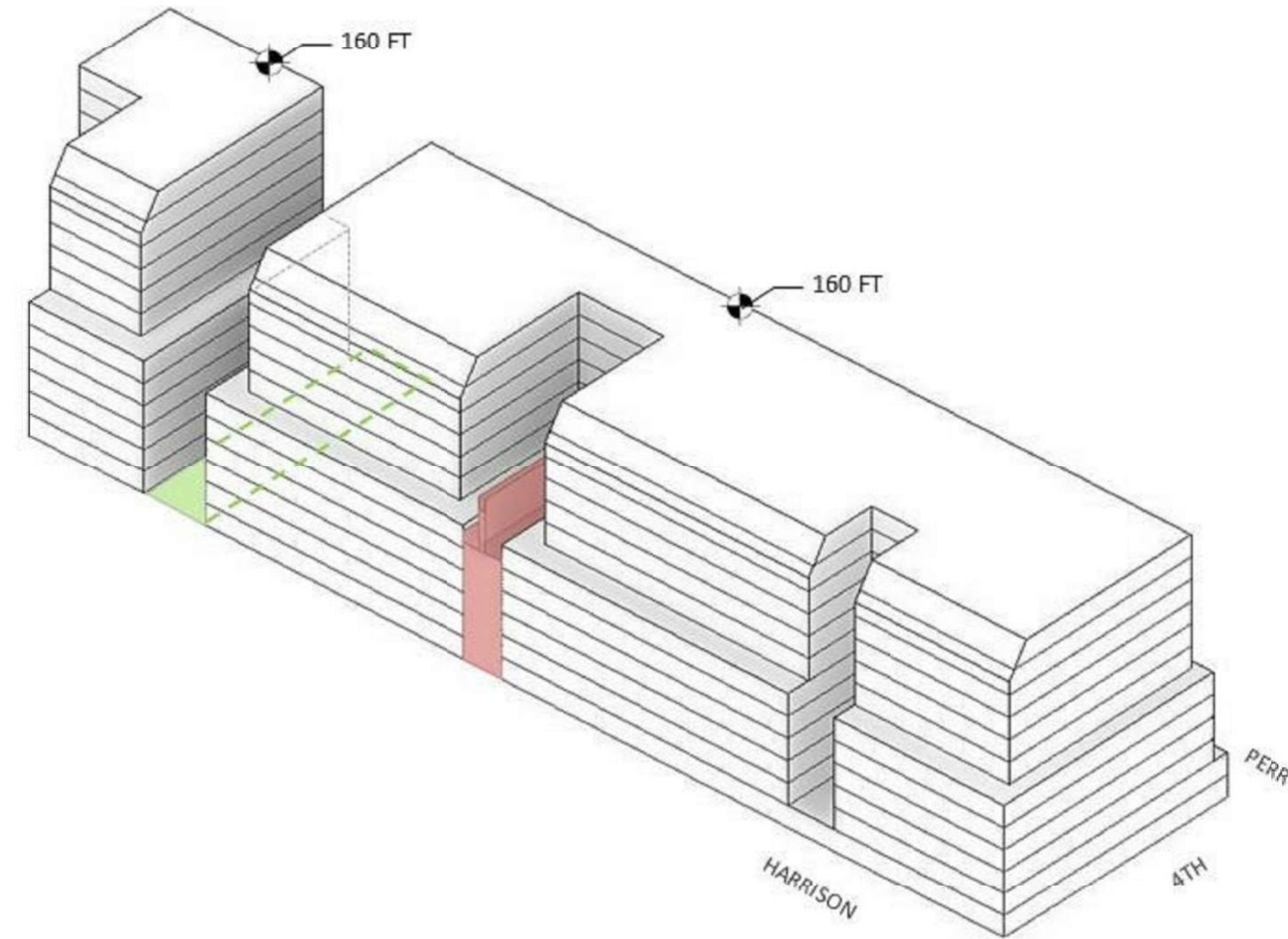
Sheet Number

A37

NOT FOR CONSTRUCTION

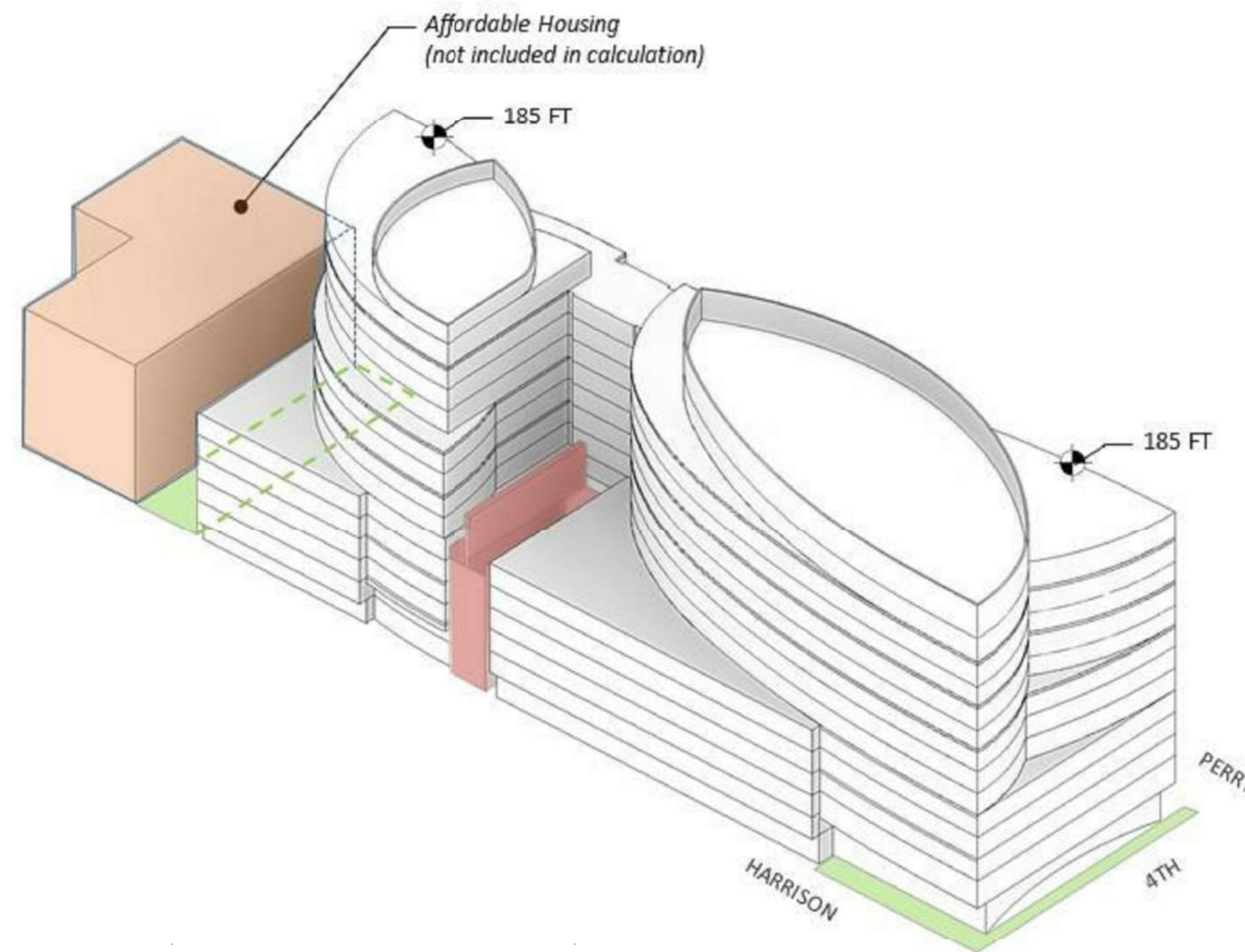
2019-11-12 9:47:12 AM

Planning Code Sec. 263.32(c)(2) analysis
- without 25 foot height increase



Above grade Floor Area: 935,500 sq. ft.

Planning Code Sec. 263.32(c)(2) analysis – Proposed Project



Above grade Floor Area: 850,000 sq. ft.

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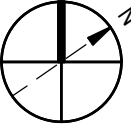
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Date of First Issue:

Project No: 14_04006.00

Sheet Title:
PC SEC263.32 SPECIAL HEIGHT EXCEPTIONS

Original drawing is 34 x 22. At 11 x 17, drawing has been scaled 50%

Sheet Number

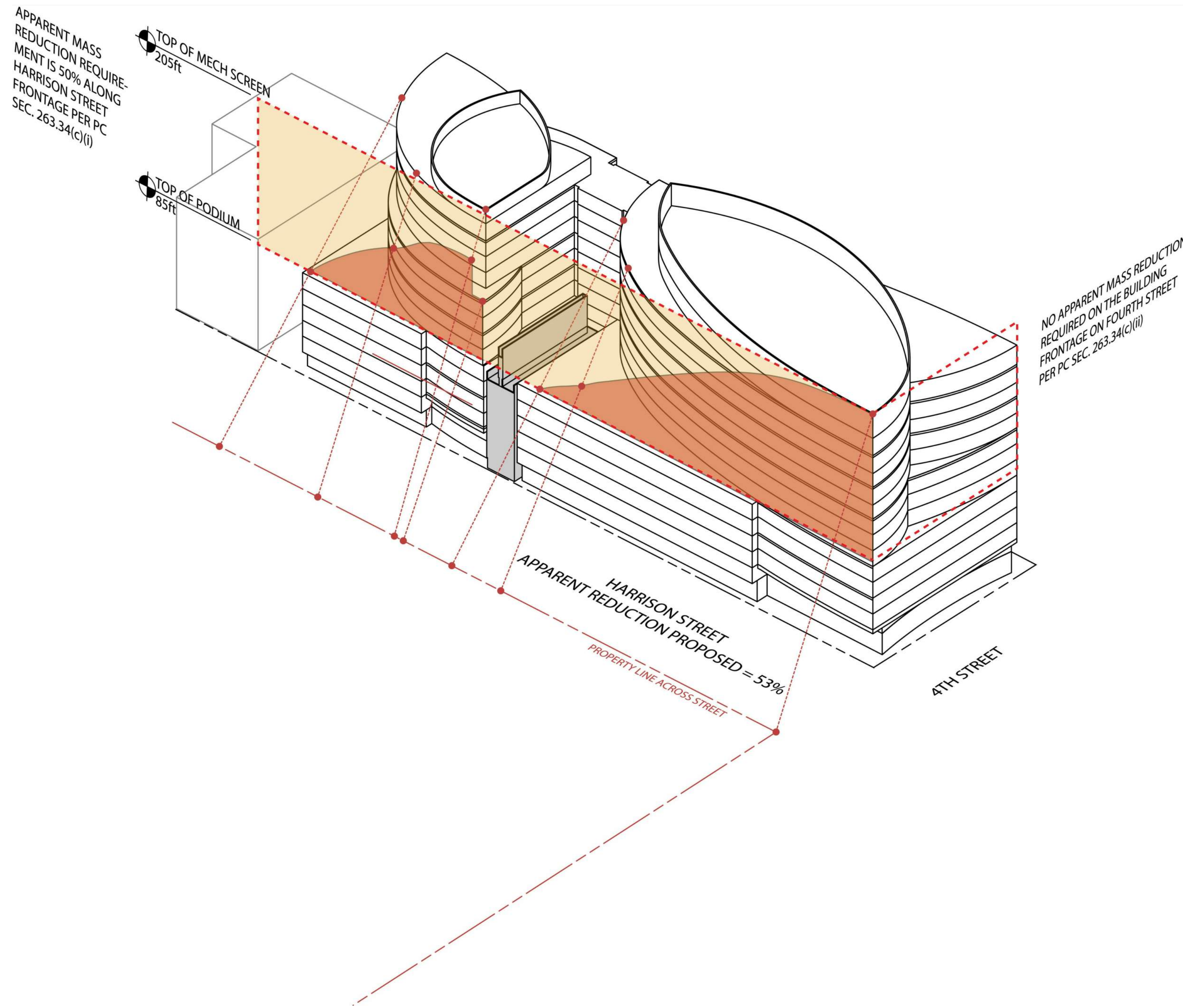
A38

NOT FOR CONSTRUCTION

SKYPLANE CALCULATION AREA = 67,835 SQ. FT.
 PROJECTED UPPER BLDG. AREA = 31,704 SQ. FT.

67,835 - 31,704 = 36,131 SQ. FT. MASS REDUCTION AREA

$$\frac{36,131 \text{ SQ. FT.}}{67,835 \text{ SQ. FT.}} = 53\% \text{ APPARENT MASS REDUCTION (SKYPLANE)}$$



NOTE: PC SEC329(e)(3)(B)(i) REDUCES REQUIRED SKYPLANE CONTROLS TO 50% ALONG HARRISON STREET AND NO-REDUCTION ALONG 4TH STREET. PERRY STREET PER PC SEC 261.1(d)(1)

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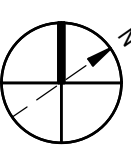
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Date of First Issue:

Project No: 14_04006.00

Sheet Title:

PC SEC270(h) SKYPLANE DIAGRAM

Original drawing is 34 x 22. At 11 x 17, drawing has been scaled 50%

Sheet Number

A39

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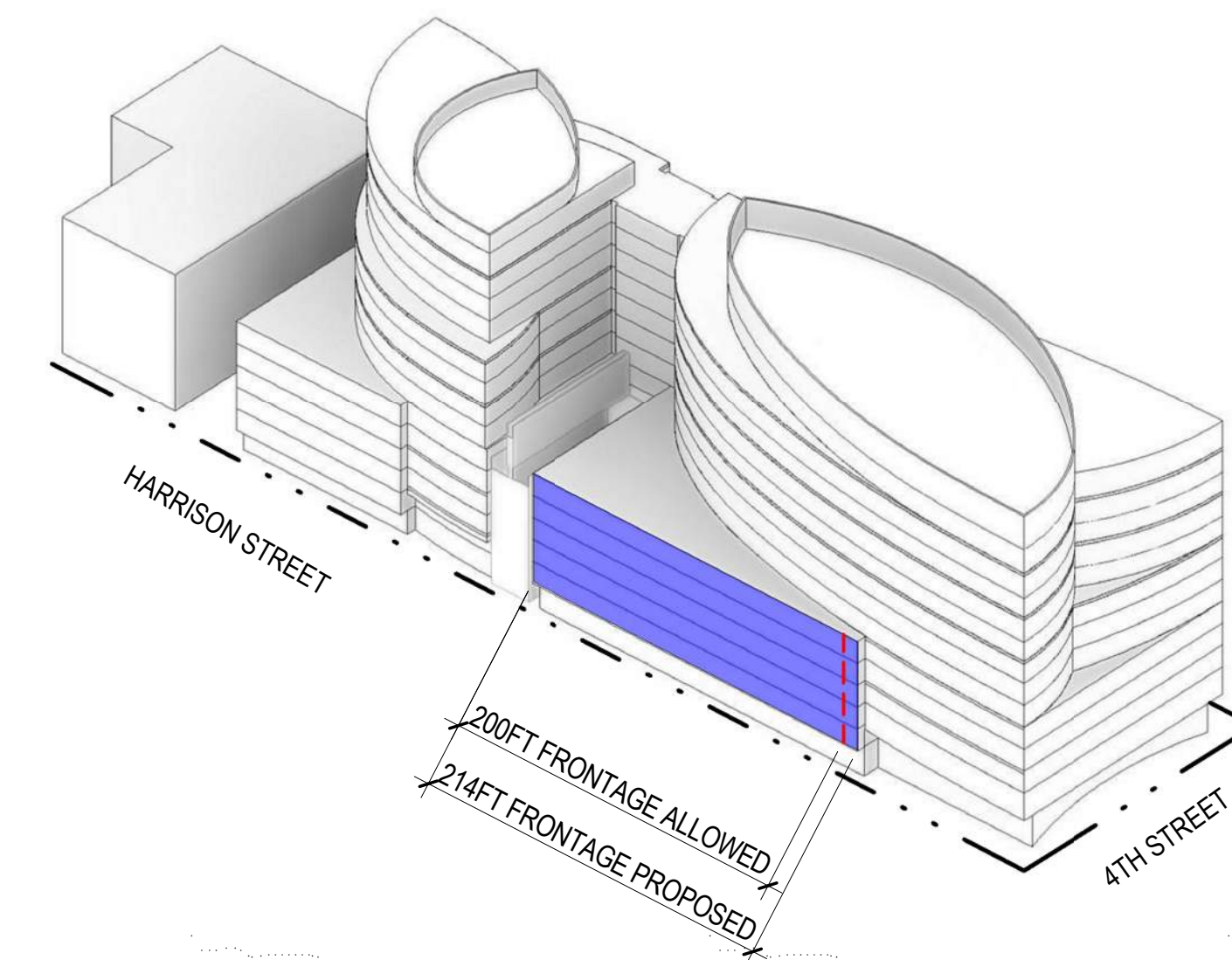


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Design intent breaks up frontage by allowing upper building articulations to break through the podium street frontages.



1 LOCATION OF FRONTAGE OVER 200 FT
 1/16" = 1'-0"

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1	ENTITLEMENTS	10/04/2019
2	PLANNING COMMISSION HEARING	12/12/2019

Date of First Issue:

Project No: 14_04006.00

Sheet Title:

**PC SEC270.1
 HORIZONTAL MASS
 BREAK**

Original drawing is 34 x 22. At 11 x 17, drawing has been scaled 50%

Sheet Number

A40

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2019-11-12 9:47:21 AM

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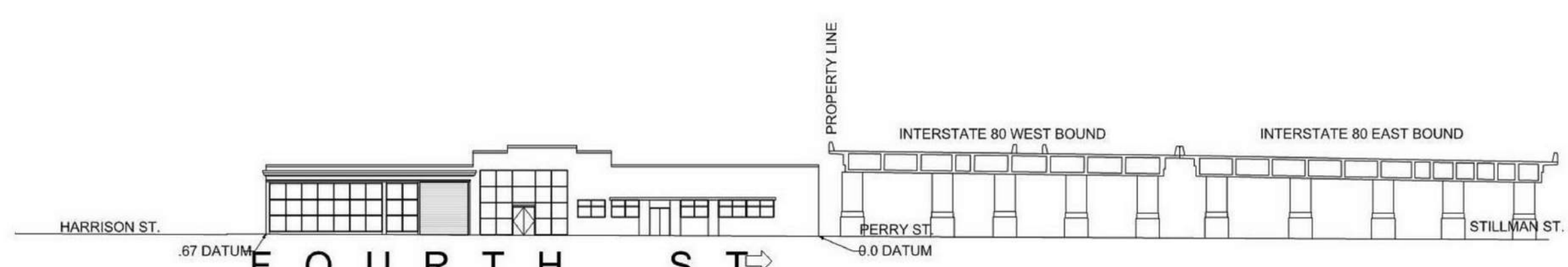
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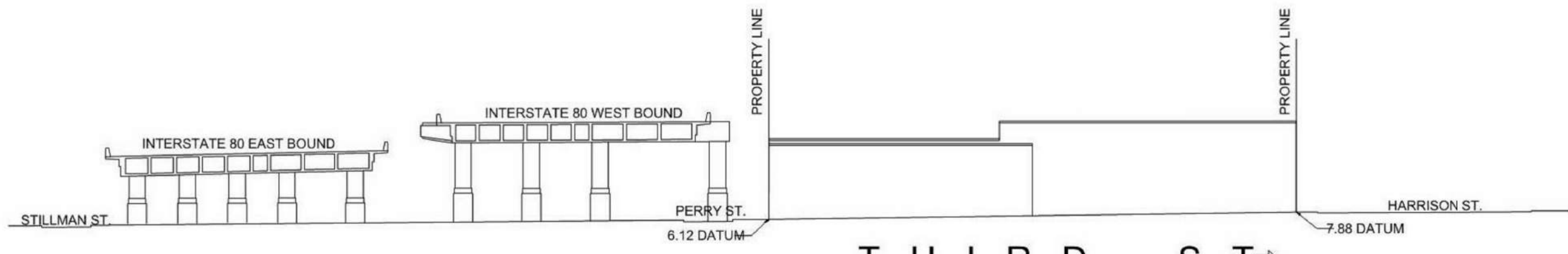


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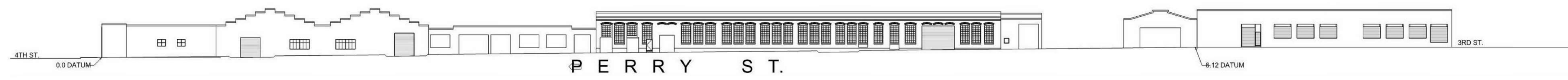
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4 EXISTING FOURTH ST. CONDITION



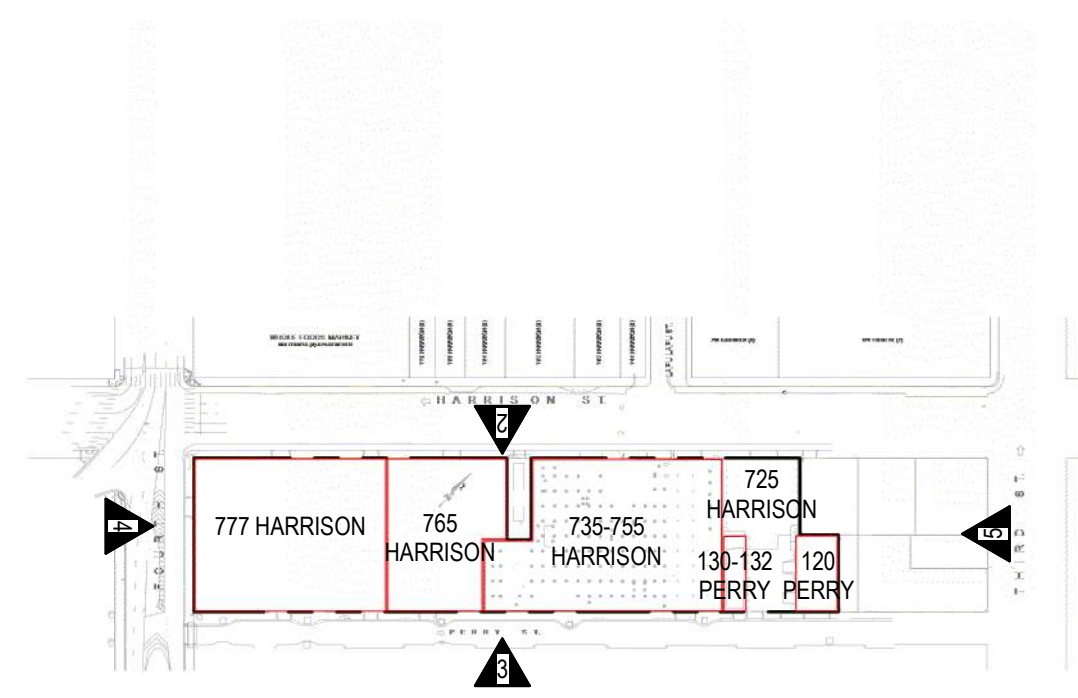
5 EXISTING THIRD ST. CONDITION



3 EXISTING PERRY ST. CONDITION



2 EXISTING HARRISON ST. CONDITION



No.	Description	Date
1	ENTITLEMENTS	10/04/2019
2	PLANNING COMMISSION HEARING	12/12/2019

Date of First Issue:
 Project No: 14_04006.00
 Sheet Title:
EXISTING CONDITIONS

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A41

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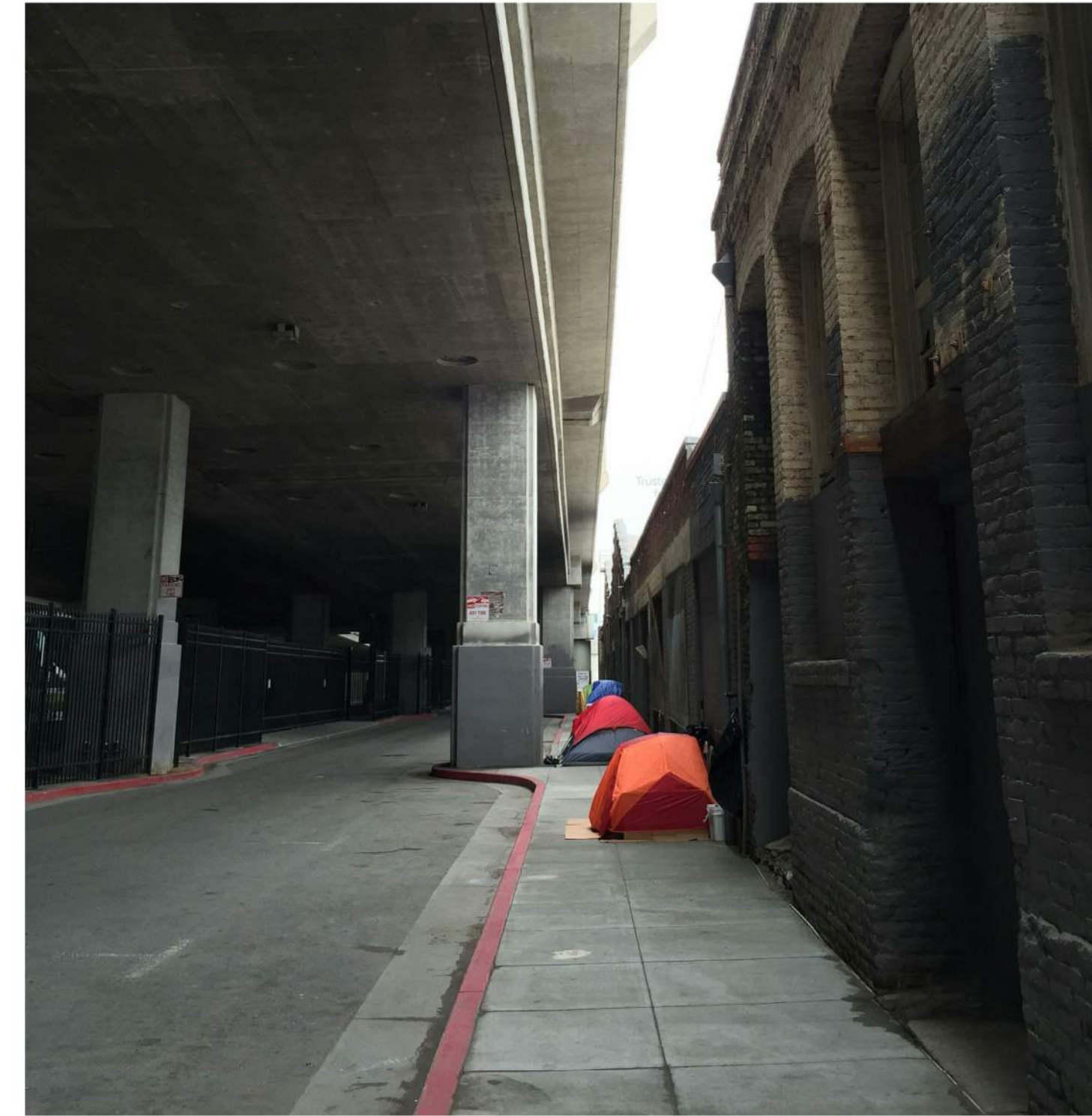
2019-11-12 9:47:25 AM



⑥ HARRISON STREET AT 4TH STREET LOOKING EAST



⑤ 4TH STREET LOOKING SOUTH



④ PERRY STREET LOOKING WEST



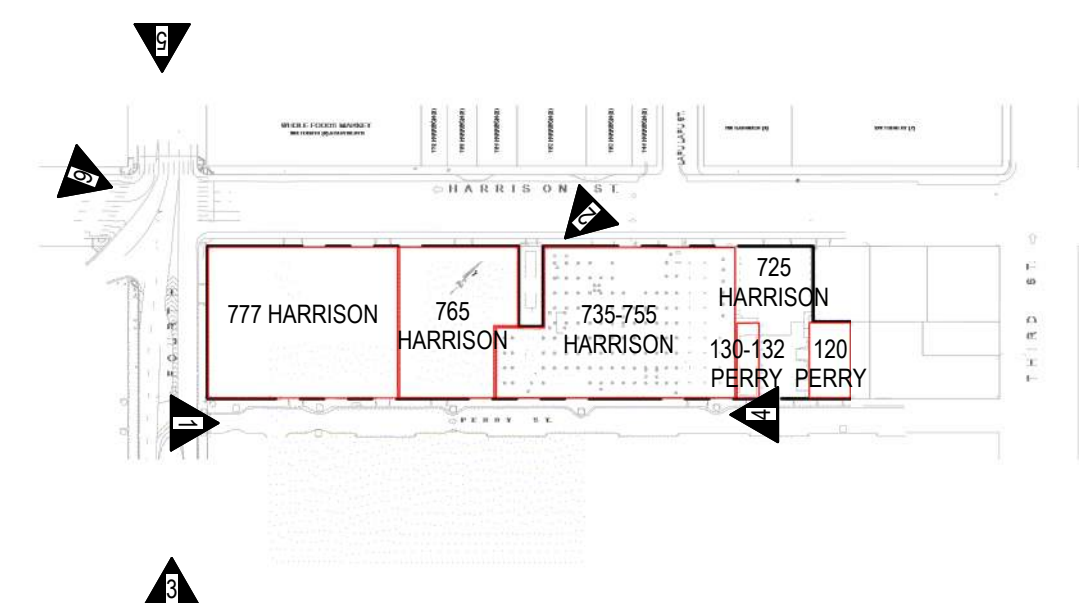
③ 4TH STREET LOOKING NORTH



② HARRISON STREET @ 759 HARRISON



① PERRY STREET LOOKING EAST



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1	ENTITLEMENTS	10/04/2019
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Date of First Issue:
Project No: 14_04006.00
Sheet Title:
EXISTING SITE PHOTOS

Original drawing is 34 x 22. At 11 x 17, drawing has been scaled 50%
Sheet Number

LEGEND

- AC ASPHALT
- AD AREA DRAIN
- BFP BACK FLOW PREVENTOR
- BOW BACK OF WALK
- CONC CONCRETE
- CB CATCH BASIN
- CLF CHAIN LINK FENCE
- CO CLEAN OUT
- COL COLUMN
- DWY DRIVEWAY
- EB ELECTRIC BOX
- ELEC ELECTRIC
- FDC FIRE DEPARTMENT CONNECTION
- FL FLOWLINE
- GR GRATE
- GV GAS VALVE
- HC HANDICAP RAMP GRADE
- HCR HANDICAP RAMP
- INV INVERT
- LG LIP OF GUTTER
- MW MONITORING WELL
- PG&E PACIFIC GAS AND ELECTRIC
- PKM PARKING METER
- RD ROOF DRAIN
- SD STORM DRAIN
- SDCB STORM DRAIN CATCH BASIN
- SLB STREET LIGHT BOX
- TC TOP OF CURB
- TEL TELEPHONE
- TSB TRAFFIC SIGNAL BOX
- UB UTILITY BOX
- WM WATER METER

SYMBOLS

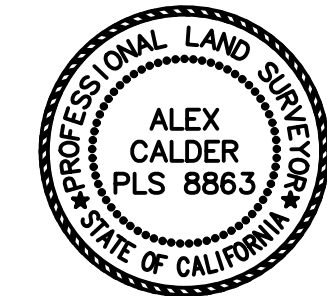
- ⊕ FIRE HYDRANT
- ☀ LIGHT
- ⊙ SANITARY SEWER MANHOLE
- ⊕ WATER VALVE
- ▭ PROPERTY LINE
- Δ DELTA
- ∅ DIAMETER

- PROPERTY BOUNDARY
- E ELECTRIC UTILITY LINE
- G GAS UTILITY LINE
- SS SANITARY SEWER UTILITY LINE
- SD STORM DRAIN UTILITY LINE
- T COMM UTILITY LINE
- W WATER UTILITY LINE

SURVEYORS STATEMENT

THIS MAP CORRECTLY REPRESENTS A SURVEY MADE BY ME OR UNDER MY DIRECTION; IN CONFORMANCE WITH THE REQUIREMENTS OF THE PROFESSIONAL LAND SURVEYORS' ACT.

Alex Calder
ALEX CALDER P.L.S. 8863



12/1/18
DATE

BENCHMARK STATEMENT:

ALL ELEVATIONS SHOWN HEREON ARE BASED UPON THE "CCSF 2013 NAVD 88 VERTICAL DATUM" AND REFERENCED BY THE "CCSF LEVELING NETWORK" ON FILE IN THE CITY & COUNTY SURVEYOR'S OFFICE.

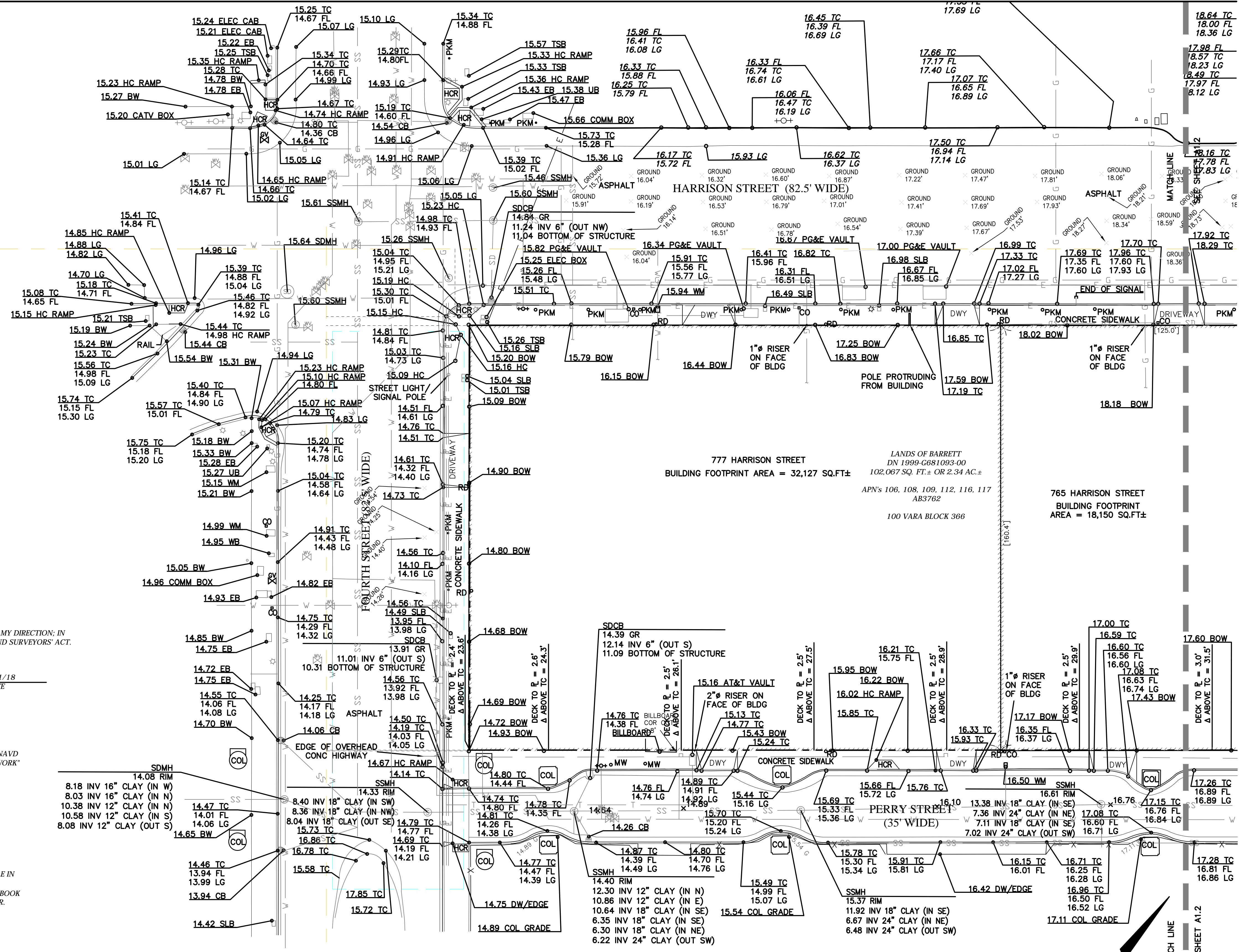
VD-13 BENCHMARKS USED:
BM 11862 - EL= 54.014 FEET
BM 11863 - EL= 61.625 FEET

DIFFERENTIAL LEVELING NETWORK RAN BY BKF ON 4-27-2017

BASIS OF SURVEY

-CITY & COUNTY OF SAN FRANCISCO MONUMENT MAP NO. 320 ON FILE IN THE OFFICE OF THE CITY SURVEYOR.
-BLOCK DIAGRAM OF 100 VARA BLOCK 366, DATED FEB. 10, 1910, IN BOOK 36, PAGES 40 THRU 44, ON FILE IN THE OFFICE OF THE CITY SURVEYOR.

RECORD OF SURVEY CURRENTLY IN PROCESS



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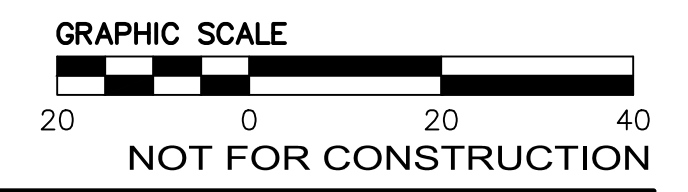
255 SHORLINE DRIVE, STE 200
REDWOOD CITY, CA 94065
650/482-6300
650/482-6399 (FAX)

No.	Description	Date
1	ENTITLEMENTS	10/04/2019
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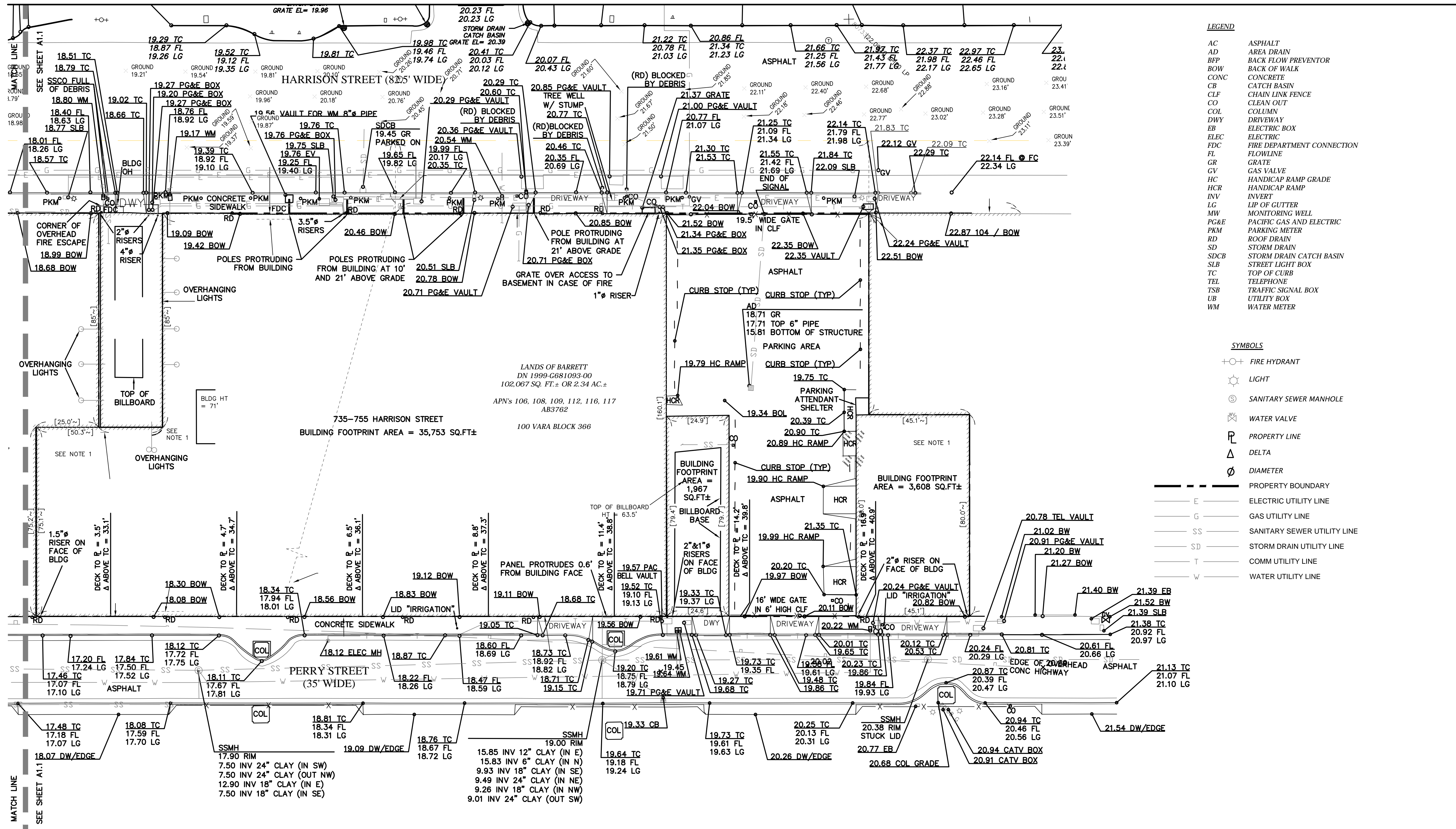
Date of First Issue:
Project No: 14_04006.00
Sheet Title:
SITE SURVEY

Original drawing is 34 x 22. At 11 x 17, drawing has been scaled 50%
Sheet Number

2 SITE - SURVEY DRAWING
1" = 20'



A43



- LEGEND**
- AC ASPHALT
 - AD AREA DRAIN
 - BFP BACK FLOW PREVENTOR
 - BOW BACK OF WALK
 - CONC CONCRETE
 - CLF CHAIN LINK FENCE
 - CO CLEAN OUT
 - COL COLUMN
 - DWY DRIVEWAY
 - EB ELECTRIC BOX
 - ELEC ELECTRIC
 - FDC FIRE DEPARTMENT CONNECTION
 - FL FLOWLINE
 - GR GRATE
 - GV GAS VALVE
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 - HCR HANDICAP RAMP
 - INV INVERT
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 - MW MONITORING WELL
 - PG&E PACIFIC GAS AND ELECTRIC
 - PKM PARKING METER
 - RD ROOF DRAIN
 - SD STORM DRAIN
 - SDCB STORM DRAIN CATCH BASIN
 - SLB STREET LIGHT BOX
 - TC TOP OF CURB
 - TEL TELEPHONE
 - TSB TRAFFIC SIGNAL BOX
 - UB UTILITY BOX
 - WM WATER METER

- SYMBOLS**
- ⊕ FIRE HYDRANT
 - ☀ LIGHT
 - ⊙ SANITARY SEWER MANHOLE
 - ⊗ WATER VALVE
 - ▭ PROPERTY LINE
 - △ DELTA
 - ∅ DIAMETER
 - PROPERTY BOUNDARY
 - E ELECTRIC UTILITY LINE
 - G GAS UTILITY LINE
 - SS SANITARY SEWER UTILITY LINE
 - SD STORM DRAIN UTILITY LINE
 - T COMM UTILITY LINE
 - W WATER UTILITY LINE

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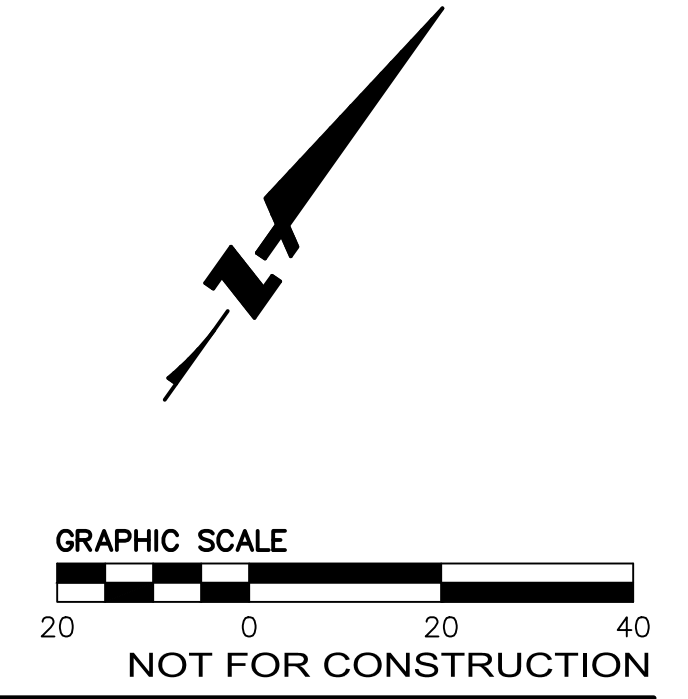


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No.	Description	Date
1	ENTITLEMENTS	10/04/2019
2	PLANNING COMMISSION HEARING	12/12/2019

Date of First Issue:
 Project No: 14_04006.00
 Sheet Title:
SITE SURVEY

2 SITE - SURVEY DRAWING
 1" = 20'



Original drawing is 34 x 22. At 11 x 17, drawing has been scaled 50%
 Sheet Number

A44