San Francisco Planning

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San Francisco, CA 94103
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EXECUTIVE SUMMARY
OFFICE DEVELOPMENT AUTHORIZATION

HEARING DATE: December 3, 2020

CONTINUED FROM: November 12, 2020

Record No.:	2012.0640OFA-02
Project Address:	598 Brannan Street
Zoning:	Central SoMa Mixed-Use Office (CMUO) Zoning District 45-X, 50-X, 130-CS and 160- CS Height and Bulk District Central SoMa Special Use District
Block/Lot:	3777/045, 050, 051 and 052
Project Sponsor:	Bryant and Brannan Street LLC One Bush Street, Suite 450 San Francisco, CA 94104
Property Owner:	598 Brannan Street Phase 1 LLC San Francisco, CA 94104
Staff Contact:	Linda Ajello Hoagland, AICP – (628) 652-7320 linda.ajellohoagland@sfgov.org

Recommendation: Approval with Conditions

Project Description

The Project includes demolition of the four existing buildings and construction of three mixed-use buildings in two phases. In this approval action, the Commission authorizes office use for Phase 2 (or Building 2) or approximately 211,601 square feet of office use at the project site. Phase 2 includes new construction of a mixed-use office building (Building 3) reaching a height of 150 feet (170 feet to top of rooftop mechanical screening), located mid-block on Bryant Street, with 211,601 square feet of office use, 11,054 square feet of combined retail and PDR and 5,546 square feet of child care facility.

Required Commission Action

In order for the Project to proceed, the Commission must grant an Office Development Authorization of approximately 211,601 gsf of new office space for Phase 2 of the 598 Brannan Street Project, pursuant to Planning Code Sections 321, 322 and 848.

Issues and Other Considerations

- **Public Comment & Outreach.** To date, the Department has not received any public comments regarding the Project.
- **Central SoMa Incentive Reserve.** Planning Code Section 321(a)(6)(C) authorizes the Planning Commission to approve up to an additional 1,700,000 square feet in total of office space located in the Central SOMA Special Use District. A proposed office development may only be approved pursuant to this Subsection (a)(6)(C) if all of the following criteria are satisfied:

  (i) The Preliminary Project Assessment application for the proposed office development was submitted prior to September 11, 2019;

  (ii) The proposed office development contains more than 49,999 square of additional office space;

  (iii) The amount of office space in the proposed office development exceeds the square footage available pursuant to Subsection (a)(1) in the current approval period;

  (iv) Any current or prior phase of the project of which the proposed office development is a part satisfies any of the following criteria:

  a) Includes a parcel on-site or off-site in the South of Market Neighborhood of no less than 10,000 square feet to be deeded to the City for future development of affordable housing;

  b) Includes community arts PDR space or neighborhood-serving retail space of no less than 10,000 square feet that will be affordable to such tenants at no more than 60% of comparable market rent for no less than 30 years.

  c) Includes funding and construction of a new or replacement City public safety facility of no less than 10,000 square feet on-site or off-site in the South of Market Neighborhood.

  (v) Approval of the proposed office development would not cause the total amount of additional office development approved in the Central SoMa Plan Area to exceed the 6,000,000 square foot total allowed by Subsection (a)(6)(A).

  The Project meets the criteria to draw from the Central SoMa Incentive Reserve.

Environmental Review

On May 10, 2018, the San Francisco Planning Commission certified the Final Environmental Impact Report

(EIR) for the Central South of Market (Central SoMa) Plan in compliance with the California Environmental Quality Act (CEQA) per Planning Commission Motion No, M-20182.

Pursuant to the Guidelines of the State Secretary of Resources for the implementation of the California Environmental Quality Act (CEQA), on May 29, 2019, the Planning Department of the City and County of SanFrancisco determined that the proposed application was exempt from further environmental review under Section 15183 of the CEQA Guidelines and California Public Resources Code Section 21083.3. The Project is consistent with the adopted zoning controls in the Central South of Market (Central SoMa) Plan and was encompassed within the analysis contained in the Central SoMa Plan Final EIR. Since the Final EIR was finalized, there have been no substantial changes to the Central SoMa Plan and no substantial changes in circumstances that would require major revisions to the Final EIR due to the involvement of new significant environmental effects or an increase in the severity of previously identified significant impacts, and there is no new information of substantial importance that would change the conclusion set forth in the Final EIR.

Basis for Recommendation

The Department finds that the Project is, on balance, consistent with the Central SoMa Plan and the Objectives and Policies of the General Plan. Approval of the Office Development Allocation will allow the construction of Phase 2 (or Building 3), which will provide 211,601 gross square feet of office use, 11,054 gross square feet of PDR, and 5,546 gross square feet of childcare space.

Attachments:

Exhibit A – Draft Motion – Office Development Authorization with Conditions of Approval
Exhibit B – Plans and Renderings
Exhibit C – Environmental Determination
Exhibit D – Maps and Context Photos
Exhibit E - Project Sponsor Brief
Exhibit F – Planning Commission Motion No. 20459

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PLANNING COMMISSION DRAFT MOTION

HEARING DATE: December 3, 2020

Record No.:	**2012.0640OFA-02**
Project Address:	**598 BRANNAN STREET**
Zoning:	Central SoMa Mixed-Use Office (CMUO) Zoning District 45-X, 50-X, 130-CS and160- CS Height and Bulk Districts Central SoMa Special Use District
Block/Lot:	3777/045, 050, 051 and 052
Project Sponsor:	Bryant and Brannan Street LLC One Bush Street, Suite 450 San Francisco, CA 94104
Property Owner:	598 Brannan Street Phase 1, LLC San Francisco, CA 94104
Staff Contact:	Linda Ajello Hoagland, AICP – (628) 652-7320 linda.ajellohoagland@sfgov.org

ADOPTING FINDINGS RELATING TO AN ALLOCATION OF OFFICE SQUARE FOOTAGE UNDER THE CENTRAL SOMA INCENTIVE RESERVE PROGRAM WHICH IS PART OF THE ANNUAL OFFICE DEVELOPMENT LIMITATION PROGRAM, PURSUANT TO PLANNING CODE SECTIONS 321, 322 AND 848, THAT WOULD AUTHORIZE UP TO 211,601 GROSS SQUARE FEET OF OFFICE USE FOR PHASE 2 OF THE APPROVED PROJECT AT 598 BRANNAN STREET, AND 639, 645, AND 649-651 BRYANT STREET, LOCATED ON ASSESSOR'S BLOCK 3777, LOTS 045, 050, 051 AND 052, WITHIN THE CMUO (CENTRAL SOMA MIXED-USE OFFICE) ZONING DISTRICT, CENTRAL SOMA SPECIAL USE DISTRICT, AND THE 45-X, 50-X, 130-CS AND 160-CS HEIGHT AND BULK DISTRICTS.

PREAMBLE

On June 16, 2020, Melinda Sarjapur, Ruben, Junius and Rose, LLP, (hereinafter "Project Sponsor") on behalf of Bryant and Brannan Street, LLC, filed Application No. 2012.0640OFA-02 (hereinafter "Application") with the Planning Department (hereinafter "Department") for an Office Development Authorization to authorize 211,601 gross square feet (gsf) of office use at 598 Brannan Street, Block 3777, Lots 045, 050, 051 and 052 (hereinafter "Project Site") in San Francisco, California within the CMUO (Central SoMa Special Use District) Zoning District, and 45-X, 50-X, 130-CS and 160-CS Height and Bulk Districts.

On May 10, 2018, the San Francisco Planning Commission certified the Final Environmental Impact Report (EIR) for the Central South of Market (Central SoMa) Plan in compliance with the California Environmental Quality Act (CEQA).

Pursuant to the Guidelines of the State Secretary of Resources for the implementation of the California Environmental Quality Act (CEQA), on May 29, 2019, the Planning Department of the City and County of San Francisco determined that the proposed application was exempt from further environmental review under Section 15183 of the CEQA Guidelines and California Public Resources Code Section 21083.3.

The Project is consistent with the adopted zoning controls in the Central South of Market (Central SoMa) Plan and was encompassed within the analysis contained in the Central SoMa Plan Final EIR. Since the Final EIR was finalized, there have been no substantial changes to the Central SoMa Plan and no substantial changes in circumstances that would require major revisions to the Final EIR due to the involvement of new significant environmental effects or an increase in the severity of previously identified significant impacts, and there is no new information of substantial importance that would change the conclusion set forth in the Final EIR Planning Department staff prepared a Mitigation Monitoring and Reporting Program (MMRP) setting forth mitigation measures that were identified in the Eastern Neighborhoods Plan EIR that are applicable to the project. These mitigation measures are set forth in their entirety in the MMRP attached to the Large Project Authorization Motion No. 20459 as Exhibit C.

On June 6, 2019, the Commission adopted Motion No. 20459, approving a Large Project Authorization for the Project (Large Project Authorization Application No. 2012.0640ENX) and Motion No. 20460, approving an Office Allocation Authorization for 711,136 gsf of office use for the Project's first phase ("Phase 1"). Findings contained within said motion are incorporated herein by this reference thereto as if fully set forth in this Motion.

On November 12, 2020, the San Francisco Planning Commission (hereinafter "Commission") conducted a duly noticed public hearing at a regularly scheduled meeting on Office Development Authorization Application No. 2012.0640OFA-02. At this public hearing, the Project was continued to the public hearing on December 3, 2020.

The Planning Department Commission Secretary is the custodian of records; the File for Record No. 2012.0640OFA-02 is located at 49 South Van Ness Avenue, Suite 1400, 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 Development Authorization as requested in Application No. 2012.0640OFA-02, subject to the conditions contained in "EXHIBIT A" of this motion, based on the following findings:

FINDINGS

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

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

2. **Project Description.** The Project includes demolition of the four existing buildings and construction of three mixed-use buildings in two phases. In this approval action, the Commission authorizes office use for Phase 2 (or Building 2) or approximately 211,601 square feet of office use at the project site. Phase 2 includes new construction of a mixed-use office building (Building 3) reaching a height of 150 feet (170 feet to top of rooftop mechanical screening), located mid-block on Bryant Street, with 211,601 square feet of office use, 11,054 square feet of combined retail and PDR and 5,546 square feet of child care facility.

3. **Site Description and Present Use.** The Project Site is comprised of five parcels with a total lot area of 195,467± sq. ft. The site is bound by Bryant, 5th, Brannan, Welsh, and Freelon Streets. Currently, the subject lots contain four existing one- and two-story commercial, industrial, and warehouse buildings and associated surface parking lots.

4. **Surrounding Properties and Neighborhood.** The Project Site is located within the CMUO Zoning District, Central SoMa Special Use District and the Central SoMa Area Plan. The immediate context is mixed in character with residential, recreational, industrial, and institutional uses. The immediate neighborhood includes Bay Club SF Tennis to the southeast, Goodwill Donation Center to the east, St. Vincent De Paul Society to the northwest, the Flower Mart to the southwest and automotive and industrial uses to the north. Other zoning districts in the vicinity of the Project Site include: MUG (Mixed-Use, General); MUR (Mixed-Use, Residential); SALI (Service/Arts/Light Industrial); and, P (Public).

5. **Public Outreach and Comments.** To date, the Department has not received any public comments regarding the Project.

6. **Planning Code Compliance.** The Planning Code Compliance findings set forth in Motion No. 20459, Record No. 2012.0640ENX (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 Phases 1 and 2 of 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.

The Project has been identified as one of eight Key Site Development Sites within Central SoMa, with the development potential of approximately one million square feet of development, including office, residential, retail and PDR uses, and for the land dedication and development of a one-acre public park and land dedication of an affordable housing site. Additionally, the proposed project is subject to various development impact fees that will benefit the surrounding community and the city. The property is located just a few blocks from the Powell Street BART station, within approximately two blocks of Caltrain and MUNI Metro, and just minutes away from numerous bus lines including the 10, 30, 45, 47, 91, 8AX, 8BX, 8X, 14X, 83X, N-OWL. The property is also less than one block from the future Central Subway line that is currently under construction. The current application will facilitate construction of the Project's second phase, which contains 211,601 gsf of office use. The Project's first phase, which contains 711,136 gsf of office use in Buildings 1 and 2, was approved in June 2019, during the 2018-2019 approval period. Therefore, both Phases 1 and 2 of the Project will help maintain the balance between economic growth, housing, transportation and public services.

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

Phase 2 will construct of mix of office, PDR/retail, and childcare facilities within walking distance to the downtown core and in an area that is extremely well-served by a range of local and regional public transit options. These uses would be consistent with the express goals of the Central SoMa Plan, and contribute to the City's long-term development plans for this area

The majority of the workers and visitors are expected to travel to and from the site using of the may public transit options. Others are expected to walk or bike. In addition, the Project will provide off-street parking in an amount consistent with the policies of the Plan and current zoning controls. Therefore, the Project is not anticipated to burden local transit or traffic circulation.

The Project will not displace any residential units and has already dedicated an approximately 12,800 square foot parcel of land to the City for its development of a 100% affordable housing development. It will also provide an approximately 1-acre public park at the center of the site, providing much needed open space for the area. The Project's mixed-use character and numerous public benefits will be highly suitable for the Property and surrounding neighborhood.

III. WHETHER THE PROPOSED PROJECT INCLUDES DEVELOPMENT OF NEW AFFORDABLE HOUSING UNITS SUCH THAT ALL OF THE FOLLOWING ARE SATISFIED:

a. The New Affordable Housing Units are on-site or located within a Community of Concerns as designated by the Board of Supervisors;

b. The New Affordable Housing Units will be developed pursuant to a requirement included in a development agreement authorized by Government Code Section 65865 or any successor section for the proposed office development;

c. The number of New Affordable Housing Units is no less than 100% of the New Affordable Housing Units required to house the future employees of the proposed project's office development in accordance with the City's Affordable Housing Demand Ratio.

The Project has dedicated a 12,800 square foot parcel to the City for its future development of a 100% affordable housing project. This will facilitate development of New Affordable Housing Units within the Plan Area.

IV. The extent to which the Project incorporates Community Improvements that exceed the requirements of the zoning and City ordinances applicable to the Project. "Community Improvement(s)" include construction, financing, land dedication, or land exchanges for the creation of any of the following facilities, including without limitation, childcare facilities, tot lots , community gardens, parks, indoor and outdoor neighborhood plazas and open space, neighborhood recreation centers, dog parks, public safety facilities, affordable space for community serving retail services and food markets, and affordable space for community and cultural activities.

The Project incorporates a number of community improvements, including dedication of a 12,800 square foot parcel on the Project Site to the city for the future development of a 100% affordable housing project; creation of a new, approximately 1-acre public park at the center of the site and commitment to ongoing maintenance of the facility; and provision of more than 18,000 square feet of publicly accessible private open space ("POPOS"); and creation of more than 17,000 gsf of neighborhood serving retail.

8. **Central SoMa Incentive Reserve.** Planning Code Section 321(a)(6)(C) authorizes the Planning Commission to approve up to an additional 1,700,000 square feet in total of office space located in the Central SOMA Special Use District. A proposed office development may only be approved pursuant to this Subsection (a)(6)(C) if all of the following criteria are satisfied:

(i) The Preliminary Project Assessment application for the proposed office development was submitted prior to September 11, 2019.

The Preliminary Project Assessment (2012.0640U) for the Project at 598 Brannan Street was submitted on May 15, 2012 and issued on July 12, 2012.

(ii) The proposed office development contains more than 49,999 square of additional office space.

The Project includes a total of 922,737 gsf of office use which will be constructed in two phases: Phase 1 includes 711,136 square feet of office space; and Phase 2 includes 211,601 square feet of office space. The Project design was approved by the Planning Commission on June 16, 2019 (Motions 20459 and 20460) and the Project received allocation from the 2018-2019 Annual Limit on the same date to cover Phase 1.

(iii) The amount of office space in the proposed office development exceeds the square footage available pursuant to Subsection (a)(1) in the current approval period.

The Project includes a total of 922,737 gsf of office. Approximately 211,601 gsf is requested as part of this

authorization. Currently, there is approximately 24,949 gross square feet of available "Large Cap" office space in the City, therefore, the amount requested/proposed exceeds the square footage available.

(iv) Any current or prior phase of the project of which the proposed office development is a part satisfies any of the following criteria:

a) Includes a parcel on-site or off-site in the South of Market Neighborhood of no less than 10,000 square feet to be deeded to the City for future development of affordable housing;

b) Includes community arts PDR space or neighborhood-serving retail space of no less than 10,000 square feet that will be affordable to such tenants at no more than 60% of comparable market rent for no less than 30 years.

c) Includes funding and construction of a new or replacement City public safety facility of no less than 10,000 square feet on-site or off-site in the South of Market Neighborhood.

The Project includes dedication of a 12,800 square foot parcel to the Mayor's Office of Housing and Community Development (MOHCD) for future development of a 100% affordable housing project. The parcel is located within the South of Market Neighborhood.

(v) Approval of the proposed office development would not cause the total amount of additional office development approved in the Central SoMa Plan Area to exceed the 6,000,000 square foot total allowed by Subsection (a)(6)(A).

Subsection (a)(6)(A) provides that no more than a total of 6,000,000 square feet of office space may be approved in Large Cap office developments within the Central SoMa Plan Area, after January 1, 2019, until a combined total of at least 15,000 new housing units have been Produced within the South of Market Neighborhood, as delineated in the Neighborhood Boundaries Map contained within the Department of City Planning's May 2011 "San Francisco Neighborhoods Socio-Economic Profiles" report, after January 1, 2019 (the "South of Market Neighborhood"). Space in individual projects that contain less than 50,000 square feet of office space shall neither be subject to, nor contribute to, the footage limit described in this Subsection (a)(6)(A).

Since January 1, 2019, the Planning Commission has approved significantly less than 6,000,000 gsf of office space in Large Cap projects within the Central SoMa Plan Area. The Planning Department's tracking document for the Office Development Annual Limitation Program, last updated July 10, 2020, shows that a total of 2,870,714 gsf of office spaces was allocated to the Large Cap projects at 598 Brannan, Flower Mart, and Tennis Club during the 2018-2019 allocation term. During the 2019-2020 allocation term, 505,000 gsf of office space was allocated to the 725 Harrison Street project. Subsequently, on March 6, 2020, approximately 430,000 gsf of office space was allocated to the One Vassar project (Planning Case No. 2012.1384OA). Accordingly, an estimated 3,805,714 gsf of large cap office allocation has occurred within the Plan area since January 1, 2019.

The Project's Phase 2 allocation of 211,601 gsf would not cause the total amount of additional office space to exceed the 6,000,000 square foot threshold.

9. **General Plan Consistency.** The General Plan Consistency Findings set forth in Motion No. 20459, Case No. 2012.0640ENX (Large Project Authorization, pursuant to Planning Code Section 329) apply to this Motion and are incorporated herein as though fully set forth.

10. **Section 101.1 Priority Policy Findings.** Section 101.1(b) (1-8) establishes eight priority planning Policies and requires review of permits for consistency with said policies. The Commission finds and determines that the Project is consistent with the eight priority policies, for the reasons set forth below:

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

The project site currently contains limited neighborhood-serving retail uses (a dog daycare at 598 Brannan and a body shop/auto repair facility at 645 Bryant Street). Phase 1 of the Project would create approximately 49,417 square feet of new ground floor retail and PDR and a total of approximately 60,000 square feet upon completion of Phase 2, allowing for a mix of retail and PDR businesses and users, substantially enhancing future opportunities for resident employment and ownership of area businesses.

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

There are currently no residential uses located on the property. The Project will dedicate land to the City to accommodate a new affordable housing building during Phase 1, thus contributing to the City's housing stock and preserving the cultural and economic diversity of the neighborhood. In addition, the Project's office and PDR/commercial components will be designed to conform as closely as possible to the existing commercial and industrial character of the surrounding neighborhood, while promoting policies, goals and design aspirations of the Central SoMa Plan.

C. The City's supply of affordable housing be preserved and enhanced.

There is no existing affordable or market-rate housing on the Project Site. The development includes a dedication of land to the Mayor's Office of Housing and Development in Phase 1, which will allow for the construction of a new affordable housing building, which will enhance the City's supply. Therefore, the Project is in compliance with this priority policy.

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

The property is located within one of the City's most well-connected neighborhoods that is well-served by public transit. The property is located just a few blocks from the Powell Street BART station, within approximately two blocks of a Caltrain station and MUNI Metro, and just minutes away from numerous bus lines including the 10, 30, 45, 47, 91, 8AX, 8BX, 8X, 14X, 83X, N-OWL. The Project would also be located less than one block from the future Central Subway line, which is currently under construction. It is

anticipated that the majority of the workers and visitors will travel to and from the Project using one of the many transit options in the neighborhood, as well as walk or bike.

Given that most workers and visitors are anticipated to walk, bike, or take public transit, commuter traffic associated with the Project would not result in significant congestion on City streets. In addition, the Project would provide below-grade off-street parking in an amount consistent with the standards set forth in the Plan, and will therefore avoid burdening neighborhood parking.

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 site contains relatively small-scale non-residential uses that will be demolished as part of the Project and replaced with two new buildings containing a mix of approximately 711,136 gross square feet of office use, and 37,527 gross square feet of PDR/commercial use in Phase 1. Phase 2 will include the construction of a third building that will include 211,601 gross square feet of office use, 11,054 gross square feet of PDR, and 5,546 gross square feet of childcare space. The Project would also dedicate an approximately 12,800 square foot parcel to MOHCD for development of affordable housing as part of Phase 1. The proposed office development is consistent with the policies of the Central SoMa Plan, which envisions a drastic increase in commercial and office development within a two-block radius of the future Central Subway line. The project will vastly expand future opportunities for resident employment and ownership within the businesses housed by the proposed office, PDR/commercial, and childcare spaces.

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

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

G. That landmarks and historic buildings be preserved.

There are no landmarks or historic buildings on the site.

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

The Project will not affect any nearby parks or open space. However, the Project will include a new, approximately 39,661-square-foot publicly accessible park at the center of the site, which will be dedicated to the City in Phase 1 of the Project and constructed in Phase 2. The Project will protect access to sunlight and vistas in this area by constructing separate buildings on the property, separated by mid-block alley connections.

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 Development Authorization would promote the health, safety and welfare of the City.

DECISION

That based upon the Record, the submissions by the Applicant, the staff of the Department and other interested parties, the oral testimony presented to this Commission at the public hearings, and all other written materials submitted by all parties, the Commission hereby **APPROVES** Phase 2 or approximately 211,601 square feet of office use out of the 922,737 gsf identified in Office Development Application 2012.0640OFA-02, subject to the following conditions, attached hereto as "EXHIBIT A" in general conformance with plans on file, dated May 19, 2020, and stamped "EXHIBIT B", which is incorporated herein by reference as though fully set forth.

APPEAL AND EFFECTIVE DATE OF MOTION: Any aggrieved person may appeal this Section 321 Office Allocation Authorization to the Board of Appeals within fifteen (15) days after the date of this Motion. 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 (628) 652-1150, 49 South Van Ness Avenue, Suite 1475, 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 3, 2020.

Jonas P. Ionin
Commission Secretary

AYES:

NAYS:

ABSENT:

ADOPTED: December 3, 2020

EXHIBIT A

Authorization

This authorization is for an Office Development Authorization to authorize 211,601 gross square feet of office use located at 598 Brannan Street, Block 3777, and Lots 045, 050, 051 and 052, pursuant to Planning Code Sections 321, 322 and 848 within the CMUO (Central SoMa Mixed-Use Office) Zoning District, Central Soma Special Use District, and a 45-X, 50-X, 130-CS and 160-CS Height and Bulk Districts; in general conformance with plans, dated May 19, 2020, and stamped "EXHIBIT B" included in the docket for Record No. 2012.0640OFA-02 and subject to conditions of approval reviewed and approved by the Commission on December 3, 2020 under Motion No XXXXXX. This authorization and the conditions contained herein run with the property and not with a particular Project Sponsor, business, or operator.

Compliance with Other Requirements

The Conditions of Approval set forth in Exhibit B of Motion No. 20459, Record No. 2012.0640ENX (Large Project Authorization Under Section 329), and the Mitigation, Monitoring, and Reporting Program adopted as Exhibit C to Planning Commission Motion No. 20459, Record No. 2012.0640ENX apply to this approval, and are incorporated herein as though fully set forth, except as modified herein.

Recordation of Conditions Of Approval

Prior to the issuance of the building permit or commencement of use for the Project the Zoning Administrator shall approve and order the recordation of a Notice in the Official Records of the Recorder of the City and County of San Francisco for the subject property. This Notice shall state that the project is subject to the conditions of approval contained herein and reviewed and approved by the Planning Commission on December 3, 2020 under Motion No XXXXXX.

Printing of Conditions of Approval on Plans

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

Severability

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

Changes and Modifications

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

CONDITIONS OF APPROVAL, COMPLIANCE, MONITORING, AND REPORTING

Performance

1. **Development Timeline - Office.** Pursuant to Planning Code Section 321(d)(2), construction of an office development shall commence within eighteen months of the date of this Motion approving this Project becomes effective. Failure to begin work within that period or to carry out the development diligently thereafter to completion, shall be grounds to revoke approval of the office development under this conditional use authorization. The Commission recognizes and re-affirms its policies as set forth in Commission Resolutions 16418 and 17846A.

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

2. **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

598 BRANNAN STREET
PHASE 2, BUILDING 3 SUBMITTAL
19 MAY 2020

OWNER

TISHMAN SPEYER

DESIGN ARCHITECT

MICHAEL MALTZAN ARCHIECTECURE, INC.

MICHAEL
MALTZAN
ARCHITECTURE

ARCHITECT OF RECORD

ADAMSON ASSOCIATES, INC.

adamson
ASSOCIATES | ARCHITECTS

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AERIAL VIEW

FREELON ALLEY VIEW

VIEW FROM DOG RUN

AERIAL VIEW OF PARK

VIEW OF TERRACES

VIEW FROM BUILDING 2 TERRACE

Zoning Information (Cumulative Across Project)	
Address	598 Brannan St
Assessor's Block/Lot	3777/45, 50, 51 & 52
Site Area	195,467 sf
Zoning	Mixed-use Office (MUO)
Height	160-CS, 130-CS, 50-X
Bulk	Maximum building length is 300'; streetwall setback required between 65'-85'; skyplane reductions above 85' (major streets) or 35' (alleys)
Floor Area Ratio	Unlimited
Ground Floor Height	Non-residential uses 14 feet
Ground Floor	Active ground floor uses required

Open Space Summary	
Total Publicly Accessible Open Space Provided (sf)	
Park	39,661
P.O.P.O.S.	19,336
Total	58,997

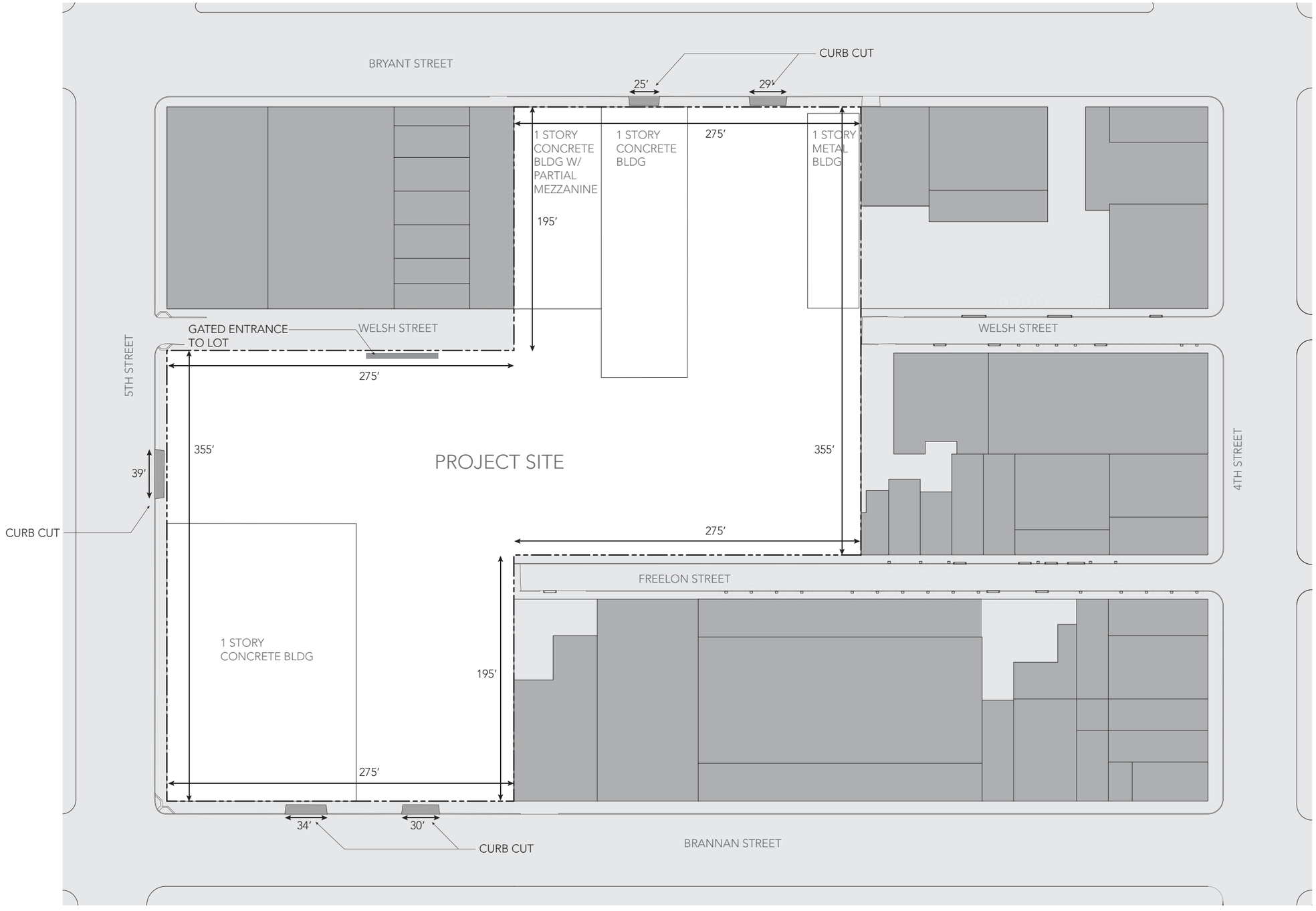
Parking	*All car parking is for commercial use
	Spaces
Car Parking	45
Bike - Class 1	116
Bike - Class 2	0

Loading	
Buildings 1 & 2	Building 3
6 (in basement)	1 (at grade)

SF Planning Gross Floor Area - By Floor	
Floor	Area
Roof	0 (roof)
10	19,739
9	19,739
8	19,756
7	19,814
6	21,933
5	26,872
4	27,596
3	28,214
2	27,938
1	16,600
Total	228,201
FAR = 6.65	

SF Planning Gross Floor Area - by Use	
Use	Area
Office	211,601
Residential	0
Retail	11,054 Combined Retail/PDR
PDR	
Childcare	5,546
Above Grade Total	228,201
Parking Area (not GFA)	18,200

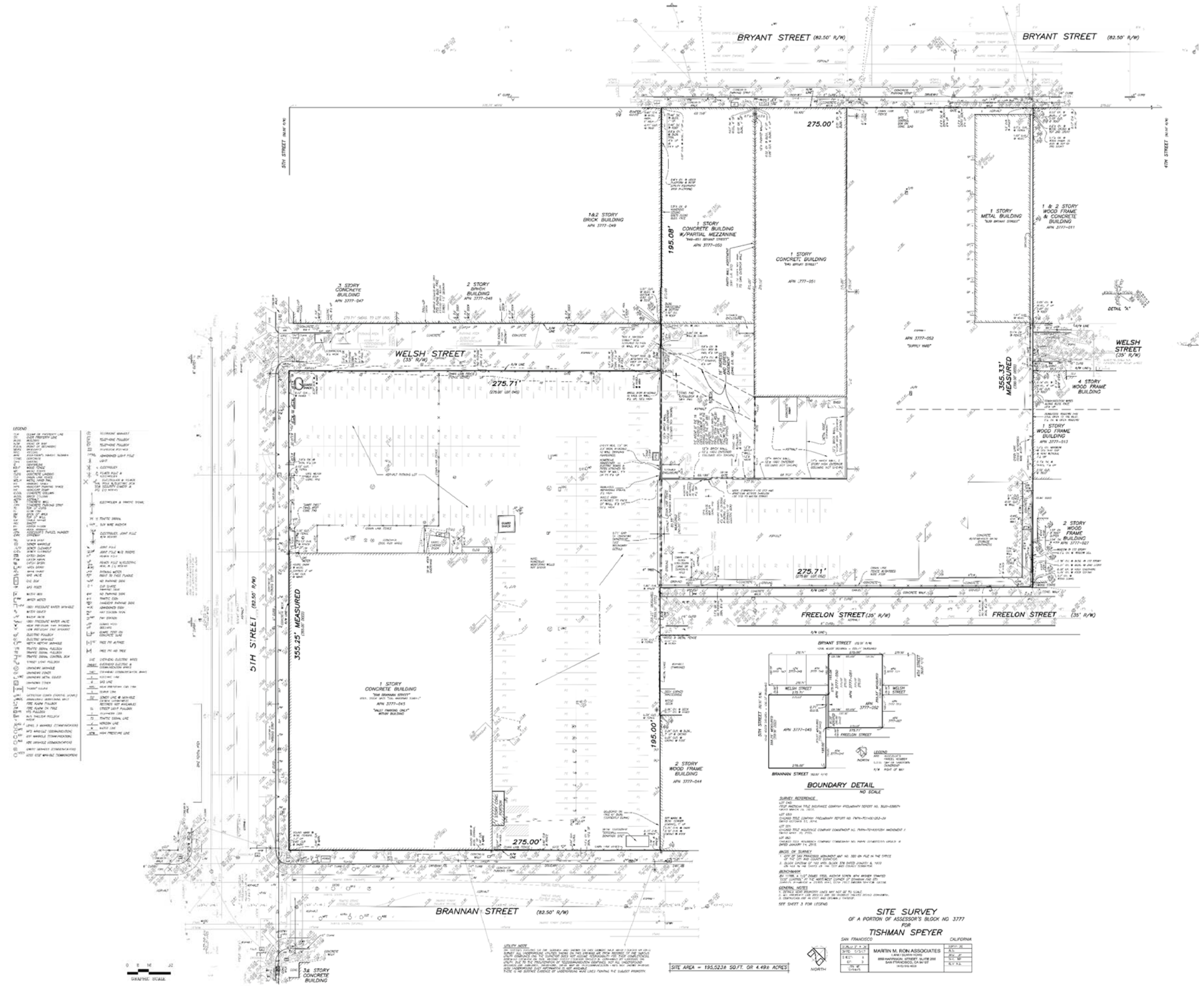
Building Height		
	Zoning Height Limit	Building Height
Building 1	160'	159'-6"
Building 2	160'	*185'-0"
Building 3	130'	*149'-9"
* 25'-0" Density Bonus Utilized		



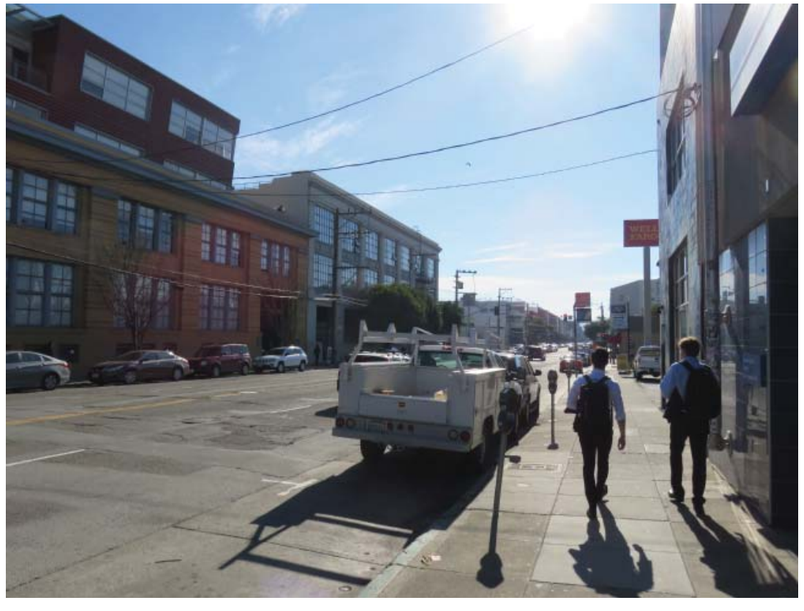
SCALE: 1″ = 80′

0′ 20′ 40′ 80′ 160′

EXISTING SITE PLAN


BRYANT STREET (82.50' R/W)
BRYANT STREET (82.50' R/W)
5TH STREET (82.50' R/W)
4TH STREET (82.50' R/W)
WELSH STREET (35' R/W)
FREELON STREET (35' R/W)
BRANNAN STREET (82.50' R/W)
275.00'
195.08'
275.71'
(275.69' LOT 052)
355.25' MEASURED
355.33' MEASURED
1&2 STORY BRICK BUILDING APN 3777-049
1 STORY CONCRETE BUILDING W/PARTIAL MEZZANINE "548-551 BRYANT STREET" APN 3777-050
1 STORY CONCRETE BUILDING "540 BRYANT STREET" APN 3777-051
1 STORY METAL BUILDING "539 BRYANT STREET"
1 & 2 STORY WOOD FRAME & CONCRETE BUILDING APN 3777-011
3 STORY CONCRETE BUILDING APN 3777-047
2 STORY BRICK BUILDING APN 3777-048
DETAIL "A"
APN 3777-052 "SUPPLY YARD"
4 STORY WOOD FRAME BUILDING
1 STORY WOOD FRAME BUILDING APN 3777-013
2 STORY WOOD FRAME BUILDING APN 3777-027
1 STORY CONCRETE BUILDING "538 BRANNAN STREET" APN 3777-045
"VALET PARKING ONLY" WITHIN BUILDING
2 STORY WOOD FRAME BUILDING APN 3777-044
3a STORY CONCRETE BUILDING
LEGEND
GRAPHIC SCALE
SITE AREA = 195,023± SQ.FT. OR 4.49± ACRES
NORTH
BOUNDARY DETAIL
NO SCALE
SURVEY REFERENCE
BASIS OF SURVEY
BENCHMARK
GENERAL NOTES
SEE SHEET 3 FOR LEGEND
SITE SURVEY
OF A PORTION OF ASSESSOR'S BLOCK NO. 3777
FOR
TISHMAN SPEYER
SAN FRANCISCO CALIFORNIA
MARTIN M. RON ASSOCIATES
LAND SURVEYORS
859 HARRISON STREET, SUITE 200
SAN FRANCISCO, CA 94107
(415) 543-4500

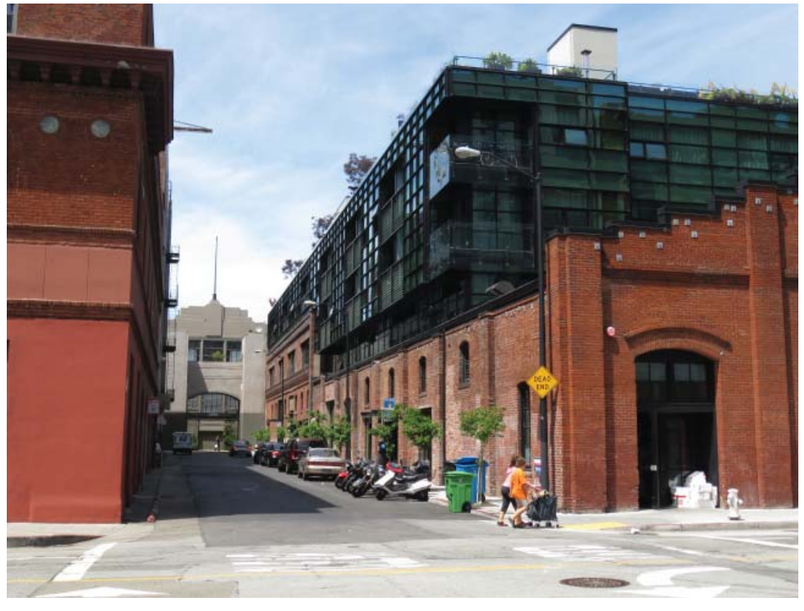

GALLERY 16
URBAN DIGITAL COLOR




Coca-Cola
"GIVE ME YOUR TIRED
THE FREE, THE
THE HOMELESS
TEMPEST-TOST TO ME
LIFT MY LAMP BESIDE


HORIZON
Complete Auto & Electrical Repair


Coca-Cola


DEAD END


535


EAST
80
Bay Bridge
Oakland


PUBLIC
PARKING
MONTHLY PARKING AVAILABLE
RATE AS POSTED
Enter Here
ON BRANNAN ST.
Tower Valet
Parking Inc.
415.341.1592
Coca-Cola

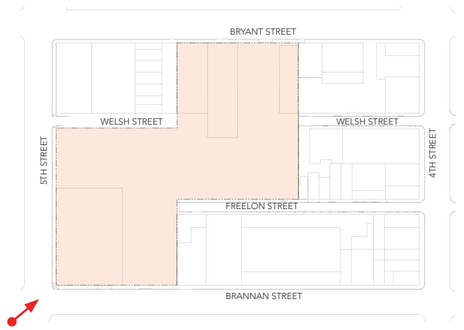

The
25


PUBLIC
PARKING
MONTHLY PARKING AVAILABLE
*RATE AS POSTED
Enter
Here
Tower Valet
Parking Inc.
415.541.1592
588 BRANNAN
PUBLIC
PARKING
588 BRANNAN GARAGE
$15.00
CAT
PAY
HERE


BRYANT STREET
WELSH STREET
WELSH STREET
5TH STREET
4TH STREET
FREELON STREET
BRANNAN STREET

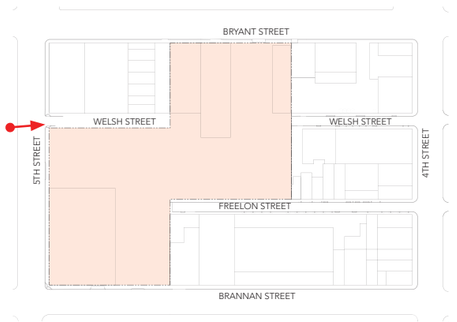
SITE VIEWS


DO NOT
BLOCK
INTERSECTION

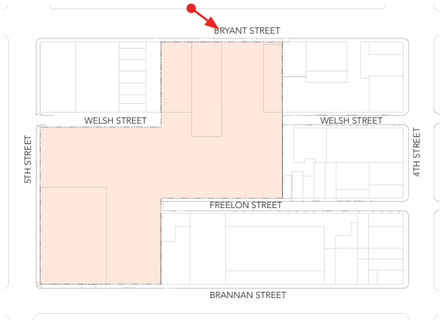

BRYANT STREET
WELSH STREET
WELSH STREET
5TH STREET
4TH STREET
FREELON STREET
BRANNAN STREET

SITE VIEWS


CAUTION
VERTICAL
CLEARANCE
14' 3"
DEAD
END

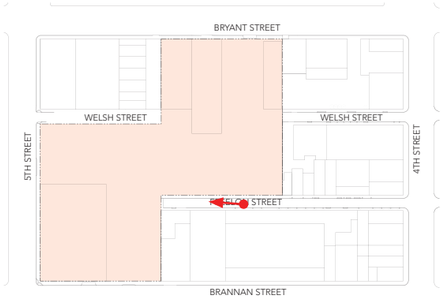

BRYANT STREET
WELSH STREET
WELSH STREET
5TH STREET
4TH STREET
FREELON STREET
BRANNAN STREET


Spend The Night With Us!
AUTO BODY
649


BRYANT STREET
WELSH STREET
WELSH STREET
5TH STREET
4TH STREET
FREELON STREET
BRANNAN STREET

SITE VIEWS


Coca-Cola


BRYANT STREET
WELSH STREET
WELSH STREET
5TH STREET
4TH STREET
BRANNAN STREET

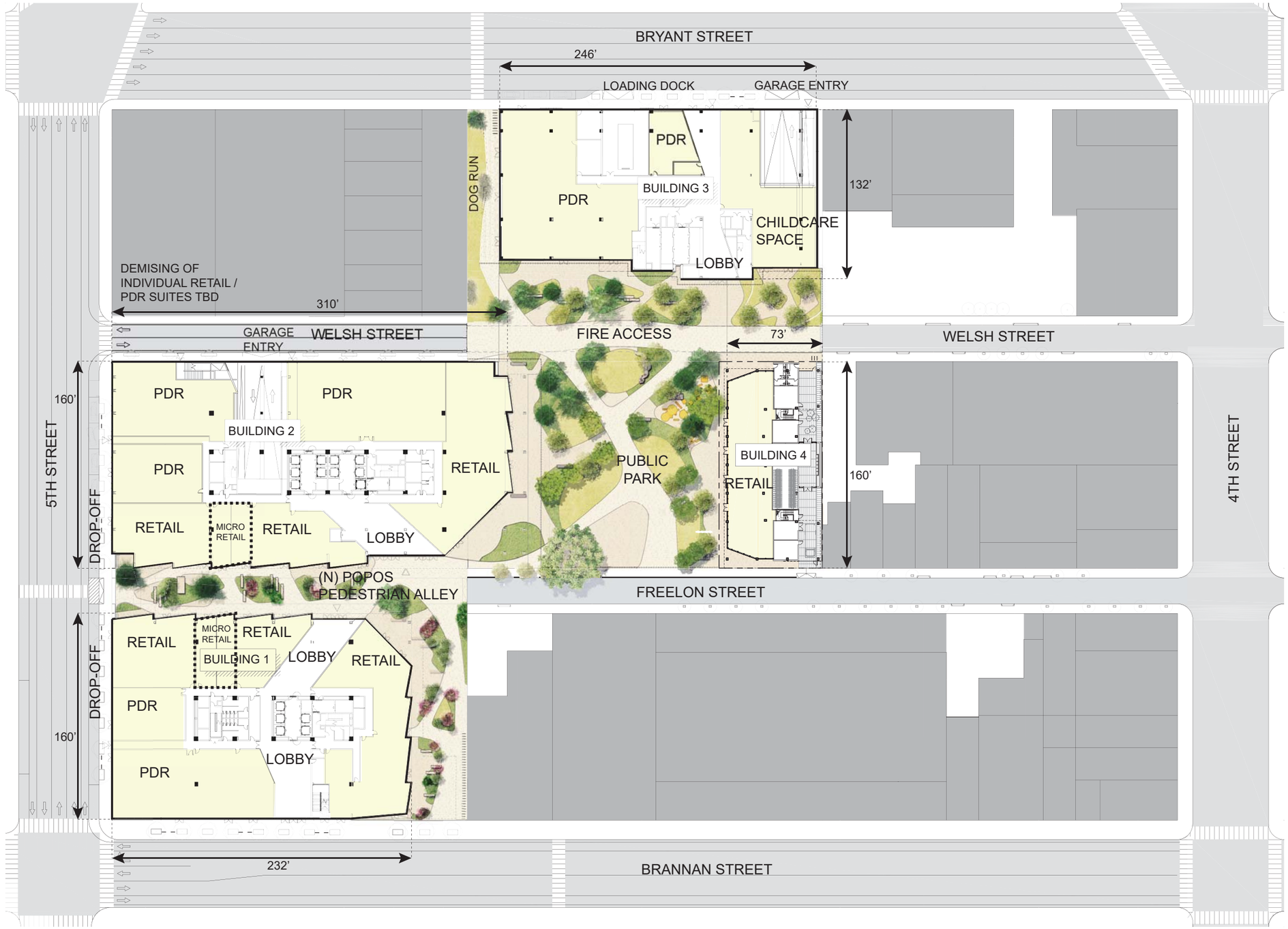
SITE VIEWS


SECURITY NOTICE
VIDEO SURVEILLANCE
IN USE ON THESE
PREMISES


BRYANT STREET
WELSH STREET
WELSH STREET
5TH STREET
4TH STREET
FREELON STREET
BRANNAN STREET

SITE VIEWS

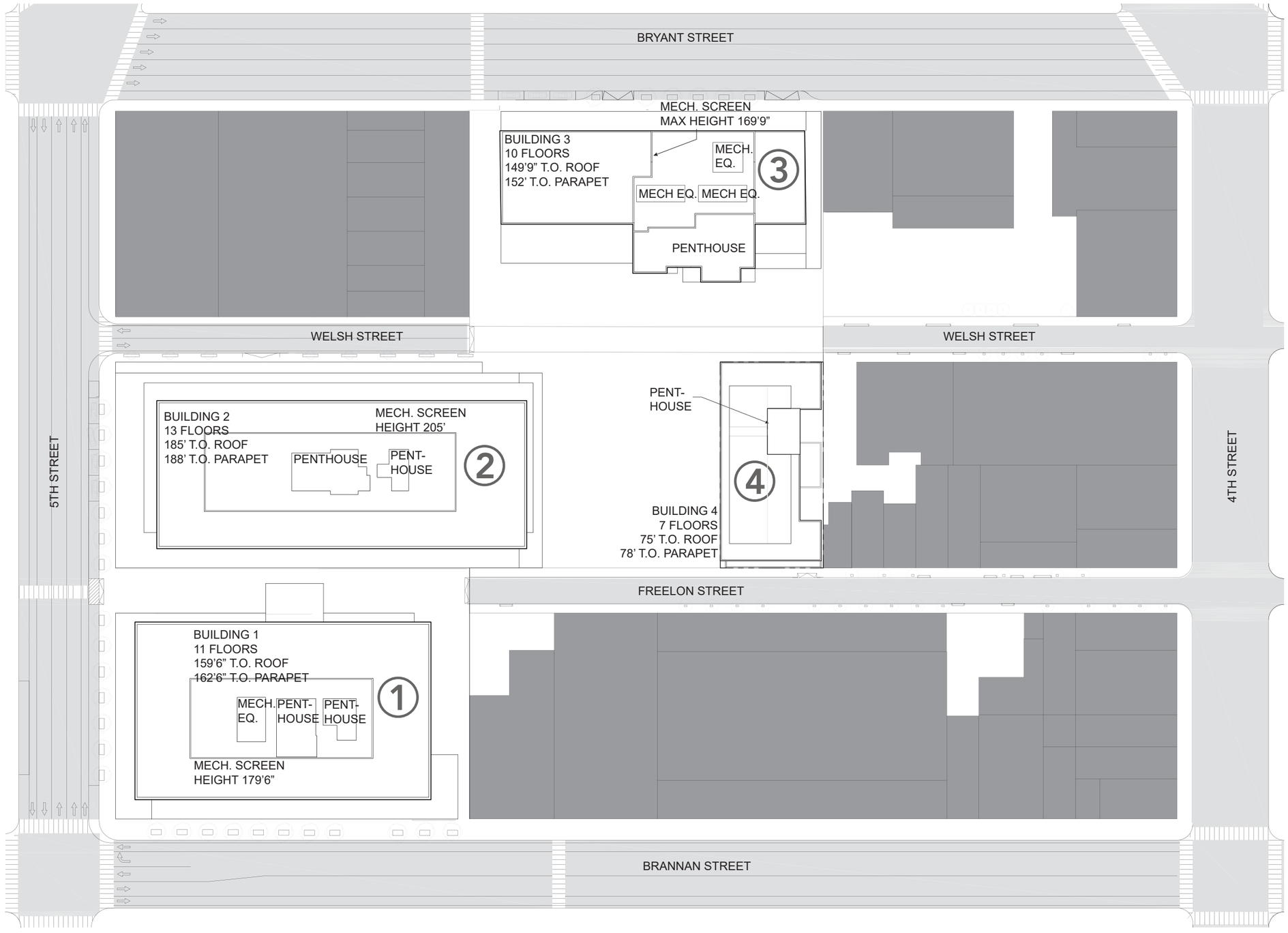
VICINITY MAP



SCALE: 1" = 80'

0' 20' 40' 80' 160'

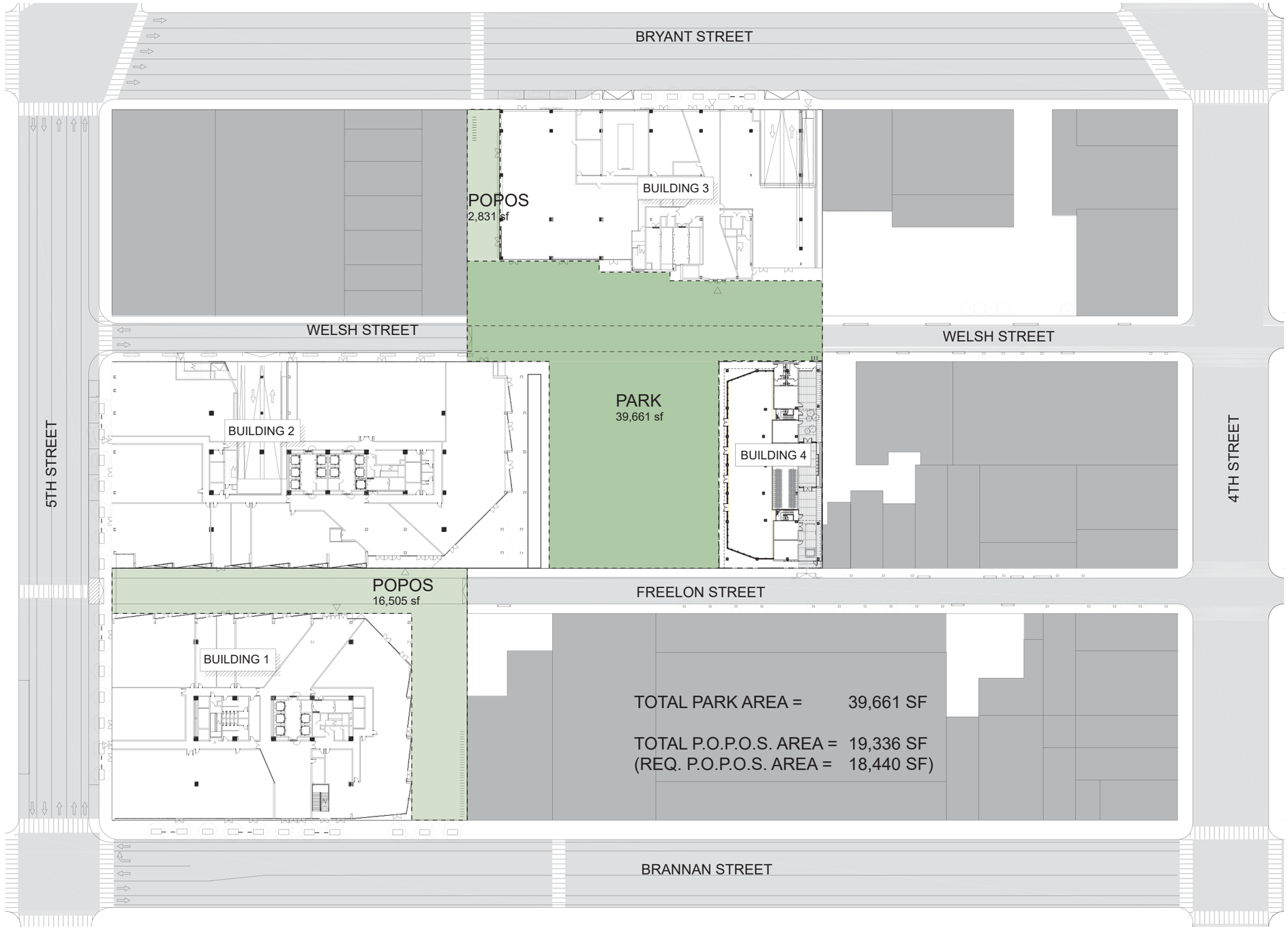
SITE PLAN



SCALE: 1" = 80'

0' 20' 40' 80' 160'

ROOF PLAN

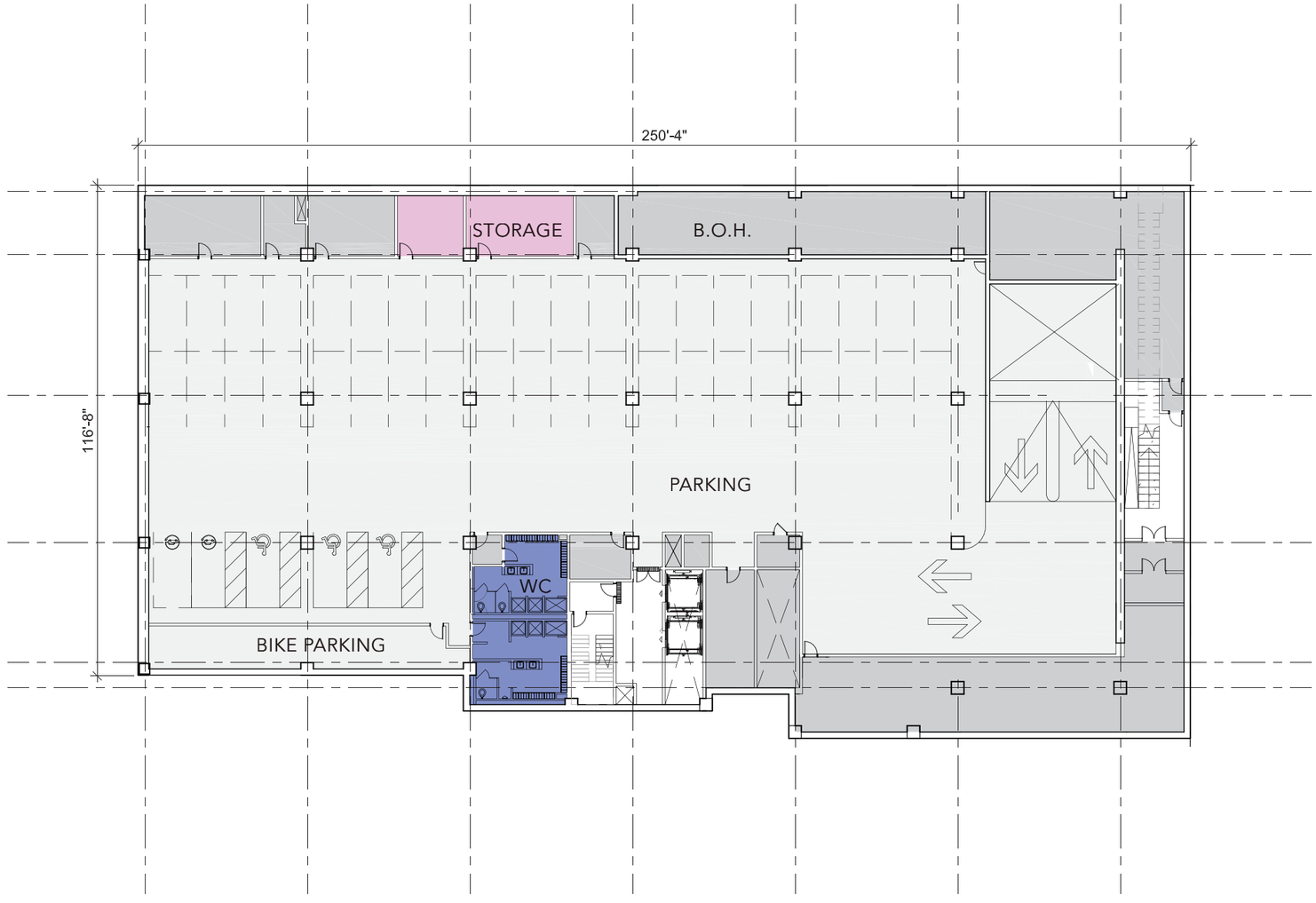


SCALE: 1″ = 80′

0′ 20′ 40′ 80′ 160′

OPEN SPACE - PARK AND POPOS

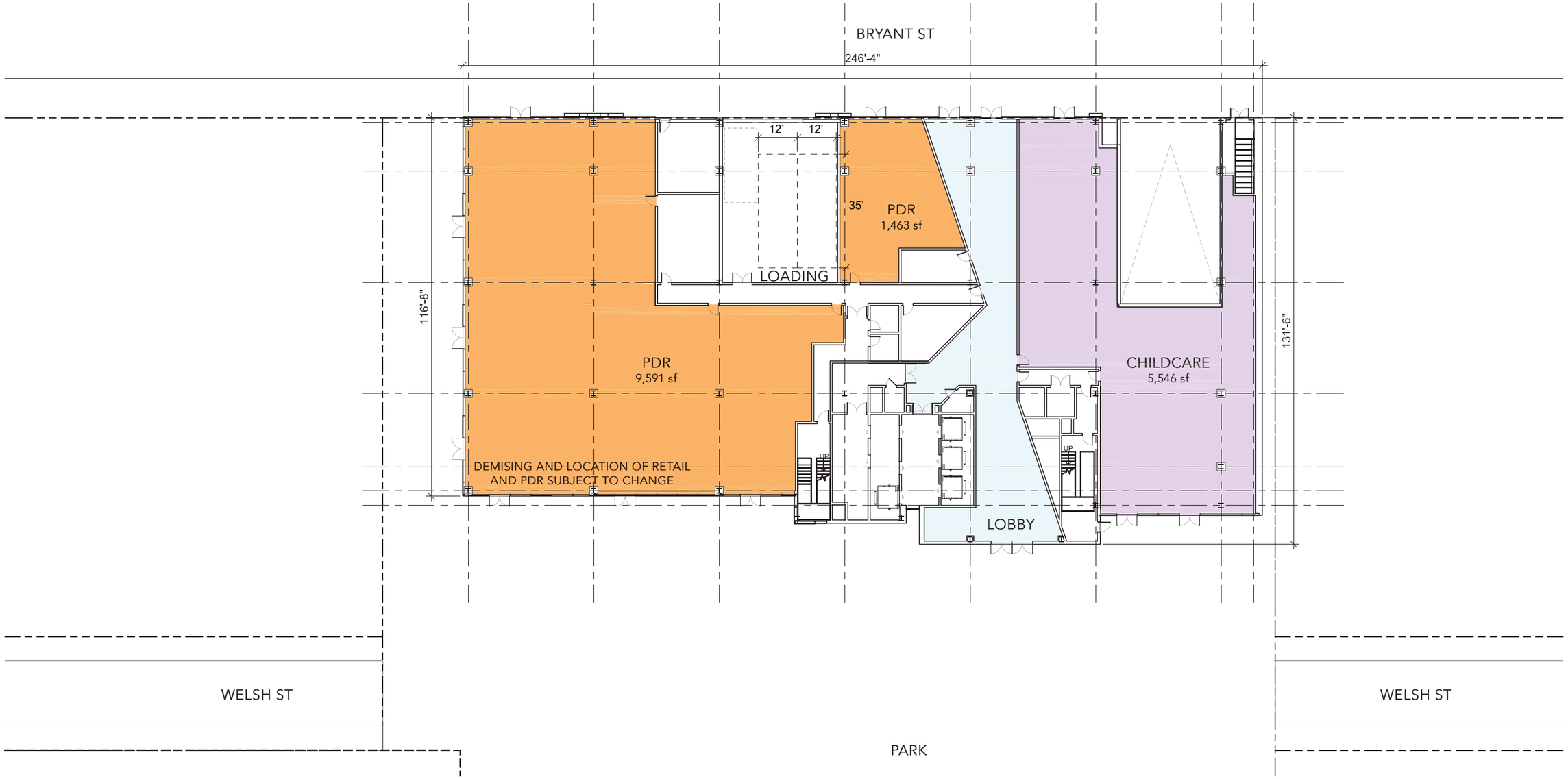
BUILDING 3 PLANS



SCALE: 1/32" = 1'

0' 10' 20' 40'

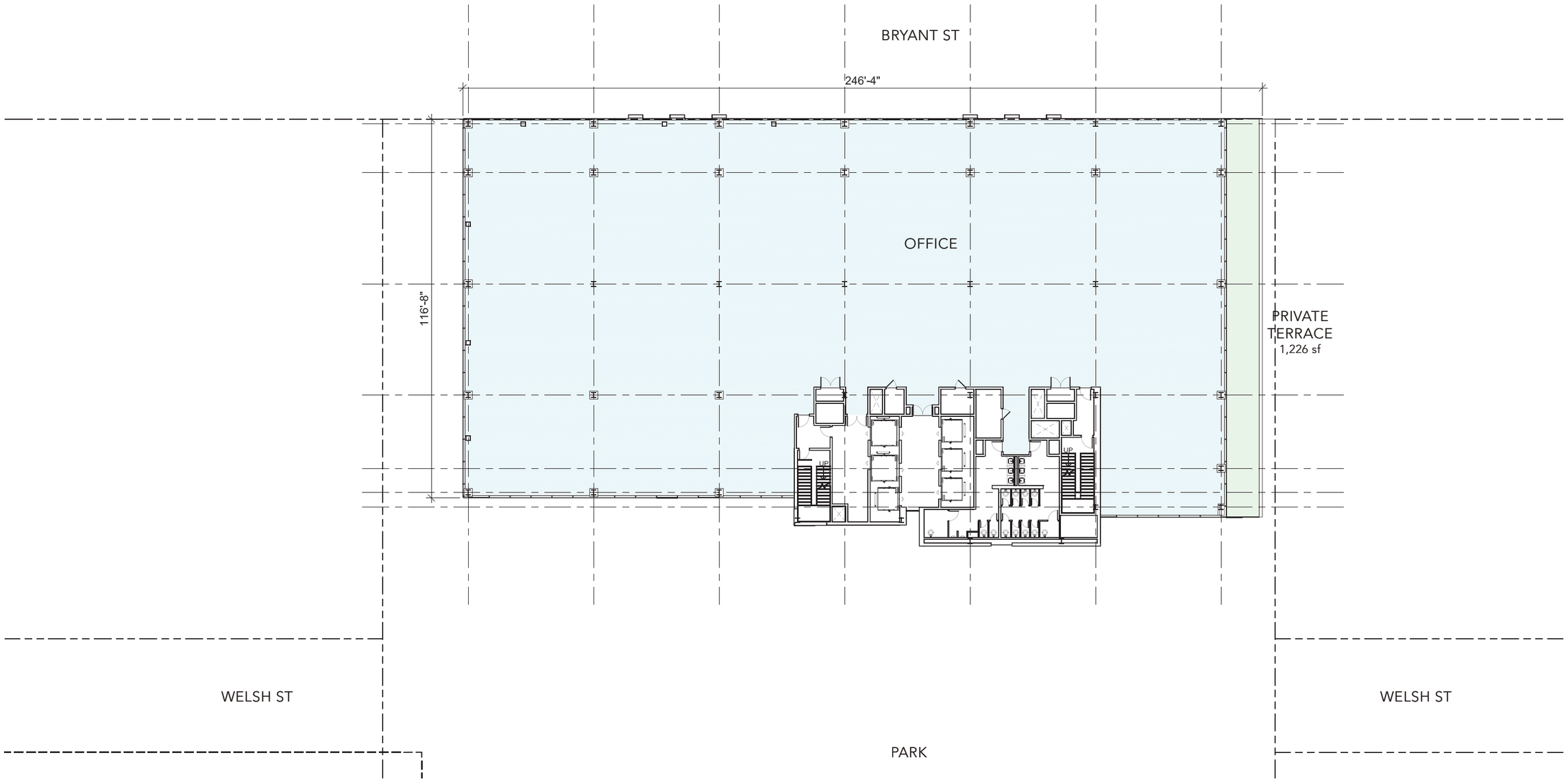
BUILDING 3 | BASEMENT LEVEL | 0 GSF



SCALE: 1/32" = 1'

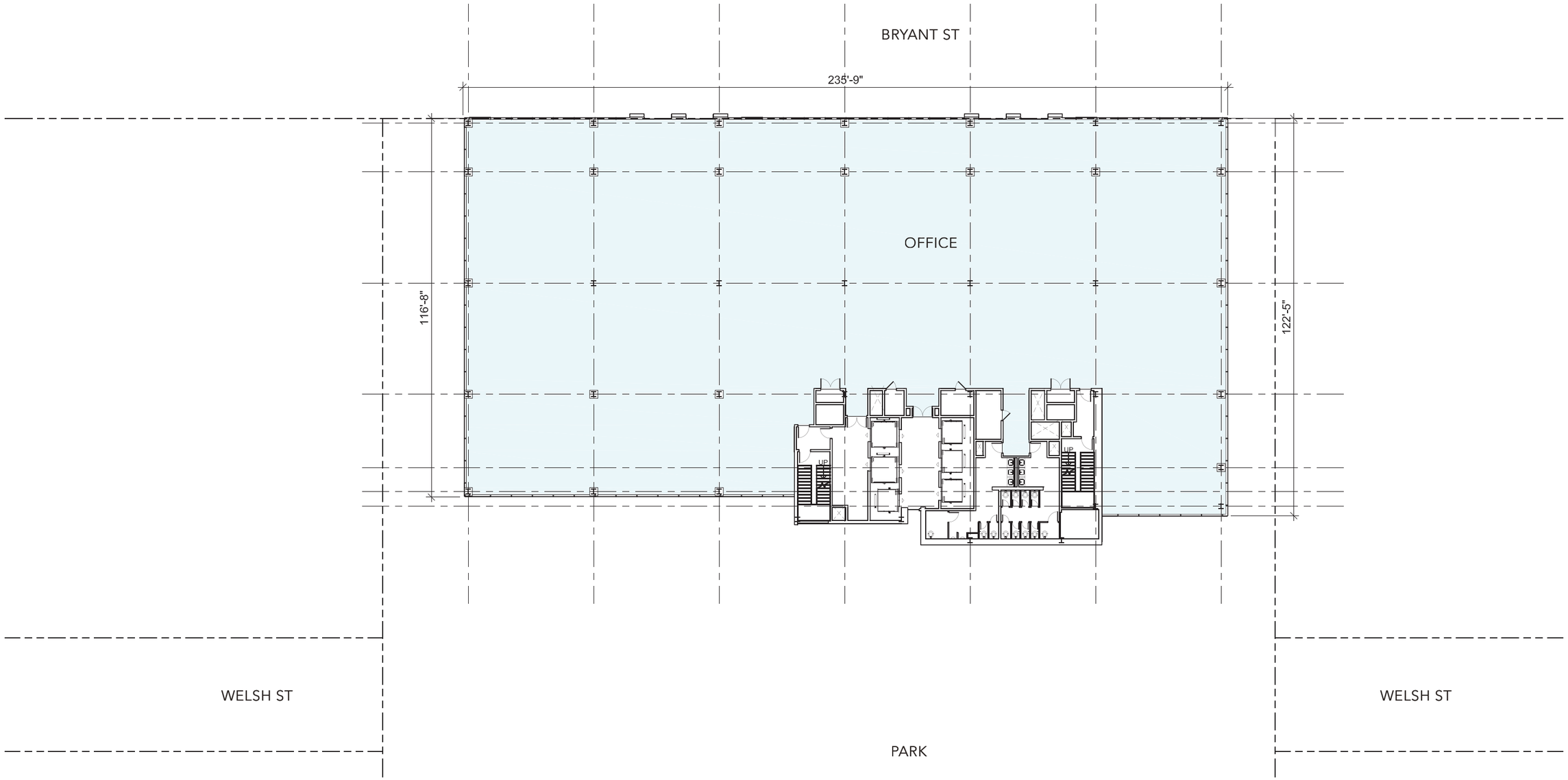
0' 10' 20' 40'

BUILDING 3 | LEVEL 1 | 16,359 GSF



SCALE: 1/32" = 1'

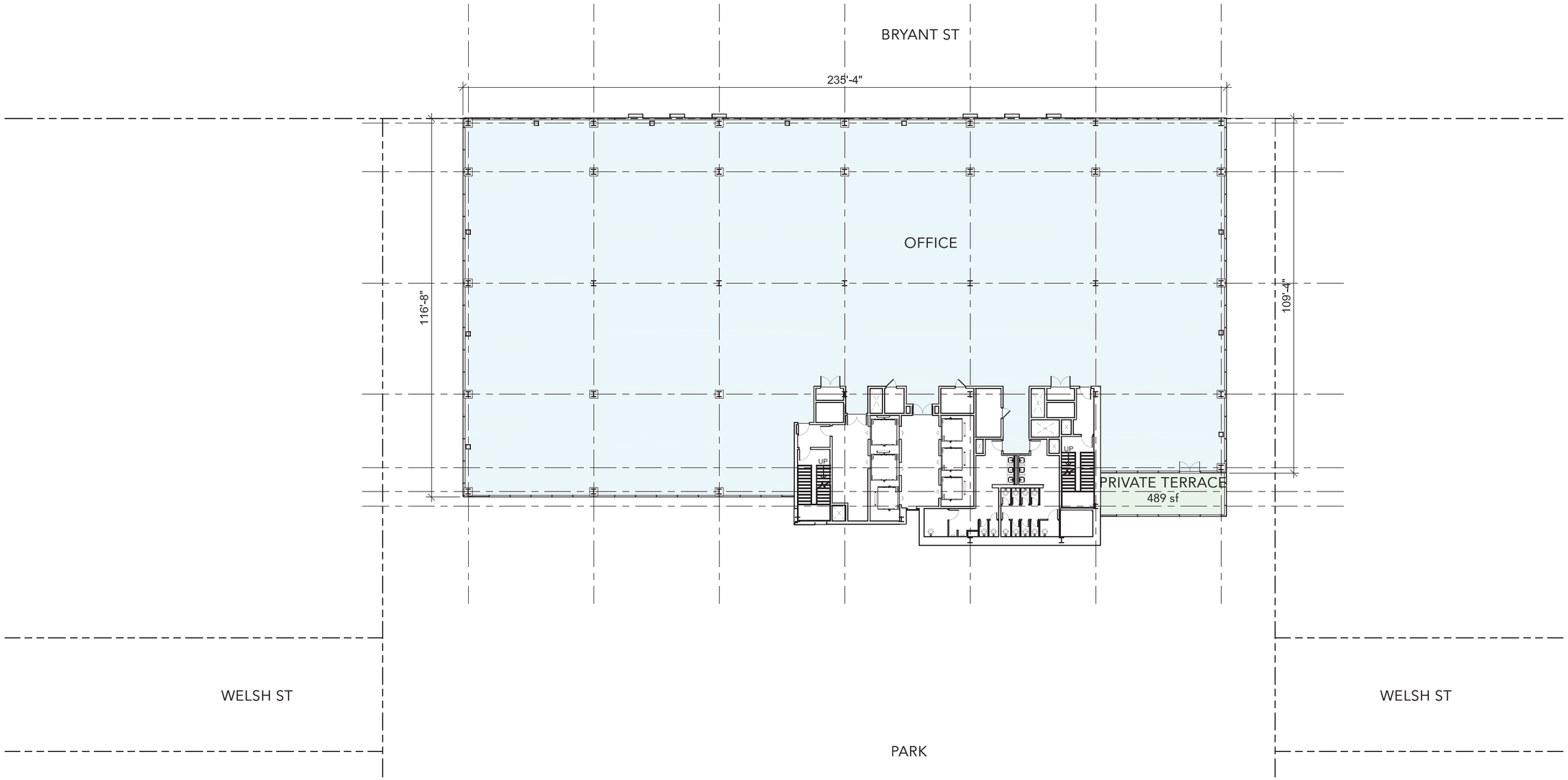
0' 10' 20' 40'



SCALE: 1/32" = 1'

0' 10' 20' 40'

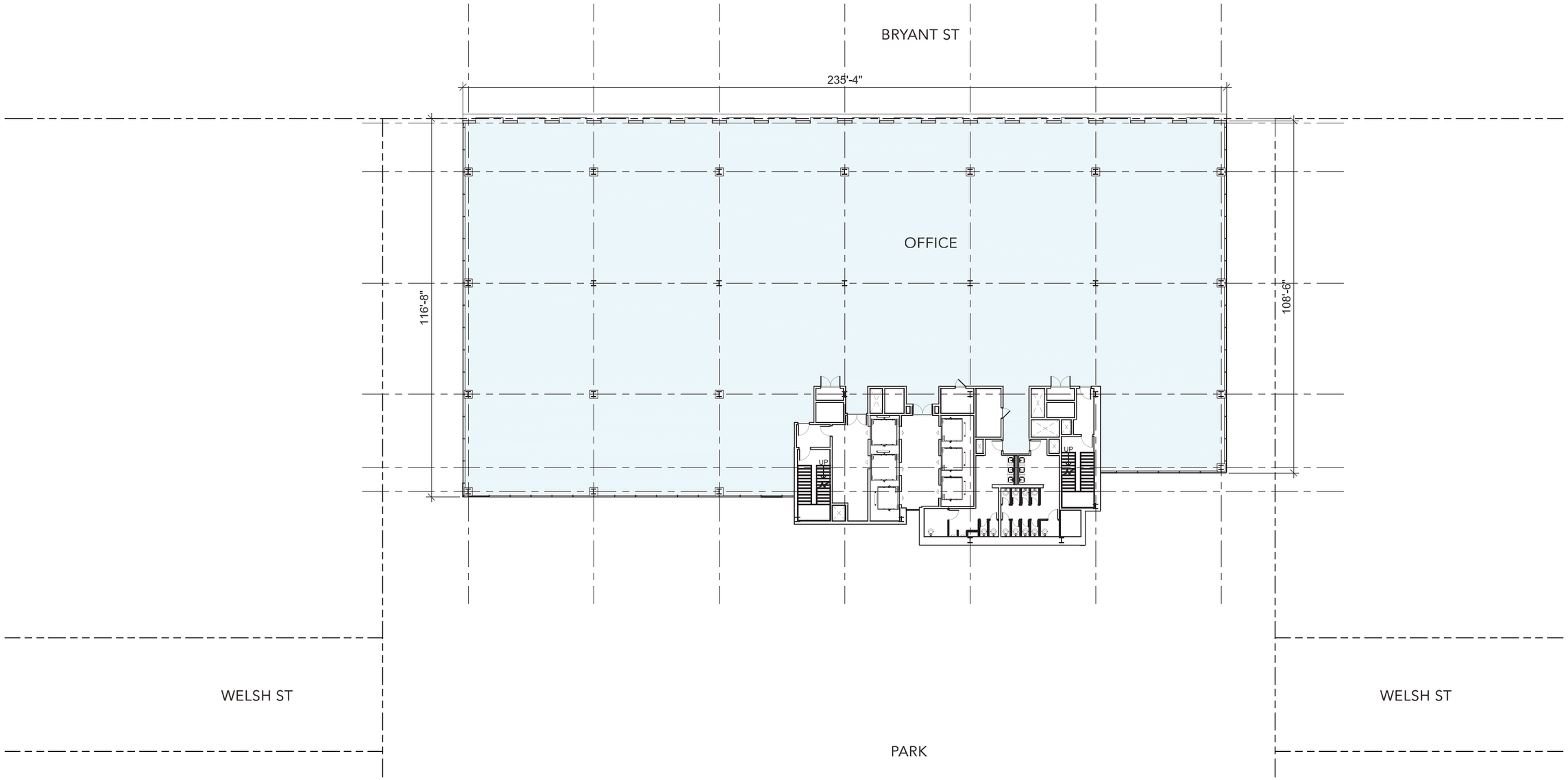
BUILDING 3 | LEVEL 3 | 28,214 GSF



SCALE: 1/32" = 1'

0' 10' 20' 40'

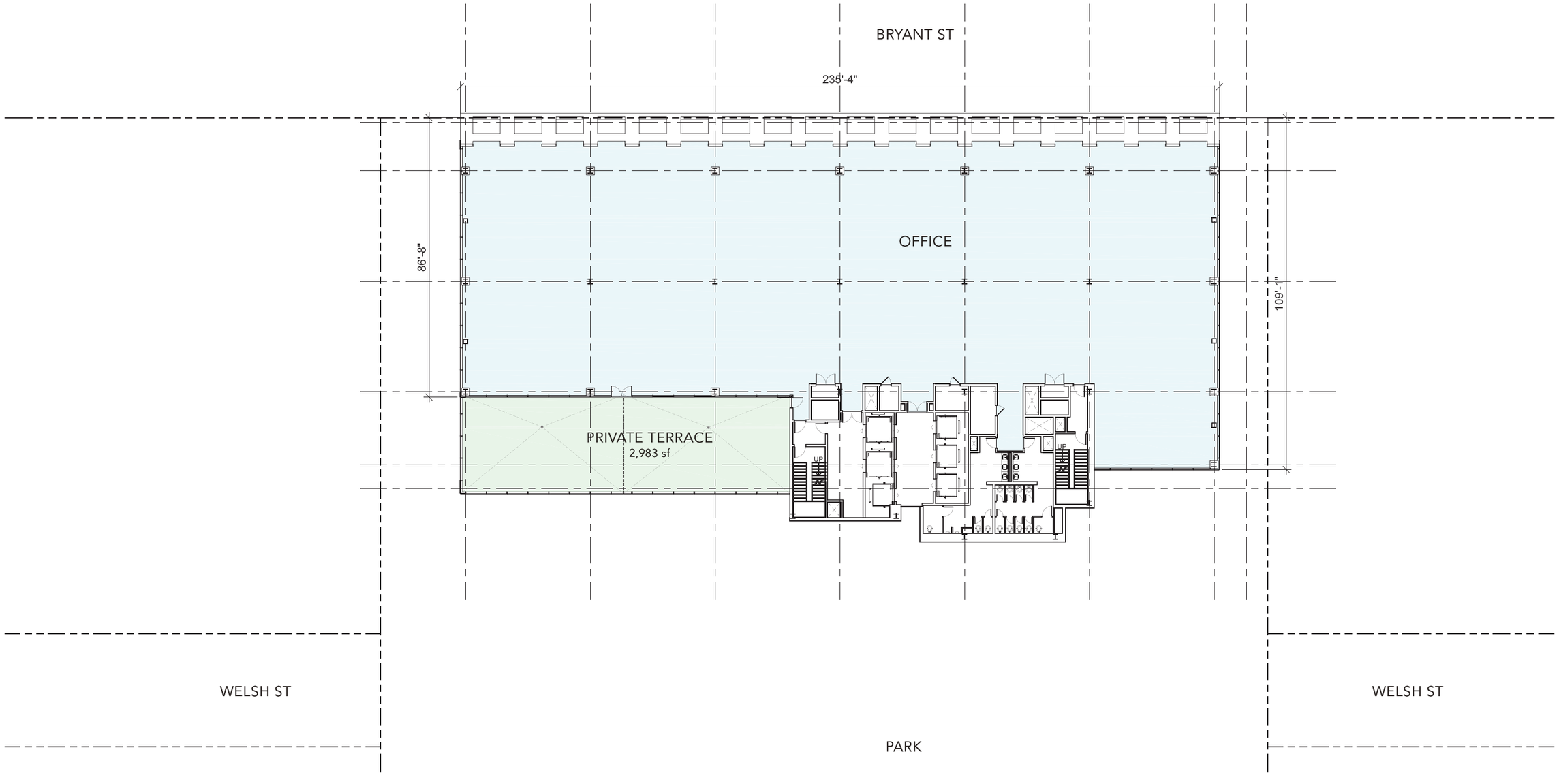
BUILDING 3 | LEVEL 4 | 27,596 GSF



SCALE: 1/32" = 1'

0' 10' 20' 40'

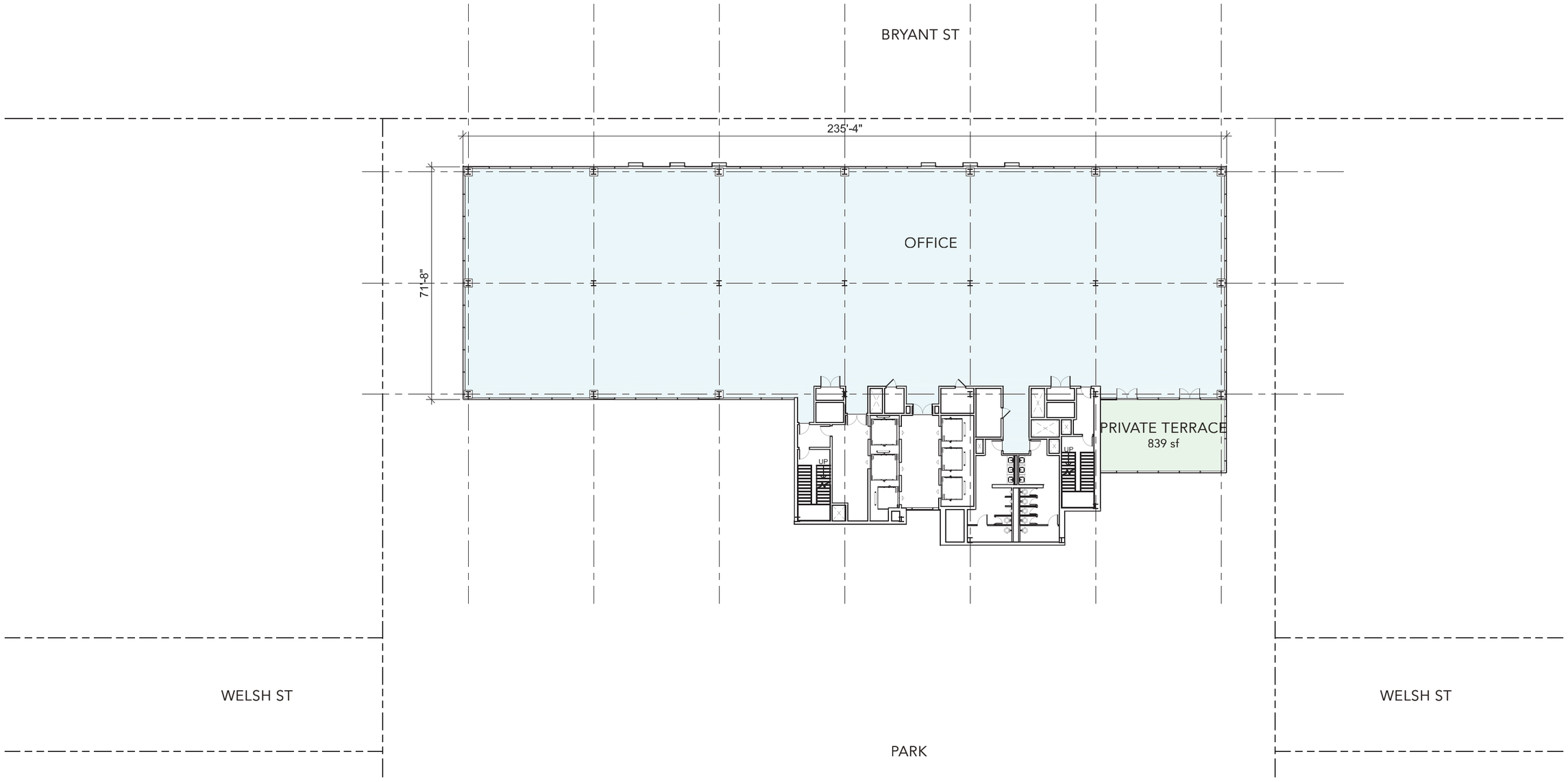
BUILDING 3 | LEVEL 5 | 26,872 GSF



SCALE: 1/32" = 1'

0' 10' 20' 40'

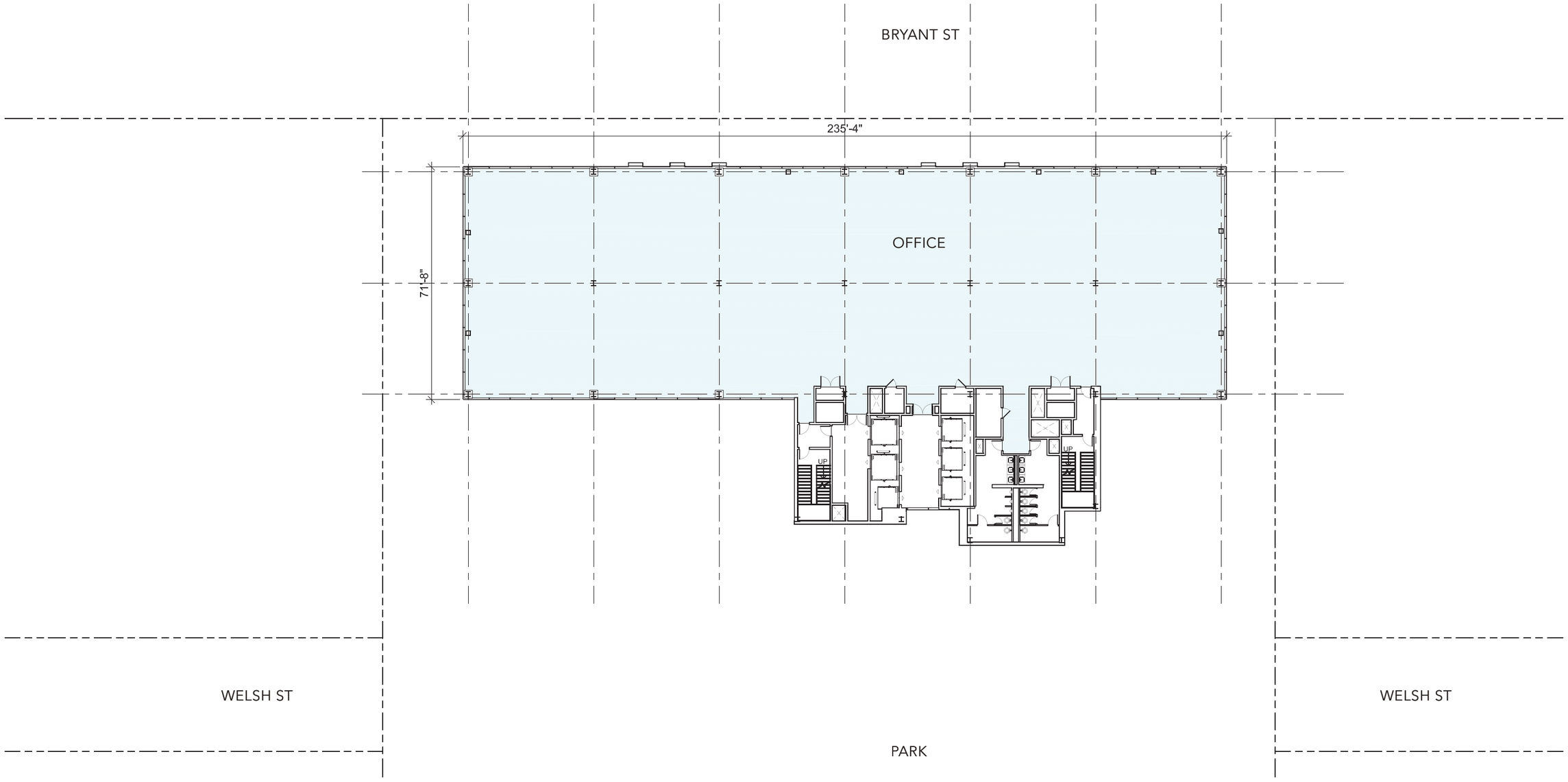
BUILDING 3 | LEVEL 6 | 21,933 GSF



SCALE: 1/32" = 1'

0' 10' 20' 40'

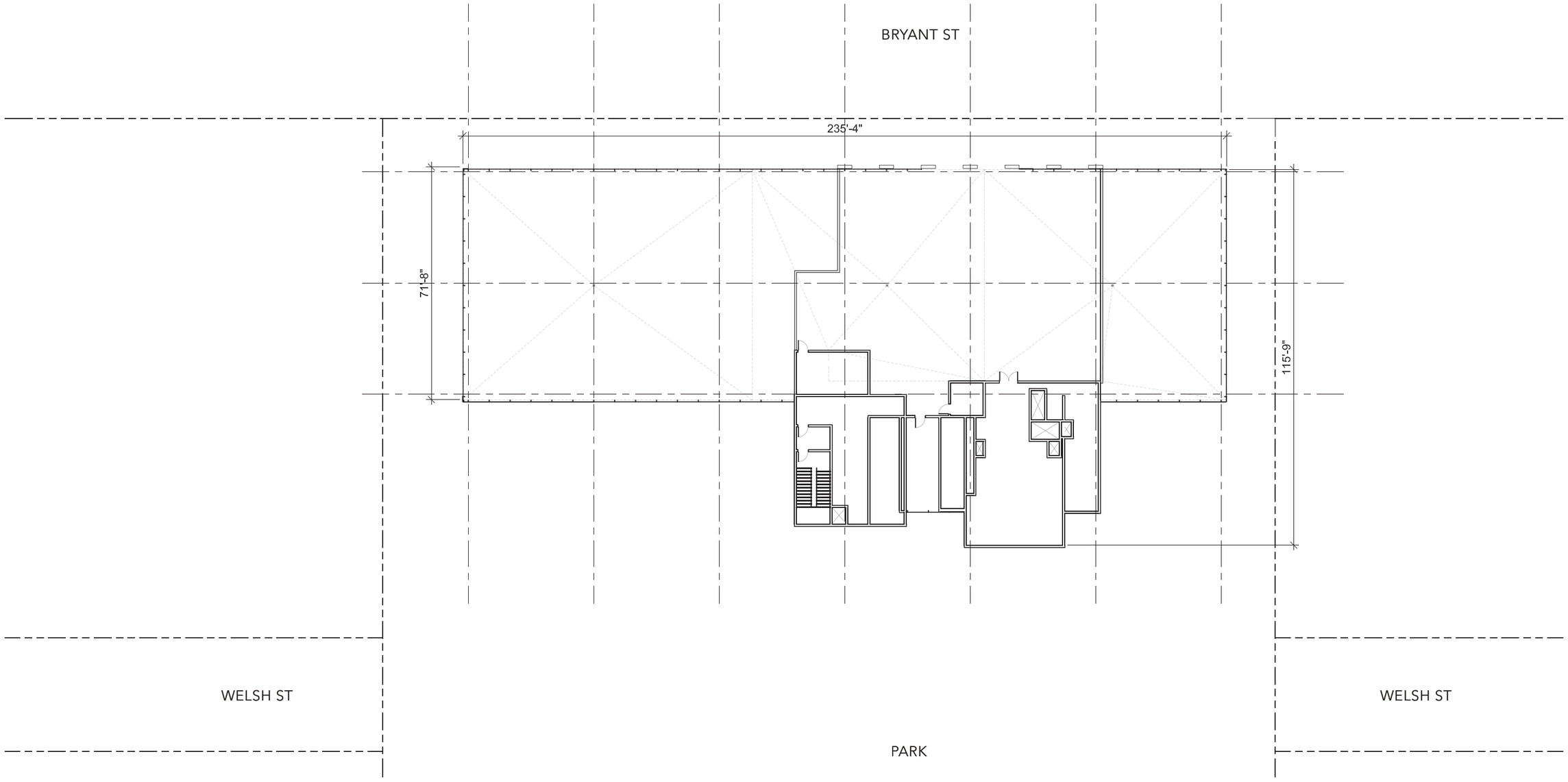
BUILDING 3 | LEVEL 7 | 19,814 GSF



SCALE: 1/32" = 1'

0' 10' 20' 40'

BUILDING 3 | LEVELS 8-10 | 19,756 GSF

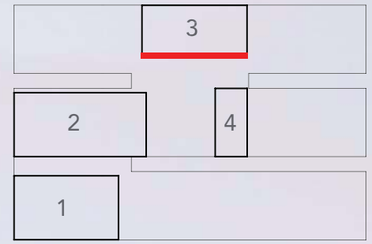


SCALE: 1/32" = 1'

0' 10' 20' 40'

BUILDING 3 | ROOF LEVEL | 0 GSF

BUILDING 3 ELEVATIONS



B3 ROOF MECH
169'-9"

B3 ROOF
149'-9" (25'-0" HEIGHT BONUS FOR AFFORDABLE HOUSING/PARK)

CITY HEIGHT LIMIT
130'-0"

B3 LEVEL 7
90'-9"

B3 LEVEL 6
76'-0"

B3 LEVEL 4
46'-6"

B3 LEVEL 2
17'-0"

B3 GROUND 0'-0"

TERRACOTTA FACADE

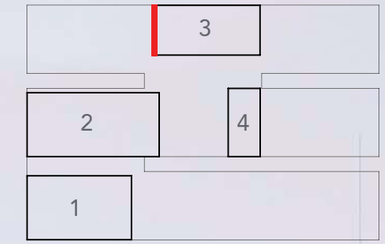
GLASS CURTAIN WALL SYSTEM

FRAMELESS GLASS STOREFRONT SYSTEM

SCALE: 1" = 40'

0' 10' 20' 40' 80'

BUILDING 3 | SOUTHEAST ELEVATION



B3 ROOF MECH
169'-9"

B3 ROOF
149'-9" (25'-0" HEIGHT BONUS FOR AFFORDABLE HOUSING/PARK)

CITY HEIGHT LIMIT
130'-0"

B3 LEVEL 7
90'-9"(EXCEPTION TO 132.4(d)(1)-(2))

REQ. 15' SETBACK FROM
PROPERTY LINE
85'-0"

B3 LEVEL 6
76'-0"

B3 LEVEL 5
61'-3"

B3 LEVEL 2
17'-0"

B3 GROUND 0'-0"

TERRACOTTA FACADE

FRAMELESS GLASS CURTAINWALL SYSTEM

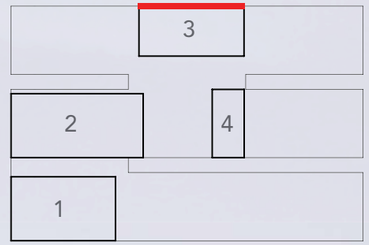
BRYANT STREET

WELSH ST.

SCALE: 1" = 40'

0' 10' 20' 40' 80'

BUILDING 3 | SOUTHWEST ELEVATION



B3 ROOF MECH
169'-9"

B3 ROOF
149'-9" (25'-0" HEIGHT BONUS FOR AFFORDABLE HOUSING/PARK)

CITY HEIGHT LIMIT
130'-0"

B3 LEVEL 7
90'-9"(EXCEPTION TO 132.4(d)(1)-(2))

REQ. 15' SETBACK FROM
PROPERTY LINE
85'-0"

B3 LEVEL 5
61'-3"

B3 LEVEL 2
17'-0"

B3 GROUND 0'-0"

WHITE PANELIZED CLADDING

GLASS CURTAINWALL SYSTEM

GARAGE ENTRANCE

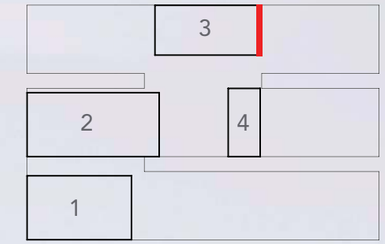
FRAMELESS GLASS STOREFRONT SYSTEM

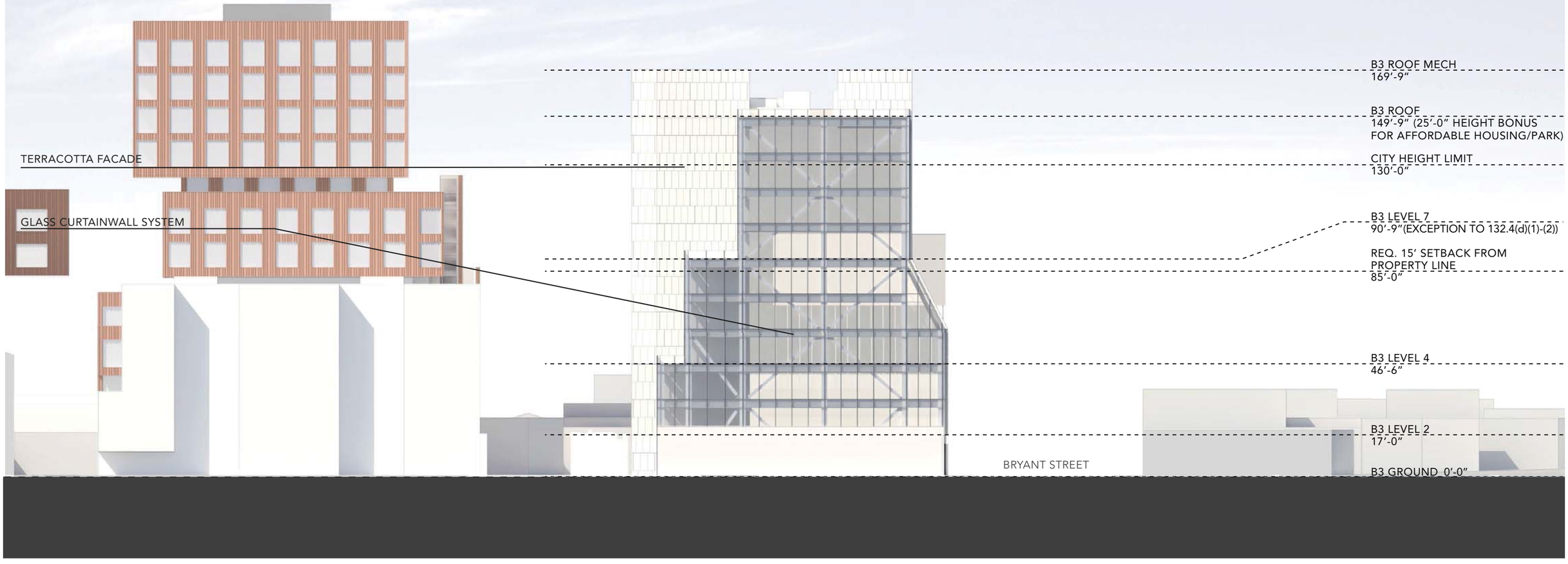
LOADING DOCK ENTRANCE

SCALE: 1" = 40'

0' 10' 20' 40' 80'

BUILDING 3 | NORTHWEST ELEVATION



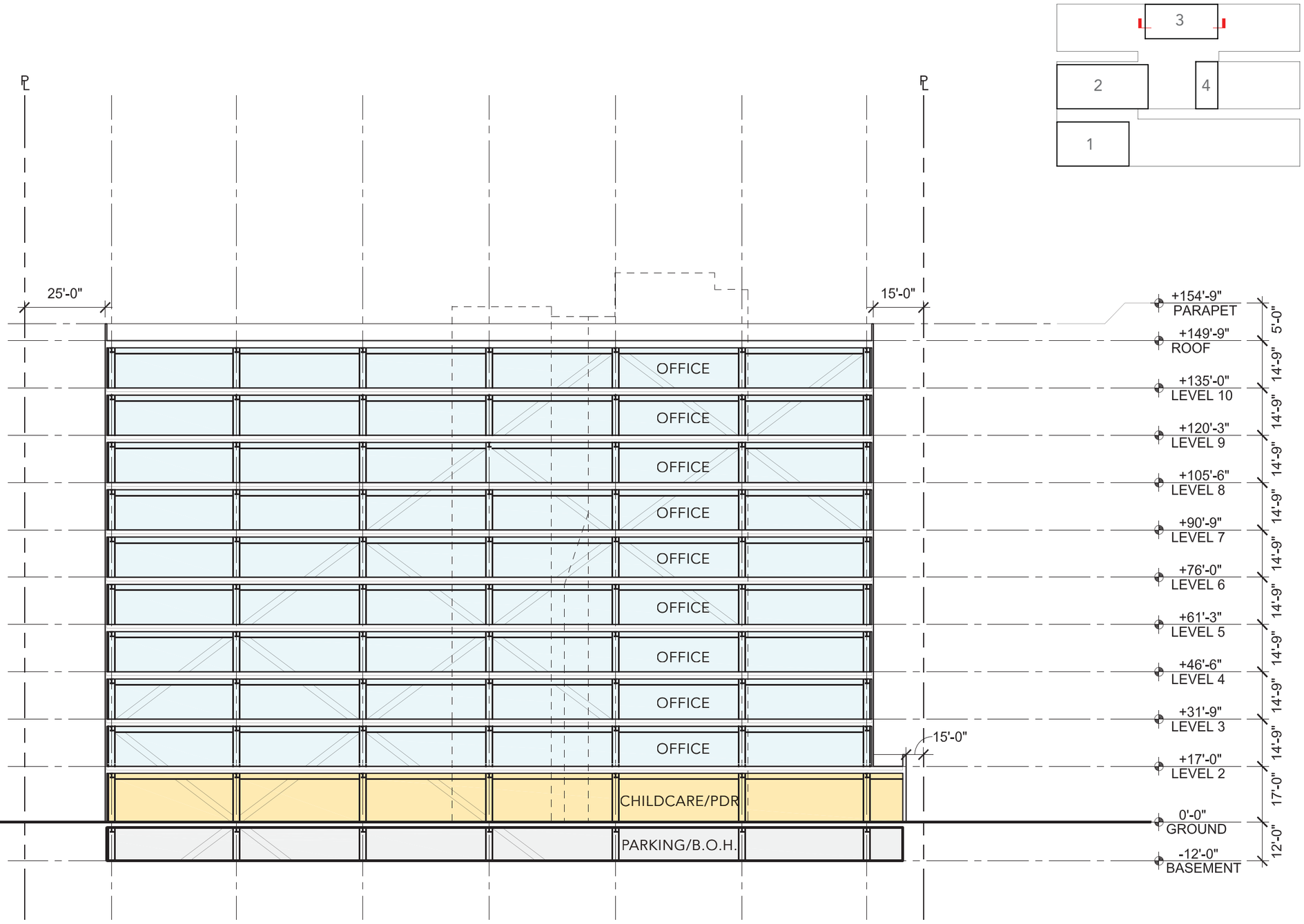


SCALE: 1" = 40'

0' 10' 20' 40' 80'

BUILDING 3 | NORTHEAST ELEVATION

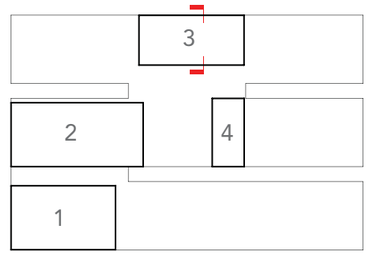
BUILDING 3 SECTIONS

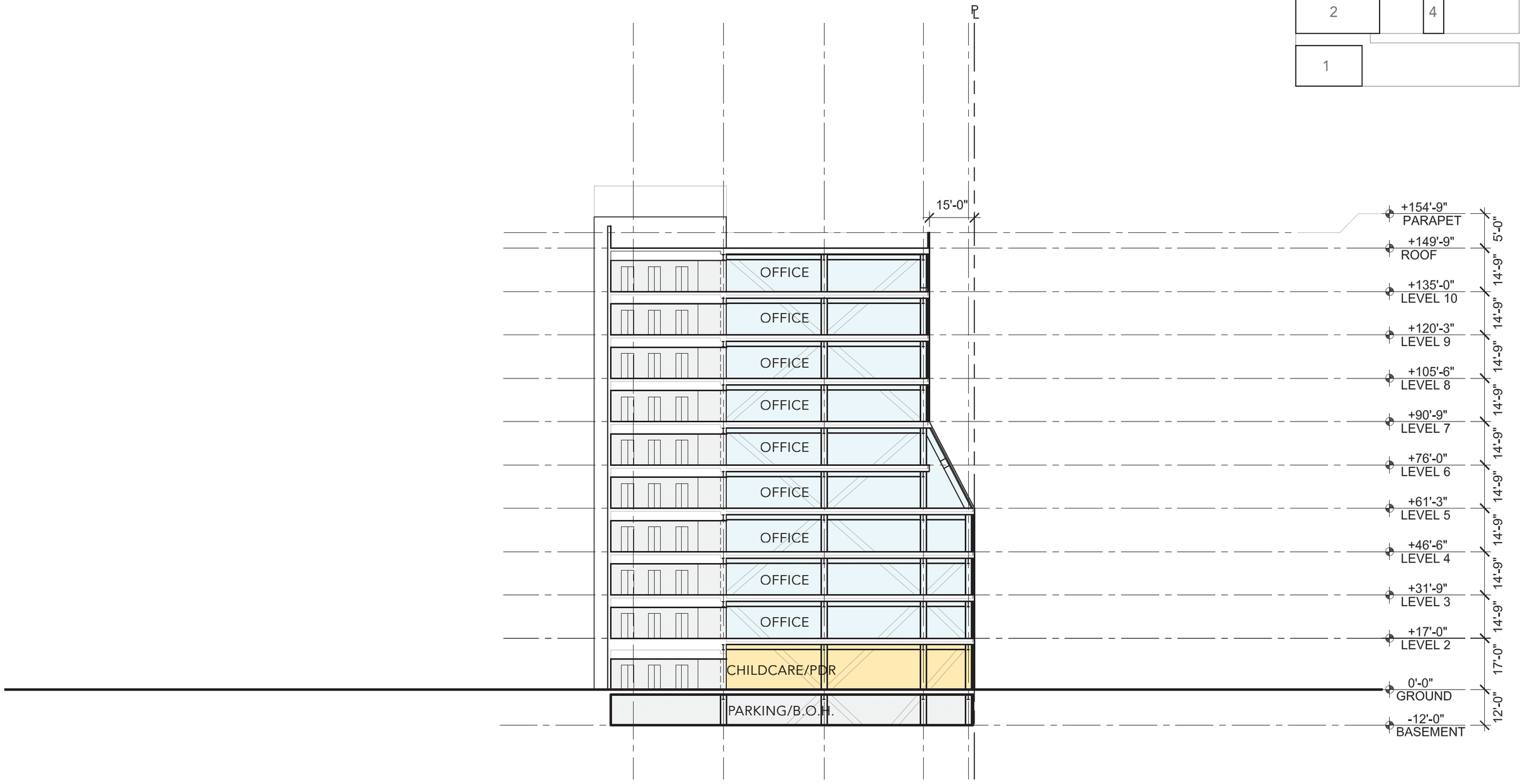


SCALE: 1/32" = 1'

0' 10' 20' 40'

BUILDING 3 LONGITUNIAL SECTION



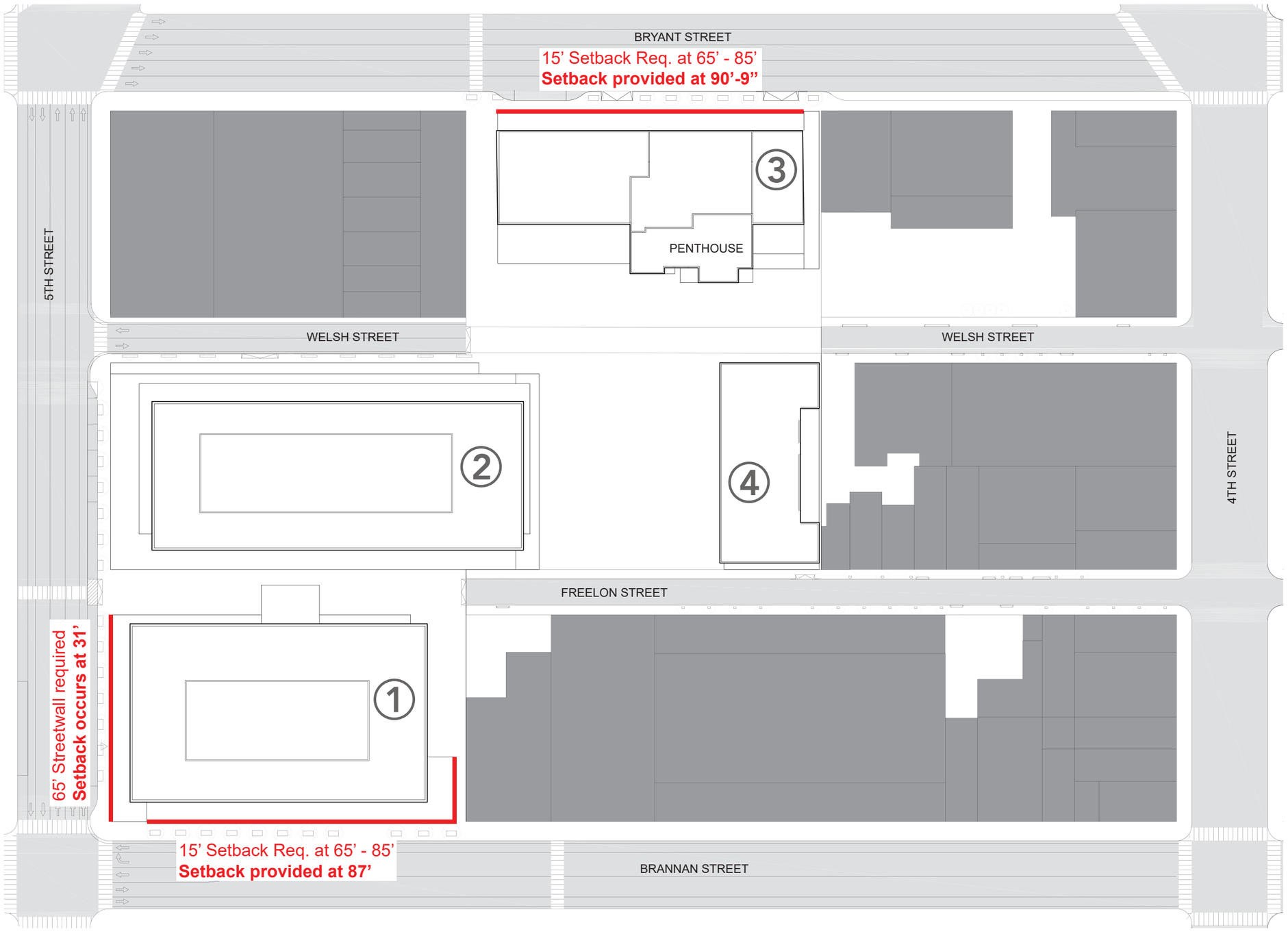


SCALE: 1/32" = 1'

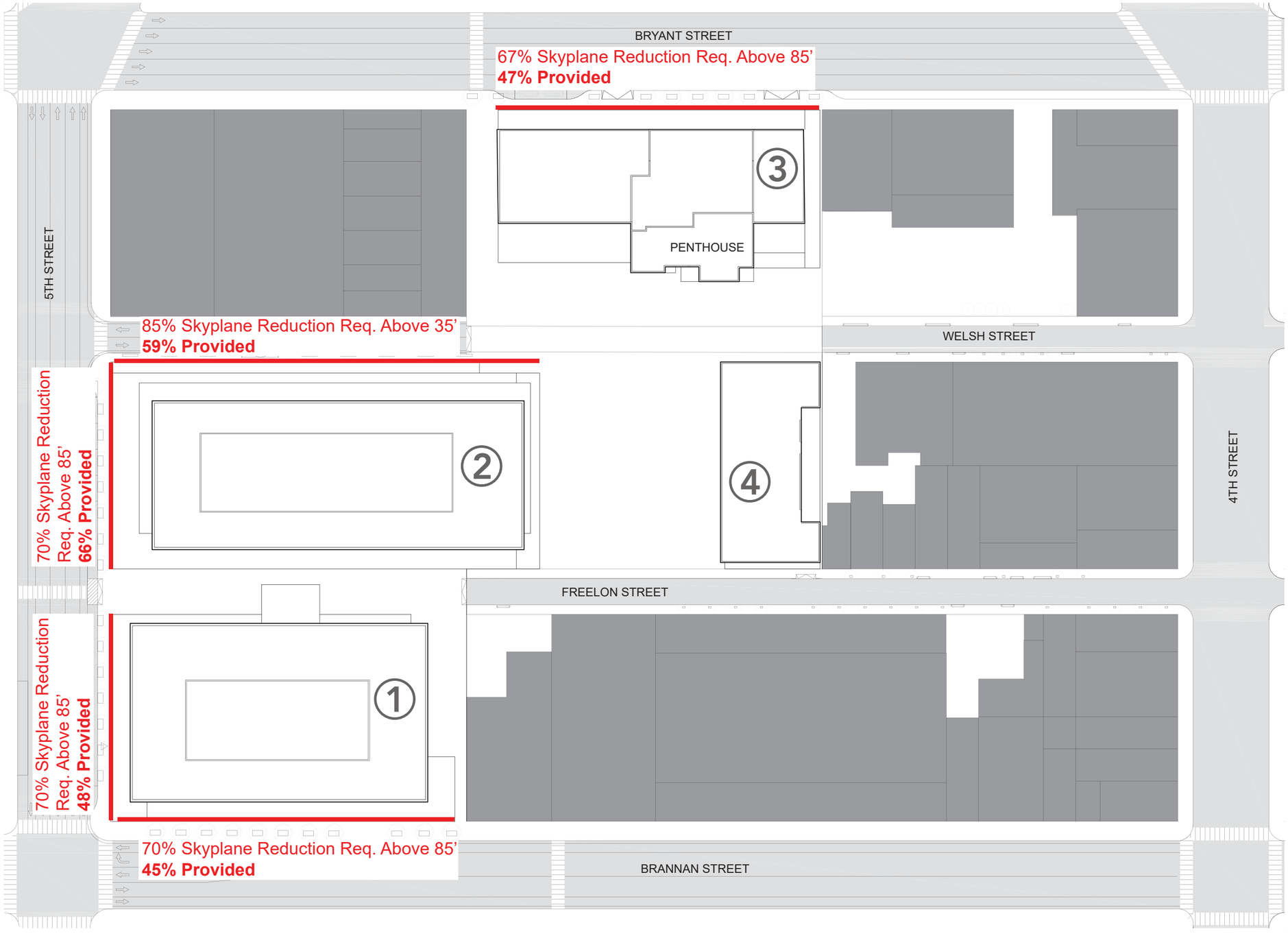
0' 10' 20' 40'

BUILDING 3 TRANSVERSE SECTION

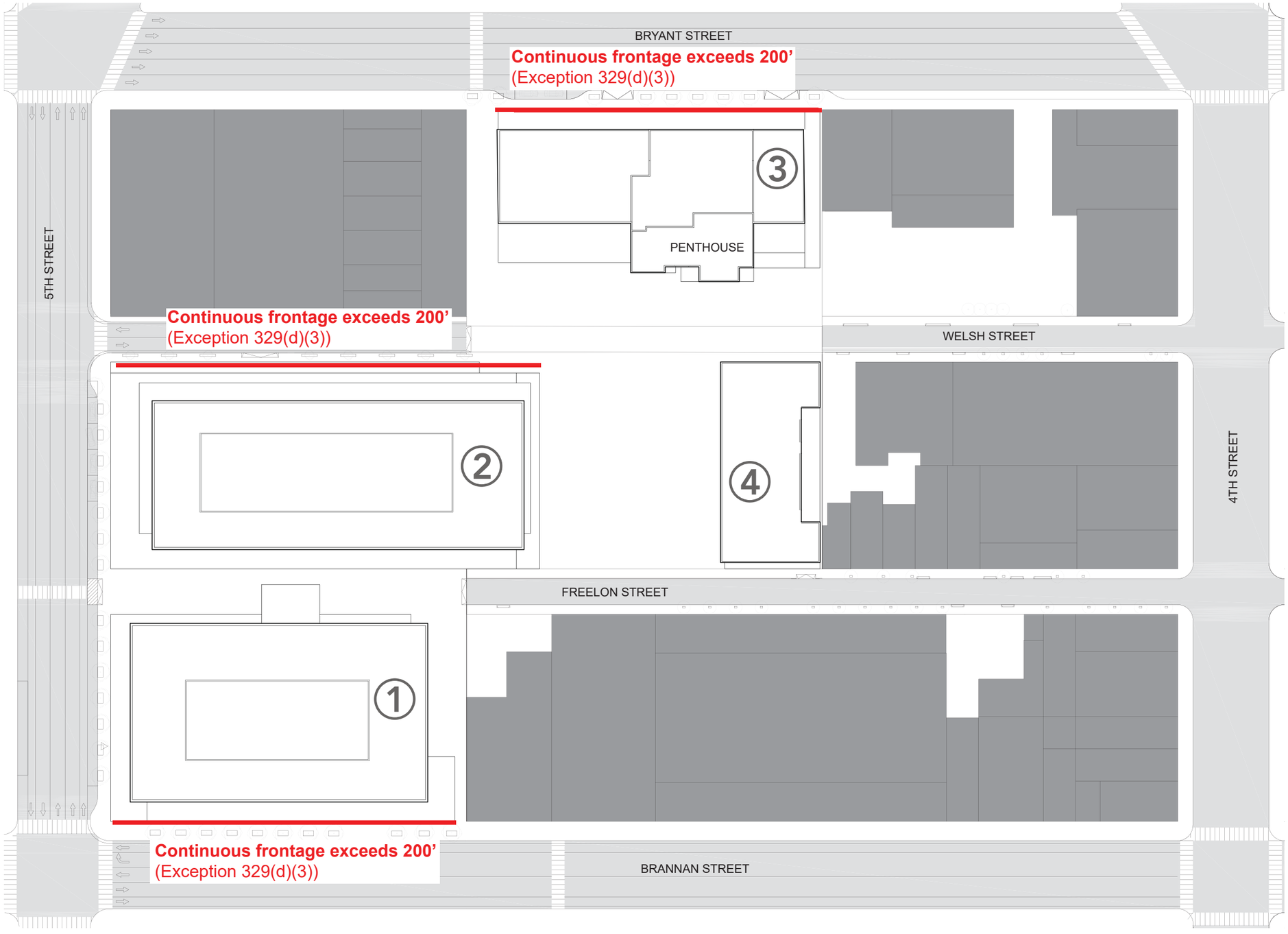
CODE COMPLIANCE AND EXCEPTIONS

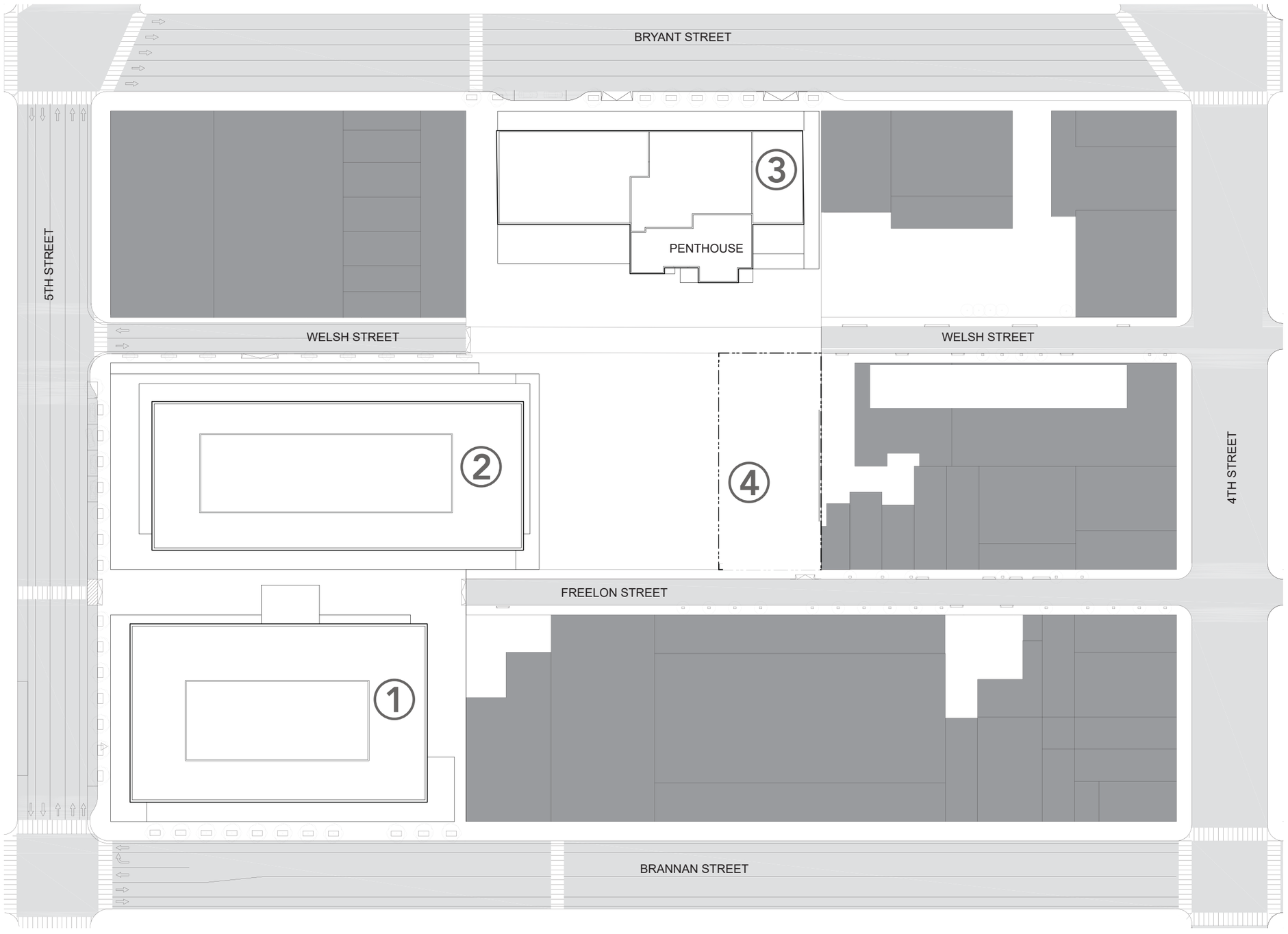


EXCEPTIONS TO STREETWALL SETBACKS (132.4(d)(1)-(2))

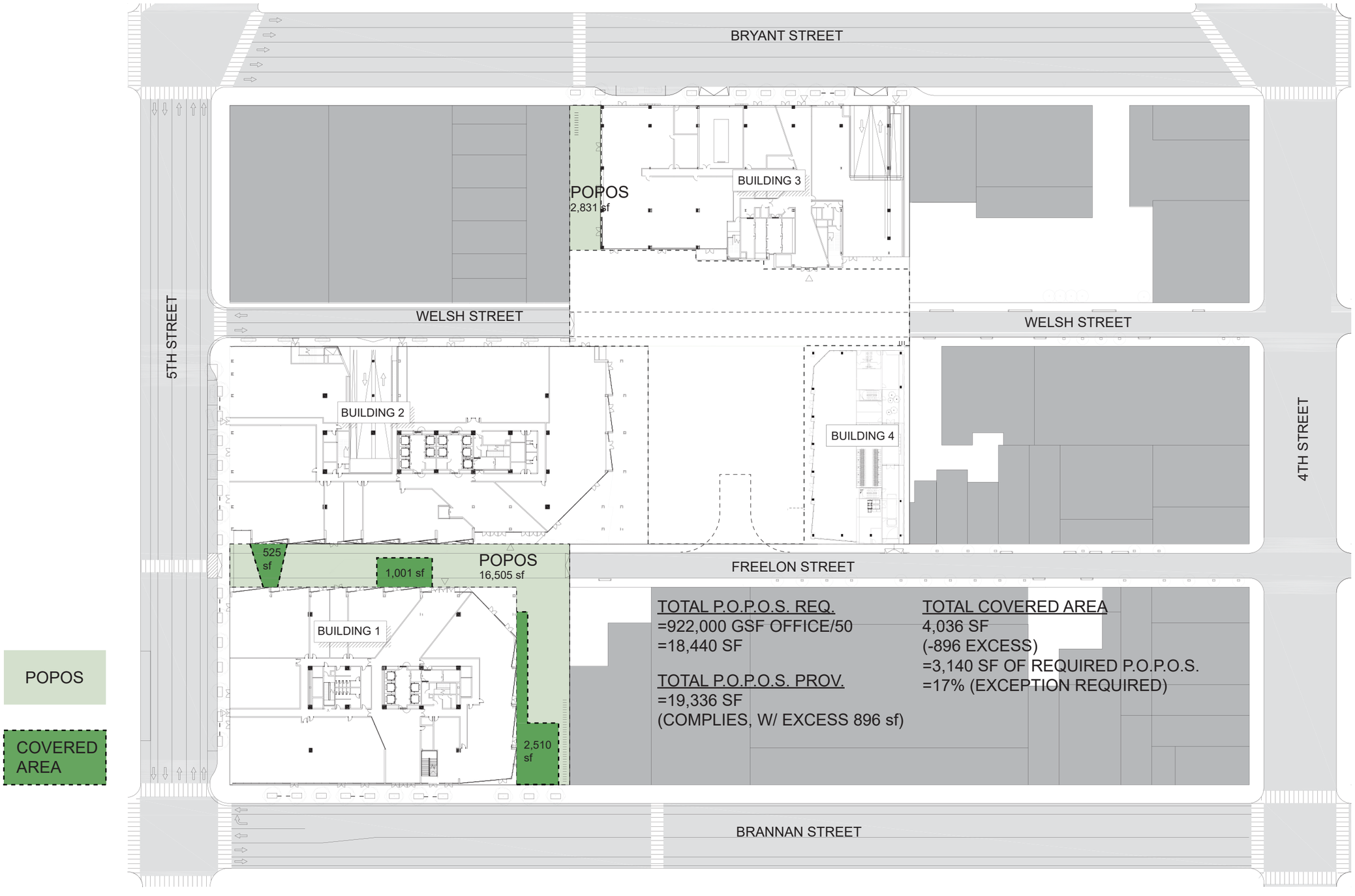


EXCEPTIONS TO SKYPLANE REDUCTION REQUIREMENTS (270(h), 261.1)


BRYANT STREET
Continuous frontage exceeds 200’
(Exception 329(d)(3))
5TH STREET
3
PENTHOUSE
Continuous frontage exceeds 200’
(Exception 329(d)(3))
WELSH STREET
2
4
4TH STREET
FREELON STREET
1
Continuous frontage exceeds 200’
(Exception 329(d)(3))
BRANNAN STREET



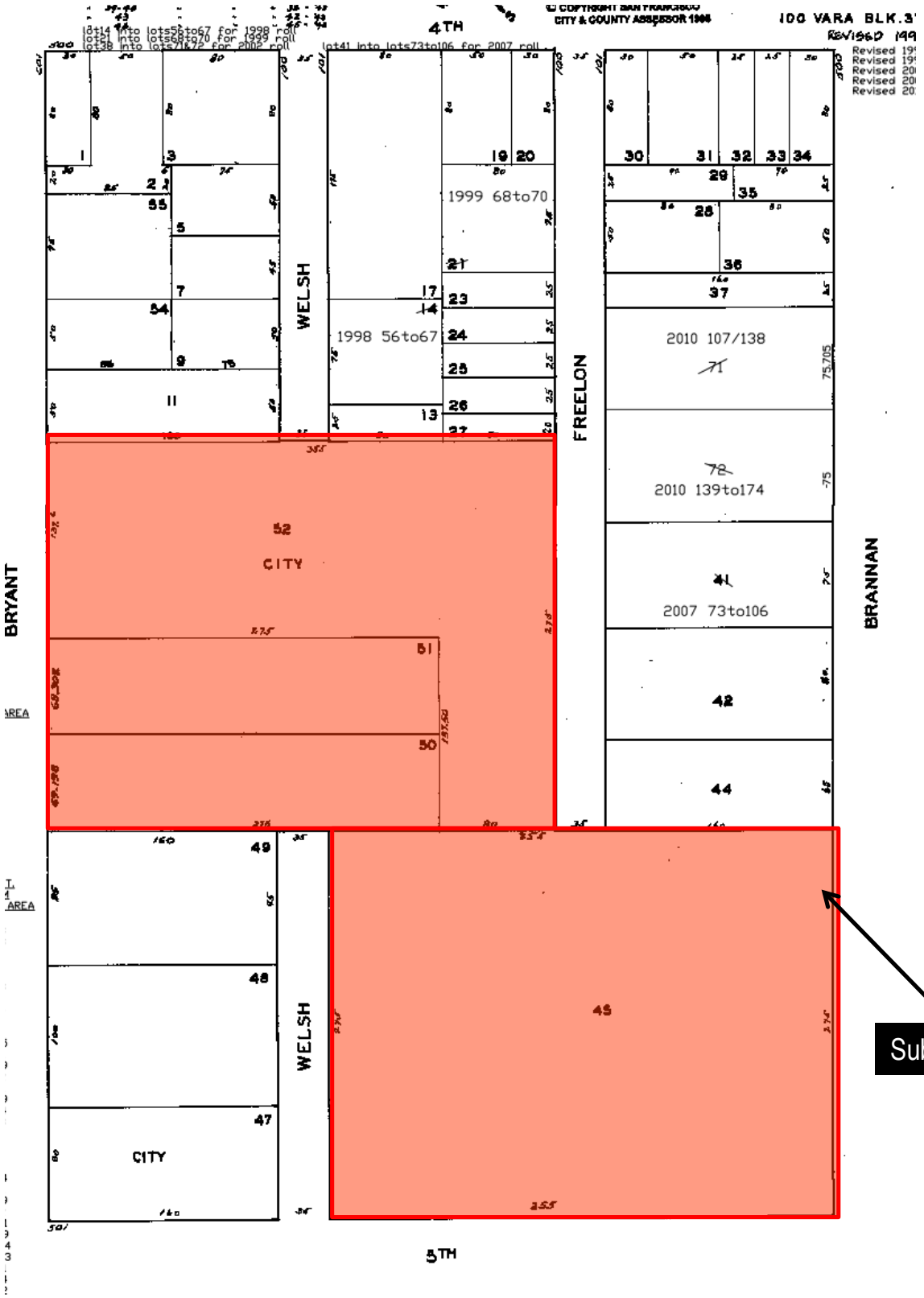
MAXIMUM LOT COVERAGE (249.78(d)(6))



P.O.P.O.S. OVERHANG & OBSTRUCTION COMPLIANCE

END

Block Book Map



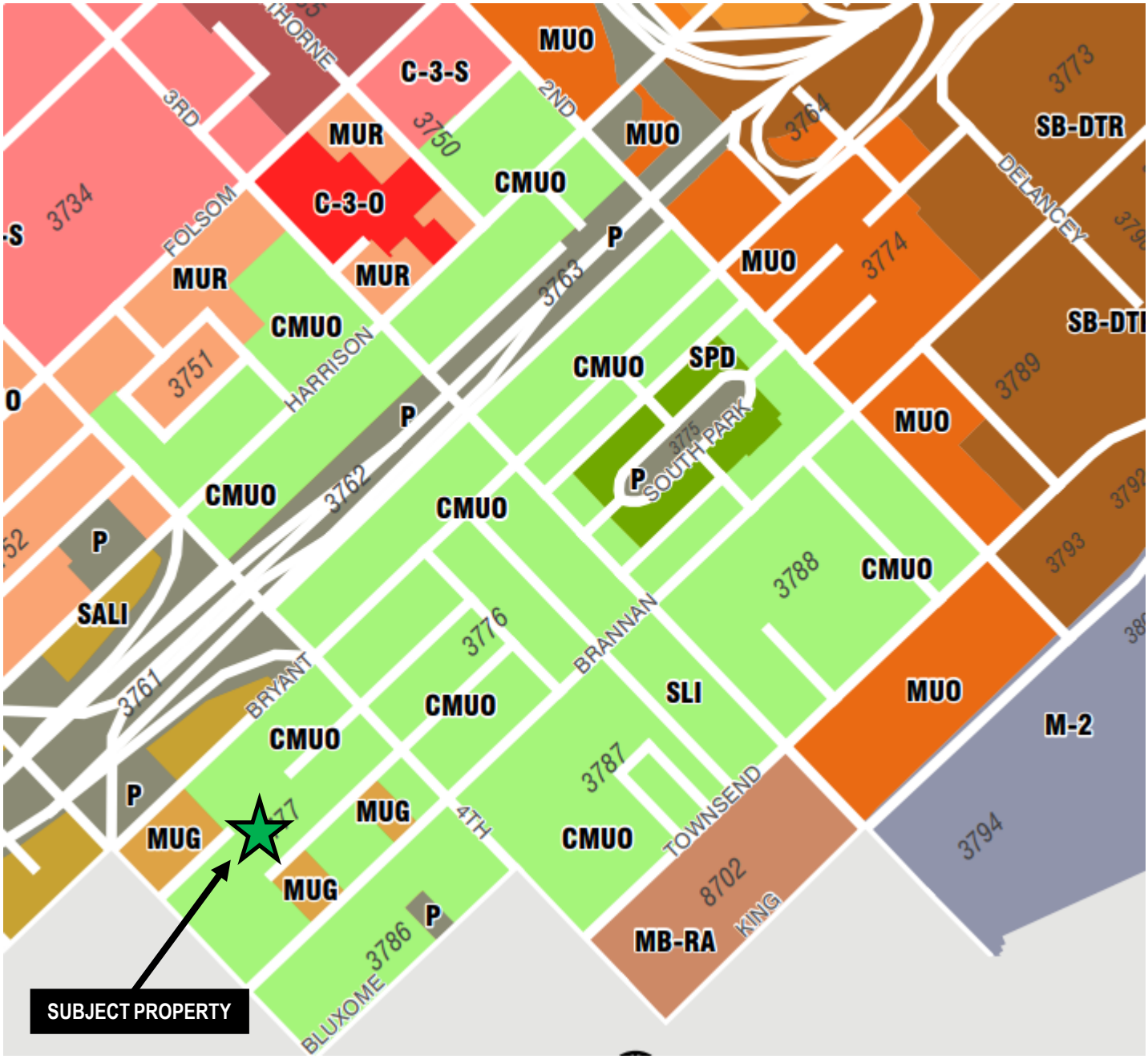
Office Development Authorization
Case Number 2012.0640OFA-2
598 Brannan Street

Sanborn Map*

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

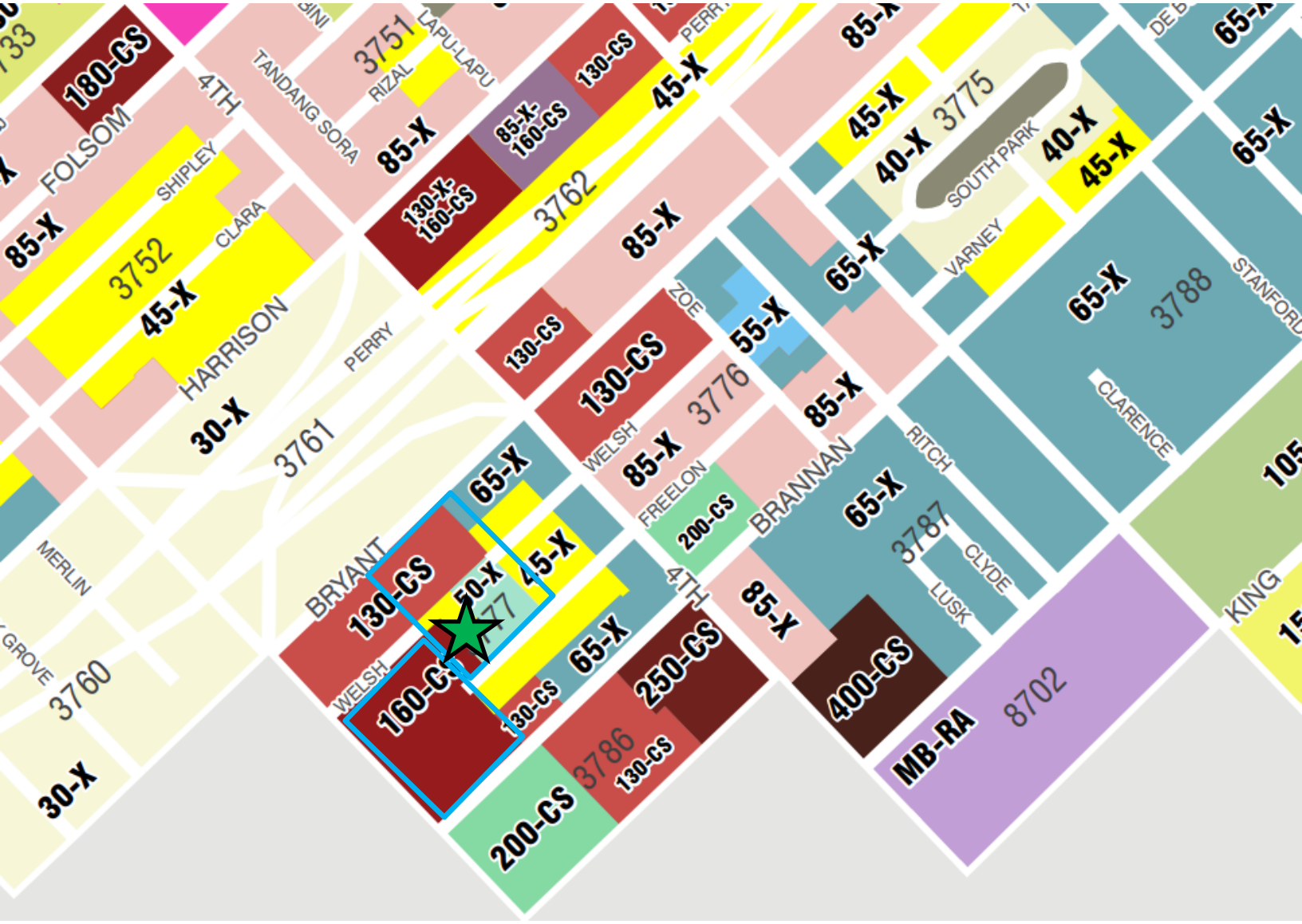
Office Development Authorization
Case Number 2012.0640OFA-2
598 Brannan Street

Zoning Map



Office Development Authorization
Case Number 2012.0640OFA-2
598 Brannan Street

Height and Bulk Map



Office Development Authorization
Case Number 2012.0640OFA-2
598 Brannan Street

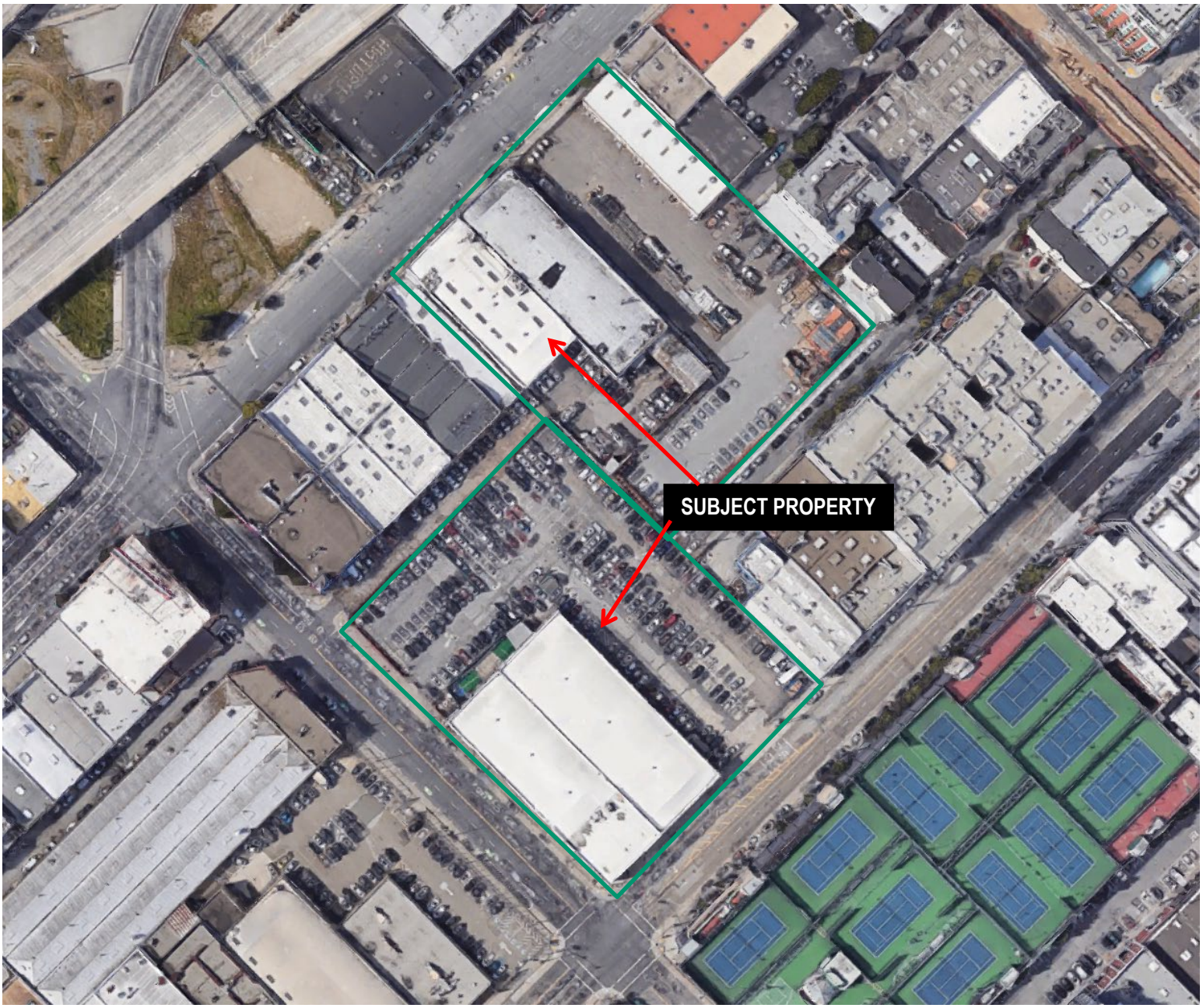
SAN FRANCISCO
PLANNING DEPARTMENT

Aerial Photo

SUBJECT PROPERTY

Office Development Authorization
Case Number 2012.0640OFA-2
598 Brannan Street

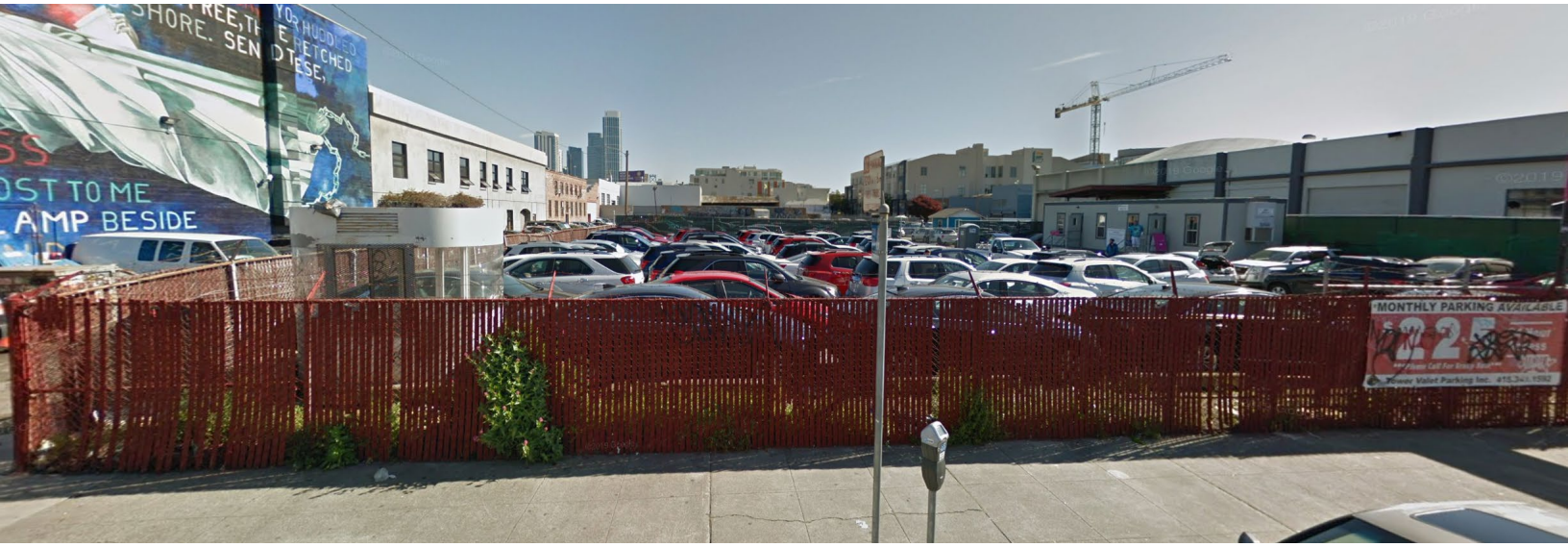
Aerial Photo



Site Photos

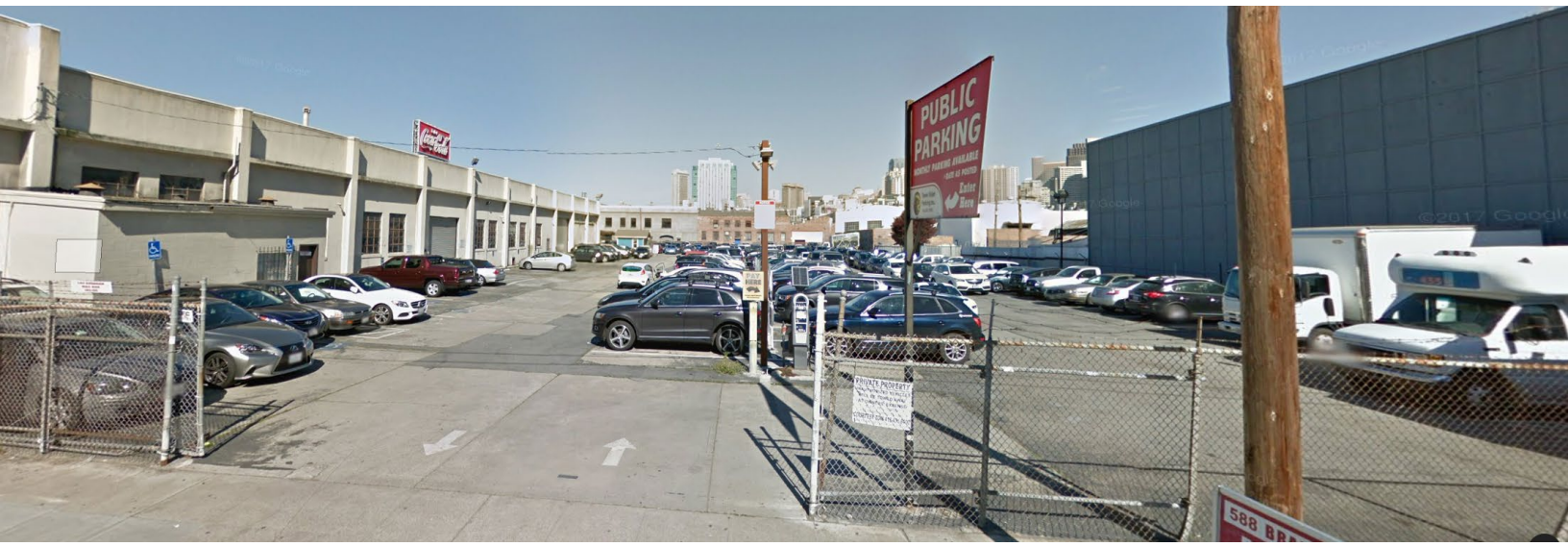
SUBJECT PROPERTY @ BRANNAN AND 5th STREETS

SUBJECT PROPERTY FROM 5th STREET



Site Photos

SUBJECT PROPERTY FROM BRANNAN STREET

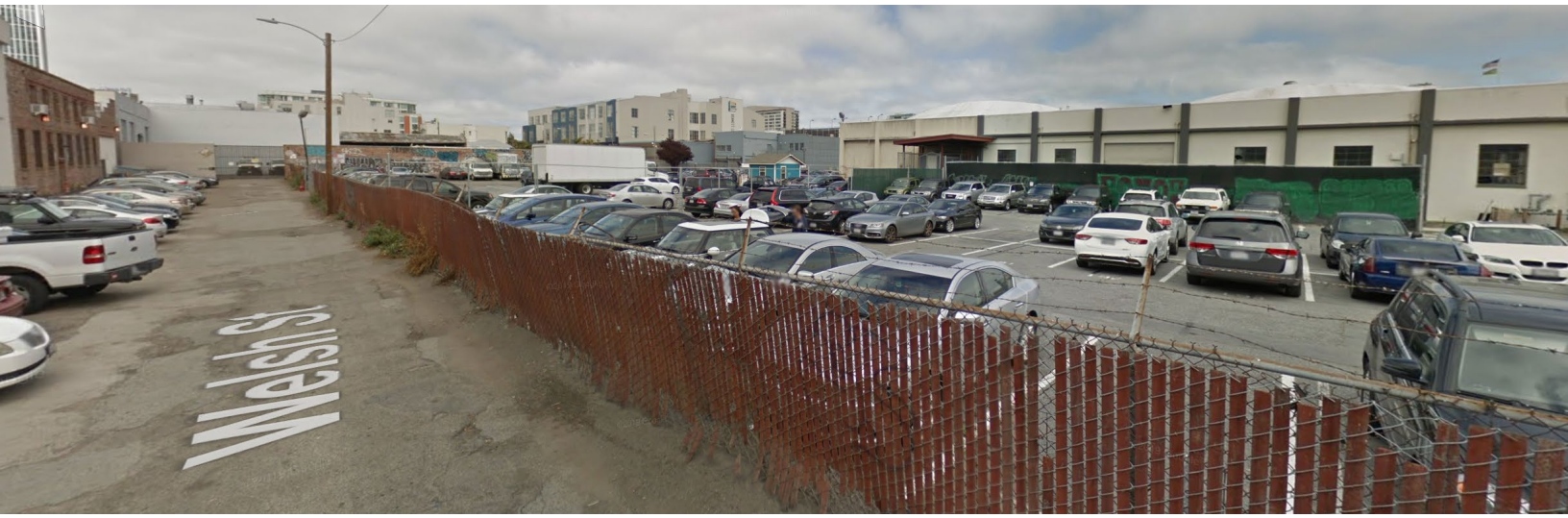


SUBJECT PROPERTY FROM BRYANT STREET

Site Photos

SUBJECT PROPERTY FROM FREELON STREET

SUBJECT PROPERTY FROM WELSH STREET



Context Photo

PORTION OF SUBJECT BLOCK ON BRYANT STREET

Office Development Authorization
Case Number 2012.0640OFA-2
598 Brannan Street

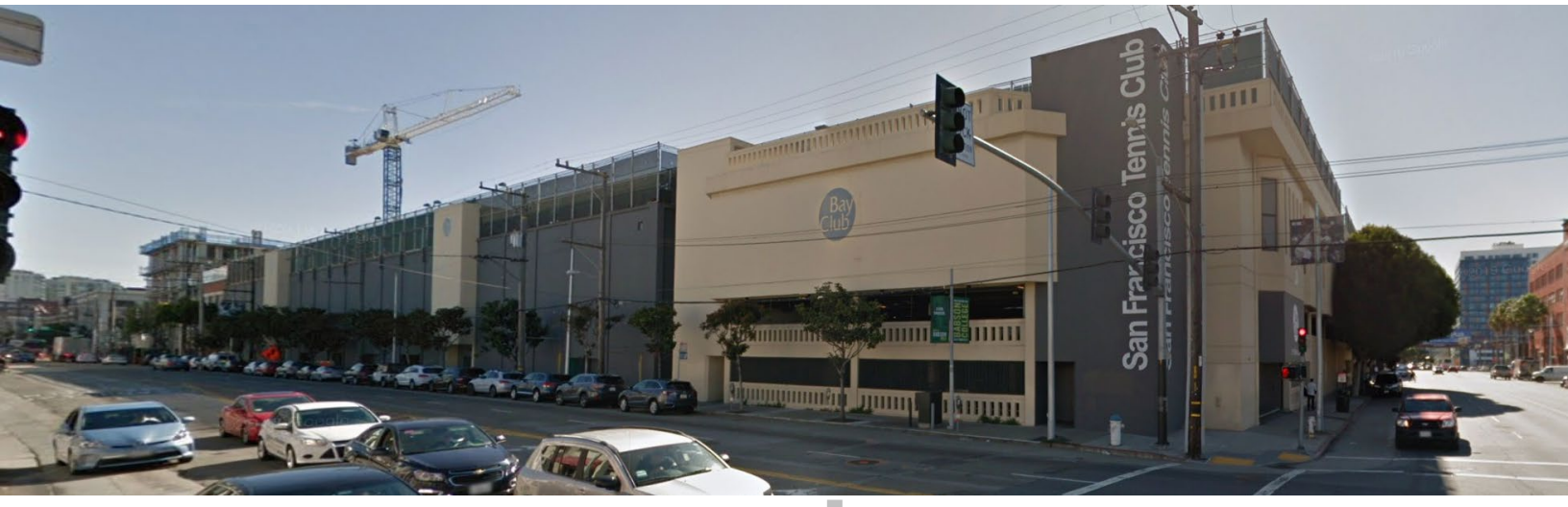
SAN FRANCISCO
PLANNING DEPARTMENT

Context Photo

PORTION OF OPPOSITE BLOCK ON BRYANT STREET

PORTION OF OPPOSITE BLOCK ON 5th STREET

PORTION OF OPPOSITE BLOCK ON BRANNAN STREET



Office Development Authorization
Case Number 2012.0640OFA-2
598 Brannan Street

SAN FRANCISCO
PLANNING DEPARTMENT

Certificate of Determination
Community Plan Evaluation

1650 Mission St.
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415.558.6409

Planning
Information:
415.558.6377

Case No.:	**2012.0640E**
Project Address:	**598 Brannan Street**
Zoning:	Central South of Market (SoMa) Mixed-Use Office 45-X, 50-X, 130-CS, and 160-CS Central SoMa Special Use District
Block/Lot:	3777/45, 50, 51, and 52
Lot Size:	196,020 square feet
Plan Area:	Central SoMa Plan
Project Sponsor:	Andrew Junius, Reuben, Junius & Rose, LLP, 415-567-9000
Staff Contacts:	Chris Thomas, AICP, 415-558-6409, christopher.thomas@sfgov.org Rick Cooper, 415-575-9027, rick.cooper@sfgov.org

PROJECT DESCRIPTION

The proposed 598 Brannan Street Project (proposed project) would result in the development of a mix of residential, office, production, distribution and repair (PDR), institutional (child care) and commercial uses on an approximately 4.5-acre site (Assessor's Block 3777, Lots 45, 50, 51, and 52) located at 598 Brannan and 639, 645, and 649-651 Bryant streets within the Central South of Market (SoMa) plan area of San Francisco. The project would include the demolition and removal of four existing one- and two-story commercial, industrial, and warehouse buildings totaling approximately 70,400 square feet and associated surface parking lots and construction of four 7- to 13-story buildings totaling approximately 1,057,430 gross square feet (gsf) in size, not including approximately 79,700 gsf of sub-grade parking, loading, and mechanical areas. Three of the buildings would include a total of approximately 922,740 gsf of office space, approximately 60,470 gsf of ground-floor retail and/or production, distribution and repair (PDR) space, and approximately 5,545 gsf of institutional child care space. The fourth building would include a total of approximately 72 residential units (62,060 gsf) and 4,850 gsf of ground-floor retail/PDR space. Parking would be provided within two, single-level below-grade parking garages with a total of approximately 200 vehicle parking spaces serving the office and retail/PDR uses; no off-street vehicle parking would be provided to serve the residential use. A total of 796 bicycle parking spaces (including 587 class 1 spaces and 209 class 2 spaces) would be provided.[1] The proposed project would include a total of about 59,000 square feet of open space, consisting of a city-owned 39,660-square-foot park at the center of the site that would be open to the public and approximately 19,335 gsf of privately-owned public open space that would be located throughout the site. Construction activities at the project site would begin with demolition of all existing onsite structures, removal of all existing onsite pavement, and construction of the below-grade parking garages. The maximum depth of excavation would be approximately 26 feet below the ground

[1] Class 1 bicycle parking spaces are spaces in secure, weather-protected facilities intended for use as long-term, overnight, and work-day bicycle storage. Class 2 bicycle parking spaces are spaces located in a publicly accessible, highly visible location intended for transient or short-term use. Each Class 2 rack serves two bicycles.

surface and approximately 142,000 cubic yards of soil would be off-hauled. Construction is expected to take approximately two years.

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

COMMUNITY PLAN EVALUATION OVERVIEW

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

This determination evaluates the potential project-specific environmental effects of the 598 Brannan Street project, described above and incorporates by reference information contained in the Programmatic EIR for the Central SoMa Plan (PEIR).[2] Project-specific studies were prepared for the proposed project to determine if the project would result in any significant environmental impacts that were not identified in the Central SoMa PEIR.

FINDINGS

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

1. The proposed project is consistent with the development density established for the project site in the Central SoMa Plan;

2. The proposed project would not result in effects on the environment that are peculiar to the project or the project site that were not identified as significant effects in the Central SoMa Final Programmatic Environmental Impact Report (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

[2] Planning Department Case Number 2011.1356E.

5. The project sponsor will undertake feasible mitigation measures specified in the Central SoMa PEIR to mitigate project-related significant impacts (see Attachment B).

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

CEQA DETERMINATION

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

DETERMINATION

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

Lisa Gibson
Environmental Review Officer

5/29/19
Date

ATTACHMENTS

A. Initial Study – Community Plan Evaluation

B. Mitigation Monitoring and Reporting Program

cc: Andrew Junius, Reuben, Junius & Rose, LLP, Project Sponsor; Supervisor Matt Haney, District 6; Linda Ajello Hoagland, Current Planning Division; Monica Huggins;

SAN FRANCISCO
PLANNING DEPARTMENT

Attachment A
Initial Study – Community Plan Evaluation

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Date:	May 16, 2019
Case No.:	**2012.0640E**
Project Address:	**598 Brannan Street**
Zoning:	Central South of Market (SoMa) Mixed Use Office 45-X, 50-X, 130-CS, and 160-CS Central SoMa Special Use District
Block/Lot:	3777/45, 50, 51, and 52
Lot Size:	196,020 square feet
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Staff Contacts:	Chris Thomas, AICP, 415-558-6409, *christopher.thomas@sfgov.org* Rick Cooper, 415-575-9027, *rick.cooper@sfgov.org*

A. PROJECT DESCRIPTION

Project Overview

The proposed 598 Brannan Street Project (proposed project) would result in the development of a mix of residential, office, production, distribution and repair (PDR), institutional (child care) and commercial uses on an approximately 4.5-acre site (Assessor's Block 3777, Lots 45, 50, 51, and 52) located at 598 Brannan and 639, 645, and 649-651 Bryant streets within the Central South of Market (SoMa) plan area of San Francisco. The project would include the demolition and removal of four existing one- and two-story commercial, industrial, and warehouse buildings totaling approximately 70,400 square feet and associated surface parking lots and construction of four 7- to 13-story buildings totaling approximately 1,057,430 gross square feet (gsf) in size, not including approximately 79,700 gsf of sub-grade parking, loading, and mechanical areas. Three of the buildings would include a total of approximately 922,740 gsf of office space, approximately 60,470 gsf of ground-floor retail and/or production, distribution and repair (PDR) space, and approximately 5,545 gsf of institutional child care space. The fourth building would include a total of approximately 72 residential units (62,060 gsf) and 4,850 gsf of ground-floor retail and/or PDR space. Parking would be provided within two, single-level below-grade parking garages with a total of approximately 200 vehicle parking spaces serving the office and retail and/or PDR uses; no off-street vehicle parking would be provided to serve the residential use. A total of 796 bicycle parking spaces (including 587 class 1 spaces and 209 class 2 spaces)[1] would be provided. The proposed project would include a total

[1] Class 1 bicycle parking spaces are spaces in secure, weather-protected facilities intended for use as long-term, overnight, and work-day bicycle storage. Class 2 bicycle parking spaces are spaces located in a publicly accessible, highly visible location intended for transient or short-term use. Each Class 2 rack serves two bicycles.

of about 59,000 square feet of open space, consisting of a 39,660-square-foot city-owned park that would be open to the public at the center of the site and approximately 19,335 gsf of privately-owned public open space located throughout the site. Construction activities at the project site would begin with demolition of all existing onsite structures, removal of all existing onsite pavement, and construction of the below-grade parking garages. The maximum depth of excavation would be approximately 26 feet below the ground surface and approximately 142,000 cubic yards of soil would be off-hauled. Construction is expected to take approximately two years. A complete description of the proposed project, including a detailed description of the proposed project's regional and local context, planning process and background, as well as a discussion of requested project approvals is included in this section.

Project Site

The irregularly-shaped project site encompasses approximately 4.5 acres and, as noted above, includes four separate parcels with addresses located at 598 Brannan Street and 639, 645, and 649-651 Bryant Street. The project site is located on a city block generally bounded by Bryant Street to the north, Fourth Street to the east, Brannan Street to the south, and Fifth Street to the west. Freelon and Welsh streets also partially bisect and terminate within the block. **Figure 1**, p. 3, shows the location of the project site and **Figure 2**, p. 4, displays the existing city lots that make up the project site. **Figure 3**, p. 5, provides an aerial view of the site. **Figure 4**, p. 11 shows the proposed project (buildings 1 through 4) and existing land uses surrounding the project site.

The site is currently developed with four one- to two-story industrial buildings constructed between 1952 and 1990 and a total of 272 off-street parking spaces.[2] Existing buildings on the site comprise a total of approximately 70,400 gsf. The site is occupied by a variety of commercial, warehouse, office, automobile service, and utility uses. Aside from a single tree, there is little existing vegetation on the project site or along the surrounding street frontages and the entire site is currently covered with impermeable hardscape. **Table 1**, p. 7, contains a summary of the existing uses on the project site, which are also further described below.

[2] AECOM, *598 Brannan Street Transportation Impact Study, Final Report*, San Francisco, CA, May 14, 2019. Project specific studies prepared for the 598 Brannan 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 2012-0640E.

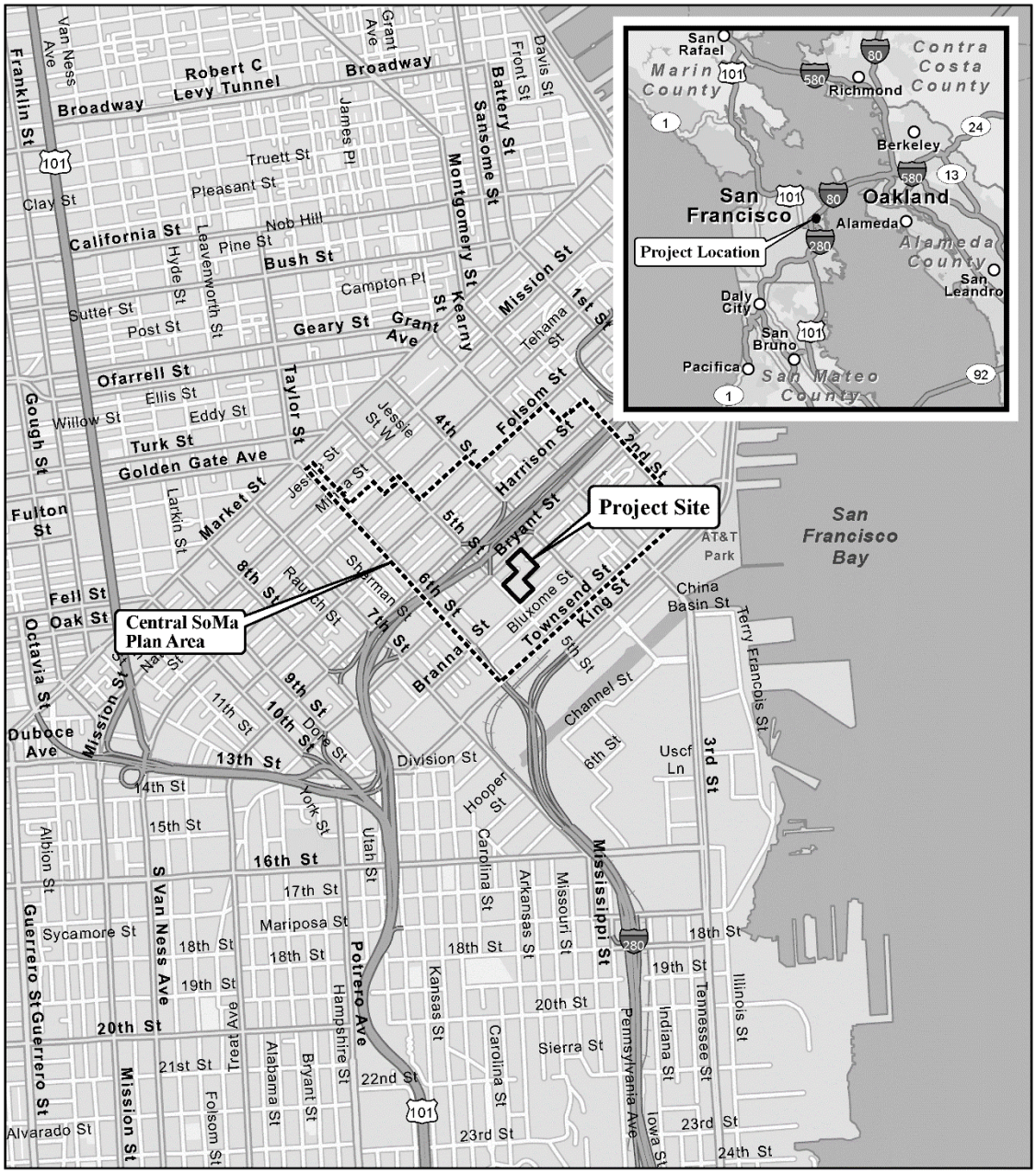

FIGURE 1

SOURCE: ESRI StreetMap North America (2012).

598 Brannan Street Project CPE Initial Study Checklist
Project Location and Regional Vicinity Map

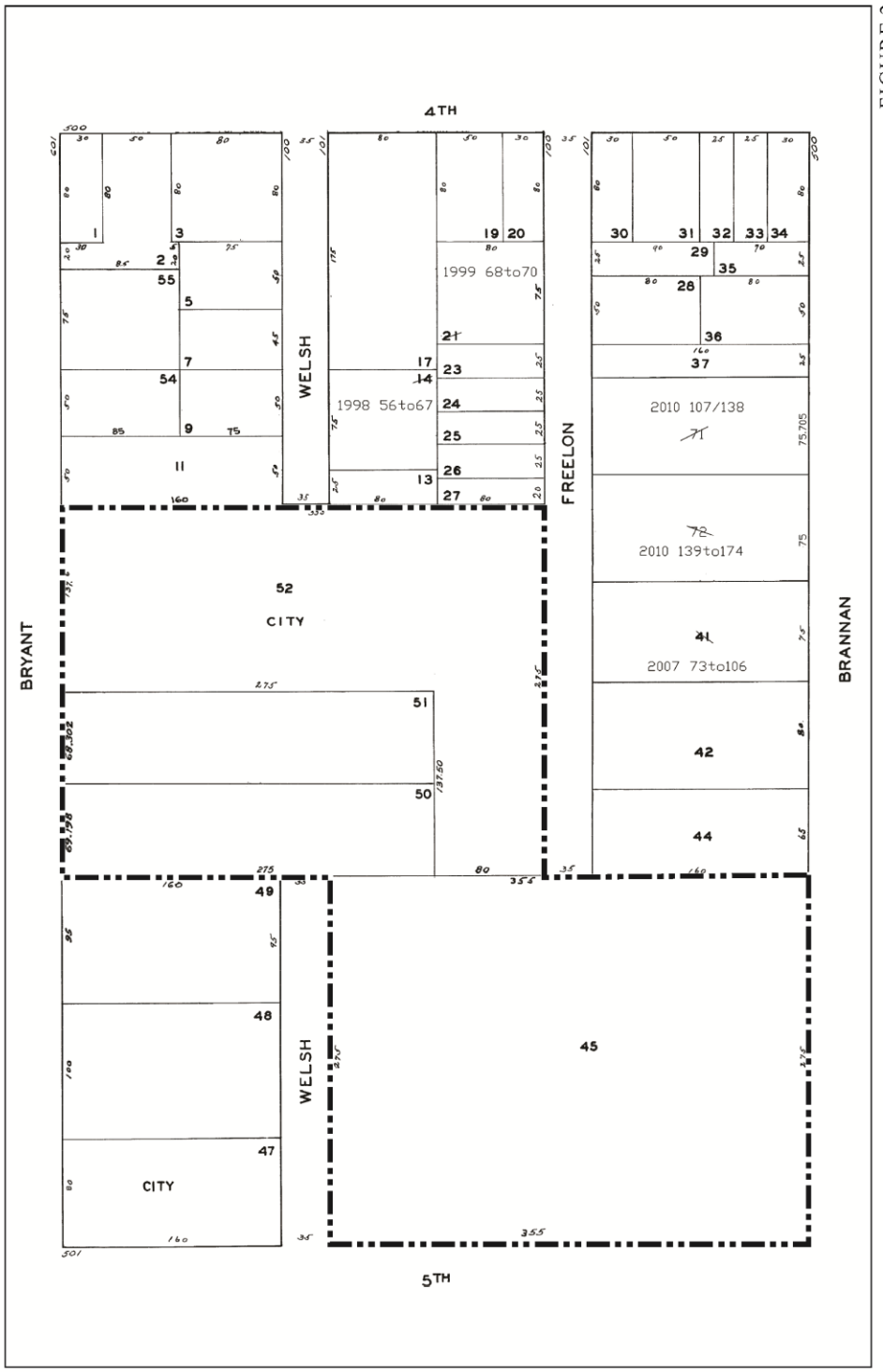

FIGURE 2

598 Brannan Street Project CPE Initial Study Checklist
Existing Block and Lot Details

Block 3777
Project Boundary
45 Lot Number

NOT TO SCALE

SOURCE: CITY & COUNTY OF SAN FRANCISCO PLANNING DEPARTMENT., 2017.

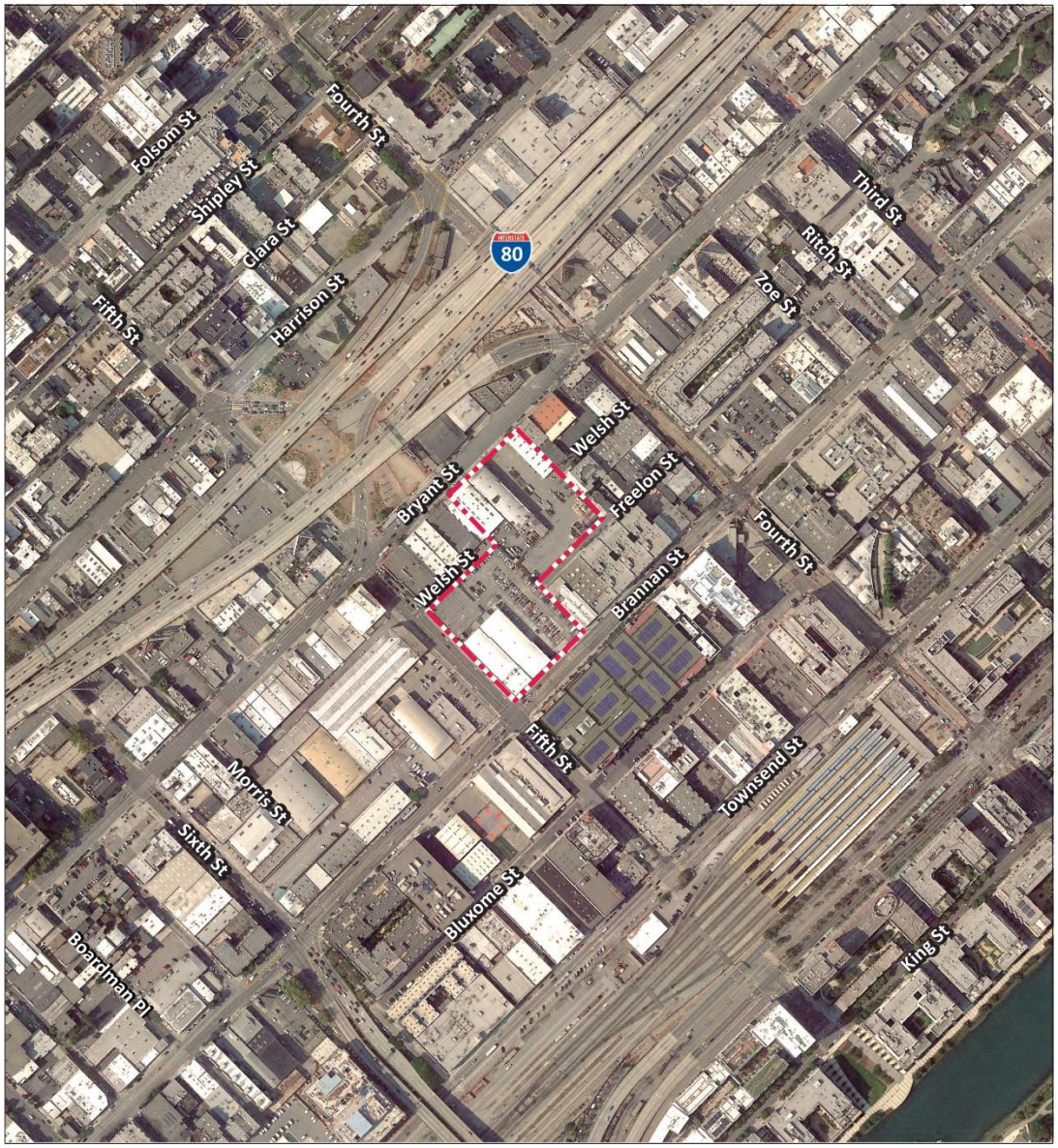

FIGURE 3

N

0 250 500
feet

Project Location

598 Brannan Street Project CPE Initial Study Checklist
Aerial Photograph of Project Site
and Surrounding Land Uses

SOURCES: GOOGLE EARTH 9/1/17; LSA, JUNE 2018.

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Table 1: Existing Uses on the Project Site

Assessor's Block-Lot	Street Address	Building	Year Built	Existing (gsf)	Current Use	Building Tenant	Employees
3777-45	598 Brannan Street	2-story industrial	1952	38,200	Dog daycare	K9 Playtime, Inc.	10
					Surface parking lot (272 spaces)	Tower Parking	3
3777-50	649-651 Bryant Street	2-story industrial	1954	10,000	Warehouse and offices	San Francisco Public Utilities Commission	50
3777-51	645 Bryant Street	1-story industrial	1954	16,000	Body shop/auto repair	Eur-Asia Motors	15
3777-52	639 Bryant Street	1-story industrial	1990	6,200	Utility yard	San Francisco Public Utilities Commission	NA [a]
			Total	**70,400**			78

[a] Employment for the 639 Bryant Street site is included with the 649-651 Bryant Street site.
gsf = gross square feet; values provided are approximate.
Source: Tishman Speyer, 2017.

598 Brannan Street. The 598 Brannan Street property is located at the northern corner of the Brannan and Fifth street intersection and is bounded by Welsh Street and 639-685 Bryant Street to the north; commercial, office, and residential uses to the east; Brannan Street to the south; and Fifth Street to the west. The site is currently developed with a two-story, approximately 30-foot-tall industrial building constructed in 1952. The approximately 38,200 gsf building is rectangular-shaped with frontage along Brannan Street and Fifth Street; pedestrian access to the building and vehicular access via a roll-up door and a single curb cut is provided along Brannan Street. The building is currently occupied by K9 Playtime, Inc., a dog grooming, supply, daycare and boarding business. Tower Parking, a public parking service, occupies the adjacent surface parking lot. The L-shaped surface parking lot surrounds the existing building and provides parking for approximately 272 vehicles. Access to the parking lot is available from two gated driveways, one along Brannan Street and the other along Fifth Street.

There are approximately 12 parallel on-street parking spaces along the Fifth Street frontage between Brannan and Welsh streets. No on-street parking is provided on Brannan Street. Sidewalks on Brannan and Fifth streets are 12 feet wide. There is no curb or sidewalk on Welsh Street bordering the project site and there are approximately 28 perpendicular parking spaces on the north side of Welsh Street.

649-651 Bryant Street. The 649-651 Bryant Street property is located along the Bryant Street frontage and is bordered to the east by the 645 Bryant Street property; to the south by Freelon Street where the street terminates at the rear of the 598 Brannan Street property; and to the west by the 598 Brannan Street property, commercial and office uses, and a homeless shelter. The site is currently developed with a two-

story industrial building constructed in 1954. The approximately 10,000 gsf building is currently occupied by the San Francisco Public Utilities Commission (public utilities commission) and used for warehousing and offices. Approximately 25 informal surface parking spaces and exterior laydown storage space is located at the rear of the property.

There are three metered on-street parking spaces along the Bryant Street frontage. Sidewalks on Bryant Street are 8 feet wide. A total of approximately 14 parallel parking spaces border the Bryant Street properties to the south along Freelon Street. There are no sidewalks on Freelon Street.

645 Bryant Street. The 645 Bryant Street property is located immediately adjacent to and east of the 641-645 Bryant Street property, west of the 639 Bryant Street property, and is bordered to the south by Freelon Street. The site is currently developed with a one-story, approximately 30-foot-tall industrial building constructed in 1954. The approximately 16,000 gsf building is currently occupied by Eur-Asia Motors, an auto body and repair shop. One existing curb cut and driveway along Bryant Street provides vehicular access into the building. There are two metered on-street parking spaces along the Bryant Street frontage.

639 Bryant Street. The 639 Bryant Street property is located immediately adjacent to and east of the 645 Bryant Street property and is bordered to the west by commercial and residential uses and to the south by Freelon Street. The approximately 1.37-acre site is currently developed with a one-story, approximately 25-foot-tall industrial metal shed building constructed in 1990. The approximately 6,200 gsf building is owned and occupied by the public utilities commission, and the building and adjacent outdoor paved area is used as a utility yard. One access driveway and curb cut along Bryant Street provides access to the site via a gated driveway. There are two metered on-street parking spaces along the Bryant Street frontage.

Proposed Project

The project sponsor proposes to demolish the existing buildings and associated surface pavements on the site and construct four new 75- to 185-foot-tall (excluding parapets approximately 5 feet in height, 21 elevator and 8 stair overruns approximately 12 feet in height, and mechanical screens up to 20 feet in height), 7- to 13-story, mixed-use buildings with associated improvements. As shown in the proposed site plan in **Figure 5**, p. 12, Building 1 would be located at the northeast corner of Brannan and Fifth streets, Building 2 would be located at the southeast corner of Fifth and Welsh streets, Building 3 would be located mid-block on Bryant Street, and Building 4 would be located midblock between Welsh and Freelon streets.

Three of the buildings would include a total of approximately 922,740 gsf of office space, approximately 60,470 gsf of ground-floor retail and/or PDR space[3] and 5,545 gsf of institutional child care space. The fourth building would include a total of approximately 72 residential units (62,060 gsf) and 4,850 gsf of ground-floor retail space. Buildings 2, 3, and 4 would be separated by a central, approximately 39,660-square-foot public park. The public park is expected to be maintained by an affiliate of the project sponsor through a management agreement with the city (see **Figure 5**).

[3] PDR uses would consist of light manufacturing, media production, or some other similar low-impact use that would be compatible with the project's office and residential uses. PDR uses would not include heavy manufacturing or other high-intensity industrial uses.

As shown in **Figure 6**, p. 13, parking would be provided within two single-level underground parking garages. The 61,500-sf garage beneath Buildings 1 and 2, which would be accessed by a two-way ramp from Welsh Street just off Fifth Street, would provide 155 parking spaces, while the 18,200-sf parking garage beneath Building 3, which would be accessed from Bryant Street, would contain 45 parking spaces, both of which would be served by a valet. The maximum depth of excavation for construction of the garages and building foundations would be approximately 26 feet below the ground surface; approximately 142,000 cubic yards of soils would be off-hauled.

Figure 7, p. 14, depicts the proposed roof plan. A proposed view of the project and elevations are shown in **Figures 8** through **12**, pp. 15-19. **Table 2** provides a summary of the proposed project components.

Table 2: Proposed Buildings and Uses

Building #	Height (ft)	Total Floor Area (gsf)	Proposed Uses			
			Office	Retail and/or PDR	Child Care	Residential (72 units)
1	160	311,470	289,090	22,380	0	0
2	185	449,085	422,050	27,035	0	0
3	150	228,200	211,600	11,055	5,545	0
4	75	68,675	0	4,850	0	63,825
Total		**1,057,430**	**922,740**	**65,320**	**5,545**	**63,825**

Note: Table 2 does not include the underground parking garages.
ft = feet. Building heights exclude additional height due to rooftop mechanical equipment.
gsf = gross square feet; values provided are approximate. Totals may not equal sum of individual numbers due to rounding.
Source: Tishman Speyer, 2019.

Project Building Characteristics

Table 2 provides a summary of the proposed project's four buildings. Wind reduction features would be incorporated into the building design, including reduced massing, a saw tooth façade,[4] location of a large fixed windgate[5] at the entrance to Freelon Alley off of Fifth Street, a windscreen at the corner of Freelon Street and Building 4, and onsite landscaping.

Building 1 would be an approximately 160-foot-tall structure (180-feet-tall with rooftop mechanical equipment) located at the northeastern corner of the site at the Brannan Street and Fifth Street intersection, with 10 floors of office space above the ground-floor retail and/or PDR space. Two lobbies, including one located along the pedestrian alley between Building 1 and Building 2 at the center of the site and a second

[4] The ground floor façade of Building 1 and the first two floors of Building 2 facing Freelon Ally would feature alternating façade geometries, rather than a consistent flat façade, to divert wind flow.

[5] A windgate is a structure designed to reduce wind speeds. The windgate proposed at the opening of Freelon Alley would be 15 feet tall with 30 percent porosity and span between Buildings 1 and 2. The opening height would be no less than 15 feet above grade.

located along Brannan Street, would provide access to the upper office levels of the building. Access to the ground floor retail and/or PDR uses would be available from Fifth and Brannan streets, and the pedestrian alley between Building 1 and Building 2. All elevator and stair overruns, as well as rooftop mechanical features, would be enclosed within an up to 20-foot-tall screen centered on the roof.

Building 2 would be an approximately 185-foot-tall structure (205-feet-tall with screen enclosing rooftop mechanical equipment) located midblock between Bryant and Brannan streets with frontage along Fifth Street. The building would be 13 stories in height with 12 floors of office uses above ground floor retail and/or PDR use. Pedestrian access to upper levels would be provided from the lobby along the pedestrian alley between Building 1 and Building 2 while access to the ground floor retail and/or PDR uses would be available from Fifth Street and the new park.

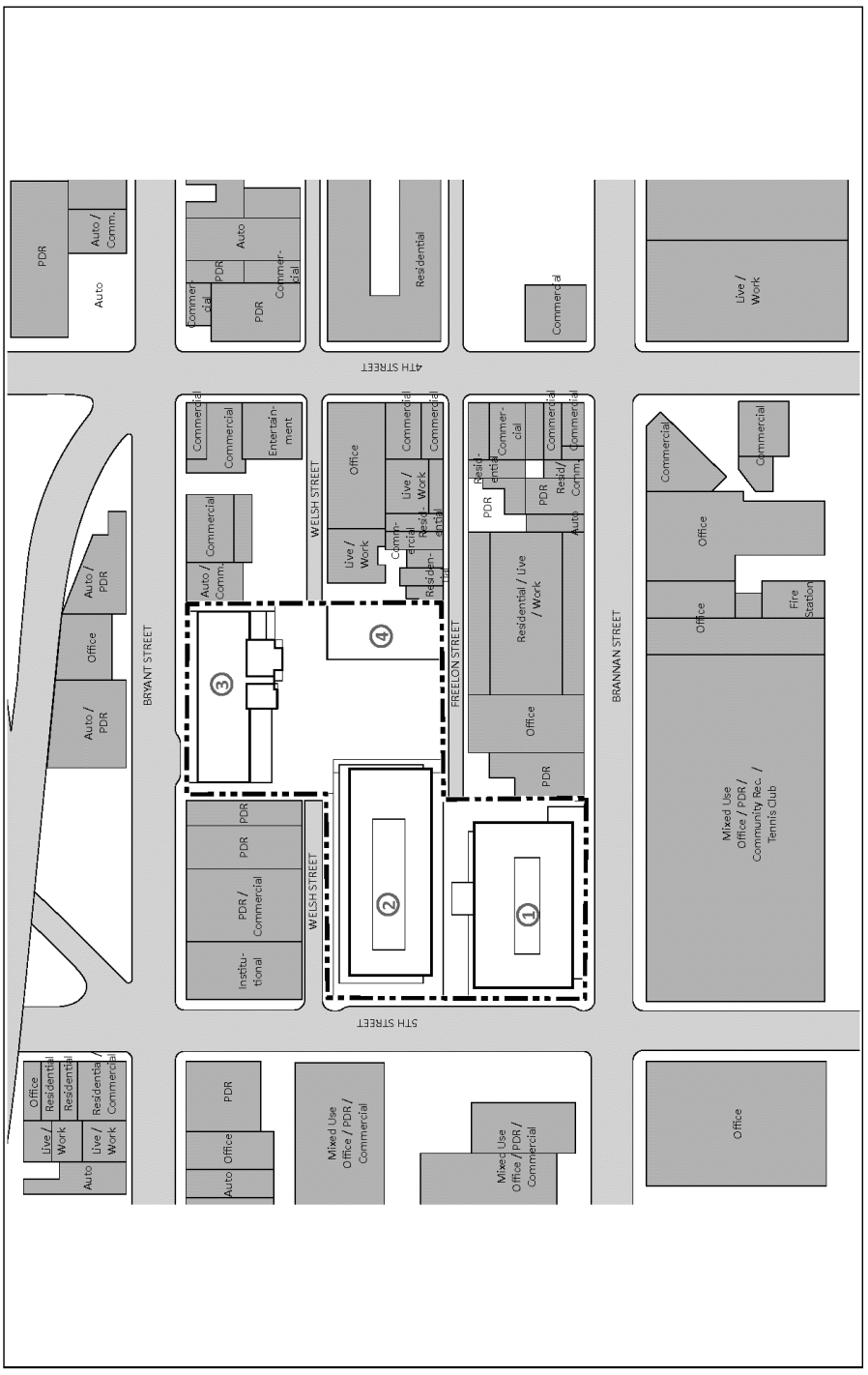

FIGURE 4

598 Brannan Street Project CPE Initial Study Checklist
Project Site and Surrounding Land Uses

NOT TO SCALE

Project Boundary

SOURCE: CITY & COUNTY OF SAN FRANCISCO PLANNING DEPARTMENT, 2018.

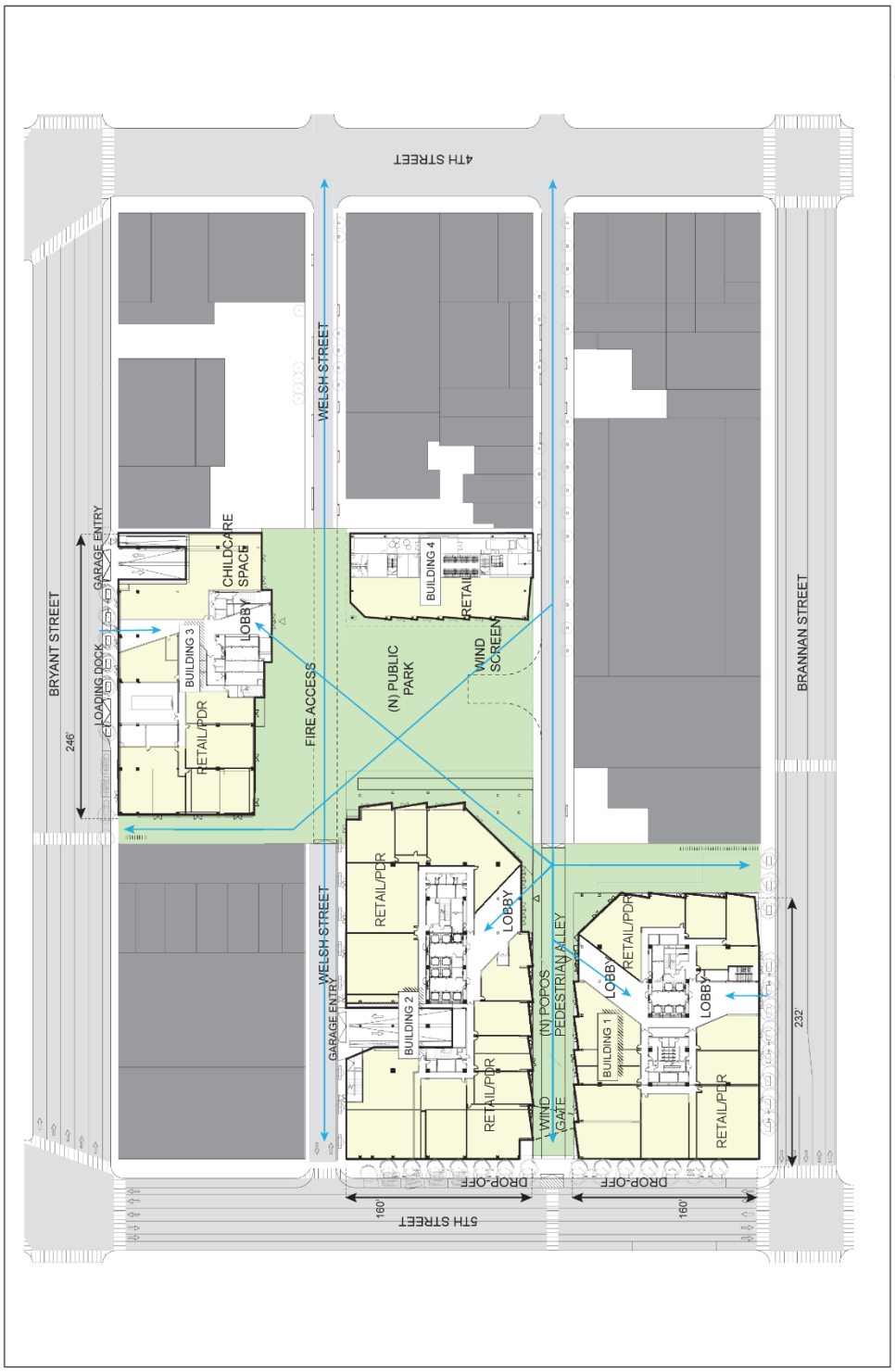

FIGURE 5
598 Brannan Street Project CPE Initial Study Checklist
Proposed Site Plan

SOURCE: CITY & COUNTY OF SAN FRANCISCO PLANNING DEPARTMENT, 2019.

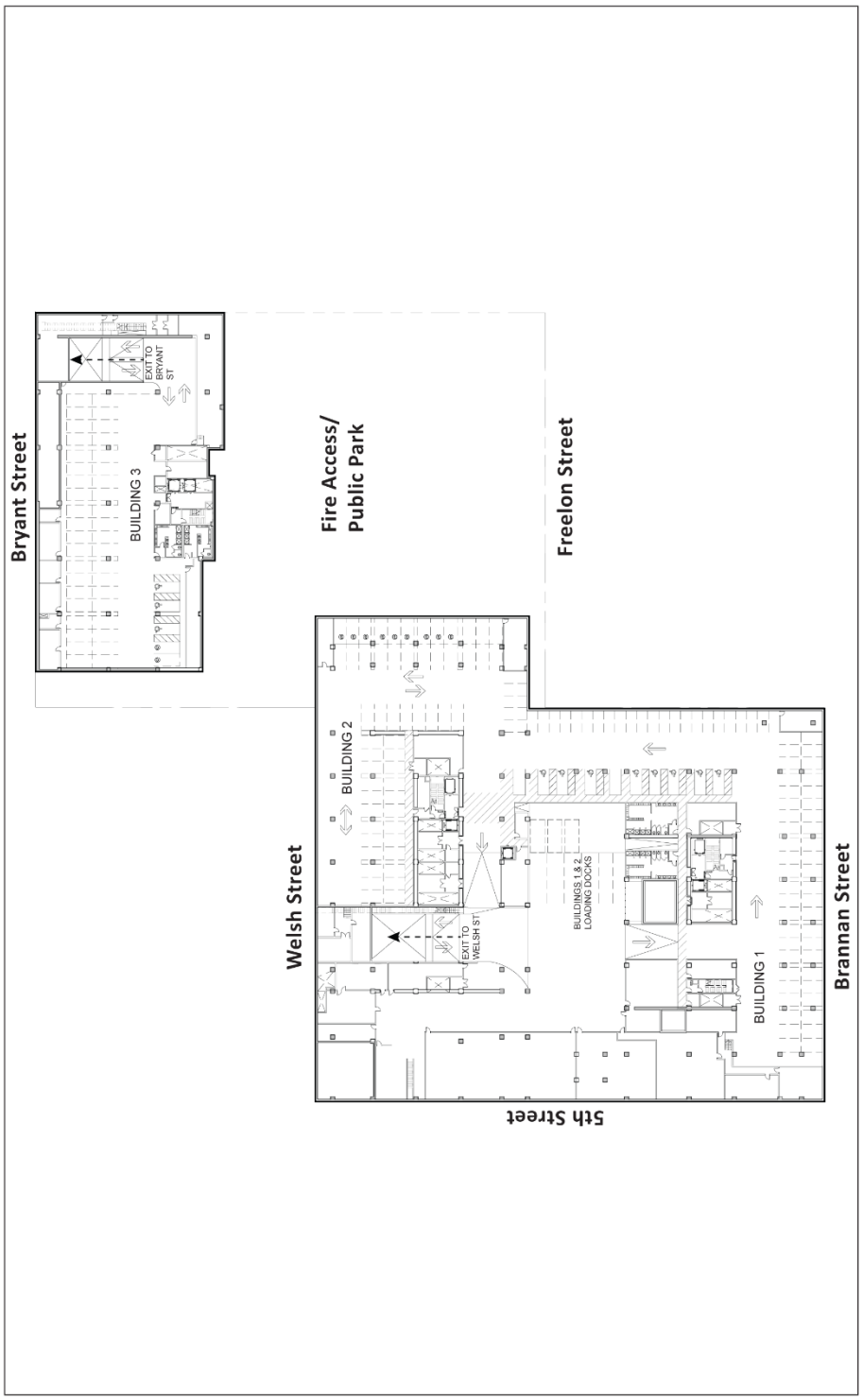

FIGURE 6
598 Brannan Street Project CPE Initial Study Checklist
Garage Level Site Plan

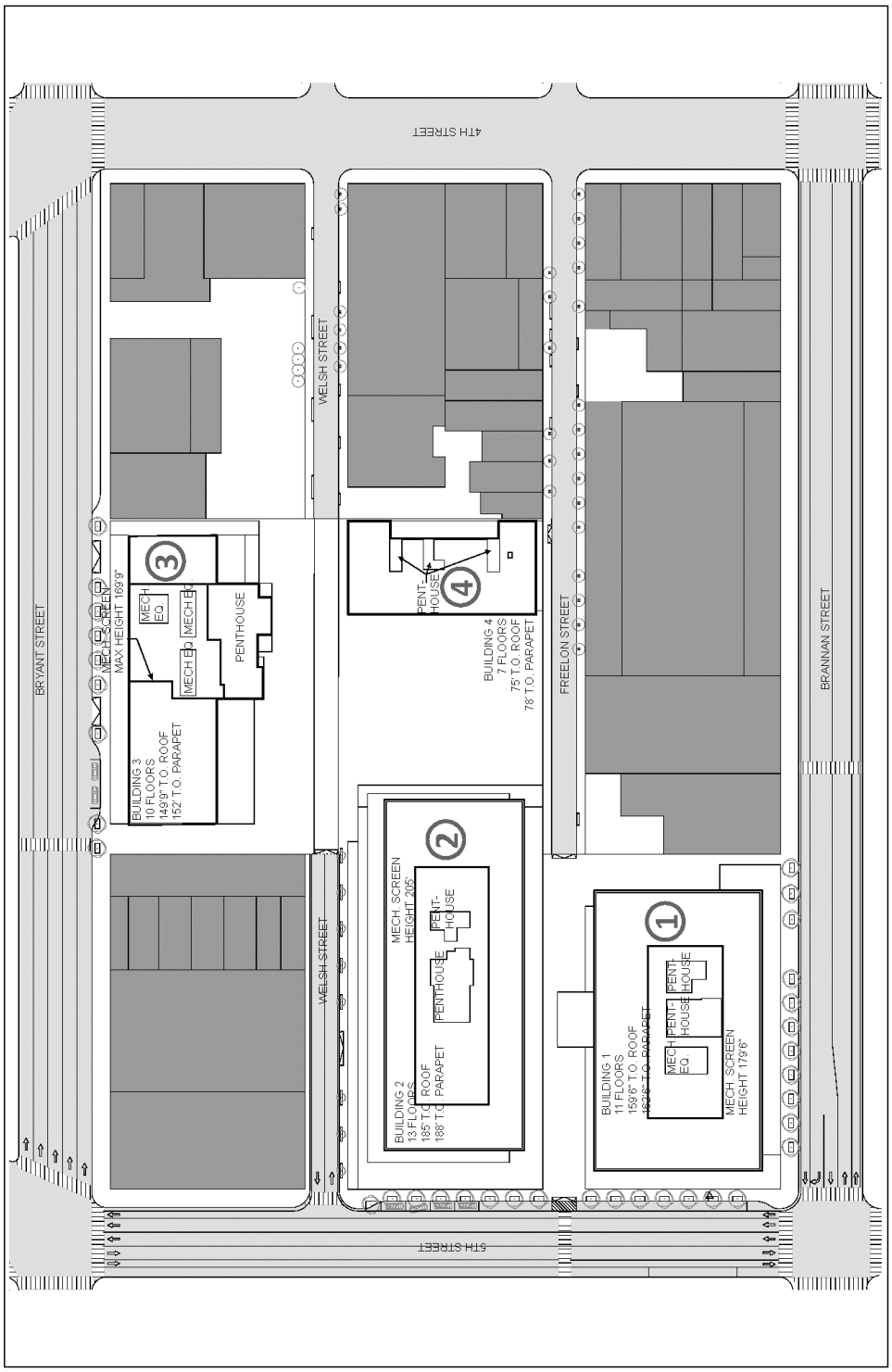

FIGURE 7
598 Brannan Street Project CPE Initial Study Checklist
Roof Plan

SOURCE: CITY & COUNTY OF SAN FRANCISCO PLANNING DEPARTMENT, 2018.

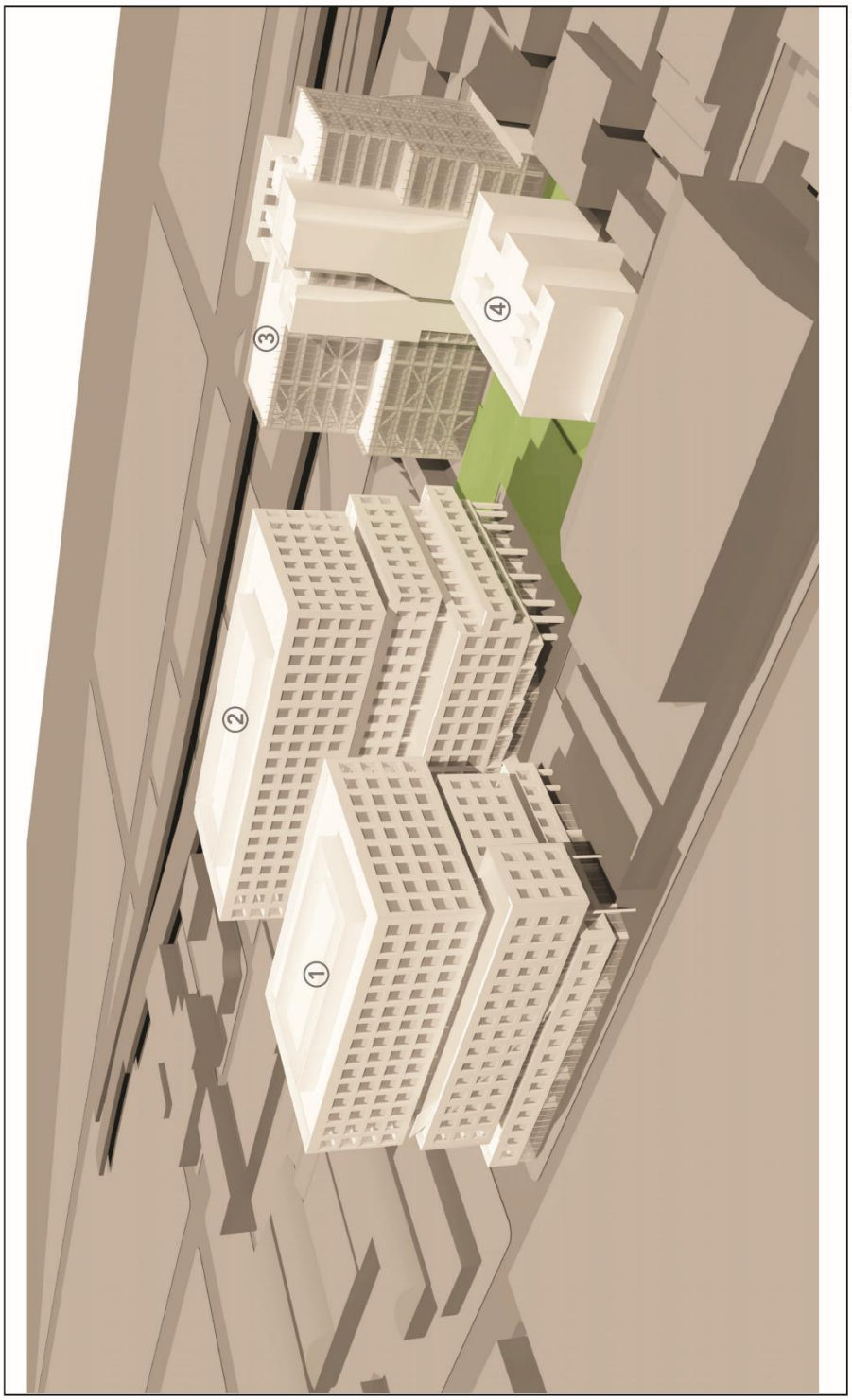

FIGURE 8

598 Brannan Street Project CPE Initial Study Checklist
Axonometric View of the Project Site and Vicinity

NOT TO SCALE

SOURCES: MICHAEL MALITZAN ARCHITECTURE, INC.; ADAMSON ASSOCIATES, 2018.

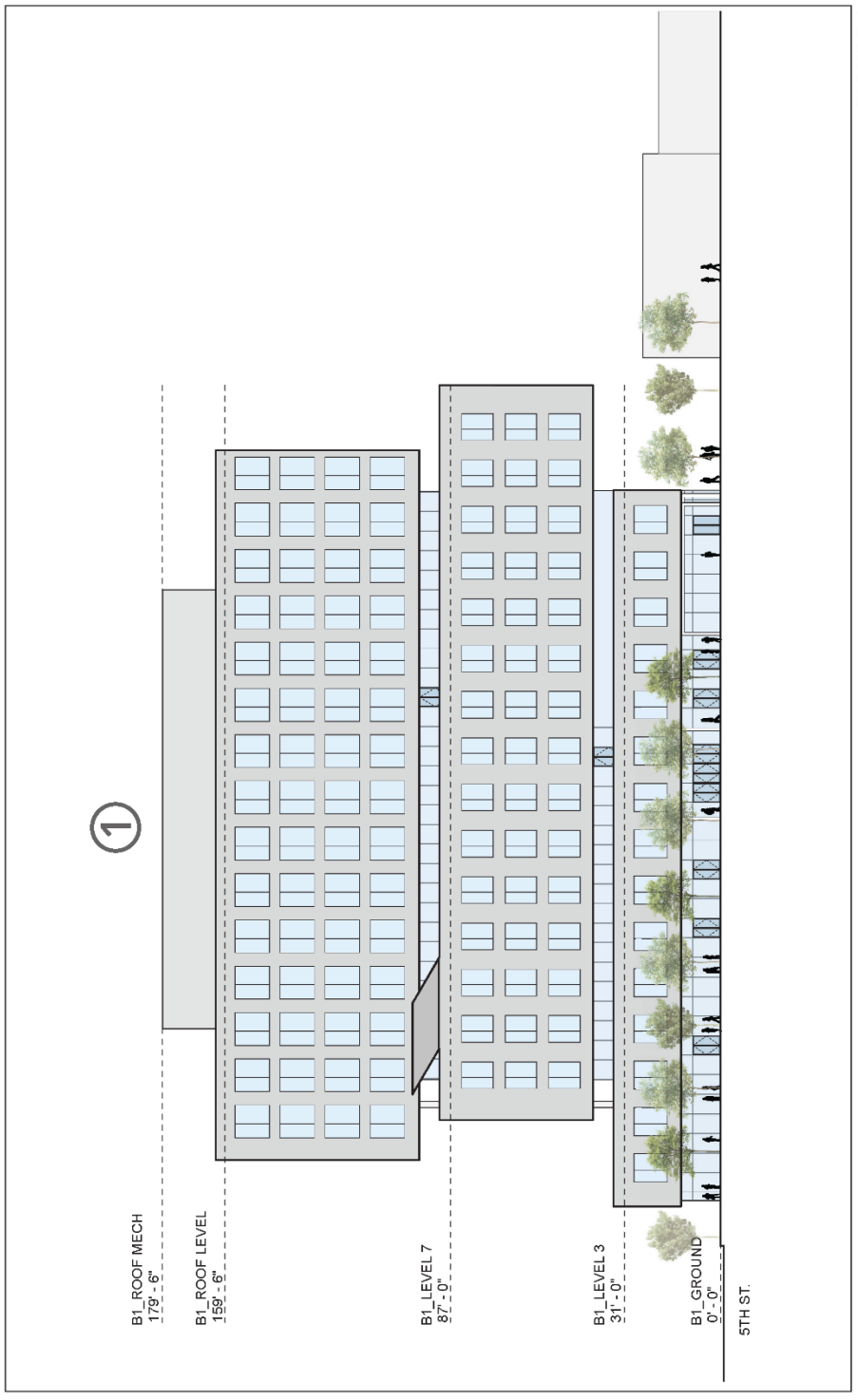

FIGURE 9

598 Brannan Street Project CPE Initial Study Checklist
Building 1 Exterior Elevation - Looking North

NOT TO SCALE

SOURCES: MICHAEL MALTZAN ARCHITECTURE, INC.; ADAMSON ASSOCIATES, 2018.

FIGURE 10

598 Brannan Street Project CPE Initial Study Checklist
Buildings 1 and 2 Exterior Elevations - Looking East

NOT TO SCALE

SOURCES: MICHAEL MALTZAN ARCHITECTURE, INC.; ADAMSON ASSOCIATES, 2017.

xx

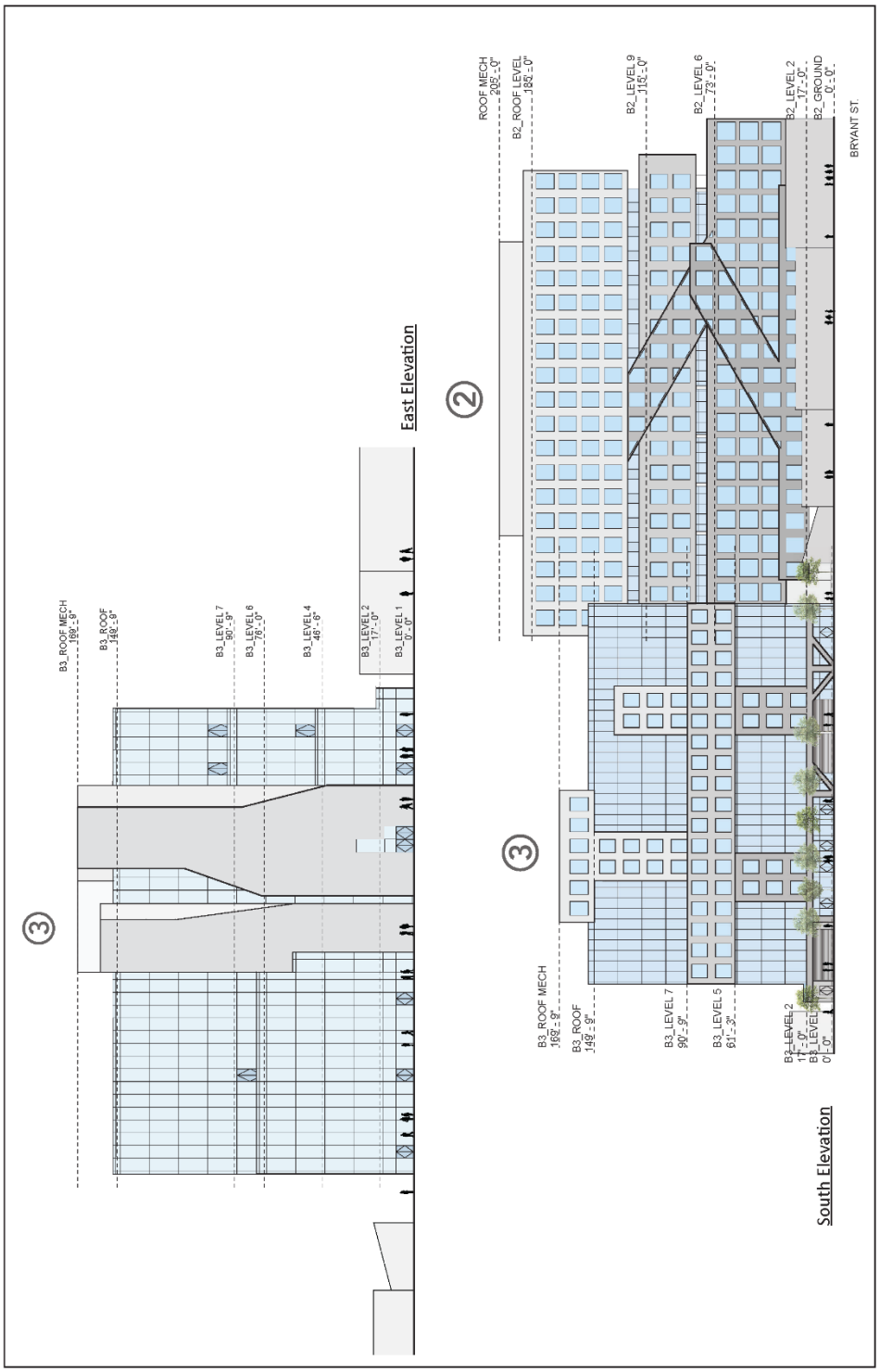

FIGURE 11

598 Brannan Street Project CPE Initial Study Checklist

Buildings 2 and 3 Exterior Elevations - Looking East and South

NOT TO SCALE

SOURCES: MICHAEL MALTZAN ARCHITECTURE, INC.; ADAMSON ASSOCIATES, 2017.

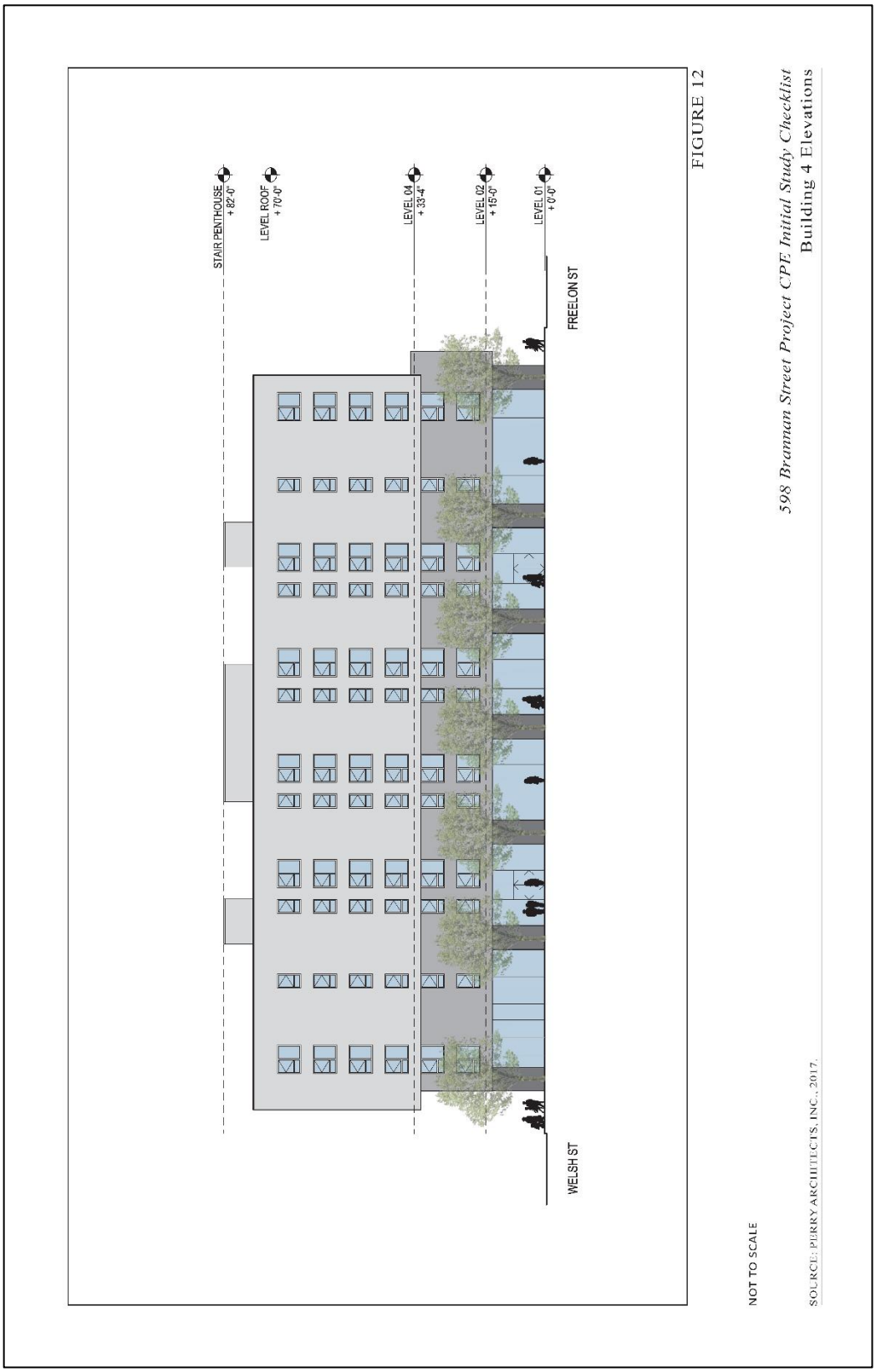

FIGURE 12
598 Brannan Street Project CPE Initial Study Checklist
Building 4 Elevations

Both Building 2 and Building 1 would be above a shared 61,500 gsf below-grade garage with 155 parking spaces, 6 freight loading spaces, 397 class 1 bicycle spaces, and mechanical equipment including two emergency generators that would vent to Welsh Street. The parking and freight loading spaces would be accessed via a ramp on Welsh Street. All elevator and stair overruns, as well as rooftop mechanical features, would be enclosed within an up to 20-foot-tall screen centered on the roof.

Building 3 would be a 10-story, approximately 150-foot-tall (170 feet tall with screen enclosing rooftop mechanical equipment) office building located midblock on Bryant Street with 9 floors of office uses above ground floor retail and/or PDR and institutional child care uses. A lobby that opens onto both Bryant Street and the proposed pedestrian-only extension of Welsh Street would provide access to the nine floors of office space above the ground floor retail and/or PDR uses. In addition, the building would also contain two at-grade loading spaces in the ground floor, and an approximately 18,200 sf below-ground garage with 45 parking spaces, 116 class 1 bicycle spaces and access in and out from a parking ramp on Bryant Street. The generator for Building 3 would also be located within the basement. All elevator and stair overruns, as well as rooftop mechanical features, would be enclosed within screens varying from 8 to 20 feet in height.

Building 4 would be a seven-story, approximately 70-foot-tall (90 feet tall with screen enclosing rooftop mechanical equipment) residential building located at the center of the project site between Welsh and Freelon streets. The ground level would include a lobby and 4,850 square feet of retail space. A total of 74 class 1 bicycle spaces for residents would also be provided within the ground floor area of the building. Access would be provided along Freelon and Welsh streets with mid-block pedestrian passage ways from Brannan and Bryant streets. The building would contain a total of approximately 72 affordable residential units, including approximately 18 studio units, 24 one-bedroom units, 24 two-bedroom units, and 6 three-bedroom units. All units would be below-market-rate and permanently affordable. The elevator and stair overruns would be approximately 8 to 12 feet in height. It is anticipated that all the residential units provided in Building 4 would provide permanently affordable housing.

Open Space and Landscaping

Project buildings would be constructed around a proposed 39,660-square-foot public park at the center of the block, south of Bryant Street and north of Freelon Street. The park would likely be owned by the city but the project sponsor would retain responsibility for maintenance. Access to the new park would be provided via Freelon and Welsh streets. The park and adjacent project buildings would also be accessed by publicly-accessible, privately owned mid-block pedestrian passage ways that would provide about 19,335 square feet of additional landscaped open space. The project's internal network of open space facilities would include amenities and furnishings such as benches, landscaping, lighting, public art, and other features. The project would also provide street trees and landscaping along the Bryant Street, Welsh Street, Fifth Street, and Brannan Street frontages of the site. **Figure 13** depicts the proposed landscape plan.

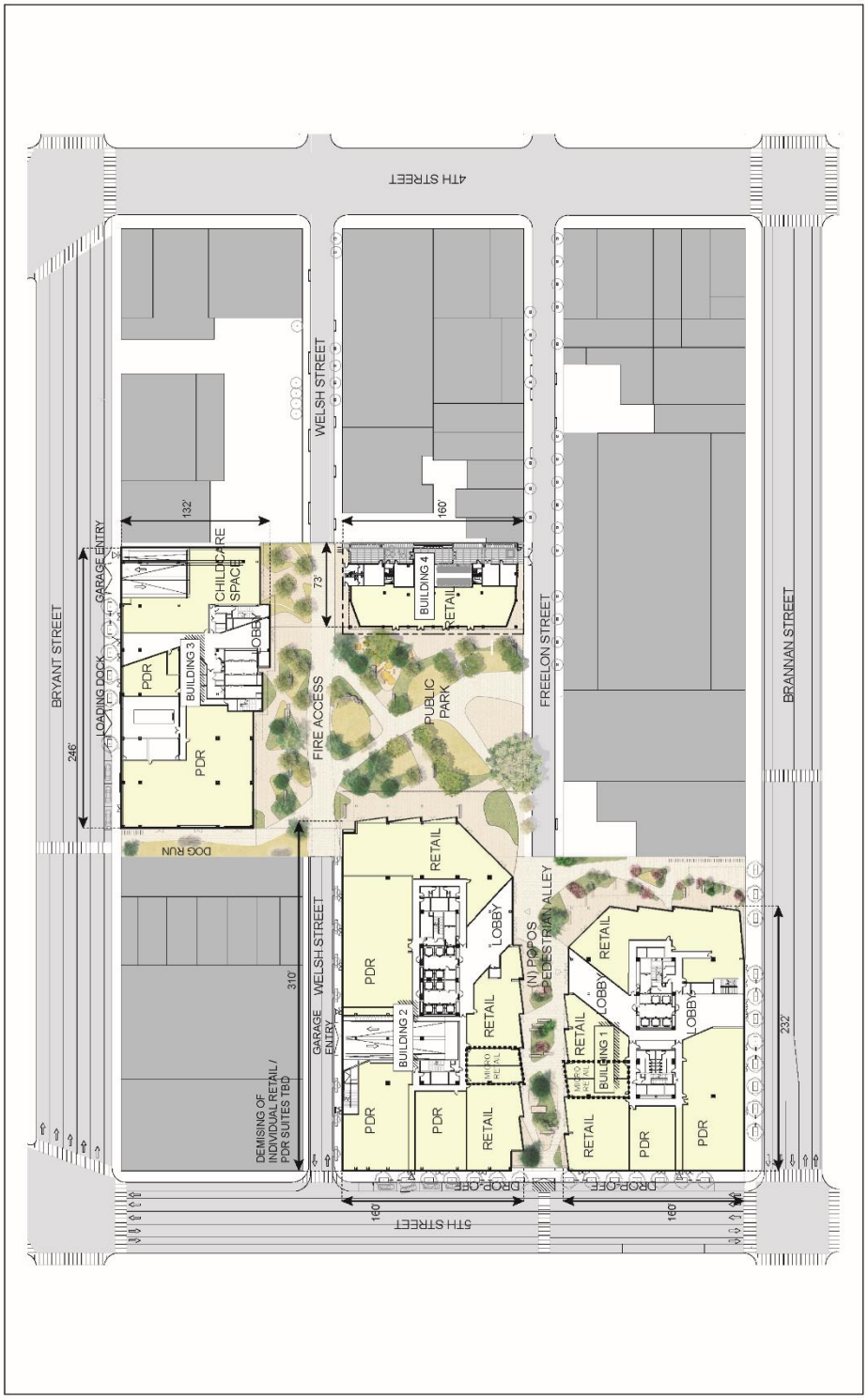

FIGURE 13

598 Brannan Street Project CPE Initial Study Checklist
Landscape Plan

NOT TO SCALE

SOURCES: MICHAEL MALTZAN ARCHITECTURE, INC.; ADAMSON ASSOCIATES, 2019.

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Access and Circulation

Pedestrian circulation through the site would be provided through the internal network of open space and landscaped areas, including the public park, mid-block passages, and the pedestrian alley between Buildings 1 and 2. In the east–west direction, pedestrian access would be provided by the proposed public park (connecting the east and west dead-end segments of Welsh Street) and proposed privately-owned but publicly-accessible open space areas and the pedestrian alley extension of Freelon Street between Building 1 and Building 2. The public park would include a 20-foot-wide "drivable area" that would serve to connect the two dead-end segments of Welsh Street for fire access while also functioning as a continuous open space between Building 2, Building 3, and Building 4. The proposed pedestrian alley would measure approximately 35 feet in width (including building setbacks for Building 1 and Building 2) and function both as privately-owned public open space as well as an extension of the dead-end segment of Freelon Street currently terminating at the site, providing a direct connection to and from Fifth Street.

As further described in Topic 4, Transportation and Circulation, the project would result in the construction of several sidewalk/street improvements consistent with the requirements under San Francisco's Better Streets Plan and the Central SoMa Plan which relate to pedestrian access. Along the currently unimproved west segment of Welsh Street (east of Fifth Street), the project would result in the construction of a new raised curb to provide a minimum six-foot-wide sidewalk along the north side of the street and an eight-foot sidewalk along the south side of the street, facilitating pedestrian access along Welsh Street for the project site and surrounding properties.

Together with the proposed San Francisco Flower Mart Project (Planning Department Case No. 2015-004256ENV), the proposed project would also relocate the signalized mid-block crosswalk across Fifth Street at Welsh Street that is proposed under the Central SoMa Plan further south. As currently proposed, the mid-block crosswalk would align with the proposed project's privately-owned publicly accessible pedestrian alley extension of Freelon Street, thereby providing a more direct connection with the Flower Mart project's east–west paseo.

As previously noted, the proposed project includes a total of 200 parking spaces in two, separate single-level below-grade parking garages. One approximately 106,870-square-foot garage used for parking, loading, and mechanical facilities would be located below the 11-story and 13-story office buildings (Buildings 1 and 2) and would be accessible from Welsh Street. The other 30,330-square-foot parking, loading, and mechanical garage would be located below the 10-story office building (Building 3) and would be accessible from Bryant Street. The garage beneath Buildings 1 and 2 would also include a total of six below-grade loading spaces. One to two on-street loading spaces would also be available at-grade along Bryant Street (for Building 3) and off Freelon Street (for Building 4). Two additional off-street loading spaces would be located on the ground floor of Building 3. No loading areas would be located on or offsite adjacent to Brannan Street. As discussed above, the proposed project would include a total of 796 bicycle parking spaces (587 class 1 spaces within the buildings and 209 class 2 spaces in various locations within the adjacent sidewalks and mid-block pedestrian alleys).

Transportation Demand Management

The project would require approval of a Transportation Demand Management (TDM) Plan pursuant to Planning Code section 169. The project sponsor has elected the following transportation demand management measures to satisfy its obligations under the program:

- *ACTIVE-1: Improve Walking Conditions, Option A.* Streetscape improvements consistent with the City and County of San Francisco's Better Streets Plan and any local streetscape plan would be implemented by the city to ensure that the public right-of-way is safe, accessible, convenient, and attractive to pedestrians. This would entail widening the sidewalk from 10 feet to the city's recommended sidewalk width of 15 feet adjacent to the site and incorporating additional streetscape design elements and safety tools, as identified by city staff, which contribute to a reduction in vehicle miles traveled and increased walking.
- *ACTIVE-2: Bicycle Parking*. For office use, one class 1 bicycle parking space would be provided for every 2,500 square feet of occupied floor area, and two class 2 bicycle parking spaces for every 25,000 square feet of occupied floor area. For retail use, one class 1 bicycle parking space would be provided for every 2,500 square feet of occupied floor area, and two class 2 bicycle parking spaces for every 750 square feet of occupied floor area or 10 percent of the maximum number of visitors which the project is designed to accommodate, whichever is less.
- *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.
- *ACTIVE-6: Fleet of Bicycles*. A fleet of bicycles would be provided for residents, visitors, and/or employees for their use to encourage bicycling. The number of bicycles in the fleet would be equivalent to the number of class 2 bicycle parking spaces required by the Planning Code, at a minimum of five bicycles. Bicycles would be properly stored and maintained and would provide additional class 1 bicycle parking—beyond the amount required by the Planning Code—to accommodate these bicycles. Secure bicycle parking would be provided for the fleet of bicycles within an easily accessible bicycle room, a bicycle cage, or clothes lockers. Helmets, locks, lights, baskets, and other amenities would be provided to facilitate convenient use of the fleet of bicycles.
- *ACTIVE-7: Bicycle Valet Parking.* For all events where the anticipated number of attendees is greater than 1,000 people, monitored parking would be provided for bicycles designed to accommodate at least 20 percent of the event attendees.
- *CSHARE-1: Car Share Parking and Membership*. For retail use, car share parking spaces would be provided as required by the Planning Code. For office use, one car-share parking space would

be provided for each 20,000 square feet of occupied floor area, with a minimum of two car-share parking spaces.

- *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.
- *DELIVERY-2: Provide Delivery Services.* Delivery services that reduce Vehicle Miles Traveled from single-stop motorized deliveries would be provided. The provided services may include deliveries by bicycle, on foot, or in a delivery vehicle that makes multiple stops. Delivery services should be provided during normal business hours.
- *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.
- *INFO-2: Real Time Transportation Displays.* Real-time transportation information would be provided on large television screens or computer monitors in prominent locations (e.g., entry/ exit areas, lobbies, elevator bays) to highlight transportation options and support informed trip-making.
- *INFO-3: Tailored Transportation Marketing Services, Option B.* 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 C*. The project's office component would provide accessory parking spaces at a rate that is less than or equal to 80 percent and greater than 70 percent of the neighborhood parking rate.

Driveway and Loading Operations Plan

The proposed project would result in new construction of more than 100,000 gross square feet; therefore, the proposed project would be required to comply with San Francisco Planning Code section 155(u), Driveway and Loading Operations Plan (DLOP) in the Central SoMa Special Use District. As required under Planning Code section 155(u), the project sponsor is required to prepare a DLOP to reduce potential conflicts between driveway and loading operations, including passenger and commercial loading activities, and pedestrian, bicycles, and vehicles, to maximize reliance of off-street loading spaces to accommodate loading demand, and to ensure that off-street loading activity is considered in the proposed project's design.

The proposed DLOP includes the following components:

- The project sponsor shall develop a management plan of commercial loading spaces that includes coordinated scheduling of commercial trucks and inform building tenants of limitations and conditions on loading schedules and truck size. The plan shall include installation of a sign indicating when off-street commercial loading spaces are at full capacity and audible and visual warning devices at the building driveway entry.
- The project sponsor shall ensure that building management employs an attendant for the project's parking garage and off-street commercial loading spaces. The attendant shall be stationed at the building driveway entry and shall direct trucks and other vehicles accessing and egressing the building parking garage and off-street commercial loading spaces. The attendant shall also assist in avoiding any safety related conflicts between these vehicles and people walking along the Bluxome Street project frontage.
- The parking attendant shall determine the maximum truck size that can be accommodated by the off-street commercial loading spaces. The DLOP shall also include procedures regarding the on-street locations where larger vehicles can be accommodated, time of day restrictions for accommodating larger vehicles (that cannot be accommodated by the off-street commercial loading spaces), and reservation of available curb space on adjacent streets from SFMTA.
- Coordination with for-hire vehicle companies to request passenger loading zones are incorporated into companies' mobile app device to better guide passengers and drivers where to pick up or drop off.
- Notifications and information to visitors and employees about passenger loading activities and operations, including detailed information on the vanpool services as well as how to utilize for-hire services.
- Detailed roles and responsibilities of managing and monitoring the passenger loading zone(s) and to properly enforce any passenger vehicles that are in violation (e.g., double-parking in traffic lane, blocking bicycle lane, blocking a driveway, etc.).

The DLOP shall be reviewed and approved by the environmental review officer or designee of the planning department and the Sustainable Streets director or designee of SFMTA. The final DLOP will be memorialized in the *notice of special restrictions* on the project site permit.

Demolition and Construction

Construction activities at the project site would begin with demolition of all existing onsite structures, removal of all existing onsite pavement, and construction of the below-grade parking garages. As noted above, the maximum depth of excavation would be approximately 26 feet below the ground surface. Approximately 142,000 cubic yards of soil would be off-hauled.

As shown in **Table 3**, demolition and grading activities are anticipated to occur over an approximately nine-month period (including one month for mobilization, four months for abatement, demolition, and installation of soldier piles, and four months for excavation and lagging) beginning in late 2019. All work would occur during designated daytime construction hours, except for a 48-hour period in which the mat

slab foundation would be poured. After demolition and grading, the buildings would be constructed, and the total construction period is anticipated to occur over approximately two years. The project is anticipated to use a pile foundation consisting of approximately 1,200 18-inch drilled in place auger-cast piles, 40 to 60 feet deep. Impact driven piles are not currently proposed; however, the analysis in the initial study checklist conservatively assumes that impact driven piles may be employed during construction activities.

Table 3: Estimate of Construction Activity by Phase

Construction Phase	Duration (months)	Average Daily Truck Trips			Average Daily Workers
		Trucks	Delivery Trucks and Vans	Total[a]	
Phase 1 (Buildings 1 and 2)					
Site Preparation and Below Grade Construction	14	40	5	45	105
Superstructure	4	23	31	53	610
Cladding and Finishes	12	3	31	34	610
Total	**30**				
Phase 2 (Building 3)					
Site Preparation and Below Grade Construction	6	26	4	30	89
Superstructure	4	7	9	16	183
Cladding and Finishes	10	1	11	12	220
Total	**20**				
Phase 3 (Building 4)					
Site Preparation and Podium	6	4	3	7	50
Superstructure	2	0.4	5	5	100
Cladding and Finishes	10	0.5	4	4	77
Total	**18**				

[a] The maximum number of truck trips during site preparation and below grade construction would be approximately 70 daily trips for a five month period and 100 daily trips for a one month period. In addition, for an approximately 48-hour period during which the mat slab foundation is poured there would be approximately 35 to 40 trucks per hour. Night work would be required during this brief period. These maximum daily truck trips have been factored into the average daily trips noted above.

Source: Reuben, Junius & Rose, LLP, 2018.

The proposed project would connect to existing water, sewer, electrical, natural gas, and telecommunications connections available at the perimeter of the project site. Buildings 1, 2, and 3 are anticipated to be certified LEED Gold, and Building 4 is anticipated to be GreenPoint Rated for Residential.[6]

[6] Projects that are LEED (Leadership in Energy and Environmental Design) certified earn points across several categories for implementing green building features. Based on the number of points achieved, a project then earns one of four LEED rating levels. A LEED Gold rating achieves a score of between 60 to 79 points and is the third highest rating. GreenPoint Rated is an independent green home certification program in California, administered by Build It Green.

Land Swap

The 639 Bryant Street parcel is currently owned and occupied by the public utilities commission, which uses the property for warehousing, office space, materials laydown, and parking. As a component of the project, the sponsor has proposed to enter into an agreement by which the City would transfer 639 Bryant Street to the sponsor in exchange for the sponsor's transfer of an approximately 343,880-square-foot property at 2000 Marin Street to the City for public utilities commission use (the "Land Swap"). In connection with the Land Swap, the sponsor further proposes to transfer to the City a 39,660-square-foot public park at the center of the site, provided that the City grants the project credits against otherwise applicable development impact fees equivalent to the sponsor's costs in acquiring the park property. Any public utilities commission development at 2000 Marin pursuant to the Land Swap would be subject to a separate environmental review process.

Project Approvals

The proposed project would require the following approvals:

San Francisco Board of Supervisors

- Approval of sidewalk legislation and major encroachment.
- Approval of conditional land disposition and acquisition agreement for transfer of City-owned real property at 639 Bryant Street in exchange for real property at 2000 Marin Street.

San Francisco Planning Commission

- Large Project Authorization (LPA) pursuant to Planning Code section 329 for a new development in the Central SoMa Mixed Use-Office (CMUO) zoning district exceeding 85 feet in height and involving new construction of more than 50,000 gsf, and to provide exceptions and modifications from Planning Code requirements applicable to the Central SoMa MUO district for: setbacks and street articulation pursuant to section 132.4; street frontage controls pursuant to sections 145.1 and 249.78(c)(1); residential development lot coverage pursuant to section 249.78(d)(4); design standards for privately-owned, publicly-accessible open space pursuant to section 138(d); dwelling unit exposure pursuant to section 140; off-street loading pursuant to section 152.1; restricted street frontages for parking and loading access pursuant 155(r); wind standards pursuant to section 249.78(d)(7); massing standards pursuant to section 270(h); special height exceptions pursuant to section 263.32; and horizontal mass reductions for buildings pursuant to section 270.1.

- Office Allocation (OA) approval pursuant to Planning Code section 321 ("Proposition M") for a large cap allocation of approximately 922,740 gsf.[7],[8]
- Adoption of findings of consistency with the San Francisco General Plan and priority policies of Planning Code section 101.1.
- San Francisco General Plan referral for sidewalk legislation to widen sidewalks, implementation of streetscape improvements, mid-block crossings, and other public realm improvements.

Department of Building Inspection

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

Department of Public Health

- Review and approval of a site mitigation plan in compliance with the Maher Ordinance, article 22A of the Health Code.
- Review for compliance with article 38 of the Health Code for enhanced ventilation.
- Review and approval of a Demolition and Construction dust control plan per Health Code article 22B.
- Approval of the use of dewatering wells per San Francisco Health Code article 12B, for protection of water quality (joint approval by the San Francisco Public Utilities Commission).
- Approval of required documentation per the Non-Potable Water Ordinance (joint approval by the San Francisco Public Utilities Commission).

San Francisco Department of Public Works

- Review and approval of permits for street improvements for modifications to public sidewalks, street, trees, and curb cuts.
- Approval of permits for streetscape occupancy during construction.

[7] The Office Development Annual Limit ("Annual Limit") Program became effective in 1985 with the adoption of the Downtown Plan and associated amendments to the Planning Code. It was subsequently amended by Proposition M in 1986 and Proposition C in 1987. The Annual Limit Program governs the approval of all development projects that contain more than 25,000 gross square feet of office space. Such projects require an "office space allocation" from the planning commission. For more information, see: *https://sf-planning.org/office-development-annual-limitation-program*. Accessed November 6, 2018.

[8] It is anticipated that should the project not receive all 922,740 gsf of office allocation this year, it would apply for allocation of the remaining un-allocated office space the following year such. Note that this phased approval is not anticipated to affect the project's construction activities and schedule.

- Recommendation to the Board of Supervisors for sidewalk legislation and/or major encroachment to widen sidewalks and establish mid-block crossings, and approvals to implement streetscape and other public realm improvements.
- Approval of parcel mergers and airspace parcel (commercial condominium) maps.

San Francisco Municipal Transportation Agency

- Review and approval of proposed changes to on-street passenger loading zones.
- Approval of the placement of bicycle racks on the sidewalks and of other sidewalk, streetscape, and public realm improvements, including mid-block crossings, by the Sustainable Streets Division.
- 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. sidewalk widening) to ensure consistency with the Better Streets Plan.

San Francisco Public Utilities Commission

- Approval of land swap.
- Approval of an erosion and sediment control plan per San Francisco Public Works Code article 4.1.
- Approval of a post-construction stormwater design, including a stormwater control plan that complies with the City's 2016 Stormwater Management Requirements and Design Guidelines.
- Approval of any changes to existing publicly owned fire hydrants, water service laterals, water meters, and/or water mains.
- Approval of the size and location of the project's new fire, standard, irrigation, and/or recycled water service laterals.
- Approval of the landscape plan per the Water Efficient Irrigation Ordinance.
- Approval of the use of dewatering wells per San Francisco Health Code article 12B, for protection of water quality (joint approval by the San Francisco Department of Public Health).
- Approval of required documentation per the Non-Potable Water Ordinance (joint approval by the health department).
- Approval of a water supply assessment (approved on May 28, 2019).

San Francisco Planning Department

- *Approval of a Transportation Demand Management (TDM)Plan pursuant to Planning Code section 169. See description above.*

Bay Area Air Quality Management District

- Approval of a permit to operate the proposed three backup emergency generators.

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

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 598 Brannan Street project described above and incorporates by reference information contained in the programmatic EIR for the Central SoMa Plan (PEIR)[9]. 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 Plan PEIR:[10]

Project Specific Studies	
Archeology review	Pedestrian wind study
Transportation study	Shadow analysis
Noise and vibration assessment	Water supply assessment
Air quality analysis	Geotechnical report
Greenhouse gas compliance checklist	Phase I environmental site assessment

C. PROJECT SETTING

Site Vicinity

Local access to the project site is provided by Fourth, Fifth, Brannan, and Bryant streets. Bryant Street is a one-way roadway with five lanes of travel in the northeast direction and parallel parking on both sides of the street. Fourth Street is a one-way, three-lane roadway with travel lanes in the southeast direction that also provides the alignment for the Central Subway in the South of Market area, which is currently under

[9] Planning Department Case Number 2011.1356E.

[10] Project specific studies prepared for the 598 Brannan 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 2012-0640E.

construction and scheduled to open in 2020. Brannan Street is a two-way roadway with two lanes of travel in the northeast direction and two lanes of travel in the southwest direction. Fifth Street is a two-way roadway with two lanes of travel in the northwest direction and two lanes of travel in the southeast direction.

Regional vehicular access to the project site is provided by Interstate 280 (I-280) to the south, Interstate 80 (I-80) to north, and U.S. Highway 101 (U.S. 101) to the southwest. The closest on-ramp for I-80 is located immediately north of the project site at Fifth and Bryant streets, and the closest off-ramp is located just east of the project site at the Fourth Street and Bryant Street intersection. The closest on- and off-ramps for I-280 are located 0.2 miles west of the project site at the intersection of Brannan Street and Sixth Street. The closest direct access to U.S. 101 is located approximately 1.2 miles west of the project site at Bryant and 10th streets.

San Francisco Municipal Railway (MUNI) bus stops are located within the vicinity of the site, including the east and south sides of the intersection at Brannan and Fifth streets. The Bay Area Rapid Transit (BART) Powell Street Station is located approximately 0.7 miles northeast of the site. In addition, the project site is located approximately 0.3 miles northwest of the Caltrain Station at King Street and Fourth Street.

As previously noted, the project site is located within San Francisco's SoMa neighborhood. The SoMa neighborhood is a high-density downtown neighborhood with a mixture of commercial, office, industrial, and residential uses, as well as several undeveloped or underdeveloped sites, such as surface parking lots and single-story commercial buildings. The northern SoMa neighborhood is also located near the government and administrative uses in the Civic Center area and the dense downtown core in the Financial District.

The project site is not located within a historic district or downtown conservation district pursuant to articles 10 and 11 of the San Francisco Planning Code. Additionally, the project site is not located within either a National or California Register of Historic Districts.[11]

Existing uses within the immediate vicinity of the project site range from low- to mid-rise commercial, office, industrial, and residential uses. One- to two-story industrial and office buildings, including automobile repair shops and a vacant lot, are located immediately north of the site along both sides of Bryant Street. A variety of commercial, mixed-use, and residential buildings are located east of the project site. Single-family residences that range from two- to three-stories in height are located along both sides of Freelon Street and immediately adjacent to the project site. The San Francisco Tennis Club and the Academy of Art School of Interior Architecture and Design are located south of the site, across Brannan Street. Various commercial and industrial uses are located west of the project site across Fifth Street, including the San Francisco Flower Market (Flower Mart).

Cumulative Setting

California Environmental Quality Act (CEQA) Guidelines section 15130(b)(1)(A) defines cumulative projects as past, present, and reasonably foreseeable projects producing related or cumulative impacts.

[11] San Francisco Planning Department, *San Francisco Property Information Map*. Available online: *http://propertymap.sfplanning.org*, accessed August 6, 2018.

CEQA Guidelines section 15130(b)(1) provides two methods for cumulative impact analysis: the "list-based approach" and the "projections-based approach." The list-based approach uses a list of projects producing closely related impacts that could combine with those of a proposed project to evaluate whether the project would contribute to significant cumulative impacts. The projections-based approach uses projections contained in a general plan or related planning document to evaluate the potential for cumulative impacts. This project-specific CEQA analysis employs both the list-based and projections-based approaches to the cumulative impact analysis, depending on which approach best suits the resource topic being analyzed. The following is a list of projects within 0.25 miles of the project site that may be included in the cumulative analysis for certain localized impact topics (e.g., cumulative shadow and wind effects). These sites were evaluated programmatically within the Central SoMa PEIR and are currently undergoing project-level environmental review (see Planning Department case numbers).

- **505 Brannan Street (Case No. 2015-009704ENV):** The proposed 505 Brannan Street Project would consist of a vertical addition providing up to 156,000 sf of office space on 11 floors above the existing building. The completed building would have a height of 240 feet.
- **630–698 Brannan Street (Flower Mart site) (Case No. 2015-004256ENV):** The proposed development would demolish all existing buildings on the project site and construct three new buildings containing office space, retail/restaurant space, and the New Wholesale Flower Market. The proposed project would include approximately 2,352,000 square feet of new construction consisting of 2,032,800 square feet of office space, 204,000 square feet of retail/restaurant space, and 115,000 square feet of vendor space for the New Wholesale Flower Market.
- **88 Bluxome Street (Tennis Club site) (Case No. 2015-012490ENV):** The proposed project would include the demolition of the existing building on the project site and construction of three new buildings containing approximately 840,100 square feet of office space, 8,100 square feet of PDR space, 16,600 square feet of ground floor retail/restaurant, 4,600 square feet of a child care facility, 29,700 square feet of a community/recreation center, 134,00 square feet of a private tennis club, and up to 118 units of affordable housing. The proposed project includes approximately 1,262,400 square feet of new construction.
- **636–648 Fourth Street (Case No. 2015-003880ENV):** The proposed project would include the demolition of the existing one and two-story commercial buildings and general advertising billboard and proposes to construct a 350-foot-tall primarily residential tower with 427 units and approximately 3,200 square feet of ground-floor commercial space.
- **330 Townsend Street (Case No. 2016-009102ENV)**: The proposed project would include demolition of the existing two story and partial basement office building and construct an approximately 300-foot-tall, mixed-use retail and residential building. The project proposes to include approximately 375 dwelling units and 12,000 square feet of retail space.
- **531 Bryant Street (Case No. 2016-004392ENV)**: The proposed project would include demolition of existing 12,435 square feet building and construction of a new six-story 58,200 square feet mixed use retail and office building that would retain the existing primary facade.

- **424 Brannan Street (Case No. 2017-011474ENV)**: The proposed project would include demolition of existing surface parking lot (64 spaces) and construction of an eight-story hotel containing approximately 239 guestrooms and 5,099 square feet of publicly-accessible private open space. The project will include a mid-block passage between Rich and Zoe streets and approximately 6,936 square feet of retail, including an approximately 4,421 square foot restaurant located at the northeast corner of Brannan and Ritch Streets.
- **725 Harrison Street (Case No. 2005.0759E):** The proposed project would include demolition of approximately 96,000 sq. ft. of existing on-site buildings and structures. The project proposes construction of an office building totaling 883,301 sq. ft. including 4,300 sq. ft. of retail, 34,700 sq. ft. of PDR, and 74,000 sq. ft. of underground parking. The project includes two towers, approximately 185-feet, above an 81-foot podium.
- **360 Fifth Street (2015-005863ENV):** The proposed project would include demolition of three existing light-industrial, buildings totaling 17,897 sq. ft. and construction of a 45- to 85-ft. tall, up to eight-story and 132,560 sq. ft. mixed-use development that includes approximately 1,302 sq. ft. of ground floor commercial retail use, 8,011 sq. ft. of partially underground light industrial (PDR) use, and 123,247 sq. ft. of residential use for 127 dwelling units.

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

- The Sixth Street Improvement Project, which would reduce two existing travel lanes on Sixth Street in each direction to a single lane in each direction, along with right-of-way and sidewalk improvements between Market and Bryant streets.
- The University of California San Francisco's Long-Range Development Plan, which guides growth and directs the planning of 2.4 million gross square feet of University of California San Francisco's research and development, institutional, housing, and recreational uses over a 20-year period.
- The San Francisco Giants' Mission Rock/Seawall Lot 337 Project on a parcel bounded by Third Street, Terry A. Francois Boulevard, Mission Rock Street, and China Basin Park adjacent to Pier 48 that would be developed to include up to approximately 1.6 million gross square feet of residential uses (1,600 units), up to 1.4 million gross square feet of commercial uses, and about 5.4 acres of open space throughout the parcels.
- Downtown Rail Extension, which will extend Caltrain commuter rail from its current terminus at Fourth and King streets to the new transit center; it will also deliver the California High-Speed Rail Authority's future high-speed rail service to the transit center.
- Transbay Program Phase 2, which proposes construction of a new Fourth and Townsend Street Caltrain station; completion of the transit center's train station, including a pedestrian connection to BART and Muni; and a new intercity bus facility.

The following infrastructure projects were not specifically analyzed in the cumulative analysis in the Central SoMa PEIR, but are within 0.25 miles of the project site:

- **Brannan Street Safety Project:** SFMTA has proposed pedestrian and bicycle safety improvements along Brannan Street between The Embarcadero and Division Street, including a road diet from four travel lanes to three travel lanes, with a center two-way left-turn lane; bicycle lanes in both directions; intersection improvements including left-turn pockets and pedestrian safety enhancements (e.g., crosswalk improvements); and signal timing changes. The Central SoMa PEIR evaluated, at a project level, similar changes to Brannan Street that would include a road diet, but only between Second to Sixth streets.

- **Townsend Corridor Improvement Project**: SFMTA is proposing improvements along Townsend Street between The Embarcadero and Eighth Street, including enhancements to existing bikeway facilities and improving connections to transit and surrounding destinations. A preferred design for near-term improvements has been developed for the segment between Fourth Street and Eighth Street that includes protected bicycle lanes and a new "sidewalk island" along the south side of the street between Fourth Street and Fifth Street to provide a continuous raised sidewalk along this section and physically separate bicyclists from moving vehicle traffic in the eastbound direction.

- **Fifth Street Improvement Project:** SFMTA would implement bicycle, pedestrian, transit, and loading/parking improvements along Fifth Street between Townsend and Market streets in the SoMa neighborhood. This project is a Vision Zero Project, and, while the Central SoMa PEIR discusses Vision Zero, this specific Fifth Street Improvement Project was not originally included in the Central SoMa PEIR cumulative analysis.

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.

☐ Land Use and Planning	☒ Air Quality	☐ Geology and Soils
☐ Aesthetics	☐ Greenhouse Gas Emissions	☐ Hydrology and Water Quality
☐ Population and Housing	☒ Wind	☐ Hazards & Hazardous Materials
☒ Cultural Resources	☐ Shadow	☐ Mineral Resources
☒ Tribal Cultural Resources	☐ Recreation	☐ Energy
☒ Transportation and Circulation	☐ Utilities and Service Systems	☐ Agriculture and Forestry Resources
☒ Noise	☐ Public Services	☐ Wildfire

E. EVALUATION OF ENVIRONMENTAL EFFECTS

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

This community plan evaluation (CPE) initial study checklist evaluates whether the environmental impacts of the proposed project are addressed in the programmatic environmental impact report for the Central SoMa Plan (Central SoMa PEIR).[12] The CPE initial study checklist indicates whether the proposed project would result in significant impacts that: (1) are peculiar to the project or project site; (2) were not identified as significant project-level, cumulative, or offsite effects in the PEIR; or (3) are previously identified significant effects, which as a result of substantial new information that was not known at the time that the Central SoMa PEIR was certified, are determined to have a substantially more severe adverse impact than discussed in the PEIR. Such impacts, if any, would be evaluated in a project-specific mitigated negative declaration or environmental impact report. If no such topics are identified, no additional environmental review shall be required for the proposed project beyond that provided in the Central SoMa PEIR and this

[12] San Francisco Planning Department, *Central SoMa Plan Final Environmental Impact Report*, Planning Department Case No. 2011.1356E, certified May 10, 2018. Available online at: *http://sf-planning.org/AREA-PLAN-EIRS*, accessed March 16, 2018.

project-specific initial study in accordance with Public Resources Code section 21083.3 and CEQA Guidelines section 15183.

Mitigation measures identified in the PEIR are discussed under each topic area, and measures that are applicable to the proposed project 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.[13] The full text of mitigation measures that are applicable to the proposed project are included in the Mitigation Monitoring and Reporting Program (Attachment B to the Community Plan Evaluation Certificate of Determination).

Updates to the Initial Study Checklist

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

Aesthetics and Parking Impacts for Transit Priority Infill Development

In accordance with Public Resources Code section 21099 – Modernization of Transportation Analysis for Transit Oriented Projects – aesthetics and parking shall not be considered in determining if a project has the potential to result in significant environmental effects, provided the project meets all of the following three criteria:

a. The project is in a transit priority area;

b. The project is on an infill site; and

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

The proposed project meets each of the above three criteria and thus, this checklist does not consider aesthetics or parking in determining the significance of project impacts under CEQA.[14] Project elevations are included in the Project Description, and an assessment of parking demand is included in the Transportation and Circulation section for informational purposes.

E.1 Land Use and Planning

Central SoMa PEIR Analysis

The Central SoMa PEIR determined that implementation of the 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

[13] Note that 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," below.

[14] San Francisco Planning Department, *Eligibility Checklist: CEQA Section 21099 – Modernization of Transportation Analysis for 598 Brannan Street*. March 5, 2019.

network changes within the plan area including improvements to mid-block alleys and mid-block crosswalks. However, these changes could decrease physical barriers by reducing the length of many of the plan area block faces and thereby facilitate pedestrian movement through the neighborhood.

The Central SoMa PEIR determined that adoption of the Central SoMa Plan would result in a significant unavoidable plan-level and cumulative impact related to land use and planning because it would conflict with a policy in the environmental protection element of the city's general plan related to noise. Specifically, implementation of the plan would generate significant traffic-related noise on Howard Street under the two-way option for Howard and Folsom streets. In addition, the plan would contribute to a cumulative impact related to traffic noise on several street segments in the plan area. Such an increase would conflict with general plan policy 9.6 related to modifying streets in a way that increases traffic noise. Implementation of Central SoMa PEIR Mitigation Measure M-NO-1a, Transportation Demand Management for New Development Projects, 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.

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

Project-Specific Analysis

The proposed project would be built on four adjacent parcels that are located within the same city block and would not result in physical barriers along the major streets adjacent to the project site, including Fourth, Fifth, Bryant, and Brannan streets. The project's proposed open spaces would serve to create mid-block pedestrian walkways connecting the surrounding streets and improve sidewalks adjacent to the project site in accordance with the Better Streets Plan. Therefore, the proposed project would not physically divide an established community and there would be no impact, related to this criterion.

With regard to criterion 1b above, the current planning division of the planning department has determined that the proposed project is permitted in the Central SoMa MUO District and is consistent with the density and land uses envisioned in the Central SoMa Special Use District, which is intended to encourage a mix

of residential and non-residential uses, including office, retail, light industrial, arts activities, nighttime entertainment, and tourist hotels.[15]

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 Planning Department conducted a noise analysis of the proposed project's noise-generating uses (traffic and stationary equipment). The reader is directed to Section 5, Noise, of this initial study.

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

Cumulative Analysis

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

Conclusion

For the reasons described above, the proposed project would have no additional impacts related to land use and planning beyond those analyzed in the Central SoMa PEIR. The proposed project would not result in any potentially significant offsite impacts or impacts peculiar to the project site regarding land use and planning. In addition, the proposed project would not result in any potentially significant offsite impacts or impacts peculiar to the project site regarding any land use plan, policy, or regulation adopted for the purposes of avoiding or mitigating an environmental effect.

E.2 Population and Housing

Central SoMa PEIR Analysis

One of the goals 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. The environmental effects of population and job growth resulting from the plan are addressed in the PEIR and its initial study.

[15] San Francisco Planning Department, *Community Plan Exemption Eligibility Determination, Current Planning Analysis, 598 Brannan Street*, December 18, 2018

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.

Topics:	*Significant Impact Peculiar to Project or Project Site*	*Significant Impact not Identified in PEIR*	*Significant Impact due to Substantial New Information*	*No Significant Impact not Previously Identified in PEIR*
2. POPULATION AND HOUSING. Would the project:				
a) Induce substantial 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)?	☐	☐	☐	☒
b) Displace substantial numbers of existing people or housing units, necessitating the construction of replacement housing?	☐	☐	☐	☒

Project-Specific Analysis

The proposed project would result in the demolition of four one- to two-story buildings, employing (as indicated in Table 1) approximately 78 individuals, and construction of approximately 922,740 gsf of office space, approximately 65,320 gsf of retail and/or PDR space, and 5,545 gsf of institutional child care space, which would result in approximately 5,130 employees on the project site and child care for 125 children. The proposed project would also provide 72 units of permanently affordable housing. These direct effects of the proposed project on population and housing are within the scope of population growth anticipated under the Central SoMa Plan and are evaluated in the Central SoMa PEIR. No existing housing is located on the site; therefore, the proposed project would not directly displace any existing housing or necessitate construction of replacement housing elsewhere. The approximately 50 employees currently working at the public utilities yard at 639 Bryant Street would be relocated to a new yard at 2000 Marin Street and would reasonably be expected to remain in their current housing. An unknown number of the remaining employees (approximately 28) currently working at the project site would be displaced with implementation of the proposed project. These employees (at the parking lot, body shop/auto repair and warehouse) would likely seek similar or other work elsewhere in the city and would not have to seek replacement housing. For these reasons, and because the proposed project is within the development density evaluated by the PEIR, the proposed project would result in a **less than significant** impact with regard to displacement of housing units or substantial numbers of people, necessitating the construction of replacement housing elsewhere.

Approximately 170 new residents[16] would be located on the project site, representing less than one percent of both the citywide and plan area projected population growth through 2040. The anticipated project employment of about 5,130 employees would represent less than 3 percent of the total projected citywide job growth and approximately 8 percent of the total anticipated job growth within the plan area through 2040. Although development of new housing on the site would result in a direct increase in population growth and the increase in employment would result in an indirect increase in the demand for new housing units throughout the city, this growth has been planned for by the Central SoMa Plan, other city area plans and regional growth plans and the environmental effects of this growth have been evaluated in the PEIR. Therefore, this impact would be **less than significant**.

Cumulative Analysis

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

Conclusion

For the reasons given above, the proposed project would not result in significant impacts related to population and housing that were not identified in the Central SoMa PEIR. In addition, the proposed project would not result in any potentially significant offsite impacts or impacts peculiar to the project site with regard to population and housing.

E.3 Cultural Resources

Central SoMa PEIR Analysis

Historic Architectural Resources

Pursuant to CEQA Guidelines sections 15064.5(a)(1) and 15064.5(a)(2), historical resources are buildings or structures that are listed, or are eligible for listing, in the California Register of Historical Resources (California Register) or are identified in a local register of historical resources, such as articles 10 and 11 of the San Francisco Planning Code. As discussed in the Central SoMa PEIR, in 2013 the planning department prepared the Central SoMa Context Statement and Historic Resource Survey (Central SoMa Survey) to aid in the identification and evaluation of previously undocumented age-eligible buildings (more than 45 years old) located within the plan area and vicinity. (Much of the plan area and vicinity had previously been surveyed as part of other planning efforts, notably the South of Market Historic Resources Survey of 2009, adopted by the Historic Preservation Commission in 2011; the Transit Center District Survey of 2008-2010, adopted by the Historic Preservation Commission in 2012; and the adoption by the board of supervisors, in 1990, of the South End Landmark District, which includes a portion of the plan area's southeast corner.) The Central SoMa Survey, adopted by the Historic Preservation Commission in March 2016, examined more than 130 parcels that had not been previously surveyed or for which prior survey information was

[16] Based on a household size of 2.35 persons per household and a total of 72 proposed residential units.

incomplete. Of the properties surveyed, 14 were determined to be individually eligible for local listing and /or listing in the California Register, and/or the National Register of Historic Places (National Register). The survey also identified three new California Register-eligible historic districts including: the Mint-Mission Historic District, the St. Patrick's Church and Rectory Historic District, and the San Francisco Flower Mart Historic District.

The Central SoMa PEIR determined that future development facilitated through adoption of the Central SoMa Plan would result in the demolition or substantial alteration of 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. The Central SoMa PEIR therefore determined that impacts to historical resources would be significant and unavoidable even with implementation of **Central SoMa PEIR Mitigation Measures M-CP-1a, Avoidance or Minimization of Effects on Identified 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 through indirect construction damage to historic architectural resources. However, implementation of **Central SoMa PEIR Mitigation Measures M-CP-3a, Protect Historical Resources from Adjacent Construction Activities and M-CP-3b, Construction Monitoring Program for Historical Resources**, would reduce this impact to a less-than-significant level. Mitigation Measure M-CP-3a requires use of construction techniques that reduce vibration levels to historic structures that are within 100 feet of the construction site when pile driving is used or within 25 feet of the construction site if vibratory and vibration-generating construction equipment, such as jackhammers, drill rigs, bulldozers, and vibratory rollers, would be used. Central SoMa PEIR Mitigation Measure M-CP-3b requires the sponsor to prepare a construction monitoring program for those historic resources subject to Central SoMa PEIR Mitigation Measure M-CP-3a to ensure that damage to the resource(s) is minimized. Impacts associated with construction vibration are further discussed under Topic 5, Noise in this initial study.

Archeological Resources

The Central SoMa PEIR also determined that implementation of the Central SoMa Plan could result in significant impacts on archeological resources because the entire plan area is considered generally sensitive for both prehistoric and historical archeological resources (pp. IV.C-63 to IV.C-64). The Central SoMa PEIR identified two mitigation measures that would reduce these potential impacts to a less-than-significant level. **Central SoMa PEIR Mitigation Measure M-CP-4a, Project-Specific Preliminary Archaeological Assessment** applies to any project involving soils-disturbing or soils-improving activities including excavation down to a depth of 5 or more feet below ground surface, for which no archeological assessment report has been prepared. Pursuant to Central SoMa PEIR Mitigation Measure M-CP-4a, projects found to have sufficient archeological sensitivity are required to implement an archeological testing program, and projects found to require data recovery necessitate preparation of an archeological data recovery plan. An archeological monitoring plan may also be required based on the outcome of the archeological testing plan and/or the recovery plan. Mitigation Measure M-CP-4a also states that any additional discovery of human remains or potential associated funerary objects during soils-disturbing activity shall comply with all applicable laws. **Central SoMa PEIR Mitigation Measure M-CP-4b, Procedures for Accidental Discovery**

of Archeological Resources, is required for projects that would result in soil disturbance and are not subject to Mitigation Measure M-CP-4a.

Topics:	*Significant Impact Peculiar to Project or Project Site*	*Significant Impact not Identified in PEIR*	*Significant Impact due to Substantial New Information*	*No Significant Impact not Previously Identified in PEIR*
3. CULTURAL RESOURCES. Would the project:				
a) Cause a substantial adverse change in the significance of a historical resource pursuant to §15064.5, including those resources listed in Article 10 or Article 11 of the San Francisco *Planning Code*?	☐	☐	☐	☒
b) Cause a substantial adverse change in the significance of an archaeological resource pursuant to §15064.5?	☐	☐	☐	☒
c) Disturb any human remains, including those interred outside of formal cemeteries?	☐	☐	☐	☒

Project-Specific Analysis

Historic Architectural Resources

The 598 Brannan Street property located on the project site contains a building constructed between 1952 and 1954 and which was included in the survey area for the South of Market Survey adopted by the Historic Preservation Commission in 2011. The building was recorded but not individually evaluated at that time and subsequently was assigned a California Historical Resource State Code of 6L (determined ineligible for local listing or designation through local government review process but may warrant special consideration in local planning). A Historic Resource Evaluation (HRE) was prepared in 2016 for the 598 Brannan Street site and determined that the building is not an individual historic resource, is not contained within an existing or potential historic district and is not adjacent to or near any known historic resource.[17] The HRE concluded that demolition of the 598 Brannan Street building would not result in any specific or cumulative impacts to historic resources. All other buildings on the project site are designated as Category C per the City's CEQA Review Procedures for Historic Resources, and therefore are not historical resources

[17] Tim Kelley Consulting, 2016, *Historical Resource Evaluation 598 Brannan Street San Francisco, California*, April.

or properties as they have been determined to be ineligible for listing on the National Register and California Register.[18,19]

As noted, the project site is not located within an existing or proposed historic district. The San Francisco Flower Mart Historic District is the nearest known California Register-eligible district (Central SoMa PEIR Figure IV.C-2, p. IV.C-16); however, with development of the proposed Flower Mart Project, which is anticipated in the Central SoMa Plan, this eligibility designation would be removed because all of the contributing structures would be demolished. The nearest known historic resource to the project site is the building at 701 Bryant Street, at the southeast corner of Fifth and Bryant streets, approximately 100 feet west of the project site and across Fifth Street. Because of the proximity of this building to the project site (less than 125 feet) and because the project could require pile driving, the project could directly affect the structural integrity of this historic resource.[20] Therefore, as also discussed under Topic 5, Noise, implementation of **Project Mitigation Measure M-CR-1a: Protect Historical Resources from Adjacent Construction Activities** and **Project Mitigation Measure M-CR-1b: Construction Monitoring Program for Historical Resources** (Central SoMa PEIR Mitigation Measures M-CP-3a and M-CP-3b); would be required to ensure that impacts of project construction on historic structures would be **less than significant**.

For these reasons, the proposed project would not result in significant impacts on historic architectural resources that were not identified in the Central SoMa PEIR. In addition, the proposed project would not result in any potentially significant offsite impacts or impacts peculiar to the project site with regard to historic architectural resources.

Archeological Resources

Given that the proposed project would involve excavation down to approximately 26 feet below ground surface, over an area of approximately 196,000 square feet and generating approximately 142,000 cubic yards of soil, the planning department's archeologist conducted a Preliminary Archeological Review (PAR) of the project site in conformance with the requirements of Central SoMa PEIR Mitigation Measure M-CP-4a.[21] The PAR determined that project site is within the historic boundaries of Sullivan Marsh. The project site is assessed in the Central SoMa prehistoric sensitivity analysis[22] as having low sensitivity for being a submerged site and low to lowest sensitivity for buried prehistoric sites. The PAR determined that the planning department's standard archeological testing program would avoid adverse effects to

[18] San Francisco Planning Department, San Francisco Property Information Map. Available online: *http://propertymap.sfplanning.org*, accessed August 6, 2018.

[19] San Francisco Planning Department, 2018, Preservation Bulletin No. 16. March 31.

[20] As noted in the Project Description, piles are expected to be drilled and not driven by impact, which would result in substantially less vibration. However, as some impact driving of piles may be required, the analysis presented in Section 5, Noise, conservatively assumes the use of impact pile driving.

[21] San Francisco Planning Department, *Environmental Planning Preliminary Archaeological Review: 598 Brannan Street*, February 8, 2018.

[22] San Francisco Planning Department, *Preliminary Archeological Review, 598 Brannan Street*, February 8, 2018.

archeological resources. Therefore, **Project Mitigation Measure M-CR-2: Archeological Testing, Monitoring, Data Recovery, and Reporting** (in compliance with Central SoMa PEIR Mitigation Measure M-CP-4a) would apply to the proposed project. Project Mitigation Measure M-CR-2 requires implementation of an archeological testing and monitoring program, including 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.[23] Depending on the results of the testing plan, further measures may be required, potentially including a data recovery plan and/or monitoring plan. In accordance with the Central SoMa PEIR requirements, the project sponsor has agreed to implement the archeological testing and monitoring program as Project Mitigation Measure M-CP-2. For these reasons, the proposed project would not result in significant impacts on archeological resources that were not identified in the Central SoMa PEIR. In addition, the proposed project would not result in any potentially significant offsite impacts or impacts peculiar to the project site with regard to archeological resources.

Cumulative Analysis

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

Conclusion

Based on the foregoing and with implementation of Project Mitigation Measures M-CR-1a, M-CR-1b, and M-CR-2, the proposed project would not result in significant cumulative impacts on resources that were not identified in the Central SoMa PEIR, nor would the project result in significant cumulative impacts on cultural resources that are more severe than those identified in the Central SoMa PEIR or that are peculiar to the project site.

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[23] Archeological testing programs apply to any project involving soils-disturbing or soils-improving activities including excavation, utilities installation, grading, soils remediation, compaction/chemical grouting to a depth of five (5) feet or greater below ground surface and located within properties for which no archeological assessment report has been prepared.

E.4 Tribal Cultural Resources

Central SoMa PEIR Analysis

As noted in the Central SoMa PEIR (p. IV.C 45), based on discussions with Native American tribal representatives in San Francisco, only prehistoric archeological resources are presumed to be potential tribal cultural resources, and there are no other known or potential tribal cultural resources in San Francisco. **Central SoMa PEIR Mitigation Measure M-CP-5, Project-Specific Tribal Cultural Resource Assessment**, was identified to ensure that preservation-in-place of tribal cultural resources is considered and if not a sufficient or feasible option, then the project sponsor shall implement an interpretive program of the tribal cultural resources in coordination with affiliated Native American tribal representatives. With implementation of Central SoMa PEIR Mitigation Measure M-CP-5a, impacts to tribal cultural resources were determined to be less than significant.

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*
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	☐	☐	☐	☒
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.	☐	☐	☐	☒

Project-Specific Analysis

The project site is in a location with no recorded prehistoric archeological sites in the vicinity and is considered to have low sensitivity for buried prehistoric sites. However, excavation for the proposed project could encounter prehistoric archeological resources which could be determined to be tribal cultural resources. Therefore, as discussed above, Project Mitigation Measure M-CR-2 would be implemented to ensure that impacts to previously unidentified buried archeological material would not occur. In addition, **Project Mitigation Measure M-TCR-1, Project-Specific Tribal Cultural Resource Assessment** (Central SoMa PEIR Mitigation Measure M-CP-5) would apply to the proposed project, thereby reducing potential significant impacts to a tribal cultural resource to a less-than-significant level, consistent with the conclusions of the Central SoMa PEIR. Therefore, the proposed project would not result in significant impacts on tribal cultural resources that were not identified in the Central SoMa PEIR, nor would it result in more-severe impacts than identified in the Central SoMa PEIR or significant impacts that are peculiar to the project site.

Cumulative Analysis

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

Conclusion

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

E.5 Transportation and Circulation

Central SoMa PEIR Analysis

The Central SoMa PEIR anticipated that development under the Plan, including proposed open space improvements and street network changes, could result in significant impacts on transportation and circulation, including impacts related to transit capacity; transit operations; pedestrian activity (i.e., overcrowding in pedestrian facilities); commercial loading; passenger loading; emergency vehicle access; and construction. The PEIR identified eight corresponding mitigation measures, but concluded that all of the impacts, with the exception of those related to emergency vehicle access, would (or may) not be fully mitigated, and would remain significant and unavoidable with mitigation. Impacts related to vehicle miles traveled (VMT), traffic hazards, pedestrian safety and access, bicycle safety and access, and parking were determined to be **less than significant**.

The Central SoMa Plan will result in various changes to the street network in the plan area. Adjacent to the project, Bryant Street (currently with five travel lanes in the eastbound direction, parallel parking along both the north and south curbs, and eight-foot-wide sidewalks) could be reconfigured to four eastbound travel lanes, one eastbound peak-hour transit-only lane (on the south side), and no parallel parking during peak periods. During off-peak periods, parallel parking could be allowed along the north and south curbs, resulting in three travel lanes; no transit-only lane would be provided during off-peak periods. Sidewalks would be widened to about 15 feet. At locations where on-street loading would be required at all times, loading bays approximately seven feet wide could be installed within the sidewalk.

Brannan Street (currently with two travel lanes in both the eastbound and westbound directions, parallel parking along both the north and south curbs, and 10-foot-wide sidewalks) would be reconfigured to have one travel lane in both the eastbound and westbound directions, with one-way buffered cycle tracks in each direction along the north and south curbs, and sidewalks widened to about 15 feet. At midblock locations, parallel parking would be allowed adjacent to either the north or south cycle track buffer.

As discussed under Cumulative Setting above, additional cumulative streetscape projects are planned near the project site that were not analyzed in the PEIR. Fifth Street (currently with two travel lanes in both the northbound and southbound directions, parallel parking along both the east and west curbs, and 8-foot-wide sidewalks adjacent to the project site), could be reconfigured with one travel lane in the southbound direction and two travel lanes in the northbound direction, a sidewalk-level bicycle lane in the southbound direction and a street-level protected bicycle lane in the northbound direction, and a 15-foot-wide sidewalk on the east (project) side of the street.

Topics:		*Significant Impact Peculiar to Project or Project Site*	*Significant Impact not Identified in PEIR*	*Significant Impact due to Substantial New Information*	*No Significant Impact not Previously Identified in PEIR*
5.	**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?	☐	☐	☐	☒
b)	Conflict or be inconsistent with CEQA Guidelines section 15064.3, subdivision (b)?	☐	☐	☐	☒
c)	Substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses?	☐	☐	☐	☒
d)	Result in inadequate emergency access?	☐	☐	☐	☒

Project-Specific Analysis

A transportation impact study (TIS) was prepared for the proposed project to evaluate project-specific effects and is summarized below along with a more comprehensive discussion of the Central SoMa PEIR findings for each transportation subtopic.[24] Due to the pending completion and opening of the Central Subway (currently scheduled for some time in 2020), project-specific impacts were evaluated relative to a baseline conditions scenario that assumes the Central Subway is open and that associated changes to traffic circulation, transit routes and services, and other components of the transportation system are in effect.

The project-specific transportation study estimated the new person trips[25] and distribution of those trips among various travel modes, referred to as the project's travel demand. The travel demand was then used to assess the project's impact on transportation and circulation, as discussed below.

Travel Demand

The proposed project would include approximately 922,740 square feet of office use, 60,470 square feet of retail and/or PDR use, 62,060 square feet of residential use (approximately 72 dwelling units), and 5,545 square feet of childcare use (approximately 30 staff and 125 children). Trip generation for the proposed project was calculated using information in the *Transportation Impact Analysis Guidelines for Environmental Review* (SF Guidelines) published by the San Francisco Planning Department in 2002. The proposed project would generate approximately 48,642 total (weekday) daily person-trips, consisting of approximately 17,602 automobile person-trips, 11,423 transit person-trips, 14,931 walk person-trips, and 4,686 person-trips by other modes. During the weekday PM peak hour, the proposed project would generate approximately 5,743 total person-trips, consisting of approximately 2,092 automobile person-trips, 1,429 transit person-trips, 1,658 walk person-trips, and 563 person-trips by other modes. Accounting for average vehicle occupancy, the project would generate approximately weekday 8,048 daily vehicle-trips and 1,003 weekday PM peak hour vehicle-trips.[26]

Vehicle Miles Traveled (VMT) Analysis

A project would have a significant effect on the environment if it would cause substantial additional VMT. The State Office of Planning and Research's (OPR) recommends screening criteria to identify types, characteristics, or locations of projects that would not result in significant impacts to VMT. If a project meets screening criteria, then it is presumed that VMT impacts would be less than significant for the project and a detailed VMT analysis is not required.

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[24] AECOM, *598 Brannan Street Transportation Impact Study, Final Report*, San Francisco, CA, May 14, 2019.

[25] As discussed in TIS, existing trip activity at the project site was observed to be low. Doorway and driveway counts were conducted for the K9 Playtime kennel and the Tower Valet Parking, which comprise the portion of the project site that generates the most trip activity. As the PM peak hour total count of 61 was found to be negligible to the PM peak hour trip generation estimated for the proposed project, existing trip activity was conservatively not credited against the project's estimated trip activity.

[26] Note that trip generation estimates provided in the TIS were derived from an earlier version of the proposed project that included slightly different total square footages for each of the proposed uses (see TIS Table 2). However, trip generation for the proposed project as evaluated in this Initial Study Checklist would be substantially similar.

The proposed project includes office, retail, PDR, residential, and childcare uses. For the purposes of this VMT analysis, PDR and childcare uses would be expected to function similar to "office" uses. Therefore, the VMT analysis considers average daily VMT per capita (for residential uses) or per employee (for office or retail uses). These values for the region (Bay Area) and for the transportation analysis zone (TAZ) containing the project site are summarized in **Table 4**, below.

Table 4: Daily Vehicle Miles Traveled

Land Use	Existing			Cumulative 2040		
	Bay Area Regional Average	Bay Area Regional Average minus 15 percent	TAZ 643	Bay Area Regional Average	Bay Area Regional Average minus 15 percent	TAZ 643
Households (Residential)	17.2	14.6	3.1	16.1	13.7	2.2
Employment (Office)	19.1	16.2	9.4	17.0	14.5	7.2
Employment (Retail)	14.9	12.6	9.6	14.6	12.4	9.3

Source: AECOM, 2019.

The proposed project is a mixed-use (office, retail, and residential) development located on a previously-developed urban infill site in San Francisco's SoMa, with 11 Muni bus routes accessible within two blocks and the Powell Street BART/Muni rail transit station approximately 1 mile to the north. In addition, the nearest station for the under-construction Central Subway (due to open in 2020) is approximately 0.2 miles east of the project site at Fourth and Brannan streets, and the Caltrain San Francisco station is at Fourth and Townsend streets, approximately 0.2 miles southeast of the project site.

The project is located in a priority development area identified in the Bay Area's sustainable communities strategy (Plan Bay Area 2040).[27] As shown in Table 4, existing and future (2040) average daily VMT per capita or per employee for TAZ 643 are less than the corresponding regional averages minus 15 percent:

- For residential uses, existing average daily household VMT per capita in TAZ 643 is 3.1, which is 82 percent below the existing regional average daily household VMT per capita of 17.2. Future 2040 average daily household VMT per capita in TAZ 643 is 2.2, which is 86 percent below the future 2040 regional average daily household VMT per capita of 16.1.
- For office uses (including the proposed childcare and PDR uses), existing average daily work-related VMT per employee in TAZ 643 is 9.4, which is 51 percent below the existing regional average daily work-related VMT per employee of 19.1. Future 2040 average daily work-related VMT per employee in TAZ 643 is 7.2, which is 58 percent below the future 2040 regional average daily work-related VMT per employee of 17.0.

[27] San Francisco Planning Department, *Eligibility Checklist: CEQA Section 21099 – Modernization of Transportation Analysis for 598 Brannan Street*, September 26, 2018.

- For retail uses, existing average daily work-related VMT per employee in TAZ 643 is 9.6, which is 36 percent below the existing regional average daily work-related VMT per employee of 14.9. For retail uses, future 2040 average daily work-related VMT per employee in TAZ 643 is 9.3, which is 36 percent below the future 2040 regional average daily work-related VMT per employee of 14.6.

Given the project site is located in an area where existing VMT is more than 15 percent below the existing and the projected 2040 regional average, the proposed project's office, retail, park and residential uses would not result in substantial additional VMT.

Induced Automobile Travel. A project would have a significant effect on the environment if it would substantially induce additional automobile travel by increasing physical roadway capacity in congested areas (i.e., by adding new mixed-flow lanes) or by adding new roadways to the network. OPR's proposed transportation impact guidelines include a list of transportation project types that would not likely lead to a substantial or measurable increase in VMT. If a project fits within the general types of projects (including combinations of types), then it is presumed that VMT impacts would be less than significant and a detailed VMT analysis is not required.

The proposed project is not a transportation project, but it would include construction of new (or replacement of existing) curb and sidewalks; new mid-block passages; removal and/or reconfiguration of on-street parking/loading; and other components. These features fit within the general types of projects that would not substantially induce automobile travel, and VMT impacts would be **less than significant**.[28]

The proposed project would redevelop the project site with office, retail, park and residential uses, with a total of 200 below-grade parking spaces for employees and customers. However, the 200 parking spaces to be provided by the proposed project are less than the existing 275 to 350 vehicles that the project site is currently estimated to accommodate. Additionally, the 200 below-grade parking spaces do not exceed the 383 spaces allowed by the Central SoMa MUO zoning district.[29] Therefore, the onsite parking spaces added by the proposed project would not be expected to induce substantial additional auto travel beyond that considered by the Central SoMa PEIR.

In light of the above, the proposed project would result in less-than-significant impacts related to VMT and would not induce additional automobile travel. Therefore, the proposed project would not result in new significant impacts related to VMT that were not identified in the PEIR, nor in a new cumulative impact related to VMT than that identified in the PEIR.

[28] San Francisco Planning Department, *Eligibility Checklist for CEQA Section 21099: Modernization of Transportation Analysis, 598 Brannan Street*, September 26, 2018.

[29] AECOM, *598 Brannan Street Transportation Impact Study, Final Report*, San Francisco, CA, May 14, 2019.

Transit

Central SoMa PEIR Analysis

The PEIR found that development under the Plan, including proposed open space improvements and street network changes, would result in significant impacts on transit capacity (due to increased ridership demand) and transit operations (due to delays to transit vehicles). The PEIR identified four mitigation measures (**Central SoMa PEIR Mitigation Measures M-TR-3a, Transit Enhancements; M-TR-3b, Boarding Improvements, M-TR-3c, Signalization and Intersection Restriping at Townsend/Fifth Streets**, and **M-TR-3d, Implement Tow-away Transit-only Lanes on Fifth Street**) to address these impacts. 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. Due to uncertainty regarding the feasibility and effectiveness of these mitigation measures in fully mitigating the associated impacts, the PEIR determined that these impacts would be significant and unavoidable.

Project-Specific Analysis

The project site is well-served by both local and regional transit service. Local public transit service is primarily provided by Muni bus and rail lines, including two Muni Metro lines (N Judah and T 3rd Street), several major bus lines (8 Bayshore, 30 Stockton, 45 Union/Stockton, and 47 Van Ness), and other supplementary Muni service. The project site is also located approximately four and five blocks, respectively, from major Muni corridors along Mission Street and Market Street. Once operational in 2020, the nearest Central Subway stop will be located at Fourth and Brannan streets.

Regional public transit service is provided by a variety of transit operators including the San Francisco Bay Area Rapid Transit District (BART); the Alameda–Contra Costa Transit District (AC Transit); the Golden Gate Bridge, Highway & Transportation District (GGBHTD); the Peninsula Corridors Joint Powers Board (PCJPB); the San Mateo County Transit District (SMCTD); and others. Caltrain's San Francisco Station is located approximately two blocks southeast of the project site at Fourth and Townsend streets, while BART's Powell Street Station is located approximately five blocks northwest of the project site at Market Street/Powell Street. Other regional transit hubs including the Transbay Terminal and the Ferry Building are located within extended walking or biking distance of the Project site or can be easily accessed by transfers with connecting Muni service.

Transit Operations. The project would not result in relocation or removal of any existing bus stops or other changes that would alter transit service, and the project does not include any design features (e.g., streetscape changes) that would substantially affect transit operations. However, the project would increase

vehicle traffic on the surrounding roadway network, which could increase delays to transit vehicles operating in the vicinity of the project site, particularly along the segments of Fourth, Fifth, Bryant, and Brannan streets bounding the block containing the project site. Therefore, the project could result in significant impacts on transit operations. Central SoMa PEIR Mitigation Measure M-TR-3a includes actions related to queue abatement specifically intended to be undertaken by sponsors of subsequent development projects within the plan area. Therefore, this portion of PEIR Mitigation Measure M-TR-3a is applicable to these impacts on transit operations and is identified here as **Project Mitigation Measure M-TR-1, Queue Abatement**.[30] As stated in the PEIR, however, the effectiveness of this mitigation measure in fully mitigating these impacts is uncertain. Furthermore, this mitigation measure would not address the project's effects on transit operations along streets in the vicinity of the project site where the project is not proposing direct vehicle ingress/egress. Therefore, the project-specific impacts on transit operations would remain significant and unavoidable with mitigation.

Cumulative Analysis

As noted above in the Cumulative Setting, the Brannan Street Safety Project, the Townsend Corridor Improvement Project, and the Fifth Street Improvement Project are three cumulative infrastructure projects that were not analyzed in the Central SoMa PEIR cumulative analysis. These three projects propose pedestrian and bicycle safety improvements within and adjacent to the plan area. The Brannan Street Safety Project would not result in any new or more severe impacts than were previously analyzed in the Central SoMa PEIR. The Townsend Corridor Improvement Project includes protected bicycle lanes and a new sidewalk island along the south side of the streets between Fourth and Fifth streets to provide a continuous raised sidewalk along this section and physically separate people bicycling from moving vehicle traffic in the eastbound direction. The Fifth Street Improvement Project would implement bicycle, transit, parking and loading improvements along Fifth Street. The 598 Brannan transportation study analyzed the impacts of the proposed project in combination with these cumulative projects and determined that the cumulative transit impacts would not be more severe than those identified in the Central SoMa PEIR. The Central SoMa PEIR evaluated changes to the street network along Brannan Street within the plan area; as discussed above, the proposed project would, even with implementation of Project Mitigation Measure M-TR-1 Queue Abatement, contribute to the transit operations impact identified in the Central SoMa PEIR. However, the proposed project's contribution to the cumulative transit impact would not result in new or more severe impacts to transit operations on Brannan Street or Fifth Street than those identified in the Central SoMa PEIR.

The proposed project would not result in new significant impacts or impacts of greater severity related to transit operations that were not identified in the PEIR.

[30] The portion of Central SoMa Mitigation Measure M-TR-3a addressing queue abatement specifies that sponsors of projects with off-street vehicular parking facilities of 20 or more vehicular parking spaces shall ensure that recurring vehicle queues do not substantially affect public transit operations. A vehicle queue is defined as one or more vehicles (destined for the parking facility) blocking any portion of the transit travel-way for three minutes or longer on a daily or weekly basis. Should such a delay occur, M-TR-3a requires the owner/operator of the parking facility to implement various abatement measures as needed to prevent the delay.

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 **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 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

Pedestrian Activity. The project would generate up to approximately 3,133 pedestrian trips (1,672 walk-only person-trips and 1,461 transit person-trips) during the weekday AM peak hour and approximately 3,087 pedestrian trips (1,658 walk-only person-trips and 1,429 transit person-trips) during the weekday PM peak hour. As discussed in the Project Description under Access and Circulation, the proposed project would include a network of mid-block passages, a pedestrian alley, and proposed open space, connecting to Bryant Street, Brannan Street, and Fifth Street, and to existing dead-end segments of Welsh Street and Freelon Street, providing convenient access to and from the interior of the project site. Therefore, project-generated pedestrian activity would likely be distributed across all four cardinal directions (north, south, east, and west) to / from the project site. Furthermore, the project would improve a currently unimproved segment of Welsh Street adjacent to the site that lacks raised curb and sidewalks and also provide improvements to sidewalks on Brannan, Fifth and Bryant streets consistent with the requirements under the Better Streets Plan. These features would provide additional routes for foot traffic, reducing crowding on existing pedestrian facilities and increasing the overall capacity of the pedestrian network in the vicinity of the project site. Given existing pedestrian activity levels without the project, the network of pedestrian-only access that would be provided by the project within and adjacent to the project site, improvements to Welsh Street and to surrounding sidewalks, substantial overcrowding of pedestrian facilities is not anticipated.

The project would thus result in **less-than-significant** impacts related to pedestrian activity. Therefore, the project would not result in new significant impacts related to pedestrian activity that were not identified in the PEIR.

Pedestrian Safety and Access. The project would increase vehicle traffic on the surrounding roadway network, which could increase the potential for vehicle–pedestrian conflicts. Relative to traffic levels without the project and under cumulative conditions, however, the project would generally represent only a marginal increase in specific types of traffic activity that would be potential sources of vehicle–pedestrian conflicts (e.g., permitted left-turn and right-turn-on-red movements). In addition, the project does not include any features that would create hazards or introduce obstructions for pedestrian circulation.

Within the public right-of-way, the project includes several features that would improve pedestrian safety and access, including new sidewalks along a currently unimproved segment of Welsh Street and left-turn restrictions (through a combination of signage and/or striping) at the Fifth Street/Welsh Street intersection. As stated above, the project would also include a network of mid-block passages, a pedestrian alley, and open space that would substantially improve pedestrian access to, from, and through the site.

In summary, the project would result in **less-than-significant** impacts on pedestrian safety and access. Therefore, the project would not result in new significant impacts on pedestrian safety and access that were not identified in the PEIR.

Cumulative Analysis

As discussed under Cumulative Setting above, the 88 Bluxome Street (Tennis Club) and 630–698 Brannan Street (Flower Mart) projects would be across Brannan and Fifth streets, respectively, from the proposed project. These projects, and others proposed in the area, would result in pedestrians that would use the local pedestrian network. Under the Central SoMa Plan, mid-block pedestrian crossings are proposed between the proposed project and the proposed 88 Bluxome Street and 630-698 Brannan Street projects. These mid-block crossings, in combination with the proposed project's interior pedestrian passageways and the interior passageways proposed for the two adjacent projects, would create a secondary pedestrian network (in addition to sidewalks to be improved under the Central SoMa Plan and the improvement projects discussed below), substantially increasing the local capacity to accommodate pedestrians. The Brannan Street Safety Project, the Townsend Corridor Improvement Project, and the Fifth Street Safety Project also propose pedestrian improvements within and adjacent to the Central SoMa Plan area. The 598 Brannan Street transportation study analyzed the impacts of the proposed project in combination with these cumulative projects and determined that the cumulative impacts to people walking would not be more severe than those identified in the Central SoMa PEIR. All of these projects would enhance the pedestrian realm and therefore would not combine with impacts of the proposed project to result in new or more severe cumulative impacts to people walking than were identified in the Central SoMa PEIR.

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

Bicycles

Central SoMa PEIR Analysis

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

Project-Specific Analysis

The project would provide class 1 bicycle parking in secure storage rooms, as well as class 2 bicycle parking in various on-site locations at street level. Project-generated bicycle activity would likely be distributed across Fourth, Brannan and Fifth streets, with some bicyclists using Welsh and Freelon streets to access the interior of the project site.

The project would increase vehicle traffic on the surrounding roadway network, which could increase the potential for vehicle–bicycle conflicts. In particular, all vehicles entering and exiting the project site at Welsh Street would need to cross the northbound class 2 bikeway along Fifth Street, which can result in increased conflicts near the driveway for bicyclists using this bikeway. This is not expected to constitute a substantial hazard for bicyclists, however, as motorists would generally have unobstructed sightlines and/or substantial sight distance towards approaching bicyclists along northbound Fifth Street. In particular, traffic entering the driveway would have unobstructed sightlines towards bicyclists using the bicycle lane and would be required to wait until there is sufficient space in the flow of people bicycling as well as westbound vehicles and pedestrians in the sidewalk to clear their vehicle before encroaching into the bikeway.

Relative to traffic levels without the project and under cumulative conditions, 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 proposed project does not include any features that would create hazards or introduce substantial obstructions for bicycle circulation.

Within the public right-of-way, the project includes several features that would improve bicycle safety and access, including a new 20-foot-wide (curb-to-curb) traveled way along a currently unimproved segment of Welsh Street and left-turn restrictions at the Fifth Street/Welsh Street intersection. Within the site, the

project would also include a network of mid-block passages, a pedestrian alley, and open space that would substantially improve bicycle access to, from, and through the site.

For the reasons described above, the project would result in **less-than-significant** impacts on bicycle safety and access. Therefore, the project would not result in new significant impacts on bicycle safety and access that were not identified in the PEIR.

Cumulative Analysis

The Brannan Street Safety Project, the Townsend Corridor Improvement Project, and the Fifth Street Improvement Project propose pedestrian and bicycle safety improvements within and adjacent to the plan area. The 598 Brannan Street transportation study analyzed the impacts of the proposed project in combination with these cumulative projects and determined that the cumulative impacts to people bicycling would not be more severe than those identified in the Central SoMa PEIR. The cumulative infrastructure projects propose enhancements to bicycle facilities and therefore would not combine with impacts of the proposed project to result in more severe cumulative impacts than disclosed in the Central SoMa PEIR. For the reasons described above, the project would not create potentially hazardous conditions for bicyclists or otherwise substantially interfere with bicycle accessibility to the site or adjoining areas. Therefore, the project would result in less-than-significant project and cumulative impacts to bicycle safety and access.

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 bicycle safety that are peculiar to the project site, nor would the proposed project result in more severe project-specific or cumulative bicycle impacts than were identified in the Central SoMa PEIR.

Traffic Hazards

Central SoMa PEIR Analysis

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

Project-Specific Analysis

The project would increase vehicle traffic on the surrounding roadway network, but this, in and of itself, would generally not constitute a traffic hazard. Relative to traffic levels without the project and under cumulative conditions, the project would also generally represent only a marginal increase in specific types of traffic activity that would be potential sources of vehicle–vehicle conflicts (e.g., permitted left-turn movements). In addition, the project does not include any features that would create major hazards for traffic circulation.

The project includes several features that would improve motorist safety, including a new 20-foot-wide (curb-to-curb) traveled way along a currently unimproved segment of Welsh Street and left-turn restrictions at the Fifth Street/Welsh Street intersection.

The project would result in **less-than-significant** impacts related to traffic hazards. Therefore, the project would not result in new significant impacts related to traffic hazards that were not identified in the PEIR.

Cumulative Analysis

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

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

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

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 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 PEIR concluded that it is unlikely that sufficient on-street commercial and passenger loading spaces could be provided to offset the net loss in these spaces without avoiding conflicts between trucks, bicyclists, and other vehicles and that the feasibility of providing replacement on-street passenger loading zones for properties affected by the removal of existing zones is uncertain. Therefore, even with implementation of these two mitigation measures, loading impacts (both commercial and passenger) would remain significant and unavoidable.

Project-Specific Analysis

Commercial Loading. Pursuant to Planning Code section 152.1, the project would be required to provide a total of 12 off-street freight loading spaces (9 spaces for Buildings 1 and 2, and 3 spaces for Building 3). Building 4 would not be required to provide any such spaces. The project would generate a freight loading/service vehicle demand of approximately 17 to 18 spaces during the average hour and up to approximately 22 spaces during the peak hour.[31] By building, the demand would be approximately 13 spaces (average hour) and 16 to 17 spaces (peak hour) for Buildings 1 and 2; approximately 3 to 4 spaces (average hour) and 4 to 5 spaces (peak hour) for Building 3; and approximately 1 space (average and peak hours) for Building 4.

The garage beneath Buildings 1 and 2 would include a total of six below-grade loading spaces, and the ground floor of Building 3 would include two at grade loading spaces. One to two on-street loading spaces would also be available along Bryant Street (for Building 3) and off Freelon Street (for Building 4). The proposed supply would satisfy the average-hour and peak-hour demands for Building 4, but not for Buildings 1 and 2 or for Building 3. However, approximately two-thirds (67 percent) of daily service vehicle activity typically consists of vehicle types similar to personal (household) automobiles, including 25 percent consisting of cars and pickups and 42 percent consisting of vans.[32] These vehicles would have the option of using on- or off-street parking spaces in the vicinity of the project site (including spaces within the onsite garages for these buildings) and would not necessarily be restricted to using proposed off-street spaces. There are several on-street loading zones within 50 to 100 feet of the project site, including along Bryant Street, Brannan Street, Fifth Street, and the east segment of Welsh Street (west of Fourth Street).

The remaining 33 percent of daily service vehicle activity—corresponding to a demand of approximately 3 to 4 trucks per hour for Buildings 1 and 2, in addition to 2 to 3 trucks every two hours for Building 3 and one truck every three hours for Building 4—would consist of larger vehicles that would likely be restricted

[31] AECOM, *598 Brannan Street Transportation Impact Study, Final Report*, San Francisco, CA, May 14, 2019.

[32] Ibid, p. 99.

to using the off-street spaces proposed by the project or available on-street spaces due to their size and limited maneuverability. Some of these vehicles may have difficulties with ingress/egress for off-street spaces, particularly for Buildings 1 and 2 and for Building 4, where access is provided off of narrow alleys (Welsh Street and Freelon Street, respectively). Movements into and out of any of the four buildings by large trucks could also result in temporary disruptions to traffic, transit, bicycle, and/or pedestrian circulation along the adjacent streets.

It is also likely, however, that at least some commercial loading activities generated by the project will service the site in on-street areas due to convenience, vehicle size and maneuverability (including difficulties with site ingress/egress), a lack of available (unoccupied) off-street spaces, and other considerations. Depending on vehicle size and the availability of on-street parking and commercial loading spaces, freight loading/service vehicles in on-street areas (either while queuing/dwelling or actively serving the site) could encroach onto or occupy unpermitted areas, including travel lanes, on-street white zones, curb cuts/driveways, and sidewalks, potentially resulting in hazardous conditions for traffic, transit, bicycles, or pedestrians or substantial delays to transit.

Central SoMa PEIR Mitigation Measures M-TR-6a is applicable to these impacts and would be implemented pursuant to Planning Code section 155(u). Compliance with Planning Code section 155(u), requiring active management of commercial (and passenger) loading by an on-site attendant and other actions as described in the Project Description under Driveway and Loading Operations Plan, would reduce project-specific impacts to less-than-significant levels. Given the size and nature of the Project site, it is expected that there would be sufficient scope and flexibility to develop and enforce a DLOP for each building that would feasibly reduce the Project's impacts related to freight loading / service vehicles to a less-than significant level. In particular, the four proposed buildings are spread across the Project site, each with access from a separate major street (Fifth Street for Building 1 / Building 2, Bryant Street for Building 3, and Fourth Street for Building 4) and each with a dedicated off-street freight loading area. Specifically, each DLOP would include provisions for focused management of these off-street accommodations through scheduling and coordination with tenants, Recology, and delivery service providers, including employment of loading dock attendants and restrictions (and alternative solutions) for large truck access. Each DLOP would also include procedures for trash / recycling / compost collection and solutions for delivery storage for tenants. These measures would maximize the effectiveness and efficiency of on-site facilities to accommodate the Project's freight loading / service vehicle activity. In addition, the site also has frontage along and / or adjacency to three major streets (Bryant Street, Brannan Street, and Fifth Street) and several lightly-used, mid-block dead-end alleys (Welsh Street and Freelon Street), which would provide additional curbside opportunities to accommodate Project-generated freight loading / service vehicle activities, when and where feasible. Therefore, the proposed project would not result in new significant impacts related to commercial loading that were not identified in the PEIR.

Passenger Loading. The project proposes to establish two on-street passenger loading (white) zones on adjacent portions of the project site's two major street frontages, including one zone along Fifth Street (140 feet) and one zone along Bryant Street (85 feet). Existing on-street parking would also be available in the immediate vicinity of the project site to accommodate curbside passenger loading. The project's estimated passenger loading demand could be accommodated in these on-street accommodations without substantial

disruptions to traffic, transit, bicycle, or pedestrian circulation under baseline conditions with the project.[33] Therefore, the proposed project would result in less-than-significant impacts related to passenger loading.

Cumulative Analysis

Under cumulative conditions, however, the site's three major street frontages would be reconfigured or repurposed to facilitate transit and bicycle circulation, including new peak-period transit-only lanes (Bryant Street) and new bikeways (Fifth Street and Brannan Street). This would be compounded by the loss of on-street white zones as a result of the street network changes under the Plan and other foreseeable transportation-related projects (and the effects associated with spillover demand from existing properties affected by the loss of existing zones), as well as by increased demand for on-street parking spaces and passenger loading zones (as well as increased traffic, transit, bicycle, and pedestrian activity) generated by other development in the vicinity of the site. Whether while queuing/dwelling or actively serving the site or other nearby uses, passenger loading activities could encroach onto or occupy unpermitted areas including general-purpose travel lanes, bikeways, transit-only lanes, curb cuts/driveways, and sidewalks, potentially resulting in hazardous conditions for traffic, transit, bicycles, or pedestrians or substantial delays to transit.

Under cumulative conditions, the Central SoMa Plan and several other transportation network changes described in the Cumulative Setting would affect curb restrictions along many streets in the vicinity of the project site, resulting in the removal of existing on-street accommodations for passenger loading (including both on-street white zones and on-street parking spaces). These effects would be coupled with a general increase in localized demand for such accommodations in the vicinity of the project site. In addition, development projects within the Central SoMa Plan area and background growth elsewhere in the city and the region would also be expected to result in a general increase in traffic, transit, bicycle, and pedestrian activity (as well as parking demand) in the vicinity of the project site, which could increase the potential for disruptions to traffic, transit, bicycle, and pedestrian circulation as a result of passenger loading activities, as well as increase competition for on-street parking that might otherwise be available to accommodate these activities. Portions of Central SoMa PEIR Mitigation Measures M-TR-6b includes actions related to management of passenger loading activities specifically intended to be undertaken by sponsors of subsequent development projects within the plan area.[34] Therefore, this portion of PEIR Mitigation Measure M-TR-6b, requiring the project sponsor to develop a passenger loading plan, is applicable to the project and would be implemented pursuant to Planning Code section 155(u). While implementation of Central SoMa PEIR Mitigation Measures M-TR-6a and M-TR-6b, implemented through Planning Code section 155(u), would reduce project-specific loading impacts to less-than-significant levels,

[33] Due to the pending completion and opening of the Central Subway in 2020, project-specific impacts were analyzed under a baseline conditions scenario that assumes the Central Subway is open and—and associated changes to traffic circulation, transit routes and services, and other components of the transportation system—are in effect.

[34] M-TR-6b requires that project sponsors prepare a Passenger Loading Plan that includes various measures coordinating passenger loading and unloading.

it is unlikely to fully mitigate the cumulative passenger loading impacts identified in the Central SoMa PEIR, which would remain significant and unavoidable with mitigation.

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

Emergency Vehicle Access

Central SoMa PEIR Analysis

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

Project-Specific Analysis

The proposed project does not include any design features (e.g., streetscape changes) that would preclude emergency vehicle access. While secondary frontages of the project site are only directly accessible by narrower alleys (Welsh Street and Freelon Street), the project does not propose any modifications to curb lines and turning radii on these existing public rights-of-way that would preclude emergency vehicle access. Along the currently unimproved west segment of Welsh Street (east of Fifth Street), the project would remove unpermitted *de facto* perpendicular parking along the north side of the street, which currently restricts the available right-of-way for moving traffic, and improve the street with a 20-foot-wide traveled way, meeting the San Francisco Fire Code's minimum requirement of 20 feet of unobstructed roadway.

The proposed project also includes several onsite design features that would facilitate emergency vehicle access through the site, both for the project and for surrounding properties, including a 20-foot-wide "drivable area" to connect the two dead-end segments of Welsh Street and a pedestrian alley between Building 1 and Building 2 that would also function as a fire lane; and a hammerhead turnaround within the public park (combined with the removal of existing on-street parking spaces adjacent to the park) to facilitate egress for fire trucks along Freelon Street.

The project site is also not located in the immediate vicinity of any existing uses or facilities that generate unusually large amounts of emergency vehicle activity (such as a hospital or fire station). Station 8 is located approximately 500 feet from the project site along the north side of Bluxome Street between Fourth Street and Fifth Street, but there is sufficient physical separation from the project site such that project-generated vehicle traffic would not be substantial enough to produce a material effect on emergency vehicle response out of the station or overall emergency vehicle access to or through the area. Therefore, the proposed project would result in a less-than-significant impact related to emergency vehicle access.

Cumulative Analysis

Under cumulative conditions, vehicle activity on the surrounding street network would likely increase because of subsequent development projects enabled under the Central SoMa Plan and background growth elsewhere in the city and the region. This would generally be expected to lead to an increase in traffic congestion and associated delays to vehicles traveling within the neighborhood. Additionally, many of the transportation network changes, including the street network changes proposed by the Central SoMa Plan the Brannan Street Safety Project, the Townsend Corridor Improvement Project, and the Fifth Street Improvement Project, would affect roadway and intersection geometry but would not preclude emergency vehicle access. Some of the cumulative projects, including new peak-period transit-only lanes under the Central SoMa Plan and a new transit-only turn pocket under the Brannan Street Safety Project, would be available for use by emergency vehicles to bypass traffic congestion in mixed-flow lanes. To the extent that other changes from proposed cumulative projects reduce the available roadway capacity and unobstructed roadway width, they may affect motorists' ability to yield right-of-way, as well as the ability of emergency vehicles to pass other traffic. Overall, the Central SoMa PEIR determined that cumulative impacts to emergency vehicle access would be significant.

Given the project's location on a major traffic route to I-280 (via the Sixth Street/King Street on-ramp), project-generated vehicle traffic could increase congestion, thereby exacerbating the effects on emergency vehicle access. As discussed above, the proposed project would be required to implement the city's transportation demand management requirements of Planning Code section 169. Another applicable mitigation measure to reduce the project's impact to emergency vehicle access is Mitigation Measure M-TR-1 (Queue Abatement). Project Mitigation Measure M-TR-1 would address the queuing of vehicles into and out of the project site and would also facilitate emergency vehicles traveling on roadways surrounding the project site.

Based on the above analysis, the proposed project would not result in new significant impacts related to emergency vehicle access that were not identified in the Central SoMa PEIR, nor result in new or more severe cumulative impacts related to emergency vehicle access than those identified in the Central SoMa PEIR.

Construction

Central SoMa PEIR Analysis

The Central SoMa PEIR determined that plan-level construction activities associated with development under the Central SoMa Plan, including the proposed open space improvements and street network

changes, could disrupt nearby streets, transit services, and pedestrian and bicycle circulation, resulting in a significant impact. **Central SoMa PEIR Mitigation Measure M-TR-9, Construction Management Plan and Construction Coordination**, was identified to reduce impacts by requiring individual development projects within the plan area to develop a construction management plan. However, even with implementation of M-TR-9, the plan-level impact would be significant and unavoidable because it was unknown how many subsequent development projects enabled by the plan could be under construction simultaneously; likewise, the construction activities required for those projects were unknown. The Central SoMa PEIR determined that cumulative construction impacts (impacts resulting from projects enabled by the plan in addition to other cumulative projects) would be less than significant.

Project-Specific Analysis

Construction of the proposed project is expected to take place over a period of approximately 33 to 34 months based on current phasing plans, dependent on market conditions and other factors. Construction trucks would be required to use designated freight traffic routes, which include major freeways and most through streets in the South of Market area, but could still result in minor congestion and conflicts with traffic, transit, bicycle, and pedestrian circulation.

Construction staging would be expected to take place primarily within the confines of the project site. Any sidewalk closures would likely require the temporary closure of the adjacent parking lane (if available) to maintain pedestrian access but would likely otherwise have little effect on roadway capacity. Signage and pedestrian protection would be erected, as appropriate. It is anticipated that no roadways or travel lanes would need to be closed and no transit service or bus stops would need to be rerouted or relocated during the construction period. Any temporary closure of travel lanes or changes to transit service on streets adjacent to the project site would need to be cleared and coordinated with the municipal transportation agency.

In general, temporary traffic and transportation changes must be coordinated through the municipal transportation agency's Interdepartmental Staff Committee on Traffic and Transportation (ISCOTT) and require a public meeting. As part of this process, the construction management plan may be reviewed by the municipal transportation agency's Transportation Advisory Committee to resolve internal differences between different transportation modes. The project sponsor would follow the Regulations for Working in San Francisco Streets ("The Blue Book") and would provide reimbursement to the municipal transportation agency for installation and removal of temporary striping and signage changes required during project construction.

In consideration of the project site location and other relevant project characteristics, the duration and magnitude of temporary project-related construction activities could result in substantial interference with bicycle, pedestrian, or vehicle circulation and accessibility to adjoining areas, thereby resulting in potentially hazardous conditions. Mitigation Measure M-TR-9, identified in the Central SoMa PEIR to address plan-level significant impacts as described above, includes actions related to development of a construction management plan (and, if necessary, a coordinated construction management plan) specifically intended to be undertaken by sponsors of subsequent development projects within the plan area. Therefore, this mitigation measure would apply to the proposed project and is identified as Mitigation

Measure M-TR-2, Construction Management Plan and Construction Coordination (implementing Central SoMa PEIR Mitigation Measure M-TR-9). As described above for plan-level impacts, however, this mitigation measure would reduce, but not fully mitigate, the project's impacts related to construction. Therefore, these impacts would remain significant and unavoidable with mitigation.

Cumulative Analysis

Nearby construction projects would generate traffic from construction-related vehicles (including large trucks) traveling to and from nearby sites. The project site is across Fifth Street from the San Francisco Flower Mart project and across Brannan Street from the 88 Bluxome Street project. Other development projects enabled by the Central SoMa Plan would be located further away and would generally make a smaller contribution to any construction-related effects in the immediate vicinity of the project site. In addition, construction of the proposed project could overlap with construction of the Brannan Street Safety Project and the Fifth Street Improvement Project. Other cumulative transportation projects in the area would involve construction activities on street segments in the immediate vicinity of the project site, including the Townsend Corridor Improvement Project and the Downtown Rail Extension and Transbay Program Phase 2.

Given the volume of proposed potential land use developments in the area that are enabled under the Central SoMa Plan, and the scope, scale, and duration of potential transportation changes, it is possible that construction activities at multiple sites could overlap at least partially. Furthermore, any overlap in construction activities could amplify potential effects on traffic, transit, bicycle, and pedestrian circulation at some locations due to the proximity and concentration of construction sites. Therefore, Mitigation Measure M-TR-2 (implementing Central SoMa PEIR Mitigation Measure M-TR-9) would apply to the proposed project. It is uncertain whether this mitigation measure would fully mitigate the significant Plan-level impact identified in the Central SoMa PEIR because the timing of adjacent projects is uncertain and could change, and it is therefore difficult to accurately predict the number, scale, and intensity of construction activity that could be underway simultaneous to the proposed project's construction activity. Therefore, construction impacts from the proposed project and other projects enabled under the plan would remain significant and unavoidable with mitigation.

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

Parking

Central SoMa PEIR Analysis

The Central SoMa PEIR found that development under the plan would not result in a substantial parking deficit that would create hazardous conditions or significant delays affecting transit, bicycles, or pedestrians, and where particular characteristics of the Central SoMa Plan render the use of other modes infeasible. The secondary effects of increased parking demand generated by development under the plan and on-street parking loss as a result of Central SoMa Plan street network changes would be less than

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

Project-Specific Analysis

As discussed under the Project Description, the proposed project would satisfy the eligibility criteria for a "transit-oriented infill project" under Public Resources Code section 21099, as it consists of residential, mixed-use residential, or "employment center uses"; is located on an infill site; and is located within a transit priority area. Therefore, the proposed project is exempt from an analysis of impacts to (automobile) parking under CEQA and the following discussion focuses on secondary impacts that could result from constrained parking.

The proposed project would provide a total of 200 spaces for planned office/commercial uses. As discussed in Appendix M of the TIS, the total estimated onsite vehicle capacity of the existing uses at the project site is approximately 275 to 350 vehicles, although not all of these uses and spaces would be considered "parking" in as defined under the Planning Code. The proposed project would also remove existing curb cuts, construct new curb cuts, and implement minor streetscape or curb changes (e.g., corner bulb-outs at intersections or proposed on-street passenger loading zones) that may result in a minor change (either a net increase or net decrease) to the supply of on-street parking spaces along the frontages of the project site. The project would also remove approximately 27 spaces in unpermitted de facto perpendicular parking along the north side of the west segment of Welsh Street (east of Fifth Street) as part of constructing new raised curbs and sidewalks and repaving/resurfacing to provide a 24-foot-wide traveled way.

The parking conditions within the project site and nearby streets are constrained and would be further constrained with construction and operation of the proposed project. It is reasonable to assume that patrons of the project site and nearby businesses would be aware of these constrained (and regulated) conditions, and would therefore shift to other modes, such as transit, walking, biking, or other means (e.g., for-hire services and work from home). In addition, the estimated long-term parking demand is mostly associated with the proposed office uses and most of the short-term parking is associated with general retail and restaurant/café uses. The project site is in an area that is accessible to high-quality transit service and a connected pedestrian and bikeway network, including future planned transportation network improvements that would further support transit and non-auto modes to travel to/from the project site. The proposed project would include a number of TDM measures, in compliance with planning code section 169, to reduce vehicle traffic and parking demand by users of the proposed project (see discussion of the project's proposed TDM plan in the Project Description).

Given the estimated number of daily vehicular trips to the project site, the proposed project's parking demand would likely exceed the 200 parking spaces that would be provided. However, constraining parking supply within the project site combined with continued regulation of on-street parking supply and potentially charging for parking would further encourage the project's users to opt to drive/park and utilize other means of transportation. Therefore, no substantial parking deficit would occur that could create

hazardous conditions affecting traffic, transit, bicycles, and pedestrians or significant delays affecting transit, and impacts would be less-than-significant.

Cumulative Analysis

Several of the transportation network changes, including those associated with the Brannan Street Safety Project, the Townsend Corridor Improvement Project, and the Fifth Street Improvement Project would occur under cumulative conditions. These network changes combined with the project's design features (such as wider sidewalks, project provided privately-owned public open spaces (including pedestrian alleys), and bicycle parking) would enhance pedestrian connectivity for and through the project site and improve the quality of transit service and bicycle and pedestrian facilities near the project site. This would further enhance the safety and attractiveness of these travel modes. Therefore, any secondary impacts resulting from a parking deficit that would result under cumulative conditions would also be less than significant.

In summary, implementation of the proposed project would not result in significant impacts related to parking that were not identified in the Central SoMa PEIR or that are peculiar to the project site, nor would the proposed project result in more severe project-specific or cumulative impacts because of a lack of parking than were identified in the Central SoMa PEIR.

Conclusion

For the above reasons, with implementation of Project Mitigation Measures M-TR-1 and M-TR-2 (implementing Central SoMa PEIR Mitigation Measures M-TR-3a and M-TR-9) and compliance with Planning Code section 155(u), the proposed project would not result in any significant project-level or cumulative impacts that were not previously identified in the Central SoMa PEIR related to transportation and circulation. In addition, the proposed project would not result in any potentially significant offsite impacts or impacts peculiar to the project site regarding transportation and circulation.

E.6 Noise

Central SoMa PEIR Analysis

Construction Noise and Vibration

The Central SoMa PEIR determined that implementation of the Central SoMa Plan would result in significant noise and vibration impacts during some construction activities. As discussed in the PEIR, the duration of noise experienced by receptors may also be increased due to overlapping construction projects. The PEIR identified **Central SoMa PEIR Mitigation Measure M-NO-2a, General Construction Noise-Control Measures**, to reduce construction noise to the maximum feasible extent, noting that with implementation of this measure, construction noise from individual development projects would be reduced to levels that would not substantially exceed ambient noise levels, thus reducing potential construction-related noise impacts on adjacent or nearby noise-sensitive receptors to a less-than-significant level at individual development sites. However, the PEIR also found that if multiple projects were under construction simultaneously in close proximity to the same sensitive receptors, the combined effect of these

construction noise impacts may result in noise levels for which the available, feasible measures identified in Mitigation Measure M-NO-2a would be insufficient to reduce noise impacts to a less-than-significant level. Therefore, the PEIR determined that where individual projects would overlap, potential cumulative construction-related noise impacts on adjacent or nearby noise-sensitive receptors would be significant and unavoidable.

For projects requiring pile-driving, such as may be required by the proposed project, implementation of **Central SoMa PEIR Mitigation Measure M-NO-2b, Noise and Vibration Control Measures for Pile Driving**, would reduce pile-driving noise impacts to a less-than-significant level at individual development sites. However, similar to construction noise impacts discussed above, if multiple projects involving pile driving were to be under construction simultaneously in close proximity to the same sensitive receptors, the combined effect of these noise impacts may result in noise levels for which the available, feasible measures identified in Central SoMa PEIR Mitigation Measure M-NO-2b would be insufficient to reduce the construction-related noise impacts to a less-than-significant level. Therefore, adverse impacts from pile-driving noise upon sensitive receptors near multiple construction sites would also be cumulatively significant and unavoidable when multiple projects involving pile-driving would be under construction at the same time.

Regarding potential vibration impacts to people and buildings from such construction activities as pile driving, the PEIR determined that implementation of the measures outlined in Central SoMa PEIR Mitigation Measure M-NO-2b would generally reduce those impacts to a less-than-significant level. For potential vibration impacts to fragile historic structures, the PEIR identified two mitigation measures in the Cultural Resources section under Impact CP-3: Central SoMa PEIR Mitigation Measure M-CP-3a and Central SoMa PEIR Mitigation Measure M-CP-3b. Central SoMa PEIR M-CP-3a requires project sponsors to consult with planning department environmental planning/preservation staff to determine whether adjacent or nearby buildings constitute historical resources that could be adversely affected by construction-generated vibration and, if so, to 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 historic buildings. Central SoMa PEIR Mitigation Measure M-CP-3b requires project sponsors to undertake a monitoring program to minimize damage to adjacent historic buildings and to ensure that any such damage is documented and repaired. The PEIR determined that implementation of Central SoMa PEIR Mitigation Measure M-NO-2 and, where required to protect historic resources, Central SoMa PEIR Mitigation Measure M-CP-3a and Central SoMa PEIR Mitigation Measure M-CP-3b, would reduce potential construction vibration-related impacts to less-than-significant.

Operational Noise

The PEIR determined that implementation of the Plan would result in a substantial permanent increase in ambient roadway traffic noise levels with the proposed street network changes to Howard and Folsom streets. The adversely affected locations would be on Howard Street west of 10th Street with Plan traffic plus two-way Howard and Folsom street network changes, while under Central SoMa PEIR cumulative conditions adversely affected locations would be on Howard Street west of Fifth Street (two-way Howard/Folsom), Fourth Street between Bryant and Brannan streets (two-way Howard/Folsom), Fifth

Street between Bryant and Brannan streets (no Folsom/Howard changes), Fifth Street between Brannan and Townsend streets (one-way Howard/Folsom), Bryant Street east of 2nd Street (both Howard/Folsom options), and Bryant Street between 3rd and Fourth streets (two-way Howard/Folsom). Although Central SoMa PEIR Mitigation Measure M-NO-1a (now implemented by Planning Code section 169) could reduce these impacts, existing sensitive land uses (generally, residences, as well as schools and childcare centers) would be adversely affected by increased traffic noise levels generated by Plan traffic, and the effect of Plan increases in traffic noise would be significant and unavoidable.

The PEIR also determined that implementation of the Plan could result in significant impacts due to various noise-generating sources that would occur with development of certain commercial and PDR uses in proximity to existing residential uses. The PEIR identified Central SoMa PEIR Mitigation Measure M-NO-1b, Siting of Noise-Generating Uses to reduce such impacts to **less than significant** for new residential receptors and other sensitive land uses.

Topics:	*Significant Impact Peculiar to Project or Project Site*	*Significant Impact not Identified in PEIR*	*Significant Impact due to Substantial New Information*	*No Significant Impact not Previously Identified in PEIR*
6. NOISE. Would the project:				
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?	☐	☐	☐	☒
b) Generation of excessive groundborne vibration or groundborne noise levels?	☐	☐	☐	☒
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?	☐	☐	☐	☒

Project-Specific Analysis

Impacts of the proposed project related to noise and vibration are discussed below. The project site is not located within an airport land use plan area, within 2 miles of a public airport, or in the vicinity of a private airstrip. Therefore, topic 6c from the CEQA Guidelines, Appendix G is not applicable and are not addressed.

Noise Conditions

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 closest existing sensitive receptors to the project site include a single-family residence located at 152 Freelon Street (approximately 5 feet northeast of the project site), a multi-family residence located at 139 Welsh Street (approximately 30

feet northeast of the project site), and Bennett Lofts located at 530 Brannan Street (approximately 35 feet south of the project site).

The proposed project would be located immediately adjacent to noise-sensitive receptors. Therefore, in compliance with Central SoMa PEIR Mitigation Measure M-NO-1b, noise monitoring was conducted at the noise-sensitive receptors in the vicinity of the project site to establish the existing noise environment. Six short-term (15-minute) and two-long term (24-hour) noise measurements were conducted from September 25, 2018 to September 28, 2018.[35] Noise measurement data collected during the noise monitoring are summarized in **Table 5**. As shown in Table 5, the short-term noise measurements indicate that ambient noise in the project site vicinity ranges from approximately 58.8 dBA to 75.3 dBA L_{eq}. The long-term measurements indicate daily noise levels of 67.7 and 69.3 dBA L_{dn}. Vehicle traffic on surrounding roadways, including Fifth Street, Bryant Street, Fourth Street, and Brannan Street, was reported as the primary noise source.

Table 5: Ambient Noise Monitoring Results, dBA

Location Number	Location Description	Start Time	L_{eq}/ L_{dn} [1]	L_{max} [2]	L_{min} [3]	Primary Noise Sources
ST-1	Welsh Street, at end of street near project site border, in front of residences.	12:01 p.m.	58.8	69.6	52.4	Vehicle traffic on surrounding roadways and adjacent warehouse/ industrial noise.
ST-2	Freelon Street, towards end of street near project site border.	12:32 p.m.	60.4	72.3	54.3	Vehicle traffic on surrounding roadways and nearby parking lot noise.
ST-3	Fifth Street, across from project site, approximately 100 feet from intersection of Fifth Street and Bryant Street	1:10 p.m.	71.2	86.8	60.8	Vehicle traffic on Fifth Street and Bryant Street.
ST-4	Southeast corner of Fifth Street and Bryant Street intersection.	1:27 p.m.	75.3	96.3	62.7	Vehicle traffic on Fifth Street and Bryant Street.
ST-5	Freelon Street, approximately 200 feet from Fourth Street.	2:24 p.m.	59.7	79.7	54.4	Vehicle traffic on Fourth Street.
ST-6	In front of residential building on Fourth Street between Welsh Street and Freelon Street, across from the project site.	2:43 p.m.	64.0	78.2	43.8	Vehicle traffic on Fourth Street.
LT-1	In public parking lot off Brannan Street, on light pole near adjacent offsite PDR building, approximately 100 feet from Brannan Street.	10:57 a.m.	63.9/ 67.7	73.9	54.0	Vehicle traffic on Brannan Street.

[35] LSA, 598 Brannan Street Noise Measurement Survey, September 25-28, 2018

LT-2	Welsh Street, in tree at end of street near project site border, in front of residences.	11:43 a.m.	71.5/ 69.3	84.6	55.3	Vehicle traffic on surrounding roadways and adjacent warehouse/ industrial noise.

[1] L_{eq} represents the average of the sound energy occurring over the measurement time period for the short-term noise measurements. L_{dn} is the day/night noise level which is the 24-hour A-weighted average sound level from midnight to midnight, obtained after the addition of 10 decibels to sound levels occurring in the night between 10:00 p.m. and 7:00 a.m.

[2] L_{max} is the highest sound level measured during the measurement time period.

[3] L_{min} is the lowest sound level measured during the measurement time period.

Source: LSA, 2018.

Construction Noise

During the approximately 52-month construction period for the proposed project, occupants of nearby properties could be disturbed by construction noise, particularly if other projects are under construction nearby. As described in the Project Description under Demolition and Construction, approximately 48 hours of nighttime work would be required during the early construction phase of the project to pour the foundation. This work would exceed the ambient plus 5 dBA above ambient nighttime construction noise limit in section 2908 of the Police Code and a special permit would be required. Additional noise during the concrete pour may also include backup alarms and workers communicating by yelling. Such noise could interfere with people being able to fall asleep or stay asleep. However, because this nighttime work is expected to be limited in duration (a total of 48 hours), noise impacts related to nighttime construction are not expected to substantially affect sleep for an extended period of time.

Times may occur when noise could interfere with indoor activities in nearby residences and other businesses near the project site. Construction noise is generally temporary, intermittent, and restricted in occurrence and level. However, given the size of the proposed project and its proximity to sensitive (residential) receptors, general construction noise levels could expose persons to temporary increases in noise levels substantially in excess of ambient levels. In addition, implementation of the proposed project would require pile driving and its resulting noise could exceed the Federal Transit Administration criteria of 90 dBA at the nearest sensitive receptor. Therefore, construction of the proposed project would result in a significant impact regarding construction noise. Accordingly, the project sponsor would be required to comply with Central SoMa PEIR Mitigation Measures M-NO-2a, as **Project Mitigation Measure M-NO-1a: General Construction Noise Control Measures**, and M-NO-2b as **Project Mitigation Measure M-NO-1b: Noise and Vibration Control Measures during Pile Driving**. With implementation of these measures, potential construction-related noise impacts on adjacent or nearby noise-sensitive receptors would be reduced to the extent feasible. However, if multiple projects were under construction simultaneously near the same sensitive receptors, the combined effect of these construction noise impacts may result in noise levels for which the available, feasible measures identified in Central SoMa PEIR Mitigation Measure M-NO-2a (Project Mitigation Measure M-NO1a) would be insufficient to reduce noise impacts to a less-than-significant level. Projects proposed near the project site (New Flower Mart, 88 Bluxome Street, the Brannan Street Safety Project and the Fifth Street Improvement Project) have construction schedules that could overlap with that of the proposed project. Therefore, as identified in the Central SoMa PEIR, potential

construction-related noise impacts on adjacent or nearby noise-sensitive receptors would remain significant and unavoidable with the proposed project.

Construction Vibration

As identified in Central SoMa PEIR Impact NO-3, groundborne vibration could result in a significant impact when pile driving is occurring within 65 feet of existing buildings. In addition, groundborne vibration associated with pile-driving activities could exceed the Federal Transit Administration (FTA) threshold of 0.2 inches per second PPV for fragile buildings, which could affect historic resources, and result in a significant impact. Central SoMa PEIR Mitigation Measures M-CP-3a and M-CP-3b, included as Project Mitigation Measures M-CR-1a and M-CR-1b would require contractors to undertake certain best practices during construction and to conduct pre-construction surveys of historical resources within 125 feet of proposed construction (to allow for a 25 percent safety factor) and to conduct construction-period monitoring of these resources to ensure that potential construction vibration impacts would be reduced by the maximum feasible degree, and would be less than significant. As discussed above, the project site is not located within an existing or proposed historic district. The San Francisco Flower Mart Historic District is the nearest known California Register-eligible district (Central SoMa PEIR Figure IV.C-2, p. IV.C-16); however, with development of the proposed Flower Mart Project, which is anticipated in the Central SoMa Plan, this eligibility designation would be removed because all of the contributing structures would be demolished. The nearest known historic resource to the project site is the building at 701 Bryant Street, at the southeast corner of Fifth and Bryant streets, approximately 100 feet west of the project site and across Fifth Street. Because there is a known historic building located less than 125 feet from the project site, Central SoMa PEIR Mitigation Measures M-CP-3a and M-CP-3b, included as Project Mitigation Measures M-CR-1a and M-CR-1b would apply. Project Mitigation Measure M-CR-1a (Central SoMa Mitigation Measure M-CP-3a) would require the project sponsor to use construction methods that would reduce the vibration levels of pile-driving when historic buildings are within 100 feet pile-driving activity. Project Mitigation Measure M-CR-1b (Central SoMa Mitigation Measure M-CP-3b) would require the project sponsor to monitor vibration to minimize damage to historic buildings and to ensure that any such damage is documented and repaired. With implementation of these measures, construction-related impacts related to damage of historic buildings would be less than significant.

Operational Noise

Traffic Noise. In general, traffic noise increases of less than 3 dBA are not perceptible to people, while a 5 dBA increase is readily noticeable.[36] Therefore, permanent increases in ambient noise levels of 5 dBA or more are considered a significant impact, unless the resulting noise environment is unacceptable for the surrounding uses as indicated in the San Francisco Land Use Compatibility Chart.[37] In such circumstances,

[36] California Department of Transportation, Division of Environmental Analysis, "Technical Noise Supplement," November 2009; pp. 2-48–2-49, *http://www.dot.ca.gov/hq/env/noise/pub/tens_complete.pdf*, accessed on August 29, 2018.

[37] City and County of San Francisco, *San Francisco General Plan, Environmental Protection Element, Policy 11.1, http://generalplan.sfplanning.org/I6_Environmental_Protection.htm*, accessed on August 30, 2018.

a permanent increase in ambient noise levels of 3 dBA is considered a significant impact because existing noise levels already exceed satisfactory standards for residential uses according to the San Francisco Land Use Compatibility Chart.

As noted above, motor vehicles are the dominant noise source in the project vicinity. The amount of noise varies according to many factors, such as volume of traffic, vehicle mix (percentage of cars and trucks), average traffic speed, and distance from the observer. Implementation of the proposed project would result in new daily trips on local roadways in the project site vicinity. A doubling of existing traffic levels is generally assumed to result in a perceptible (3 dBA or greater) increase in the existing ambient noise level.[38]

As identified in the TIS,[39] the proposed project would generate approximately 8,048 average daily vehicle trips, with 1,018 vehicle trips occurring during the AM peak hour and 1,003 vehicle trips occurring during the PM peak hour. (The Central SoMa PEIR determined that implementation of the Plan would generate approximately 3,240 vehicle trips occurring during the AM peak hour and 4,040 vehicle trips occurring during the PM peak hour.) As noted in the TIS, given background traffic levels and the conservative estimates of project-generated vehicle traffic, the project is not expected to substantially increase overall traffic levels along surrounding streets. In no street segment would the proposed project result in a doubling of existing traffic levels, either overall or during the PM and AM peak-hour. Existing average daily traffic levels would increase the most due to the proposed project on Fifth Street between Brannan and Welsh streets (by about 35 percent) where the ambient noise level would increase by about 1.3 dBA. The next largest increase would be on Fifth Street between Welsh and Bryant Streets (about 24.5 percent) where the ambient noise level would increase by about 1.0 dBA.[40] Therefore, traffic generated by the proposed project would not result in a substantial increase in ambient noise levels because it would not result in a 3 dBA (perceptible) increase over existing noise levels. The proposed project would not substantially contribute to the significant and unavoidable traffic noise impacts disclosed in the PEIR for the proposed street network changes at Howard Street between Tenth and Eleventh streets and Howard Street west of Eleventh Street. In addition, the proposed project's traffic generation, which was included in the total traffic evaluated by the PEIR, would not result in a greater level of traffic noise than that disclosed in the PEIR. Furthermore, in compliance with Planning Code section 169, the proposed project would implement the TDM plan described in the Project Description of this initial study checklist, reducing the impact of the proposed project's contribution to traffic noise levels on existing sensitive land uses. However, as determined by the Central SoMa Plan, the degree to which this mitigation measure could reduce traffic noise to a less-than-significant level is uncertain and, therefore, this impact would also be considered significant and unavoidable.

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[38] Caltrans, Technical Noise Supplement, November 2009, *http://www.dot.ca.gov/env/noise/*, accessed December 18, 2017.

[39] AECOM, *598 Brannan Street Transportation Impact Study, Final Report*, San Francisco, CA, May 14, 2019.

[40] LSA, *598 Brannan Project – Case No. 212.0640U, Supplemental Traffic Noise Analysist*, May 28, 2019.

Noise-Generating Uses. Section 2909 of the noise ordinance (Article 29 of the Police Code) regulates noise from mechanical equipment and other similar sources. This would include all equipment, such as electrical equipment (transformers, emergency generators) as well as mechanical equipment that is installed on commercial/industrial and residential properties.[41] Section 2909 states in subsection (a)(1) that equipment operating on residential property must not produce a noise level more than 5 dBA above the ambient noise level at the property boundary. Section 2909 states in subsection (b) that mechanical 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 plane. Section 2909 also states in subsection (d) 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 10:00 p.m. and 7:00 a.m. or 55 dBA between 7:00 a.m. and 10:00 p.m. when windows are open, except where building ventilation is achieved through mechanical systems that allow windows to remain closed.

Central SoMa PEIR Mitigation Measure M-NO-1b addresses potential conflicts between existing sensitive receptors and new noise-generating uses, for new development including PDR, places of entertainment, or other uses such as the siting of new emergency generators/fire pumps or noisier-than-typical mechanical equipment, and facilities that generate substantial nighttime truck and/or bus traffic that would potentially generate noise levels substantially in excess of ambient noise (either short-term during the nighttime hours, or as a 24-hour average). Mitigation Measure M-NO-1b states that the planning department shall require the preparation of a noise analysis that includes, at a minimum, a site survey to identify potential noise-sensitive uses within 900 feet of, and that have a direct line-of-sight to, the project site, and including at least one 24-hour noise measurement (with maximum noise level readings taken so as to be able to accurately describe maximum levels reached during nighttime hours), prior to the first project approval action. The proposed project would include PDR uses;[42] therefore, in compliance with Central SoMa PEIR Mitigation Measure M-NO-1b, noise monitoring was conducted at the noise-sensitive receptors in the vicinity of the project site to establish the existing noise environment and evaluate whether the proposed project would generate substantial noise levels at noise-sensitive land uses within 900 feet of the project site, as shown in **Figure 14**, p.76.

As discussed above, the short-term noise measurements indicate that ambient noise at the closest sensitive receptors in the project site vicinity ranges from approximately 58.8 dBA to 75.3 dBA L_{eq}. The long-term measurements resulted in daily noise levels of 67.7 and 69.3 dBA L_{dn}.

The closest existing sensitive receptors to the project site include the single-family residence located at 152 Freelon Street, approximately 5 feet northeast of the proposed project, the multi-family residences located at 139 Welsh Street, approximately 30 feet northeast of the proposed project, and Bennett Lofts located at

[41] As noted in the Project Description, the proposed project would include three emergency generators, two in the sub-grade parking lot for buildings 1 and 2, and one in the sub-grade parking lot for building three. Emergency generators are generally tested for no more than 50 hours per year. Therefore both their location in a sub-grade area and their limited use would not result in a substantial increase in ambient noise levels.

[42] As discussed in the Project Description, the proposed project's potential PDR uses are expected to be low-impact and consistent with the residential use proposed for Building 4.

530 Brannan Street, approximately 35 feet south of the proposed project. The proposed project could result in stationary noise sources that could expose these nearby sensitive receptors to noise levels in excess of the City's noise ordinance standards.

Stationary noise sources associated with the proposed project could include mechanical equipment (i.e., electrical generation facilities and heating, ventilation, and air conditioning [HVAC] systems), occasional truck delivery loading/unloading activities, and typical motor vehicle/parking area activities. Stationary source noise impacts are discussed below.

Mechanical Equipment Noise. As shown in Figure 7, p. 14, Buildings 1, 2, and 3 would include rooftop mechanical features, including HVAC systems, which would be enclosed within an up to 20-foot-tall screen centered on the roof. Based on referenced noise measurements, mechanical-related noise was assumed to be 75 dBA L_{max} at 3 feet from the equipment.[43]

As noted above, Section 2909 states in subsection (b) that mechanical 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 plane. The rooftop mechanical equipment would be located approximately 50 feet from the project site boundary at Bryant Street. As noise spreads from a source, it loses energy so that the farther away the noise receiver is from the noise source, the lower the perceived noise level. Noise levels from a single-point source, such as a single piece of equipment operating at ground level, attenuates at a rate of 6 dB for each doubling of distance (between the single-point source of noise and the noise-sensitive receptor of concern). Therefore, based on a reduction in noise of 6 dBA per doubling of distance, at 50 feet, mechanical noise would be approximately 51 dBA L_{max} at the property plane. In addition, as noted above, the mechanical features would be enclosed with an up to 20-foot-tall screen centered on the roof, which would reduce noise levels by approximately 5 dBA. Therefore, mechanical noise would be approximately 46 dBA L_{max} at the property plane. As noted in **Table 6**, p.69, noise levels in the project vicinity range from approximately 58.8 dBA to 75.3 dBA L_{eq}. Therefore, mechanical noise would not produce a noise level of 8 dBA above the ambient noise level at the property plane.

[43] Trane, *Sound Data and Application Guide for the New and Quieter Air-Cooled Series R Chiller*, 2002.

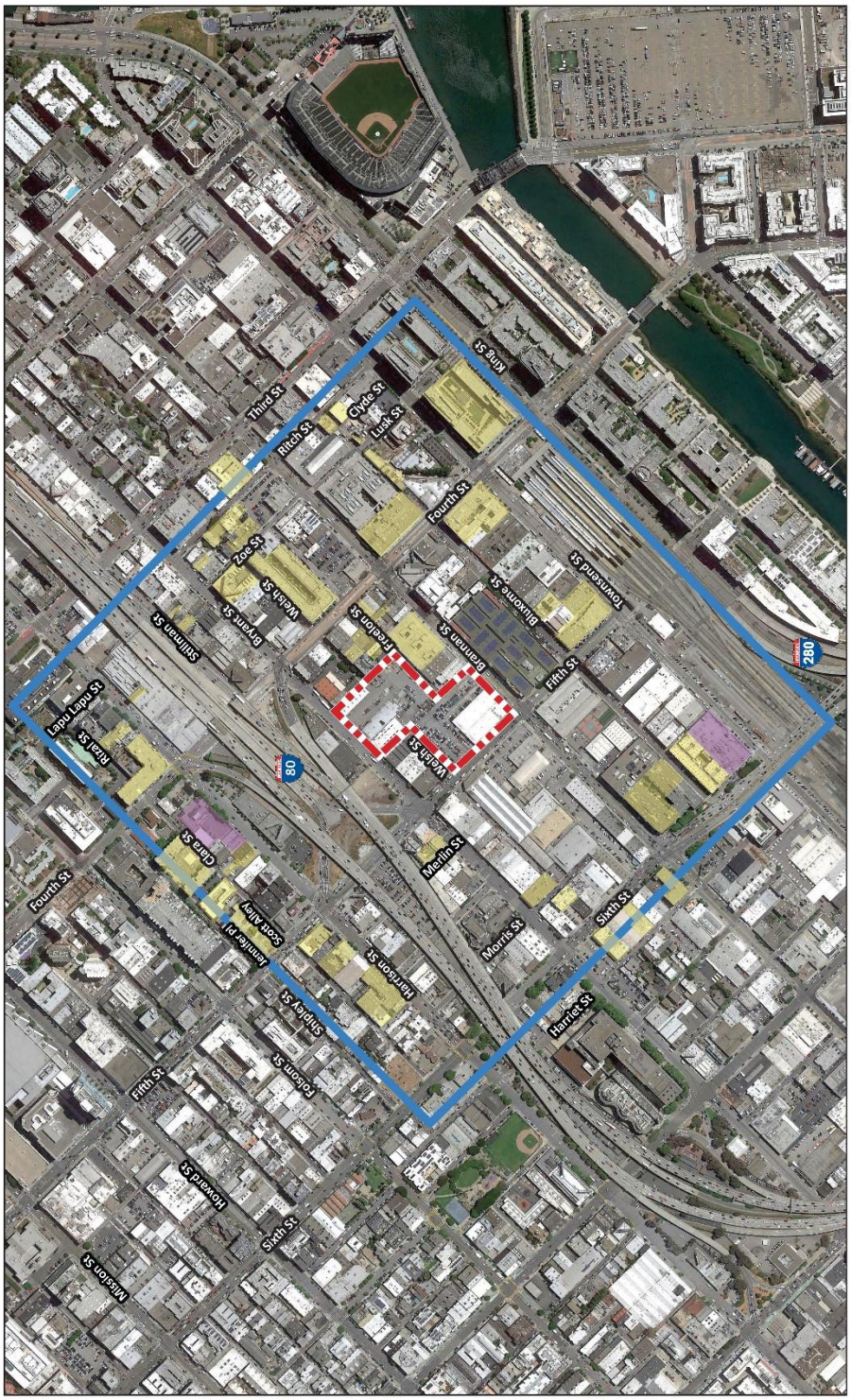

FIGURE 14
598 Brannan Street Project CPE Initial Study Checklist
Sensitive Land Uses Within 1,000 Feet of the Project Site

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Table 6: Operational Noise Impacts at Nearby Sensitive Receptors

Noise Source	Reference Noise Level	Closest Receptor	Existing Noise Level at Closest Receptor	Resulting Noise Level at Closest Receptor	Significant?
Mechanical Equipment	75 dBA L_{max} at 3 feet.	Multi-family residences at 139 Welsh Street, approximately 130 feet from the mechanical equipment at Building 3.	58.8 dBA L_{eq} 69.6 dBA $L_{max,}$ 52.4 dBA L_{min}	36 dBA L_{max}	No
Loading/ Unloading	60 dBA to 70 dBA L_{max} at 50 feet	Multi-family residences at 139 Welsh Street, located approximately 240 feet from the at-grade loading docks on Bryant Street.	58.8 dBA L_{eq} 69.6 dBA $L_{max,}$ 52.4 dBA L_{min}	56 dBA L_{max}	No

Source: LSA, 2018.

In addition, Section 2909 states in subsection (a)(1) that equipment operating on residential property must not produce a noise level more than 5 dBA above the ambient noise level at the property boundary. Section 2909 subsection (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 10:00 p.m. and 7:00 a.m. or 55 dBA between 7:00 a.m. and 10:00 p.m. when windows are open, except where building ventilation is achieved through mechanical systems that allow windows to remain closed. The closest sensitive receptors to mechanical equipment would be the multi-family residences at 139 Welsh Street, which would be located approximately 130 feet from the mechanical equipment at Building 3.

Therefore, based on a reduction in noise of 6 dBA per doubling of distance, at 130 feet, the offsite residences would be exposed to a noise level of 41 dBA L_{max} generated by mechanical equipment. In addition, as noted above, the mechanical features would be enclosed within an up to 20-foot-tall screen centered on the roof, which would reduce noise levels by approximately 5 dBA. Therefore, the offsite residences would be exposed to a noise level of 36 dBA L_{max} generated by mechanical equipment. As noted in Table 6, p. 78, short-term noise measurements (ST-1) determined that noise levels at the residences along Welsh Street are approximately 58.8 dBA L_{eq}, 69.6 dBA $L_{max,}$, and 52.4 dBA L_{min}, with the primary noise source being reported as vehicle traffic on surrounding roadways and adjacent warehouse and industrial noise. Therefore, mechanical noise would not produce a noise level of 5 dBA or more above the ambient noise level at the nearest residential property boundary and would not cause the noise level inside any sleeping or living room in a dwelling unit on residential property to exceed 45 dBA between 10:00 p.m. and 7:00 a.m. or 55 dBA between 7:00 a.m. and 10:00 p.m. when windows are open.

Therefore, mechanical noise associated with the proposed project would not cause a noticeable increase in existing noise levels on nearby existing sensitive receptors and this impact would be **less than significant**.

Truck Delivery and Loading/Unloading Activity and Parking Lot Noise. Of the onsite noise sources during operation of the project, noise from delivery truck activity would generate the highest maximum

noise levels. The TIS prepared for the proposed project anticipated the freight loading/service vehicle demand would be 18 and 22 spaces for the average and peak hour, respectively. Based on noise monitoring data collected for various outdoor noise sources (refer to Table 5), parking activities, such as people conversing or doors slamming, would generate noise levels of approximately 60 dBA to 70 dBA L_{max} at 50 feet, while delivery truck loading and unloading activities would result in maximum noise levels from 60 dBA to 70 dBA L_{max} at 50 feet. As discussed in Section 4, Transportation and Circulation, there are generally two types of loading that would occur on the site: small deliveries like parcels and packages or moving trucks, and large deliveries such as major retail items or supplies for the PDR uses. The former are typically made via passenger car, van, or single-unit truck and would not be considered significant noise sources for the proposed project. Large delivery activities are potential sporadic point sources of noise that could affect noise-sensitive receptors in the project site vicinity. Further, these noise sources are common in an urban environment such as the project site.

Collection of garbage is limited by noise ordinance section 2904 to a sound level of 75 dBA at 50 feet (this limit does not apply to crushing, impacting, dropping, or moving garbage on the truck, but only to the truck's mechanical processing system). Under the proposed project, garbage collection would occur in the basement level, shielded from adjacent land uses, and therefore would be less disruptive than under existing conditions.

The proposed project would include two, separate single-level below-grade parking garages. One garage used for parking, loading, and mechanical facilities, such as generators and garbage compactors, would be located below Buildings 1 and 2 and would be accessible from Welsh Street. The other garage used for parking and mechanical facilities, such as generators and garbage compactors, would be located below Building 3 and would be accessible from Bryant Street. The garage beneath Buildings 1 and 2 would include a total of six below-grade loading spaces and Building 3 would provide two loading spaces on the ground floor. One to two on-street loading spaces would also be available along Bryant Street (for Building 3) and off Freelon Street (for Building 4).

The closest sensitive receptor to truck delivery and loading/unloading activity noise would be the single-family residence located at 152 Freelon Street, which would be located approximately 15 feet from the on-street loading spaces on Freelon Street. The on-street loading spaces would be associated with small deliveries like parcels and packages or moving trucks and, as discussed above, these activities would not be considered significant noise sources for the proposed project. The large delivery activities that are potential sporadic point sources of noise that could affect noise-sensitive receptors in the project site vicinity would be associated with the loading docks in the below-grade garage and the at-grade loading docks on Bryant Street. The closest sensitive receptors to loading docks would include the multi-family residences at 139 Welsh Street, which would be located approximately 240 feet from the at-grade loading docks on Bryant Street.

Based on a distance of 240 feet, the offsite residences would be exposed to a noise level of 46 dBA to 56 dBA L_{max} generated by loading and unloading activities. Activities associated with the loading areas typically occur for less than 1-minute and include opening or closing a door, or potential loading and/or unloading activities. Generators and garbage collection are expected to be similarly attenuated based on their distance to the closest offsite residences.

As noted in Table 6, p. 78, and previously discussed, short-term noise measurements (ST-1) indicate that noise levels at the residences along Welsh Street are approximately 58.8 dBA L_{eq}, 69.6 dBA L_{max}, and 52.4 dBA $L_{min.}$, with the primary noise source being reported as vehicle traffic on surrounding roadways and adjacent warehouse and industrial noise. Therefore, loading and unloading noise associated with the proposed project would not cause a noticeable increase in existing noise levels on nearby existing sensitive receptors and this impact would be **less than significant**.

For the above reasons, the proposed project would not result in significant noise impacts that were not already identified in the Central SoMa PEIR. In addition, the proposed project would not result in any potentially significant offsite impacts or impacts peculiar to the project site with regard to noise.

Land Use Compatibility. The proposed project would be subject to the following interior noise standards, which are described for informational purposes. The California Building Standards Code (Title 24) establishes uniform noise insulation standards. The Title 24 acoustical requirement for residential structures is incorporated into section 1207 of the San Francisco Building Code and requires that these structures be designed to prevent the intrusion of exterior noise so that the noise level with windows closed, attributable to exterior sources, shall not exceed 45 dBA in any habitable room. The acoustical requirements of Title 24 are incorporated into the San Francisco Green Building Code. Title 24 allows the project sponsor to choose between a prescriptive or performance-based acoustical requirement for non-residential uses. Both compliance methods require wall, floor/ceiling, and window assemblies to meet certain sound transmission class or outdoor-indoor sound transmission class ratings to ensure that adequate interior noise standards are achieved. In compliance with Title 24, DBI would review the final building plans to ensure that the building wall, floor/ceiling, and window assemblies meet Title 24 acoustical requirements. If determined necessary by DBI, a detailed acoustical analysis of the exterior wall and window assemblies may be required.

Additionally, the proposed project would be subject to the Noise Regulations Relating to Residential Uses Near Places of Entertainment (Ordinance 70-15, effective June 19, 2015). The intent of these regulations is to address noise conflicts between residential uses in noise critical areas, such as in proximity to highways and other high-volume roadways, railroads, rapid transit lines, airports, nighttime entertainment venues or industrial areas. In accordance with the adopted regulations, residential structures to be located where the day-night average sound level (L_{dn}) or community noise equivalent level (CNEL) exceeds 60 decibels shall require an acoustical analysis with the application of a building permit showing that the proposed design would limit exterior noise to 45 decibels in any habitable room. Furthermore, the regulations require the planning department and planning commission to consider the compatibility of uses when approving residential uses adjacent to or near existing permitted places of entertainment and take all reasonably available means through the City's design review and approval processes to ensure that the design of new residential development projects take into account the needs and interests of both the places of entertainment and the future residents of the new development. Based on the San Francisco Property Information Map Tool, there are two places of entertainment within 300 feet of the eastern portion of project site (the Hotel Utah Saloon at 400 Fourth Street, and the Grand Nightclub at 540 Fourth Street). The proposed project would be required to comply with the places of entertainment ordinance. However, as noted above, the long-term measurements indicated that ambient noise at the project site is approximately

67.7 dBA to 69.3 dBA L_{dn}. Therefore, an acoustical analysis is provided below to determine whether the proposed design would limit exterior noise to 45 decibels in any habitable room.

Based on the USEPA's Protective Noise Levels,[44] with a combination of walls, doors, and windows, standard construction for Northern California buildings (STC-24 to STC-28) would provide more than 25 dBA in exterior-to-interior noise reduction with windows closed and 15 dBA or more with windows open. With windows open, the buildings would not meet the interior noise standard of 45 dBA L_{dn} (i.e., 69.3 dBA – 15 dBA = 54.3 dBA). As noted above, the proposed project would include an HVAC system, which would ensure that windows can remain closed for a prolonged period of time. With windows closed, the proposed project would meet the interior noise level criterion of 45 dBA (i.e., 69.3 dBA – 25 dBA = 44.3 dBA). Therefore, the proposed project would meet the interior noise standard of 45 dBA L_{dn}.

Cumulative Analysis

There are no cumulative development projects near the proposed project that were not encompassed in the Central SoMa PEIR cumulative noise and vibration analysis. Construction of the proposed project could overlap with construction of the Brannan Street Safety Project and/or Fifth Street Improvement Project. Nevertheless, these streetscape projects are similar in nature to the street network changes evaluated in the Central SoMa PEIR. The Central SoMa PEIR determined that plan-level construction impacts could be significant and unavoidable because of the possibility of multiple projects under construction at the same time. Therefore, the proposed project in combination with cumulative projects would not result in more severe cumulative construction noise impacts than disclosed in the Central SoMa PEIR.

Conclusion

The proposed project's construction activities would result in significant construction noise and vibration impacts, requiring implementation of mitigation measures specified in the Central SoMa PEIR. With implementation of Project Mitigation Measure M-NO-1a (from Central SoMa PEIR Mitigation Measure M-NO-2a), Project Mitigation Measure M-NO-1b (from Central SoMa PEIR Mitigation Measure M-NO-2b), Project Mitigation Measure M-CR-1a (from Central SoMa PEIR Mitigation Measure M-CP-3a) and Project Mitigation Measure M-CR-1b (from Central SoMa PEIR Mitigation Measure M-CP-3b), the proposed project's construction noise and vibration impacts would be reduced. For the reasons discussed above, implementation of the proposed project would not result in significant environmental impacts that were not identified in the Central SoMa PEIR related to noise and vibration, nor would the proposed project result in more severe project-specific or cumulative impacts than were identified in the Central SoMa PEIR.

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[44] U.S. Environmental Protection Agency, *Protective Noise Levels*, Condensed Version of EPA Levels Document. November 1978.

E.7 Air Quality

Central SoMa PEIR Analysis

The PEIR determined potentially significant impacts related to criteria air pollutants from individual development projects in the plan area would occur and identified **Central SoMa PEIR Mitigation Measure M-NO-1a, Transportation Demand Management;**[45] **Mitigation Measure M-AQ-3a, Education for Residential and Commercial Tenants Concerning Low-VOC Consumer Products;** and **Mitigation Measure M-AQ-3b, Reduce Operational Emissions,** to reduce these air quality impacts to the extent feasible. These measures would implement strategies to reduce criteria air pollutant emissions through reducing vehicle miles traveled, encouraging tenants to use products and paints that are better for the environment and generate less volatile organic compound (VOC) emissions, and other similar measures that are shown to effectively reduce emissions. However, because the potential reductions associated with these measures cannot be quantified, the PEIR concluded that impacts would remain significant and unavoidable.

The Central SoMa PEIR identified potentially significant impacts to sensitive land uses as a result of exposure to elevated levels of diesel particulate matter (DPM) and other toxic air contaminants (TACs). The Central SoMa PEIR identified **Central SoMa PEIR Mitigation Measure M-NO-1a**; **Mitigation Measure M-AQ-5a, Best Available Control Technology for Diesel Generators and Fire Pumps; Mitigation Measure M-AQ-5b, Siting of Uses that Emit Particulate Matter ($PM_{2.5}$), Diesel Particulate Matter, or Other Toxic Air Contaminants; Mitigation Measure M-AQ-5c, Update Air Pollution Exposure Zone for San Francisco Health Code Article 38;** and **Mitigation Measure M-AQ-5d, Land Use Buffers around Active Loading Docks** to reduce these air quality impacts to the extent feasible. Specifically, Central SoMa PEIR Mitigation Measure M-AQ-5a requires that all diesel generators and fire pumps meet applicable emission standards and be outfitted with the best commercially available control technology. Specifications are subject to review and approval by the planning department prior to issuance of applicable permits. Central SoMa PEIR Mitigation Measure M-AQ-5b requires that stationary or area sources of diesel particulate matter or substantial levels of TACs be evaluated and sited to reduce exposure of sensitive receptors. Central SoMa PEIR Mitigation Measure M-AQ-5c requires the departments of public health and planning to update the Air Pollution Exposure Zone Map contained in article 38 of the San Francisco Health Code every five years. Finally, Central SoMa PEIR Mitigation Measure M-AQ-5d requires that sensitive receptors be located as far away as feasible from truck activity areas such as loading docks and delivery areas. However, because the potential reductions associated with these measures cannot be quantified, the Central SoMa PEIR concluded that impacts would remain significant and unavoidable.

The Central SoMa PEIR also identified potentially significant criteria air pollutant impacts related to construction of development projects in the plan area; however, the Central SoMa PEIR identified **Central SoMa PEIR Mitigation Measure M-AQ-4a, Construction Emissions Analysis** and **Mitigation Measure M-AQ-4b, Construction Emissions Minimization Plan** as mitigation measures that would reduce criteria

[45] PEIR Mitigation Measure M-NO-1a is implemented by Planning Code section 169, Transportation Demand Management Program.

air pollutant impacts to less-than-significant levels. The Central SoMa PEIR also found that development under the Plan could result in construction activities that could expose sensitive receptors to substantial levels of fine particulate matter ($PM_{2.5}$) and TACs generated by construction equipment. The Central SoMa PEIR identified **Central SoMa PEIR Mitigation Measure M-AQ-6a, Construction Emissions Minimization Plan** and **Mitigation Measure M-AQ-6b, Implement Clean Construction Requirements** (applicable to city-sponsored projects only). These measures would ensure that construction-related air quality impacts would be **less than significant**.

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

Topics:	*Significant Impact Peculiar to Project or Project Site*	*Significant Impact not Identified in PEIR*	*Significant Impact due to Substantial New Information*	*No Significant Impact not Previously Identified in PEIR*
7. AIR QUALITY. Would the project:				
a) Conflict with or obstruct implementation of the applicable air quality plan?	☐	☐	☐	☒
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?	☐	☐	☐	☒
c) Expose sensitive receptors to substantial pollutant concentrations?	☐	☐	☐	☒
d) Result in other emissions (such as those leading to odors) adversely affecting a substantial number of people?	☐	☐	☐	☒

Project-Specific Analysis

Construction Dust Control

Project-related construction activities would generate dust from building and parking lot demolition, excavation, and equipment movement across unpaved construction sites. Dust can be an irritant causing watering eyes or irritation to the lungs, nose, and throat. Demolition, excavation, grading, and other construction activities can cause windblown dust that adds particulate matter to the local atmosphere. Depending on exposure, adverse health effects can occur due to this particulate matter in general and also due to specific contaminants such as lead or asbestos that may be constituents of soil.

For projects over 0.5 acres, such as the proposed project, the San Francisco Dust Control Ordinance (codified in health code article 22B and building code section 106.A.3.2.6) requires that the project sponsor submit a dust control plan for approval by the San Francisco Department of Public Health. The building inspection department will not issue a building permit without written notification from the director of public health that the sponsor has a site-specific dust control plan, unless the director waives the

requirement. The site-specific dust control plan would require the project sponsor to implement additional dust control measures such as installation of dust curtains and windbreaks and to provide independent third-party inspections and monitoring, provide a public complaint hotline, and suspend construction during high wind conditions.

The proposed project's compliance with the regulations and procedures set forth by the San Francisco Dust Control Ordinance would ensure that construction dust impacts would be **less than significant**.

Criteria Air Pollutants

In accordance with the state and federal Clean Air Acts, air pollutant standards are identified for the following six criteria air pollutants: ozone,[46] carbon monoxide (CO), particulate matter (PM),[47] nitrogen dioxide (NO_2), sulfur dioxide (SO_2), and lead. These air pollutants are termed criteria air pollutants because they are regulated by developing specific public health- and welfare-based criteria as the basis for setting permissible levels. In general, the San Francisco Bay Area Air Basin (SFBAAB) experiences low concentrations of most pollutants when compared to federal or state standards. The SFBAAB is designated as either in attainment[48] or unclassified for most criteria pollutants except for ozone, $PM_{2.5}$, and PM_{10}, for which these pollutants are designated as non-attainment for either the state or federal standards. By its very nature, regional air pollution is largely a cumulative impact in that no single project is sufficient in size to, by itself, result in non-attainment of air quality standards. Instead, a project's individual emissions contribute to existing cumulative air quality impacts. If a project's contribution to cumulative air quality impacts is considerable, then the project's impact on air quality would be considered significant.[49]

While the Central SoMa PEIR determined that at a program-level the Central SoMa Plan would not result in significant regional air quality impacts, it also determined that operational impacts for certain subsequent development projects of sufficient size would be significant and unavoidable, even with implementation of project-specific mitigation (Central SoMa PEIR Mitigation Measures M-NO-1a, M-AQ-3a, M-AQ-3b, and M-AQ-5a). Although this impact is conservatively identified as significant and

[46] Ozone is a secondary air pollutant produced in the atmosphere through a complex series of photochemical reactions involving reactive organic gases (ROGs, also sometimes referred to as volatile organic compounds [VOCs] by some regulating agencies) and nitrogen oxides (NO_X).

[47] Particulate matter (PM) is a class of air pollutants that consists of heterogeneous solid and liquid airborne particles from manmade and natural sources. Particulate matter regulated by the state and federal Clean Air Acts is measured in two size ranges: PM_{10} for particles less than 10 microns in diameter, and $PM_{2.5}$ for particles less than 2.5 microns in diameter.

[48] *Attainment* status refers to those regions that are meeting federal and/or state standards for a specified criteria pollutant. *Non-attainment* refers to regions that do not meet federal and/or state standards for a specified criteria pollutant. *Unclassified* refers to regions where there is not enough data to determine the region's attainment status for a specified criteria air pollutant.

[49] 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.

unavoidable with mitigation, the Central SoMa PEIR noted that the identification of this significant impact does not preclude the finding of future less-than-significant impacts for subsequent projects that comply with applicable screening criteria or meet applicable thresholds of significance.

The Bay Area Air Quality Management District (BAAQMD) prepared updated 2017 BAAQMD CEQA Air Quality Guidelines (Air Quality Guidelines),[50] which provided methodologies for analyzing air quality impacts. The Air Quality Guidelines also provide thresholds of significance for those criteria air pollutants that the SFBAAB is in non-attainment. These thresholds of significance are used by the City and were the basis for making significance determinations for subsequent development projects in the PEIR.

Construction

Central SoMa PEIR Mitigation Measure M-AQ-4a requires subsequent development projects that do not meet the applicable screening levels or that the planning department otherwise determines could exceed one or more significance thresholds for criteria air pollutants shall undergo an analysis of the project's construction emissions. If no significance thresholds are exceeded, no further mitigation is required. If one or more significance thresholds are exceeded, Mitigation Measure M-AQ-4b would be applicable to the project. The proposed project exceeds the Air Quality Guidelines general office building construction and operational screening sizes of 277,000 sf and 346,000 sf, respectively. Therefore, an analysis of the project's construction emissions are provided below in compliance with Central SoMa PEIR Mitigation Measure M-AQ-4a.

Construction activities associated with the proposed project would result in the emission of criteria air pollutants from equipment exhaust, construction-related vehicular activity, and construction worker automobile trips. Construction of the proposed project would occur over an approximately 52-month period with approximately 1,140 working days (5 days per week for 52 months). Construction-related criteria air pollutants generated by the proposed project were quantified using the California Emissions Estimator Model version 2016.3.2 (CalEEMod) and provided within the 598 Brannan Air Quality Criteria Pollutant Analysis Memorandum.[51] The model was developed, including default data (e.g., emission factors, meteorology), in collaboration with California air districts' staff. Default assumptions were used where project-specific information has not yet been developed. Emissions were converted from tons/year to pounds/day using the estimated construction duration of 1,140 working days. As shown in **Table 7**, unmitigated construction emissions from the proposed project would not exceed the threshold of significance for reactive organic gases (ROG), nitrogen oxides (NO_x), exhaust $PM_{2.5}$, and exhaust PM_{10} emissions.

[50] Bay Area Air Quality Management District, *CEQA Air Quality Guidelines*, updated May 2017.

[51] LSA, *598 Brannan Project – Case No. 2012.0640, Air Quality Pollutant Analysis*, May 8, 2019.

Table 7: Daily Project Construction Emissions

	Pollutant Emissions (Average Pounds per Day)			
	ROG	**NO_x**	**Exhaust PM_{10}**	**Exhaust $PM_{2.5}$**
Uncontrolled Project Emissions	16.9	49.2	2.0	2.0
Significance Threshold	54.0	54.0	82.0	54.0
Significant Impact?	No	No	No	No
Mitigated Project Emissions	13.3	39.6	0.2	0.2
Significance Threshold	54.0	54.0	82.0	54.0
Significant Impact?	No	No	No	No

Source: BAAQMD, 2017; LSA, 2019.

However, the project site is located within the City's air pollution exposure zone and, as discussed below under Health Risk, the ambient health risk to sensitive receptors from air pollutants is considered substantial. Thus, the proposed project would be required to implement Central SoMa PEIR Mitigation Measure M-AQ-6a (which requires compliance with Central SoMa PEIR Mitigation Measure M-AQ-4b regardless of whether the project's construction emissions would exceed the criteria air pollutant thresholds) as **Project Mitigation Measure M-AQ-1a: Construction Emissions Minimization Plan**. The construction emissions associated with mitigated construction equipment in compliance with this mitigation measure are also shown in Table 7. As shown in Table 7, NO_x, ROG, PM_{10}, and $PM_{2.5}$ would be reduced. All emissions would remain below the threshold of significance. Therefore, criteria air pollutant impacts from the project during the construction would be **less than significant**.

Operation

The proposed project would generate criteria pollutant emissions associated with vehicle traffic (mobile sources), on-site area sources (i.e., natural gas combustion for space and water heating, and combustion of other fuels by building and grounds maintenance equipment), energy use, and testing of a backup diesel generator. Operational-related criteria air pollutants generated by the proposed project were also quantified using CalEEMod and are provided within the 598 Brannan Air Quality Criteria Pollutant Analysis Memorandum. Operational emissions for the proposed project were estimated based on vehicle trip generation rates by land use type as identified in the transportation impact study prepared for the project.[52] In addition, the project's green features, as described in the Compliance Checklist Table for Greenhouse Gas Analysis prepared by the project sponsor,[53] were included in the CalEEMod analysis. Default assumptions were used where project-specific information has not yet been developed.

The project site is currently occupied by four existing commercial, industrial, and warehouse buildings totaling approximately 70,400 square feet and associated surface parking lots. Emissions generated by the project site's current occupancy were estimated using CalEEMod to determine baseline (existing) emissions from the site. These emissions were deducted from the proposed project's total emissions to estimate the

[52] AECOM, *598 Brannan Street Transportation Impact Study, Final Report*, San Francisco, CA, May 14, 2019.

[53] Compliance Checklist Table for Greenhouse Gas Analysis, 598 Brannan Street, June 11, 2018.

net new project emissions. Vehicle emissions for the existing buildings were estimated using CalEEMod defaults.

The daily and annual emissions associated with operation of the proposed project, as well as the City's thresholds of significance, are shown in **Table 8**.

As shown in Table 8, the proposed project would not exceed the threshold of significance for any criteria air pollutants. Therefore, the proposed project would result in **less than significant** criteria air pollutant impacts during project operations.

Table 8: Summary of Operational Criteria Air Pollutant Emissions

	ROG	NOx	PM_{10}	$PM_{2.5}$
Existing Onsite Operational Emissions (lbs/day)	2.9	4.4	2.8	0.8
Project Average Daily Emissions (lbs/day)	35.1	21.8	19.5	5.7
Net New Emissions (lbs/day)	**32.2**	**17.4**	**16.7**	**4.9**
Significance Threshold (lbs/day)	54.0	54.0	82.0	54.0
Significant Impact?	No	No	No	No
Existing Onsite Operational Emissions Annual Emissions (tpy)	0.5	0.7	0.4	0.1
Project Maximum Annual Emissions (tpy)	6.2	3.9	3.4	1.0
Net New Emissions	**5.7**	**6.6**	**3.0**	**0.9**
Significance Threshold (tpy)	10.0	10.0	15.0	10.0
Significant Impact?	No	No	No	No

lbs/day = pounds per day
tpy = tons per year
Source: BAAQMD, 2017; LSA, 2018.

Health Risk

San Francisco adopted article 38 of the San Francisco Health Code in 2008, and amended it in 2014, to protect new sensitive uses from existing sources of air pollution by requiring enhanced ventilation and filtration systems in certain areas of the city. The recent amendments make the Health Code and Building Code consistent with the results of the air quality modeling undertaken to identify the City's air pollution exposure zone.

For sensitive uses within the air pollution exposure zone, such as the proposed project's residential and childcare components, article 38 requires that projects incorporate enhanced ventilation systems, including MERV 13 filtration, into building design and construction. MERV 13 air filtration is capable of removing 80 percent of particulate matter, thereby reducing an individual's exposure to air pollution. In accordance with article 38, the project sponsor has applied for a compliance assessment with the Department of Public Health.[54]

[54] City and County of San Francisco Department of Public Health, Application for Article 38 Compliance Assessment, 598 Brannan Street Project, August 1, 2018.

Construction Health Risks

The project site is located within an identified air pollution exposure zone; therefore, the ambient health risk to sensitive receptors from air pollutants is considered substantial. The proposed project would require heavy-duty off-road diesel vehicles and equipment during the anticipated 52-month construction period. Thus, the proposed project would result in **significant** construction-related health risk impacts. Central SoMa PEIR identified Mitigation Measure M-AQ-6a (which requires compliance with Central SoMa PEIR Mitigation Measure M-AQ-4b) to reduce exhaust emissions by requiring engines with higher emissions standards on construction equipment.[55] This mitigation measure would reduce DPM exhaust from construction equipment by 89 to 94 percent compared to uncontrolled construction equipment.[56] Therefore, Central SoMa PEIR Mitigation Measure M-AQ-6a is applicable and has been included as Project Mitigation Measure M-AQ-1. The childcare use proposed to be located in Building 3 may be operational during construction of other components of the project, specifically during construction of Building 4. However, as noted above, Building 3 would incorporate MERV 13 filtration, which would remove particulate matter. Additionally, implementation of Mitigation Measure M-AQ-6a would significantly reduce DPM exhaust from construction emissions. Therefore, impacts related to the proposed project's construction health risks, including those to onsite receptors, would be less than significant with implementation of Project Mitigation Measure M-AQ-1.

Operational Health Risks

As discussed in the Central SoMa 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, which are required to be installed in taller buildings (generally, those with floors that will be occupied above 75 feet in height, in accordance with section 2702.2.15 of the San Francisco Building Code

[55] The Central SoMa PEIR also identified Mitigation Measure M-AQ-6b, 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.

[56] PM emissions benefits are estimated by comparing off-road PM emission standards for Tier 2 with Tier 1 and 0. Tier 0 off-road engines do not have PM emission standards, but the United States Environmental Protection Agency's *Exhaust and Crankcase Emissions Factors for Nonroad Engine Modeling – Compression Ignition* has estimated Tier 0 engines between 50 hp and 100 hp to have a PM emission factor of 0.72 g/hp-hr and greater than 100 hp to have a PM emission factor of 0.40 g/hp-hr. Therefore, requiring off-road equipment to have at least a Tier 2 engine would result in between a 25 percent and 63 percent reduction in PM emissions, as compared to off-road equipment with Tier 0 or Tier 1 engines. The 25 percent reduction comes from comparing the PM emission standards for off-road engines between 25 hp and 50 hp for Tier 2 (0.45 g/bhp-hr) and Tier 1 (0.60 g/bhp-hr). The 63 percent reduction comes from comparing the PM emission standards for off-road engines above 175 hp for Tier 2 (0.15 g/bhp-hr) and Tier 0 (0.40 g/bhp-hr). In addition to the Tier 2 requirement, ARB Level 3 VDECSs are required and would reduce PM by an additional 85 percent. Therefore, the mitigation measure would result in between an 89 percent (0.0675 g/bhp-hr) and 94 percent (0.0225 g/bhp-hr) reduction in PM emissions, as compared to equipment with Tier 1 (0.60 g/bhp-hr) or Tier 0 engines (0.40 g/bhp-hr).

[2013], adopted from the California Building Code without modification). Operation of these generators could expose nearby sensitive receptors to elevated concentrations of TACs and $PM_{2.5}$.

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 air pollution 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. Central SoMa PEIR Mitigation Measures M-AQ-5a, M-AQ-5b, and M-AQ-5d, would reduce this impact to less than significant by ensuring that emissions from new sources of TACs are reduced to the extent feasible. The proposed project would also include 3 diesel emergency backup generators, which emit diesel particulate matter, and therefore the proposed project would result in a significant health risk impact. Central SoMa PEIR Mitigation Measure M-AQ-5a is applicable to the proposed project has therefore been included as Mitigation Measure M-AQ-2 and requires the project's diesel generator to meet the best available emissions standards and be fueled with renewable diesel.

Generators with Tier 4 engines emit 75 to 85 percent fewer DPM and $PM_{2.5}$ emissions than Tier 2 engines, while emissions of diesel particulate matter can be reduced by 89 to 94 percent with Level 3 verified diesel emissions control strategy compared to equipment with engines meeting no emission standards. Furthermore, renewable diesel R99 has the potential to reduce particulate matter emissions by about 30 percent and NO_X emissions by 10 percent. In addition, the emergency generators would vent approximately 10 feet off the ground to the north side of Building 2 (on the Welsh Street pedestrian alley), away from the proposed project's sensitive residential receptors and other existing sensitive receptors in the immediate area. Therefore, with implementation of Project Mitigation Measure M-AQ-2, the generators would not result in a significant health risk impact to sensitive receptors.

The proposed project would not include other sources of TACs, and therefore Central SoMa PEIR Mitigation Measure M-AQ-5b is not applicable. Additionally, the proposed project's off-street loading would be within the below-grade parking garage beneath Buildings 1 and 2 or at the loading dock for Building 3 on Bryant Street, which would be sufficiently separated from residential uses in Building 4, and therefore the project's design will meet the requirements of Central SoMa PEIR Mitigation Measure M-AQ-5d.

Cumulative Analysis

As discussed above, criteria air pollutant impacts are cumulative impacts because no single project is sufficient in size, by itself, to result in non-attainment of air quality standards. As demonstrated above, the project would not result in cumulatively considerable criteria air pollutant emissions.

With respect to localized health risks, Brannan Street Safety Improvement Project and the Fifth Street Improvement Project are similar in nature to the streetscape improvement projects analyzed in the Central

SoMa PEIR. These projects would be subject to the Clean Construction Ordinance, which requires construction equipment to meet similar standards as those required for the project through project Mitigation Measure M-AQ-2, thereby reducing construction period emissions and associated health risks. For these reasons, cumulative health risks would not be more severe than disclosed in the Central SoMa PEIR.

Conclusion

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

E.8 Greenhouse Gas Emissions

Central SoMa PEIR Analysis

Greenhouse gas (GHG) emissions were assessed in the Central SoMa Plan initial study. The Central SoMa Plan initial study determined that the Plan and development pursuant to the Plan would generate GHG emissions, but not at levels that would result in a significant impact on the environment or conflict with the City's GHG reduction strategy, Plan Bay Area, or AB 32, and would not result in cumulatively considerable GHG emissions. The Plan includes goals and policies that would apply to the proposed project, and these policies are generally consistent with the City's Strategies to Address Greenhouse Gas Emissions.

The BAAQMD has prepared 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. CEQA Guidelines section 15064.4 allows lead agencies to rely on a qualitative analysis to describe GHG emissions resulting from a project. CEQA Guidelines section 15183.5 allows for public agencies to analyze and mitigate GHG emissions as part of a larger plan for the reduction of GHGs and describes the required contents of such a plan. Accordingly, San Francisco has prepared its Strategies to Address Greenhouse Gas Emissions,[57] which presents a comprehensive assessment of policies, programs, and ordinances that collectively represent San Francisco's qualified GHG reduction strategy in compliance with the CEQA guidelines. These GHG reduction actions have resulted in a 36 percent reduction in GHG emissions in 2017 compared to 1990

[57] San Francisco Planning Department, 2017, *Strategies to Address Greenhouse Gas Emissions in San Francisco*, 2017. Available at *http://sf-planning.org/strategies-address-greenhouse-gas-emissions*.

levels,[58] exceeding the year 2020 reduction goals outlined in the air district's 2017 Clean Air Plan,[59] Executive Order S-3-05,[60] and Assembly Bill 32 (also known as the Global Warming Solutions Act).[61,62] Given that the City has met the state and region's 2020 GHG reduction targets and San Francisco's GHG reduction goals are consistent with, or more aggressive than, the long-term goals established under Executive Orders S-3-0563 and B-30-15,64,65 Assembly Bill 32, Senate Bill 32,66,67 and the 2017 Clean Air Plan. Therefore, projects that are consistent with the City's GHG reduction strategy would be consistent with the aforementioned GHG reduction goals, would not conflict with these plans or result in significant GHG emissions, and would therefore not exceed San Francisco's applicable GHG threshold of significance.

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[58] San Francisco Department of the Environment, *San Francisco's Carbon Footprint (2019),* April 2019. Available at *https://sfenvironment.org/carbon-footprint*, accessed April 22, 2019.

[59] Bay Area Air Quality Management District, *Clean Air Plan*, September 2017. Available at http://www.baaqmd.gov/plans-and-climate/air-quality-plans/current-plans, accessed July 13, 2018.

[60] Office of the Governor, *Executive Order S-3-05,* June 1, 2005. Available at *http://www.climatestrategies.us/library/library/view/294*, accessed April 22, 2019.

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

[62] 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.

[63] 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 $MTCO_2E$); by 2020, reduce emissions to 1990 levels (approximately 427 million $MTCO_2E$); and by 2050 reduce emissions to 80 percent below 1990 levels (approximately 85 million $MTCO_2E$).

[64] Office of the Governor, *Executive Order B-30-15, April 29, 2015.* Available at *https://www.gov.ca.gov/news.php?id=18938*, accessed August 7, 2018. Executive Order B-30-15 sets a state GHG emissions reduction goal of 40 percent below 1990 levels by the year 2030.

[65] 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 year 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.

[66] SB 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.

[67] SB 32 was paired with AB 197, which would modify the structure of the state Air Resources Board; institute requirements for the disclosure of greenhouse gas emissions criteria pollutants, and toxic air contaminants; and establish requirements for the review and adoption of rules, regulations, and measures for the reduction of greenhouse gas emissions.

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

Project-Specific Analysis

The proposed project, in which Buildings 1, 2, and 3 are anticipated to be certified LEED Gold and Building 4 is anticipated to be GreenPoint Rated for Residential, would increase the intensity of use of the site by developing a higher density of land uses. The proposed project would include the construction of four 7- to 13-story buildings totaling approximately 1,057,430 gsf in size, excluding approximately 79,700 gsf of sub-grade parking, loading, and mechanical areas. Three of the buildings would include a total of approximately 922,740 gsf of office space, approximately 65,320 gsf of ground-floor retail and/or PDR space and approximately 5,545 gsf of institutional childcare space. The fourth building would include a total of approximately 72 residential units (62,060 gsf) and 4,850 gsf of ground-floor retail and/or PDR space. Therefore, the proposed project would contribute to annual long-term increases in GHGs as a result of increased vehicle trips, (mobile sources); and, residential and commercial operations that would result in an increase in energy use, water use, wastewater treatment, and solid waste disposal. Construction activities would also result in temporary increases in GHG emissions.

The proposed project would be subject to regulations adopted to 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 use, waste disposal, wood burning, and use of refrigerants.

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

The proposed project would be required to comply with the energy efficiency requirements of the City's Green Building Code, Stormwater Management Ordinance, Water Conservation and Irrigation ordinances, and Energy Conservation Ordinance, which would promote energy and water efficiency, thereby reducing

the proposed project's energy-related GHG emissions.[68] Additionally, the project would be required to meet the renewable energy criteria of the Green Building Code, further reducing the project's energy-related GHG emissions.

The proposed project's waste-related emissions would be reduced through compliance with the City's Recycling and Composting Ordinance, 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 energy[69] and reducing the energy required to produce new materials.

Compliance with the City's Street Tree Planting requirements would serve to increase carbon sequestration. 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).[70] Thus, the proposed project was determined to be consistent with San Francisco's GHG reduction strategy.[71]

In light of the above, the proposed project's GHG emissions would not conflict with state, regional, and local GHG reduction plans and regulations. Furthermore, the proposed project is within the scope of the development evaluated in the Central SoMa PEIR and 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.

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

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

[70] 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.

[71] San Francisco Planning Department, *Greenhouse Gas Analysis: Compliance Checklist for 598 Brannan Street*, June 11, 2018.

Conclusion

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

E.9 Wind

Central SoMa PEIR Analysis

In San Francisco, analysis under CEQA of potential wind impacts resulting from new construction is subject to Planning Code section 148, which establishes an equivalent wind speed of 26 miles per hour as averaged for a single full hour of the year as a hazard criterion.[72] This wind speed is equivalent to a one-minute average wind speed of 36 mph.[73] A significant wind impact would therefore result if individual buildings that could be developed would have exposure, orientation, or massing that would cause new exceedances (violations) of the hazard criterion of 26 mph for a single hour of the year as established in Planning Code section 148. Although Planning Code section 148 only applies within the C-3 Use Districts, for CEQA purposes, the planning department considers an exceedance of the wind hazard criterion to substantially affect the use of publicly accessible open spaces and result in a significant impact.

Planning Code section 148 also provides criteria for wind comfort: buildings must be shaped so as not to cause ground-level wind currents to exceed, more than 10 percent of the time, 11 mph in substantial pedestrian use areas, and 7 mph in public seating areas. The Planning Code comfort criteria are also defined in terms of equivalent wind speed, which is an average wind speed (mean velocity), adjusted to include the level of gustiness and turbulence. However, a project that would cause exceedances of the wind comfort criteria, but not the wind hazard criterion, would not be considered to have a significant impact. Therefore, exceedances of the wind comfort criterion are presented for informational purposes, and to demonstrate compliance with other Planning Code requirements.

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

[72] 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 speeds" in connection with the wind-tunnel tests refers to *equivalent wind speeds* that are exceeded 10 percent of the time.

[73] The wind hazard criterion is derived from the 26 mph hourly average wind speed that would generate a 3-second gust of wind at 20 meters per second, a commonly used guideline for wind safety. Because the original Federal Building wind data was collected at one-minute averages, the 26 mph hourly average is converted to a one-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., "Developing the San Francisco Wind Ordinance and its Guidelines for Compliance," Building and Environment, Vol. 24, No. 4, p. 297–303, 1989.)

exceptions to 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. Section 249.78(d)(9) also includes wind comfort criteria that incorporate section 148's 7 mph and 11 mph wind speeds, exceeded 15 percent of the time. However, section 249.78(d)(9) requires that buildings not cause a "substantial increase"—defined as 6 mph—in the wind speed exceeded 15 percent of the time, where the resulting wind speed exceeds the applicable comfort criterion. Exceptions may be granted based on the same findings as for granting of exceptions to the one-hour wind hazard criterion.

The Central SoMa PEIR wind analysis determined that implementation of the Central SoMa Plan would result in a decrease in the average of the wind speeds that exceeded one hour per year by 1 mph, to 25 mph, which represents an incremental improvement from existing conditions for the entire plan area. However, the number of hazard exceedances 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. Wind hazard exceedances were specifically identified on and around the project site including two on the east side of Fifth Street between Bryant and Brannan streets (where winds would exceed the hazard criterion by 47 and 19 hours per year, respectively) and one on the west side of Fifth Street (where winds would exceed the hazard criterion by 15 hours per year). One existing hazard exceedance at the southwest corner of Fifth and Brannan streets was found to be eliminated with the implementation of the Central SoMa Plan, and one existing hazard exceedance on Fourth Street was eliminated but replaced with a new exceedance half a block to the south, at the southwestern corner of a 200-foot-tall massing model of a potential tower that could be developed under the Plan. Because the net effect at all 47 test points would result in an increase of 77 hours per year in which the one-hour wind hazard criterion would be exceeded in the plan area, the Central SoMa PEIR identified a significant impact.

The wind environment around a building is highly dependent on that building's individual design details. Given that project-specific building articulation and/or other changes in project design could be employed to reduce ground-level wind speeds, the Central SoMa PEIR identified **Mitigation Measure M-WI-1, Wind Hazard Criterion for the Plan Area,** which would require project-specific evaluation by a wind expert of subsequent development projects taller than 85 feet and, if deemed necessary, wind-tunnel testing to ensure that the one-hour 26 mph hazard criterion is not exceeded. When a project-specific wind evaluation determines that a proposed project would result in an increase in the one-hour hazard criterion, Mitigation Measure M-WI-1 also requires that the overall hours of exceedance be minimized to the degree feasible. 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 this wind impact would remain significant and unavoidable with mitigation, while noting that specific development projects could potentially result in less-than-significant impacts depending on the design and site conditions.

As noted above, exceedances of the wind comfort criteria are not considered impacts under CEQA and are presented for the plan-level analysis here for informational purposes. The Central SoMa PEIR found that the overall wind environment, based on average wind speeds that would be exceeded 15 percent of the time at all test points, would remain similar to that under existing conditions. The with-plan scenario would create nine new pedestrian-comfort criterion exceedances and eliminate the same number of pedestrian-comfort criterion exceedances, resulting in 29 of the 47 locations with wind speeds in excess of the 11-mph pedestrian-comfort criterion, the same number as under existing conditions. Wind speeds exceeded 15 percent of the time would increase by 6 mph or more—a "substantial increase," per Planning Code section 249.78(d)(9)—at eight locations. Two of these locations were on Fifth Street—one adjacent to and one across the street from the project site—both of which were also identified as exceeding the one-hour wind hazard criterion. A third increase of 6 mph or more would occur within the Plan's proposed open space in the block bounded by Bryant, Fourth, Brannan, and Fifth streets, less than one-half block east of the project site.

Topics:	*Significant Impact Peculiar to Project or Project Site*	*Significant Impact not Identified in PEIR*	*Significant Impact due to Substantial New Information*	*No Significant Impact not Previously Identified in PEIR*
9. WIND - Would the project:				
a) Create wind hazards in publicly accessible areas of substantial pedestrian use?	☐	☐	☐	☒

Project-Specific Analysis

Based on the height and location of the proposed approximately 75- to 185-foot-tall buildings, and consistent with Central SoMa PEIR Mitigation Measure M-WI-1, a pedestrian wind study ("wind study") was prepared for the proposed project by a qualified wind consultant.[74] The purpose of the wind study was to assess the wind environment around the project site in terms of pedestrian comfort and safety and, if necessary, to recommend changes to the project to reduce to the degree feasible exceedances of the one-hour wind hazard criterion.

The quantitative assessment was based on wind speed measurements on a scale model of the project and its surroundings in a boundary-layer wind tunnel. Existing, existing plus project, and project plus cumulative configurations were tested. As noted in the wind study, testing of a preliminary design for the project plus existing conditions revealed nine exceedances of the one-hour wind hazard criterion. Accordingly, the project design was modified through an iterative process of repeated wind tunnel tests that included various wind reduction features, including:

[74] Rowan Williams Davies & Irwin Inc. (RWDI), *598 Brannan, San Francisco, CA Pedestrian Wind Study*. October 9, 2018.

- Massing changes;
- A saw tooth façade;
- A large windgate[75] at the entrance to Freelon Alley off Fifth Street;
- A windscreen at the corner of Freelon Street and Building 4; and
- Onsite landscaping.[76]

These wind tunnel tests resulted in a design which exceeds the one-hour wind hazard criterion in two locations and would not cause exceedances of the nine-hour wind hazard criterion. The results of the wind study for the proposed project, with the proposed wind reduction features listed above, are summarized below. The analysis determined that no new exceedances of the nine-hour wind hazard criterion within the Central SoMa Plan area would occur. However, two exceedances of the one-hour hazard criterion would occur during the existing plus project configuration.

Hazards

The 1-hour and proposed 9-hour wind hazard criteria would not be exceeded at any of the 70 test locations for the existing configuration. For all locations, the average wind speed which is exceeded for 1 hour per year would be 21 mph. Compared to the existing configuration, the addition of the proposed project would result in slightly higher wind speeds around the project site. The addition of the proposed project would result in two hazard locations based on the 1-hour criterion. These locations would occur in the public park (one each on the north and south side of Welsh Street near Building 3 and Building 2, respectively). For all locations, the average wind speed which is exceeded for 1 hour per year would increase from 21 mph for the existing configuration to 24 mph. The total duration of winds that would exceed the 1-hour wind hazard criterion would be 8 hours.

Per Central SoMa PEIR Mitigation Measure M-WI-1, 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. The wind study and subsequent iterative process to identify the measures noted above that would minimize the initially identified exceedances of the wind hazard criterion to the extent feasible represents compliance with Mitigation Measure M-WI-1. However, Central SoMa Plan Mitigation Measure M-WI-1 shall remain applicable as **Project Mitigation Measure M-WI-1: Wind Hazard Evaluation for Building Design Modifications** to the project in the event the project sponsor proposes modifications to the current designs of Buildings 1 through 4 that may, as determined by the planning department, necessitate further wind analysis. Although two project

[75] The windgate proposed at the opening of Freelon Alley would be 15 feet tall with 30 percent porosity and span between Buildings 1 and 2. The opening height would be no less than 15 feet above grade. The porosity, location, and size of the windgate structure would reduce the impacts of prevailing westerly winds channeling into Freelon Alley.

[76] The onsite landscaping includes the normally required street trees in addition to the proposed public park trees and additional strategically placed trees for wind reduction. Refer to Figures 2b and 3b in the Pedestrian Wind Study.

exceedances of the one-hour wind hazard criterion would result with construction of the proposed project, these exceedances are within the significant and unavoidable impacts identified in the PEIR. In addition, for the project development scenario modeled in the wind study, all 78 test locations would comply with the nine-hour wind hazard criterion.

Pedestrian Comfort

For the existing configuration, the average 90th percentile wind speed at the test locations is approximately 11 mph. Under the existing configuration, wind speeds at 29 of the 70 test locations exceed the comfort criteria of 11 mph. Winds currently exceed the applicable criterion 12 percent of the time. For the existing plus project configuration, the average 90th percentile wind speed for the 78 test locations would be 13 mph. Under the existing plus project configuration, wind speeds at a total of 51 out of 78 test locations would exceed the comfort criterion of 11 mph; winds would exceed the comfort criterion approximately 18 percent of the time.

Compared to the existing configuration, the addition of the proposed project would result in slightly higher wind speeds around the project site.

Cumulative Analysis

A cumulative scenario, including the proposed project and the project's wind reduction features, as well as cumulative projects in the area, was also analyzed. The cumulative scenario did not identify any new cumulative development projects not already included in the Central SoMa PEIR plan-level or cumulative analysis. The addition of the cumulative (future) developments in the surrounding area would result in an average 90th percentile wind speed for the 78 test locations of 11 mph, with the wind speeds at 36 test locations exceeding the comfort criterion of 11 mph. Winds would exceed the 11-mph comfort criterion approximately 13 percent of the time. For the project plus cumulative configuration, the total number of locations exceeding the 1-hour wind hazard criterion would be 6 for a total of 19 hours per year. For all locations, the average wind speed would be 22 mph. All 78 test locations would comply with the proposed 9-hour wind hazard criterion for the project plus cumulative configuration.

Conclusion

The proposed project would result in a significant wind hazard impact, consistent with the finding in the Central SoMa PEIR. The proposed project has implemented all feasible measures to reduce hazardous wind speeds in compliance with **Central SoMa PEIR Mitigation Measure M-WI-1** and the planning code.[77] Therefore, consistent with the Central SoMa PEIR, the proposed project would result in significant and unavoidable wind impacts. For this reason, the proposed project would not result in new or more severe project-level or cumulative wind impacts than were identified in the Central SoMa PEIR.

[77] Although the proposed project has included various design measures to reduce wind hazards, project mitigation measure M-WI-1 (implementing Central SoMa PEIR Mitigation Measure M-WI-1) will remain in effect to require additional wind analysis should the project's design change such that there is a potential for a new hazard not analyzed in this community plan evaluation initial study.

E.10 SHADOW

Central SoMa PEIR Analysis

Planning Code section 295 generally prohibits new structures above 40 feet in height that would cast additional shadows on open space that is under the jurisdiction of the San Francisco Recreation and Park Commission between one hour after sunrise and one hour before sunset, at any time of the year, unless that shadow would not result in a significant adverse effect on the use of the open space. Under the Central SoMa Plan, some sites adjacent to parks could be redeveloped under the Plan with taller buildings primarily because those park sites are not subject to the provisions of section 295 (i.e., some parks are under the jurisdiction of agencies other than the Recreation and Park Commission or are privately owned). A project that adds new shadow to sidewalks or a public open space or exceeds the absolute cumulative limit[78] 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 in a manner that substantially and adversely affects outdoor recreation facilities or other public areas."

The Central SoMa PEIR considered impacts of the Plan on four existing city parks: South Park (in the center of the block bounded by Bryant, 2nd, Brannan, and 3rd streets); Victoria Manalo Draves Park (between Folsom and Harrison streets and Columbus Square and Sherman Street), Gene Friend Recreation Center (between Folsom and Harrison streets and Sixth and Seventh streets); Gene Friend Recreation Center (at the northwest corner of Sixth and Folsom streets); and Howard-Langton Mini Park (on the south side of Howard Street west of Seventh Street). Of these parks, only South Park is within the plan area, while the others are nearby, generally to the west. The Central SoMa PEIR concluded that there would be less-than-significant impacts on these four city parks related to shadows with the implementation of the Central SoMa Plan.

The Central SoMa PEIR also considered shading on existing privately owned public open spaces (POPOS) at 303 2nd Street, 235 2nd Street, 611 Folsom Street, and the Courtyard Marriott at 299 2nd Street. Most of these open spaces would receive little or no new shadow from development in the plan area except for the plaza at 303 2nd Street, which would be partially in new shadow during certain times of the day year-round, with peak effects in the early afternoon around the winter solstice. However, the plaza would remain largely sunny at lunchtime except in late fall and early winter when it is most heavily used; therefore, the Central SoMa PEIR found the impact to be less than significant. Considering the foregoing,

[78] The absolute cumulative limit represents the maximum percentage of new shadow, expressed as a percentage of theoretical annual available sunlight (TAAS). The TAAS is the amount of sunlight, measured in square-foot-hours that would fall on a given park during the hours covered by 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 section 295. Thus, this quantity is not affected by shadow cast by existing buildings, but instead represents the amount of sunlight that would be available with no buildings in place. Theoretical annual available sunlight calculations for each downtown park were used by the planning and recreation and park commissions in establishing the allowable absolute cumulative limit for downtown parks in 1989.

the development under the Plan would have a less-than-significant effect with respect to shadow. In addition, the Central SoMa PEIR considered shading on the Plan's proposed open spaces for informational purposes. Regarding the proposed 598 Brannan Street project's open space (specifically the proposed public park), the PEIR found that it would be partially shaded by plan area development throughout the year.

Topics:	*Significant Impact Peculiar to Project or Project Site*	*Significant Impact not Identified in PEIR*	*Significant Impact due to Substantial New Information*	*No Significant Impact not Previously Identified in PEIR*
10. SHADOW - Would the project:				
a) Create new shadow that substantially and adversely affects the use and enjoyment of publicly accessible open spaces?	☐	☐	☐	☒

Project-Specific Analysis

Implementation of the proposed project would result in the construction of four buildings ranging in height from 75- to 185-feet (excluding parapets approximately 5 feet in height, elevator and stair overruns approximately 12 feet in height, and screens for mechanical equipment up to 20 feet in height). The planning department prepared a preliminary shadow fan analysis and determined that the proposed project would not cast shadow on any nearby existing open space.[79] The proposed project's approximately 39,661-square-foot mid-block public park would likely be owned by the city but maintained and managed by an affiliate of the project sponsor through an agreement with the city. For this reason, the park would not be under Recreation and Park Commission jurisdiction and thus would not be subject to section 295 of the Planning Code. The proposed project would shadow this interior open space for parts of the day throughout the year (primarily during varying periods of the afternoon). However, CEQA does not generally require lead agencies to consider the impacts of a proposed project on itself. Therefore, the potential shadowing by the proposed project's buildings on its new open space would not be considered an impact under CEQA.

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

Cumulative Analysis

There are no cumulative development projects nearby that were not encompassed in the Central SoMa PEIR cumulative shadow analysis. The project is within the scope of development projected under the

[79] San Francisco Planning Department, *598 Brannan Street Shadow Fan*, August 16, 2017.

Central SoMa Plan and would not result in new or more severe cumulative shadow impacts than previously identified in the Central SoMa PEIR.

Conclusion

For the reasons stated above, the proposed project would not shade any section 295 parks or result in significant impacts related to shadow that were not identified in the Central SoMa PEIR. In addition, the proposed project would not result in any potentially significant offsite impacts or impacts peculiar to the project site with regard to shadow.

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 facilities. Although the Plan would increase the population of the area, the Central SoMa PEIR acknowledged that one of the primary objectives of the Plan is to propose an expanded network of open space and recreational uses to serve the existing and future population. Because the growth forecasts for the plan area anticipate considerably more employment growth than residential 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, such as using playgrounds, ball fields, and similar facilities. The Central SoMa PEIR concluded that new publicly available recreation facilities and open spaces, as well as a comprehensive pedestrian-friendly network to increase access to existing, new, and improved spaces, would help to alleviate the demand that would be generated by the increase in population.

In addition, the Plan proposes a 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 publicly accessible private open spaces, and continued Planning Code requirements for new residential open space. For these reasons, the Central SoMa PEIR concluded that implementation of the Plan would not result in substantial or accelerated deterioration of existing recreational resources or require the construction or expansion of recreational facilities that may have an adverse effect on the environment. No mitigation measures related to recreational resources were identified in the Central SoMa PEIR.

Topics:	*Significant Impact Peculiar to Project or Project Site*	*Significant Impact not Identified in PEIR*	*Significant Impact due to Substantial New Information*	*No Significant Impact not Previously Identified in PEIR*
11. RECREATION—Would the project:				
a) Increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facilities would occur or be accelerated?	☐	☐	☐	☒
b) Include recreational facilities or require the construction or expansion of recreational facilities that might have an adverse physical effect on the environment?	☐	☐	☐	☒

Project-Specific Analysis

The nearest open spaces to the project site under the jurisdiction of the recreation and parks department include Victoria Manalo Draves Park (on Sherman Street, about 0.3 miles to the west), Gene Friend Recreation Center (about 0.35 miles to the west), and South Park (about 0.27 miles east). Mission Creek Park (on the edge of Mission Creek at Fifth Street (0.3 miles southeast of the project site) is under the jurisdiction of Office of Community Investment and Infrastructure. There are other privately owned, publicly accessible plazas, gardens, and open spaces within 0.5 miles, including areas associated with AT&T Park and China Basin Park.

The Central SoMa Plan identified the project site as a major new open space source within the plan area and calls for a new neighborhood park on the site. Figure 13 shows the proposed plan for the project's 39,661 sf public park and for the pedestrian alleys that would extend Welsh and Freelon streets. These pedestrian alleys would provide approximately 19,336 sf of privately-owned but publicly-accessible open space in addition to the public park. The total amount of publicly accessible open space offered by the proposed project, at 58,997 sf, would therefore exceed the approximately 26,530 sf required by Planning Code section 138. As described in the Project Description, the alleys are designed to provide convenient pedestrian access to the proposed project's four buildings and to surrounding land uses, as envisioned by the Central SoMa Plan. Although the proposed project's employees, visitors and residents would increase the use of nearby public and private open spaces, the provision of the park and privately-owned public open spaces (including publicly accessible pedestrian alleys) would satisfy a portion of the new and increased demand for open space.

The proposed project is consistent with the Central SoMa Plan and would not degrade existing recreational facilities or require the construction or expansion of recreational facilities that might have an adverse physical effect on the environment. For these reasons, the proposed project would have no additional impacts on recreation beyond those analyzed in the Central SoMa PEIR. In addition, the proposed project would not result in any potentially significant offsite impacts or impacts peculiar to the project site with regard to recreation.

Cumulative Analysis

There are no cumulative development projects nearby that were not encompassed in the Central SoMa PEIR cumulative recreation analysis. The project is within the scope of development projected under the

Central SoMa Plan and would not result in more severe recreation impacts than previously identified in the Central SoMa PEIR.

Conclusion

The proposed project would not result in new or more severe physical environmental impacts on recreational resources or any significant project or cumulative impacts peculiar to the site beyond those analyzed in the Central SoMa PEIR.

E.12 Utilities and Service Systems

Central SoMa PEIR Analysis

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

The Central SoMa PEIR determined that development under the area plan would not require expansion of the city's water supply system and would not adversely affect the city's water supply. This determination was based on the best available water supply and demand projections available at the time, which were contained in the San Francisco Public Utilities Commission's (SFPUC) 2010 Urban Water Management Plan and a 2013 Water Availability Study prepared by the SFPUC to update demand projections for San Francisco.[80,81]

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.[82] 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

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

[81] 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.

[82] SFPUC, *2013 Water Availability Study for the City and County of San Francisco*, May 2013.

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.[83] 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 Retail 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).[84]

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

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

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

[83] Ibid.

[84] Ibid.

Topics:	*Significant Impact Peculiar to Project or Project Site*	*Significant Impact not Identified in PEIR*	*Significant Impact due to Substantial New Information*	*No Significant Impact not Previously Identified in PEIR*
12. 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?	☐	☐	☐	☒
b) Have sufficient water supplies available to serve the project and reasonably foreseeable future development during normal, dry, and multiple dry years?	☐	☐	☐	☒
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?	☐	☐	☐	☒
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?	☐	☐	☐	☒
e) Comply with federal, state, and local management and reduction statutes and regulations related to solid waste?	☐	☐	☐	☒

Project-Specific Analysis

The project site is 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: (1) whether sufficient water supplies are available to serve the proposed project and reasonably foreseeable future development in normal, dry, and multiple dry years; and (2) whether 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 water from the Tuolumne River watershed and from local sources. The system draws an average of 85 percent of its supply from the Tuolumne River watershed, stored in Hetch Hetchy Reservoir in Yosemite National Park. The remaining 15 percent of the water supply is drawn from local surface waters in the Alameda and Peninsula watersheds. The split between these resources varies from year to year depending on the water year hydrology 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.[85] The SFPUC's level of service goals for regional water supply are to meet customer water needs in non-drought and drought periods and 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.[86] The SFPUC's water supply agreement with its wholesale customers provides that approximately two-thirds of this total (up to 184 mgd) is available to wholesale purchasers and the remaining one-third (up to 81 mgd) is available to retail customers. The total amount of water the SFPUC can deliver to retail and wholesale customers in any one year depends on several factors, including the amount of water that is available from natural runoff, the 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

[85] On December 11, 2018, the SFPUC Commission extended the timing of the WSIP water supply decision through 2028 in its Resolution No. 18-0212.

[86] SFPUC Resolution No. 08-200, *Adoption of the Water System Improvement Program Phased WSIP Variant,* October 30, 2008.

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 1976-77 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 Act[87] requires urban water supply agencies to prepare urban water management plans to plan for the long-term reliability, conservation, and efficient use of California's water supplies to meet existing and future demands. The act requires water suppliers to update their plans every five years based on projected growth for at least the next 20 years.

Accordingly, the current urban water management plan for the City and County of San Francisco is the 2015 Urban Water Management Plan update.[88] The 2015 plan is an update to the 2010 Urban Water Management Plan and the 2013 Water Availability Study that were the basis for analysis contained in the Central SoMa PEIR, as discussed above. The 2015 plan update presents information on the SFPUC's retail and wholesale service areas, the regional water supply system and other water supply systems operated by the SFPUC, system supplies and demands, water supply reliability, Water Conservation Act of 2009 compliance, water shortage contingency planning, and water demand management.

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

[87] California Water Code, division 6, part 2.6, sections 10610 through 10656, as last amended in 2015.

[88] San Francisco Public Utilities Commission, *2015 Urban Water Management Plan for the City and County of San Francisco*, June 2016. This document is available at *https://sfwater.org/index.aspx?page=75*.

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 (ABAG) growth projections through 2040.[89] 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 with no rationing.

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 regional water system supply for San Francisco retail customers whenever system-wide reductions are required due to dry-year supply shortages.[90] 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 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 shortfall. The required level of rationing is well below the SFPUC's regional water supply level of service goal of limiting rationing to no more than 20 percent on a system-wide basis.

Based on the 2015 Urban Water Management Plan, as modified by the 2018 amendment to the 2009 Water Supply Agreement, sufficient retail water supplies would be available to serve projected growth in San Francisco through 2040. While concluding supply is sufficient, the 2015 Urban Water Management Plan also identifies projects that are underway or planned to augment local supply. Projects that are underway or recently completed include the San Francisco Groundwater Supply Project and the Westside Recycled Water Project. A more current list of potential regional and local water supply projects that the SFPUC is considering is provided below under Additional Water Supplies.

In addition, the plan describes the SFPUC's ongoing efforts to improve dry-year water supplies, including participation in Bay Area regional efforts to improve water supply reliability through projects such as interagency interties, groundwater management and recharge, potable reuse, desalination, and water

[89] Association of Bay Area Governments, *Jobs-Housing Connection Strategy,* May 2012.

[90] SFPUC, Resolution No. 18-0212, December 11, 2018.

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.[91] 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 flow[92] from February through June every year, whether it is wet or dry. During dry years, this would result in a substantial reduction in the SFPUC's water supplies from the Tuolumne River watershed.

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

The state water board has stated that it intends to implement the plan amendment by the year 2022, assuming all required approvals are obtained by that time. However, at this time, the implementation of the Bay-Delta plan amendment is uncertain for several reasons, as the SFPUC explained in the Water Supply Assessment prepared for this project. First, under the federal Clean Water Act, the United States Environmental Protection Agency (U.S. EPA) must approve the water quality standards identified in the plan amendment within 90 days from the date the approval request is received. It is uncertain what determination the U.S. EPA will make and its decision could result in litigation.

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

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

[92] "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.

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.

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).

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 is 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.[93] Water supply assessments rely on information contained in the water supplier's urban water management plan and on the estimated water demand of both the proposed project and projected growth within the relevant portion of the water supplier's service area. Because the proposed project is primarily an office development of more than of more than 250,000 square feet, it meets the definition of a water demand project under CEQA. Accordingly, the SFPUC adopted a water supply assessment for the proposed project on May 28, 2019.[94]

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

[93] 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.

[94] SFPUC, *Water Supply Assessment for the 598 Brannan Street Project*, May 28, 2019.

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 Non-potable Water Calculator. According to the demand estimates, the project's total water demand would be 0.027 mgd, which would be comprised of 0.021 mgd of potable water and 0.006 mgd of non-potable water. Accordingly, approximately 24 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 0.021 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 0.027 mgd, which does not account for the 0.020 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 amendments, the water supply assessment considers these demand estimates under three water supply scenarios. To evaluate the ability of the water supply system to meet the demand of the proposed project in combination with both existing development and projected growth in San Francisco, the water supply assessment describes each of the following water supply scenarios:

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

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

Scenario 1 – Current Water Supply

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

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

Scenario 2 – Bay-Delta Plan Voluntary Agreement

Under Scenario 2, a voluntary agreement would be implemented as an alternative to the adopted Bay-Delta plan amendment. The March 1, 2019, proposed voluntary agreement submitted to the state water board has yet to be accepted, and the shortages that would occur with its implementation are not known. The voluntary agreement proposal contains a combination of flow and non-flow measures that are designed to benefit fisheries at a lower water cost, particularly during multiple dry years, than would occur under the Bay-Delta plan amendment. The resulting regional water system supply shortfalls during dry years would be less than those under the Bay-Delta plan amendment and would require rationing of a lesser degree and closer in alignment to the SFPUC's adopted level of service goal for the regional water system of rationing of no more than 20 percent system-wide during dry years. The 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 projected demand, these shortfalls to retail customers would exclusively result from supply reductions resulting from implementation of the Bay-Delta plan amendment. The retail supply shortfalls under Scenario 3 would not be attributed to the incremental demand associated with the proposed project, because the project's demand is incorporated already in the growth and water demand/supply projections contained in the 2015 Urban Water Management Plan.

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

Impact Analysis

As described above, the supply capacity of the Hetch Hetchy regional water system that provides the majority of the city's drinking water far exceeds the potential demand of any single development project in San Francisco. No single development project alone in San Francisco would require the development of new or expanded water supply facilities or require the SFPUC to take other actions, such as imposing a higher level of rationing across the city in the event of a supply shortage in dry years. Therefore, a separate project-only analysis is not provided for this topic. The following analysis instead considers whether the proposed project in combination with both existing development and projected growth through 2040 would require new or expanded water supply facilities, the construction or relocation of which could have

significant cumulative impacts on the environment that were not identified in the Central SoMa PEIR. It also considers whether a high level of rationing would be required that could have significant cumulative impacts. It is only under this cumulative context that development in San Francisco could have the potential to require new or expanded water supply facilities or require the SFPUC to take other actions, which in turn could result in significant physical environmental impacts related to water supply. If significant cumulative impacts could result, then the analysis considers whether the project would make a considerable contribution to the cumulative impact.

Impacts Related to New or Expanded Water Supply Facilities

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

As discussed above, existing and planned dry-year supplies would meet projected retail demands through 2040 under Scenario 1 within the SFPUC's regional water system adopted water supply reliability level of service goal. Therefore, the SFPUC could meet the water supply needs for the proposed project in combination with existing development and projected growth in San Francisco through 2040 from the SFPUC's existing system. The SFPUC would not be expected to develop new or expanded water supply facilities for retail customers under Scenario 1 and there would be no significant cumulative environmental impact.

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

under Scenario 2 if it were to trigger the need for increased water supply or rationing in excess of the SFPUC's regional water system level of service goals.

Under Scenario 3, the SFPUC's existing and anticipated water supplies would be sufficient to meet the demands of existing development and projected growth in San Francisco, including the proposed project, through 2040 in wet and normal years, which have historically occurred in approximately nine out of 10 years on average. During 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's total and potable water demand are 0.03 percent and 0.02 percent of the total retail demand in San Francisco in 2040, respectively, 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 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 greenhouse gas 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.[95] 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 greenhouse gas emissions, as discussed in the greenhouse gas 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 (city-wide) rationing. Allocation methods and processes that have been considered in the past and may be used in future droughts are described in the SFPUC's current Retail Water Shortage Allocation Plan[96]. 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

[95] Pursuant to the SFPUC 2015 Urban Water Management Plan, San Francisco's per capita water use is among the lowest in the state.

[96] San Francisco Public Utilities Commission, *2015 Urban Water Management Plan for the City and County of San Francisco, Appendix L – Retail Water Shortage Allocation Plan,* June 2016. This document is available at *https://sfwater.org/index.aspx?page=75*

use in San Francisco and may be included in the SFPUC's update to its Retail Water Shortage Allocation Plan.[97] 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 office customer such as the proposed project could be subject to up to 30-percent rationing during a severe drought.[98] In accordance with the Retail Water Shortage Allocation Plan, the level of rationing that would be imposed on the proposed project would be determined at the time of a drought or other water shortage and cannot be established with certainty prior to the shortage event. However, newly-constructed buildings, such as the proposed project, have water-efficient fixtures and non-potable water systems that comply with the latest regulations. Thus, if these buildings can demonstrate below-average water use, they would likely be subject to a lower level of rationing than other retail customers that meet or exceed the average water use for the same customer class.

While any substantial reduction in water use in a new, water efficient building likely would require behavioral changes by building occupants that are inconvenient, temporary rationing during a drought is expected to be achievable through actions that would not cause or contribute to significant environmental effects. The effect of such temporary rationing would likely cause occupants to change behaviors but would not cause the substantial loss of vegetation because vegetation on this urban infill site would be limited to ornamental landscaping, and non-potable water supplies would remain available for landscape irrigation in dry years. The project would not include uses that would be forced to relocate because of temporary water restrictions, such as a business that relies on significant volumes of water for its operations. While

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[97] San Francisco Public Utilities Commission, 2015-2016 Drought Program, adopted by Resolution 15-0119, May 26, 2015. This document is available at *https://www.sfwater.org/modules/showdocument.aspx?documentid=7228*. Accessed May 25, 2019.

[98] This worst-case rationing level for San Francisco commercial and industrial uses was estimated for the purpose of preparing comments on the Draft Substitute Environmental Document in Support of Potential Changes to the Bay-Delta Plan (SED), dated March 16, 2017. See comment letter Attachment 1, Appendix 3, Page 5, Table 3. The comment letter and attachments are available at: *https://www.waterboards.ca.gov/public_notices/comments/2016_baydelta_plan_amendment/docs/dennis_herrera.pdf*. The state water board's SED assumes that the City will develop additional water supplies through large scale water transfers and/or construction of a large-scale desalination plant or new in-Delta diversion. The city's comments on the SED explain why increased rationing is in fact the SFPUC's most reasonably foreseeable response to the water supply reductions that may result from Bay-Delta Plan Amendment.

high levels of rationing that would occur under Scenario 3 could result in future development locating elsewhere, existing 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 (0.02 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.

Water Supply Conclusion

As stated above, there is considerable uncertainty as to whether the Bay-Delta plan amendment will be implemented. However, 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 expected SFPUC 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 office, urban infill development that would be expected to tolerate the level of rationing imposed on it for the duration of a 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 city-wide demand substantially affect the levels of dry-year rationing that would otherwise be required throughout the city. Thus, the proposed project would not make a considerable contribution to a cumulative environmental impact caused by implementation of the Bay-Delta plan

amendment. Therefore, for the reasons described above, under all three scenarios, this impact would be considered less than significant.

Stormwater, Wastewater, and Solid Waste

The project site is covered by impervious surfaces and would be required to comply with the city's stormwater management ordinance. This ordinance requires the proposed project to decrease the amount of impervious area on site and reduce peak stormwater runoff compared to existing conditions. Therefore, with implementation of the proposed project, stormwater 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.[99]

Cumulative Analysis

As stated above, the small increase in potable water demand attributable to the project compared to citywide demand would not 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.

Regarding stormwater, wastewater and solid waste, there are no cumulative development projects nearby that were not encompassed in the Central SoMa PEIR cumulative utilities and service systems analysis. The project is within the scope of development projected under the Central SoMa Plan and would not result in more severe utilities and service systems impacts than previously identified in the Central SoMa PEIR.

Conclusion

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

E.13 Public Services

Central SoMa PEIR Analysis

The Central SoMa PEIR found that the increased worker population in the area resulting from implementation of the Plan would result in greater demand for police and fire protection services, as well

[99] SFPUC, *Water Supply Assessment for the 598 Brannan Street Project*, May 28, 2019.

as park use, but determined that this demand would not result in the need for new facilities, the construction of which could result in significant physical impacts on the environment. Furthermore, the PEIR found that should it be determined at some point in the future that new facilities are needed, any potentially significant effects from construction of such facilities would be similar to those identified for other development anticipated under the Plan; for example, with potential impacts related to noise, archeological resources, air quality (including emissions of dust and other pollutants and diesel exhaust), and temporary street closures or other traffic obstructions. Thus, construction of a new fire station, police station, school, park facility, or other comparable government facility would not result in new significant impacts not already analyzed and disclosed in the PEIR. No mitigation measures were identified in the PEIR.

Topics:	*Significant Impact Peculiar to Project or Project Site*	*Significant Impact not Identified in PEIR*	*Significant Impact due to Substantial New Information*	*No Significant Impact not Previously Identified in PEIR*
13. PUBLIC SERVICES.				
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 is within the development density assumptions for the project site analyzed in the Central SoMa PEIR and would account for a relatively small portion of the overall demand for public services anticipated to occur under the Plan. Therefore, the proposed project would not result in a substantial increase in the demand for police or fire protection services, nor would it result in new or substantially more severe impacts on the physical environment associated with provision of public services beyond those analyzed in the Central SoMa PEIR. As discussed under Topic 11, Recreation, the proposed project would not result in new or more-severe impacts to parks or recreational facilities.

As discussed in the Central SoMa PEIR, the Leroy F. Greene School Facilities Act of 1998, or SB 50, restricts the ability of local agencies such as the City and County of San Francisco to deny land use approvals on the basis that public school facilities are inadequate. SB 50 establishes the base amount of allowable developer fees per square foot of commercial and residential construction. These fees are intended to address local school facility needs resulting from new development. The proposed project would contribute the necessary fees to ensure that local schools can support the proposed project's incremental increase in demand.

For these reasons, the proposed project would not result in the need for new facilities to accommodate additional police, fire, school, or park services, the construction of which could result in significant physical impacts on the environment.

Cumulative Analysis

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

As discussed in the Central SoMa PEIR, the Central SoMa Plan area is fully developed with structures and roadways, with little open space (relative to developed land). The plan area contains no special-status species, natural plant communities, riparian corridors, estuaries, marshes, or wetlands that could be affected by the development anticipated to occur under the Plan. Vegetation consists of street trees and landscaping occasionally found in backyards throughout the plan area. As such, the Central SoMa PEIR determined that future development would not substantially interfere with the movement of any resident or migratory wildlife species. However, **Improvement Measure I-BI-2, Night Lighting Minimization**, was identified to reduce potentially less-than-significant impacts on birds from nighttime lighting at individual project sites. Therefore, the Central SoMa PEIR concluded that implementation of the Plan would not result in any significant impacts related to riparian habitat, wetlands, movement of migratory species, local policies or ordinances protecting biological resources, or habitat conservation plans.

The Central SoMa PEIR determined that the potential impacts to special-status bats that may be roosting in trees and underutilized buildings in the plan area would be reduced to a less-than-significant level with implementation of **Central SoMa PEIR Mitigation Measure M-BI-1, Pre-Construction Bat Surveys**. Mitigation Measure M-BI-1 requires that conditions of approval for building permits issued for construction of projects within the Central SoMa Plan area include a requirement for pre-construction special-status bat surveys when large trees are to be removed or underutilized or vacant buildings are to be demolished.

Topics:	*Significant Impact Peculiar to Project or Project Site*	*Significant Impact not Identified in PEIR*	*Significant Impact due to Substantial New Information*	*No Significant Impact not Previously Identified in PEIR*
12. BIOLOGICAL RESOURCES. Would the project:				
a) Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special-status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Wildlife or U.S. Fish and Wildlife Service?	☐	☐	☐	☒
b) Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations or by the California Department of Fish and Wildlife or U.S. Fish and Wildlife Service?	☐	☐	☐	☒
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?	☐	☐	☐	☒
d) Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?	☐	☐	☐	☒
e) Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?	☐	☐	☐	☒
f) Conflict with the provisions of an adopted habitat conservation plan, natural community conservation plan, or other approved local, regional, or state habitat conservation plan?	☐	☐	☐	☒

Project-Specific Analysis

The proposed project would involve demolition of four existing one- and two-story commercial, industrial, and warehouse buildings totaling approximately 70,400 square feet and associated surface parking lots. No large trees within the project site would be removed and no buildings are vacant. As noted above in the Project Description, demolition and site preparation is anticipated to occur in late 2019 and the existing buildings are all still in use. It is the sponsor's intention to maintain the building's existing uses and occupancies for as long as possible and they would be vacant for only two to three weeks prior to demolition, during which time the sponsor's construction personnel would be on-site preparing for the demolition and construction activities. Bats would not be expected to take up residence in the buildings during this period. Therefore, the proposed project would not be subject to Central SoMa PEIR Mitigation Measure M-BI-1: Pre-Construction Bat Surveys and the proposed project's potential impacts to special-status bats and other biological resources would be less-than-significant.

Although there are no trees or other vegetation at the project site, building eves and other building features could provide nesting habitat for birds. Thus, the demolition of the existing project site buildings could result in disturbance to nesting birds, potentially including special-status birds and those protected by the California Fish and Game Code section 3500 et al., including sections 3503, 3503.5, 3511, and 3513, which provide that it is unlawful to take or possess any migratory nongame bird, or needlessly destroy nests of birds except as otherwise outlined in the code. Compliance with the requirements of the California Fish and Game Code would ensure that no significant effects related to the loss of active nests or bird mortality would occur

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. However, the proposed project would comply with Planning Code section 139, Standards for Bird-Safe Buildings, which establishes building design standards to reduce avian mortality rates associated with bird strikes. According to the project sponsor, although the final glazing has yet to be selected, bird safe features shall be considered when selecting materials in conjunction with energy efficiency and overall building design. Even though incidental bird strikes may occur, and may involve special status avian species, the proposed project would not significantly interfere with the movement of native resident or wildlife species or with established native resident or migratory wildlife corridors. This impact would be less than significant.[100]

In addition, the PEIR included Improvement Measure I-BI-2, to reduce the effects of nighttime bird strikes on buildings due to exterior and interior lighting. The proposed project would be subject to the provisions of Improvement Measure I-BI-2 and would implement **Project Improvement Measure I-BI-1: Night Lighting Minimization** and the less-than-significant effect associated with nighttime bird strikes on buildings would be further reduced.

Given compliance with the state fish and game code and compliance with the City-adopted regulations for bird-safe buildings, the proposed project would not result in any new or more severe significant impacts to biological resources not identified in the Central SoMa PEIR, or in any potentially significant offsite impacts or impacts peculiar to the project site with regard to biological resources.

Cumulative Analysis

There are no cumulative development projects nearby that were not encompassed in the Central SoMa PEIR cumulative biological resources analysis. The street improvement projects along Brannan and Fifth streets are substantially similar in scope to the street network changes already analyzed in the Central SoMa PEIR. Therefore, the project would not result in more severe biological resource impacts than previously identified in the Central SoMa PEIR.

Conclusion

The proposed project would not result in significant project-level or cumulative impacts on biological resources that were not identified in the Central SoMa PEIR, nor would the project result in significant

[100] See http://sf-planning.org/standards-bird-safe-buildings.

project-level or cumulative impacts on biological resources that are more severe than those identified in the Central SoMa PEIR or that are peculiar to the project site. Impacts to bats would not occur because existing buildings, all currently in use, would be vacant prior to demolition for only a short period of time. The less than significant impacts to native resident and migratory birds would further be reduced with the implementation of 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. Compliance with applicable state and local codes and recommendations made in project-specific geotechnical analyses would reduce the geologic hazards of subsequent development projects to a less-than-significant level. Additionally, the Central SoMa PEIR found that development enabled by the Central SoMa Plan could induce ground settlement as a result of excavation for construction of subsurface parking or basement levels, construction dewatering, heave during installation of piles, and long-term dewatering.

In addition, proposed buildings over 160 feet tall, such as the proposed project's buildings, could be subject to compliance with the building department's Administrative Bulletin 083, Requirements and Guidelines for the Seismic Design of New Tall Buildings using Non-Prescriptive Seismic-Design Procedures.[101] This bulletin specifies the requirements and guidelines for the non-prescriptive design of new tall buildings that are higher than 160 feet to ensure that the design meets the standards of the building code.[102] Also, the building department's Administrative Bulletin 082, Guidelines and Procedures for Structural Design Review, specifies the guidelines and procedures for structural design review during the application review process for a building permit. In addition to requirements for a site-specific geotechnical report as articulated in San Francisco Building Code section 1803 and building department Information Sheet S-05, Geotechnical Report Requirements, structural design review may result in review by an independent structural design reviewer. Administrative Bulletin 082 describes what types of projects may require this review, the qualifications of the structural design reviewer, the scope of the structural design review, and how the director of the building department as the building official would resolve any disputes between the structural design reviewer and the project's engineer of record. A building department Structural

[101] Non-prescriptive seismic design deviates from one or more of the specific standards contained in the San Francisco Building Code.

[102] Building Department Administrative Bulletins and Information Sheets are available at *http://sfdbi.org/administrative-bulletins* and *http://sfdbi.org/information-sheets*, respectively.

Information Sheet S-18 will also be required. It provides Interim Guidelines and Procedures for Structural, Geotechnical, and Seismic Hazard Engineering Design Review for New Tall Buildings and supplements and clarifies the requirements and procedures in Administrative Bulletins 082 and 083. It applies to buildings 240 feet or taller and is thus relevant to subsequent development projects in the Plan area. With implementation of the recommendations provided in project-specific detailed geotechnical studies for subsequent development projects, subject to review and approval by the building department, impacts related to the potential for settlement and subsidence due to construction on soil that is unstable, or could become unstable as a result of such construction, would be less than significant. Thus, the Central SoMa PEIR concluded that implementation of the Central SoMa Plan would not result in significant impacts with regard to geology and soils, and no mitigation measures were identified in the Central SoMa PEIR.

In addition, the Central SoMa PEIR determined that the potential for project activities within the plan area or vicinity to uncover unique or significant fossils within the plan area or vicinity is low. Construction activities could encounter undisturbed dune sands, the Colma Formation, or artificial fills associated with previous development. Due to their age and origin, these geological materials have little to no likelihood of containing unique or significant fossils. As such, the Central SoMa PEIR determined that the potential for development projects, including the proposed project, to effect paleontological resources would be **less than significant**. For these reasons, the proposed project would not result in significant impacts on paleontological resources.

Topics:	*Significant Impact Peculiar to Project or Project Site*	*Significant Impact not Identified in PEIR*	*Significant Impact due to Substantial New Information*	*No Significant Impact not Previously Identified in PEIR*
15. GEOLOGY AND SOILS. Would the project:				
a) Directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving:	☐	☐	☐	☒
i) Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? Refer to Division of Mines and Geology Special Publication 42.	☐	☐	☐	☒
ii) Strong seismic ground shaking?	☐	☐	☐	☒
iii) Seismic-related ground failure, including liquefaction?	☐	☐	☐	☒
iv) Landslides?	☐	☐	☐	☒
b) Result in substantial soil erosion or the loss of topsoil?	☐	☐	☐	☒
c) Be located on geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or offsite landslide, lateral spreading, subsidence, liquefaction or collapse?	☐	☐	☐	☒

Topics:	Significant Impact Peculiar to Project or Project Site	Significant Impact not Identified in PEIR	Significant Impact due to Substantial New Information	No Significant Impact not Previously Identified in PEIR
d) Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial risks to life or property?	☐	☐	☐	☒
e) Have soils incapable of adequately supporting the use of septic tanks or alternative wastewater disposal systems where sewers are not available for the disposal of wastewater?	☐	☐	☐	☒
f) Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?	☐	☐	☐	☒

Project-Specific Analysis

Soil, Seismic and Geological Hazards

The project site is within an area that may be prone to earthquake-induced ground failure during a major earthquake due to liquefaction hazard. Accordingly, site design and construction must comply with the seismic hazard act, its implementing regulations, and the California Department of Conservation's guidelines for evaluating and mitigating seismic hazards. In addition to the seismic hazard act, adequate investigation and mitigation of failure-prone soils is also required by the mandatory provisions of the California Building Code (state building code, California Code of Regulations, Title 24). The San Francisco Building Code has adopted the state building code with certain local amendments. The regulations implementing the seismic hazard act include criteria for approval of projects within seismic hazard zones that require a project be approved only when the nature and severity of the seismic hazards at the site have been evaluated in a geotechnical report and appropriate mitigation measures have been proposed and incorporated into the project, as applicable.[103]

A geotechnical investigation was prepared for the proposed project.[104] The geotechnical investigation found that the site is underlain by five distinct geologic layers, including fill at depths ranging between 4 and 12 feet; bay mud (very soft to soft clay) and marine deposits at depths ranging from 4 to 19 feet in thickness to a maximum depth of 29 feet; alluvial deposits consisting of medium stiff to sandy clay and medium dense to dense sand and clayey sand to depths varying from 29 to 44 feet; medium dense to very dense clayey sand and hard clay associated with the Colma Formation at depths ranging from 33 to greater than 111 feet; and residual bedrock and bedrock associated with the Franciscan Complex at depths ranging between approximately 17 and 111 feet. The investigation found that a deep foundation system would be required for the proposed project as the bay mud and marine sand deposits which would be exposed at

[103] In the context of the seismic hazard act, "mitigation" refers to measures that reduce earthquake hazards, rather than the Mitigation Measures that were identified in the programmatic EIR, which are required by the California Environmental Quality Act (CEQA) to reduce or avoid environmental impacts of a proposed project.

[104] Rollo & Ridley Geotechnical Engineers & Scientists, Preliminary Geotechnical Information for 598 Brannan Street, San Francisco, California, September 30, 2016.

subgrade depth would not be capable of supporting the anticipated building loads without excessive and unpredictable settlement. As discussed in the investigation, the deep foundation system would consist of either driven or drilled-in-place piles that extend through the fill and marine deposits and gain support in the underlying dense to very dense Colma Formation layer. Piles would gain support from skin friction and end bearing in the alluvial deposits, Colma Formation and/or bedrock layers. Groundwater was encountered on the project site at a depth of 7 to 7 ½ feet below adjacent site grades, but could fluctuate to approximately 6 feet. Therefore, temporary dewatering during the construction period and pile foundations with a waterproof structural slab would be required.

The proposed project would conform to state and local building codes and the building department's implementing procedures, which ensures the safety of all new construction in the city. The building department would review the project-specific geotechnical report during its review of the building permit for the proposed project, and may require additional site-specific soils report(s) through the building permit application process. The state Seismic Hazards Mapping Act of 1990 requires that, due to the location of the site within a liquefaction hazard zone, the measures identified in the geotechnical report that address liquefaction hazard (primarily focused on susceptible fill removal) be made conditions of the building permit.

The building department would consult the project-specific geotechnical report during its review of the building permit for the project. In addition, the building department may require additional site specific soils report(s) through the building permit application process, as needed. The building department requirement for a geotechnical report and review of the building permit application pursuant to the building department's implementation of the building code would ensure that the proposed project would have no significant impacts related to soils, seismic or other geological hazards.

Paleontological Resources

The project site is located within the Central SoMa Plan area and the PEIR evaluated the potential for subsequent development projects to result in impacts to paleontological resources based on the underlying geology and soils in the Plan area, concluding that subsequent development projects would not likely result in significant impacts to unique paleontological resources. Based on the project-specific geotechnical study, the project would not involve excavation or other soil disturbance within any geological formations that are likely to contain unique or significant fossils. Therefore, the proposed project is not anticipated to result in significant impacts to paleontological resources. No mitigation is required.

Cumulative Analysis

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

Conclusion

In light of the above, the proposed project would not result in a significant effect or potentially significant offsite impacts or impacts peculiar to the project site with regard to geology and soils and paleontological

resources. Therefore, the proposed project would not result in significant impacts related to geology and soils or paleontological resources that were not identified in the Central SoMa PEIR, and no mitigation measures are necessary.

E.16 Hydrology and Water Quality

Central SoMa PEIR Analysis

The Central SoMa PEIR determined that the anticipated increase in population resulting from implementation of the Plan would not result in a significant impact on hydrology and water quality, including the combined sewer system and the potential for combined sewer outflows. 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 Plan development would not exacerbate this risk and, therefore, would not result in a significant impact. Moreover, the Plan includes objectives, policies, and implementation measures intended to maximize flood resilience. No mitigation measures were identified in the PEIR.

Topics:	*Significant Impact Peculiar to Project or Project Site*	*Significant Impact not Identified in PEIR*	*Significant Impact due to Substantial New Information*	*No Significant Impact not Previously Identified in PEIR*
16. 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?	☐	☐	☐	☒
b) Substantially deplete groundwater supplies or interfere substantially with groundwater recharge such that the project may impede sustainable groundwater management of the basin?	☐	☐	☐	☒
c) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, in a manner that would:	☐	☐	☐	☒
i) Result in substantial erosion or siltation on- or offsite;	☐	☐	☐	☒
ii) Substantially increase the rate or amount of surface runoff in a manner which would result in flooding on or offsite;	☐	☐	☐	☒
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	☐	☐	☐	☒
iv) Impede or redirect flood flows?	☐	☐	☐	☒
d) In flood hazard, tsunami, or seiche zones, risk release of pollutants due a project inundation?	☐	☐	☐	☒
e) Conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan?	☐	☐	☐	☒

Project-Specific Analysis

Construction Water Quality and Stormwater Runoff

The project site is currently developed with four existing one- and two-story buildings and associated parking lots. The proposed project would be constructed in compliance with all applicable federal, state and local regulations governing water quality and discharges to surface and ground water bodies. Groundwater is relatively shallow throughout the project site at a minimum depth of approximately 6 feet below ground surface.[105] Any groundwater encountered during construction of the proposed project would be subject to requirements of the City's Sewer Use Ordinance (Ordinance Number 19-92, amended 116-97),

[105] *Preliminary Geotechnical Information for 598 Brannan Street, San Francisco, California,* Rollo & Ridley Geotechnical Engineers & Scientists, September 30, 2016.

as supplemented by Department of Public Works Order No. 158170, requiring a permit from the Wastewater Enterprise Collection System Division of the San Francisco Public Utilities Commission. A permit may be issued only if an effective pretreatment system is maintained and operated. Each permit for such discharge would be required to contain specified water quality standards and may require the project sponsor to install and maintain meters to measure the volume of the discharge to the combined sewer system. Although dewatering could be required during construction, any effects related to lowering the water table would be temporary and would not be expected to substantially deplete groundwater resources. During construction, and pursuant to public works code sections 146 and 147, the proposed project would be required to implement and maintain best management practices to minimize surface runoff erosion and to comply with a stormwater control plan. As a result, the proposed project would not increase stormwater runoff, alter the existing drainage, or violate water quality or waste 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 (NPDES) 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 NPDES permit.[106] Therefore, compliance with applicable permits would reduce water quality impacts, and the proposed project would not result in new or more-severe impacts 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 proposed project would not increase the amount of impervious surface area on the project site, which is currently completely covered in impervious surface materials including buildings and pavements. Rather, it would increase permeable surfaces over existing conditions through the introduction of new partially permeable open space areas, such as the mid-block park in the center of the project site. In accordance with the City's Stormwater Management Ordinance (Ordinance No. 83-10), the proposed project would be subject to Low Impact Design (LID) approaches and stormwater management systems to comply with the Stormwater Design Guidelines.[107] The proposed project's LID features would include vegetated roofs and landscaped areas. Additional runoff from the project site not retained through the LID approaches would drain into the city's combined stormwater/sewer system, ensuring that such runoff is

[106] The public utilities commission holds a National Pollutant Discharge Elimination System permit (regional board Order No. R2-2013-0029117) that covers all of the Bayside wet-weather facilities, including combined sewer discharge structures located along the bayside waterfront from Marina Green to Candlestick Park. The Combined Sewer Overflow Control Policy, administered by the U.S. Environmental Protection Agency, is a national framework for controlling combined sewer overflows through the National Pollution Discharge Elimination System permitting program, and provides guidance on how communities with these systems can achieve compliance with the Clean Water Act.

[107] Information regarding low impact development techniques and requirements under the City's Stormwater Management Ordinance is available here: *https://sfwater.org/index.aspx?page=446*. Accessed November 9, 2018.

properly treated at the Southeast Water Pollution Control Plant before being discharged into San Francisco Bay. As a result, the proposed project would not violate any water quality standards or waste discharge requirements or otherwise substantially degrade water quality.

Groundwater

Regarding groundwater supplies, the proposed project would use potable water from the SFPUC and non-potable water from two on-site sources: greywater from the building recycled on site and rainwater collected in an on-site catchment system. Groundwater from the Downtown San Francisco Groundwater Basin, where the project site is located, is not used as drinking water, and the proposed project would not result in additional impervious surfaces that would affect groundwater recharge, because the site is fully occupied by existing buildings and impervious surfaces. Therefore the proposed project would not substantially decrease groundwater supplies, interfere with groundwater recharge, or conflict with a groundwater management plan.

Flood Hazards

Development within the city must account for flooding potential. Areas located on fill or bay mud can subside to a point at which the sewers do not drain freely during a storm (and sometimes during dry weather) and there can be backups or flooding near these streets and sewers. The proposed project falls within an area in the city prone to flooding of this type during storms, especially where ground stories are located below an elevation of 0.0 City Datum[108] or, more importantly, below the hydraulic grade line or water level of the sewer.

As identified in the Central SoMa PEIR, the project site is located within the 100-year flood zone along the city's Bay shoreline. As part of the building permit review process, project applicants for buildings located in this flood hazard area would have to comply with the standards of construction specified in the City's Floodplain Ordinance passed in 2008 and amended in 2010.[109] On February 26, 2019, the City adopted an ordinance requiring sellers or lessors of properties within the 100-year Storm Flood Risk Zone shown on the Flood Map to disclose such fact in writing to potential buyers or lessees.[110] The ordinance also requires that whether or not a property is in the flood risk zone be included on that property's Report of Residential Building Record, issued by the Department of Building Inspection. Pursuant to the Floodplain Ordinance, new or substantially improved structures would be required to be elevated above the base flood elevation or otherwise flood-proofed. The most recent 100-Year Storm Flood Risk Map, adopted by the public utilities

[108] San Francisco City Datum is 6.70 feet above ordinary high-water mark, which was formerly on a pile at the Boat House, on the corner of Pacific and Davis streets. Mean Sea Level is 8.616 feet below City Datum and Mean Lower Low Water is 11.666 feet below City Datum.

[109] Office of the City Administrator, *San Francisco Floodplain Management Program Fact Sheet*, revised March 1, 2016.

[110] City and County of San Francisco, Police, Housing Codes – Required Disclosure of Storm Flood Risks, Ordinance 35-19. Available at: *https://sfgov.legistar.com/View.ashx?M=F&ID=7089075&GUID=9B6F7484-EFA9-4BCE-A7CD-14D8B0CBEBB5*. Accessed May 26, 2019.

commission on September 25, 2018, shows that the project site is not within the 100-year storm flood risk zone.[111]

The City has implemented a review process to avoid flooding problems caused by the relative elevation of the structure to the hydraulic grade line in the sewers. Applicants for building permits for either new construction, change of use (Planning) or change of occupancy (Building Inspection), or for major alterations or enlargements are referred to the public utilities commission for a determination of whether the project would result in ground-level flooding during storms. As required, the project sponsor coordinated with the public works department in order to determine if the project would result in ground-level flooding during storms. The public works department determined that ground-level flooding could occur, and that the proposed project would need to lower the probabilities of drainage issues during rain events.[112]

The buildings have finished floor elevation of at least 12.5 feet. This includes entrances to basement ramps. Backwater valves are also proposed at all sewer connections to the buildings. This results in a minimum ground level finished floor elevation (FFE) of one to two feet above the anticipated 500 year flood elevation (0.2 percent probability in any given year) and approximately three to four feet above the 100-year flood elevation. As such, the project is compliance with the City's Floodplain Ordinance passed in 2008 and amended in 2010. Therefore, the proposed project would incorporate finished floor areas above the current grade and would include an overland release path from Bryant Street through the park to either Welsh Street or Freelon Street. Further, as discussed in topic E.17, Hazards and Hazardous Materials, the project would not result in the routine use of hazardous materials. Therefore, the proposed project would result in less-than-significant impacts related to release of pollutants due to inundation.

Cumulative Analysis

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

Conclusion

For the reasons discussed above, the proposed project would not result in any new or more severe significant impacts related to hydrology and water quality or any significant impacts peculiar to the project site than were not identified in the Central SoMa PEIR. In addition, the proposed project would not result in any potentially significant offsite impacts or impacts peculiar to the project site with regard to hydrology and water quality.

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[111] San Francisco Public Utilities Commission, 100-Year Flood Risk Map, available at: *https://www.sfwater.org/index.aspx?page=1229*. Accessed May 25, 2019.

[112] San Francisco Department of Public Works, *Drainage review of 598 Brannan Street development,* August 8, 2017.

E.17 Hazards and Hazardous Materials

Central SoMa PEIR Analysis

The Central SoMa PEIR found that implementation of the Central SoMa Plan would not result in any significant impacts with respect to hazards or hazardous materials that could not be mitigated to a less-than-significant level. The Central SoMa PEIR determined that compliance with San Francisco Health Code article 22A (also known as the Maher Ordinance), which incorporates state and federal requirements regulating the handling, treatment, cleanup and disposal of hazardous materials in soils and groundwater, would minimize potential exposure of site personnel and the public to any accidental releases of hazardous materials or waste and would also protect against potential environmental contamination. 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 Plan implementation would be **less than significant**. In addition, the Central SoMa PEIR found that existing regulations for facility closure, underground storage tank closure, and investigation and cleanup of soil and groundwater would ensure implementation of measures to protect workers and the community from exposure to hazardous materials during construction.

The Central SoMa PEIR noted that there are several public schools within the plan area, including Bessie Carmichael Middle School/Filipino Education Center, Bessie Carmichael Elementary School, and Bessie Carmichael Early Education School. Compliance with regulatory requirements, enforced through the air quality district's permitting process would reduce impacts related to hazardous emissions or the use of extremely hazardous materials within 0.25 miles of a school to a less-than-significant level.

The Central SoMa PEIR also noted that the plan area, including the proposed project site, is not located within an airport land use plan area or in the vicinity of a private airstrip. As such, the proposed project would not result in impacts related to these topics. Additionally, the Central SoMa PEIR did not identify any cumulative impacts related to hazards and hazardous materials.

The Central SoMa PEIR determined that future development in the plan area would involve demolition or renovation of existing structures that could expose construction workers and the public to hazardous building materials. Some building materials commonly used in older buildings could present a public health risk if disturbed during an accident or during demolition or renovation of an existing building. Hazardous building materials addressed in the PEIR include asbestos, lead-based paint, polychlorinated biphenyls (PCBs), bis (2-ethylhexyl) phthalate (DEHP), and mercury. 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 Central SoMa PEIR identified a significant impact associated with hazardous building materials including PCBs, DEHP, and mercury vapor and determined that **Mitigation Measure M-HZ-3, Hazardous Building Materials Abatement,** which requires abatement of certain hazardous building materials other than asbestos and lead paint in accordance with existing laws, would reduce effects to a less-than-significant level. However, this mitigation measure is not necessary because regulations have been enacted to address these common hazardous building materials.

Topics:	*Significant Impact Peculiar to Project or Project Site*	*Significant Impact not Identified in PEIR*	*Significant Impact due to Substantial New Information*	*No Significant Impact not Previously Identified in PEIR*
17. HAZARDS AND HAZARDOUS MATERIALS. Would the project:				
a) Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?	☐	☐	☐	☒
b) Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?	☐	☐	☐	☒
c) Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?	☐	☐	☐	☒
d) Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?	☐	☐	☐	☒
e) For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard or excessive noise for people residing or working in the project area?	☐	☐	☐	☒
f) Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?	☐	☐	☐	☒
h) Expose people or structures, either directly or indirectly, to a significant risk of loss, injury, or death involving wildland fires?	☐	☐	☐	☒

Project-Specific Analysis

Hazardous Building Materials

Buildings on the project site were constructed between approximately 1952 and 1990. Some building materials commonly used in older buildings could present a public health risk if disturbed during an accident or during demolition or renovation of an existing building. Hazardous building materials addressed in the Central SoMa PEIR include asbestos, electrical equipment such as transformers and fluorescent light ballasts that contain polychlorinated biphenyls (PCBs) or bis (2-ethylhexyl) phthalate (DEHP), fluorescent lights containing mercury vapors, and lead-based paints. Asbestos and lead-based paint may also present a health risk to existing building occupants if they are in a deteriorated condition. If removed during demolition of a building, these materials would also require special disposal procedures. 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 Mitigation Measure M-HZ-3, Hazardous Building Materials Abatement (addressing the proper removal and disposal of other hazardous building materials) is not necessary to reduce impacts related to hazardous building materials. Compliance with these regulations would ensure the proposed project would not result in significant impacts from the potential release of hazardous building materials.

Asbestos-containing building materials and lead-based paint may also present a health risk to 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, 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 be subject to and would comply with the above regulations, therefore, impacts from asbestos, lead-based paint, and other hazardous building materials would be less than significant.

Soil and Groundwater Contamination

Article 22A of the Health Code, also known as the Maher Ordinance, was expanded to include properties throughout the city where there is potential to encounter hazardous materials, primarily industrial zoning districts, sites with industrial uses or underground storage tanks, sites with historic bay fill, and sites in close proximity to freeways. 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 proposed project would include excavation to a depth of approximately 26 feet, resulting in about 142,000 cubic yards of soil removed from the project site. In addition, the project site has previous industrial uses and appears on the Maher map. Therefore, the project is subject to the Maher Ordinance, which is administered and overseen by the Department of Public Health (DPH). The Maher Ordinance requires the project sponsor to retain the services of a qualified professional to prepare a phase I environmental site assessment that meets the requirements of Health Code section 22.A.6.

The environmental site assessment would determine the potential for site contamination and level of exposure risk associated with the project. Based on that information, the project sponsor may be required to conduct soil and/or groundwater sampling and analysis. Where such analysis reveals the presence of hazardous substances in excess of state or federal standards, the project sponsor is required to submit a site mitigation plan (SMP) to DPH or other appropriate state or federal agency(ies), and to remediate any site contamination in accordance with an approved SMP prior to the issuance of any building permit.

In compliance with the Maher Ordinance, phase I environmental site assessments have been prepared to assess the potential for site contamination.[113,114,115,116]

Three of the four phase I environmental site assessments found recognized environmental conditions on the project site related to past industrial operations on the project site and the presence of the 598 Brannan Street site on the Cortese list. The recognized environmental conditions include the presence of underground storage tanks.

Upon review of the phase I assessments, the San Francisco Department of Public Health required phase II environmental assessments prepared for the project site.[117] The phase II assessments are in-progress and will be submitted to the health department for review and comment. If determined necessary by the health department, a remediation plan would be required prior to issuance of building permits. The 598 Brannan Street site also has an accepted corrective action plan that includes groundwater remediation activities that would continue with implementation of the proposed project.[118] In addition, remedial action regarding the underground storage tanks at the project site were certified complete on August 1, 2016 by DPH.[119]

The proposed project would be required to remediate potential soil and groundwater contamination described above in accordance with article 22A of the Health Code. Therefore, the proposed project would not result in any significant impacts related to hazardous materials that were not identified in the Central SoMa PEIR.

Cumulative Analysis

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

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[113] Hillman Consulting. *Phase I Environmental Site Assessment, 590 Brannan Street, San Francisco, California*, May 4, 2012.

[114] ENVIRON International Corporation. *Phase I Environmental Site Assessment, 639 Bryant Street, San Francisco, California*, February 2, 2015.

[115] Ramboll Environ US Corporation. *Phase I Environmental Site Assessment, 645 Bryant Street, San Francisco, California*, August 11, 2015.

[116] Ramboll Environ US Corporation. *Phase I Environmental Site Assessment, 649 and 651 Bryant Street, San Francisco, California*, August 21, 2015.

[117] San Francisco Department of Public Health, *Phase II Subsurface Work Plan Request, 598 Brannan Street; 639 Bryant Street; 649-651 Bryant Street; 645 Bryant Street; EHB-SAM NO. SMED: 1707*, October 15, 2018.

[118] Pangea Environmental Services, Inc., *Corrective Action Plan, San Francisco Chronicle 590 Brannan Street, San Francisco, California*, April 30, 2009.

[119] San Francisco Department of Public Health, *Remedial Action Completion Certification, Underground Storage Tank (UST) Case, San Francisco Newspaper Agency, 590 Brannan Street, San Francisco, CA,* August 1, 2016.

Conclusion

As discussed above, the proposed project would be required to comply with all applicable federal, state, and local regulations, including the Maher Ordinance. Therefore, the proposed project would not result in significant impacts related to hazards or hazardous materials that were not identified in the Central SoMa PEIR. In addition, the proposed project would not result in any potentially significant offsite impacts or impacts peculiar to the project site with regard to hazards and hazardous materials.

E.18 Mineral Resources

Central SoMa PEIR Analysis

As noted by the Central SoMa PEIR, all land in San Francisco, including in the plan area, is designated by the CGS California Geological Survey as Mineral Resource Zone Four (MRZ 4) under the Surface Mining and Reclamation Act of 1975. The MRZ 4 designation indicates that adequate information does not exist to assign the area to any other MRZ; 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 Plan would have no effect on mineral resources.

Topics:	*Significant Impact Peculiar to Project or Project Site*	*Significant Impact not Identified in PEIR*	*Significant Impact due to Substantial New Information*	*No Significant Impact not Previously Identified in PEIR*
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?	☐	☐	☐	☒
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?	☐	☐	☐	☒

Project-Specific and Cumulative Analysis

The project site is not a mineral resource recovery site and the proposed project would not require quarrying, mining, dredging, or extraction of locally important mineral resources on the project site. As such, it would not deplete non-renewable natural resources. Similarly, the proposed project would not result in any new or more-severe significant individual or cumulative impacts related to the availability of minerals than were identified in the Central SoMa PEIR.

Conclusion

The proposed project would not result in any new or more-severe significant mineral resource impacts than were identified in the Central SoMa PEIR. In addition, the proposed project would not result in any potentially significant offsite impacts or impacts peculiar to the project site with regard to mineral resources.

E.19 Energy Resources

Central SoMa PEIR Analysis

The Central SoMa PEIR determined that implementation of commercial, residential, and office development and street network changes in the plan area would not result in the consumption of fuel, water, or energy in a wasteful manner or in the context of energy use throughout the city and region. Future development projects in the Central SoMa Plan area would be subject to the most current energy and water efficiency standards in effect at the time the project is proposed and would be subject to the established performance metrics set forth in the Eco-District guidelines.[120] Therefore, the Central SoMa PEIR concluded that implementation of the Plan would not result in a significant impact on energy resources. No mitigation measures were identified in the Central SoMa PEIR.

Topics:	*Significant Impact Peculiar to Project or Project Site*	*Significant Impact not Identified in PEIR*	*Significant Impact due to Substantial New Information*	*No Significant Impact not Previously Identified in PEIR*
19. ENERGY RESOURCES. Would the project:				
a) 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?	☐	☐	☐	☒
b) Conflict with or obstruct a state or local plan for renewable energy or energy efficiency?	☐	☐	☐	☒

Project-Specific Analysis

Development of the proposed project would not result in unusually large amounts of fuel, water, or energy in the context of energy use throughout the city and 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.

Buildings 1, 2, and 3 of the proposed project are anticipated to operate at a LEED Gold level, and Building 4 is anticipated to be GreenPoint Rated for residential construction. In order to achieve these ratings, the proposed project would include a greywater treatment system, low-flow plumbing fixtures, LED lighting,

[120] An Eco-District is a neighborhood with a commitment and strategy to become sustainable and resilient, often guided by a specific entity tasked with its implementation. The objectives of the Central SoMa Eco-District include minimizing greenhouse gas emission through maximizing energy efficiency in the built environment, minimizing water waste by increasing non-potable water use in buildings, and improving air quality by utilizing greening to reduce pollution and heat, among others.

energy efficient windows, and green roofs, all of which would reduce energy consumption throughout the project site. Demand from the proposed project would be typical for a building of the size and nature proposed and would meet, or exceed, the current state and local codes and standards concerning energy consumption, including California Code of Regulations title 24 and the San Francisco Green Building Ordinance. Documentation showing compliance with these standards has been submitted to the City in the form of the "Compliance Checklist Table for Greenhouse Gas Analysis: Private Development Projects" described above. Title 24 and the green building ordinance are enforced by building department. Consistent with the findings in the Central SoMa PEIR, the proposed project would not result in a significant impact related to wasteful consumption of energy resources.

Cumulative Analysis

All cumulative projects in the city are required to comply with the transportation demand management ordinance and the same energy efficiency standards set forth in the California Code of Regulations Title 24 and the San Francisco Green Building Ordinance. Therefore, cumulative impacts on energy resources would be less than significant.

Conclusion

Consistent with the findings in the Central SoMa PEIR, the proposed project would have a less-than-significant impact related to energy resources, and, therefore, it would not result in any new or more severe significant project or cumulative impacts than were identified in the Central SoMa PEIR.

E.20 Agricultural Resources

Central SoMa PEIR Analysis

The Central SoMa PEIR determined that no agricultural or forest resources exist in the plan area; therefore, the Central SoMa Plan would have no effect on agricultural and forestry resources. Therefore, implementation of the Plan would not convert any prime farmland, unique farmland, or Farmland of Statewide Importance to non-agricultural use. In addition, the 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 Plan would not result in the loss of forest land or conversion of forest land to non-forest uses. No mitigation measures were identified in the Central SoMa PEIR.

Topics:	*Significant Impact Peculiar to Project or Project Site*	*Significant Impact not Identified in PEIR*	*Significant Impact due to Substantial New Information*	*No Significant Impact not Previously Identified in PEIR*
20. AGRICULTURE AND FORESTRY RESOURCES. 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.				
Would the project:				
a) Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance, as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?	☐	☐	☐	☒
b) Conflict with existing zoning for agricultural use, or a Williamson Act contract?	☐	☐	☐	☒
c) Conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code Section 12220(g)), timberland (as defined by Public Resources Code section 4526), or timberland zoned Timberland Production (as defined by Government Code section 51104(g))?	☐	☐	☐	☒
d) Result in the loss of forest land or conversion of forest land to non-forest use?	☐	☐	☐	☒
e) Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland to non-agricultural use or forest land to non-forest use?	☐	☐	☐	☒

Project-Specific and Cumulative Analysis

The project site and its surrounding areas do not contain agricultural or forestry uses and are not zoned for such uses. Construction of the proposed project would not convert any prime farmland, unique farmland, or Farmland of Statewide Importance to non-agricultural use, and it 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 proposed project would not result in the loss of forest land or conversion of forest land to non-forest uses. Accordingly, the proposed project would not result in any new or more-severe significant impacts than were identified in the Central SoMa PEIR. As the proposed project is within the development projected under the Central SoMa Plan, there would be no additional individual or cumulative impacts on agriculture and forest resources beyond those analyzed in the Central SoMa PEIR. In addition, the proposed project would not result in any potentially significant offsite impacts or impacts peculiar to the project site with regard to agriculture and forest resources.

Conclusion

Consistent with the findings in the Central SoMa PEIR, the proposed project would have no impact related to agriculture and forest resources, and, therefore, it would not result in any new or more severe project or cumulative impacts than were identified in the Central SoMa PEIR.

E.21 Wildfire

Central SoMa PEIR Analysis

The Central SoMa PEIR did not explicitly analyze impacts of the plan on wildfire risk, but the plan area is not located in or near state responsibility areas. Therefore, this topic is not applicable to the Central SoMa Plan or any subsequent development projects enabled by the plan.

1. Topics	*2. Significant Impact Peculiar to Project or Project Site*	*3. Significant Impact not Identified in Central SoMa PEIR*	*4. Significant Impact due to Substantial New Information*	*5. No Significant Impact not Previously Identified in Central SoMa PEIR*
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?	☐	☐	☐	☒
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?	☐	☐	☐	☒
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?	☐	☐	☐	☒
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?	☐	☐	☐	☒
a) Substantially impair an adopted emergency response plan or emergency evacuation plans?	☐	☐	☐	☒

Project-Specific and Cumulative Analysis

As discussed above, the project site is not located in or near state responsibility areas and therefore would have no impact either individually or cumulatively with respect to wildfire risk.

Conclusion

The proposed project would not result in any new or more severe project or cumulative impacts related to wildfires than were identified in the Central SoMa PEIR.

F. NOTICE OF PROJECT RECEIVING ENVIRONMENTAL REVIEW

A "Notification of Project Receiving Environmental Review" was mailed on July 5, 2018, to adjacent occupants and owners of properties within 300 feet of the project site. No comments were received. 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.

G. COMMUNITY PLAN EVALUATION PREPARERS

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REUBEN, JUNIUS & ROSE, LLP

November 2, 2020

Delivered Via Email

Joel Koppel, Commission President
San Francisco Planning Commission
49 South Van Ness Ave, Suite 1400
San Francisco, California 94103

Re: 598 Brannan – Phase 2 Office Allocation
Planning Case Number: 2012-0640OFA-02
Hearing Date: November 12, 2020
Our File: 6250.19

Dear President Koppel and Commissioners:

This office represents Brannan and Bryant Street, LLC ("**Sponsor**"), the sponsor of the mixed-use office development surrounding an approximately 40,000 square foot public park at 598 Brannan Street, identified as *Key Site 5: Park Block* in the Central SoMa Plan ("**Project**").

On June 6, 2019, the Planning Commission granted a Large Project Authorization that provides final design approval for the full Project. On the same date, the Commission approved an Office Allocation of 711,136 gross square feet ("**gsf**"), which covered two of the Project's three buildings, which front on Brannan and 5th Streets ("**Buildings 1 and 2**").

All three Project buildings and associated public improvements were originally intended to be constructed in a single phase. However, at the time of the original design approval, there was insufficient area in the City's large-cap office pool to entitle all Plan area projects. To address this, the project sponsor volunteered to phase its development, and the Planning Department created a phasing structure that allowed for the Commission's prior allocation to Buildings 1 and 2, but deferred allocation for the Project's third building (**"Building 3**") until sufficient allocation area became available.

In March 2020, San Francisco voters approved Proposition E, which created an additional 1.7 million square foot "Central SoMa Reserve" of large-cap office space, independent of the City's general large-cap pool. Proposition E provides the allocation area necessary for final approval and construction of the Project, including substantial public amenities and improvements.

Accordingly, the Sponsor requests an Office Allocation of 211,601 gsf, to facilitate construction of Building 3: a mixed-use office, PDR/retail, and child care building located mid-block along Bryant Street, which will activate the north end of the future public park.

We look forward to presenting this Project to you on November 12th, 2020.

A. Project Benefits

The 598 Brannan Street Project will provide a range of public benefits, including:

- **Public Park**. Development and maintenance of an approximately 40,000 square foot public park at the center of the block. This directly advances goals of the Central SoMa Plan, which cites a shortage of park and recreational spaces relative the number of area residents, and identifies the Project Site as a preferred location for development of a new park.
- **Affordable Housing Land Dedication**. Dedication of an approximately 13,091 square foot parcel to MOHCD for its future development of affordable housing.
- **Office Development**. Building flexibly-configured office space near the downtown core and one block from the future Central Subway line, furthering express goals of the Central SoMa Plan to increase jobs capacity in this transit-rich location.
- **Network of POPOS & Mid-Block Alleys**. Developing approximately 19,336 square feet of attractively-landscaped POPOS. These publicly-accessible open areas will frame the future public park and activate ground-floor retail and PDR spaces, forming a network of mid-block alleys connecting pedestrians from Bryant, Brannan & 5th Streets to the central park.
- **On-Site Child Care Facility**. Providing a 5,546 gsf child care facility in Building 3. The availability of childcare facilities is identified by the Central SoMa Plan as an important part of supporting residential diversity in the neighborhood.
- **Neighborhood-Serving Retail and PDR**. Activating ground-floor street frontages and open spaces with approximately 11,054 gsf of PDR use, including dedicated below market rate space.
- **Streetscape Improvements**. Revitalizing the public realm through a broad array of streetscape improvements, including sidewalk replacement and widening, installation of lighting and furnishings, planting street trees, and contributing to a new mid-block crossing along 5th Street between Brannan and Bryant Street.
- **Development Impact Fees**. Paying a robust package of development impact fees used to fund Central SoMa neighborhood and citywide improvements – providing a projected value to the City of more than $100,000,000.
- **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 use.

B. Project Description and Background

The Project is the result of a multi-year design review process, during which the Sponsor worked closely with Planning staff and neighborhood stakeholders to address community preferences. It advances goals of the Central SoMa Plan and its Key Sites Guidelines, which specifically call for development of mixed-use office and PDR on this site, and allows flexibility for certain design controls in recognition of the Project's substantial public benefits, including development and maintenance of the approximately 40,000 square foot public park at the center of the block; construction of 5,546 gsf child care facility in Building 3; dedication of land to the City for its future development of affordable housing; dedication of below market rate PDR space; and creation of new mid-block alleys and active POPOS connecting pedestrians from Brannan, 5th, and Bryant Streets.

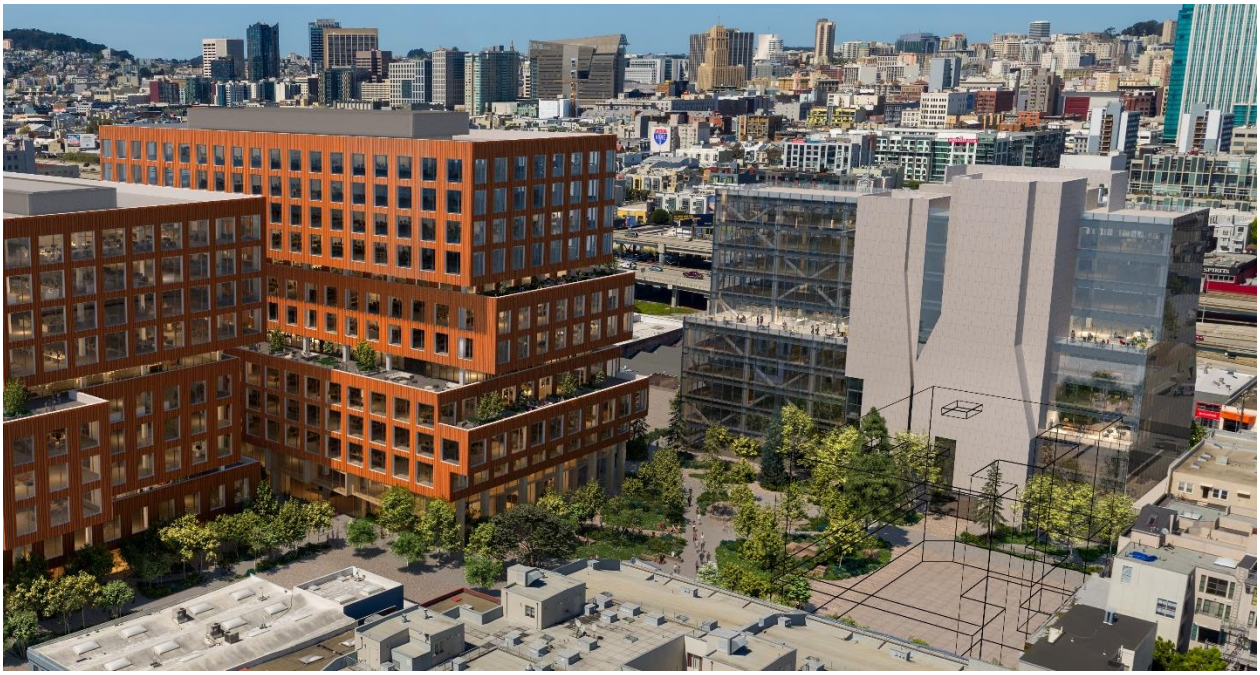
The Project site spans four separate parcels (about 4.5 acres) on the City block bounded by 4th, 5th, Bryant, and Brannan Streets in the South of Market neighborhood and Central SoMa Plan area. The site is zoned within Central SoMa Mixed Use Office district ("**CMUO**"), Central SoMa Special Use District, and 160-CS, 130-CS, 45-X and 50-X height and bulk districts.

The Project will construct three buildings, separated by a series of alleyways connecting pedestrians from 5th, Brannan & Bryant Streets to a future of approximately 40,000 square foot public park at the center of the site. The site will be served by below-grade garages accessed along Freelon and Bryant Streets, collectively containing up to 200 off-street parking spaces. In addition, these buildings will contain 513 Class-1 bicycle parking spaces.

On June 6, 2019, the Planning Commission granted a Large Project Authorization providing final design approval for the full Project. On the same date, the Commission approved an Office Allocation of 711,136 gross square feet ("**gsf**"), covering two of the Project's three buildings, which front on Brannan and 5th Streets ("**Buildings 1 and 2**"). Buildings 1 and 2 will collectively contain 711,136 square feet of office space over ground level retail and PDR. Office allocation for the Project's third building ("**Building 3**") was deferred until sufficient allocable space became available in the City's large-cap office pool.

The Project is currently seeking approval of a large cap Office Allocation to facilitate construction of Building 3 (*illustrated below*), which is located mid-block along Bryant Street and will activate the north end of the future public park.

Building 3 will contain approximately 211,601 gsf of office space over 11,054 square feet of ground-level PDR/retail and a 5,546 gsf childcare facility. It features frameless glass along the base as well as vertical and horizontal bands of terracotta façade, and incorporates a large glass curtainwall system. This building's design and unique color scheme differentiate it from Buildings 1 and 2 and creates a sense of visual interest.



(*Rendering – Aerial View of Project, Building 3 at Right)*

(Rendering – View North Across Park, Building 3 at Right)

(*Rendering – Aerial View of Park with lower portion of Building 3 at Top*)

C. Construction Status

Following Planning Commission's design approval and partial office allocation in June 2019, the Sponsor has diligently pursued building permit approvals for construction of the Project's first phase.

On September 6, 2019, it submitted applications with the Department of Building Inspection ("**DBI**") for site permits to construct Buildings 1 & 2 (Building Permit Application ("**BPA**") Nos. 201909060913 & 201909060914. On December 13, 2019, the Sponsor further filed an initial application for construction of Building 3 (BPA No. 201912139477), which it anticipates will be processed following Commission approval of the required office allocation.

The Sponsor is currently targeting issuance of Building 1 and 2 site permits by the end of the year, and hopes to commence construction of its first phase around May 2021.

D. Neighborhood Support

Since the Project's inception, the Sponsor has engaged in an extensive and productive public outreach process, which has shaped the site plan, public benefits, and design. This included approximately 25 meetings with individual stakeholders and 10 separate workshops and community outreach forums prior to the Commission's original 2019 entitlement approvals, which are summarized in **Exhibit A**.

These activities illustrate the Sponsor's commitment to thorough community engagement. Before scheduling any noticed meetings, the team began smaller individual conversations with stakeholders and community organization representatives. Broader outreach included five community workshops, reaching over 260 residents and stakeholders. Feedback from meetings, general inquiries and emails followed provided important opinions, questions and ideas for the project team. We believe that this neighborhood input was thoughtfully incorporated into the development and especially into the design of the Project's public park.

Over the past year, the Sponsor has maintained open lines of communication with neighboring property owners and community stakeholders, and continues to work directly to support neighborhood nonprofits. Updated letters of support from the West Bay Pilipino Multi Service Center and others are attached as **Exhibit B.**

E. Conclusion

The 598 Brannan Project is the result of a multi-year planning and design review process with substantial community input and will encompass development of office, PDR, and childcare uses consistent with zoning requirements and Key Site Guidelines for this location under the Central SoMa Plan. The current request for a 211,601 gsf office allocation will facilitate construction of the Project's third building and numerous associated public benefits. For these reasons and those listed in the application, we urge you to approve the requested office allocation for the Project's second phase.

If you have any questions, please don't hesitate to contact me at (925) 681-8151 or msarjapur@reubenlaw.com. Thank you.

Very truly yours,

REUBEN, JUNIUS & ROSE, LLP

Melinda A. Sarjapur

Enclosures

cc: Kathrin Moore, Commission Vice-President
Frank S. Fung, Commissioner
Sue Diamond, Commissioner
Deland Chan, Commissioner
Theresa Imperial, Commissioner
Linda Ajello-Hoagland, Project Planner

EXHIBIT A

Public Outreach Summary: 2017-2019
598 Brannan Street

The site plan, public benefits, and design for 598 Brannan Street project was shaped by an extensive and productive public outreach process.

From the outset, the team was committed to thorough community engagement. Before scheduling any noticed meetings, the team began smaller individual conversations with stakeholders and community organization representatives. Broader outreach included 5 community workshops, reaching over 260 residents and stakeholders. Feedback from meetings, general inquiries and emails followed, providing important opinions, questions and ideas for the project team and resulting in a thoughtful design that we are confident incorporates neighborhood input. Some of the key project changes that have resulted from this collaborative process include:

- Under the draft Central SoMa Plan, Welsh Street was envisioned as a through street for vehicular traffic. Based on community feedback, Welsh Street was incorporated into the park.
- Building 4, the affordable residential building, was originally envisioned to front Bryant Street. Based on community feedback, it was moved to be directly on the park between Welsh and Freelon Streets to create a more serene setting and put the building closer to the majority of the existing residential buildings on the block.
- Building 4 was also given pedestrian access from both Welsh and Freelon Streets.
- A daycare facility was incorporated into the project.
- The POPOS area was designed to contain a dog run.
- The park was designed to include the following, based on community input:
    - Community living room area in the center of the park to allow for a wide range of community events such as markets, concerts, movie night, and festivals.
    - A tot lot for young children to play.
    - An all-age playground in close proximity to the tot lot.

The Project team has held numerous meetings with individual stakeholders, as summarized below.

6/8/2017 Meeting with Audrey Tendell, at Sightglass.

7/12/2017 Meeting with Ben Woosley (WSV), at Sextant.

7/14/2017 Meeting with Henry Karnilowicz (SOMBA), at Contraband.

7/18/2017 Meeting with Corinne Woods (Mission Bay), at Reveille.

7/20/2017 Meeting with Bruce Agid (SBRMBNA), at The Creamery.

7/24/2017 Meeting with Ivor Bradley, at Iron Cactus.

7/25/2017 TODCO CSP Workshop, held at Bayanihan Center.

7/26/2017 Meeting with SOMA Pilipinas/SOMCAN at Project Site.

8/1/2017 Meeting with Alice Rogers (SBRMBNA), at 315 Linden.

8/1/2017 Table set up at National Night Out, at VMD Park.

8/3/2017 Meeting with Bobbi Lopez, D3 Legislative Aide, at Project Site.

8/3/2017 Attended TODCO CSP Workshop, held at SOMCAN.

8/7/2017 Meeting with Jane Weil (PROSAC), held at Project Site.

8/10/2017 Meeting with Andrew Rogge, resident of The Palms and SOMCAN member, at SOMCAN.

8/10/2017 Meeting with Eileen Tillman (Freelon resident), via phone.

8/10/2017 Meeting with Marjorie Schwartz-Scott (Freelon resident), via phone.

8/25/2017 Meeting with Rudy Corpuz & Misha Olivas (United Playaz), at UP Office.

9/13/2017 Meeting with Lizzette Hasbun (The Palms), at The Palmst.

9/13/2017 SoMa Community Coalition Meeting, at Bayanihan Community Center.

9/14/2017 Meeting with John Elberling & Joyce Lee (TODCO), at 315 Linden St.

9/26/2017 Meeting with John Elberling & Joyce Lee (TODCO), at 801 Howard.

10/3/2017 City Partners Design Review, at 315 Linden St.

4/17/2019 Rudy Corpuz (United Playaz) and Carla Laurel (West Bay), at Illy Coffee.

5/8/2019 SOMA Pilipinas, at the Bayanihan Community Center.

5/16/2019 SOMA Pilipinas, at the Bayanihan Community Center.

The Project team has also held several workshops and other community outreach forums:

9/6/2017 Central SOMA Park Community Workshop #1, held at Iron Cactus. Design team introduced project, and attendees envisioned initial park program & activation ideas. Attendees requested inclusion of spaces for children, dogs, and community gathering.

10/10/2017 Central SOMA Park Community Workshop #2, held at Bayanihan Community Center. Design team presented preliminary concept plan and received feedback. Attendees requested Welsh Alley be closed to cars through park.

11/5/2017 Walking Tour led by Place Lab, including a tour of nearby public open spaces, discussion of best practices, and lessons learned.

11/8/2017 John Gavin (Plaza Program), held at 100 Van Ness. Meeting discussed the park's development under the Plaza Program, and project team expressed interest in being the park steward in association with community organizations.

11/21/2017 Meeting with St Vincent Du Paul. SVDP representatives requested repaving/ sidewalk improvements along Welsh, green space and strong security for open space.

11/28/2017 Youth Workshop #1, held at United Playaz. Design team introduced project, and attendees brainstormed park program & activation ideas. Attendees requested inclusion of tot lot and all ages playground in park.

11/29/2017 Central SOMA Park Community Workshop #3, held at Bayanihan Community Center. Project Sponsor and the City's Department of Real Estate presented on the maintenance, operations, and activation of the park as community had concerns at earlier meetings around public safety in the park. Project sponsor committed to providing 24/7 security at the park. Design team presented forest floor concept and solicited feedback. Attendees confirmed key priorities of a community living room area in the center of the park to allow for a wide range of community playgrounds, and a dog run.

12/8/2017 Online Stakeholder Feedback Survey. Responses conveyed that stakeholders wished to see a broad range of activities in the park, and most preferred designs that were sensitive to security, safety, and that enabled activation.

1/9/2018 Youth Workshop #2, held at Bessie Carmichael. Design team re-introduced project, and attendees brainstormed design and gave feedback on current park design.

1/22/2018 Civic Design Review. Project team presented the concept design for the new public park, and received feedback from the civic design review. Three public comments heard regarding the park

EXHIBIT B

West Bay Pilipino Multi Service Center
175 7th Street, San Francisco, CA 94103
(415) 431 6266
www.westbaycenter.org

October 27, 2020

To: The San Francisco Planning Commission
RE: 598 Brannan Street, Phase 2

Dear Planning Commissioners,

My name is Carla Laurel and I am the Executive Director of West Bay Pilipino Multi-Service Center, the oldest FIlipino led non profit in Northern California. We have been and continue to serve vulnerable communities in the South of Market neighborhood for the past 50 years. We are an extended family and imperative resource for many recent immigrant families in San Francisco. We strive to even the playing field for underserved, vulnerable youth and their families by supplementing our academic programs with financial, social, emotional, and cultural support. I'm writing to you in support of the Office Development Authorization being requested for Phase 2 of the approved project at 598 Brannan Street, to be heard on November 12th, 2020.

Tishman Speyer has demonstrated its commitment to doing for non-profit organizations like the West Bay Pilipino Multi Service Center through corporate philanthropy and community support that allow us to continue delivering critical services to our community in SOMA. Tishman Speyer is currently supporting West Bay by providing pro bono services to assist us purchase, approve, permit and rehabilitate a new permanent home on 7th Street in SOMA. We can attest firsthand to their commitment as a community partner for West Bay and for other community groups in the SOMA neighborhood, as well as across the City.

I'm confident Tishman Speyer will develop this project in the same way they have developed our trust - as a partner to the community, with the best interests of San Franciscans in mind - as they manage and program this park and its surrounding development at 598 Brannan.

Please feel free to call or e-mail me if you have any questions or need anything further.

Sincerely,

Carla Laurel
Executive Director

November 2, 2020

To: The San Francisco Planning Commission

RE: 598 Brannan Street, Phase 2

Dear Planning Commissioners,

I'm writing to you in support of the Office Development Authorization being requested for Phase 2 of the approved project at 598 Brannan Street.

As a property owner and resident of this neighborhood for 50 years, we welcome this project as positive change in the neighborhood. While there are many good things about the approved project at 598 Brannan Street, the most important thing for this neighborhood is the new public park. This park, which the project sponsor has committed to maintain and keep secure, will be a safe, secure welcoming spot for our community to come together. It will add walkable green space to this neighborhood, where there is currently only pavement. It will help spur new retail and restaurants, which we desperately need after the PERMANENT closing of Cockscomb, Fringale, The Creamery, Iron Cactus , Coin-Op and other neighborhood amenities in the aftermath of COVID.

As some of you may be aware, the project was asked to phase, and with that phasing, delivery of the park was deferred. We ask you to approve this Office Authorization, so we can move forward with the project and its planned open space.

Thank you for your consideration.

Eileen Tillman
144 Freelon Street
415-546-5261

SAN FRANCISCO
PLANNING DEPARTMENT

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

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Fax:
415.558.6409

Planning
Information:
415.558.6377

AMENDED
AUGUST 7, 2019

Planning Commission Motion No. 20459
HEARING DATE: JUNE 6, 2019

Record No.:	**2012.0640ENX**
Project Address:	**598 BRANNAN STREET; 639,645 AND 649-651 BRYANT STREET**
Zoning:	CMUO (Central SoMa Mixed Use Office) Zoning District Central SoMa Special Use District
Height & Bulk:	160-CS; 130-CS; 45-X; 50-X
Block/Lot:	3777 / 045 & 050-052
Project Sponsor:	Brannan & Bryant Street, LLC One Bush Street, Suite 450, San Francisco, CA, 94104
Property Owner:	The Hearst Corporation San Francisco, CA 94103
Staff Contact:	Linda Ajello Hoagland – (415) 575-6823 linda.ajellohoagland@sfgov.org

ADOPTING FINDINGS RELATING TO A LARGE PROJECT AUTHORIZATION PURSUANT TO PLANNING CODE SECTION 329, TO ALLOW EXCEPTIONS TO 1) BUILDING SETBACKS AND STREETWALL ARTICULATION, PURSUANT TO PLANNING CODE SECTION 132.4; 2) PRIVATELY-OWNED PUBLIC OPEN SPACE, PURSUANT TO PLANNING CODE SECTION 138; 3) STREET FRONTAGE, PURSUANT TO PLANNING CODE SECTION 145.1; 4) OFF-STREET LOADING, PURSUANT TO PLANNING CODE SECTION 152.1 & 154; 5) CURB CUT, PURSUANT TO PLANNING CODE SECTION 155; 6) WIND, PURSUANT TO PLANNING CODE SECTION 249.78; 7) BULK CONTROLS, PURSUANT TO PLANNING CODE SECTIONS 261.1 AND 270; AND 8) HORIZONTAL MASS REDUCTION, PURSUANT TO PLANNING CODE SECTION 270.1; REVIEW CONSTRUCTION OF THREE 10-TO-13-STORY MIXED-USE OFFICE BUILDINGS CUMULATIVELY CONTAINING A TOTAL OF APPROXIMATELY 922,737 GROSS SQUARE FEET OF OFFICE USE TO BE APPROVED IN TWO PHASES, 60,471 GROSS SQUARE FEET OF RETAIL/PDR USE; 5,546 GROSS SQUARE FEET OF INSTITUTIONAL (CHILD CARE) USE, AND 200 OFF-STREET PARKING SPACES; ALLOW REDUCTION OR WAIVER OF CERTAIN CITYWIDE DEVELOPMENT IMPACT FEES IN CONNECTION WITH PROVISION OF LAND FOR DEVELOPMENT OF A PUBLIC PARK PURSUANT TO PLANNING CODE SECTION 406, LOCATED AT 598 BRANNAN STREET, AND 639, 645, AND 649-651 BRYANT STREET, LOTS 045 AND 050-052 IN ASSESSOR'S BLOCK 3777, WITHIN THE CMUO (CENTRAL SOMA MIXED USE OFFICE) ZONING DISTRICT, THE CENTRAL SOMA SPECIAL USE ZONING DISTRICT, AND A 160-CS, 130-CS, 45-X AND 50-X HEIGHT AND BULK DISTRICT, AND ADOPTING FINDINGS UNDER THE CALIFORNIA ENVIRONMENTAL QUALITY ACT.

PREAMBLE

On December 18, 2017, Melinda Sarjapur of Reuben, Junius & Rose, LLP, acting on behalf of Brannan & Bryant Street, LLC (hereinafter "Project Sponsor") filed a request, as modified by subsequent submittals, with the San Francisco Planning Department (hereafter "Department") for a Large Project Authorization pursuant to Planning Code Section 329 with exceptions from Planning Code ("Code") requirements for Phases 1 and 2: "Building Setbacks and Streetwall Articulation," "Street Frontage," "Off-Street Loading," "Wind," "Bulk Controls," and "Horizontal Mass Reductions,"; Phase 1: "POPOS Design,"; and Phase 2: "Curb Cut Restrictions", to demolish four existing one- and- two-story commercial and industrial buildings and associated surface parking on the site (598 Brannan Street and 639, 645, and 649-651 Bryant Street), and to construct three 10-to-13-story mixed-use office buildings containing a mix of office, institutional, commercial, and PDR (Production, Distribution & Repair) uses (collectively, the "Project").

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

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

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

On May 29, 2019, the Department determined that the Project did not require further environmental review under Section 15183 of the CEQA Guidelines and Public Resources Code Section 21083.3. The Project is consistent with the adopted zoning controls in the Central SoMa Area Plan and was encompassed within

the analysis contained in the EIR. Since the EIR was finalized, there have been no substantive changes to the Central SoMa Area Plan and no substantive changes in circumstances that would require major revisions to the EIR due to the involvement of new significant environmental effects or an increase in the severity of previously identified significant impacts, and there is no new information of substantial importance that would change the conclusions set forth in the Final EIR. The file for this project, including the Central Soma Area Plan EIR and the Community Plan Exemption certificate, is available for review at the San Francisco Planning Department, 1650 Mission Street, Suite 400, San Francisco, California.

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

On June 6, 2019, the Commission adopted Motion No. 20460, approving an Office Development Authorization for the Project (Office Development Authorization Application No. 2012.0640B). Findings contained within said motion are incorporated herein by this reference thereto as if fully set forth in this Motion.

On June 6, 2019, the Commission adopted Resolution No. 20461, authorizing the waiver or reduction of development impact fees associated with the Project in exchange for the Sponsor's agreement to provide land for construction of a public park on an approximately 39,661 square foot portion of the Project site.

On June 6, 2019, the Commission conducted a duly noticed public hearing at a regularly scheduled meeting on Large Project Authorization Application No. 2012.0640ENX.

The Planning Department Commission Secretary is the custodian of records located in the file for Case No. 2012.0640ENX at 1650 Mission Street, Fourth Floor, San Francisco, California.

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

MOVED, that the Commission hereby approves the Large Project Authorization requested in Application No. 2012.0640ENX, subject to the conditions contained in "EXHIBIT A" of this motion and incorporated by reference, based on the following findings:

FINDINGS

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

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

2. **Project Description.** The Project would demolish all existing buildings and associated surface parking on the site and construct three 150-to-185-foot-tall, 10-to-13-story, mixed-use office buildings in two phases as follows:

Phase 1

- Building 1 would be a mixed-use office building reaching a height of 160 feet (180 ft. to top of rooftop mechanical screening), located at the northeast corner of Brannan and 5th streets, with 289,087 square feet of office use and 22,831 square feet of combined retail and PDR.
- Building 2 would be a mixed-use office building reaching a height of 185 feet (205 ft. to top of rooftop mechanical screening), located at the southeast corner of 5th and Welsh streets, with 422,049 square feet of office use and 27,036 square feet of combined retail and PDR.

Collectively in Phase 1, the Project would result in:

- 711,136 square feet of office
- 37,527 square feet of PDR
- 11,890 square feet of neighborhood serving retail
- 16,505 square feet of POPOS
- Land dedication to Mayor's Office of Housing for affordable housing site (Building 4)
- Land dedication to the City for an approximately 1-acre public park
- Sidewalk and alley improvements (5th, Brannan and Welsh Streets)
- Contribution to a new signalized crosswalk across 5th Street

Phase 2

- Building 3 would be a mixed-use office building reaching a height of 150 feet (170 ft. to top of rooftop mechanical screening), located mid-block on Bryant Street, with 211,601 square feet of office use, 11,054 square feet of combined retail and PDR and 5,546 square feet of child care facility.

In Phase 2, the Project would result in:

- 211,601 square feet of office
- 11,054 square feet of PDR
- 5,546 square foot childcare facility
- 2,831 square feet of POPOS
- Development of public park
- Sidewalk and alley improvements (Bryant and Freelon Streets)

In addition, the Project Sponsor has elected to dedicate an approximately 12,800 square foot parcel to the Mayor's Office of Housing and Community Development for construction of a future 100% affordable housing building (Building 4). The schedule for design and development of this building would be determined by the Mayor's Office of Housing and Community Development.

In summary, Buildings 1, 2 and 3 would contain a total of approximately 922,737 gsf of office space, approximately 60,471 gsf of ground-floor retail/PDR space and 5,546 gsf of institutional child care space. Buildings 1, 2, and 3 would be served by below-grade garages accessed along Freelon and Bryant Streets and collectively containing 200 off-street parking spaces. Buildings 2, 3, and 4 (future affordable housing site) would be separated by a central, approximately 39,661-square-foot public park.

3. **Site Description and Present Use.** The Project site spans four separate parcels (collectively encompassing approximately 4.5 acres) with addresses located at 598 Brannan Street and 639, 645, and 649-651 Bryant Street (Assessor's Block 3777, Lots 045 and 50-52) in San Francisco's South of Market Neighborhood. The Project site is located on the City block generally bounded by Bryant Street to the north, 4th Street to the east, Brannan Street to the south, and 5th Street to the west. Freelon and Welsh Streets also partially bisect and terminate within the block. The subject site has approximately 275-ft of frontage along Brannan Street; 355-ft of frontage along 5th Street; 275-ft of frontage along Bryant Street; and 310-ft along both Freelon and Welsh Streets. Currently, the subject parcels contain four one- and two-story industrial buildings that measure approximately 70,400 gross square feet, and associated surface parking with space for 272 vehicles.

   639 Bryant Street (Assessor's Block/Lot: 3777/052) is a 59,812-square-foot lot at the northeast corner of the site which is currently owned by City under the jurisdiction of the San Francisco Public Utilities Commission ("PUC"). As a component of the Project, the Project Sponsor has proposed to enter into an agreement with the City by which it would agree to transfer 639 Bryant Street to the sponsor in exchange for the sponsor's transfer of an alternate approximately 343,882-square-foot property at 2000 Marin Street to the City for PUC use (the "Land Swap"). In connection with the Land Swap, the sponsor further proposes to construct and transfer to the City an approximately 39,661-square-foot public park at the center of the site (the "Proposed Park"). This agreement has already been tentatively approved by the Board of Supervisors via *Conditional Land Disposition and Acquisition Agreement-Potential Exchange of 639 Bryant Street for 2000 Marin Street* (Resolution No. 248-18, Board of Supervisors File No. 180550).

4. **Surrounding Properties and Neighborhood.** The Project site is located in the South of Market Neighborhood, within the CMUO (Central SoMa Mixed Use-Office) and Central SoMa Special Use Zoning Districts. The SoMa neighborhood is a high-density downtown neighborhood with a mixture of low- to- mid-rise development containing commercial, office, industrial, and residential uses, as well as several undeveloped or underdeveloped sites, such as surface parking lots and single-story commercial buildings. Immediately north of the site along both sides of Bryant Street are one- to two-story industrial and office buildings, including automobile repair shops and a vacant lot. East of the site are a variety of commercial, mixed-use, and residential buildings. Single-family residences that range from two- to three-stories in height are located along both sides of Freelon Street and immediately adjacent to the project site. The San Francisco Tennis Club and the Academy of Art School of Interior Architecture and Design are located south of the site, across Brannan Street. Various commercial and industrial uses are located west of the project site across 5th Street, including the San Francisco Flower Market (Flower Mart).

5. **Public Outreach and Comments.** To date, the Department has not received any comments regarding the Project. The Project Sponsor conducted extensive community outreach, including approximately 25 meetings with individual stakeholders and 10 separate workshops and community outreach forums.

6. **Planning Code Compliance:** The Commission finds and determines 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 institutional uses principally permitted within the CMUO Zoning District; therefore, the Project complies with Planning Code Section 848.

   B. **Floor Area Ratio and Purchase of Transferrable Development Rights (TDR).** Planning Code Section 124 establishes basic floor area ratios (FAR) for all zoning districts. However, in the Central SoMa SUD, no maximum floor area ratio applies to development on lots zoned CMUO.

   Rather, parcels located in Central SoMa Fee Tier C that contain new construction of 50,000 non-residential gross square feet or more and have a FAR of 3-to-1 or more are required to acquire TDR from a Transfer Lot in order to exceed an FAR of 3-to-1, up to an FAR of 4.25 to 1. Above an FAR of 4.25 to 1, the acquisition of additional TDR is not required. Section 128.1(b) states that both land dedicated to the City for affordable housing pursuant to Section 249.78 and land dedicated to the City for publicly-owned parks or publicly-owned recreation centers pursuant to Sections 263.32 or 263.34 is exempted from the calculation of the lot area subject to this requirement.

   The Project consists of nonresidential new construction that is greater than 50,000 square feet. It is classified as a "Tier C" site and has an FAR of greater than 3 to 1. As such, it must acquire TDR to develop the area from 3 to 1 to 4.25 to 1. The Project site has a total area of 195,467 square feet. However, in Phase 1, the Project intends to dedicate (1) an approximately 39,661 square foot portion of the site to the City for development of a public park; and (2) an approximately 12,800 square foot parcel to the City for affordable housing pursuant to Section 249.78 and 263.32, resulting in a lot area of approximately 143,787 for purposes of calculating the TDR requirement. Accordingly, the Project is anticipated to require the purchase of TDR for approximately 179,734 square feet for the area of development between an FAR of 3-to-1 and 4.25-1. The TDR will be provided according to the land associated with each phase of development.

   C. **Setbacks, Streetwall Articulation, and Tower Separation.** Planning Code Section 132.4 outlines setback, streetwall articulation, and tower separation controls in the Central SoMa SUD. Section 132.4(d)(1) requires that buildings within the Central SoMa SUD be built to the street-or alley-facing property line up to 65 feet in height, subject to certain exceptions; and that mid-rise buildings provide a 15-foot setback above a height of 85 feet, 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. Section 132.4 also provides setback and separation controls for "tower" development above a height of 160 feet in the Central SoMa SUD, however mid-rise development that receives a height bonus of up to 25 feet pursuant to Section 263.32, resulting in a total building height of more than 160 feet, is not subject to these tower setback or separation controls.

The Project will entail construction of three separate buildings in two phases. The Project is seeking exception from certain streetwall articulation and setback requirements of Section 132.4 in connection with Buildings 1, 2 and 3 as part of the Large Project Authorization (See Below).

D. **Non-Residential Usable Open Space in the Eastern Neighborhoods.** Per Planning Code Section 135.3, within the Eastern Neighborhoods Mixed Use Districts, retail, eating and/or drinking establishments, wholesale, home and business services, arts activities, institutional and like uses must provide 1 square foot of open space per each 250 square feet of occupied floor area of new or added square footage. Office uses must provide must provide 1 square foot of open space per each 50 square feet of occupied floor area of new, converted or added square footage. However, these requirements do not apply to projects within the Central SoMa SUD, which are instead subject to privately-owned public open space requirement pursuant to Section 138 (a)(2).

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

E. **Privately-Owned Publicly Accessible Open Space.** Per Planning Code Section 138, projects proposing construction of 5,000 gross square feet or more of new non-residential use, excluding institutional, retail, and PDR uses in the Central SoMa SUD, are required to provide POPOS at a rate of 1 square foot for each 50 square feet of applicable use. POPOS may be provided on the Project Site or within 900 feet. On sites of at least 39,661 square feet located south of Bryant, the required POPOS must be provided outdoors, and such Projects may not pay an in-lieu fee for any POPOS not provided. Pursuant to Section 138(d)(2), outdoor POPOS must be provided at street grade up to an amount that equals 15% of the lot area—any additional required open space may be provided above street grade. Outdoor POPOS provided at grade and must be open to the sky and must be maximally landscaped with plantings on horizontal and vertical surfaces. Buildings that directly abut the open space must meet the active space requirements of Section 145.1. All POPOS space must include at least one publicly-accessible potable water source convenient for drinking and filling of water bottles; any food service area provided in the required open space cannot occupy more than 20% of the open space; and any restaurant seating may not take up more than 20% of the seating and tables provided in the required open space; and all spaces must facilitate three-stream waste sorting and collection.

Per the Project's Phasing Plan, 16,505 square feet of POPOS will be constructed in Phase 1 and 2,831 square feet in Phase 2. In Phase 1, the Project includes 711,136 square feet of non-residential use; therefore, a POPOS measuring 14,223 square feet would be required. Per the Phasing Plan, the Project provides sufficient amount of POPOS in Phase 1. In Phase 2, the Project includes 211,601 square feet of non-

residential use; therefore, a POPOS measuring at least 4,232 square feet would be required. Given the size of the Phase 1 POPOS, in combination with the Phase 2 POPOS, the Project would meet the POPOS requirement in terms of quantity.

In total, in Phase 1 and Phase 2, the Project would contain approximately 922,737 gross square feet of new non-residential use (excluding retail, institutional, and PDR area, which are exempt), and is therefore required to provide approximately 18,455 gross square feet of POPOS. Collectively in Phase 1 and Phase 2, the Project would provide approximately 19,336 square feet of POPOS, thus exceeding this requirement.

However, the Project is seeking an exception from POPOS design standards as part of the Large Project Authorization Exceptions for Key Sites in Central SoMa to provide locate a portion of the POPOS space under cantilevered building sections and a wind gate screening feature.

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

The Project includes the new construction of a multi-building mixed use development on a site that is greater than one-half acre in area. The Project has submitted a streetscape plan in compliance with the Better Streets Plan and proposes numerous improvements including installation of new street trees, curb extensions, and sidewalk improvements. Therefore, the Project complies with Planning Code Section 138.1.

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

The Project site is not located in close proximity to an Urban Bird Refuge. The Project meets the requirements of feature-related standards and does not include any unbroken glazed segments 24-square feet and larger in size; therefore, the Project complies with Planning Code Section 139.

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

The Project includes a 24-foot, 2-inch wide loading dock and 27-foot wide parking garage entrance in Building 3, along Bryant Street; one shared 30-foot wide parking and loading ramp in Building 2, along Welsh Street--all which exceed the maximum widths requirements. Thus, the Project is seeking an exception from this standard as part of the Large Project Authorization.

I. **Active Uses.** Per Planning Code Sections 145.1 and 249.78(c)(1), with the exception of space allowed for parking and loading access, building egress, and access to mechanical systems, active uses—i.e. uses which by their nature do not require non-transparent walls facing a public street—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.

Except for allowable parking and loading access, building egress, and access to mechanical systems, the Project would provide active uses along all subject street frontages and lining POPOS areas. Buildings 1 and 2 provide ground floor retail, micro-retail and PDR, while Building 3 provides ground floor PDR and childcare. Therefore, the Project meets the requirements of Planning Code Sections 145.1. and 249.78(c)(1).

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

The active uses along the ground floor of each building are immediately adjacent to sidewalks and walkways and, therefore, meets the requirements for ground-level street-facing spaces of Planning Code Section 145.1.

K. **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 meets all requirements for transparency and fenestration of building frontages.

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

Based on a detailed shadow analysis, the Project does not cast any net new shadow on property under the jurisdiction of the Recreation and Parks Commission. The Project has been designed to minimize shadow to non-Recreation and Parks Commission publicly-accessible open spaces by separating development into four buildings and staggering the massing of each to maximize view corridors, light, and air access to newly-developed open spaces. Accordingly, the Project as designed complies with the requirements of Section 147.

M. **Off-Street Parking.** Off-street parking is not required for any use in the CMUO Zoning District. Planning Code Section 151.1 allows off-street parking at a maximum ratio of up to one car per 3,500 square feet of Occupied Floor Area of office use. The maximum ratio for retail uses is one for each 1,500 square feet of Gross Floor Area. The maximum ratio for industrial use is one car for each 1,500 square feet of Occupied Floor Area.

Upon authorization of Phase 2 and final completion of both Phase 1 and Phase 2, the Project would contain approximately 922,737 gross square feet of office use, 16,741 gross square feet of retail use, and 48,581 gross square feet of PDR use and would provide up to 200 off-street parking spaces to serve these non-residential uses. Therefore, the Project complies with the requirements of Planning Code Section 151.1.

N. **Required Off-Street Freight Loading.** Planning Code Section 152.1 requires 0.1 space per 10,000 square feet of occupied floor area of office use. For retail uses between 10,001 and 20,000 sf of occupiable floor area ("ofa"), 1 off-street loading spaces is required. For many PDR uses between 10,001 and 50,000 sf of ofa, 1 off-street loading space is required. Planning Code Section 154 requires freight loading spaces to 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, subject to certain exceptions.

The Project would contain approximately 922,737 gross square feet of office use; 11,890 gross square feet of retail uses; and 48,581 gross square feet of PDR use upon completion of both Phase 1 and Phase 2. The Project is required to provide 12 freight loading spaces (9 spaces for Phase 1 Buildings 1 & 2, and 3 spaces for Phase 2 Building 3). The Project would provide 6 freight loading spaces in the shared garage of Buildings 1 and 2, and one at-grade loading space on Building 3. The Project is requesting exception from freight loading requirement per Section 152.1 for the remaining 3 spaces as part of the Large Project Authorization. In addition, the Project is requesting exception from minimum vertical clearance height of freight loading spaces per Section 154, to provide a vertical clearance height of 13' 6" for the loading entrance along Welsh and 13' for the loading entrance along Bryant.

O. **Bicycle Parking.** Per Planning Code Section 155.2, office use requires 1 Class One space for every 5,000 sf of occupiable floor area ("ofa"), and a minimum of 2 Class Two spaces for any office use greater than 50,000 sf of office use, and one Class Two space for each additional 50,000 sf of office use. Bicycle parking for other proposed PDR, retail, and institutional uses vary by use type.

The Project will provide 397 Class 1 and 155 Class 2 bicycle spaces in Phase 1, and 116 Class 1 and 45 Class 2 bicycle spaces in Phase 2, resulting in a total of approximately 513 Class 1 bicycle parking spaces and 209 Class 2 bicycle spaces across its three buildings, which exceeds maximum bicycle parking requirements for all uses within the Project and, thus complies with Planning Code Section 155.2.

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

The Project will create a new curb cut along its Bryant Street frontage between 5th and 6th Streets to facilitate parking and loading access, and is therefore seeking exception from Section 155(r) as part of the Large Project Authorization (See Below).

Q. **Showers and Lockers.** Section 155.4 requires that showers and lockers be provided in new buildings. Non-retail sales and service, institutional, industrial, arts, entertainment, and trade shop

uses require four showers and 24 clothes lockers where the occupied floor area 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 contains greater than 50,000 square feet of combined occupied floor area of non-retail sales and services, institutional, industrial, arts, entertainment, and/or trade shop use, and will therefore be required to provide four showers and 24 clothes lockers. No requirement applies to the Project's 16,741 square feet of retail area. The Project will provide showers and locker facilities in the podium basement of Buildings 1 & 2 in Phase 1 and in the basement level of Building 3 in Phase 2; therefore, the Project complies with Section 155.4.

R. **Car Share.** Planning Code Section 166 requires non-residential development containing 50 or more off-street parking spaces to provide a ratio of one car-share space, plus one additional car-share space for every 50 parking spaces over 50. No car-share spaces are required for residential buildings with no off-street parking.

The Project will provide 155 off-street parking spaces and 3 car share spaces in Phase 1 and 45 off-street parking spaces and 1 car share space in Phase 2, for a total of 200 off-street parking spaces serving non-residential uses and 4 car share spaces. The Project would provide 4 car-share spaces and therefore the Project complies with Planning Code Section 166.

S. **Transportation Demand Management (TDM) Program.** Projects that add 10,000 occupied square feet or more of any non-residential use, excluding any area used for accessory parking, are required to comply with the TDM requirements of Section 169. Within the Central SoMa SUD, Tier C projects that filed a Development Application or submitted an Environmental Application deemed complete on or before September 4, 2016 shall be subject to 75% of such target.

The Project submitted a completed Environmental Evaluation Application prior to September 4, 2016 and must achieve 75% of the point target established in the TDM Program Standards, resulting in a target of 23 points for office use; 15 points for retail use; 11 points for PDR use, and no points for residential use. As currently proposed, the Project will achieve its required points through the following TDM measures:

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

- *Parking supply less than the neighborhood parking rate*

T. **Central SoMa Special Use District Community Development Control – Land Dedication.** Planning Code Section 249.78(e)(2) states that non-residential development in the Central SoMa SUD may opt to fulfill its requirements per Planning Code Section 413 (Jobs-Housing Linkage Fee) 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 this land dedication alternative are subject to the requirements of Section 419.5(a)(2)(A) and (C) through (J). In order to elect the land dedication alternative, the Project must obtain a letter from MOHCD verifying acceptance of site before it receives project approvals from the Planning Commission, which shall be used to verify dedication as a condition of approval.

The Project contains non-residential development in the Central SoMa SUD that is subject to the requirements of Planning Code Section 413. The Project has elected to satisfy all or a portion of its obligation under Section 413 through the land dedication alternative, and has obtained the required conditional approval letter from MOHCD. The Project's land dedication election shall be reflected in conditions of approval for this Motion.

U. **PDR Replacement.** Per Planning Code Section 249.78(c)(5)(D), a project proposing the development of 50,000 gross square feet or more of office use within the Central SoMa SUD must provide PDR use or Community Building Space in an amount equal to the greater of either (1) PDR space as required under Planning Code Section 202.8; (2) on-site space equal to 40% of the lot area (in which case land dedicated to building affordable housing, POPOS and mid-block alleys fully open to the sky except for permitted obstructions and certain cantilevered building areas, and any portion of the property containing buildings dedicated to residential use or ground floor child care facilities are exempt from the calculation of the lot area); (3) off-site space equal to 150% of gross square feet of the on-site PDR requirement, within a prescribed geographic area; or (4) preservation of existing PDR uses off-site, at a minimum of 200% of the on-site requirement, for the life of the project, within a prescribed geographic area.

The Project proposes development of more than 50,000 gross square feet of office use and is located within the Central SoMa SUD. The Project site currently contains approximately 16,000 gross square feet of PDR use, which would be removed by the Project. The Project site has an adjusted lot area of approximately 118,124 for purposes of calculating on-site PDR replacement requirements of Section 249.78(c)(5)(D), resulting in a requirement to provide a total of approximately 47,249 gross square feet of PDR or Community Building Space use. This value exceeds the approximately 16,000 gross square feet of replacement PDR use that would otherwise apply to the Project under Planning Code Section 202.8. The Project would provide approximately 48,581 gross square feet of PDR or Community Building Space use, exceeding the requirements of Section 249.78(c)(5)(D), with 37,527 square feet of PDR in Phase 1 and 11,054 square feet of PDR in Phase 2.

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

The Project site is approximately 195,467 square feet. However, it is anticipated that approximately 39,661 square feet of the total site area will be dedicated to the City for development of a public park and an approximately 12,800 square foot parcel will be dedicated to the City for development of affordable housing. The resulting 143,787 square foot Project site results in a total requirement to provide 7 micro retail spaces. The Project will meet this requirement at the ground floors of Buildings 1, 2, & 3; therefore, the Project complies with Planning Code Section 249.78(c)(4)(B).

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

The Project site is located south of Harrison Street and is larger than 39,661 square feet. Building 1 (non-residential building) will reach 159 feet, 6 inches in height; Building 2 (non-residential building) will reach 185-feet in height; Building 3 (non-residential building) will reach 149- feet, 9 inches in height; thus greater than 2/3 of all Project development below 160 feet in height will be non-residential. Accordingly, the Project complies with Section 249.78(c)(6).

X. **Central SoMa SUD, Solar and Living Roof Requirements (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. 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 standards for solar photovoltaic systems and/or solar thermal systems. Finally, these project 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 constitutes a Large Development Project under the Stormwater Management Ordinance, and Buildings 1, and 3 will reach a height to roof of 160 feet or less. The Project will provide solar and living roof features, and will commit to sourcing electricity from 100% greenhouse gas-free sources in compliance with Section 249.78(d)(4).

Y. **On-Site Child Care Facilities** – Planning Code Section 249.78(e)(4) requires that, prior to issuance of a building or site permit for a development project subject to the requirements of Section 414.4 (Child Care Requirements for Office and Hotel Development), a Project within the Central SoMa

SUD must elect its choice of the options described in subsection (A), (B) and (E) of Section 414.4(c)(1) as a condition of Project approval to fulfill the Child Care requirements.

The Project is subject to the requirements of Planning Code Section 414.4 and is located within the Central SoMa SUD. The Project has elected the compliance option under Section 414.4(c)(1)(E) to "combine payment of an in –lieu fee to the Child Care Capital Fund with construction of a child care facility on the premises or providing child-care facilities near the premises, either singly or in conjunction with other sponsors pursuant to 414.9." The Project has elected this option in conjunction with the sponsors of the proposed residential development at 655 4th Street. A 5,546 gsf child care facility will be provided on the Project site, and the projects will satisfy the remainder of their joint obligation with the proposed development at 655 4th Street (the Creamery) through Fee payment according to the formula provided in Section 414.9. This election will be reflected as a condition of approval to the Large Project Authorization. The child care facility will be located in Building 3, which will be constructed in Phase 2 of the Project.

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

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

AA. **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 Controls (Section 261.1). This Section provides minimum setback requirements for development along the north and south sides of east-west narrow streets in the Central SoMa Plan Area (which include Freelon and Welsh Streets on the Project site) beginning at a point 60 feet in from a street wider than 40 feet. This Section further requires that the façade of Buildings 1 and 2 fronting the new 35-foot wide mid-block alley per Section 270.2 that connects from 5th Street to Freelon provide a setback of 5 feet above a height of 35 feet, and that the façade of Building 3 fronting the new approximately 29-foot wide mid-block alley per Section 270.2 that connects from Bryant Street to the public park at the center of the site provide a 10' setback above a height of 25 feet.

Apparent Mass Reduction (Section 270(h)(2)): Projects within the CS Bulk District are subject to Apparent Mass Reduction controls. Projects on the north side of a "major street" within a 160-foot height district must provide a 70% apparent mass reduction at 85 feet and above. Projects on the south side of a "major street" within a 160-foot height district are subject to an 80% apparent mass reduction requirement above 85 feet. Projects on the south side of "major street" within a 130-foot height district must provide a 67% apparent mass reduction at 85 feet and above.

These Sections would apply the following massing standards to development at the site:

1) *Building 1 to provide a 70% Apparent Mass Reduction ("AMI") along both its Brannan and 5th Street façades, and to provide a 5-foot setback above a height of 35 feet along its north and east façades facing mid-block alleys;*
2) *Building 2 to provide a 70% AMI along its 5th Street façade; along much of Welsh Street to setback upper stories at the property line such that they avoid penetration of a sun access plane defined by an angle of 45 degrees extending from the opposite northerly property line; and to provide a 5-foot setback above a height of 35 feet along its south façade facing the mid-block alley;*
3) *Building 3 to provide a 67% AMI along its Bryant Street façade, and to provide a 10' setback above a height of 25 feet along its west façade facing the mid-block alley.*

As designed, the Project's apparent massing is as follows:

1) *45% AMI for Building 1's Brannan Street façade and 48% AMI for its 5th Street façade (instead of 70%);*
2) *66% AMI for Building 2's Brannan Street façade (70% required) and 59% for its Welsh Street façade (67% required);*
3) *47% AMI for Building 3's Bryant Street façade (67% required).*

Freelon and Welsh Streets on the Project site are east-west narrow streets subject to Section 261.1. The Project is seeking exception from these standards with regard to a portion of Building 2 as part of the Large Project Authorization. In addition, the Project also seeks exception from mid-block alley setback requirements pursuant to Section 261.1 for the northern and eastern façades of Building 1, southern façade of Building 2, and western façade of Building 3.

Brannan, Bryant, and 5th Streets are all considered "major streets" subject to apparent mass reduction requirements under Section 270(h). The Project is seeking exception from these standards with regard to portions of Buildings 1, 2, and 3.

BB. **Transportation Sustainability Fee ("TSF").** Planning Code Section 411A outlines the requirements for TSF, which applies to the construction of a new non-residential use in excess of 800 gross square feet and to new construction of a PDR use in excess of 1,500 gross square feet.

The Project would contain non-residential use in excess of 800 gross square feet, and PDR use in excess of 1,500 gross square feet. These uses would be subject to the TSF requirement, as outlined in Section 411A.

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

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

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

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

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

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

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

The Project would construct more than 800 gross square feet of new use within the Central SoMa SUD. The Project is subject to the Central SoMa Community Services Facilities Fee, as outlined in Planning Code Section 432.

GG. **Central SoMa Infrastructure Impact Fee.** Planning Code Section 433 is applicable to any new construction or an addition of space in excess of 800 gross square feet within the Central SoMa SUD.

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

HH. **Central SoMa Community Facilities District (Section 434).** Project that proposed more than 25,000 square feet of new non-residential development on Central SoMa Tier B or C properties, 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 Project is located within Central Soma Tier C and proposes development of more than 25,000 square feet of non-residential use. The Project will be required to participate in the Central SoMa CBD in order to exceed Prevailing Building Height and Density Controls.

II. **Waiver or Reduction of Fees for Public Park in the Central SoMa Plan Area.** Planning Code Section 406 provides that project may elect to provide land and other resources in order to construct a public park on an approximately 40,000 square-foot portion of Block 3777 as called for in the Central SoMa Plan, and in doing so may be eligible for a waiver against all or a portion of fees

otherwise applicable to such development. As part of the approval process for such a project, the Planning Commission may waive all or a portion of the Eastern Neighborhoods Infrastructure Impact Fee, the Central SoMa Infrastructure Impact Fee, the Transit Impact Development Fee, and the Transit Sustainability Fee, and may specify how such waiver would be distributed among the aforementioned fees, provided such total amount does not exceed the value of the park land, which shall be calculated based on actual costs to acquire the land.

On July 24, 2018 per Resolution No. 248-18 (File No. 180550), the Board of Supervisors adopted a Conditional Land Disposition and Acquisition Agreement for the City's future transfer of real property at 638 Bryant Street (APN Block No. 3777, Lot No. 052) under the jurisdiction of San Francisco Public Utilities Commission (SFPUC) in exchange for real property at 2000 Marin Street (APN Block No. 4346, Lot No. 002). This agreement provides an exchange of land for the public park provided as part of the Project.

The Project proposes to dedicate land for construction of a public park on an approximately 39,661 square-foot portion of Block 3777 in Phase 1 and is therefore eligible for waiver or reduction of all or a portion of its otherwise applicable Eastern Neighborhoods Infrastructure Impact Fee, Central SoMa Infrastructure Impact Fee, Transit Impact Development Fee, and Transit Sustainability Fee. The Sponsor has entered a waiver agreement with the City pursuant to Section 406(e) and the Planning Commission approved the Fee Waiver in Resolution No. XXXXX. Per this agreement the Sponsor will be entitled to a reduction of all or a portion of the above-specified fees. Final approval of the Conditional Land Disposition and Acquisition Agreement by the Board of Supervisors is necessary to facilitate both the construction of the public park as well as the fee waiver.

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 existing SoMa neighborhood is a high-density downtown neighborhood with a mixture of low- to- mid-rise development containing commercial, office, industrial, and residential uses, as well as several undeveloped or underdeveloped sites, such as surface parking lots and single-story commercial buildings. The massing of individual structures has also been designed to respect the scale and character of the evolving Central SoMa neighborhood. The Project site is located to the immediate north (across Brannan Street) from the San Francisco Tennis Club, which is anticipated for redevelopment with two mixed-use office towers reaching heights of 225 and 185 feet and containing approximately 840,240 gsf of office space, 8,000 gsf of PDR, 16,590 gsf of retail, 4,400gsf of child care, and 30,000 gsf of community/recreation center use. The Project site is located immediately east (across 5th Street) from the San Francisco Flower Mart, which is anticipated for redevelopment with approximately 2,290,000 gross square feet of above-grade buildings reaching a height of 236 feet, and 500,000 gsf of below grade retail.*

   For Phase 1, the height and massing of the Project's two new buildings, which would range in height from 160 to 185 feet, would be staggered to maximize view corridors, light, and air access to the new mid-block public park.

In Phase 2, the Project would construct a third mixed-use office building, measuring 130 feet in height, which would complement and complete the overall scale and character of the neighborhood.

b) **Architectural treatments, facade design and building materials.** *The Project proposes varied and engaged architecture that creates a sense of "urban campus" focused around the large public park. It proposes high-quality treatments, design, and building materials that vary across the Project site.*

Building 1 and 2 will feature similar materials, including wood cladding and a frameless glass storefront system along the base, with a terracotta façade with painted metal framed windows above. The mechanical screen will be painted perforated metal terracotta color options include orange, pastel red, sand, and iron gray. These buildings are roughly divided into three-to-four-part vertical stacked composition, with each layer of the building slightly offset from the layer above or below it. This design creates and opportunity for a number of terraces and courtyard spread throughout the two buildings. They also vary in height, enhancing visual interest. Each building features unique "pop-outs" that further create a sense of scale.

The materials of Building 3 are similar – including frameless glass along the base and vertical and horizontal bands of terracotta façade. But it includes a large glass curtainwall system and a different color scheme which differentiates it and creates a sense of visual interest.

c) **The design of lower floors, including building setback areas, commercial space, townhouses, entries, utilities, and the design and siting of rear yards, parking and loading access.** *The Project's ground floor is designed to provide predominantly retail, PDR, and institutional (child care) use fronting on attractively-landscaped publicly-accessible open spaces. These uses feature largely transparent facades and vary significantly in terms of size and function. Their location, lining the project's new mid-block alleys, will help to further activate the area and draw pedestrian foot traffic from adjacent street frontages to the new approximately 39,661 square foot public park at the center of the site.*

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 will create approximately 58,997 square feet of usable open space, including an approximately 39,661 square foot public park at the center of the site and 19,336 square feet of POPOS, which would be provided throughout the site. The total area of usable open space provided by the Project (including the public park) 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 Central SoMa Plan identifies the Project site as a preferred location for a new public park, noting that the proposed location at the interior of the lot would provide protection from noise and traffic and allow for activation by surrounding ground-floor retail and PDR use within the Project.*

e) **The provision of mid-block alleys and pathways on frontages between 200 and 300 linear feet per the criteria of Section 270, and the design of mid-block alleys and pathways as required by and pursuant to the criteria set forth in Section 270.2.** *The Project will create three new mid-block alleys and pathways meeting the criteria of Section 270. These passages will connect pedestrians from Brannan, Bryant, and 5th Streets to and across the new public park at the center of the site.*

f) **Streetscape and other public improvements, including tree planting, street furniture, and lighting.** *In compliance with Planning Code Section 138.1, the Project includes numerous streetscape improvements, including installation of new street trees, re-construction and widening of adjacent sidewalks, and installation of new bulb outs, street furniture and lighting.*

g) **Circulation, including streets, alleys and mid-block pedestrian pathways.** *The Project would improve circulation in the area by creating three new mid-block alleys along Bryant, Brannan, and 5th Streets. The Project would also provide Fire Department access between the current dead-end segments of Welsh Streets at the center of the block, and a new turn-around at the terminus of Freelon Street.*

h) **Bulk limits.** *The overall bulk of the Project is minimized by providing three distinct buildings at the site, with staggered height and massing designed to maximize view corridors, light, and air access to the new mid-block park.*

i) **Other changes necessary to bring a project into conformance with any relevant design guidelines, Area Plan or Element of the General Plan.** *The Project, on balance, meets the Objectives and Policies of the General Plan. See Below.*

8. **Central SoMa Key Site Exceptions & Qualified Amenities.** Pursuant to Section 329(e), within the Central SoMa SUD, certain Code exceptions are available for projects on Key Sites that provide qualified amenities in excess of what is required by the Code. Qualified additional amenities that may be provided by these Key Sites include: affordable housing beyond what is required under Section 415 et seq.; land dedication pursuant to Section 413.7 for the construction of affordable housing; PDR at a greater amount and/or lower rent than is otherwise required under Sections 202.8 or 249.78(c)(5); public parks, recreation centers, or plazas; and improved pedestrian networks. Exceptions under Section 329(e) may be approved by the Planning Commission if the following criteria are met:

a) The amenities and exceptions would, on balance, be in conformity with and support the implementation of the Goals, Objectives, and Policies of the Central SoMa Plan,

The Project's provision of an approximately 39,661 square foot public park at the center of the site and dedication of an approximately 12,800 square foot parcel to the MOHCD for development of 100% affordable housing are in conformity with and directly advance goals and policy objectives of the Central SoMa Plan.

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

The requested exceptions are necessary to secure provision of an approximately 39,661 square foot public park at the center of the site and 100% affordable housing development. These amenities exceed Planning Code requirements for development at the Property.

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

The Central SoMa Plan area currently suffers from a shortage of public parks and recreational areas relative to the number of existing residents. The Central SoMa Plan identifies the Project site as a preferred location for a new public park, noting that the proposed location at the interior of the lot would provide protection from noise and traffic and allow for activation by surrounding ground-floor retail and PDR use within the Project. Due to the scarcity of sizeable publicly-accessible open spaces in Central SoMa, creation of a new park was identified as a high priority of the Plan (Policy 5.2.1). Its provision directly advances Plan Goal 5: Offer an abundance of parks and recreational opportunities. The Project's dedication of land to MOHCD will also provide an opportunity for provision of affordable housing in a densely-developed area where it would be otherwise difficult to locate property for construction of such a public benefit.

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:

d) **Building Setbacks and Streetwall Articulation (Section 132.4).** Section 132.4 requires, among other items, that (1) 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 alleys) as applicable; and (2) 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.

Buildings 1 and 2 front on Brannan, 5th, and Welsh Streets, and will reach heights of 160 feet and 185 feet, respectively. The buildings will feature a dynamic cantilevered design, creating the appearance that certain portions of the massing float above others. Building 3 fronts on Bryant Street, and will reach a height of 149 feet 9 inches.

Two of the buildings will require exception from building mid-rise setback standards. Specifically, the Brannan Street façade of Building 1 will provide a 15-foot setback at 87-feet; and the Bryant Street façade of Building 3 provides a 15-foot setback at approximately 91 feet instead of 85-feet. The project will also require exception for portions of building frontages set back from the street frontage below a height of 65-feet.

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 dynamicism of the neighborhood while maintaining a strong streetwall presence and sense of "urban room". This design also allows for the project to shift massing in a manner that maximizes sun access to the public part at the center of the mid-block connections.

e) **POPOS Design Standards (Section 138(d)).** Section 138(d) requires outdoor POPOS provided at the property to be open to the sky, except for permitted obstructions per Planning Code Section 136 and subject to and allowance of up to 10% of the space to be located under cantilevered portions of the building if the space has a minimum height of 20 feet. The Project is required to provide 18,455 square feet of POPOS for its 922,737 square feet of office (PDR, retail, and institutional uses are exempted from POPOS calculations in Central SoMa).

The Project will provide a total of 19,336 square feet of POPOS in the form of attractively landscaped areas at the ground floor, much of which contributes to a series of new mid-block connections leading to the central public park area. This exceeds the code requirement by nearly 1,000 square feet. However, approximately 4,036 square feet of this area will be located beneath cantilevered building portions and a wind gate screening feature necessary to mitigate potential wind comfort and hazard exceedances at the site. The combination of these areas would equal up to 17% of the required POPOS area, exceeding the 10% area allowance under Section 138(d).

Exception from this standard is justified as the height of the cantilevered building portions range from 45 to 87 feet above grade, and the proposed wind gate screening feature would be positioned at least 15 feet above grade and feature a largely transparent design. These features would not conflict with the Project's ability to provide attractive, highly-activated, and well-lit outdoor open areas accessible to the public. In addition, unlike any other Key Site in Central SoMa, the project is anticipated to provide a public park that will be approximately twice the size of the proposed POPOS, resulting in substantial provision of outdoor public open areas.

f) **Street Frontage Controls (Section 145.1(c)).** This Section requires projects in the CMUO District to limit parking and loading entrances to 1/3 the width of the respective building frontage or 20 feet, whichever is less.

The Project requires exception for minor variation in garage entry width along Freelon, Welsh, and Bryant Streets. The Project's parking and loading entrances along Bryant Street (Building 3) include a 24-feet, 2-inch-wide loading dock and 27-foot-wide garage ramp. Along Welsh Street, Building 2 would provide one 30-foot-wide shared parking and loading ramp. These exceptions are justified due to the limited number of parking and loading access points provided on the site, and the need for sufficient entrance widths to accommodate parking and loading turn areas within narrow alleys such as Welsh. In addition, the Project's PDR tenants will require adequate loading areas with bigger vehicles than typically found in office developments. The Project design minimizes the potential for pedestrian and vehicle conflicts by avoiding curb cuts along 5th and Brannan Streets.

g) **Off-Street Loading (Sections 152.1 & 154).** Planning Code Section 152.1 requires the Project is required to provide a total of 12 off-street freight loading spaces (9 spaces for Buildings 1 & 2, and 3 spaces for Building 3). Planning Code Section 154 requires freight loading spaces to 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, subject to certain exceptions.

The Project requires exception to provide a total of 6 freight loading spaces located in the shared garage of Buildings 1 and 2, and one freight loading space at grade in Building 3. The Project as designed will provide ample off-street loading to accommodate site deliveries and will see approval of an additional 60-foot' wide on-street loading zone along Bryant that wills service Building 3.

In addition, the Project requires exception from minimum vertical clearance height of freight loading spaces per Section 154, to provide a vertical clearance height of 13' 6" for the loading entrance along Welsh and 13' for the loading entrance along Bryant Street.

h) **Curb Cut Restrictions (Section 155(r)).** Planning Code Section 155(r) requires new development containing curb cuts along Bryant Street between 2nd and 6th Streets to obtain an exception as part of a Large Project Authorization.

The Project will locate new curb cuts along its Bryant Street frontage to facilitate parking and loading access below Building 3. This exception is required as there is no alternative street frontage available to locate parking and loading access for this building, and the Project is restricted from providing new curb cuts along its 5th Street or Brannan Street frontages.

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

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

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

The Project requires exception from both the wind comfort and wind hazard standards. The Project will result in wind speeds at a total of 51 test locations (out of 78) to exceed the Comfort Criterion approximately 18% of the time and will result in two new hazard locations over the one-hour hazard criterion but would not cause any exceedance of the nine-hour hazard criterion.

Exception from these standards are justified because:

(1) The project would not result in any exceedance of the Nine Hour Hazard Criterion;

(2) The project has undertaken all feasible measures to reduce hazardous wind speeds including refinement of building massing; provision of a large wind gate at the entrance to Freelon Alley off 5th Street; provision of a wind screen at the corner of Freelon Street and Building 4; and substantial on-site landscaping, including the proposed planting of dozens of trees; and

(3) Further reduction of wind speeds would detract from building design and/or unduly restrict the square footage of the project. The project massing has already undergone significant revisions and reductions in order to mitigate wind conditions.

j) **Apparent Mass Reduction / Narrow and Mid-Block Alley Controls (Sections 261.1 & 270(h).** These Sections collectively apply bulk controls for development in Central SoMa. Specifically, the following massing standards apply to the Project site: (1) Building 1 to provide a 70% Apparent Mass Reduction ("AMI") along both its Brannan and 5th Street facades; (2) Building 2 to provide a 70% AMI along its 5th Street façade and along much of Welsh Street to set back upper stories at the property line such that they avoid penetration of a sun access plane defined by an angle of 45 degrees extending from the opposite northerly property line; and (3) Building 3 to provide a 67% AMI along its Bryant Street façade. Further, Section 261.1 applies minimum setback requirements to building facades facing mid-block alleys formed pursuant to Planning Code Section 270.2, resulting in the following requirements: (1) The façades of Buildings 1 and 2 fronting the new 35-foot wide mid-block alley connecting from 5th Street to Freelon to provide a setback of 5 feet above a height of 35 feet; and (2) the façade of Building 3 fronting the new approximately 29-foot wide mid-block alley per Section 270.2 that connects from Bryant Street to the public park at the center of the site provide a 10' setback above a height of 25 feet.

The Project requires exception from these standards to provide AMI as follows: (1) Building 1 - 45% AMI for the Brannan Street façade and 48% AMI for the 5th Street façade (70% required); (2) Building 2 - 66% AMI for the Brannan Street façade (70% required) and 59% for the Welsh Street façade (85% required); (3) Building 3 - 47% AMI for the Bryant Street façade (67% required). The Project also requires exception from the prescribed mid-block alley setbacks on portions of Buildings 1, 2, and 3.

These massing exceptions are key to the buildings' architectural expression. Through design, color, materials, and height differentiations between the buildings—even between Buildings 1 and 2—the Project will create a sense of depth and perceived bulk relief. Three of the exceptions are for facades along significant and busy SOMA streets, an appropriate location for midrise buildings that incorporate some massing relief.

The massing exceptions are also justified by the Project's inclusion of approximately 58,997 square feet of usable open space, including an approximately 39,661 square foot public park at the center of the site and 19,336 square feet of publicly-accessible and private open space, which would be provided throughout the site. The total area of usable open space provided by the project (including the public park) would exceed Code

requirements. The three mid-block alley connections provided per Section 270.2 will range in width from approximately 29- to 43-feet, significantly exceeding the minimum 20-foot width for such connections under the Planning Code and thereby ensuring ample access to light and air for pedestrian use.

k) **Horizontal Mass Reductions (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 Project requires exception from this standard for frontages on Buildings 1, 2, and 3 along Brannan, Welsh, and Bryant Streets, which extend for a length of more than 200 feet without incorporating the prescribed horizontal mass reductions. This exception is justified, as the building walls along these frontages help to provide a strong street wall presence with active ground floor uses, consistent with design goals of the Central SoMa Plan. Further, the Project overall incorporates a number of wide mid-block connection that achieve the intent of Section 270.1 by breaking up apparent massing on this large site into discrete segments.

9. **General Plan Compliance.** The Project (both Phase 1 and Phase 2) is, on balance, consistent with the following Objectives and Policies of the Central SoMa Plan and the General Plan as follows:

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 2.1:
Prioritize acquisition of open space in high-needs areas.

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.

Upon completion of Phases 1 and 2, the Project is anticipated to result in the development of a new approximately 39,661 square foot public park at the center of the site, with three new mid-block connections and approximately 19,336 square feet of privately-owned, publicly-accessible open space. The Central SoMa Plan area currently suffers from a shortage of public parks and recreational areas relative to the number of existing residents. The Central SoMa Plan identifies the Project site as a preferred location for a new public park, noting that the proposed location at the interior of the lot would provide protection from noise and traffic and allow for activation by surrounding ground-floor retail and PDR use within the Project. Due to the scarcity of sizeable publicly-accessible open spaces in Central SoMa, creation of a new park was identified as a high priority of the Plan (Policy 5.2.1). Its provision directly advances Plan Goal 5: Offer an abundance of parks and recreational opportunities.

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.

Policy 2.3:
Maintain a favorable social and cultural climate in the city in order to enhance its attractiveness as a firm location.

OBJECTIVE 3:

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

Policy 3.1:
Promote the attraction, retention and expansion of commercial and industrial firms which provide employment improvement opportunities for unskilled and semi-skilled workers.

Policy 3.2:
Promote measures designed to increase the number of San Francisco jobs held by San Francisco residents.

Upon completion, Phases 1 and 2 of the Project will contain approximately 922,737 gross square feet of office, 48,581 gross square feet of PDR, 5,546 gross square feet of institutional (child care), and 11,890 gross square feet of retail, expanding employment opportunities for city residents within close proximity to a range of public transit options. These uses will help to retain existing commercial and industrial activity and attract new such activity. The Project will also include up to 7 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 4.3:
Carefully consider public actions that displace existing viable industrial firms.

Policy 4.11:
Maintain an adequate supply of space appropriate to the needs of incubator industries

The Project would contain approximately 48,581 of PDR use, which will mitigate against the potential displacement of viable industrial firms.

URBAN DESIGN ELEMENT:

OBJECTIVE 1:
EMPHASIS OF THE CHARACTERISTIC PATTERN WHICH GIVES TO THE CITY AND ITS NEIGHBORHOODS AN IMAGE, A SENSE OF PURPOSE, AND A MEANS OF ORIENTATION.

Policy 1.3:
Recognize that buildings, when seen together, produce a total effect that characterizes the city and its districts.

Policy 1.4:
Protect and promote large-scale landscaping and open space that define districts and topography.

OBJECTIVE 3:
MODERATION OF MAJOR NEW DEVELOPMENT TO COMPLEMENT THE CITY PATTERN, THE RESOURCES TO BE CONSERVED, AND THE NEIGHBORHOOD ENVIRONMENT.

Policy 3.1:
Promote harmony in the visual relationships and transitions between new and older buildings.

Policy 3.2:
Avoid extreme contrasts in color, shape and other characteristics which will cause new buildings to stand out in excess of their public importance.

Policy 3.3:
Promote efforts to achieve high quality of design for buildings to be constructed at prominent locations.

Policy 3.4:
Promote building forms that will respect and improve the integrity of open spaces and other public areas.

Policy 3.5:
Relate the height of buildings to important attributes of the city pattern and to the height and character of existing development.

Policy 3.6:
Relate the bulk of buildings to the prevailing scale of development to avoid an overwhelming or dominating appearance in new construction.

The Project features varied and engaged architecture that will create a sense of "urban campus," focused around a large public park at the center of the site. 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 four separate buildings, which will break down the prevailing scale of development to avoid overwhelming or dominating appearance in new construction.

CENTRAL SOMA PLAN

GOAL 2: MAINTAIN A DIVERSITY OF RESIDENTS

OBJECTIVES AND POLICIES

OBJECTIVE 2.3:
ENSURE THAT AT LEAST 33 PERCENT OF NEW HOUSING IS ADDORDABLE 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 land to MOHCD for the development of 100% affordable housing (Building 4) and will provide a 5,546 square foot child care facility in Building 3.

GOAL 3: FACILITATE ECONOMICALLY DIVERSIFIED AND LIVELY JOBS CENTER OBJECTIVES AND POLICIES

OBJECTIVES AND POLICIES

OBJECTIVE 3.1:
ENSURE THE PLAN AREA ACCOMODATES 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, Phases 1 and 2 of the Project will provide 922,737 gross square feet office; 60,471 gross square feet of PDR/retail use; and 5,546 gsf of institutional child care space. Ground-floor retail and will be located along Brannan, 5th and Bryant Streets, which are "important streets". Additionally, micro-retail will be provided on the ground floor along a new pedestrian network within the development site. 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 ATTRACTVE WALKING ENVIRONMENT ON ALL THE STREETS IN THE PLAN AREA

Policy 4.1.1:
Ensure streets throughout the Plan Area are designed in accordance with the City's Vison Zero Policy.

Policy 4.1.2:
Ensure sidewalks on major streets meet Better Streets Plan standards.

Policy 4.1.4:
Provide signalized crosswalks across major streets.

Policy 4.1.7:
Provide corner sidewalk extensions to enhance pedestrian safety at crosswalks, in keeping with the Better Streets Plan.

Policy 4.1.8:
Ensure safe and convenient conditions on narrow streets and alleys for people walking.

Policy 4.1.10:
Expand the pedestrian network wherever possible through creation of narrow streets, alleys, and mid-block connections.

OBJECTIVE 4.4:
ENCOURAGE MODE SHIFT AWAY FROM PRIVATE AUTOMOBILE USAGE

Policy 4.4.1:
Limit the amount of parking in new development.

Policy 4.4.2:
Utilize Transportation Demand Management strategies to encourage alternatives to the private automobile.

Policy 4.5.2:
Design buildings to accommodate delivery of people and goods with a minimum of conflict.

The Project will provide 200 off-street parking spaces for the non-residential uses, which is well below the maximum required. Additionally, a total of 513 Class 1 and 209 Class 2 bicycle spaces will be provided. The Project has also developed a TDM Program and will for incorporate improvements to the pedestrian network, including bulb-outs, mid-block connections and contribution to a new a signalized crosswalk at 5th 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 5.2:
CREATE NEW PUBLIC PARKS

Policy 5.2.1:
Create a new park in the highest growth portion of the Area Plan.

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.

Additionally, upon completion, Phases 1 and 2 of the Project include approximately 19,336 square feet of POPOS and a 39,661 square foot public park that will be dedicated to the City in Phase 1. Construction of the public park, including any maintenance, will occur after Phase 2.

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

OBJECTIVES AND POLICIES

OBJECTIVE 6.2:
MINIMIZE GREENHOUSE GAS EMISSIONS

Policy 6.2.1:
Maximize energy efficiency in the built environments.

Policy 6.2.2:
Maximize onsite renewable energy generation.

Policy 6.2.3:
Satisfy 100 percent of electricity demand using greenhouse gas-free power supplies.

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

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

OBJECTIVES AND POLICIES

OBJECTIVE 8.1:
ENSURE THAT THE GROUND FLOORS OF BUILDING CONTRIBUTE TO THE ACTIVATION, SAFETY, AND DYNAMISM OF THE NEIGHBORHOOD

Policy 8.1.1:
Require that ground floor uses actively engage the street.

Policy 8.1.2:
Design building frontages and public open spaces with furnishings and amenities to engage a mixed-use neighborhood.

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

Policy 8.1.4:
Minimize parking and loading entrances.

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

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 8.63:
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 that will create a sense of "urban campus," focused around a large public park at the center of the site. 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 separate buildings, which will break down the prevailing scale of development to avoid overwhelming or dominating appearance in new construction. The Project also incorporates features on-site to mitigate potential wind impacts.

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

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

The Project site currently contains limited neighborhood-serving retail uses, including a dog daycare at 598 Brannan and an auto body shop/repair facility at 645 Bryant. Upon completion, the Project would create approximately 11,890 gross square feet of new retail use, including seven new micro-retail spaces, and approximately 48,541 gross square feet of PDR use, enhancing future opportunities for employment and ownership of area businesses.

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

No housing exists at the Project site. The Project has elected to provide an approximately 12,800 square foot parcel to MOHCD for construction of a new 100% affordable housing building on the site, containing approximately to 72 dwelling units. In addition, the Project's office, retail, and PDR components will conserve and protect the neighborhood's existing commercial and industrial character.

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

The Project will not displace any affordable housing because there is currently no housing on the site. The Project encompasses a 100% affordable housing development containing approximately 72 units.

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

The Project will not impede transit service, or overburden streets or neighborhood parking. The Project will contain off-street parking spaces to serve non-residential uses within the ratios principally permitted by the Planning Code, and will participate in the City's Transportation Demand Management Program. The site is within walking distance of San Francisco's downtown, Financial District, and office hubs around SoMa, as well as the Montgomery Street BART station and the 4th and King Caltrain station, providing access to the East Bay, the peninsula and into Silicon Valley. The Property is also extremely well-served by public transit. The Property is within walking distance of the 10, 20, 45, 47, 91, 8AX, 8BX, 8X, 14X, 83X, and N-OWL bus lines. The Central Subway is under construction one blocks to the east. The area is currently well-served by public transit, including Caltrain and MUNI.

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

The site contains relatively small-scale non-residential uses that will be demolished as part of the Project. However, the Project will provide approximate 48,581 gross square feet of PDR space, consistent with Planning Code requirements within the Central SoMa SUD, which will mitigate the effect of displacement on these industries. The Project will construct new retail, PDR, and institutional use providing future opportunities for resident employment and ownership in such 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.

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 study was completed and concluded that the Project will not cast shadows on any property under the jurisdiction of, or designated for acquisition by, the Recreation and Park Commission. The Project will be designed to maximize sunlight and vistas to the proposed future public park at the center of the site.

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 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 Application No. 2012.0640ENX** subject to the following conditions attached hereto as "EXHIBIT A" in general conformance with plans on file, dated May 23, 2019, and stamped "EXHIBIT B", which is incorporated herein by reference as though fully set forth.

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

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

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

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

I hereby certify that the Planning Commission ADOPTED the foregoing Motion on June 6, 2019.

Jonas P. Ionin
Commission Secretary

AYES: Johnson, Koppel, Melgar, Moore, Richards

NAYS: None

ABSENT: Fung, Hillis

ADOPTED: June 6, 2019

EXHIBIT A

AUTHORIZATION

This authorization is for a **Large Project Authorization** to allow the demolition of existing four buildings and construction of three new mixed-use/office buildings with a total of 922,737 square feet of office use, approximately 60,471 square feet of PDR/retail use, 5,546 square feet of child care use, approximately 200 off-street below-grade parking spaces, and approximately 19,336 square feet of privately-owned public open space (POPOS) located at 598 Brannan Street and 639, 645 and 649-651 Bryant Streets within the CMUO and Central SoMa Special Use Zoning Districts and 160-CS, 130-CS, 45-X and 50-X Height and Bulk Districts; in general conformance with plans, dated May 23, 2019, and stamped "EXHIBIT B" included in the docket for Case No. 2012.0640ENX and subject to conditions of approval reviewed and approved by the Commission on June 6, 2019 under Motion No. 20459. This authorization and the conditions contained herein run with the property and not with a particular Project Sponsor, business, or operator.

RECORDATION OF CONDITIONS OF APPROVAL

Prior to the issuance of the building permit or commencement of use for the Project the Zoning Administrator shall approve and order the recordation of a Notice in the Official Records of the Recorder of the City and County of San Francisco for the subject property. This Notice shall state that the project is subject to the conditions of approval contained herein and reviewed and approved by the Planning Commission on June 6, 2019 under Motion No. 20459.

PRINTING OF CONDITIONS OF APPROVAL ON PLANS

The conditions of approval under the "Exhibit A" of this Planning Commission Motion No. 20459 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 Large Project Authorization and any subsequent amendments or modifications.

SEVERABILITY

The Project or 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. **Validity.** The authorization and right vested by virtue of this action is valid for five (5) years from the effective date of the Motion. The Department of Building Inspection shall have issued a Building Permit or Site Permit to construct the Project or and/or commence the approved use within this five (5) year period.
   For information about compliance, contact Code Enforcement, Planning Department at 415-575-6863, www.sf-planning.org

2. **Expiration and Renewal.** Should a Building or Site Permit be sought after the five (5) year period has lapsed, the Project Sponsor must seek a renewal of this Authorization by filing an application for an amendment to the original Authorization or a new application for Authorization. Should the Project Sponsor decline to so file, and decline to withdraw the permit application, the Commission shall conduct a public hearing in order to consider the revocation of the Authorization. Should the Commission not revoke the Authorization following the closure of the public hearing, the Commission shall determine the extension of time for the continued validity of the Authorization.
   For information about compliance, contact Code Enforcement, Planning Department at 415-575-6863, www.sf-planning.org.

3. **Diligent Pursuit.** Once a site or Building Permit has been issued, construction must commence within the timeframe required by the Department of Building Inspection and be continued diligently to completion. Failure to do so shall be grounds for the Commission to consider revoking the approval if more than five (5) years have passed since this Authorization was approved.
   For information about compliance, contact Code Enforcement, Planning Department at 415-575-6863, www.sf-planning.org.

4. **Extension.** All time limits in the preceding three paragraphs may be extended at the discretion of the Zoning Administrator where implementation of the Project is delayed by a public agency, an appeal or a legal challenge of the Project or a legal challenge of Central SoMa Area Plan approvals or environmental determination, and only by the length of time for which such public agency, appeal or challenge has caused delay.
   For information about compliance, contact Code Enforcement, Planning Department at 415-575-6863, www.sf-planning.org.

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

6. **Additional Project Authorization.** The Project Sponsor must obtain an Office Allocation Authorization under Section 321. The conditions set forth below are additional conditions required in connection with the Project. If these conditions overlap with any other requirement imposed on the

Project, the more restrictive or protective condition or requirement, as determined by the Zoning Administrator, shall apply.
For information about compliance, contact Code Enforcement, Planning Department at 415-575-6863, www.sf-planning.org.

7. **Mitigation Measures.** Mitigation measures described in the MMRP attached as Exhibit C are necessary to avoid potential significant effects of the proposed project and have been agreed to by the Project sponsor. Their implementation is a condition of project approval.
For information about compliance, contact Code Enforcement, Planning Department at 415-575-6863, www.sf-planning.org

8. **Phased Development.** In the event that Phase 2 of the Project is not constructed, the Project Sponsor shall be required to fulfill the Onsite Childcare Requirements, as provided in Planning Code Section 249.78(e)(4) for Phase 1.

9. **Project Status**. The Project sponsor shall report back to the Planning Commission eighteen (18) months from the effective date of the Motion to provide a status update on the Project.

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. **Streetscape Elements.** 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 required Streetscape features so that the plan generally meets the standards of the Better Streets and Downtown Plans and all applicable City standards. The Project Sponsor shall complete final design of all required street improvements, including procurement of relevant City permits, prior to issuance of first architectural addenda, and shall complete construction of all required street improvements prior to issuance of first temporary certificate of occupancy.
For information about compliance, contact the Case Planner, Planning Department at 415-558-6378, www.sf-planning.org

12. **Garbage, Composting and Recycling Storage.** Space for the collection and storage of garbage, composting, and recycling shall be provided within enclosed areas on the property and clearly labeled and illustrated on the architectural addenda. Space for the collection and storage of recyclable and compostable materials that meets the size, location, accessibility and other standards specified by the San Francisco Recycling Program shall be provided at the ground level of the buildings.
For information about compliance, contact the Case Planner, Planning Department at 415-558-6378, www.sf-planning.org

13. **Rooftop Mechanical Equipment**. Pursuant to Planning Code 141, the Project Sponsor shall submit a roof plan and full building elevations to the Planning Department prior to Planning approval of the architectural addendum to the Site Permit application. Rooftop mechanical equipment, if any is proposed as part of the Project, is required to be screened so as not to be visible from any point at or below the roof level of the subject building.
For information about compliance, contact the Case Planner, Planning Department at 415-558-6378, www.sf-planning.org

14. **Lighting Plan.** The Project Sponsor shall submit an exterior lighting plan to the Planning Department prior to Planning Department approval of the architectural addendum to the site permit application.
For information about compliance, contact the Case Planner, Planning Department at 415-558-6378, www.sf-planning.org

15. **Transformer Vault Location.** The location of individual project PG&E Transformer Vault installations has significant effects to San Francisco streetscapes when improperly located. However, they may not have any impact if they are installed in preferred locations. Therefore, the Planning Department in consultation with Public Works shall require the following location(s) for transformer vault(s) for this project: if an electrical transformer is required, SDAT recommends it be located outside of the public ROW, as proposed to and accepted by SDAT oat their February 11, 2019 meeting. 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 the Case Planner, Planning Department at 415-558-6378, www.sf-planning.org

16. **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

17. **Central SoMa SUD, Solar and Living Roof 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)(4).

PARKING AND TRAFFIC

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

19. **Bicycle Parking.** Pursuant to Planning Code Sections 155, 155.1 and 155.2, the Project shall provide no fewer than **513 Class 1 bicycle parking spaces and 209 Class 2 bicycle parking spaces** (*397 Class 1 and 155 Class 2 bicycle spaces in Phase 1, and 116 Class 1 and 45 Class 2 bicycle spaces in Phase 2*). 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 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 2 bike racks required by the Planning Code.
For information about compliance, contact Code Enforcement, Planning Department at 415-575-6863, www.sf-planning.org

20. **Parking Maximum.** The Project shall provide no more than **200** off-street parking spaces (157 spaces in Phase 1 and 45 in Phase 2).
For information about compliance, contact Code Enforcement, Planning Department at 415-575-6863, www.sf-planning.org

21. **Off-Street Loading.** The Project shall provide **7** off-street freight loading spaces (6 spaces in the basement of Buildings 1 & 2 in Phase 1, and 1 space at grade on Building 3 in Phase 2).
For information about compliance, contact Code Enforcement, Planning Department at 415-575-6863, www.sf-planning.org

22. **Showers and Clothes Lockers.** Pursuant to Planning Code Section 155.4, the Project shall provide no fewer than **4 showers and 24 clothes lockers**.
For information about compliance, contact Code Enforcement, Planning Department at 415-575-6863, www.sf-planning.org

23. **Car-Share.** Pursuant to Planning Code Section 166, no fewer than **four (4) car share spaces** (3 spaces in Phase 1 and 1 space in Phase 2) shall be made available, at no cost, to a certified car share organization for the purposes of providing car share services for its services subscribers.
For information about compliance, contact Code Enforcement, Planning Department at 415-575-6863, www.sf-planning.org

24. **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

25. **Driveway Loading and Operations Plan**. Pursuant to Planning Code Section 155(u), the Project sponsor hall 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

26. **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.

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

28. **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.sf-planning.org

ADDITIONAL PROVISIONS

29. **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 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

30. **Fee Waiver for Provision of Public Park.** Pursuant to Planning Code Section 406, the Project sponsor may enter into an Agreement with the City to provide land in order to construct a public park on an approximately 39,661 square-foot portion of the site, and in doing so shall be eligible for a waiver against all or a portion of the Eastern Neighborhoods Infrastructure Impact Fee, the Central SoMa Infrastructure Impact Fee, the Transit Impact Development Fee, and the Transit Sustainability Fee otherwise applicable to the Project.
For information about compliance, contact the Case Planner, Planning Department at 415-558-6378, www.sf-planning.org

31. **First Source Hiring.** The Project shall adhere to the requirements of the First Source Hiring Construction and End-Use Employment Program as 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 more information about compliance, contact the First Source Hiring Manager at 415-581-2335, www.onestopSF.org

32. **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

33. **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 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.
For information about compliance, contact the Case Planner, Planning Department at 415-558-6378, www.sf-planning.org

Pursuant to Planning Code Section 249.78(e)(2), Project sponsor has elected to satisfy all or a portion of its Jobs-Housing Linkage Fee obligation through the land dedication Alternative contained in Section

413.7, and has provided a letter from MOHCD verifying acceptance of an approximately 12,800 square foot parcel of land at the Project Site in Phase 1 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. In the event that the subject parcel is not dedicated to MOHCD prior to issuance of a first construction document for the Project, the sponsor shall pay the full amount of Jobs-Housing Linkage Fee otherwise applicable to the Project pursuant to Section 413, at the time such Fee is payable.

34. **Childcare Requirements – Office and Hotel Development.** The Project is subject to Childcare Fee for Office and Hotel Development Projects, as applicable, pursuant to Planning Code Section 414. Pursuant to Planning Code Section 249.78(e)(4), prior to issuance of a building or site permit the Project must elect its choice of the options described in subsection (A), (B) and (E) of Section 414.4(c)(1) as a condition of Project approval. The Project anticipates electing compliance option under Section 414.4(c)(1)(E) to "combine payment of an in –lieu fee to the Child Care Capital Fund with construction of a child care facility on the premises or providing child-care facilities near the premises, either singly or in conjunction with other sponsors pursuant to 414.9." The Project anticipates such election would be made in conjunction with the sponsors of the proposed residential development at 655 4th Street. In the event the Project intends to elect an alternate method of compliance as provided in Section 249.78(e)(4), it shall notify the Planning Department of this change prior to issuance of a building or site permit for the Project.
For information about compliance, contact the Case Planner, Planning Department at 415-558-6378, www.sf-planning.org

35. **Eastern Neighborhoods Infrastructure Impact Fee.** The Project is subject to the Eastern Neighborhood 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

36. **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*

37. **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.sf-planning.org

38. **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.sf-planning.org

39. **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.sf-planning.org.

40. **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.

41. **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.

42. **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.sf-planning.org

MONITORING

43. **Revocation due to Violation of Conditions.** Should implementation of this Project result in complaints from interested property owners, residents, or commercial lessees which are not resolved by the Project Sponsor or its successor(s) 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 415-558-6863, www.sf-planning.org.

44. **Enforcement.** Violation of any of the Planning Department conditions of approval contained in this Motion or of any other provisions of the 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

OPERATION

45. **Sidewalk Maintenance.** The Project Sponsor shall maintain the main entrances to the buildings and all sidewalks abutting the subject property in a clean and sanitary condition in compliance with the Department of Public Works Streets and Sidewalk Maintenance Standards.
For information about compliance, contact Bureau of Street Use and Mapping, Department of Public Works, 415- 695-2017, http://sfdpw.org

46. **Community Liaison.** Prior to issuance of a building permit to construct the Project and implement the approved use, the Project Sponsor shall appoint a community liaison officer to deal with the issues of concern to owners and occupants of nearby properties. The Project Sponsor shall provide the Zoning Administrator with written notice of the name, business address, and telephone number of the community liaison. Should the contact information change, the Zoning Administrator shall be made aware of such change. The community liaison shall report to the Zoning Administrator what issues, if any, are of concern to the community and what issues have not been resolved by the Project sponsor.
For information about compliance, contact Code Enforcement, Planning Department at 415-575-6863, www.sf-planning.org

47. **Lighting.** All Project lighting shall be directed onto the Project site and immediately surrounding sidewalk area only, and designed and managed so as not to be a nuisance to adjacent residents. Nighttime lighting shall be the minimum necessary to ensure safety, but shall in no case be directed so as to constitute a nuisances to any surrounding property.
For information about compliance, contact Code Enforcement, Planning Department at 415-575-6863, www.sf-planning.org

48. **Privately- Owned Public Open Space Provision.** Pursuant to Planning Code Section 138, the Project shall provide no less than 14,223 gross square feet of privately-owned public open space (POPOS) in Phase 1 and no less than 4,232 gross square feet of POPOS in Phase 2 (as measured collectively across both phases).

    The Project Sponsor shall continue to work with Planning Department staff to refine the design and programming of the POPOS so that the open space meets the standards of Section 138(d) and the Urban Design Guidelines. Prior to the first certificate of occupancy for any building on the site, the Project Sponsor shall submit a maintenance and operations plan for the POPOS for review and approval by the Planning Department. At a minimum the maintenance and operations plan shall include:

    a. a description of the amenities and programming for the POPOS and how it serves the open space and recreational needs of the diverse users, including but not limited to residents, youth, families, workers, and seniors;

b. a site and floor plan of the POPOS detailing final landscape design, irrigation plan, public art, materials, furnishings, lighting, signage and areas for food service *[Edit for any project specific requirements]*;
c. a description of the hours and means of public access to the POPOS;
d. a proposed schedule for maintenance activities; and
e. contact information for a community liaison officer.

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

49. **Hours of Access of Open Space.** All POPOS shall be publicly accessible during all daylight hours, from 7AM to 6PM every day. Should all or a portion of the POPOS be temporarily closed due to construction or maintenance activities, the operator shall contact the Planning Department in advance of the closure and post signage, plainly visible from the public sidewalks, that indicates the reason for the closure, an estimated date to reopen, and contact information for a community liaison officer.
For information about compliance, contact the Code Enforcement, Planning Department at 415-558-6378, www.sf-planning.org

50. **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

51. **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 Brannan, 5th, Bryant, Welsh and Freelon 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

52. **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:
    a. a description of the amenities, and list of events and programming with dates, and any changes to the design or programing during the reporting period;
    b. a plan of the POPOS including the location of amenities, food service, landscape, furnishing, lighting and signage;
    c. photos of the existing POPOS at time of reporting;
    d. description of access to the POPOS;

e. a schedule of the means and hours of access and all temporary closures during the reporting period;
f. a schedule of completed maintenance activities during the reporting period;
g. a schedule of proposed maintenance activities for the next reporting period; and
h. 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