



SAN FRANCISCO PLANNING DEPARTMENT

Executive Summary Large Project Authorization, Conditional Use Authorization, Office Allocation Authorization, & Variance

HEARING DATE: FEBRUARY 20, 2020

Record No.: 2012.1384ENX/CUA/OFA/VAR
Project Name: One Vassar
Project Address: 657 Harrison, 645 Harrison and 400 2nd Streets
Zoning: CMUO (Central SoMa Mixed Use Office) Zoning District
130-CS-200-CS; 130-CS-350-CS; and 350-CS Height and Bulk Districts
Central SoMa Special Use District
Block/Lot: 3763/001, 078, 079, 080, 080A, 081, 099, 100, 101, 105, 112, and 113
Project Sponsor: Caroline Guibert Chase, Coblenz Patch Duffy & Bass, LLP
One Montgomery Street, Suite 3000
San Francisco, CA 94104
Property Owner: One Vassar
433 California Street, 7th Floor
San Francisco, CA 94104
Staff Contact: Esmeralda Jardines – (415) 575-9144
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Recommendation: **Approval with Conditions**

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PROJECT DESCRIPTION

Commonly referred to as the "2nd and Harrison" or "One Vassar" (identified as Key Site No. 3 in the Central SoMa Area Plan), the One Vassar project (the "Project") will create an approximately 1.5 million-square foot mixed-use development located in close proximity to the 4th Street Central Corridor Muni, Transbay Terminal and Moscone Center. The proposed project will include approximately 42,013 gross square feet of production, distribution and repair (PDR) use, approximately 489 residential units, a hotel with 468 guestrooms, approximately 493,115 gross square feet (gsf) of office (consisting of approximately 430,000 new gsf at 400 2nd Street, and approximately 63,115 gsf of existing legal office use at 645 Harrison Street). The Project will also provide an approximately 14,000-gsf on-site child-care facility (exclusive of a 4,200 square foot outdoor open space), indoor and outdoor privately-owned public open space (POPOS), and approximately 37,551 gsf of neighborhood-serving retail space, including hotel restaurant/bars. The Project Sponsor also proposes a variety of street connection and pedestrian improvements, including a new mid-block pedestrian alley and POPOS plaza (Hawthorne Street Plaza) and the extension of Perry Street to 2nd Street. Projecting art screens are proposed on Hawthorne Street Plaza to help screen pedestrian views of Interstate 80 from the Project Site. All off-street parking for the Project would be located below grade in a shared garage at 400 2nd Street, and would include 309 off-street parking spaces, plus 13 car share spaces. The Project also accommodates three drop-off parking spaces for the childcare use at street level.

In detail, the Project includes:

400 2nd Street (hereinafter "Building 1"): This building consists of new construction of a 350-foot tall (or 385-foot tall with the rooftop mechanical equipment), 27-story office building consisting of approximately:

- 430,000 gsf of office
- 1,000 gsf of micro-retail
- 6,295 sf of indoor and outdoor POPOS (indoor POPOS excluded from gsf)
- 33,335 sf of subterranean accessory parking (excluded from gsf) (16,835 sf of which will be for 645 Harrison)
- 181 accessory off-street parking spaces plus 6 car share spaces (about half of which will be for 645 Harrison)
- 104 Class 1, & 45 Class 2 bicycle parking spaces (including 35 Class 1, & 34 Class 2 bicycle parking spaces for 645 Harrison)
- 2 loading spaces (at grade) and 3 subterranean service vehicle loading spaces (one of which will be for 645 Harrison)

645 Harrison (hereinafter "Building 2"): This building would retain the historic building and construct a 15-story vertical addition for a total height of 200-ft (or 220-ft with rooftop mechanical equipment) containing approximately 468 guestrooms. Details of Building 2 include:

- 221,965 gsf of hotel
- 63,115 gsf of office (existing)¹
- 42,013 gross square feet of PDR (existing and new)
- 31,101 gsf of retail
- 2 loading spaces (at grade)
- 3 service vehicle loading spaces (at grade)

657 Harrison (hereinafter "Building 3"): This building includes new construction of a 350-foot tall (or 385 feet with the rooftop mechanical equipment), 35-story residential building consisting of up to 489 dwelling units, which includes:

- 461,228 gsf of residential
- 14,000 gsf of childcare (not including designated open space)
- 1,450 gsf of retail
- 8,360 sf of outdoor POPOS (Hawthorne Street Plaza)
- 11,970 sf of outdoor residential usable open space (terraces)
- 61,512 sf of subterranean accessory parking
- 128 off-street accessory parking spaces plus 7 car-share parking spaces
- 204 Class 1 & 33 Class 2 bicycle parking spaces plus 25 cargo bicycle parking spaces (for longer bikes with incorporated child carriers or a storage space)
- 1 loading space (at grade) and 2 service vehicle spaces (at grade)

¹ As noted above, there is 113,484 gross square feet of existing legal office space at 645 Harrison, 63,115 gross square feet of which would be retained at 645 Harrison.

REQUIRED COMMISSION ACTION

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

1. Building Setbacks, Street Wall Articulation, and Tower Separation (Section 132.4);
2. Usable Open Space (Section 135 (h) and 135.3);
3. Street Frontage Active Use and Transparency (Section 145.1 and 249.78 (c)(4));
4. Ground Floor Commercial along 2nd Street (Section 145.4);
5. Narrow and Mid-Block Alley Controls (Section 261.1);
6. Horizontal Mass Reduction (Section 270.1);
7. Micro-Retail (Section 249.78 (c)(4)(B));
8. Childcare (Section 249.78(e)(4));
9. Lot Coverage (Section 249.78(d)(6)(11); and
10. Wind (Section 249.78(d)(9).

The Commission must also authorize an Office Development Authorization of approximately 430,000 gsf of new office space, pursuant to Planning Code Sections 321, 322 and 848.

In addition, the Commission must also authorize a Conditional Use Authorization to establish a hotel use at 645 Harrison (Building 2) within the CMUO Zoning District, pursuant to Planning Code Sections 303 and 848.

ISSUES AND OTHER CONSIDERATIONS

Public Comment & Outreach. To date, the Department has received comments in support of regarding the Project. Since 2012, the Project Sponsor has conducted extensive neighborhood outreach, including more than twenty (20) community presentations with stakeholders, including two open houses and direct group meetings with individual stakeholders and separate workshops and community outreach forums. The stakeholders the Project Team met with in no particular order include: South Beach/South Park, SOMBA, Clock Tower, SFHAC, YIMBY, SF Chambers, YBCBD, YBA, TODCO, SOMCAN, SoMa Pilipinas, United Playaz, SOMACC, Hotel Council, SPUR, SFBLU HOA and Residents, West Bay, Good Jobs for All, Local 2, Mission Housing, 88 Perry Street-SRO and Veterans Building, Bike Coalition, Chinatown CDC, Early Care Educators San Francisco, MEPFS, and Carpenters Union.

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

Variances. The Project is requesting variances from the Zoning Administrator from the Planning Code requirements for street frontage requirements including ground floor ceiling height, parking setbacks and

off-street parking and loading entrances (Planning Code Section 145.1), required enclosure of a private service driveway (Section 155(d)) and curb cut prohibition on 2nd Street (Section 155(r)). The Project Sponsor must also obtain an Administrative Waiver and Modification from the Zoning Administrator for the location of required Class 1 bicycle parking (Section 155.2) and the location of required off-street loading (Sections 155 and 161) and the location of required shower and lockers (Section 155.4).

Qualified Amenities – Key Sites. The Project will provide various qualified amenities, including but not limited to streetscape and pedestrian network improvements, a large POPOS plaza and mid-block pedestrian alley (Hawthorne Street Plaza), which will exceed minimum alley dimensions, a Child Care Facility, which will be larger than specified under Section 414.5 for hotel and office uses (by approximately 7,480 square feet), and 110 percent of the otherwise applicable affordable housing requirement under Section 415.

Office Development Allocation. The Project would construct a total of approximately 430,000 gsf of office space. Within the CMUO (Central SoMa Mixed Use Office) Zoning District, office use is permitted as of right, pursuant to Planning Code Section 848. As of February 6, 2020, there was approximately 511,247 square feet of “Large” Cap Office Development available under the Section 321 office allocation program.

The Department recommends that the Commission grant an Office Development Authorization for the Project, which would amount to 430,000 square feet of office use.

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

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

Affordable Housing. The Project Sponsor must pay an Affordable Housing Fee at a rate equivalent to thirty-three percent (33%) because it is a rental project that is providing one hundred and ten percent (110%) of the otherwise required amount of thirty percent (30%) pursuant to Planning Code Section 263.33.

ENVIRONMENTAL REVIEW

Pursuant to the Guidelines of the State Secretary of Resources for the implementation of the California Environmental Quality Act (CEQA), on February 5, 2020, 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 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.

BASIS FOR RECOMMENDATION

The Department believes this project is necessary and desirable, and is approvable for the following reasons:

- The Department finds that the Project is, on balance, consistent with the Central SoMa Plan and the relevant Objectives and Policies of the General Plan.
- The Project produces new mixed-use developments including: residential (489 dwelling units), hotel (468 guestrooms), and office with ground floor Childcare, Retail, PDR, and significant site updates, including landscaping, and common open space. Per the Central SoMa Plan, these elements will substantially improve the surrounding neighborhood.
- The site is currently underutilized, and the addition of new ground-floor retail spaces and publicly-accessible open spaces will enliven the streetscape.
- The Project will provide a new residential building that will satisfy its inclusionary housing requirement with 110% of what would otherwise be required.
- The Project will provide a new hotel that was envisioned in the Central SoMa Plan that will complement the Moscone Center Expansion.
- The Project is desirable for, and compatible with the vision for the neighborhood.

ATTACHMENTS:

Draft Motion – Large Project Authorization with Conditions of Approval
Draft Motion – Conditional Use Authorization with Conditions of Approval
Draft Motion – Office Allocation with Conditions of Approval
Exhibit B – Land Use Data
Exhibit C – Plans and Renderings
Exhibit D – Maps and Context Photos
Exhibit E – Inclusionary Affordable Housing Affidavit
Exhibit F – Anti-Discriminatory Housing Affidavit
Exhibit G – First Source Hiring Affidavit
Exhibit H– Hotel Demand Study prepared by HVS
Exhibit I- Public Correspondence
Exhibit J – Environmental Determination



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Planning Commission Draft Motion

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ADOPTING FINDINGS RELATING TO A LARGE PROJECT AUTHORIZATION PURSUANT TO PLANNING CODE SECTION 329, TO ALLOW EXCEPTIONS FROM THE 1) SETBACKS, STREETWALL ARTICULATION & TOWER SEPARATION, PURSUANT TO PLANNING CODE SECTION 132.4; 2) USABLE OPEN SPACE PURSUANT TO PLANNING CODE SECTION 135(h) AND 135.3; 3) STREET FRONTAGE: ACTIVE USE AND TRANSPARENCY, PURSUANT TO PLANNING CODE SECTION 145.1 AND 249.78(c)(1); 4) GROUND FLOOR COMMERCIAL, PURSUANT TO PLANNING CODE SECTION 145.4; 5) NARROW AND MID-BLOCK ALLEY CONTROLS, PURSUANT TO PLANNING CODE SECTION 261.1; 6) CENTRAL SOMA BULK CONTROLS, PURSUANT TO PLANNING CODE SECTION 270(h); 7) HORIZONTAL MASS REDUCTION, PURSUANT TO PLANNING CODE SECTION 270.1; AND 8) MICRO-RETAIL, PURSUANT TO PLANNING CODE SECTION 249.78(c)(4)(B); 9) CHILDCARE, PURSUANT TO PLANNING CODE SECTION 249.78(e)(4); 10) LOT COVERAGE, PURSUANT TO PLANNING CODE SECTION 249.78(d)(6); 11) WIND, PURSUANT TO PLANNING CODE SECTION 249.78(d)(9), FOR THE PROJECT CONSISTING OF DEMOLITION OF FOUR EXISTING BUILDINGS AND NEW CONSTRUCTION OF THREE MIXED-USE BUILDINGS MEASURING APPROXIMATELY 1.5 MILLION GROSS SQUARE FEET, INCLUDING NEW CONSTRUCTION OF A 35-STORY, 350-FT TALL RESIDENTIAL BUILDING WITH 489 DWELLING UNITS, CHILDCARE AND GROUND-FLOOR RETAIL AT 657 HARRISON WITH APPROXIMATELY 476,678 GROSS SQUARE FEET, A 15-STORY HOTEL ADDITION ABOVE THE EXISTING FOUR-STORY PRODUCTION, DISTRIBUTION AND REPAIR (PDR) AND OFFICE BUILDING (TOTAL HEIGHT OF 200-FEET (FT) AT 645 HARRISON WITH NEW RETAIL USES WITH APPROXIMATELY 358,194 GROSS SQUARE FEET, AND NEW CONSTRUCTION OF A 27-STORY, 350-FOOT TALL OFFICE BUILDING WITH GROUND-FLOOR RETAIL AND A 14,655 SQUARE FEET INDOOR PRIVATELY-OWNED PUBLIC OPEN SPACE (POPOS) AT 400 2ND STREET WITH APPROXIMATELY 433,684 GROSS SQUARE

FEET, 306 OFF-STREET BELOW-GRADE ACCESSORY PARKING SPACES, 13 CAR SHARE SPACES, 3 OFF-STREET AT-GRADE ACCESSORY PARKING SPACES (FOR THE CHILD CARE FACILITY), 386 BICYCLE PARKING SPACES (308 CLASS I, 78 CLASS II), AND VARIOUS STREETScape AND PEDESTRIAN NETWORK IMPROVEMENTS, LOCATED AT ONE VASSAR PLACE, LOTS 001, 078, 079, 080, 080A, 081, 099, 100, 101, 105, 112, AND 113 IN ASSESSOR'S BLOCK 3763 (400 2ND STREET BUILDING), WITHIN THE CMUO (CENTRAL SOMA MIXED USE OFFICE) ZONING DISTRICT, CENTRAL SOMA SPECIAL USE DISTRICT AND 130-CS-200-CS; 130-CS-350-CS; and 350-CS HEIGHT AND BULK DISTRICTS, AND ADOPTING FINDINGS UNDER THE CALIFORNIA ENVIRONMENTAL QUALITY ACT.

PREAMBLE

On June 4, 2019, of Caroline Chase, Coblenz Patch Duffy & Bass, LLP (hereinafter "Project Sponsor") filed a Large Project Authorization Application No. 2012.1384ENX (hereinafter "Application") with the Planning Department (hereinafter "Department") pursuant to Planning Code Section 329 to demolish the four existing buildings on the project site, merge twelve lots, and construct a new 27-story, 350-ft tall, office building with 430,000 gross square feet (gsf) of office use, and 1,000 square feet of micro-retail use; construct a 15-story vertical addition to an existing four-story building (measuring 200-ft tall) for use as a mixed-use hotel with 468 guestrooms, 42,013 square feet of production, distribution, and repair (PDR) use, 63,115 gsf of office use, and 31,101 square feet of ground floor retail; and, construct a new 35-story, 350-ft tall residential building with a 14,000-square foot of child care facility, and 1,450 square feet of ground floor retail. Across the entire project site, the proposed project (Project) is proposing 322 off-street below-grade parking spaces (inclusive of 13 car share spaces), 5 off-street freight loading spaces plus eight service vehicles, 386 bicycle parking spaces (308 Class I, 78 Class II), 14,655 square feet of on-site open space (consisting of 3,220 square feet of indoor POPOS and 11,440 square feet of exterior POPOS, including a mid-block alley), and various streetscape improvements collectively at One Vassar on Assessor's Block 3763, Lots 001, 078, 079, 080, 080A, 081, 099, 100, 101, 105, 112, and 113 (hereinafter "Project Site").

The environmental effects of the Project were fully reviewed under the Final Environmental Impact Report for the Central SoMa Plan (hereinafter "EIR"). The EIR was prepared, circulated for public review and comment, and, at a public hearing on May 10, 2018, by Motion No. 20182, certified by the Commission as complying with the California Environmental Quality Act (Cal. Pub. Res. Code Section 21000 *et. seq.*, (hereinafter "CEQA") the State CEQA Guidelines (Cal. Admin. Code Title 14, section 15000 *et seq.*, (hereinafter "CEQA Guidelines") and Chapter 31 of the San Francisco Administrative Code (hereinafter "Chapter 31"). The Commission has reviewed the EIR, which has been available for this Commission's review as well as public review.

The Central SoMa Plan EIR is a Program EIR. Pursuant to CEQA Guideline 15168(c)(2), if the lead agency finds that no new effects could occur or no new mitigation measures would be required of a proposed project, the agency may approve the project as being within the scope of the project covered by the program EIR, and no additional or new environmental review is required. In approving the Central SoMa Plan, the Commission adopted CEQA findings in its Resolution No. 20183 and hereby incorporates such Findings by reference.

Additionally, State CEQA Guidelines Section 15183 provides a streamlined environmental review for projects that are consistent with the development density established by existing zoning, community plan or general plan policies for which an EIR was certified, except as might be necessary to examine whether there are project-specific effects which are peculiar to the project or its site. Section 15183 specifies that examination of environmental effects shall be limited to those effects that (a) are peculiar to the project or parcel on which the project would be located, (b) were not analyzed as significant effects in a prior EIR on the zoning action, general plan or community plan with which the project is consistent, (c) are potentially significant off-site and cumulative impacts which were not discussed in the underlying EIR, or (d) are previously identified in the EIR, but which are determined to have more severe adverse impact than that discussed in the underlying EIR. Section 15183(c) specifies that if an impact is not peculiar to the parcel or to the proposed project, then an EIR need not be prepared for that project solely on the basis of that impact.

On February 5, 2020, 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 J.

On February 20, 2020, the San Francisco Planning Commission (hereinafter “Commission”) conducted a duly noticed public hearing at a regularly scheduled meeting on Large Project Authorization (LPA) Application No. 2012.1384ENX.

On February 20, 2020, the Commission adopted Motion No. XXXXX approving an Conditional Use Authorization for the Project (Conditional Use Authorization Application No. 2012.1384CUA). Findings contained within that motion are incorporated herein by this reference thereto as if fully set forth in this Motion.

On February 20, 2020, the Commission adopted Motion No. XXXXX approving an Office Development Authorization for the Project (Office Development Authorization Application No. 2012.1384OFA). Findings contained within that motion are incorporated herein by this reference thereto as if fully set forth in this Motion.

On February 20, 2020, the Zoning Administrator conducted a duly noticed public hearing on Variance Application No. 2012.1384VAR, approving the requested variances for the Project. Findings contained within this approval are incorporated herein by this reference thereto as if fully set forth in this Motion.

The Planning Department Commission Secretary is the Custodian of Records; the File for Record No. 2012.1384ENX is located at 1650 Mission Street, Suite 400, San Francisco, California.

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

MOVED, that the Commission hereby authorizes the Large Project Authorization as requested in Application No. 2012.1384ENX, subject to the conditions contained in "EXHIBIT A" of this motion, based on the following findings:

FINDINGS

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

1. The above recitals are accurate and constitute findings of this Commission.
2. **Project Description.** Commonly referred to as the "2nd and Harrison" or "One Vassar" (identified as Key Site No. 3 in the Central SoMa Area Plan), the One Vassar project (the "Project") will create an approximately 1.5 million-square foot mixed-use development located in close proximity to the 4th Street Central Corridor Muni, Transbay Terminal and Moscone Center. The proposed project will include approximately 42,013 gross square feet of production, distribution and repair (PDR) use, approximately 489 residential units, a hotel with 468 guestrooms, approximately 493,115 gross square feet (gsf) of office (consisting of approximately 430,000 new gsf at 400 2nd Street, and approximately 63,115 gsf of existing legal office use at 645 Harrison Street). The Project will also provide an approximately 14,000-gsf on-site child-care facility (exclusive of a 4,200 square foot outdoor open space), indoor and outdoor privately-owned public open space (POPOS), and approximately 37,551 gsf of neighborhood-serving retail space, including hotel restaurant/bars. The Project Sponsor also proposes a variety of street connection and pedestrian improvements, including a new mid-block pedestrian alley and POPOS plaza (Hawthorne Street Plaza) and the extension of Perry Street to 2nd Street. Projecting art screens are proposed on Hawthorne Street Plaza to help screen pedestrian views of Interstate 80 from the Project Site. All off-street parking for the Project would be located below grade in a shared garage at 400 2nd Street, and would include 309 off-street parking spaces, plus 13 car share spaces. The Project also accommodates three drop-off parking spaces for the childcare use at street level.

In detail, the Project includes:

400 2nd Street (hereinafter "Building 1"): This building consists of new construction of a 350-foot tall (or 385-feet tall with the rooftop mechanical equipment), 27-story office building consisting of approximately:

- 430,000 gsf of office
- 1,000 gsf of micro-retail
- 6,295 sf of indoor and outdoor POPOS (indoor POPOS excluded from gsf)
- 33,335 sf of subterranean accessory parking (excluded from gsf) (16,835 sf of which will be for 645 Harrison)
- 181 accessory off-street parking spaces plus 6 car share spaces (about half of which will be for 645 Harrison)
- 104 Class 1, & 45 Class 2 bicycle parking spaces (including 35 Class 1, & 34 Class 2 bicycle parking spaces for 645 Harrison)
- 2 loading spaces (at grade) and 3 subterranean service vehicle loading spaces (one of which will be for 645 Harrison)

645 Harrison (hereinafter "Building 2"): This building would retain the historic building and construct a 15-story vertical addition for a total height of 200-ft (or 220-ft with rooftop mechanical equipment) containing approximately 468 guestrooms. Details of Building 2 include:

- 221,965 gsf of hotel
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657 Harrison (hereinafter "Building 3"): This building includes new construction of a 350-foot tall (or 385 feet with the rooftop mechanical equipment), 35-story residential building consisting of up to 489 dwelling units, which includes:

- 461,228 gsf of residential
- 14,000 gsf of childcare (not including designated open space)
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- 8,360 sf of outdoor POPOS (Hawthorne Street Plaza)
- 11,970 sf of outdoor residential usable open space (terraces)
- 61,512 sf of subterranean accessory parking
- 128 off-street accessory parking spaces plus 7 car-share parking spaces
- 204 Class 1 & 33 Class 2 bicycle parking spaces plus 25 cargo bicycle parking spaces (for longer bikes with incorporated child carriers or a storage space)
- 1 loading space (at grade) and 2 service vehicle spaces (at grade)

3. **Site Description and Present Use.** The Project site (Assessor's Block 3763, Lots: 001, 078, 079, 080, 080A, 081, 099, 100, 101, 105, 112, and 113) are located on the south side of Harrison Street, west side of 2nd Street, east and west of Vassar Place, and north side of Perry Street in San Francisco's

¹ As noted above, there is 113,484 gross square feet of existing legal office space at 645 Harrison, 63,115 gross square feet of which would be retained at 645 Harrison.

SoMa neighborhood. Cumulatively, the 12 lots have a lot area of approximately 102,694 square feet (2.36 acres), with approximately 606-ft of frontage along Harrison Street, 200-ft of frontage along 2nd Street, 175-ft of front along Vassar Place (east and west frontages), and 333-ft of frontage along Perry Street. The Perry Street frontage of the project site is adjacent to a recently built elevated bus ramp located below Interstate 80, which connects to the Bay Bridge.

The Project Site contains five existing buildings totaling approximately 239,000 square feet, which include 400 2nd Street, 645 Harrison Street, 653 Harrison Street, 657 Harrison Street and 665 Harrison Street. At 400 2nd Street, the existing building is a five-story, approximately 65,100 square foot office building constructed in 1917. Directly south of 400 2nd Street is an existing approximately surface parking lot with 90 off-street parking spaces. 645 Harrison Street (also known as Building 2) consists of a four-story, approximately 148,000 square foot mixed-use building constructed in 1948. This building contains 113,484 gsf of legal office space and 32,988 square feet of PDR use.² 653 Harrison Street is a vacant two-story mixed-use building containing approximately 8,500 square feet and a four-space surface parking lot. 657 Harrison Street is a vacant two-story mixed-use building containing approximately 9,900 square feet with a vacant surface parking lot. 665 Harrison Street is a vacant mixed-use two-story building containing approximately 7,500 square feet.

4. **Surrounding Properties and Neighborhood.** The Project Site is located in the Central SoMa Plan Area and Central SoMa Special Use District (SUD) and is located immediately adjacent to the Transit Center District Plan to the east. The immediate context is mixed in character with residential, ground floor commercial and industrial uses. The immediate neighborhood along Harrison Street includes two-to-eight story mixed-use buildings. The Project Site is located at the intersection of Harrison, 2nd Street, Vassar Place, and Perry Streets. Directly to the south and across Perry Street is the elevated Interstate 80 overpass; underneath the overpass are a bus ramp and AC Transit bus parking lots. To the west is a residential development and retail, to the north are office and residential developments, and to the east across 2nd Street is a surface parking lot. Other zoning districts in the vicinity of the project site include: P (Public), MUR (Mixed-Use Residential), and MUO (Mixed-Use Office), and C-3-O (Downtown Office) Zoning Districts. To the west of the project site across 3rd Street is another Central SoMa key site, 725 Harrison Street.
5. **Public Outreach and Comments.** To date, the Department has received comments in support of regarding the Project. Since 2012, the Project Sponsor has conducted extensive neighborhood outreach, including more than twenty (20) community presentations with stakeholders, including two open houses and direct group meetings with individual stakeholders and separate workshops and community outreach forums. The stakeholders the Project Team met with in no particular order include: South Beach/South Park, SOMBA, Clock Tower, SFHAC, YIMBY, SF Chambers, YBCBD, YBA, TODCO, SOMCAN, SoMa Pilipinas, United Playaz, SOMACC, Hotel Council, SPUR, SFBLU HOA and Residents, West Bay, Good Jobs for All, Local 2, Mission Housing, 88 Perry

² See Case No. 2013.1545BV. At that time, the Zoning Administrator determined that there was 14,520 gross square feet of pre-existing legal office space in the building and an office allocation for an additional 98,964 gross square feet was granted by Planning Commission Motion No. 19524 in 2015.

Street-SRO and Veterans Building, Bike Coalition, Chinatown CDC, Early Care Educators San Francisco, MEPFS, and Carpenters Union.

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

- A. **Permitted Uses in the CMUO Zoning District.** Planning Code Section 848 states that office; most retail; institutional (except for hospital and medical cannabis dispensary); residential; and certain production, distribution, and repair uses are principally permitted within the CMUO Zoning District. In this zoning district, hotel use requires a Conditional Use Authorization.

The Project would construct new general office, retain existing office and PDR at Building 2, as well as provide new PDR, retail, residential, and a child care facility (institutional) use. Office, retail, PDR, childcare, and residential uses are all principally permitted within the CMUO Zoning District; therefore, the Project complies with permitted uses in Planning Code Section 848.

In addition to the uses above, the Project also proposes a new hotel. The Project Sponsor is requesting Conditional Use Authorization (CUA) to establish a new hotel in Building 2 (See Record No. 2012.1384CUA).

- B. **Lot Coverage.** Planning Code Section 249.78 states that lot coverage is limited to 80 percent at all residential levels, except that on levels in which all residential units face onto a public right-of-way, 100 percent lot coverage may occur. The unbuilt portion of the lot shall be open to the sky except for those obstructions permitted in yards pursuant to Section 136(c) of the Planning Code. Where there is pattern of mid-block open space for adjacent buildings, the unbuilt area of the new project shall be designed to adjoin that mid-block open space.

The lot coverage requirements only apply to the residential portion of the Project at 657 Harrison Street (also known as Building 3). At this location, the Project is proposing a lot coverage of 70.8 percent. Therefore, the Project complies with the 80 percent lot coverage limitation.

- C. **Floor Area Ratio and Transferrable Development Rights (TDR).** Planning Code Section 124 establishes basic floor area ratios (FAR) for all zoning districts. However, the CMUO Zoning District has no maximum FAR limit. Rather, Section 249.78(e)(3) requires 'Tier C' projects in the Central SoMa SUD that contains new construction or an addition of 50,000 square feet or more of non-residential development and has an FAR of a 3 to 1 or greater, to acquire TDR from a Transfer Lot in order to exceed an FAR of 3 to 1, up to an FAR of 4.25 to 1. Above an FAR of 4.25 to 1, the acquisition of additional TDR is not required.

Planning Code Section 128.1(b) states that the land dedicated to the City for affordable housing pursuant to Section 249.78 is exempted from the calculation of the "Development Lot" area within the Central SoMa SUD.

The Project consists of new non-residential construction that is greater than 50,000 square feet. The Project lots are classified as Tier C. Each of the proposed lots will have an FAR of greater than 3 to 1 and greater than 4.25 to 1. As such, the Project must acquire TDR to develop to the Tier C area from 3 to 1 to 4.25 to 1 (1.25 x lot area). The Project Sponsor will be required to purchase TDR to develop the Project as a condition of approval (See Exhibit A).

- D. Setbacks, Streetwall Articulation, and Tower Separation.** Planning Code Section 132.4 outlines setback, streetwall articulation, and tower separation controls in the Central SUD. Section 132.4(d)(1) requires that buildings within the Central SoMa SUD be built to the street- or alley-facing property line up to 65 feet in height, subject to the controls of Section 261.1 (additional height limits for narrow streets and mid-block alleys, which apply to the Project) (Section 132.4(d)(1)(A)) with certain exceptions including: to the extent necessary to accommodate any setback required by the Planning Code; for portions of residential buildings with walk-up dwelling units that have setbacks in accordance with the Ground Floor Residential Guidelines; for publicly-accessible open space built pursuant to the requirements of Section 138; or for building façade architectural articulation and modulation up to a maximum depth of 8 feet. Further, for towers in the CS Bulk District, along all property lines, a 15-foot setback is required for the tower portion for the entire frontage. This setback may be reduced for obstructions permitted according to Section 136. Section 132.4 also provides setback and separation controls for “tower” development above a height of 160 feet in the Central SoMa SUD. The tower portion of a project shall have a horizontal separation of at least 115 feet from the tower portion of any other tower. The Tower Portion of a project shall have a horizontal separation of at least 30 feet from any Mid-Rise Portion on the same development lot, except that a bridge between the Tower Portion and the Mid-Rise Portion may be permissible up to a height of 130 feet if the bridge is no more than one story in height, is set back a minimum of 15 feet from any property line, and is visually subordinate to the buildings it connects. Any development containing both a Tower Portion and Mid-Rise Portion shall be designed to emphasize a visual distinction between the Tower and Mid-Rise Portions as separate structures.

The Project meets the setback but does not meet tower separation requirements for Building 1 (also known as 400 2nd Street). The Project Sponsor is requesting a setback exception for Building 2 (also known as 645 Harrison Street), and a tower separation exception for Buildings 1, 2, and 3. The Project complies with providing at least 30 feet in between all mid-rise portions of the proposed towers.

The setback exception for Building 2 is required because the setbacks along Perry Street, Vassar Place and the proposed mid-block pedestrian alley (Hawthorne Street Plaza) will range from about five feet to seven and a half feet, which is less than the required 15 feet. Perry Street is at the rear of the Project Site adjacent to Interstate 80. A setback at that location would provide no public benefit and would unnecessarily reduce the number of hotel rooms. Hawthorne Street Plaza is sufficiently wide without the required setback: it ranges from 33 feet wide to more than 85 feet wide. Vassar Place provides sufficient separation between Buildings 1 and 2. Above that, the design of the hotel tower was carefully designed to be compatible with yet distinguishable from the historic building and was vetted and reviewed by the Historic Preservation Commission Architectural Review Committee (ARC). During

that review, no additional side setbacks were recommended. Instead, the primary setback will be from the façade of the historic building (75 feet) so the historic building and proposed hotel tower will read as separate buildings, particularly from the pedestrian perspective.

As noted above, the "tower" portion is the portion of the building above a height of 160 feet. Between Buildings 1 and Building 2, the towers will be approximately 83-ft apart, and will not meet the required 115-ft tower separation. Additionally, between Buildings 2 and Building 3, the towers will be approximately 71-ft apart, and will not meet the required 115-ft tower separation. Planning Code Section 132.4 includes criteria for granting an exception, which are not required to be met for designated Key Sites in the Central SoMa SUD, including the Project Site (Key Site No. 3), because such projects may request an exception to both the tower separation requirement and the associated criteria per Section 329(e)(3) if additional qualified amenities (as defined in Planning Code Section 329(e)(3)(A) are provided. As noted above and discussed in more detail below, the Project will provide various qualified amenities, including but not limited to streetscape and pedestrian network improvements, a large POPOS plaza and mid-block pedestrian alley (also known as Hawthorne Street Plaza, which will exceed minimum alley dimensions), a child care facility (larger than specified under Section 414.5 for hotel and office uses by approximately 7,480 square feet), and inclusionary affordable housing at 110 percent of the otherwise applicable affordable housing requirement under Section 415.

The Project will meet some, but not all of the criteria under Section 132.4(d)(3); therefore, an exception is requested, which is specifically available to Key Sites in the Central SoMa SUD. The horizontal separation between the office and hotel towers will be approximately 83 feet; the residential and hotel towers will be approximately 71 feet, rather than 85 feet required between all towers, and the tower floor area will exceed 10,000 gross square feet. However, the towers will have a height difference of at least 50 feet, as specified (the towers will be 350 at Building 1 and Building 3 and 200 feet in height at Building 2). The tower portions will also be designed so as to maximize apparent distance and architectural differentiation from each other. The hotel tower will be set back from the street, toward the rear of the existing historic building at Building 2 (645 Harrison Street), which will result in a greater perceived distance between the towers. The towers will also be differentiated by design, as the hotel tower will be designed with a solid sculptural façade with punched openings, whereas the tower portion of Building 3 will be a sleek glass and steel tower with some clad masonry to reduce the scale of the tower. This architectural differentiation will help distinguish the towers as separate structures. The tower portion of Building 3 will connect to the ground at Hawthorne Street plaza, whereas the hotel tower will be located atop an existing podium base, which will in turn differentiate the massing between the two towers, particularly from the pedestrian perspective.

- E. **Residential Usable Open Space.** Planning Code Section 135 and 848 state that for residential uses 80 square feet of usable open space per dwelling unit are required if not publicly accessible. If publicly-accessible, 54 square feet of usable per dwelling unit are required. For dwelling units that measure less than 350 square feet plus a bathroom, the minimum amount of usable open space provided for use by each shall be one-third the amount required for a dwelling unit; therefore, the requirement is 26.4 square feet for those dwelling units.

The Project will provide the required amount of residential usable open space. 489 dwelling units are proposed, 105 of which will be studio units, less than 350 square feet plus a bathroom, that qualify for a reduced usable open space requirement under Section 135(d)(2) (one-third of the otherwise applicable requirement) due to the smaller size of the units; therefore, a total of approximately 26,625 of common usable open space must be provided in the form of POPOS and/or other usable open space on the Project Site. Approximately 11,670 square feet of residential usable open space will be provided at Building 3 on shared outdoor terraces and approximately 300 square feet will be provided on private terraces. Approximately 14,655 square feet of POPOS will be provided on the Project Site, including in adjacent Hawthorne Street Plaza. Per Section 135(d)(5)(B)(i), POPOS count toward residential usable open space requirements in the Eastern Neighborhoods Mixed Use Districts, including the CMUO Zoning District, provided that the POPOS meet certain standards under Section 135(h), including a requirement that the POPOS are unenclosed; however, a special provision was included under Section 329(e) for this Key Site, which provides that "any indoor POPOS on the site may be deemed to satisfy the requirements of Sections 135(h) and 135.3." Therefore, a total of 14,655 square feet of countable POPOS will be provided, which meets the residential usable open space requirement in combination with usable open space provided at 657 Harrison (26,625 square feet total).

- F. **Dwelling Unit Exposure.** Per Planning Code Section 249.78 (d)(11) (Central SoMa SUD), the requirements of Section 140 shall apply, except that the required windows (as defined by Section 504 of the San Francisco Housing Code) of at least one room that meets the 120-square-foot minimum superficial floor area requirement of Section 503 of the Housing Code shall face on an open area as follows:
1. For units constructed above 85 feet in height, the required windows shall face directly on an open area that is no less than 15 feet by 15 feet;
 2. 10% of units constructed at or below 85 feet may face directly onto an open area that is no less than 15 feet by 15 feet; and
 3. Where required windows are built on an open area, pursuant to 140 (a)(2), the requirements to increase the horizontal dimension at each subsequent floor do not apply.

At Building 3, all of the dwelling units will face onto Harrison Street, Perry Street, Hawthorne Street Plaza (POPOS and mid-block pedestrian alley) or a 25-foot by 70-foot, ten inch inner courtyard along the western property line. Therefore, all dwelling units at Building 3 will meet dwelling unit exposure requirements applicable to projects in the Central SoMa SUD.

- G. **Non-Residential Usable Open Space.** Per Planning Code Section 135.3, within the Eastern Neighborhoods ("EN") Mixed Use Districts, Retail, Institutional, and like uses must provide 1 square foot of open space per each 250 square feet of occupied floor area of new or added square footage. Office uses in the EN Mixed Use Districts are required to provide 1 square foot of open space per each 50 square feet of occupied floor area of new, converted or added square footage. PDR uses have no open space requirements. However, the Section 135.3 open space requirements shall not apply to Central SoMa SUD projects that are subject to the privately-owned public open space requirements pursuant to Section 138 (a)(2).

The Project is located within the Central SoMa SUD and subject to privately-owned public open space requirement (POPOS) per Planning Code Section 138(a)(2) and approximately 14,655 square feet of POPOS will be provided on the Project Site. Therefore, as noted above, the Project is not subject to a separate non-residential usable open space requirement per Section 135.3.

- H. **Privately-Owned Public Open Space.** Per Planning Code Section 138, projects in the Central SoMa Special Use District proposing new construction of 50,000 gross square feet or more of non-residential use must provide privately owned publicly-accessible open space ("POPOS") at a ratio of one square foot per 50 gross square feet of all uses to which the POPOS requirement applies (here, office and hotel uses). Retail, institutional, and PDR uses in the Central SoMa Special Use District are exempt from the requirements. This public open space may be located on the same site as the building, either indoors or outdoors, or within 900 feet of it. Under Section 138 (d)(2), all outdoors open space must be open to the sky, except for obstructions permitted by Section 136; up to 10% of space that may be covered by a cantilevered portion of the building if the space has a minimum height of 20 feet; any buildings on the subject property that directly abut the open space shall meet the active space requirements of Section 145.1; and the open space shall be maximally landscaped with plantings on horizontal and vertical surfaces, subject to the appropriate design for circulation routes and any recreational or public amenities provided.

In the Central SoMa SUD, all determinations concerning the adequacy of the location, amount, amenities, design, and implementation of open space required by this Section shall be made in accordance with the provisions of Section 329 and Section 138(d)(2). As part of this determination, the Planning Commission must consider the ability of the open space to meet the open space, greening, and community needs of the neighborhood, as follows:

(A) Location. The provision of outdoor space, including off-site, should be given preference over the provision of indoor space and/or the payment of the in-lieu fee. The Commission may approve the provision of indoor space and/or the payment of the in-lieu fee only where the provision of outdoor space would (i) Be subject to substantially negative or unpleasant environmental conditions, such as noise, wind, or lack of access to direct sunlight; and/or (ii) Where provision of the open space outdoors would substantially degrade the street wall or otherwise undermine the pedestrian experience.

(B) Amenities. The type of amenities provided shall take into consideration and complement the amenities currently and foreseeably provided in nearby publicly-accessible open spaces and recreational facilities, both publicly and privately owned, with a preference given to provision of amenities and types of spaces lacking or over-utilized in the area.

(C) Community Needs. The Commission shall consider the extent to which the open space serves the open space and recreational needs of the diverse inhabitants of the Central SoMa Special Use District, including but not limited to residents, youth, families, workers, and seniors.

The Project is required to provide 14,075 square feet of POPOS. The Project will provide 14,655 square feet of POPOS through a combination of on-site indoor and outdoor open space that will comply with Central SoMa POPOS standards under Section 138(d)(2). The exterior POPOS will be provided via a mid-block pedestrian alley (Hawthorne Street Plaza), as well as exterior usable open space along Harrison, 2nd, and Perry Streets; the indoor POPOS will be provided at a prominent corner location Building 1 along both Harrison Street and 2nd Street. All of the POPOS will either be directly adjacent to or within a few feet of active ground floor retail space.

The proposed indoor POPOS at Building 1 is specifically permitted under the Central SoMa SUD provisions for project sites north of Bryant Street, including the Project Site. The indoor location will help avoid unpleasant environmental conditions, such as noise, wind, lack of sunlight and the degradation of the street wall along those primary streets, which would otherwise undermine the pedestrian experience. Furthermore, a substantial amount of outdoor POPOS will be provided on the Project site, including at proposed Hawthorne Street Plaza, which will be located between two buildings on the Project site and thus better protected. The proposed POPOS will provide a sufficient variety of amenities in a variety of POPOS spaces, including indoor and outdoor POPOS at a prominent pedestrian corner, in a mid-block pedestrian alley, a covered arcade, and open areas on sidewalks, with various amenities including seating areas adjacent to proposed retail uses, a water feature, and new landscaping, including multiple new trees. The proposed POPOS have been designed to accommodate and are expected to be utilized regularly by on-site and off-site residents, youth, families, workers, and seniors, due in part to the variety of POPOS spaces proposed and variety of amenities provided within and adjacent to those POPOS.

- I. Streetscape and Pedestrian Improvements.** Planning Code Section 138.1 establishes a number of requirements for the improvement of public rights-of-way associated with development projects. Projects that are on a lot greater than half an acre, include more than 50,000 square feet of new construction, containing 150 feet of total lot frontage on one or more publicly-accessible rights-of-way, or has a frontage that encompasses the entire block face between the nearest two intersections, must provide streetscape and pedestrian improvements. Development projects are required to conform to the Better Streets Plan to the maximum extent feasible. Features such as widened sidewalks, street trees, lighting, and street furniture are required. In addition, one street tree is required for each 20 feet of frontage of the Property along every street and alley, connected by a soil-filled trench parallel to the curb.

The Project meets the criteria of Section 138.1, as it is 2.36 acres in size, includes more than 50,000 square feet of new construction, and has a lot frontage length of over 150 feet on a public right-of-way; therefore, it is subject to Better Streets Plan requirements. The Project Sponsor has worked extensively with Streetscape Design Advisory Team (SDAT), which encompasses multiple City Agencies, to create a streetscape plan that meets the Better Streets Plan requirements.

The Project includes sidewalk widenings (where there are existing sidewalks), new sidewalks (where none exist), and other street improvements on Harrison Street, 2nd Street, Vassar Place and Perry Street. New sidewalks, curbs, gutter, and street trees will be installed. The Project will provide sidewalks at Vassar Place and along the proposed Perry Street extension, which do not currently exist. The proposed

Better Streets Plan also includes 31 new street trees planted around the site including 19 along the southern curb of Harrison Street, 6 along the western curb of Vassar Place, and 4 along 2nd Street; 2 additional trees will be provided at the office building's driveway near Perry Street. Therefore, the Project complies with Planning Code Section 138.1.

- J. **Bird Safety.** Planning Code Section 139 outlines the standards for bird-safe buildings, including the requirements for location-related and feature-related hazards. Section 139 outlines façade-related hazards to birds throughout the City, which apply to certain freestanding glass walls and other building elements that have unbroken glazed segments that are 24 square feet and larger in size. New construction with glazed building elements such as free-standing glass walls, wind barriers, skywalks, balconies, and greenhouses on rooftops shall treat 100% of the glazing with bird-safe glazing treatments to reduce the potential impacts to bird mortality.

The Project site is not located within nor is it in close proximity to an Urban Bird Refuge. As proposed, the Project is not subject to feature-related standards because the largest glazed screen at Building 2 is 21 square feet, the largest glazed screen at Building 3 is 22.5 square feet, and no glazed screens are proposed at Building 1. Therefore, the Project is not subject to feature-related standards because neither Building 1, Building 2 nor Building 3 have unbroken glazed segments that are larger than 24 square feet. Even so, bird-safe glazing are proposed to reduce the potential impacts to bird mortality. The design of all buildings in the Project include articulate facades with mixture of glass, mullions and metal detailing to avoid creation of large free standing and unbroken glass facades.

- K. **Rooftop Screening.** In EN Mixed Use Districts, Section 141 requires that rooftop mechanical equipment and appurtenances used in the operation or maintenance of a building shall be arranged so as not to be visible from any point at or below the roof level of the subject building. This requirement shall apply in construction of new buildings, and in any alteration of mechanical systems of existing buildings that results in significant changes in such rooftop equipment and appurtenances. The features so regulated shall in all cases be either enclosed by outer building walls or parapets, or grouped and screened in a suitable manner, or designed in themselves so that they are balanced and integrated with respect to the design of the building. Minor features not exceeding one foot in height shall be exempted from this regulation.

The rooftop mechanical equipment and appurtenances used in the operation or maintenance of the Project buildings will be arranged and screened so as not to be visible from any point at or below the roof level.

At Building 3, all rooftop mechanical elements have been organized such that they are grouped together and set back from all building perimeters. The screening wall which encloses the clustered mechanical areas is thus offset from the main tower and expressed as a terraced step-back to balance the overall composition of the building massing.

At Building 2, the podium roof areas at the south near Interstate 80 will house mechanical equipment for the office and PDR use, grouped within an architectural screen that is aligned with the hotel addition massing and designed to match the character of the addition façade. No mechanical equipment or screens are proposed within the primary tower setback along Harrison Street. At the 20th floor, mechanical equipment for the hotel will be set back from the tower footprint a minimum of 15ft from each direction, similarly clustered behind an architectural screen.

At Building 1, mechanical equipment will be located at the west side of the podium roof where the project proposes a significant 35-foot tower setback. The equipment will be screened from view with an architectural screen similar in character with the tower façade. All rooftop mechanical equipment will be located within the 35-foot bulkhead at the west end of the tower and thus screened from view.

- L. **Parking and Loading Entrances.** Under the street frontage controls of Planning Code Section 145.1(c)(2), no more than one-third of the width or 20 feet, whichever is less, of any given street frontage of a new structure parallel to and facing a street may be devoted to parking and loading ingress or egress.

The Project's primary off-street vehicular parking and loading access is intentionally consolidated on secondary Perry Street, which is located at the rear of the Project Site adjacent to Interstate 80 and functions similar to an alley.

Since the off-street parking and loading entrances for each proposed building, as applicable, along Perry Street exceeds 20 feet in width, the Project Sponsor is separately requesting a variance from the Zoning Administrator (See Record No. 2012.1384VAR). The Project Sponsor is also separately requesting a variance for the proposed private driveway (the Perry Street extension to 2nd Street on Caltrans property), which will not be enclosed as required under Section 145.1.

- M. **Active Uses.** Per Planning Code Sections 145.1(c)(3) and 249.78(c)(1) (Central SoMa SUD), 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 per Section 249.78(c)(1)(A). 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.

Section 145.1 requires active uses along any façade facing a street at least 30 feet in width and imposes limitations on the size of parking and loading entrances. Section 249.78(c)(1) provides that in the Central SoMa SUD, hotel and ground floor POPOS are considered active uses. Active uses are also required along outdoor POPOS in the Central SoMa SUD per Section 249.78(c)(1)(A).

The Project is seeking an exception under the LPA for:

- (1) the Harrison Street frontage due to the proposed child care facility in the Building 3, which is not an active use because it will not meet transparency requirements due to screening requirements for security purposes;*
- (2) the outdoor POPOS plaza (Hawthorne Street Plaza) between Building 2 and Building 3, which will not be entirely lined with active uses due to the required mechanical space in Building 2 (at the rear of the building toward Perry Street) and the residential lobby frontage in 657 Harrison Street, which will be approximately 2,460 feet along the plaza ;*
- (3) the Perry Street frontage due to the proposed mechanical and off-street loading spaces in Building 2 the mechanical (including PG&E vaults) and off-street parking and loading spaces in Building 1 and Building 3 , and the bike ramp in Building 1; and*
- (4) the Vassar Place frontage due to the mechanical space, office/PDR entrance, and hotel entrance at Building 2 and the parking shuttle lobby and off-street parking and bike ramp in Building 1.*
- N. **Street Face Ground Level Spaces.** Planning Code Section 145.1(c)(5) requires that the floors of street-fronting interior spaces housing non-residential active uses and lobbies shall be as close as possible to the level of the adjacent sidewalk at the principal entrances to these spaces.

The ground floor spaces and lobbies in the non-residential buildings (Building 1 and Building 2) are located at the sidewalk level and face directly onto the public right-of-way, of each respective street frontage, or onto the mid-block pedestrian alley and POPOS at Hawthorne Street Plaza. Building 3 is a residential building with an entrance along Hawthorne Street Plaza, which can be accessed from both Harrison and Perry streets. There is a grade change between Harrison and Perry Street and Hawthorne Street Plaza accommodates that topographical change in its proposed design. Therefore, non-residential active uses and lobbies will be as close as possible to the level of the adjacent sidewalk at the principal entrances to those spaces.

- O. **Transparency and Fenestration.** Per Planning Code Sections 145.1(c)(6) and 249.78(c)(1)(F) (Central SoMa SUD), 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.

Where active use requirements will not be met, transparency requirements will also not be met along portions of the Harrison Street, Perry Street and Vassar Place frontages. Therefore, the Project Sponsor is requesting an exception to Planning Code transparency and fenestration requirements for each of three buildings on the Project Site.

- P. **Ground Floor Heights.** Planning Code Sections 145.1(c)(4) and 249.78(d)(10) require that all ground floor spaces in the CMUO Districts have a ground floor ceiling height of 14 feet. PDR space that is subject to the requirements of Section 202.8 or 249.78 (Central SoMa SUD) shall have a minimum floor-to-floor ceiling height of 17 feet.

The Project proposes a 12-ft floor-to-floor height in the retail space at the rear of the Building 3 due to the change in grade and related stepping of the adjacent POPOS space (Hawthorne Street Plaza) to allow for direct access to the retail space from the plaza. Further, the existing historic building at 645 Harrison Street (the Building 2 location) does not provide the required 17 foot ceiling height for the new PDR use from development of office at Building 1, to be consolidated with existing PDR on floors 2 and 3 (the existing ceiling heights are about 13 feet, 9 inches). Therefore, the Project requires a variance from the Zoning Administrator for both buildings (See Record No. 2012.1384VAR).

- Q. **Ground Floor Commercial.** Planning Code Section 145.4 states that in the Central SoMa SUD, a project whose street frontage is subject Section 145.4, may locate a Privately-Owned Public Open Space(s) (POPOS) along such street frontage, provided that the ground floor of the building facing the POPOS is lined with active commercial uses. Further, Second Street, on the west side, between Dow Place and Townsend Street in the Central SoMa Special Use District shall have active commercial uses.

At the Project Site, ground floor commercial uses are required along the 2nd Street frontage. At Building 1, an interior POPOS, office lobby, and retail are provided along 2nd Street. The interior corner POPOS at the prominent intersection of 2nd and Harrison Street is not entirely lined with retail because of the need to provide a building lobby with direct access from both Harrison and 2nd Streets and elevators adjacent to that lobby, which will be located at the center of the building. The corner POPOS will be steps away from retail spaces along Harrison Street and along 2nd Street (on the other side of the lobby toward Perry Street). Even so, neither the POPOS nor the proposed lobby will meet Section 145.4 requirements. Therefore, the Project is requesting a ground floor commercial exception. There is no other suitable location for the building lobby as retail space is appropriately proposed along Harrison Street adjacent to the corner POPOS and mechanical and off-street parking and loading entrances have intentionally been located along secondary Perry Street.

- R. **Shadows on Publicly-Accessible Open Spaces.** Planning Code Section 147 states that new buildings in the EN Mixed Use Districts exceeding 50 feet in height must be shaped, consistent with the dictates of good design and without unduly restricting the development potential of the site, to reduce substantial shadow impacts on public plazas and other publicly-accessible spaces other than those under the jurisdiction of the Recreation and Parks Department. The following factors shall be taken into account: (1) the amount of area shadowed; (2) the duration of the shadow; and (3) the importance of sunlight to the type of open space being shadowed.

The Project has been designed to reduce substantial shadow impacts on public plazas and other publicly-accessible spaces and will not create any net new shadow on open spaces under the jurisdiction of the Recreation and Parks Department, including South Park, as detailed in the Community Plan Exemption

(CPE), prepared for the Project. The Project would comply with Section 147. The detailed shadow analysis in the CPE for the Project is incorporated herein by reference.

- S. **Off-Street Parking.** Planning Code Section 151.1 states that off-street parking is not required for any use in the CMUO District and accessory parking is permitted up to certain limits. Retail uses within the Central SoMa SUD may provide 1 space for each 1,500 square feet of GFA. Within the CMUO District, non-retail sales and service uses such as PDR uses may provide 1 space per each 1,500 square feet of occupied floor area (OFA). Office uses may provide 1 space per each 3,500 square feet of OFA. Child Care Facilities may provide one car for each 25 children. For dwelling units, 1.5 parking spaces for each dwelling unit are permitted. For hotels, a maximum of 1 parking space for each 16 guest bedrooms, plus one for the manager's dwelling unit, if any.

The Project includes a total of approximately: 369,679 sf of OFA of office, 37,551 GFA (gsf) of retail, 460,779 sf of OFA of residential, 13,214 sf of OFA of child care, 39,493 sf of OFA of PDR, and 181,056 sf of OFA of hotel. Therefore, the proposed 309 accessory parking spaces are principally permitted across the entire Project Site. There will be 309 accessory parking spaces in total, plus 13 car share spaces, for a total of 322 off-street parking spaces. Therefore, the Project complies with the maximum permitted accessory parking limitations of Planning Code Section 151.1.

- T. **Off-Street Freight Loading.** Per Planning Code Section 152.1, in the EN Mixed Use Districts, the number off required loading spaces for Non-Retail Sales and Service Uses, which include office use, is 0.1 space per 10,000 square feet of occupied floor area ("OFA"). For Retail uses, 1 loading space is required for 10,0001 - 30,000 square feet of OFA. No loading spaces are required for Institutional uses below 100,000 OFA (here, the child care facility). PDR uses over 10,000 OFA but below 60,000 OFA must provide one loading space. In the CMUO District, substitution of two service vehicle spaces for each required off-street freight loading space may be made, provided that a minimum of 50 percent of the required number of spaces are provided for freight loading. For hotel uses with occupied floor area of 200,001-500,000 square feet of OFA, 2 off-street freight loading spaces are required. For residential uses with over 500,000 square feet of OFA, 3 plus 1 space for each additional 400,000 square feet of OFA are required.

The Project requires nine off-street freight loading spaces. In detail:

- *Building 1: For 313,364 sf of OFA of office, three off-street loading spaces are required. For 5,000sf of OFA of retail, no off-street freight loading is required. Therefore, 3 off-street freight loading spaces are required.*
- *Building 2: For 27,873 sf of OFA of retail, one off-street freight loading space is required. For 39,493 SF of OFA of PDR, one off-street freight loading is required. For 56,315 sf of OFA of office, one off-street freight loading space is required. For 181,056 sf of OFA of hotel, one off-street freight loading space is required. Therefore, 4 off-street freight loading spaces are required.*

- *Building 3: For 460,779 sf of OFA of residential, two off-street freight loading spaces are required. For 13,214 sf of OFA of childcare (institutional), no off-street freight loading is required, and for 1,450 sf of OFA of retail, no off-street freight loading is required. Therefore, 2 off-street freight loading spaces are required.*

The Project includes two loading spaces plus three service vehicle spaces at grade at Building 2, two loading spaces at grade plus three service vehicles below-grade at Building 1, and one loading space plus two off-street vehicle spaces at Building 3. Per Section 153, in the CMUO, two service vehicles can be substituted for each required off-street freight loading space. Therefore, the Project complies with off-street freight loading requirements.

Since the Project would provide loading and service vehicles in buildings other than for the use served, as required under Section 155(a), an administrative waiver of that requirement is separately requested from the Zoning Administrator pursuant to Section 161(e), which provides that a reduction or waiver of off-street loading requirements may be requested in recognition of the fact that site constraints may make provision of the required loading and service vehicle spaces impractical or undesirable. In granting such a waiver, the Zoning Administrator is required to consider certain criteria under Section 161(e), which contemplates "a jointly used underground facility with access to a number of separate buildings and meeting the collective needs for freight loading and service vehicles for all uses in the buildings involved," which is akin to the off-street loading proposed as part of the Project, which has been creatively organized to meet Project-wide off-street loading requirements without resulting in "the use of an unreasonable percentage of ground-floor area [for loading], and thereby preclude more desirable use of the ground floor for retail, pedestrian circulation and open space uses" per Section 161(e).

- U. **Parking Dimensions.** Per Planning Code Section 154(b), every required off-street freight loading space must have a minimum length of 35 feet, a minimum width of 12 feet, and a minimum vertical clearance including entry and exit of 14 feet. However, the first such required loading space for any use may have a minimum width of 10 feet, a minimum length of 25 feet, and a minimum vertical clearance of 12 feet. Each substituted service vehicle space provided under Section 153(a)(6) of the Planning Code shall have a minimum width of eight feet, a minimum length of 20 feet, and a minimum vertical clearance of seven feet. Per Planning Code Section 154(a), off-street parking spaces in the Eastern Neighborhoods Mixed Use Districts, including the CMUO District, shall have no minimum area or dimension requirements, except as required elsewhere in the Building Code for spaces specifically designated for persons with physical disabilities.

The Project is providing five off-street loading spaces and eight service vehicle spaces; the eight service vehicles count as four off-street loading spaces, for a total of nine off-street loading spaces. All of these spaces will meet the dimensional requirements under the Code. Therefore, the Project will comply with the off-street freight loading dimension requirements.

- V. **Rates for Long-Term Office Parking.** Planning Code Section 155(g) states that to discourage long-term commuter parking, off-street parking spaces provided for all uses other than residential or hotel must be offered pursuant to the following rate structure: (1) the rate

charged for four hours of parking cannot be more than four times the rate charged for the first hour; (2) the rate charged for eight hours of parking cannot be less than ten (10) times the rate charged for the first hour; and (3) no discounted parking rates are allowed for weekly, monthly, or similar time-specific periods.

The Project will comply with the rate structure outlined in the Code and regulated by the City.

- W. **Private Service Driveway.** Planning Code Section 155(d). All off-street freight loading and service vehicle spaces in the CMUO District shall be completely enclosed, and access from a public Street or Alley shall be provided by means of a private service driveway that is totally contained within the structure.

The proposed Perry Street extension will be located on Caltrans property and will function as a private service driveway for off-street parking, loading and service vehicle spaces on the Project site. It will not be contained within the structures on the Project Site; therefore, the Project Sponsor is separately requesting a variance from the Zoning Administrator (See Record No. 2012.1384VAR).

- X. **Curb Cut Restrictions on 2nd Street.** Planning Code Section 155 (r)(2)(Y) does not permit a curb cut along 2nd Street between Market and Townsend Street.

The Project includes the removal of an existing curb cut on 2nd Street and a new curb cut for the connection of the proposed Perry Street extension at 2nd Street. The Project will limit use of the curb cut via a gate that will regulate the frequency of vehicles exiting Perry Street onto 2nd Street, and has been designed to limit movements to a right-turn only from Perry Street onto 2nd Street, as discussed in the Project's DLOP. Because a new 2nd Street curb cut is not permitted, the Project Sponsor is separately pursuing a curb cut variance from the Zoning Administrator (See Record No. 2012.1384VAR).

- Y. **Driveway Loading and Operations Plan in the Central SoMa SUD.** Planning Code Section 155(u) requires a Driveway and Loading Operations Plan ("DLOP") is required for projects in the Central SoMa SUD that are more than 100,000 of new gross square feet. The DLOP is meant to reduce potential conflicts between driveway and loading operations and pedestrians, bicycles, and vehicles, to maximize reliance of on-site loading spaces to accommodate new loading demand, and to ensure that off-site loading activity is considered in the design of new buildings. Applicable projects shall prepare a DLOP for review and approval by the Planning Department, in consultation with the San Francisco Municipal Transportation Agency ("SFMTA").

The Project is over 100,000 square feet in size and has prepared a DLOP authored by CHS. The building operator will implement the following measures into the operations and design of the Project. The building operator or ownership will designate appropriate staff contact(s) for the implementation of the DLOP measures across the three buildings (Building 1, Building 2 and Building 3).

Valet Operations: The building operator will operate a 24-hour valet service from two separate valet stand locations, one along the west curbside of Vassar Place and a second on the B1 level of the 400 Second Street garage. All valeted vehicles processed at both stands will be stored in the 400 Second Street garage. The building operator will staff valet attendants at a level such that vehicle queues arriving and departing the valet locations will be contained within available curbside areas and thus not resulting in spillover and blockage of adjacent public streets, alleys, and sidewalks. It is estimated that the hotel valet operations will require one supervisor and between two and four runners onsite depending on the time of day. Additional runners may be added as necessary to ensure an orderly flow of vehicles at the valet stand and not result in vehicle queues. Valet operations will be organized into various daytime and overnight shifts that will be optimized according to anticipated demand.

Signage or additional active management strategies could be employed along Harrison Street as needed (e.g., during peak periods of operation, high volume events, or when additional queuing abatement is necessary) to help direct drivers seeking valet service to the valet stand appropriate to their building destination, described further below. The signage described and could be employed here is in addition to the signage described in section 5.0 Signage/Warning Devices.

645 Harrison Street (aka. Building 2) Hotel Valet Operations: The 645 Harrison Street hotel will operate valet service for guests along the west curbside of Vassar Place fronting the lobby. Upon guest arrival at the curbside, valet staff will process their vehicles, move them from the curbside, and store them within the 400 Second Street Garage. The valet will process both inbound and outbound hotel vehicles (non-Transportation Network Company) within the proposed four-space passenger loading zone on Vassar Place. The building operator will provide hotel guests with a pre-visit email that provides directions on getting to the Vassar curbside valet if they wish to drive and store vehicles on site, as well as information on associated valet parking costs and nearby public garages.

In terms of vehicle circulation, inbound hotel guests will be directed to arrive via eastbound Harrison Street and make a right-turn onto southbound Vassar Place to access the passenger loading zone and valet stand. Valet staff will work to quickly check-in hotel guests and remove vehicles from the queue. Valet staff will drive vehicles away from the curb to go southbound on Vassar Place and turn left onto eastbound Perry Street to access the 400 Second Street garage to store vehicles.

Similarly, outbound guests picking up their vehicles at the Vassar curbside will have their vehicles brought to that location by valet staff. Valet staff will account for variation in vehicle retrieval times in their ongoing management of the passenger loading zone at the Vassar Place curbside. Valet staff will advise outgoing drivers if Second Street is available for exit, based on the valet's ongoing monitoring of that exit (refer to Section 6.0 Metering System).

400 Second Street (aka. Building 1) Garage (Hotel Staff plus all Office, PDR, and Retail): The 400 Second Street garage will operate a dedicated valet stand on level B1, serving those driving and parking for the office, PDR, and retail uses, as well as hotel employees. The 400 Second Street garage valet stand will include a 96-foot long (five spaces) valet staging area for outbound vehicles and a 56-foot long (three spaces) valet staging area for inbound vehicles, not including the inbound / outbound garage access ramp. That ramp can accommodate up to 128 feet (six spaces) of additional valet vehicle

storage for inbound vehicles. Outbound vehicles will be staged within the garage as optimized by valet staff, who will control all vehicle movements inside the garage. Additionally, up to 60 feet (three spaces) of valet staging area can be used for outbound vehicles along the north side of the Perry Street private drive, between the entrance to the 400 Second Street garage and Second Street, outside weekday commercial loading hours (typically between 10:00 a.m. to 4:00 p.m.). Therefore, it is expected that the 400 Second Street garage will be able to accommodate valet vehicle queues up to eight outbound vehicles and up to nine inbound vehicles at any one time.

Manual System: *The project sponsor may use a manual system to manage valet operations. Such a system will provide inbound valet users with a ticket or other type of valet parking identification upon arrival at the valet stand. The valet operator will staff the hotel vehicle drop-off appropriately in order to minimize dwell time, including staff to assist with baggage. The parking operator will post signage at the valet stand on Harrison Street and Vassar Place in the event that valet parking reaches capacity and unavailable for additional visitors. Outbound valet users returning to the valet stand will present their ticket or valet identification to the valet attendant to retrieve their vehicle. Customers are expected to be present prior to the valet vehicle being brought up for pick-up.*

Inbound vehicles to the 400 Second Street garage valet stand will proceed down the garage ramp to the valet stand located on level B1. Valet staff will work to quickly check-in vehicles, remove them from the queue, and park them in the available 400 Second Street garage spaces before returning to the valet stand. Similarly, outbound vehicles will be brought to the 400 Second valet stand for driver pick up. Additional staging capacity will be available within the 400 Second Street garage or along the north side of Perry Street between Vassar Place and Second Street, in the event the valet staging area on level B1 is at capacity. Outbound vehicles will generally be staged inside the 400 Second Street garage and thus away from the public right-of-way. Valet staff will advise outgoing drivers of the availability if Second Street is available for exit, based on the valet's ongoing monitoring of that exit (refer to Section 6.0 Metering System).

The valet operation at 400 Second Street will be staffed according to anticipated vehicle arrivals and departures and refined over time as needed to abate queues (see Section 2.0 Queue Abatement).

Electronic System: *The project sponsor may use an electronic system to help manage valet operations. Such a system will allow employees and hotel guests to pre-register their vehicle with the valet operator and drop off their vehicles at the valet stand without having to wait to exchange information. The system will also enable outgoing drivers to use a mobile application or other means to inform valet staff of vehicle pick-up ahead of time.*

Pre-registered employees and guests will check-in at the garage valet stand via an electronic system to be determined by the building operator, for efficient processing and removal of vehicles from the queue. Employees and guests that do not pre-register their vehicles can check-in with the valet attendant before leaving their vehicles in the valet queue. The valet attendants will process any vehicles that are not pre-registered in the system in a similar process to that described above under Manual System. Valet attendants will then work to quickly remove vehicles from the queue and park them in any of the available onsite parking spaces, before returning to the valet stand.

Inbound vehicles to the 400 Second Street garage valet stand will proceed down the garage ramp to the valet stand located on level B1. Valet staff will work to quickly check-in vehicles, remove them from the queue, and park them in the available 400 Second Street garage spaces. Similarly, outbound vehicles will be brought to the 400 Second valet stand for driver pick up. Additional staging capacity will be available within the 400 Second Street garage or along the north side of Perry Street between Vassar Place and Second Street, in the event the valet staging area on level B1 is at capacity. Outbound vehicles will generally be staged inside the 400 Second Street garage and thus away from the public right-of-way. Valet staff will advise outgoing drivers of the availability if Second Street is available for exit, based on the valet's ongoing monitoring of that exit (refer to Section 6.0 Metering System). The valet operation at 400 Second Street will be staffed according to anticipated vehicle arrivals and departures and refined over time as needed to abate queues (see Section 2.0 Queue Abatement).

Queue Abatement: *The building operator will prevent vehicle queues from occurring. A vehicle queue is defined as one or more vehicles waiting to access the project's driveways or adjacent on-street loading zones and blocking any portion of any public right-of-way (e.g., the traveled way along a public street, alley, or sidewalk) for 1) a combined 2 minutes during the peak consecutive 60 minutes for the adjacent public right-of-way or a combined 15 minutes between the hours of 6 a.m. and 10 p.m.; and 2) for at least three 24-hour periods in any consecutive seven-day period. The valet program will actively manage the Vassar Place loading zone and will set a performance standard for the dwell time at that loading zone to prevent vehicle queues.*

The owner/operator of the building will employ proactive abatement methods as needed to prevent queues from occurring. Suggested abatement methods include the following: redesign of off-street loading spaces to improve vehicle circulation at the project driveways on Perry Street; redesign of off-street parking facilities to allow for additional off-street vehicle queueing capacity; modification of the valet program and operations (e.g., additional valet staff, modification of valet stand locations, or additional locations for inbound or outbound vehicle staging) to improve vehicle circulation at the Harrison Street and Vassar Place intersection and vehicle access to and from the project site; and travel demand management strategies such as additional bicycle parking, worker/customer shuttles, and consolidated deliveries.

If the Planning Department Director, or his or her designee, suspects that a recurring queue is present, the Department will notify the property owner in writing. Upon request, the building owner/operator will hire a qualified transportation consultant to evaluate the conditions at the site for no less than seven days. The consultant will prepare a monitoring report to be submitted to the Department for review. If the Department determines that a recurring queue does exist, the facility owner/operator will have 90 days from the date of the written determination to abate the queue.

Driveway and Off-Street Loading Attendant and Loading Dock Management: *Off-street commercial loading spaces will be provided within each building and accessible via Perry Street. The building operator will ensure that tenants and visitors are informed of commercial loading regulations in terms of scheduling, truck size, and prescribed routing to the site, through its building management practices which may include pre-move-in written information, information detailed on building websites and portals, vendor agreements, and communication from building management. The off-street loading*

spaces will be limited to delivery vehicles up to SU-30 in size. See the section 4, Large Truck Access, for additional guidance on deliveries by vehicles larger than an SU-30.

The loading dock attendant will coordinate and manage deliveries at the project building loading docks through scheduling. The attendant station will be located within the 645 Harrison Street building. Staffing will be at a level corresponding to the weekly and daily building delivery schedules.

All building tenants will be required to schedule large deliveries (e.g., requiring more than one delivery vehicle) with the loading dock attendant to ensure availability of off-street loading spaces. The attendant will help direct and guide trucks into the proper loading space previously scheduled for the corresponding delivery and ensure delivery vehicles do not block any adjacent sidewalks or travel lanes. Prior to delivery, the attendant will advise drivers of the prescribed route to the loading docks, which will be inbound from northbound Third Street to eastbound Perry and outbound from westbound Perry Street to northbound Third Street. The loading dock attendant will discourage delivery drivers from using Vassar Place or the connection to Second Street at Perry Street to access the project site.

Freight deliveries will be limited to time outside weekday commute peak periods and weekends. Specific hours following these guidelines will be established by the building operator.

Large Truck Access: *The loading dock attendant will enforce the maximum truck size that can be accommodated within the project buildings (SU-30). Delivery truck larger than an SU-30 will not be allowed to use the off-street commercial loading spaces within the project buildings. To accommodate trucks larger than SU-30 that may require access to the project site (e.g., large move-in trucks for residential and commercial developments), the loading dock attendant will provide information to residential and commercial tenants on available nearby (i.e., within 250 feet of the site) commercial curb parking, as well as procedures to reserve available curbside loading space on adjacent streets with the San Francisco Municipal Transportation Agency (SFMTA). Potential curbside areas for reservation include, but are not limited to, the proposed passenger loading zones fronting each project building on Harrison Street (i.e. 657 Harrison Street, 645 Harrison Street, and 400 Second Street).*

Signage/Warning Devices: *The project sponsor will install the following signage to regulate vehicular traffic entering, circulating within, and exiting the Project area:*

- *“No right-turn into driveway” and “No left-turn into driveway” on Second Street approaching the Perry Street private drive, and “Do Not Enter” on Perry Street, to prohibit inbound vehicles from entering Perry Street from Second Street.*
- *“No parking” signs along the east side of Vassar Place to prevent parked vehicles from blocking vehicular through traffic on northbound Vassar Place.*
- *“No Access to Second Street” to discourage pass-through traffic on Perry Street between Third Street and Second Street. The signs will be installed on northbound Third Street approaching Perry Street, on eastbound Perry Street approaching Third Street, and on eastbound Perry Street at Vassar Place approaching Second Street.*
- *“Left-turn only” on Perry Street at the private drive with Second Street, to prohibit vehicles from turning right onto northbound Second Street.*
- *A warning sign at the outbound side of the ramp in the 657 Harrison Street and 400 Second street garages to alert drivers as to whether the Perry Street private driveway access to Second Street is available or closed due to the 25 vehicles per hour limit.*

- Audible and/or visual warning devices at the project driveways to the off-street loading and parking facilities to alert people walking, bicycling, and driving vehicles entering or exiting the off-street facilities.
- “Full” signage near the off-street loading facility entrances. The transportation coordinator shall indicate “Full” if the off-street loading facility is fully occupied or if the coordinator anticipates it will be occupied by a forthcoming (e.g., within the next 10 minutes) delivery.

Metering System at Perry Street Access to Second Street: The project sponsor will install a physical metering system at the eastbound Perry Street private driveway approach to Second Street, which by condition will be limited to processing no more than 25 vehicles per any consecutive 60-minute period of any day. Once eastbound vehicles have reached the 25-vehicle per hour limit, vehicles on Perry Street will be directed to Harrison or Third streets. These vehicles will be strictly metered per hour and cannot be averaged throughout the day to allow for more vehicles during the peak times.

Construction of the proposed metering system will be subject to SFMTA review. The building operator will be required to provide the SFMTA with a monthly log of compliance to ensure this vehicle limit is not exceeded.

The San Francisco Fire Department will also be provided with an access key to the gate to allow emergency vehicle access.

The metering gate will be installed at the property line adjacent to the Second Street sidewalk to reduce the potential conflicts between exiting vehicles and people walking in the sidewalk or bicycling in the adjacent class IV bike lane. Additionally, a new median will be installed in the Second Street right-of-way to prevent left-turns into and out of the Perry Street private drive.

Trash/Recycling/Compost Collection Design and Management: The project sponsor or building operator shall meet with the appropriate representative from Recology (or other trash collection firm) to determine the location and type of trash/recycling/compost bins, frequency of collections, and procedures for collection activities, including the location of Recology trucks during collection. The location of the trash/recycling/compost storage room(s) for each building will be indicated on the building plans to be submitted to the Building Department. Procedures for collection shall ensure that the collection bins are not placed within any sidewalk, bicycle facility, parking lane or travel lane adjacent to the project site at any time.

Passenger Loading Plan

Coordination with For-Hire Vehicle Companies: The project sponsor will request that passenger loading zones are incorporated into respective for-hire companies’ mobile device apps to better guide passengers and drivers where to pick up or drop off. The project sponsor shall notify the SFMTA of this request.

Designated On-site and On-street Loading Zones: The project sponsor or building operator will clearly mark passenger loading zones with adequate signage. On-site and on-street passenger loading

zones will be time limited, restricting passenger loading activities to no more than five (5) minutes within the designated zone. Signage will clearly display the set time limits and alert passengers that their driver will depart/arrive within the allotted timeframe.

Notifications and Information: *The project sponsor or building operator will provide notification and information to residents, employees, and visitors about passenger loading activities and operations, including detailed information on vanpool services and locations for pick-up/drop-off of for-hire services. Hotel guests will receive a pre-trip email with proper passenger loading zone and valet station locations and operating instructions prior to arrival.*

Parents and guardians will be provided with information about the child care drop-off and pick-up management program, including instructions for using the passenger loading zone adjacent to the child care center on Harrison Street and the on-site child care passenger loading spaces located in the 657 Harrison Street building.

Management and Monitoring: *The project sponsor or building operator will provide detailed roles and responsibilities for managing and monitoring the passenger loading zone(s) and to properly enforce any passenger vehicles that are in violation (e.g., exceeding posted time limit, blocking a sidewalk, bike lane, travel lane, etc.).*

The child care operator will enforce the child care drop-off and pick-up management program.

Perry Street Project Variant: *The proposed project includes a design variant (Project Variant) that limits the Perry Street vehicular access to Second Street to emergency vehicles only. The table crossing and 15-foot wide curb-cut at Perry and Second streets will be retained, but removable bollards will be installed instead of the project gate arm and metering system in order to accommodate access for emergency vehicles. All other vehicle circulation to, from, and within the project site will otherwise remain the same as the project. All signage and warning devices installed as part of the project remain the same with the exception of those related to the vehicles exiting the private driveway at Perry Street and Second Street (e.g., the “no left-turn sign” prohibiting vehicles from turning left from Perry Street onto northbound Second Street).*

- Z. **Bicycle Parking.** Planning Code Section 155.2 establishes bicycle parking requirements for new developments, depending on use. For office uses, one Class 1 space is required for every 5,000 occupied square feet, and two Class 2 spaces are required for the first 5,000 gross square feet; minimum two Class 2 spaces, plus one Class 2 space for each additional 50,000 occupied square feet. For PDR uses, one Class 1 space for every 12,000 square feet of OFA, except not less than two Class 1 spaces for any use larger than 5,000 occupied square feet; minimum two Class 2 spaces, plus four Class 2 spaces for any use larger than 50,000 occupied square feet. For child care facility uses, minimum two Class 1 spaces or one space for every 20 children; one Class 2 space for every 20 children. For Retail Sales and Services uses, one Class 1 space is required for every 7,500 square feet of OFA; minimum two Class 2 spaces, and for eating and drinking retail, one Class 2 space for every 750 square feet of OFA is required. For a hotel, one Class 1 space for every 30 rooms is required; for Class 2, one space for every 30 rooms plus one

Class 2 space for every 5,000 square feet of occupied floor area of conference, meeting or function rooms. For dwelling units, one Class 1 space for every dwelling unit. For buildings containing more than 100 dwelling units, 100 Class 1 spaces plus one Class 1 space for every four dwelling units over 100. For Class 2, one per 20 units are required.

The Project will provide 386 bicycle spaces in total, with 308 Class 1 spaces and 78 Class 2 spaces. This satisfies the required amounts provided in the Planning Code, which is 299 Class 1 and 75 Class 2 spaces. Under the Code requirements there will be 71 Class 1 and 11 Class 2 spaces for the office use; 4 Class 1 and 2 Class 2 spaces for the PDR use, 6 Class 1 and 6 Class 2 spaces for the child care use, 4 Class 1 and 15 Class 2 spaces for the 657 Harrison only retail use, 16 Class 1 for hotel and 16 Class 2 for hotel, as well as 198 Class 1 and 25 Class 2 for residential. Because the type of retail has not yet been identified, the Project is electing to comply with the most restrictive of the retail requirements for eating and drinking uses. The Project is meeting the amount of required bicycle parking to reduce the impact on vehicular use and to take advantage of the public transit in the neighborhood. Therefore, the Project complies with bicycle parking requirements in terms of the total quantity that must be provided. The Project Sponsor is separately seeking an Administrative Modification of Class 1 bicycle parking requirements from the Zoning Administrator under Planning Code Section 307(k), which is requested for the consolidation of Class 1 bicycle parking spaces Building 1, pursuant to Planning Code Section 155.1(b)(3)(B), which would otherwise require that the Class 1 bicycle parking be located in smaller facilities at each building.

- AA. **Showers and Lockers.** Planning Code Section 155.4 requires that showers and lockers be provided in new buildings. Non-Retail Sales and Service, Entertainment, Recreation, and Industrial uses require one shower and six clothes lockers where the OFA exceeds 10,000 square feet but is no greater than 20,000 square feet, two showers and 12 clothes lockers where the OFA exceeds 20,000 square feet but is no greater than 50,000 square feet, and four showers and 24 clothes lockers are required where the OFA exceeds 50,000 square feet. Retail uses require one shower and six clothes lockers where the occupied floor area exceeds 25,000 square feet but is no greater than 50,000 square feet, and two showers and 12 clothes lockers where the occupied floor area exceeds 50,000 square feet.

The Project will provide four showers and 24 lockers at the second level of Building 1 to meet Planning Code requirements for both Building 1 and Building 2 (the Code requirement for showers and lockers is four showers, 24 lockers). The Project is separately requesting that the Zoning Administrator authorize the consolidation of the required shower and locker facilities at Building 1 (where consolidated Class 1 bicycle parking would also be located) pursuant to Planning Code Section 155.4(d). The Project Sponsor will be required to enter into a related agreement if and when the buildings would no longer be under common ownership.

- BB. **Transportation Management Program.** Per Planning Code Section 163, a Transportation Management Program is intended to ensure that adequate services are undertaken to minimize the transportation impacts of added office employment and residential development by facilitating the effective use of transit, encouraging ridesharing, and employing other practical means to reduce commute travel by single-occupant vehicles. In the Central SoMa Special Use

District where the occupied square feet of new, converted or added floor area for office use equals at least 25,000 square feet, the property owner shall be required to provide on-site transportation brokerage services for the lifetime of the project. Prior to the issuance of a temporary permit of occupancy, the property owner shall execute an agreement with the Planning Department for the provision of on-site transportation brokerage services.

The Project is adding over 25,000 square feet of office area and must comply with this Section. The Project Sponsor will be required to execute an agreement with the Planning Department for the provision of on-site brokerage services prior to the issuance of a temporary certificate of occupancy for each phase of the Project.

- CC. **Car Sharing.** Planning Code Section 166 establishes requirements for new developments to provide off-street parking spaces for car-sharing services. The number of spaces depends on the amount and type of use. One car share space is required plus one space for every 50 parking spaces over 50 devoted to non-residential use. For residential uses, one care share space must be provided for 50-200 dwelling units, plus two spaces for every 200 dwelling units over 200. The car-share spaces must be made available to a certified car-share organization at the building site or within 800 feet of it.

The Project includes 181 off-street parking spaces for the proposed non-residential uses; therefore, four car-share spaces are required. The residential building at 657 Harrison is proposing 489 dwelling units; therefore, three car-share spaces are required. The Project will provide 13 car share spaces, six for the nonresidential uses, seven for the residential use, meeting and exceeding the Code requirements. Therefore, the Project will comply with car share spaces and will be provided on-site in the below grade parking garages at Building 3 (residential) and Building 1 (non-residential), which is within 800 feet of Building 2 (non-residential).

- DD. **Transportation Demand Management (TDM) Plan.** Pursuant to Planning Code Section 169 and the TDM Program Standards, the Project shall finalize a TDM Plan prior Planning Department approval of the first Building Permit or Site Permit. Within the Central SoMa SUD, Tier C projects that filed a Development Application or submitted an Environmental Application deemed complete on or before September 4, 2016 shall be subject to 75% of such target.

The Project submitted a completed Environmental Evaluation Application (EEA) on December 31, 2015 (the date that the EEA case was opened by the Planning Department). Therefore, the Project must achieve 75% of the point target established in the TDM Program Standards, resulting in a required target of 19 points for office (which, for TMD purposes, includes office, hotel and child care uses), 2 points for PDR, and 18 points for residential, and 18 points for retail.

As currently proposed, the Project will achieve its required target by providing the following TDM measures:

Office (includes Office, Hotel, and Childcare uses):

- Improve Walking Conditions (Option C): 1 point
- Bicycle Parking (Option A): 1 point
- Showers and Locker: 1 point
- Bicycle Repair Station: 1 point
- Delivery Supportive Amenities: 1 point
- On-Site Childcare: 2 points
- Multimodal Wayfinding Signage: 1 point
- Real Time Transportation Displays: 1 point
- Tailored Transportation Marketing Services (Option A): 1 point
- Unbundle Parking (Location C): 3 points

PDR:

- Parking Supply (Option G): 7 points
- Bicycle Parking (Option A): 1 point
- Showers and Lockers: 1 point

Residential:

- Improve Walking Conditions (Option C): 1 point
- Bicycle Parking (Option A): 1 point
- Bicycle Repair Station: 1 point
- Delivery Supportive Amenities: 1 point
- Family TDM Amenities (Option A): 1 point
- On-Site Childcare: 2 points
- Multimodal Wayfinding Signage: 1 point
- Real Time Transportation Displays: 1 point
- Tailored Transportation Marketing Services (Option A): 1 point
- Unbundle Parking (Location C): 3 points
- Parking Supply (Option G): 7 points

Retail:

- Improve Walking Conditions (Option C): 1 point
- Bicycle Parking (Option A): 1 point
- Showers and Lockers: 1 point
- Bicycle Repair Station: 1 point
- Delivery Supportive Amenities: 1 point
- Provide Delivery Services: 1 point
- On-Site Childcare: 2 points
- Multimodal Wayfinding Signage: 1 point
- Real Time Transportation Displays: 1 point
- Tailored Transportation Marketing Services (Option A): 1 point

- Unbundle Parking (Location C): 3 points
- Parking Pricing: 2 points
- Parking Supply (Option B): 2 points

EE. **Dwelling Unit Mix.** Planning Code Section 207.6 requires that (1) no less than 40% of the total number of proposed dwelling units contain at least two bedrooms or (2) no less than 30% of the total number of proposed dwelling units contain at least three bedrooms or (3) no less than 35% of the total number of proposed dwelling units contain at least two or three bedrooms with at least 10% of the total number of proposed dwelling units containing three bedrooms.

The Project meets the dwelling unit mix by providing at least 40% of the dwelling unit mix as at least two-bedroom units. The proposed unit mix is 37.8% two bedroom units (185 units out of 489) and 2.5% three bedroom units (12 units out of 489), for a total of 40.3%.

FF. **PDR Requirement in Central SoMa SUD.** Per Planning Code Section 249.78(c)(5), any newly constructed project that contains at least 50,000 gross square feet of office must provide the greater of either (1) the square footage of PDR replacement space required by the controls of Section 202.8 (where applicable); or (2) on-site (i.e., anywhere on the subject project lot or lots) space dedicated for PDR uses (or Community Building Space or a combination thereof) equivalent to 40% of the lot area.

Under Section 249.78(c)(5), the following is exempted from the calculation of lot area: land dedicated to affordable housing as defined in Section 401; area dedicated to publicly accessible open space and mid-block alleys that are open to the sky, except for permitted obstructions and 10% of space that may be situated under a cantilevered portion of a building; and ground floor space dedicated to a child care facility.

The Project is not subject to PDR replacement controls under Section 202.8. Section 202.8 does not apply to properties zoned SSO or M-1 prior to the Central SoMa rezoning, which includes Block 3763 lot 001 (Building 1 location), lot 105 (Building 2 location) and lots 099-101 (Building 3 location). The portion of the Project Site that was zoned MUO prior to the Central SoMa rezoning are currently used as surface parking lots along Perry Street, with the exception of lot 113, which contains a small portion of the existing office building at 400 2nd Street (Building 1 location). The Project Site also includes a portion of lot 112 (the Caltrans parcel), which is zoned P (Public). The previous zoning districts, M-1, SSO, and P are Zoning Districts that are not subject to Section 202.8. One parcel, Lot 113 on Block 3763 was zoned MUO; however, said parcel does not contain PDR uses so PDR replacement requirements do not apply

Under Section 249.78(c)(5), 40% of the lot area, after the exclusion of the POPOS results in approximately 24,925 square feet. Therefore, the Project must provide a minimum of 9,970 square feet of new PDR space on the Project site. The Project is providing approximately 42,970 square feet (42,013 gsf) of PDR use at Building 2 (9,970 net new square feet), and therefore, meets PDR requirements for the Central SoMa SUD.

- GG. **Central SoMa SUD, Active Uses Required Along Outdoor POPOS.** Under Section 249.78(c)(1)(A), the controls of Section 145.1 and 145.4 shall apply to outdoor POPOS, except as specified in Section 249.78(c)(1)(A-F).

The Project requires an exception to this requirement for the outdoor POPOS between the Building 2 and Building 3 (Hawthorne Street Plaza), which will not be entirely lined with active uses due to the mechanical space at Building 2 (at the rear of the building toward Perry Street) and the residential lobby at Building 3, which will be approximately 2,460 feet along Hawthorne Street Plaza to help activate the plaza with pedestrian activity. See the Planning Code Section 145.1(c)(5) discussion above.

- HH. **Central SoMa SUD, Active Uses Within the First 10 feet of Building Depth along Narrow Streets.** Under Section 249.78(c)(1)(E), active uses are required within the first 10 feet of the building depth if the use is a Micro-Retail use located on a Narrow Street or the use is along a Narrow Street provided there is a doorway provided every 25 feet along the street frontage, at a minimum.

The Project includes an active Micro-Retail use along Vassar Place, which will be located within the first ten feet of building depth along that frontage. This provision is not applicable to the Perry Street frontage, which does not include doorways every 25 feet along that street frontage (other than doorways and entrances to mechanical and parking and loading entrances). The Project Sponsor is separately seeking an active use variance from the Zoning Administrator to address the active use requirements along Perry Street, as detailed under the Section 145.1 discussion above (See Record No. 2012.1348VAR).

- II. **Micro-Retail in Central SoMa SUD.** Per Planning Code Section 249.78(c)(4), within the Central SoMa SUD, new development projects on sites of 20,000 square feet or more must provide micro-retail spaces at a rate of one micro-retail space for every 20,000 square feet of lot area, rounded to the nearest unit. All Micro-Retail units must be no less than 100 square feet or larger than 1,000 square feet in size, be located on the ground floor, independently and directly accessed from a public right-of-way or POPOS, and designed to be accessed and operated independently from other spaces or uses on the subject property. Formula retail uses are not permitted in the micro-retail spaces.

The Project site is approximately 2.36 acres. Because the Project site is approximately 102,800 square feet in size, (102,800 sf divided by 20,000 sf = 5.14), five micro-retail spaces are required. The Project is providing one micro-retail space at the ground floor Building 1. Therefore, the Project does not comply with micro-retail requirements and is seeking a micro-retail exception for the reasons discussed below. No formula retail uses are proposed in the micro-retail space provided as part of the Project.

The micro-retail spaces cannot be accommodated at the residential building at 657 Harrison Street (aka. Building 3) due to the majority of the ground floor area being devoted to a much-needed child care facility. The historic building at 645 Harrison Street (aka. Building 2) also cannot accommodate the required micro-retail units because direct and independent access from the public right-of-way would alter character-defining features of the building, which would in turn be inconsistent with the Secretary

of the Interior's Standards for the rehabilitation of historic buildings. The Project proposes a market hall on the ground floor of the Building 2, which would potentially accommodate multiple small retail spaces; however, those spaces would be located in one large open area and would therefore not meet the technical SUD micro-retail requirements. Even so, the Project would meet the intent of the micro-retail requirement.

- JJ. **Central SoMa SUD, Use on Large Development Sites.** Section 249.78(c)(6)(A-B) states that projects in the Central SoMa SUD that are on sites larger than 40,000 square feet south of Harrison Street that involve new construction or an addition of at least 100,000 square feet, must provide at least two-thirds of the gross floor area of all building area below 160 feet in height as non-residential uses.

The Project is located on a site larger than 40,000 square feet in size and is south of Harrison Street. Over two-thirds of the Project that is located below 160 feet in height are non-residential uses, consisting of POPOS, Retail, child care facility, PDR, Hotel, and Office uses. The residential building will have a childcare facility, commercial space, and entrance lobby space at the ground floor; residential uses will be provided between the second and 16th floors within 657 Harrison Street including 227,054 gsf below a height of 160 feet, as compared to 504,698 gsf of non-residential uses below that height Project-wide.

Total GFA for Building 1 below 160ft: 206,942 gsf.

Total GFA for Building 2 below 160ft: 292,938 gsf.

Total GFA for Building 3 below 160ft: 231,872 gsf

Total project-wide GFA below 160ft: 731,752 gsf

Maximum permitted residential GFA below 160ft: 243,917 gsf

Proposed Building 3 residential GFA below 160ft: 227,054 gsf (not including basement gsf)

Therefore, the residential portion of the Project below 160 feet in height does not equate to one-third of the total uses on Project site below 160 feet in height. As such, the Project complies with Planning Code Section 249.78(c)(6).

- KK. **Central SoMa SUD, Prevailing Building Height and Density.** Under Section 249.78 (d)(1), A project may exceed the Prevailing Building Height and Density Limits of subsection (B) up to the maximum height and density otherwise permitted in the Code and the Zoning Map in where the project sponsor participates in the Central SoMa Community Facilities District ("CFD") Program under Section 434.

The Project will participate in the Central SoMa CFD, allowing it to exceed the Prevailing Height and Density Limits up to the maximum height and density permitted under the Planning Code.

- LL. **Solar and Living Roof Requirements in the Central SoMa SUD.** Per Planning Code Section 249.78(d)(4), solar and living roof requirements apply to lots of at least 5,000 square feet within the Central SoMa SUD where the proposed building constitutes a Large or Small Development Project under the Stormwater Management Ordinance and is 160 feet or less. Under Public

Works Code Section 147.1, a Large Development Project is “any construction activity that will result in the creation and/or replacement of 5,000 square feet or more of impervious surface, measured cumulatively, that is located on a property that discharges or will discharge Stormwater to the City’s Separate or Combined Sewer System.” For such projects, at least 50% of the roof area must be covered by one or more Living Roofs. Such projects must also comply with Green Building Code Section 5.201.1.2., which requires that 15% of all roof area up to 160 feet be covered with solar photovoltaic systems and/or solar thermal systems. Finally, these projects must commit to sourcing electricity from 100% greenhouse gas-free sources. Projects with multiple buildings may locate the required elements of this section on any rooftops within the project, so long as an equivalent amount of square footage is provided.

The Project will comply with the City’s Stormwater Management Ordinance. Section 249.78(d)(4) requires certain development projects to meet the Living Roof requirements of Section 149. Projects that have a building height of 160 feet or less must meet the requirements. However, the proposed building heights of a 200-foot hotel, 350-foot residential building, and 350-foot office building are all exempt from this requirement. Since the buildings exceed 160 feet in height, the aforementioned Living Roof and Solar requirements do not apply.

- MM. **Central SoMa SUD, Renewable Energy.** Under Section 249.78(d)(5), all projects shall commit, as a condition of approval, to fulfilling all on-site electricity demands through any combination of on-site generation of 100% greenhouse gas-free electricity and purchase of electricity from 100% greenhouse gas-free sources for a period of not less than 25 years from issuance of entitlement.

The Project is required to source electricity from 100% greenhouse gas-free sources, pursuant to this code section. The Project will comply with renewable energy requirements.

- NN. **Central SoMa SUD, Lot Merger Restrictions.** Section 249.78(d)(7) applies to lots containing one or more buildings with California Historic Status Code 1, 2, 3, 4, 5 or 6L, as identified in a survey adopted by the Historic Preservation Commission and with any single street frontage under 200 feet in length. Any lot to which this subsection is applicable shall not merge with an adjacent lot in such a way that any existing street frontage of under 200 feet is increased to 200 feet in length or longer. Under subsection (d)(7)(C), lots abutting the north side of Perry Street and the street frontages along Harrison Street on Block 3763 in lots 099 and 100 are exempt from this requirement.

The Project is proposing to adjust the lot lines for 12 lots for the Project, including lot mergers, which will result in three Project lots. All but one of the Project lots are north of Perry Street or along Harrison Street on Block 3763 in lots 099 and 100 and are thus exempt from this control. The lot where the 400 2nd Street office building is and where Building 1 will be located is approximately 160 feet in length along Harrison Street, which length will not be altered as part of the proposed lot reconfigurations because of the fixed width of the lot due to its location between 2nd Street and Vassar Place. Therefore, the Project meets this Code requirement and the proposed lot line adjustments are permitted.

- OO. **Central SoMa SUD, Controls for Wind Comfort and Hazards.** Per Section 249.78(d)(9), projects in the Central SoMa SUD that are over 85 feet in height may not result in wind speeds that exceed the Comfort Level at any location unless an exception is granted. "Comfort Level" means ground-level equivalent wind speeds of 11 miles per hour in areas of substantial pedestrian use and seven miles per hour in public seating areas between 7:00 a.m. and 6:00 p.m. when occurring for more than 15 percent of the time year-round. Further, projects may not cause a Substantial Increase in wind speed at any location where the existing or resulting wind speed exceeds the Comfort Level. "Substantial Increase" means an increase in wind speeds of more than six miles per hour for more than 15 percent of the time year-round. Lastly, projects shall not result in net new locations with an exceedance of the One-Hour Hazard Criterion, defined as a ground-level equivalent wind speed of 26 miles per hour for more than one hour per year per test location. Projects that exceed these thresholds may seek an exception from the Commission as a part of a Large Project Authorization.

Comfort Criterion

Planning Code Section 249.78(d)(9) states that Projects in the Central SoMa SUD that are over 85 feet in height may not result in wind speeds that exceed the Comfort Level at any location. However, a project may seek exception from the wind comfort standards if it demonstrates that (1) it has undertaken all feasible measures to reduce wind speeds through such means as building sculpting and appurtenances, permanent wind baffling measures, and landscaping; and (2) further reducing wind speeds would substantially detract from the building design or unduly restrict the square footage of the Project.

The Project requires an exception from the wind comfort standards. The wind analysis prepared for the Community Plan Exemption (CPE) for the Project determined that for the existing condition, wind speeds at 26 of 69 tested locations exceeded the 11-mph pedestrian comfort criterion. For the existing plus Project condition, wind speeds at 43 of 78 test locations are anticipated to exceed the 11-mph comfort criterion.

As required, all feasible measures have been taken to reduce wind speeds through such means as building sculpting and appearances, permanent wind baffling measures, and landscaping and further reducing wind speeds would substantially detract from the building design or unduly restrict the square footage of the Project. The wind tunnel testing for the Project followed an iterative process. The project design was modified through a series of wind-tunnel tests that incorporated various changes in order to reduce wind effects. These included adding a solid canopy at Building 2, modifying the ground level building envelope and adding screen walls at Building 1, and adding on-site trees. The iterative wind-tunnel testing process resulted in the current design for the Project. The Project's wind consultant determined that major changes to Project design would be necessary to substantially reduce wind speeds further.

Hazard Criterion

The wind analysis prepared for the CPE for the Project concluded that existing plus Project condition (including the wind reduction features described above) would result in two locations with wind hazard exceedances based on the 1-hour criterion. No locations were identified within the project site that would exceed the 9-hour wind hazard criterion. Although the proposed project would incorporate all feasible

wind reduction measures in compliance with the Planning Code, the project would still result in two exceedances of the 1-hour hazard criterion.

Therefore the Project Sponsor is requesting an exception from the wind hazard standards, which may be granted by the Commission if the Project meets the following criteria: (a) The project with wind reduction measures does not result in net new locations with an exceedance of the Nine-Hour Hazard Criterion; (b) 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 (c) Meeting the Code requirements would detract from the building design or unduly restrict the square footage of the project.

The Project meets the foregoing criteria. All feasible measures have been taken to reduce wind speeds through such means as building sculpting and appurtenances, permanent wind baffling measures, and landscaping and further reducing wind speeds would substantially detract from the building design or unduly restrict the square footage of the Project. Again, the wind tunnel testing for the Project followed an iterative process; a preliminary design for the proposed project identified eight wind hazard exceedance locations for the 1-hour hazard criteria and six wind hazard locations for the 9-hour hazard criteria under existing plus project conditions. Then, the project design was modified through a series of wind-tunnel tests that incorporated various changes in order to reduce wind effects (see above). The iterative wind-tunnel testing process resulted in the current design for the Project, which reduces the wind hazard exceedances to only the 1-hour criterion and only at two locations (rather than eight). There will be no exceedance of the 9-hour criterion.

- PP. **Central SoMa SUD, Community Development Controls—Land Dedication / Jobs-Housing Linkage Fee.** Section 249.78(e)(2)(B) – the Central SoMa Special Use District Community Development Control – Land Dedication – states that the Jobs-Housing Linkage Fee in Section 413 applies to any project resulting in a net addition of at least 25,000 GSF of office and retail uses. In the Central SoMa SUD, Section 249.78(e)(2)(B) states that non-residential projects in the Special Use District may opt to fulfill their Jobs-Housing Linkage Fee requirement of Section 413 through the Land Dedication Alternative contained in Section 413.7.

The Project Sponsor will pay the applicable Jobs-Housing Linkage Fee.

- QQ. **Central SoMa SUD, TDR Requirements for Large Development Sites.** Section 249.78(e)(3) requires ‘Tier C’ projects in the Central SoMa SUD that contains new construction or an addition of 50,000 square feet or more of non-residential development and has an FAR of a 3 to 1 or greater, to acquire TDR from a Transfer Lot in order to exceed an FAR of 3 to 1, up to an FAR of 4.25 to 1. Above an FAR of 4.25 to 1, the acquisition of additional TDR is not required.

The Project will comply with TDR requirements as discussed above under the Planning Code Section 128 discussion.

- RR. **Child Care Facilities.** Planning Code Sections 249.78(e)(4) (Central SoMa SUD) requires that, prior to issuance of a building or site permit for a development project subject to the requirements of Section 414.4, the sponsor of an Office or Hotel project on a Key Site within the Central SoMa SUD shall elect its choice of the options for providing Child Care Facilities as described in subsection (A), (B) and (E) of Section 414.4(c)(1) to fulfill any requirements imposed pursuant to Section 414.4 as a condition of approval.
As applicable to the Project, the Commission may grant an exception to this requirement if it finds that one or all of the following apply:

- (i) The space is being provided to the proposed child-care provider at a below-market rate rent and/or at a significantly reduced cost.
- (ii) The proposed child-care provider provides services consistent with the goals and expenditures of the Child Care Capital Fund in Section 414.14, which may include activities including, but not limited to, providing care affordable to households of low and moderate income, or providing care that fulfills unmet needs for child care by age group and/or neighborhood, as determined through a needs assessment conducted by the Director of the Office of Early Care & Education, or its successor.

The Project will meet the child care requirements by providing a 14,000-square foot indoor, child care facility with an additional 4,200 square feet of outdoor space at the two levels of ground floor of the residential building at 657 Harrison; even so, the Project Sponsor requests an exception to Section 414.5 requirements, as contemplated in the Central SoMa SUD, because the Project Sponsor will meet the Central SoMa SUD alternate requirement: at least the required portion of the child care facility (6,520 square feet) will be provided to a child care provider at a below-market rate rent and/or a significantly reduced cost and the proposed child care provider will be required to provide services consistent with the goals and expenditures of the Child Care Capital Fund in Section 414.14

- SS. **Shadows on Parks.** Section 295 requires any project proposing a structure exceeding a height of 40 feet to undergo a shadow analysis in order to determine if the project will result in the net addition of shadow to properties under the jurisdiction of the Recreation and Park Department.

A shadow analysis prepared for the CPE for the Project determined that the Project would not cast shadow on any property owned by the San Francisco Recreation and Parks Department. Therefore, the Project is compliant with Section 295.

- TT. **Roof Enclosures.** Per Section 260(b)(1)(F)), rooftop enclosures and screening for features that add additional building volume in any Eastern Neighborhoods Mixed Use District are permitted above the height limit. The rooftop enclosure or screen creating the added volume: shall not be subject to the percentage coverage limitations otherwise applicable to this Section 260(b) but shall meet the requirements of Section 141; shall not exceed 20 feet in height, measured as provided in subsection (a) above; may have a volume, measured in cubic feet, not to exceed three-fourths of the horizontal area of all upper tower roof areas multiplied by the

maximum permitted height of the enclosure or screen; shall not be permitted within the setbacks required by Sections 132.1, 132.2, and 132.3; shall not be permitted within any setback required to meet the sun access plane requirements of Section 146; and shall not be permitted within any setback required by Section 261.1.

In the Central SoMa Special Use District, additional building volume used to enclose or screen from view the features listed in Section 260 subsections (b)(1)(A) and (b)(1)(B). The rooftop form created by the added volume shall not be subject to the percentage coverage limitations otherwise applicable to the building, but shall meet the requirements of Section 141; shall not exceed 10 percent of the total height of any building taller than 200 feet; shall have a horizontal area not more than 100 percent of the total area of the highest occupied floor; and shall contain no space for human occupancy. The features described in subsection (b)(1)(B) shall not be limited to 16 feet for buildings taller than 200 feet, but shall be limited by the permissible height of any additional rooftop volume allowed by Section 260 subsection (b)(L).²

The Project complies in that all buildings have designed rooftop enclosure and screening to follow allowances of Section 260(b)(L) as allowed for the Central SoMa SUD, where all rooftop screening volumes do not exceed 10 percent of the total building heights, do not exceed 100 percent of the total area of the highest occupied floor, and do not contain space for human occupancy. See the detailed discussion below under "Additional Building Volume."

- UU. **Additional Building Volume.** Per Planning Code Section 260(b)(L)), in the Central Soma Special Use District, additional building volume used to enclose or screen from view the features listed in Section 260 subsections (b)(1)(A) and (b)(1)(B) are exempted from the height limits. The rooftop form created by the added volume shall not be subject to the percentage coverage limitations otherwise applicable to the building, but shall meet the requirements of Section 141; shall not exceed 10 percent of the total height of any building taller than 200 feet; shall have a horizontal area not more than 100 percent of the total area of the highest occupied floor; and shall contain no space for human occupancy. The features described in subsection (b)(1)(B) shall not be limited to 16 feet for buildings taller than 200 feet, but shall be limited by the permissible height of any additional rooftop volume allowed by Section 260 subsection (b)(L).

The Project meets this requirement as follows:

Building 1: *The building is 350 feet in height with a 35-foot high screened mechanical area as permitted in the Central SoMa SUD by Planning Code Section 260(b)(L). The screened area is less than 50% of the total area of the highest occupied floor, and is 10 percent of the total height of the building. The screened area does not include space for human occupancy, and is used to screen mechanical rooms and equipment, as well as elevator, stair and mechanical penthouses per Section 260(b)(1)(A)-(B).*

Building 2: *The building is 200 foot in height with a 20 foot high screened mechanical area as permitted by Planning Code Section 260(b)(L). The screened area is less than 50% of the total area of the highest occupied floor, set back from the tower footprint, and is 10 percent of the total height of the building. The*

screened area does not include space for human occupancy, and is used to screen mechanical rooms and equipment, as well as elevator, stair and mechanical penthouses per Section 260(b)(1)(A)-(B).

Building 3: *The building is 350 feet in height with a 35-foot high screened mechanical area as permitted in the Central SoMa SUD by Planning Code Section 260(b)(L). The screened areas are setback on all sides from the tower, which is itself setback back 15 feet from both Perry Street and Harrison Street. The screened area does not include space for human occupancy, and is used to screen mechanical rooms and equipment, as well as elevator, stair and mechanical penthouses per Section 260(b)(1)(A)-(B).*

- VV. **Mass Reduction and Bulk Limits.** Planning Code Sections 261.1 and 270(h) apply the massing standards to development at the Project site, including the following standards:

Narrow Alley and Mid-Block Passage Controls (Section 261.1). Section 261.1 sets out setback requirements for subject frontages along narrow streets, including Perry Street, and required mid-block pedestrian alleys, including proposed Hawthorne Street Plaza. Within the Central SoMa SUD, subject frontages abutting a mid-block passage of 40 feet or less provided pursuant to Section 270.2 must provide upper story setbacks as follows: for mid-block passages between 20-30 feet in width, a setback of not less than 10 feet above a height of 25 feet; mid-block passages between 30 and 40 feet in width (applicable here), a setback of not less than 5 feet above a height of 35 feet. Within the Eastern Neighborhoods Mixed Use Districts, including the CMUO District, all subject frontages shall have upper stories set back at least 10 feet at the property line above a height equivalent to 1.25 times the width of an abutting narrow street (here, Perry Street).

The podium at Building 3, which will be approximately 86 feet in height, will not be set back from Perry Street by ten feet as required; therefore, the Project Sponsor is requesting an exception to the ten-foot setback requirement under the LPA. Perry Street is at the rear of the Project Site adjacent to Interstate 80. An upper-story setback at that location would provide no public benefit and would unnecessarily reduce the residential building square footage.

A small portion of the proposed Hawthorne Street Plaza will be approximately 33 feet in width and at that location, there will be no five-foot setback at either Building 2 or Building 3 as required; therefore the Project Sponsor is requesting an exception to the five foot setback requirement. A setback is not possible at the existing historic 645 Harrison Street podium at Building 2 and above that, would unnecessarily reduce the building square footage at the Building 2 hotel tower and 657 Harrison residential tower. Furthermore, the majority of proposed Hawthorne Street Plaza will be over 40 feet in width so a five foot setback would result in an irregular building design.

Apparent Mass Reduction (Section 270(h)). Tower (160-ft and above) building projects within the CS Bulk District are subject to Apparent Mass Reduction controls. Projects on all sides of a “major street” within a 160-foot height and above height district, are not required to provide apparent mass reduction for the tower portion (85-ft and above), but must provide 80% apparent mass reduction for the remainder of the building at 85 feet and above, up to a height of 160 feet. At the northwest side of Perry Street, in all height districts, the controls of Section 261.1(d)(1) shall apply rather than Section 270(h). Projects on all sides of any other “narrow

street” (here, Vassar Place) within a 160-foot height and above height district are not required to provide apparent mass reduction for the tower portion (85-ft and above), but must provide an 85% apparent mass reduction at 35 feet and above, up to a height of 85 feet. Because required PDR would be provided at Building 2, the apparent mass reduction requirement applies beginning at 38 feet (three feet above the base height). For projects on all sides of a “mid-block passage” (here, Hawthorne Street Plaza) within all height districts, the controls of Section 261.1(d)(3) shall apply. See the separate Section 261.1 discussion above. The following applies to apparent mass reduction requirements under Section 270(h) only.

As designed, the Project’s apparent massing is as follows:

- *Building 1: neither the Harrison Street façade nor the 2nd Street façade are subject to the apparent mass reduction requirements of 80% between a height of 85 feet and 160 feet; therefore, those street frontages comply. Along the Vassar Place façade, the apparent mass reduction requirement of 85% between a height of 35 feet and 85 feet that will not be met; therefore, an exception is requested.*
- *Building 2: the Harrison Street façade is not required to meet the apparent mass reduction requirement of 80% between a height of 85 feet and 160 feet; therefore, the Project complies along Harrison Street. Along the Vassar Place façade, the building does not meet the apparent mass reduction requirement of 85% between a height of 35 feet and 85 feet; therefore, an exception is requested.*
- *Building 3: the Harrison Street façade is not required to meet the apparent mass reduction requirement of 80% between a height of 85 feet and 160 feet; therefore, the Project complies along Harrison Street.*
- *Buildings 2 and 3: the mid-block passage (Hawthorne Street Plaza) do not comply with PC 261.1(d)(3) controls and therefore, an exception is required for alley controls as noted under that section.*

Therefore, the Project Sponsor is seeking exceptions from the apparent mass reduction requirement along Vassar Place pursuant to Section 207(h). See the Section 261.1 discussion above for information about the exceptions requested along Perry Street (narrow street) and Hawthorne Street Plaza (mid-block pedestrian alley).

The aforementioned exceptions are requested to achieve a superior design and maximize the development of new residential, hotel, PDR, office and retail uses on the Project Site, as called for by the Central SoMa Plan, particularly at this Key Site No. 3 (see the detailed discussion of related Central SoMa Plan Goals, Objectives and Policies below, which are incorporated here by reference). Because of the substantial street frontages around the perimeter of and within the Project Site, with varying reduction requirements, the project design cannot accommodate the required apparent mass reductions, particularly at the existing historic 645 Harrison Street building. Even so, the Project will, on balance, meet the intent of the apparent mass reductions through the design of the buildings as follows:

- *Building 1: This office tower will anchor the overall development at the prominent corner of 2nd and Harrison Streets. The podium massing has been sculpted at 85-feet tall to frame the urban room per the Central SoMa Plan. The tower portion is setback from the base and employs two different exterior treatments between the eastern and western sides of the tower in order to present the appearance of a more slender structure. Adjacent Vassar Place also creates a visual separation between Building 1 and the other buildings on the Project Site.*
- *Building 2: The historic podium is existing and the mass of the tower will be set back significantly from Harrison Street (75 feet) so that the primary public experience is that of the historic resource, and the tower façade design employs a horizontal articulation that visually reduces the mass of the tower. This is a unique circumstance due to the historic nature of the existing building that warrants deviation of the otherwise applicable requirement. The proposed addition will achieve a unique and superior architectural design that would be compatible with the historic structure and will achieve a distinctly superior effect of reducing the apparent horizontal dimension of the building while remaining sympathetic to the existing historic structure. Adjacent Vassar Place and Hawthorne Street Plaza also create a visual separation between Building 2 and the other buildings on the Project Site.*
- *Building 3: This building will be comprised of a collection of three buildings tied by complementary massing and design stitched together with a series of new open spaces and improved sidewalk and streetscapes. At the corner of the new public Hawthorne Street Plaza at Harrison and Hawthorne, the more solid podium base steps in a series of setbacks to express the tower touching down onto the plaza. The plaza starting at the widest portion at Harrison Street, measures approximately 85 feet in width, and meets the building podium height of 85 feet to create a proportionate urban room. The setbacks also serve to widen the plaza and its connection to the street while demarcating the residential lobby and the upper childcare entry, which are located off of the plaza. The tower portion of the building is setback and introduced at the 9th floor, where active rooftop uses are also proposed. Adjacent Hawthorne Street Plaza also creates a visual separation between Building 3 and the other buildings on the Project Site.*

Maximum Floor Plate and Dimensions (Section 270(h)(3)): Section 270(h)(3) limits maximum GFA of any non-residential floor to 17,000 gross square feet and any residential floor to 12,000 gross square feet and the average GFA for floors in the Tower Portion shall not exceed 15,000 gross square feet. The maximum length of a tower floor is limited to 150 feet with the maximum diagonal being 190 feet. A tower is defined as any building taller than 160 feet in height, tower portion is the portion of a tower above 85 feet in height, and upper tower is the upper one-third of the tower portion of a tower, rounded to the nearest floor.

As designed, the Project is seeking an exception from the maximum floor plate dimensions for Building 2, in that the maximum floor area, length and diagonal dimensions of the hotel addition will exceed the requirements of the Code.

*Maximum GFA is 15,143 sf
Maximum length = 209 feet*

Maximum diagonal = 223 feet, 6 inches

Building 2 will exceed the floor plate restrictions in the following ways: floor area maximum by 143 square feet per floor; maximum length by 59 feet; and maximum diagonal length by 33 feet, 6 inches, in order to achieve a compatible yet distinctive design from the existing historic 4-story structure. The exception will allow the addition to appropriately respond to the existing industrial large floor-plate and robust horizontal massing of the historic structure. The design of the hotel tower addition has been carefully vetted and deemed appropriate by the Historic Preservation Commission's Architectural Review Committee (ARC).

As detailed below, Building 3 (residential) and Building 1 (non-residential) comply with maximum floor plate limitations.

*Building 3: Maximum GFA is 12,000 sf (complies)
Maximum length = 130 feet (complies)
Maximum diagonal = 160 feet 5 inches (complies)*

*Building 1: Maximum tower GFA is 14,215 sf (complies; non-residential)
Maximum length = 145 feet (complies)
Maximum diagonal = 178 feet (complies)*

WW. Special Height Exceptions: Vassar and Harrison Streets. Planning Code Section 263.33 states that to facilitate the provision of affordable housing and a large hotel proximate to the Moscone Convention Center on the Project Site, additional height is permitted. This provision is specifically applicable to Building 2 and Building 3 (Assessor's Block No. 3763, Lots: 078, 079, 080, 080A, 081, 099, 100, 101, and 105).

- A. The applicable lots shall have a base Height limit of 130 feet, except as specified below.
- B. For development on Assessor's Block No. 3763, Lot 105 (Building 2) , if a project sponsor elects one of the following options, the Height limit shall be 200 feet:
 - i. Development of the site for a hotel use, or
 - ii. Development of the site for a residential or combined residential and hotel use, with election of the on-site affordable housing alternative, or with the voluntary provision of 110% or more of the requirement set forth in Section 415.5 for the subject lot.
- C. For development on Assessor's Block No. 3763, Lots: 078, 079, 080, 080A, 081, 099, 100, and 101 (Building 3), if the project sponsor elects to provide 110% or more of the requirement set forth in Section 415, the Height limit shall be 350 feet.
- D. Conditional Use Authorization by the Planning Commission shall not be required for use of this special height exception.

The Project is providing a hotel use (Building 2) and is separately pursuing a Conditional Use Authorization (See Record No. 2012.1384CUA) for the hotel use. The Project is providing a residential building (Building 3) and will provide inclusionary affordable housing at 110% of the requirement set forth in Section 415. Therefore, the Project is utilizing the special height exception that is codified under Section 263.33 as identified available to Block 3763, Lots: 078, 079, 080, 080A, 081, 099, 100, 101, and 105. Planning Commission authorization is not required to utilize this special codified height exception.

- XX. **Horizontal Mass Reduction.** Planning Code Section 270.1 requires that new development in the Eastern Neighborhoods with building lengths exceeding 200 square feet incorporate horizontal mass reductions with certain minimum dimensions, to break up the apparent building massing. The mass reduction breaks shall not be less than 30 feet in width and less than 60 feet in depth from the street facing building façade, shall extend up to the sky from a level not higher than 25 feet above grade or the third story, whichever is lower; and result in discrete building sections with a maximum plan length along the street frontage not greater than 200 feet.

The Project Sponsor requests an exception from these standards at Building 2. The historic podium is existing and the hotel tower will not include a horizontal mass reduction that meets the specified dimensions by exceeding the dimension nominally; instead, the mass of the tower is set back significantly from Harrison Street (75 feet) so that the primary public experience is that of the historic resource, and the tower façade design employs a horizontal articulation that visually reduces the mass of the tower. This is a unique circumstance due to the historic nature of the existing building that warrants deviation of the otherwise applicable requirement. The proposed addition will achieve a unique and superior architectural design that would be compatible with the historic structure and will achieve a distinctly superior effect of reducing the apparent horizontal dimension of the building while remaining sympathetic to the existing historic structure. The design of the hotel tower addition has been carefully vetted and deemed appropriate by the Historic Preservation Commission's Architectural Review Committee (ARC).

- YY. **Mid-Block Alley Requirements.** Under Section 270.2, projects located in the Central SoMa SUD that have one or more street or alley frontages of over 200 linear feet on a block face longer than 400 feet between intersections are required to provide a publicly-accessible mid-block alley for the entire depth of the property. New mid-block alleys must meet the following requirements: generally be located in the middle of the of the subject block face, perpendicular to the subject frontage and connecting to any existing streets and alleys; it must be open to pedestrians; provide no, or limited vehicular access; have a minimum depth of 20 feet; have a minimum clear walking width of 10 feet free of any obstructions in the case of a pedestrian-only right-of-way; have at least 60 percent of the area of the alley or pathway open to the sky, with obstructions permitted within setbacks pursuant to Section 136 may be located within the portion of the alley or pathway that is required to be open to the sky; and be fronted with active uses pursuant to Section 145.1. New buildings abutting mid-block alleys provided pursuant to this Section 270.2 shall feature upper story setbacks according to the provisions of Section 261.1. Section 261.1 also sets out setback requirements for subject frontages along narrow streets. See the Section 261.1 discussion above.

The Project is providing a mid-block alley (known as Hawthorne Street Plaza) that meets and exceeds the requirements of Section 270.2. The Hawthorne Street Plaza is being provided between the residential building, Building 3, and the hotel (and PDR, retail and office) building, Building 2, and will provide a direct connection from the Hawthorne Street sidewalk, which will in turn connect pedestrians to and from Harrison to Perry Streets via the plaza and 2nd Street beyond via the proposed Perry Street extension, including new sidewalks, which will in turn connect pedestrians to Project POPOS along Perry and 2nd Streets and the indoor POPOS and retail spaces at Building 1. It will vary in width from approximately 33 feet to more than 85 feet, and primarily open to the sky except for the proposed projecting art panel, which will screen pedestrian views of Interstate 80 from the Project site. Factoring in that projection, the plaza will be approximately 70.8% open to the sky, which exceeds the 60% requirement.

As proposed, neither building is providing a setback along the mid-block pedestrian alley. The historic building at 645 Harrison Street (the podium below the proposed hotel at Building 2) is already built above that height limit without setbacks and alterations to that structure are limited by the Secretary of the Interior's Standards; further, the residential building (Building 3) is required to provide a 85-foot podium to emphasize the urban room within Central SoMa. Therefore, the Project is seeking an exception from the upper-story setback controls along the mid-block alley pursuant to Section 261.1 as part of the Large Project Authorization. See the detailed Section 261.1 discussion above, the Hawthorne Street Plaza portion of which is incorporated here by reference.

- ZZ. Transportation Sustainability Fee ("TSF") (Section 411A).** The TSF applies to the construction of a new non-residential use in excess of 8,000 gross square feet and to new construction of a PDR use in excess of 1,500 gross square feet.

The Project Sponsor will comply with this Section by paying the applicable TSF fee to the city.

- AAA. Inclusionary Affordable Housing Program.** Planning Code Section 415 sets forth the requirements and procedures for the Inclusionary Affordable Housing Program. Under Planning Code Section 415.3, the current percentage requirements apply to projects that consist of ten or more units. Pursuant to Planning Code Section 415.5, the Project must pay the Affordable Housing Fee ("Fee"). This Fee is made payable to the Department of Building Inspection ("DBI") for use by the Mayor's Office of Housing and Community Development for the purpose of increasing affordable housing citywide. The applicable percentage is dependent on the number of units in the project, the zoning of the property, if the project is a rental or ownership project, and the date that the project submitted a complete Project Application.

Under Planning Code Section 419.6, the Land Dedication alternative is available for projects within the Central SoMa Special Use District under the same terms and conditions as provided for in Section [419.5\(a\)\(2\)](#), except that in lieu of the Land Dedication Alternative requirements of [Table 419.5](#), projects may satisfy the requirements of Section [415.5](#) by dedicating land for affordable housing if the dedicated site will result in a total amount of dedicated Gross Floor Area that is equal to or greater than 45% of the potential Gross Floor Area that could be provided on the principal site, as determined by the Planning Department. Any dedicated land

shall be within the area bounded by Market Street, the Embarcadero, King Street, Division Street, and South Van Ness Avenue.

Per Planning Code Section 263.33, for development on Assessor's Block No. 3763, Lots: 078, 079, 080, 080A, 081, 099, 100, and 101 (Building 3), if the project sponsor elects to provide 110% or more of the requirement set forth in Section 415, the Height limit shall be 350 feet. Therefore, the Project is required to provide 110% of the otherwise required inclusionary amount.

The Project Sponsor has submitted an 'Affidavit of Compliance with the Inclusionary Affordable Housing Program: Planning Code Section 415,' to satisfy the requirements of the Inclusionary Affordable Housing Program through payment of the Fee. The applicable percentage is dependent on the total number of units in the project, the zoning of the property, whether the project is rental or ownership, and the date that the project submitted a complete Project Application.

A complete Project Application was submitted on December 31, 2015; therefore, pursuant to Planning Code Section 415.3(b)(3)(B-C) in the Central SoMa Special Use District and because the Central SoMa Development is a Tier C, the Inclusionary Affordable Housing Program requirement for the Affordable Housing Fee is at a rate equivalent to an off-site requirement of 30% for a rental project. However, as part of a qualified amenity and to utilize the Special Height Exception: Vassar and Harrison pursuant to Planning Code Section 263.33, the Project shall provide 110% of the Inclusionary Affordable Housing requirements set forth in Section 415; therefore, the Project will provide 33% of the proposed units via an in-lieu fee.

The Project will provide 33% of the proposed units via an in-lieu fee; therefore, the proposed 489 dwelling units (including: 105 studios, 187 1-bedroom, 185 2-bedroom, and 12 3-bedroom units), result in 161.37 or 161 dwelling units that would be subject to the inclusionary requirement. This project is a rental project. If the Project would like to pursue a land dedication option in the future, then additional information would be required as noted in Planning Code Section 419.5 and additional coordination with MOHCD would be required.

BBB. Eastern Neighborhoods Infrastructure Impact Fee (Section 423). The Eastern Neighborhoods Infrastructure Impact Fee applies to all new construction within the Eastern Neighborhoods Plan Area. Under the Central SoMa Plan, properties that received a height increase of 46 feet to 85 feet are within the Tier B category; those that received a height increase above 85 feet are within the Tier C category.

The Property was rezoned from a varying height limit of 40-X, 45-X, 65-X, and 85-X to a split zoning of 130-CS-200-CS; 130-CS-350-CS; and 350-CS. All portions are classified as Tier C. Therefore, the Project will comply with the applicable Eastern Neighborhoods Infrastructure Impact fee to the city as required for Tier C sites.

CCC. Public Art (Section 429). In the case of construction of a new building or addition of floor area in excess of 25,000 square feet to an existing building in a CMUO District, Section 429 requires

a project to include works of art costing an amount equal to one percent of the construction cost of the building.

The Project will comply with this Section by dedicating one percent of the Project's construction cost to works of art. The public art concept will be done in consultation with the San Francisco Arts Commission and presented to the Planning Commission at an informational hearing prior to being installed. The Project Sponsor is pursuing a projecting art screen over Hawthorne Street Plaza and in the future a major encroachment for a similar suspended art screen over Vassar Place, which will screen pedestrian views of Interstate 80 from the Project site and are proposed to at least partially satisfy the art requirement for the Project.

DDD. Central SoMa Community Services Facilities Fee (Section 432). The proposed Central SoMa Community Facilities Fee would apply to any project within the Central SoMa SUD that is in any Central SoMa fee tier and would construct more than 800 square feet.

The Property is located in the Central SoMa SUD and is constructing more than 800 square feet, thus subject to this fee. The Project Sponsor will pay the applicable Central SoMa Community Services Facilities fee to the city.

EEE. Central SoMa Infrastructure Impact Fee (Section 433). The Central SoMa Infrastructure Impact Fee would generally apply to new construction or an addition of space in excess of 800 gross square feet within the Central SoMa SUD.

The Property was rezoned from a varying height limit of 40-X, 45-X, 65-X, and 85-X to a split zoning of 130-CS-200-CS; 130-CS-350-CS; and 350-CS. All portions are classified as Tier C. Therefore, the Project will comply and will pay the applicable Central SoMa Infrastructure Impact Fee for Tier C sites.

FFF. Central SoMa Community Facilities District (Section 434). Projects that proposed more than 25,000 square feet of new non-residential development on a Central SoMa Tier B or Tier C property, and which exceed the Prevailing Building Height and Density Controls established in Section 249.78(d)(1)(B), must participate in the Central SoMa Community Facilities District.

The Property was rezoned from a varying height limit of 40-X, 45-X, 65-X, and 85-X to a split zoning of 130-CS-200-CS; 130-CS-350-CS; and 350-CS. All portions are classified as Tier C and the Project will exceed the Prevailing Building Height and Density Controls established by the SUD, as contemplated for this Key Site No. 3. Therefore, the Project will comply with this Section by participating in the Central SoMa Community Facilities District with the applicable rates for Tier C sites.

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.

Building 1: As an integral part of the mixed-use Project, Building 1 a 350-foot tall office tower that anchors the overall development at the corner of Second and Harrison Street. The office tower contributes and strengthens the character of Second Street, aligning with the City's vision of a bike and pedestrian-friendly urban corridor, and proposes appropriate density to meet the district objective of increasing employment opportunities. The podium massing has been sculpted at 85-feet tall to frame the urban room pursuant to the Central SoMa Plan. The tower portion is set back from the base and employs two different exterior treatments between the eastern and western sides of the tower in order to present the appearance of a more slender structure.

Building 2: Situated at the center of the mixed-use Project, Building 2 consists of an adaptive re-use of a 56 foot, four-story historic structure, with a hotel addition at the rear of the property rising to 200 feet. The project rehabilitates the historic resource, which is an important part of the neighborhood's cultural heritage. The horizontal, large four-story mixed-use building will become the podium base of the vertical hotel addition. On top of the historic building, the new hotel addition is set back 75 feet from Harrison Street to minimize the visual effect of the addition. The new hotel addition will also carry a horizontal orientation, compatible with the historic structure. The hotel main arrival lobby and guest services of the 468-room hotel is located on the 5th floor, which is designed to be a horizontal massing break from the historic podium by recessing the footprint from the remaining 14 levels of the vertical addition, thereby creating a floating effect. The remaining existing historic rooftop will be a terrace that adds activation and interest at the 5th floor. Hotel levels rise to the 18th floor, and the 19th floor is a rooftop bar and outdoor terrace open to the public that is further setback from the edge of the tower footprint.

Building 3: The residential tower proposed is an integral part of the overall mixed-use Project and is comprised of a collection of three buildings tied by complementary massing and design stitched together with a series of new open spaces and improved sidewalk and streetscapes. At the corner of the new public 'Hawthorne Street Plaza' at Harrison and Hawthorne, the more solid podium base steps in a series of setbacks to express the tower touching down onto the plaza. The plaza starting at the widest portion at Harrison Street, measures approximately 85 feet in width meets the building podium height of 85 feet to create a proportionate urban room pursuant to the Central SoMa Plan. The setbacks also serve to widen the plaza and its connection to the street while demarcating the residential lobby and the upper childcare entry, which are located off of the plaza. The tower portion of the building is setback and introduced at the 9th floor, where active rooftop uses are also proposed.

The Project's mass and scale are appropriate for this Key Site No. 3, which includes multiple lots totaling approximately 2.36 acres, and surrounding context. The Project fronts two major streets: Harrison, 2nd, and also secondary Perry Street, which currently dead-ends at the back of the existing 645 Harrison building (Building 2 location) but will extend to 2nd Street as part of the Project. In order to break up the massing to avoid one large uniform building on the Project site, the Project has been divided into three separate buildings: an office tower (Building 1), a hotel tower atop the existing historic building at 645 Harrison (Building 2), and a residential tower (Building 3).

This density is specifically contemplated in the Central SoMa Plan generally, and specifically for this Key Site No. 3. The existing neighborhood is already a high-density downtown neighborhood with a mixture of low- to mid-rise development containing commercial, office, industrial, and residential uses,

as well as several undeveloped or underdeveloped sites, such as surface parking lots and single-story industrial buildings. many of which will be redeveloped pursuant to the Central SoMa Plan and rezoning. The massing of the proposed buildings has also been designed to respect the scale and character of the evolving Central SoMa neighborhood, as contemplated by the Central SoMa Plan and rezoning. The Project site is located to the east (along Harrison Street) from the separate 725 Harrison Street project, which is also proposed for redevelopment.

Overall, the scale and massing of the Project is in keeping with the intended development of this Key Site No. 3 and other buildings on and near the subject block, as well as with those that will be developed over the next several years in the recently adopted Central SoMa SUD.

B. Architectural treatments, facade design and building materials.

Building 1: Architecturally, this building consists of two parts. Towards the west, the building is comprised of a tower above an 85 foot tall podium, clad in an aluminum panel or terracotta frame that relates to the industrial past of the neighborhood. At the base, a retail space activates Harrison Street, extending to the corner of Vassar Place. Towards the east, a simple faceted glazed curtain wall links to the character of adjacent Rincon Hill developments, reflecting the open floor workplace at the upper levels. At the prominent location is a 3,200 square foot interior open space (POPOS) at the corner of Second and Harrison streets, which will serve the growing neighborhood, and function as the primary building identity street presence. The office lobby entry and another retail space and exterior POPS along 2nd Street will further active the public realm.

Throughout the development, the Project aims to provide a safe, convenient and attractive walking environment. At the corner of 2nd and Harrison streets, the east portion of the office tower is set back from Harrison Street to create an open space plaza (POPOS) that connects with the interior open space (POPOS). Along 2nd Street, the office building is set back from the property line at the first two levels, widening the sidewalk and providing a 30ft tall covered open space (POPOS) activated by retail. On Perry Street, the existing dead end is opened up to create a new pedestrian connection via new sidewalks on the proposed Perry Street extension to 2nd Street. In addition, on Vassar Place, new sidewalks are provided to provide a second pedestrian connection between Harrison Street and Perry Street.

Building 2: Significant features of the existing four-story resource will be rehabilitated and retrofitted along Vassar Place and Harrison Street, with new punched windows at the west fronting Hawthorne Street Plaza that are sympathetic to the character of the historic resource and the ground floor will include openings in a similar pattern as the existing loading dock openings along Vassar Place. The hotel addition is clad with a woven metal panel facade, scaled to reflect the use of the building. The depth of the faceted surfaces creates a dynamic, ephemeral quality throughout the changing light of the day, reflecting the sky and blending into the skyline. Accentuated horizontal lines of the hotel relate to the horizontal ribbon windows of the historic resource, yet is clearly a distinct, new addition. The design of the hotel tower addition has been carefully vetted and deemed appropriate by the Historic Preservation Commission's Architectural Review Committee (ARC).

Building 3: At street level, the 85 foot tall masonry podium is composed as a gridded façade using punched windows articulated with steel surrounds to inject a geometric element to the street wall and

pedestrian experience and will function as an urban room, pursuant to the Central SoMa Plan. The rhythm and massing complements and reflects that of the adjacent buildings, playing to the industrial past of the site and neighborhood. An 11-foot grade change along Harrison Street allows for the design to prominently accommodate a large, two-level childcare facility with a protected private outdoor play area of approximately 4,200 square feet.

The point-counter point of the glass and metal tower and masonry and glass podium are reconciled with vertical glass planes as the podium step back reveals and a vertical terra cotta plane emanating from the podium and tracing up to the roof terrace to form a bris soleil.

In sum, the Project incorporates a simple, yet elegant, architectural language that is accentuated by contrasts in the exterior materials. Overall, the Project offers a high-quality architectural treatment, which provides for unique and expressive architectural design that is consistent and compatible with the surrounding neighborhood, and is anticipated to be compatible with other projects developed over the next several years in the recently adopted Central SoMa SUD.

C. The design of lower floors, including building setback areas, commercial space, townhouses, entries, utilities, and the design and siting of rear yards, parking and loading access.

The ground floor of the Building 1 contains retail spaces fronting Harrison Street, the proposed Hawthorne Street Plaza POPOS, and Vassar Place. The ground floor Building 1 contains retail spaces fronting the indoor and outdoor POPOS, Harrison, 2nd and Perry streets and Vassar Place. The ground floor of Building 3 contains retail space fronting Hawthorne Street Plaza and a child care facility fronting Harrison Street. The pedestrian entrance to the residential building (Building 3) will be off of Hawthorne Street Plaza, which will be directly accessible from both Harrison and Perry streets. Pedestrian entrances to the market hall retail spaces on the ground floor of Building 2 will be from Hawthorne Street Plaza, Harrison Street and Vassar Place. Pedestrian access to the hotel and office uses at Building 2 will be from Vassar Place, which will lead to designated elevator lobbies. Pedestrian entrances to the ground floor retail space and office uses above at Building 1 will be from Harrison and 2nd streets and Vassar Place, with the main office lobby off of 2nd Street. Parking and loading entrances for each of the three buildings, as applicable, have intentionally been located along secondary Perry Street.

The ground floors at Building 1 and Building 3 will be at least 14 feet in height and the ground floor indoor POPOS space proposed at the prominent corner of 2nd and Harrison streets would be significantly higher than 14 feet. All ground floor spaces have been designed to be transparent, inviting, and to allow people to view activities inside the buildings and in the public spaces. All of these spaces and lobbies are located at the sidewalk level and face directly onto the public right-of-way or on proposed Hawthorne Street Plaza, which, again, will function as both a POPOS and mid-block pedestrian alley. Building 1 has been designed with ground floor retail spaces that consist of a variety of vertical elements with glass panels, interspersed with storefront entrances. With the exception of the child care facility, which may include non-transparent components along Harrison Street for security reasons, all of the ground floor spaces, including indoor POPOS at Building 1, have been designed to allow visibility into

the interior spaces, creating active engagement between the pedestrians along the street and users within the buildings.

- D. The provision of required open space, both on- and off-site. In the case of off-site publicly accessible open space, the design, location, access, size, and equivalence in quality with that otherwise required on-site.**

The Project meets both the residential usable open space requirement and the POPOS requirement on the Project site in part by constructing a publicly-accessible mid-block pedestrian alley in between Building 2 and Building 3, Hawthorne Street Plaza, which will include various seating areas, a shade trellis, water feature(s) and landscaping. At Building 3, roof terraces with usable open space will be provided for use by residents of that building. In addition, exterior and interior POPOS will be provided at Building 1. More specifically, the POPOS program for the Project includes an approximately 3,220 square foot indoor POPOS at the prominent intersection of 2nd and Harrison streets with various seating areas and adjacent to two retail spaces, approximately 3,075 square feet of outdoor POPOS along Harrison, 2nd and Perry streets adjacent to the indoor POPOS and/or retail space, and the aforementioned Hawthorne Street Plaza POPOS, which will be approximately 8,360 square feet, for a total of approximately 14,655 square feet of POPOS Project-wide where 14,075 square feet of POPOS is required. In addition, an interior, approximately 700 square foot "view garden" will be provided at Building 1 along Vassar Place and adjacent to the proposed micro-retail space in that building. An approximately 4,200 square foot designated open space area will also be provided for the child care facility, which will be located adjacent to the western property line at Building 3.

- E. The provision of mid-block alleys and pathways on frontages between 200 and 300 linear feet per the criteria of Section 270, and the design of mid-block alleys and pathways as required by and pursuant to the criteria set forth in Section 270.2.**

Pursuant to Planning Code Section 270.2, projects located in the Central SoMa SUD that have one or more street or alley frontages of over 200 linear feet on a block face longer than 400 feet between intersections are required to provide a publicly-accessible mid-block alley for the entire depth of the property. In addition, new buildings abutting mid-block alleys provided pursuant to Section 270.2 shall feature upper story setbacks according to the provisions of Section 261.1. Section 261.1 sets out setback requirements for subject frontages along mid-block alleys. Specifically, the following setback controls of 261.1 apply to Project because a portion of the proposed mid-block alley would be less than 40 feet wide: frontages abutting a mid-block passage of between 30 and 40 feet in width provided pursuant to Section 270.2 must provide upper story setback of not less than 5 feet above a height of 35 feet.

The Project is providing a mid-block alley and POPOS (Hawthorne Street Plaza) that meets the mid-block alley requirements of Section 270.2. The mid-block alley is being provided between Building 2 and Building 3 and will connect Harrison to Perry Streets and 2nd and 3rd streets beyond, will extend the pedestrian circulation of Hawthorne Street, and will provide an access point to other POPOS on the Project site and in the surrounding neighborhood. It will be 33-feet wide at its narrowest location (over the required 20 feet) and primarily open to the sky (over the required 60 percent). Under Section 261.1, the façades of both the hotel and residential buildings that front the mid-block alley (Building 2 and

Building 3) must provide a setback of 5 feet above a height of 38 and 35 feet, respectively. As proposed, neither building is providing a setback along the mid-block alley, in part because the existing 645 Harrison building (the location of Building 2) is an existing historic building and the podium of Building 3 has been intentionally design to create an urban room, pursuant to the Central SoMa Plan. The Project Sponsor is therefore seeking an exception from the upper-story setback controls along the mid-block alley pursuant to Section 261.1 as part of the Large Project Authorization. The separate and more detailed POPOS and Section 161.1 and 270.2 discussions above are incorporated here by reference.

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

In compliance with Planning Code Section 138.1, there will be sidewalk and streetscape improvements made to Harrison Street, 2nd Street, and Perry Street. New sidewalks, curbs, gutters and street trees will be provided along all three street frontages. The Project also includes extending the Harrison Street sidewalk from 10 feet to 15 feet for the entire Harrison Street block face, beyond the Project's frontage extending to 3rd Street. There will be 15 new street trees along Harrison Street, three new street trees along Perry Street, one new street tree on Vassar Place at 2nd Street, and seven new street trees along 2nd Street. Street furniture will also be provided on Harrison and Second streets. In addition, proposed Hawthorne Street Plaza (POPOS and mid-block pedestrian alley) will include various seating areas, lighting and landscaping, including approximately eleven new trees planted within view of Harrison and Perry streets.

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

The Project provides ample circulation in and around the project site through the streetscape improvement and construction of a publicly-accessible mid-block pedestrian alley (Hawthorne Street Plaza) that will connect pedestrians to and from Hawthorne, Harrison and Perry streets and 2nd and 3rd streets beyond. Automobile access is limited to ingress and egress from secondary Perry Street as well as on-street loading from Vassar Place. All off-street parking and loading spaces (including service vehicle spaces) will be accessed from secondary Perry Street.

H. Bulk limits.

The Project is subject to special bulk limits and setback requirements that apply in the Eastern Neighborhood Mixed Use Districts. See the Section 270.1, 270.2 and 261.1 discussions above, which are incorporated here by reference.

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

The Project, on balance, meets the Objectives and Policies of the General Plan. See Below

- 8. Central SoMa Key Site Exceptions & Qualified Amenities (Section 329(e)).** Pursuant to Section 329(d), the Planning Commission may grant certain exceptions to the provisions of the Planning Code. Pursuant to Section 329(e), within the Central SoMa SUD, certain additional exceptions are

available for projects on Key Sites that provide qualified amenities in excess of what is required by the Code. Qualified additional amenities that may be provided by these Key Sites include: affordable housing beyond what is required under Section 415et seq.; land dedication pursuant to Section 413.7 for the construction of affordable housing; PDR at a greater amount and/or lower rent than is otherwise required under Sections 202.8 or 249.78(c)(5); public parks, recreation centers, or plazas; and improved pedestrian networks. Exceptions under Section 329(e) may be approved by the Planning Commission if the following criteria are met:

- a. The amenities and exceptions would, on balance, be in conformity with and support the implementation of the Goals, Objectives, and Policies of the Central SoMa Plan,

The Project is providing community benefits as was envisioned in the Central SoMa Plan. Specifically, the Project will provide various qualified amenities, including but not limited to streetscape and pedestrian network improvements, a large POPOS plaza and mid-block pedestrian alley (Hawthorne Street Plaza), which will exceed minimum alley dimensions, a child care facility, which will be larger than specified under Section 414.5 by approximately 7,480 square feet, and inclusionary affordable housing at 110 percent of the otherwise applicable affordable housing requirement under Section 415.

Streetscape and pedestrian network improvements proposed as part of the Project include new pedestrian connections from Hawthorne Street through proposed Hawthorne Street Plaza to Perry Street to 2nd Street beyond via the proposed Perry Street extension, including new sidewalks, and an improved connection from Harrison Street to Perry Street and beyond via new sidewalks on Vassar Place. The project also proposes sidewalk widening along Harrison and 2nd Streets and multiple outdoor POPOS and retail spaces to activate those frontages.

The Project Sponsor is seeking exceptions through the Large Project Authorization process, including horizontal mass reduction, wind, tower separation including related criteria, bulk controls, child care facility restrictions, and setback requirements along narrow streets and mid-block alleys, and exceptions specifically included for this Key Site No. 3 (for lot coverage and micro-retail, active use/transparency and ground floor commercial use requirements). The exceptions are not egregious nor deviate significantly from the Planning Code requirements.

The Project is in conformity with the General Plan including the Central SoMa Plan, particularly the parameters outlined for this Key Site No. 3, and meets the community benefits envisioned for the Plan area, including but not limited to the provision of on-site child care, on-site POPOS, neighborhood-serving retail and much-needed residential, hotel, office and PDR space within close proximity to multiple sources of public transit, employment opportunities, and Moscone Center. The Project is consistent with and would help further the goals, objectives and policies of the Central SoMa Plan, which is part of the City's General Plan. One of the primary eight goals of the Central SoMa Plan is to "Accommodate a Substantial Amount of Jobs and Housing." Related Central SoMa Plan Objective 3.1 provides: "Ensure the Plan Area accommodates significant space for job growth" and Objective 3.2 specifically provides: "Support the growth of office space." As explained in the Central SoMa Plan:

The City should support the development of office space in Central SoMa. Office space typically has a high amount of jobs per square foot, and thus benefits from proximity to the neighborhood's excellent transit. This office space can also support the success of these knowledge-sector companies that are driving the overall economy (including the need for local-serving jobs throughout the city, like health care, education, and retail). Increasing the supply of office space will also support non-profits and other organizations that have been challenged to find space in the city, forcing some to move elsewhere in the Bay Area (such as Oakland) or out of the region altogether.

Regarding the importance of on-site child care, Central SoMa Plan Policy 2.6.2 provides:

Help facilitate the creation of childcare facilities. San Francisco is suffering from a lack of licensed childcare. This is due to a lack of funding and a difficulty in finding space that meets the strict requirements for childcare centers.

Regarding the proposed hotel use, Central SoMa Objective 3.5 and Policy 3.5.1 provide:

Hotels are important to the wellbeing of San Francisco – enabling our tourism sector to flourish while also supporting important civic functions through room taxes. Simultaneously, hotels can make very good neighbors, providing lively ground floors, near 24-hour activity, and customers for local shops and restaurants. Hotels are particularly important in Central SoMa, given the area's proximity to the Moscone Convention Center and its transit accessibility. Allow hotels throughout the growth-oriented parts of the Plan Area. Currently, there are parts of the Plan Area where hotels are not permitted, even if they otherwise allow residential and commercial growth. Where hotels are permitted, they are typically restricted to "boutique" sizes of 75 rooms or less. However, the City is in need of multiple new hotels to meet demand, particularly new "conference sized" hotels of at least 500 rooms plus meeting facilities. As such, the City should support increasing the area where hotels are permissible to include those areas where new growth is anticipated, and to remove the cap on room count.

- 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 maximize development on the Project Site to maximize the size of the child care facility, the number of residential units provided, allow for a new hotel tower within close proximity to Moscone Center. The requested exceptions (e.g., from micro-retail requirements) are also necessary in part to preserve the existing historic building at 645 Harrison Street (Building 2) in a manner consistent with the Secretary of the Interior's Standards for Rehabilitation. Overall, the intent of those requirements would be met through the provision of a large ground-floor multi-tenant market hall at Building 2.

- 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 envisions a mixed-use multi-tower development on this Key Site No. 3, which is a compilation of multiple lots totaling approximately 2.36 acres. This presents a unique opportunity to maximize development within close proximity to multiple sources of public transit, employment opportunities, and Moscone Center. In order to do so, it was acknowledged during the Central SoMa rezoning process that various exceptions to standard Planning Code requirements would be required to achieve the ultimate design for this Key Site (see the list above). Those exceptions will allow the Project Sponsor to provide important public assets that would otherwise be difficult to located in a highly developed neighborhood like SoMa, including a large mid-block pedestrian alley and POPOS, which will far exceed minimum Planning Code requirements, including dimensional requirements. Other public assets include an on-site child care facility which, again, will be significantly larger than otherwise required under the Planning Code for office and hotel uses in the Central SoMa SUD. See above for other public assets that will be provided, including new and improved pedestrian connections.

Because the proposed configuration of the buildings, indoor and outdoor POPOS, as well as mid-block alley are arranged in the prescriptive manner encouraged and envisioned in the Central SoMa Area Plan, and because the Project's various amenities will allow valuable public assets in a densely-developed area where it would be otherwise be difficult to locate so many public benefits, the exceptions and variances the Project is seeking are necessary to facilitate the provision of the aforementioned public benefits as well as align with the vision identified in the Central SoMa Area Plan.

Accordingly, pursuant to Planning Code Sections 329(d) and 329(e) the Planning Commission has considered the following exceptions to the Planning Code, makes the following findings, and grants each exception to the Project as further described below:

- A. **Building Setbacks, Streetwall Articulation and Tower Separation (Section 132.4).** Section 132.4 requires that, as potentially applicable to the Project (i) buildings within the Central SoMa SUD be built up to the street-or alley-facing property line up to 65 feet in height, subject to the controls of Section 261.1 (additional height limits for narrow streets and midblock-alleys), which are applicable to the Project; (ii) Towers in the CS Bulk District include a 15-foot setback along all property lines for the Tower Portion of the entire frontage; and (iii) the Tower Portion have a horizontal separation of at least 115 feet from the Tower Portion of any other Tower.

Streetwall:

Building 1: The structure will measure approximately 350 feet tall, with a 35-foot-tall mechanical screen for a total height of 385 feet. The building's podium along all facades will have a height of 85 feet built to the property line with the exception of the northeast corner of the building and the southern portion of the lot. A 15-foot setback is provided at the corner of 2nd and Harrison with a length of 72 feet 3 inches, and a southern 15-foot setback is provided for a length of 156 feet 3 inches. Because of the 15-foot setbacks, a continuous streetwall is not provided. However, the setbacks are used to provide POPOS pursuant to Planning Code Section 138, as well as to provide a voluntarily pedestrian circulation and path of travel along Perry Street to connect Vassar to 2nd Street; therefore, 400 2nd Street complies with streetwall articulation.

Building 2: The structure, after the horizontal addition, will measure approximately 200 feet tall, with a 15-foot-tall mechanical screen, for a total height of 215 feet. The building's podium along all facades will have a height of 55 feet, which is the height of the existing structure. At 55 feet, the building is setback 20 feet 8 inches from Vassar Place, 9 feet from Perry Street, 35 feet from the Hawthorne Street Plaza (mid-block alley), and 81 feet from Harrison Street for the entirety of each respective street frontage (100 percent). The hotel's vertical addition was meticulously designed to consider the sensitivity of the existing historic building, in consultation with the Preservation Division and the Historic Preservation Commission. The intent was for the hotel to be differentiated from the existing structure, further emphasized by the setbacks. The proposed setbacks are required for building façade architectural articulation and modulation. However, because said depths exceed the maximum of 8 feet, a streetwall articulation exception is needed.

Building 3: The structure will measure approximately 350 feet tall, with a 35-foot-tall mechanical screen, for a total height of 385 feet. The building's podium along all facades will have a height of 85 feet. Along Harrison Street, the Project is setback 15 feet for 69 feet 9 inches and a 160-foot setback for 17 feet 11 ½ inches from Hawthorne Street Plaza (mid-block alley) along Perry Street. Neither of these setbacks exceed the maximum 60 percent. Further, all side setbacks are provided to accommodate the code-required mid-block alley, Hawthorne Street Plaza.

As noted above, streetwall requirements apply as discussed above in addition to the controls of Section 261.1: setback requirements along narrow streets and mid-block alleys. In addition to streetwall articulation, setback requirements apply along Perry Street (narrow street) and Hawthorne Street Plaza (mid-block alley). Setback requirements also apply to the Project along 2nd Street and Harrison Street (major streets) as part of the apparent mass reduction requirements under Section 270(h). The Project Sponsor is requesting exceptions to these requirements, as discussed in more detail above under the Section 261.1 and Section 270(h) discussions, which are incorporated here by reference.

Setback: Setback requirements apply to Towers in the CS Bulk District, which must include a 15-foot setback along all property lines for the Tower Portion of the entire frontage, which is the portion of the Tower above 85 feet in height.

Building 1: Above the 85-foot podium, 15-foot setbacks are provided along 2nd Street and Harrison Street, as well as a 35-foot setback along Vassar Place for the entire Tower portion up to 350 feet.

Building 2: The tower portion of the vertical addition of the hotel building has a 5-foot setback along Perry Street, 7-foot-6-inch setback along Vassar Place, 7-foot-6-inch setback along Hawthorne Street Plaza (mid-block alley), and 75 feet from Harrison Street. Therefore, the Project requires tower setback exceptions as setbacks along Perry Street, Vassar Place and Hawthorne Street Plaza (mid-block alley) are less than the required 15 feet. The exceptions are warranted for the reasons set forth under the Section 132.4 discussion above, which are incorporated here by reference.

Building 3: The tower portion of the residential building has a 15-foot setback along both Perry and Harrison Street. The building has varying setbacks along Hawthorne Street Plaza (mid-block alley), from 17 feet to 52 feet.

Tower Separation: Through the procedures of Section 329, the Planning Commission may reduce the separation requirements under subsection 132.4(d)(3)(A) if it finds that a tower projects meets all of the following criteria, unless the project is on a Key Site, in which case the project may be exempted from the following criteria:

- (i) The tower portion of the project has, at a minimum, a horizontal separation of at least 85 feet from the tower portion of any other tower;
- (ii) The maximum floor area of any floor of the tower portion of the project is no more than 10,000 gross square feet;
- (iii) The maximum height of the uppermost building element or mass, occupied or unoccupied, of the tower has a difference of at least 50 feet in height from the maximum height of the uppermost element of any other tower within 115 feet of horizontal distance; and
- (iv) The tower portion of the project is designed so as to maximize apparent distance and architectural differentiation from any other nearby tower.

A tower separation exception is required for the Project. See the Section 132.4 discussion above, which is incorporated here by reference.

- B. **Controls for Wind Comfort and Hazards (Section 249.78(d)(9)).** Projects in the Central SoMa SUD that are over 85 feet in height may not result in wind speeds that exceed the Comfort Level at any location. Projects must generally refrain from resulting in wind speeds exceeding a “Comfort Level” (ground-level wind speeds of 11 mph in areas of substantial pedestrian use and seven mph in public seating areas between 7 a.m. and 6 p.m., when occurring for more than 15% of the time year round) and may not cause a “Substantial Increase” in wind speeds of more than six miles per hour for more than 15% of the time year round) at any location where the existing or resulting wind speed exceeds the Comfort Level. However, a project may seek exception from this standard if it demonstrates that (1) it has undertaken all feasible measures to reduce wind speeds through such means as building sculpting and appearances, permanent wind baffling measures, and landscaping; and (2) further reducing wind speeds would substantially detract from the building design or unduly restrict the square footage of the project.

See the discussion of wind comfort and wind hazards above.

- C. **Narrow and Mid-Block Alley Controls (Sections 261.1).** Pursuant to Planning Code Section 270.2, projects located in the Central SoMa SUD that have one or more street or alley frontages of over 200 linear feet on a block face longer than 400 feet between intersections are required to provide a publicly-accessible mid-block alley for the entire depth of the property. In addition, new buildings abutting mid-block alleys provided pursuant to Section 270.2 shall

feature upper story setbacks according to the provisions of Section 261.1. Section 261.1 sets out setback requirements for subject frontages along narrow streets. Specifically, the following setback controls of 261.1 apply to Project: frontages abutting a mid-block passage of between 30 and 40 feet in width provided pursuant to Section 270.2 must provide upper story setback of not less than 5 feet above a height of 35 feet.

See the discussion above regrading narrow and mid-block alley controls.

- D. **Horizontal Mass Reduction (Section 270.1).** Planning Code Section 270.1 requires that new development in the Eastern Neighborhoods with building lengths exceeding 200 square feet incorporate horizontal mass reductions with certain minimum dimensions, to break up the apparent building massing. The mass reduction breaks shall not be less than 30 feet in width and less than 60 feet in depth from the street facing building façade, shall extend up to the sky from a level not higher than 25 feet above grade or the third story, whichever is lower; and result in discrete building sections with a maximum plan length along the street frontage not greater than 200 feet. The Planning Commission may modify or waive this requirement through the process set forth in Section 329. When considering any such application, the Commission shall consider the following criteria: (1) no more than 50% of the required mass is reduced unless special circumstances are evident; (2) the depth of any mass reduction breaks provided is not less than 15 feet from the front facade, unless special circumstances are evident; (3) the proposed building envelope can be demonstrated to achieve a distinctly superior effect of reducing the apparent horizontal dimension of the building; and (4) the proposed building achieves unique and superior architectural design.

The Project is seeking an exception from the horizontal mass reduction standards for the proposed hotel tower frontage on Harrison Street, which would be more than 200 feet. The proposed hotel building's façades along Perry and Harrison Street do not contain massing breaks that meet the Code. The existing historic building at 645 Harrison Street does not meet the massing reduction requirement, which was implemented many years after the building was constructed. The hotel tower addition has been intentionally designed to be located atop the historic building but set back from the façade. This is a special circumstance that warrants waiver of the otherwise applicable requirement and application of the otherwise applicable criteria for a waiver. The proposed design will achieve a unique and superior architectural design and will achieve a distinctly superior effect of reducing the apparent horizontal dimension of the building while remaining sympathetic to the existing historic structure. The design of the hotel tower addition has been carefully vetted and deemed appropriate by the Historic Preservation Commission's Architectural Review Committee (ARC).

9. **General Plan Compliance.** The Project is, on balance, consistent with the following Objectives and Policies of the General Plan:

COMMERCE AND INDUSTRY ELEMENT

Objectives and Policies

OBJECTIVE 1:

MANAGE ECONOMIC GROWTH AND CHANGE TO ENSURE ENHANCEMENT OF THE TOTAL CITY LIVING AND WORKING ENVIRONMENT.

Policy 1.1:

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

Policy 1.3:

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

OBJECTIVE 2:

MAINTAIN AND ENHANCE A SOUND AND DIVERSE ECONOMIC BASE AND FISCAL STRUCTURE FOR THE CITY.

Policy 2.1:

Seek to retain existing commercial and industrial activity and to attract new such activity to the city.

OBJECTIVE 3:

PROVIDE EXPANDED EMPLOYMENT OPPORTUNITIES FOR CITY RESIDENTS, PARTICULARLY THE UNEMPLOYED AND ECONOMICALLY DISADVANTAGED.

Policy 3.1:

Promote the attraction, retention and expansion of commercial and industrial firms which provide employment improvement opportunities for unskilled and semi-skilled workers.

Policy 3.2:

Promote measures designed to increase the number of San Francisco jobs held by San Francisco residents.

The Project will provide approximately 369,679 GSF of office, 461,228 GSF of residential, 221,965 GSF of hotel, 42,013 GSF of PDR, 37,551 GSF of retail, and 14,000 GSF of child care uses; thus, the Project will expand diverse employment opportunities including hotel service, office, institutional (childcare) and retail jobs for city residents, including through compliance with the First Source Hiring Program. These uses will help to retain existing commercial and industrial activity and attract new activity, as cited under the Qualified Amenities provision above. The Project will also include a micro-retail space intended to contain smaller-scale neighborhood-serving uses. Further, a market hall will provide opportunities for smaller vendors to operate.

OBJECTIVE 4:

IMPROVE THE VIABILITY OF EXISTING INDUSTRY IN THE CITY AND THE ATTRACTIVENESS OF THE CITY AS A LOCATION FOR NEW INDUSTRY.

Policy 4.1:

Maintain and enhance a favorable business climate in the city.

Policy 4.2:

Promote and attract those economic activities with potential benefit to the City.

Policy 4.11:

Maintain an adequate supply of space appropriate to the needs of incubator industries

The Project is not subject to Proposition X controls but would contain approximately 42,013 gross square feet of PDR use consistent with Central SUD requirements, which will mitigate against the potential displacement of viable industrial firms. The existing PDR space at 645 Harrison will be retained.

HOUSING ELEMENT

Objectives and Policies

OBJECTIVE 1:

IDENTIFY AND MAKE AVAILABLE FOR DEVELOPMENT ADEQUATE SITES TO MEET THE CITY'S HOUSING NEEDS, ESPECIALLY PERMANENTLY AFFORDABLE HOUSING.

Policy 1.1

Plan for the full range of housing needs in the City and County of San Francisco, especially affordable housing.

Policy 1.10

Support new housing projects, especially affordable housing, where households can easily rely on public transportation, walking and bicycling for the majority of daily trips.

OBJECTIVE 4:

FOSTER A HOUSING STOCK THAT MEETS THE NEEDS OF ALL RESIDENTS ACROSS LIFECYCLES.

Policy 4.1

Develop new housing, and encourage the remodeling of existing housing, for families with children.

Policy 4.4

Encourage sufficient and suitable rental housing opportunities, emphasizing permanently affordable rental units wherever possible.

Policy 4.5

Ensure that new permanently affordable housing is located in all of the City's neighborhoods, and encourage integrated neighborhoods, with a diversity of unit types provided at a range of income levels.

OBJECTIVE 11:

SUPPORT AND RESPECT THE DIVERSE AND DISTINCT CHARACTER OF SAN FRANCISCO'S NEIGHBORHOODS.

Policy 11.1

Promote the construction and rehabilitation of well-designed housing that emphasizes beauty, flexibility, and innovative design, and respects existing neighborhood character.

Policy 11.2

Ensure implementation of accepted design standards in project approvals.

Policy 11.3

Ensure growth is accommodated without substantially and adversely impacting existing residential neighborhood character.

Policy 11.4:

Continue to utilize zoning districts which conform to a generalized residential land use and density plan and the General Plan.

Policy 11.6

Foster a sense of community through architectural design, using features that promote community interaction.

Policy 11.8

Consider a neighborhood's character when integrating new uses, and minimize disruption caused by expansion of institutions into residential areas.

OBJECTIVE 12:

BALANCE HOUSING GROWTH WITH ADEQUATE INFRASTRUCTURE THAT SERVES THE CITY'S GROWING POPULATION.

Policy 12.2

Consider the proximity of quality of life elements such as open space, child care, and neighborhood services, when developing new housing units.

The Project will provide on-site open space (residential usable open space and POPOS), an on-site child care facility and one-site neighborhood-serving retail for residents on the Project site and in the surrounding area. The Project is proposing a 350-foot tall residential building and will meet the inclusionary housing requirements at 110% of the otherwise application Planning Code Section 415 requirement. The proposed residential building will include 489 dwelling units and will meet dwelling unit mix requirements. A 14,000-

square foot childcare facility is provided at the ground floor, which exceeds the Planning Code requirement for child care facilities provided to satisfy childcare requirements for office and hotel uses by approximately 7,480 square feet.

The Project will continue and improve the mixed-use nature of this mixed-use neighborhood. The Project will accommodate an appropriate balance of jobs and housing by providing space for residential, office, retail, institutional (child care), hotel and PDR uses.

URBAN DESIGN ELEMENT

OBJECTIVE 1:

EMPHASIS OF THE CHARACTERISTIC PATTERN WHICH GIVES TO THE CITY AND ITS NEIGHBORHOODS AN IMAGE, A SENSE OF PURPOSE, AND A MEANS OF ORIENTATION.

Policy 1.3:

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

Policy 1.4:

Protect and promote large-scale landscaping and open space that define districts and topography.

OBJECTIVE 3:

MODERATION OF MAJOR NEW DEVELOPMENT TO COMPLEMENT THE CITY PATTERN, THE RESOURCES TO BE CONSERVED, AND THE NEIGHBORHOOD ENVIRONMENT.

Policy 3.1:

Promote harmony in the visual relationships and transitions between new and older buildings.

Policy 3.3:

Promote efforts to achieve high quality of design for buildings to be constructed at prominent locations.

Policy 3.4:

Promote building forms that will respect and improve the integrity of open spaces and other public areas.

Policy 3.5:

Relate the height of buildings to important attributes of the city pattern and to the height and character of existing development.

Policy 3.6:

Relate the bulk of buildings to the prevailing scale of development to avoid an overwhelming or dominating appearance in new construction.

The Project features varied and engaged architecture that will contribute to the character of the neighborhood. The building materials of are high quality and will promote visual relationships and transitions with new

and older buildings in the Central SoMa neighborhood, including within the Project site. The Project will feature two new buildings, residential and office, and an addition for a new hotel, which have been designed to break down the prevailing scale of the development to avoid an overwhelming or dominating appearance along Harrison Street, 2nd Street, Vassar Place, and Perry Street.

RECREATION AND OPEN SPACE ELEMENT

Objectives and Policies

OBJECTIVE 2:

INCREASE RECREATION AND OPEN SPACE TO MEET THE LONG-TERM NEEDS OF THE CITY AND BAY REGION.

Policy 2.2:

Provide and promote a balanced recreation system which offers a variety of high quality recreational opportunities for all San Franciscans.

Policy 2.7:

Expand partnerships among open space agencies, transit agencies, private sector and nonprofit institutions to acquire, develop and/or manage existing open spaces.

OBJECTIVE 3:

IMPROVE ACCESS AND CONNECTIVITY TO OPEN SPACE.

Policy 3.2:

Establish and Implement a network of Green Connections that increases access to parks, open spaces, and the waterfront.

As cited under the Qualified Amenities section above, the Project will provide a cumulative 14,655 square feet of indoor and outdoor POPOS. This includes a 3,220-square foot interior POPOS at the prominent corner of 2nd and Harrison streets as well as exterior POPOS, 8,360 square feet of which will be via a mid-block pedestrian alley (Hawthorne Street Plaza). The Central SoMa Plan area currently suffers from a shortage of public parks and recreational areas relative to the number of existing residents. The proposed location of the Hawthorne Street Plaza will effectively extend Hawthorne Street for pedestrian circulation through the plaza to Perry Street and 2nd and 3rd streets beyond. The Project would also improve Vassar Place and a portion of Perry Street with sidewalks, none currently exist. Due to the scarcity of publicly-accessible open spaces in Central SoMa, the creation of open space was identified as a high priority of the Plan.

CENTRAL SOMA PLAN

GOAL 2: MAINTAIN A DIVERSITY OF RESIDENTS

OBJECTIVES AND POLICIES

OBJECTIVE 2.3:

ENSURE THAT AT LEAST 33 PERCENT OF NEW HOUSING IS AFFORDABLE TO VERY LOW, LOW, AND MODERATE INCOME HOUSEHOLDS

Policy 2.3.2:

Require contribution to affordable housing from commercial uses.

Policy 2.3.3:

Ensure that affordable housing generated by the Central SoMa Plan stays in the neighborhood.

OBJECTIVE 2.6:

SUPPORT SERVICES – SCHOOLS, CHILD CARE, AND COMMUNITY SERVICES – NECESSARY TO SERVE LOCAL RESIDENTS

Policy 2.6.2:

Help facilitate the creation of childcare facilities.

The Project will provide a 14,000 square foot child care facility within the residential building (Building 3) and will meet the inclusionary affordable housing requirement at 110% of the otherwise applicable requirement under Planning Code Section 415.

GOAL 3: FACILITATE ECONOMICALLY DIVERSIFIED AND LIVELY JOBS CENTER OBJECTIVES AND POLICIES

OBJECTIVES AND POLICIES

OBJECTIVE 3.1:

ENSURE THE PLAN AREA ACCOMMODATES SIGNIFICANT SPACE FOR JOB GROWTH

Policy 3.1.1:

Require non-residential uses in new development on large parcels.

OBJECTIVE 3.2:

SUPPORT THE GROWTH OF OFFICE SPACE

Policy 3.2.1:

Facilitate the growth of office.

OBJECTIVE 3.3:

ENSURE THE REMOVAL OF PROTECTIVE ZONING DOES NOT RESULT IN A LOSS OF PDR IN THE PLAN AREA

Policy 3.3.2:

Limit conversion of PDR space in formerly industrial districts.

Policy 3.3.3:

Require PDR space as part of large commercial development.

OBJECTIVE 3.4:

FACILITATE A VIBRANT RETAIL ENVIRONMENT THAT SERVES THE NEEDS OF THE COMMUNITY

Policy 3.4.2:

Require ground-floor retail along important streets.

Policy 3.4.3:

Support local, affordable, community-serving retail.

The Project will provide a mix of office, retail, hotel, residential, PDR and child care uses. Ground-floor retail will be located along proposed Hawthorne Street Plaza and all of the Project street frontages: Harrison Street, 2nd Street, Vassar Place and Perry Street. The new office, hotel, retail, childcare facility, and PDR uses will accommodate significant opportunities for job growth within the Central SoMa SUD.

GOAL 4: PROVIDE SAFE AND CONVENIENT TRANSPORTATION THAT PRIORITIZES WALKING, BICYCLING, AND TRANSIT

OBJECTIVE 4.1:

PROVIDE A SAFE, CONVENIENT, AND ATTRACTIVE WALKING ENVIRONMENT ON ALL THE STREETS IN THE PLAN AREA

Policy 4.1.2:

Ensure sidewalks on major streets meet Better Streets Plan standards.

Policy 4.1.8:

Ensure safe and convenient conditions on narrow streets and alleys for people walking.

Policy 4.1.10:

Expand the pedestrian network wherever possible through creation of narrow streets, alleys, and mid-block connections.

OBJECTIVE 4.4:

ENCOURAGE MODE SHIFT AWAY FROM PRIVATE AUTOMOBILE USAGE

Policy 4.4.1:

Limit the amount of parking in new development.

Policy 4.4.2:

Utilize Transportation Demand Management strategies to encourage alternatives to the private automobile.

Policy 4.5.2:

Design buildings to accommodate delivery of people and goods with a minimum of conflict.

The Project will limit off-street parking spaces to permitted accessory amounts and will provide the required amount of off-street loading. Additionally, a total of 308 Class 1 and 78 Class 2 bicycle spaces will be provided for a total of 386 bicycle parking spaces. The Project has also developed a TDM Program and will incorporate improvements to the pedestrian network, including bulb-outs, landscaping, and new and widened sidewalks. All street and sidewalk improvements will comply with the City's Better Street's Plan and Vision Zero Policy.

**GOAL 5: OFFER AN ABUNDANCE OF PARKS AND RECREATIONAL OPPORTUNITIES
OBJECTIVES AND POLICIES**

OBJECTIVES AND POLICIES

OBJECTIVE 5.5:

AUGMENT THE PUBLIC OPEN SPACE AND RECREATION NETWORK WITH PRIVATELY-OWNED PUBLIC OPEN SPACES (POPOS).

Policy 5.5.1:

Require new non-residential development and encourage residential development to provide POPOS that address the needs of the community.

The Project include approximately 14,655 square feet of POPOS, 8,360 of which will be an exterior POPOS via a mid-block alley (Hawthorne Street Plaza) as well as exterior POPOS along Harrison Street, 2nd Street, and Perry Street and an indoor 3,220-square foot POPOS at the prominent corner of 2nd and Harrison Streets . An indoor "view garden" is also proposed along Vassar Place.

**GOAL 8: ENSURE THAT NEW BUILDINGS ENHANCE THE CHARACTER OF THE
NEIGHBORHOOD AND CITY OBJECTIVES AND POLICIES**

OBJECTIVES AND POLICIES

OBJECTIVE 8.1:

ENSURE THAT THE GROUND FLOORS OF BUILDING CONTRIBUTE TO THE ACTIVATION, SAFETY, AND DYNAMISM OF THE NEIGHBORHOOD

Policy 8.1.1:

Require that ground floor uses actively engage the street.

Policy 8.1.2:

Design building frontages and public open spaces with furnishings and amenities to engage a mixed-use neighborhood.

Policy 8.1.3:

Ensure buildings are built up to the sidewalk edge.

Policy 8.1.4:

Minimize parking and loading entrances.

OBJECTIVE 8.4:

ENSURE THAT NARROW STREETS AND ALLEYS MAINTAIN THEIR INTIMATENESS AND SENSE OF OPENNESS TO THE SKY.

Policy 8.4.1:

Require new buildings facing alleyways and narrow streets to step back at the upper stories.

OBJECTIVE 8.5:

ENSURE THAT LARGE DEVELOPMENT SITES ARE CAREFULLY DESIGNED TO MAXIMIZE PUBLIC BENEFIT.

Policy 8.6.1:

Conform to the City's Urban Design Guidelines.

Policy 8.6.2:

Promote innovative and contextually-appropriate design.

Policy 8.6.3:

Design the upper floors to be deferential to the "urban room".

Policy 8.6.4:

Design buildings to be mindful of wind.

Policy 8.6.5:

Ensure large projects integrate with the existing urban fabric and provide a varied character.

The Project Sponsor has worked with City staff for many years to develop a project that would incorporate high-quality design in and around all three structures, including the design of open space and street and sidewalk improvements. The Project features varied and engaged architecture and includes a mid-block alley providing a mid-block connection between Perry and Harrison Street, and extending the pedestrian circulation to and from Hawthorne Street. The building materials of are high quality and will promote visual relationships and transitions with new and older buildings within the Project site and in the greater Central SoMa neighborhood. The Project will feature three distinct structures, which have been designed to break down the prevailing scale of development to avoid overwhelming or dominating appearance in new construction.

10. **Planning Code Section 101.1(b)** establishes eight priority-planning policies and requires review of permits for consistency with said policies. On balance, the project complies with said policies in that:

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

The Project would not remove any retail uses and instead will add 37,551 gsf of retail use. In addition, the Project would provide approximately: 42,013 gross square feet for PDR, 14,000 gross square feet for a child care facility (not including designated open space), 461,228 gross square feet of residential, 221,965 gross square feet for a hotel, and 369,679 gross square feet for Office uses. The new proposed uses would enhance future opportunities for resident employment and ownership.

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

There is no existing housing on site. Building 3 will provide 489 new dwelling units. The Project will meet its inclusionary housing requirements at 110% of the otherwise applicable Planning Code Section 415 requirement; thus, resulting in an overall increase in the neighborhood housing stock. In addition, the Project would add ground floor retail uses and new indoor and outdoor POPOS spaces, which add to and improve the public realm and neighborhood character. The Project is expressive in design and relates well to the scale and form of the surrounding neighborhood. For these reasons, among others, the Project would protect and preserve the cultural and economic diversity of the neighborhood.

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

No affordable housing exists or would be removed for this Project. The Project will either pay the in-lieu fee or combine the in-lieu fee with a land dedication for future affordable housing development within the Central SoMa SUD to satisfy its inclusionary housing requirement at 110% of the otherwise applicable Planning Code Section 415 requirement. Future development of this site at Building 3 would enhance the City's available housing stock by 489 dwelling units.

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

The Project Site is served by nearby public transportation options. The Project site is located in close proximity to the: 8, 8AX, 8BX, 10, 12, 25, 30, 45, 47, 81X, 82X, and KLM MUNI bus lines, as well as the Central Subway line along 4th Street and the 4th & King Caltrain and MUNI light stations. The Central Subway Project to extend the Muni Metro T Third Line through South of Market, Union Square, and Chinatown with four new stations is also expected to be completed soon. The T extension would run a few blocks away from the Project site along 4th Street. The Project also provides off-street parking at the principally permitted amounts and sufficient bicycle parking for employees, hotel guests, and residents.

- E. That a diverse economic base be maintained by protecting our industrial and service sectors from displacement due to commercial office development, and that future opportunities for resident employment and ownership in these sectors be enhanced.

The Project does not replace existing industrial uses with commercial office development; instead, the project would provide approximately 42,013 gross square feet of space for PDR uses at 645 Harrison. Thus, the Project will retain and expand the neighborhood's supply of available industrial use space. The Project will therefore expand future opportunities for employment and ownership in these sectors. In addition, hotel guests, retail patrons, residents and employees will contribute to the service sector uses on the project site and in the surrounding area.

- 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. The Project will include seismic improvements to the existing historic structure at 645 Harrison and the proposed addition and proposed buildings will be built in compliance with all applicable earthquake-related code requirements.

- G. That landmarks and historic buildings be preserved.

Currently, the Project Site does not contain any City Landmarks or historic buildings listed under Article 10 or 11 of the Planning Code or on the California or National Register of Historic Places. The Project will retain the historic building at 645 Harrison, upgrading structural building systems and rehabilitate the historic exterior consistent with the Secretary of the Interior's Standards. The Project will replace the existing building at 400 2nd Street, which was determined by the Planning Department to be an historic resource under CEQA, with new construction; however, it was determined through an extensive analysis that it would not be feasible to retain the existing building as part of the proposed Project.

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

The Project has been designed to reduce substantial shadow impacts on public parks and open spaces and will not create any net new shadow on open spaces under the jurisdiction of the Recreation and Parks Department, including South Park, as detailed in the CPE prepared for the Project. As also detailed in the CPE and consistent with the Central SoMa EIR, the Project would only result in a small amount of net new shadow on the following non-section 295 spaces: Jessie Square, Yerba Buena Gardens Playground, Marathon Plaza, Marriott Courtyard A&B, and 235 Second Street. Yerba Buena Gardens and Yerba Buena East Gardens would experience minimal new shading as a result of the Project. The Project would also only result in a minimal amount of shading on the following non-section 295 spaces: Bryant Street Parkette and Rincon Hill Dog Park. Therefore, the CPE concluded that the Project would not result in new or more-severe significant shadow impacts, or significant project or cumulative shadow

impacts peculiar to the site, beyond those analyzed in the Central SoMa EIR. In sum, because a minimal amount of area would be shadowed and the duration of the shadow would also be minimal, the Project would comply with Section 147 (see above). The detailed shadow analysis in the CPE for the Project is incorporated herein by reference.

11. **First Source Hiring.** The Project is subject to the requirements of the First Source Hiring Program as they apply to permits for residential development (Administrative Code Section 83.11), and the Project Sponsor shall comply with the requirements of this Program as to all construction work and on-going employment required for the Project. Prior to the issuance of any building permit to construct or a First Addendum to the Site Permit, the Project Sponsor shall have a First Source Hiring Construction and Employment Program approved by the First Source Hiring Administrator, and evidenced in writing. In the event that both the Director of Planning and the First Source Hiring Administrator agree, the approval of the Employment Program may be delayed as needed.

The Project Sponsor submitted a First Source Hiring Affidavit and prior to issuance of a building permit will execute a First Source Hiring Memorandum of Understanding and a First Source Hiring Agreement with the City's First Source Hiring Administration.

12. The Project is consistent with and would promote the general and specific purposes of the Code provided under Section 101.1(b) in that, as designed, the Project would contribute to the character and stability of the neighborhood and would constitute a beneficial development.
13. The Commission hereby finds that approval of the Large Project Authorization would promote the health, safety and welfare of the City.

DECISION

That based upon the Record, the submissions by the Applicant, the staff of the Department and other interested parties, the oral testimony presented to this Commission at the public hearings, and all other written materials submitted by all parties, the Commission hereby **APPROVES Large Project Authorization Application No. 2012.1384ENX** subject to the following conditions attached hereto as “EXHIBIT A” in general conformance with plans on file, dated February 5, 2020, 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 J” and incorporated herein as part of this Motion by this reference thereto. All required mitigation measures identified in the Central SoMa Plan EIR and contained in the MMRP are included as conditions of approval.

APPEAL AND EFFECTIVE DATE OF MOTION: Any aggrieved person may appeal this Section 329 Large Project Authorization to the Board of Appeals within fifteen (15) days after the date of this Motion. The effective date of this Motion shall be the date of adoption of this Motion if not appealed (after the 15-day period has expired) OR the date of the decision of the Board of Appeals if appealed to the Board of Appeals. Any appeal shall be made to the Board of Appeals, unless an associated entitlement is appealed to the Board of Supervisors, in which case the appeal of this Motion shall also be made to the Board of Supervisors (see Charter Section 4.135). For further information, please contact the Board of Appeals at (415) 575-6880, 1660 Mission, Room 3036, San Francisco, CA 94103, or the Board of Supervisors at (415) 554-5184, City Hall, Room 244, 1 Dr. Carlton B. Goodlett Place, San Francisco, CA 94102.

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 February 20, 2020.

Jonas P. Ionin
Commission Secretary

AYES:

NAYS:

ABSENT:

ADOPTED: February 20, 2020.

EXHIBIT A

AUTHORIZATION

This authorization is for a large project authorization to allow the demolition of four of the existing buildings and alteration of a fifth building on the project site, merging twelve lots, and new construction of a 27-story, 350-foot tall, residential building with ground floor retail and child care uses, together totaling approximately 476,700 gross square feet, a 35-story 350-foot tall office building with ground floor retail uses, together totaling approximately 433,700 gross square feet, and a 15-story vertical addition for a hotel with restaurants and bar above an existing podium structure with ground floor retail and PDR and office uses, together totaling approximately 358,200 gross square feet located at One Vassar Place (addressed at 400 2nd Street, 645 Harrison Street, and 657 Harrison Street), Block 3763, and Lots 001, 078, 079, 080, 080A, 081, 099, 100, 101, 105, 112, and 113 pursuant to Planning Code Section 329 within the CMUO Zoning District and a 130-CS-200-CS, 130-CS-350-CS, and 350-CS Height and Bulk Districts; in general conformance with plans, dated February 5, 2020, and stamped "EXHIBIT XXXX" included in the docket for Record No. 2012.1384ENX and subject to conditions of approval reviewed and approved by the Commission on **February 20, 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.

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 **February 20, 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 Large Project Authorization.

Conditions of Approval, Compliance, Monitoring, and Reporting

PERFORMANCE

1. **Validity.** The authorization and right vested by virtue of this action is valid for three (3) years from the effective date of the Motion. The Department of Building Inspection shall have issued a Building Permit or Site Permit to construct the project and/or commence the approved use within this three-year period.
For information about compliance, contact Code Enforcement, Planning Department at 415-575-6863, www.sf-planning.org
2. **Expiration and Renewal.** Should a Building or Site Permit be sought after the three (3) year period has lapsed, the project sponsor must seek a renewal of this Authorization by filing an application for an amendment to the original Authorization or a new application for Authorization. Should the project sponsor decline to so file, and decline to withdraw the permit application, the Commission shall conduct a public hearing in order to consider the revocation of the Authorization. Should the Commission not revoke the Authorization following the closure of the public hearing, the Commission shall determine the extension of time for the continued validity of the Authorization.
For information about compliance, contact Code Enforcement, Planning Department at 415-575-6863, www.sf-planning.org
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 three (3) years have passed since this Authorization was approved.
For information about compliance, contact Code Enforcement, Planning Department at 415-575-6863, www.sf-planning.org
4. **Extension.** All time limits in the preceding three paragraphs may be extended at the discretion of the Zoning Administrator where implementation of the project is delayed by a public agency, an appeal or a legal challenge and only by the length of time for which such public agency, appeal or challenge has caused delay.
For information about compliance, contact Code Enforcement, Planning Department at 415-575-6863, www.sf-planning.org

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

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

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

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

7. **Additional Project Authorization-CUA.** The Project Sponsor must obtain a Project authorization under Section 303 to establish a hotel use. The conditions set forth below are additional conditions required in connection with the Project. If these conditions overlap with any other requirement imposed on the Project, the more restrictive or protective condition or requirement, as determined by the Zoning Administrator, shall apply.

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

8. **Additional Project Authorization-Variances and Administrative Waiver and Modification.** The Project Sponsor must obtain Variances from the Zoning Administrator to address the Planning Code requirements for street frontage requirements including ground floor ceiling height, parking setbacks and off-street parking and loading entrances (Planning Code Section 145.1), required enclosure of a private service driveway (Section 155(d)) and curb cut prohibition on 2nd Street (Section 155(r)). The Project Sponsor must also obtain an Administrative Waiver and Modification from the Zoning Administrator for the location of required Class 1 bicycle parking (Section 155.2) and the location of required off-street loading (Sections 155 and 161) and Zoning Administrator authorization for the location of required shower and lockers (Section 155.4) . The conditions set forth below are additional conditions required in connection with the Project. If these conditions overlap with any other requirement imposed on the Project, the more restrictive or protective condition or requirement, as determined by the Zoning Administrator, shall apply.

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

9. **Development Timeline - Office.** Pursuant to Planning Code Section 321(d) (2), construction of the office development project shall commence within 18 months of the effective date of this Motion. Failure to begin work within that period or to carry out the development diligently thereafter to completion, shall be grounds to revoke approval of the office development under this office development authorization.

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

10. **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
11. **Transferable Development Rights.** Pursuant to Section 128, 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. The net addition of gross floor area subject to this requirement shall be determined based on drawings submitted with the Building Permit Application.
For information about compliance, contact the Case Planner, Planning Department at 415-558-6378, www.sf-planning.org

DESIGN – COMPLIANCE AT PLAN STAGE

12. **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
13. **Garbage, Composting and Recycling Storage.** Space for the collection and storage of garbage, composting, and recycling shall be provided within enclosed areas on the property and clearly labeled and illustrated on the building permit plans. Space for the collection and storage of recyclable and compostable materials that meets the size, location, accessibility and other standards specified by the San Francisco Recycling Program shall be provided at the ground level of the buildings.
For information about compliance, contact the Case Planner, Planning Department at 415-558-6378, www.sf-planning.org
14. **Rooftop Mechanical Equipment.** Pursuant to Planning Code 141, the Project Sponsor shall submit a roof plan to the Planning Department prior to Planning approval of the building permit application. Rooftop mechanical equipment, if any is proposed as part of the Project, is required to be screened so as not to be visible from any point at or below the roof level of the subject building.
For information about compliance, contact the Case Planner, Planning Department at 415-558-6378, www.sf-planning.org
15. **Lighting Plan.** The Project Sponsor shall submit an exterior lighting plan to the Planning Department prior to Planning Department approval of the building / site permit application.
For information about compliance, contact the Case Planner, Planning Department at 415-558-6378, www.sf-planning.org

16. **Streetscape Plan.** Pursuant to Planning Code Section 138.1, the Project Sponsor shall continue to work with Planning Department staff, in consultation with other City agencies, to refine the design and programming of the Streetscape Plan so that the plan generally meets the standards of the Better Streets Plan and all applicable City standards. The Project Sponsor shall complete final design of all required street improvements, 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
17. **Signage.** The Project Sponsor shall develop a signage program for the Project which shall be subject to review and approval by Planning Department staff before submitting any building permits for construction of the Project. All subsequent sign permits shall conform to the approved signage program. Once approved by the Department, the signage program/plan information shall be submitted and approved as part of the site permit for the Project. All exterior signage shall be designed to compliment, not compete with, the existing architectural character and architectural features of the building.
For information about compliance, contact the Case Planner, Planning Department at 415-558-6378, www.sf-planning.org
18. **Transformer Vault Location.** The location of individual project PG&E Transformer Vault installations has significant effects to San Francisco streetscapes when improperly located. However, they may not have any impact if they are installed in preferred locations. The Project Sponsor will continue to work with the Planning Department in consultation with Public Works on the final location(s) for the transformer vaults. The above requirement shall adhere to the Memorandum of Understanding regarding Electrical Transformer Locations for Private Development Projects between Public Works and the Planning Department dated January 2, 2019.
For information about compliance, contact Bureau of Street Use and Mapping, Department of Public Works at 415-554-5810, <http://sfdpw.org>
19. **Noise, Ambient.** Interior occupiable spaces shall be insulated from ambient noise levels. Specifically, in areas identified by the Environmental Protection Element, Map1, "Background Noise Levels," of the General Plan that exceed the thresholds of Article 29 in the Police Code, new developments shall install and maintain glazing rated to a level that insulate interior occupiable areas from Background Noise and comply with Title 24.
For information about compliance, contact the Environmental Health Section, Department of Public Health at (415) 252-3800, www.sfdph.org
20. **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

PARKING AND TRAFFIC

21. **Transportation Demand Management (TDM) Program.** Pursuant to Planning Code Section 169, the Project shall finalize a TDM Plan prior to the issuance of the first Building Permit or Site Permit to construct the project and/or commence the approved uses. The Property Owner, and all successors, shall ensure ongoing compliance with the TDM Program for the life of the Project, which may include providing a TDM Coordinator, providing access to City staff for site inspections, submitting appropriate documentation, paying application fees associated with required monitoring and reporting, and other actions.

Prior to the issuance of the first Building Permit or Site Permit, the Zoning Administrator shall approve and order the recordation of a Notice in the Official Records of the Recorder of the City and County of San Francisco for the subject property to document compliance with the TDM Program. This Notice shall provide the finalized TDM Plan for the Project, including the relevant details associated with each TDM measure included in the Plan, as well as associated monitoring, reporting, and compliance requirements.

For information about compliance, contact the TDM Performance Manager at tdm@sfgov.org or 415-558-6377, www.sf-planning.org.

22. **Car Share.** Pursuant to Planning Code Section 166, no fewer than 13 car share space shall be made available, at no cost, to a certified car share organization for the purposes of providing car share services for its service subscribers.

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

23. **Bicycle Parking** Pursuant to Planning Code Sections 155, 155.1, and 155.2, the Project shall provide no fewer than 386 bicycle parking spaces Project-wide (308 Class 1 spaces and 78 Class 2 spaces). SFMTA has final authority on the type, placement and number of Class 2 bicycle racks within the public ROW. Prior to issuance of first architectural addenda, the project sponsor shall contact the SFMTA Bike Parking Program at bikeparking@sfmta.com to coordinate the installation of on-street bicycle racks and ensure that the proposed bicycle racks meet the SFMTA's bicycle parking guidelines. Depending on local site conditions and anticipated demand, SFMTA may request the project sponsor pay an in-lieu fee for Class II bike racks required by the Planning Code.

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

24. **Showers and Clothes Lockers.** Pursuant to Planning Code Section 155.3, the Project shall provide no fewer than four showers and 24 clothes lockers.

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

25. **Parking Maximum.** Pursuant to Planning Code Section 151.1, the Project shall provide no more than 309 off-street accessory parking spaces, not including required car share spaces.

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

26. **Off-Street Loading.** Pursuant to Planning Code Section 152, the Project shall provide the equivalent of 9 off-street loading spaces.

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

27. **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

28. **Driveway Loading and Operations Plan.** Pursuant to Planning Code Section 155(u), the Project Sponsor shall prepare a DLOP for review and approval by the Planning Department, in consultation with the San Francisco Municipal Transportation Agency. The DLOP shall be written in accordance with any guidelines issued by the Planning Department.

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

29. **POPOS Design and Operations Strategy (Central SoMa Plan – Implementation Matrix Measure 5.5.1.3).** The project shall be required to submit a design and operations strategy for the proposed Privately-Owned Public Open Spaces, that will be reviewed and approved by the Planning Department and Recreation and Parks Department (if applicable), soliciting feedback from members of the public.

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

30. **Central SoMa Community Facilities District Program (Planning Code Section 434).** The development project shall participate in the CFD established by the Board of Supervisors pursuant to Article X of Chapter 43 of the Administrative Code (the “Special Tax Financing Law”) and successfully annex the lot or lots of the subject development into the CFD prior to the issuance of the first Certificate of Occupancy for the development. For any lot to which the requirements of this Section 434 apply, the Zoning Administrator shall approve and order the recordation of a Notice in the Official Records of the Recorder of the City and County of San Francisco for the subject property prior to the first Certificate of Occupancy for the development, except that for condominium projects, the Zoning Administrator shall approve and order the recordation of such Notice prior to the sale of the first condominium unit. This Notice shall state the requirements and provisions of subsections 434(b)-(c) above. The Board of Supervisors will be authorized to levy a special tax on properties that annex into the Community Facilities District to finance facilities and services described in the proceedings for the Community Facilities District and the Central SoMa

Implementation Program Document submitted by the Planning Department on November 5, 2018 in Board of Supervisors File No. 180184.

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

31. **Rates for Long-Term Office Parking.** Pursuant to Planning Code Section 155(g), to discourage long-term commuter parking, off-street parking spaces provided for all uses other than residential or hotel must be offered pursuant to the following rate structure: (1) the rate charged for four hours of parking cannot be more than four times the rate charged for the first hour; (2) the rate charged for eight hours of parking cannot be less than ten (10) times the rate charged for the first hour; and (3) no discounted parking rates are allowed for weekly, monthly, or similar time-specific periods. *For information about compliance, contact Code Enforcement, Planning Department at 415-575-6863, www.sfplanning.org*

PROVISIONS

32. **Transferable Development Rights.** Pursuant to Section 124 and 249.78(e)(3) the Project Sponsor shall purchase the required number of units of Transferrable Development Rights (TDR) and secure a Notice of Use of TDR prior to the issuance of a site permit for all development on the Tier C portion of the Project which exceeds the base FAR of 3 to 1, up to an FAR of 4.25 to 1. *For more information about compliance, contact the Planning Department at 415-558-6378, www.sf-planning.org*
33. **Anti-Discriminatory Housing.** The Project shall adhere to the requirements of the Anti-Discriminatory Housing policy, pursuant to Administrative Code Section 1.61. *For information about compliance, contact the Case Planner, Planning Department at 415-558-6378, www.sf-planning.org*
34. **First Source Hiring.** The Project shall adhere to the requirements of the First Source Hiring Construction and End-Use Employment Program approved by the First Source Hiring Administrator, pursuant to Section 83.4(m) of the Administrative Code. The Project Sponsor shall comply with the requirements of this Program regarding construction work and on-going employment required for the Project. *For information about compliance, contact the First Source Hiring Manager at 415-581-2335, www.onestopSF.org*
35. **Transportation Brokerage Services .** Pursuant to Planning Code Section 163, the Project Sponsor shall provide on-site transportation brokerage services for the actual lifetime of the project. Prior to the issuance of any certificate of occupancy, the Project Sponsor shall execute an agreement with the Planning Department documenting the project's transportation management program, subject to the approval of the Planning Director. *For information about compliance, contact the Case Planner, Planning Department at 415-558-6378, www.sf-planning.org*

36. **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
37. **Jobs-Housing Linkage Fee.** The Project is subject to the Jobs-Housing Linkage Fee, as applicable, pursuant to Planning Code Section 413. In the event the City adopts legislation establishing a new Jobs Housing Linkage Fee, increasing the amount of the Fee, or changing the methodology for determining the amount of the Jobs Housing Linkage Fee, before the Project procures a Certificate of Occupancy or a Certificate of Final Completion, and such new fee is applicable to development projects in the Central SOMA Plan area that have not procured a Certificate of Occupancy or a Certificate of Final Completion under the terms of the legislation, the Project shall be subject to such new or increased fee and shall pay any additional amounts due before the City may issue a Certificate of Occupancy or Final Completion.
For information about compliance, contact the Case Planner, Planning Department at 415-558-6378, www.sf-planning.org
38. **Child-Care Requirements for Office and Hotel Development.** The Project is subject to the requirement to provide a child care facility for the office and hotel development pursuant to Section 249.78(e)(4) because it is located on a Key Site in the Central SoMa SUD. The Project will include an on-site child care facility, at least 6,520 square feet of which must be provided to a child care provider at a below-market rate rent and/or significantly reduced cost and the child care provider must provide services consistent with the goals and expenditures of the Child Care Capital Fund in Section 414.14.
For information about compliance, contact the Case Planner, Planning Department at 415-558-6378, www.sf-planning.org
39. **Residential Child Care Impact Fee.** The Project is subject to the Residential Child Care Fee, as applicable, pursuant to Planning Code Section 414A.
For information about compliance, contact the Case Planner, Planning Department at 415-558-6378, www.sf-planning.org
40. **Inclusionary Affordable Housing Program.** Pursuant to Planning Code Section 415 the following Inclusionary Affordable Housing Requirements are those in effect at the time of Planning Commission action. In the event that the requirements change, the Project Sponsor shall comply with the requirements in place at the time of issuance of first construction document.
1. **Requirement.** Pursuant to Planning Code Section 415.5, the Project Sponsor must pay an Affordable Housing Fee at a rate equivalent to the applicable percentage of the number of units in an off-site project needed to satisfy the Inclusionary Affordable Housing Program Requirement for the principal project. The applicable percentage for this project is thirty-three percent (33%) because it is a rental project that is providing one hundred and ten percent (110%) of the otherwise required amount of thirty percent (30%) pursuant to Planning Code

Section 263.33. The Project Sponsor shall pay the applicable Affordable Housing Fee at the prior to the issuance of the first construction document.

2. **Other Conditions.** The Project is subject to the requirements of the Inclusionary Affordable Housing Program under Section 415 et seq. of the Planning Code and the terms of the City and County of San Francisco Inclusionary Affordable Housing Program Monitoring and Procedures Manual ("Procedures Manual"). The Procedures Manual, as amended from time to time, is incorporated herein by reference, as published and adopted by the Planning Commission, and as required by Planning Code Section 415. Terms used in these conditions of approval and not otherwise defined shall have the meanings set forth in the Procedures Manual. A copy of the Procedures Manual can be obtained at the Mayor's Office of Housing and Community Development ("MOHCD") at 1 South Van Ness Avenue or on the Planning Department or Mayor's Office of Housing and Community Development's websites, including on the internet at:

<http://sf-planning.org/Modules/ShowDocument.aspx?documentid=4451>.

As provided in the Inclusionary Affordable Housing Program, the applicable Procedures Manual is the manual in effect at the time the subject units are made available for sale or rent. *For information about compliance, contact the Case Planner, Planning Department at 415-558-6378, www.sf-planning.org or the Mayor's Office of Housing and Community Development at 415-701-5500, www.sf-moh.org.*

- a. The Project Sponsor must pay the Fee in full sum to the Development Fee Collection Unit at the DBI for use by MOHCD prior to the issuance of the first construction document.
- b. Prior to the issuance of the first construction permit by the DBI for the Project, the Project Sponsor shall record a Notice of Special Restriction on the property that records a copy of this approval. The Project Sponsor shall promptly provide a copy of the recorded Notice of Special Restriction to the Department and to MOHCD or its successor.
- c. If project applicant fails to comply with the Inclusionary Affordable Housing Program requirement, the Director of DBI shall deny any and all site or building permits or certificates of occupancy for the development project until the Planning Department notifies the Director of compliance. A Project Sponsor's failure to comply with the requirements of Planning Code Sections 415 et seq. shall constitute cause for the City to record a lien against the development project and to pursue any and all other remedies at law, including interest and penalties, if applicable.

For information about compliance, contact the Case Planner, Planning Department at 415-558-6378, www.sf-planning.org or the Mayor's Office of Housing and Community Development at 415-701-5500, www.sf-moh.org.

41. **Eastern Neighborhoods Infrastructure Impact Fee.** The Project is subject to the Eastern Neighborhoods Infrastructure Impact Fee, as applicable, pursuant to Planning Code Section 423.

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

42. **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*
43. **Central SoMa Community Infrastructure Fee.** The Project is subject to the Central SoMa Community Infrastructure Fee, as applicable, pursuant to Planning Code Section 433. *For information about compliance, contact the Case Planner, Planning Department at 415-558-6378, www.sfplanning.org*
44. **Central SoMa Community Facilities District.** The Project is subject to the Central SoMa Community Facilities District, pursuant to Pursuant to Planning Code Sections 434 and 249.78(d)(1)(C), and shall participate, as applicable, in the Central SoMa CFD. *For information about compliance, contact the Case Planner, Planning Department at 415-558-6378, www.sfplanning.org*
45. **Central SoMa SUD, Renewable Energy Requirements.** The Project shall fulfill all on-site electricity demands through any combination of on-site generation of 100% greenhouse gas-free sources in compliance with Planning Code Section 249.78(d)(5).
46. **Art.** 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*
47. **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*
48. **Art.** Pursuant to Planning Code Section 429, the Project Sponsor and the Project 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 submittal 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*

49. **Art.** 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

50. **Art - Residential Projects.** Pursuant to Planning Code Section 429, the Project Sponsor must provide on-site artwork, pay into the Public Artworks Fund, or fulfill the requirement with any combination of on-site artwork or fee payment as long as it equals one percent of the hard construction costs for the Project as determined by the Director of the Department of Building Inspection. The Project Sponsor shall provide to the Director necessary information to make the determination of construction cost hereunder. Payment into the Public Artworks Fund is due prior to issuance of the first construction document.

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

MONITORING - AFTER ENTITLEMENT

51. **Enforcement.** Violation of any of the Planning Department conditions of approval contained in this Motion or of any other provisions of Planning Code applicable to this Project shall be subject to the enforcement procedures and administrative penalties set forth under Planning Code Section 176 or Section 176.1. The Planning Department may also refer the violation complaints to other city departments and agencies for appropriate enforcement action under their jurisdiction.

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

52. **Monitoring.** The Project requires monitoring of the conditions of approval in this Motion. The Project Sponsor or the subsequent responsible parties for the Project shall pay fees as established under Planning Code Section 351(e) (1) and work with the Planning Department for information about compliance.

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

53. **Revocation due to Violation of Conditions.** Should implementation of this Project result in complaints from interested property owners, residents, or commercial lessees which are not resolved by the Project Sponsor and found to be in violation of the Planning Code and/or the specific conditions of approval for the Project as set forth in Exhibit A of this Motion, the Zoning Administrator shall refer such complaints to the Commission, after which it may hold a public hearing on the matter to consider revocation of this authorization.

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

OPERATION

54. **Eating and Drinking Uses.** As defined in Planning Code Section 202.2, Eating and Drinking Uses, as defined in Section [102](#), shall be subject to the following conditions:

- A. The business operator shall maintain the main entrance to the building and all sidewalks abutting the subject property in a clean and sanitary condition in compliance with the Department of Public Works Street and Sidewalk Maintenance Standards. In addition, the operator shall be responsible for daily monitoring of the sidewalk within a one-block radius of the subject business to maintain the sidewalk free of paper or other litter associated with the business during business hours, in accordance with Article 1, Section [34](#) of the San Francisco Police Code.

For information about compliance, contact the Bureau of Street Use and Mapping, Department of Public Works at 415-554-5810, <http://sfdpw.org>.

- B. When located within an enclosed space, the premises shall be adequately soundproofed or insulated for noise and operated so that incidental noise shall not be audible beyond the premises or in other sections of the building, and fixed-source equipment noise shall not exceed the decibel levels specified in the San Francisco Noise Control Ordinance.

For information about compliance of fixed mechanical objects such as rooftop air conditioning, restaurant ventilation systems, and motors and compressors with acceptable noise levels, contact the Environmental Health Section, Department of Public Health at (415) 252-3800, www.sfdph.org.

For information about compliance with construction noise requirements, contact the Department of Building Inspection at 415-558-6570, www.sfdbi.org.

For information about compliance with the requirements for amplified sound, including music and television, contact the Police Department at 415-553-0123, www.sf-police.org.

- C. While it is inevitable that some low level of odor may be detectable to nearby residents and passersby, appropriate odor control equipment shall be installed in conformance with the approved plans and maintained to prevent any significant noxious or offensive odors from escaping the premises.

For information about compliance with odor or other chemical air pollutants standards, contact the Bay Area Air Quality Management District, (BAAQMD), 1-800-334-ODOR (6367), www.baaqmd.gov and Code Enforcement, Planning Department at 415-575-6863, www.sf-planning.org

- D. Garbage, recycling, and compost containers shall be kept within the premises and hidden from public view, and placed outside only when being serviced by the disposal company. Trash

shall be contained and disposed of pursuant to garbage and recycling receptacles guidelines set forth by the Department of Public Works.

For information about compliance, contact the Bureau of Street Use and Mapping, Department of Public Works at 415-554-.5810, <http://sfdpw.org>.

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

For information about compliance, contact Bureau of Street Use and Mapping, Department of Public Works, 415-695-2017, <http://sfdpw.org>

56. **Community Liaison.** Prior to issuance of a building permit to construct the project and implement the approved use, the Project Sponsor shall appoint a community liaison officer to deal with the issues of concern to owners and occupants of nearby properties. The Project Sponsor shall provide the Zoning Administrator and all registered neighborhood groups for the area with written notice of the name, business address, and telephone number of the community liaison. Should the contact information change, the Zoning Administrator and registered neighborhood groups shall be made aware of such change. The community liaison shall report to the Zoning Administrator what issues, if any, are of concern to the community and what issues have not been resolved by the Project Sponsor.

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

57. **Notices Posted at Bars and Entertainment Venues.** Notices urging patrons to leave the establishment and neighborhood in a quiet, peaceful, and orderly fashion and to not litter or block driveways in the neighborhood, shall be well-lit and prominently displayed at all entrances to and exits from the establishment.

For information about compliance, contact the Entertainment Commission, at 415 554-6678, www.sfgov.org/entertainment

58. **Lighting.** All Project lighting shall be directed onto the Project site and immediately surrounding sidewalk area only, and designed and managed so as not to be a nuisance to adjacent residents. Nighttime lighting shall be the minimum necessary to ensure safety, but shall in no case be directed so as to constitute a nuisance to any surrounding property.

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

59. **Privately- Owned Public Open Space Provision.** Pursuant to Planning Code Section 138, the Project shall provide no less than 14,075 square feet of privately-owned public open space (POPOS) Project-wide.

The Project Sponsor shall continue to work with Planning Department staff to refine the design and programming of the POPOS so that the open space meets the standards of Section 138(d) and the Urban Design Guidelines. Prior to the first certificate of occupancy for any building on the site,

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

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

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

60. **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

61. **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

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

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

63. **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 programming 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



SAN FRANCISCO PLANNING DEPARTMENT

Planning Commission Draft Motion

HEARING DATE: FEBRUARY 20, 2020

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Planning
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Record No.: 2012.1384CUA
Project Address: 645 Harrison Street
Zoning: CMUO (MIXED USE-OFFICE) Zoning District
130-CS-200-CS Height and Bulk District
Central SoMa Special Use District
Block/Lot: 3763/105
Project Sponsor: Caroline Guibert Chase
Coblentz, Patch, Duffy & Bass, LLP
One Montgomery Street, Suite 3000
San Francisco, CA, 94104
Property Owner: One Vassar
433 California Street, 7th Floor
San Francisco, CA 94104
Staff Contact: Esmeralda Jardines – (415) 575-9144
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ADOPTING FINDINGS RELATING TO THE APPROVAL OF CONDITIONAL USE AUTHORIZATION PURSUANT TO PLANNING CODE SECTIONS 303 AND 848 TO ESTABLISH A TOURIST HOTEL WITH 468 ROOMS WITHIN THE CMUO (CENTRAL SOMA MIXED-USE OFFICE) ZONING DISTRICT AND A 130-CS-200-CS HEIGHT AND BULK DISTRICT, LOCATED AT 645 HARRISON STREET, LOT 105 IN ASSESSOR'S BLOCK 3763, AND ADOPTING FINDINGS UNDER THE CALIFORNIA ENVIRONMENTAL QUALITY ACT.

PREAMBLE AND CEQA FINDINGS

On May 15, 2019, Caroline Guibert Chase of Coblentz, Patch, Duffy, & Bass, LLP (hereinafter "Project Sponsor") filed Application No. 2012.1384CUA (hereinafter "Application") with the Planning Department (hereinafter "Department") for a Conditional Use Authorization to establish a hotel with 468 guestrooms at 645 Harrison Street, Block 3763 Lot 105.

The environmental effects of the Project were fully reviewed under the Final Environmental Impact Report for the Central SoMa Plan (hereinafter "EIR"). The EIR was prepared, circulated for public review and comment, and, at a public hearing on May 10, 2018, by Motion No. 20182, certified by the Commission as complying with the California Environmental Quality Act (Cal. Pub. Res. Code Section 21000 *et. seq.*, (hereinafter "CEQA") the State CEQA Guidelines (Cal. Admin. Code Title 14, section 15000 *et seq.*, (hereinafter "CEQA Guidelines") and Chapter 31 of the San Francisco Administrative Code (hereinafter "Chapter 31"). The Commission has reviewed the EIR, which has been available for this Commission's review as well as public review.

The Central SoMa Plan EIR is a Program EIR. Pursuant to CEQA Guideline 15168(c)(2), if the lead agency finds that no new effects could occur or no new mitigation measures would be required of a proposed

project, the agency may approve the project as being within the scope of the project covered by the program EIR, and no additional or new environmental review is required. In approving the Central SoMa Plan, the Commission adopted CEQA findings in its Resolution No. 20183 and hereby incorporates such Findings by reference.

Additionally, State CEQA Guidelines Section 15183 provides a streamlined environmental review for projects that are consistent with the development density established by existing zoning, community plan or general plan policies for which an EIR was certified, except as might be necessary to examine whether there are project-specific effects which are peculiar to the project or its site. Section 15183 specifies that examination of environmental effects shall be limited to those effects that (a) are peculiar to the project or parcel on which the project would be located, (b) were not analyzed as significant effects in a prior EIR on the zoning action, general plan or community plan with which the project is consistent, (c) are potentially significant off-site and cumulative impacts which were not discussed in the underlying EIR, or (d) are previously identified in the EIR, but which are determined to have more severe adverse impact than that discussed in the underlying EIR. Section 15183(c) specifies that if an impact is not peculiar to the parcel or to the proposed project, then an EIR need not be prepared for that project solely on the basis of that impact.

On February 5, 2020, 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 J.

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 and Project-specific mitigation measures to implement the EIR mitigation measures. These mitigation measures are set forth in their entirety in the MMRP attached to the Motion EXHIBIT J.

On February 20, 2020, the San Francisco Planning Commission (hereinafter “Commission”) conducted a duly noticed public hearing at a regularly scheduled meeting on Large Project Authorization (LPA) Application No. 2012.1384ENX.

On February 20, 2020, the Commission adopted Motion No. XXXXX approving an Conditional Use Authorization for the Project (Conditional Use Authorization Application No. 2012.1384CUA). Findings

contained within that motion are incorporated herein by this reference thereto as if fully set forth in this Motion.

On February 20, 2020, the Commission adopted Motion No. XXXXX approving an Office Development Authorization for the Project (Office Development Authorization Application No. 2012.1384OFA). Findings contained within that motion are incorporated herein by this reference thereto as if fully set forth in this Motion.

On February 20, 2020, the Zoning Administrator conducted a duly noticed public hearing on Variance Application No. 2012.1384VAR, approving the requested variances for the Project. Findings contained within this approval are incorporated herein by this reference thereto as if fully set forth in this Motion.

The Planning Department Commission Secretary is the custodian of records; the File for Record No. 2012.1384CUA is located at 1650 Mission Street, Suite 400, San Francisco, California.

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

MOVED, that the Commission hereby authorizes the Conditional Use Authorization for a Hotel use as requested in Application No. 2015-000123CUA, 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 proposed hotel use at 645 Harrison Street is the subject of this Conditional Use (CU) Authorization and is referred to herein as "the hotel component of the Project" whereas the overall mixed-use project proposed on this Key Site No. 3 is referred to herein as the "the Project".

Commonly referred to as the "2nd and Harrison" or "One Vassar" (identified as Key Site No. 3 in the Central SoMa Area Plan), the One Vassar project (the "Project") will create an approximately 1.5 million-square foot mixed-use development located in close proximity to the 4th Street Central Corridor Muni, Transbay Terminal and Moscone Center. The proposed project will include approximately 42,013 gross square feet of production, distribution and repair (PDR) use, approximately 489 residential units, a hotel with 468 guestrooms, approximately 493,115 gross square feet (gsf) of office (consisting of approximately 430,000 new gsf at 400 2nd Street, and approximately 63,115 gsf of existing legal office use at 645 Harrison Street). The Project will also

provide an approximately 14,000-gsf on-site child-care facility (exclusive of a 4,200 square foot outdoor open space), indoor and outdoor privately-owned public open space (POPOS), and approximately 37,551 gsf of neighborhood-serving retail space, including hotel restaurant/bars. The Project Sponsor also proposes a variety of street connection and pedestrian improvements, including a new mid-block pedestrian alley and POPOS plaza (Hawthorne Street Plaza) and the extension of Perry Street to 2nd Street. Projecting art screens are proposed on Hawthorne Street Plaza to help screen pedestrian views of Interstate 80 from the Project Site. All off-street parking for the Project would be located below grade in a shared garage at 400 2nd Street, and would include 309 off-street parking spaces, plus 13 car share spaces. The Project also accommodates three drop-off parking spaces for the child care use at street level.

In detail, the Project includes:

400 2nd Street (hereinafter "Building 1"): This building consists of new construction of a 350-foot tall (or 385-feet tall with the rooftop mechanical equipment), 27-story office building consisting of approximately:

- 430,000 gsf of office
- 1,000 gsf of micro-retail
- 6,295 sf of indoor and outdoor POPOS (indoor POPOS excluded from gsf)
- 33,335 sf of subterranean accessory parking (excluded from gsf) (16,835 sf of which will be for 645 Harrison)
- 181 accessory off-street parking spaces plus 6 car share spaces (about half of which will be for 645 Harrison)
- 104 Class 1, & 45 Class 2 bicycle parking spaces (including 35 Class 1, & 34 Class 2 bicycle parking spaces for 645 Harrison)
- 2 loading spaces (at grade) and 3 subterranean service vehicle loading spaces (one of which will be for 645 Harrison)

645 Harrison (hereinafter "Building 2"): This building would retain the historic building and construct a 15-story vertical addition for a total height of 200-ft (or 220-ft with rooftop mechanical equipment) containing approximately 468 guestrooms. Details of Building 2 include:

- 221,965 gsf of hotel
- 63,115 gsf of office (existing)¹
- 42,013 gross square feet of PDR (existing and new)
- 31,101 gsf of retail
- 2 loading spaces (at grade)
- 3 service vehicle loading spaces (at grade)

¹ As noted above, there is 113,484 gross square feet of existing legal office space at 645 Harrison, 63,115 gross square feet of which would be retained at 645 Harrison.

657 Harrison (hereinafter "Building 3"): This building includes new construction of a 350-foot tall (or 385 feet with the rooftop mechanical equipment), 35-story residential building consisting of up to 489 dwelling units, which includes:

- 461,228 gsf of residential
- 14,000 gsf of childcare (not including designated open space)
- 1,450 gsf of retail
- 8,360 sf of outdoor POPOS (Hawthorne Street Plaza)
- 11,970 sf of outdoor residential usable open space (terraces)
- 61,512 sf of subterranean accessory parking
- 128 off-street accessory parking spaces plus 7 car-share parking spaces
- 204 Class 1 & 33 Class 2 bicycle parking spaces plus 25 cargo bicycle parking spaces (for longer bikes with incorporated child carriers or a storage space)
- 1 loading space (at grade) and 2 service vehicle spaces (at grade)

3. **Site Description and Present Use.** The Project site (Assessor's Block 3763, Lots: 001, 078, 079, 080, 080A, 081, 099, 100, 101, 105, 112, and 113) is located on the south side of Harrison Street, west side of 2nd Street, east and west of Vassar Place, and north side of Perry Street in San Francisco's SoMa neighborhood (the "Project Site"). Cumulatively, the 12 lots have a lot area of approximately 102,694 square feet (2.36 acres), with approximately 606-ft of frontage along Harrison Street, 200-ft of frontage along 2nd Street, 175-ft of front along Vassar Place (east and west frontages), and 333-ft of frontage along Perry Street. The Perry Street frontage of the project site is adjacent to a recently built elevated TJPA bus ramp located below Interstate 80, which connects to the Bay Bridge. The Project Site contains five existing buildings totaling approximately 239,000 square feet, as described below:

The existing 400 2nd Street building (the Building 1 location) is a five story, approximately 65,100 square foot office building constructed in 1917. South of the building is an existing approximately 90-space surface parking lot. The existing 645 Harrison Street building (Building 2 location) is a four story, approximately 148,000 square foot mixed-use building. According to the South of Market Area Historic Survey, the first three stories of the building were constructed in 1948 and was occupied as the headquarters of A. Carlisle & Company, a lithography and printing business. The building contains 113,484 gross square feet of legal office space and 32,988 square feet of PDR space.² The existing building will be retained and rehabilitated as part of the proposed project and the office and PDR uses continued. The Building 3 location includes three existing buildings. 653 Harrison Street³ is a vacant two-story mixed-use building containing approximately 8,500 square

² See Case No. 2013.1545BV. At that time, the Zoning Administrator determined that there was 14,520 gross square feet of pre-existing legal office space in the building and an office allocation for an additional 98,964 gross square feet was granted by Planning Commission Motion No. 19524 (2015).

³ A parking lot accessible from Perry Street is located at the rear of the property.

feet and a four-space surface parking lot. 657 Harrison Street is a vacant two-story mixed-use building containing approximately 9,900 square feet with a vacant surface parking lot. 665 Harrison Street is a vacant mixed-use two-story building containing approximately 7,500 square feet. All existing buildings except for the historic building 645 Harrison Street are proposed for demolition as part of the project.

All lots on the project site are now zoned CMUO (Central Soma-Mixed Use Office). Proposed Building 1 is within a 350-CS Height and Bulk District, proposed Building 2 is within 130-CS-200-CS Height and Bulk District and proposed Building 3 is within a 130-CS-350-CS Height and Bulk District.

The conditional use authorization is being pursued as part of case no. 2012.1384CUA for the proposed hotel use at Building 2 only.

4. **Surrounding Properties and Neighborhood.** The Project Site is located within the CMUO Zoning District in the Central SoMa Plan Area and Central SoMa Special Use District (SUD) and is located immediately adjacent to the Transit Center District Plan to the east. The immediate context is mixed in character with residential and ground floor commercial as well as industrial uses in the vicinity. The immediate neighborhood along Harrison includes two-to-eight story mixed-use buildings. The Project Site is located at the intersection of Harrison, 2nd Street, Vassar Place, and Perry Streets. Directly to the south and across Perry Street is the elevated Interstate 80 overpass; underneath the overpass are a bus ramp and AC Transit bus parking lots. To the west is a residential development and retail, to the north are office and residential developments, and to the east across 2nd Street is a surface parking lot. Other zoning districts in the vicinity of the project site include: P (Public), MUR (Mixed-Use Residential), and MUO (Mixed-Use Office), and C-3-O (Downtown Office) Zoning Districts. To the west of the project site across 3rd Street is another Central SoMa key site, 725 Harrison Street.
5. **Public Outreach and Comments.** To date, the Department has received comments in support of regarding the Project. Since 2012, the Project Sponsor has conducted extensive neighborhood outreach, including more than twenty (20) community presentations with stakeholders, including two open houses and direct group meetings with individual stakeholders and separate workshops and community outreach forums. The stakeholders the Project Team met with in no particular order include: South Beach/South Park, SOMBA, Clock Tower, SFHAC, YIMBY, SF Chambers, YBCBD, YBA, TODCO, SOMCAN, SoMa Pilipinas, United Playaz, SOMACC, Hotel Council, SPUR, SFBLU HOA and Residents, West Bay, Good Jobs for All, Local 2, Mission Housing, 88 Perry Street-SRO and Veterans Building, Bike Coalition, Chinatown CDC, Early Care Educators San Francisco, MEPFS, and Carpenters Union.
6. **Planning Code Compliance.** The Planning Code Compliance Findings set forth in Motion No. XXXXX, Case No. 2012.1384ENX (Large Project Authorization, pursuant to Planning Code Section 329) apply to this Motion, and are incorporated herein by reference as though fully set forth.

7. **Conditional Use Findings.** Planning Code Section 303 establishes criteria for the Planning Commission to consider when reviewing applications for Conditional Use authorization. On balance, the project complies with said criteria in that:

- A. The proposed new uses and building, at the size and intensity contemplated and at the proposed location, will provide a development that is necessary or desirable, and compatible with, the neighborhood or the community.

The Project and the hotel component of the Project are necessary, desirable and compatible with the neighborhood. Overall, the Project will provide a mixed-use development that is highly desirable for the neighborhood and community by adding much needed housing and hotel, office, PDR and retail uses within the Central SoMa SUD and Central SoMa Plan area at a density that is suitable for and specifically contemplated for this urban context by the Central SoMa Plan and rezoning. The Project would preserve existing PDR space and provide additional PDR space in an area where such space is often rarely available.

The hotel component of the Project would provide much needed new hotel room supply in and around the Yerba Buena/Moscone Center, consistent with the goals of the City's Large Tourist Hotel Conversion Ordinance and the Central SoMa Plan. The Central SoMa Plan and associated rezoning and Planning Code amendments specifically support a new hotel use at this Key Site No. 3 location by, among other things, providing for additional building height for such a use.

- B. That such use or feature as proposed will not be detrimental to the health, safety, convenience or general welfare of person residing or working in the vicinity, or injurious to property, improvements or potential development in the vicinity, with respect to aspects including but not limited to the following:

- (1) Nature of proposed site, including its size and shape, and the proposed size, shape and arrangement of structures;

The Project site is in an area within close proximity to public transit, including the Transbay Center, Yerba Buena/Moscone Center and expanding employment opportunities in the Central SoMa Plan area.

The proposed Project building configuration would appropriately locate the office tower at the prominent corner of 2nd and Harrison Streets, the hotel tower above and set back from the existing historic building on Harrison Street, and the residential tower closest to existing residential uses.

The proposed Project building configuration would also greatly improve pedestrian connections, in that it would:

- a) Retain and improve the existing Vassar Place connection;

- b) *create a new pedestrian connection at the intersection of Harrison and Hawthorne Streets, which would connect to the proposed Hawthorne Street Plaza POPOS and mid-block pedestrian alley and Perry Street beyond; and*
 - c) *Create a new pedestrian connection between 2nd and 3rd Streets and between Hawthorne Street Plaza and 2nd Street via the proposed Perry Street extension. New and wider sidewalks are also proposed to improve the pedestrian experience.*
- (2) The accessibility and traffic patterns for persons and vehicles, the type and volume of such traffic, and the adequacy of proposed off-street parking and loading;

No off-street parking is required. Approximately 29 off-street accessory parking spaces would be provided for the hotel component of the Project, which is expected to be sufficient in combination with the proposed valet operations for the hotel (see below). The Project site is in a major transit corridor so it is expected that the majority of employees, hotel guests and retail hotel guests and retail patrons would utilize public transportation to get to and from the hotel and any net increase in transit ridership would be negligible compared to the existing demand and the total demand for transit services in the downtown area. The property is also within close proximity to various existing public parking garages.

Off-street loading for the hotel component of the Project would be appropriately located off of Perry Street and would meet Planning Code requirements. As applicable to the Project, hotel uses with 181,056 square feet of Occupied Floor Area (OFA) are required to provide one off-street loading space, which would be provided at-grade in the 645 Harrison Street building (Building 2).

Planning Code Section 155(u) requires a Driveway and Loading Operations Plan ("DLOP") for projects in the Central SoMa SUD that are more than 100,000 of new gross square feet. The DLOP is meant to reduce potential conflicts between driveway and loading operations and pedestrians, bicycles, and vehicles, to maximize reliance of on-site loading spaces to accommodate new loading demand, and to ensure that off-site loading activity is considered in the design of new buildings. A DLOP has been prepared for the Project for review and approval by the Planning Department, in consultation with the San Francisco Municipal Transportation Agency ("SFMTA").

Pursuant to the DLOP for the Project, the hotel will operate valet service for guests along the west curbside of Vassar Place fronting the lobby. Upon guest arrival at the curbside, valet staff will process their vehicles, move them from the curbside, and store them within the Building 1 Garage. The valet will process both inbound and outbound hotel vehicles (non-Transportation Network Company) within the proposed four-space passenger loading zone on Vassar Place. The building operator will provide hotel guests with a pre-visit email that provides directions on getting to the Vassar curbside valet if they wish to drive and store vehicles on site, as well as information on associated valet parking costs and nearby public garages.

In terms of vehicle circulation, inbound hotel guests will be directed to arrive via eastbound Harrison Street and make a right-turn onto southbound Vassar Place to access the passenger

loading zone and valet stand. Valet staff will work to quickly check-in hotel guests and remove vehicles from the queue. Valet staff will drive vehicles away from the curb to go southbound on Vassar Place and turn left onto eastbound Perry Street to access the Building 1 garage to store vehicles.

Similarly, outbound guests picking up their vehicles at the Vassar curbside will have their vehicles brought to that location by valet staff. Valet staff will account for variation in vehicle retrieval times in their ongoing management of the passenger loading zone at the Vassar Place curbside. Valet staff will advise outgoing drivers if Second Street is available for exit, based on the valet's ongoing monitoring of that exit.

In sum, the off-street parking and loading for the proposed hotel component of the Project will be more than adequate, in part because of the proximity of the proposed hotel to multiple sources of public transportation.

- (3) The safeguards afforded to prevent noxious or offensive emissions such as noise, glare, dust and odor;

The Project would not generate noxious emissions, such as noises, glare, dust or odor. The outdoor areas proposed as part of the project (including the hotel restaurant and bars including associated roof decks) would be managed to ensure that the project complies with the San Francisco Noise Ordinance and applicable Entertainment Commission permit requirements.

- (4) Treatment given, as appropriate, to such aspects as landscaping, screening, open spaces, parking and loading areas, service areas, lighting and signs;

Accessory parking would be appropriately located underground and accessed from secondary Perry Street, where service areas and mechanical equipment would also be located. Passenger loading, including accessible passenger loading, for the hotel use would be located along Harrison Street and Vassar Place.

Hotel guests and employees would also have convenient access to the landscaped POPOS plaza between the hotel and residential buildings (Hawthorne Street Plaza), which would connect pedestrians to Harrison, Hawthorne, and Perry Streets and 2nd and 3rd Streets beyond.

All proposed lighting and signage would comply with Planning Code requirements.

- C. That the use as proposed will comply with the applicable provisions of the Planning Code and will not adversely affect the General Plan.

The Project complies with all relevant requirements and standards of the Planning Code and is consistent with objectives and policies of the General Plan pursuant to the General Plan consistency findings set forth in Motion No. XXXXX, Case No. 2012.1384ENX (Large Project Authorization,

pursuant to Planning Code Section 329) which apply to this Motion and are incorporated herein by reference as though fully set forth.

- D. That the use as proposed would provide development that is in conformity with the purpose of the applicable Use District; and

The proposed project is consistent with the stated purposed of CMUO District as well as the Central SoMa Area Plan. The Central SoMa Area Plan identifies the project site as Key Site Development No. 3: 2nd and Harrison and states that the City is seeking large hotels (400 rooms or more) in the proximity of the Moscone Convention Center as discussed in Implementation Measure 3.5.1.1. The project site can accommodate such a hotel. Further, Planning Code Section 263.33 states that to facilitate the provision of a large hotel proximate to the Moscone Convention Center, for development on Assessor's Block 3763, Lot 015, the height limit shall be 200 feet if the development of the site is for a hotel use. Therefore, the proposed hotel was contemplated as is in conformity with the purpose of the applicable CMUO Zoning District, Planning Code, and Central SoMa Area Plan.

- E. The use or feature satisfies any criteria specific to the use or feature in subsections (g), et. seq. of this Section.

The proposed project satisfies additional criteria for proposed hotel uses pursuant to 303(g)(1) as noted below.

8. **Planning Code Section 303(g)** establishes additional criteria and findings for the Planning Commission to consider when reviewing applications for hotels and motels, in addition to those applicable to Conditional Uses. On balance, the project does comply with said criteria and limitations in that:

- 1) The impact of the employees of the hotel or motel on the demand in the City for housing, public transit, child-care, and other social services. To the extent relevant, the Commission shall also consider the seasonal and part-time nature of employment in the hotel or motel;

The Project is anticipated to create approximately 90 to 100 full and part time jobs. The Project Sponsor will comply with the First Source Hiring Program, ensuring certain positions are offered to local residents.

The addition of approximately 468 new hotel rooms would not have a significant impact on housing, public-transit, child care or other services. The project site is within a major transit corridor so it is anticipated that the majority of employees, hotel guests and retail patrons would utilize public transportation to get to and from the hotel. Even so, any net increase in transit ridership would be negligible compared to existing demand and the total demand for transit services in the downtown area.

Hotel and retail employees are not expected to have a measurable impact on child care or other social services. And, as with other members of the public, hotel and retail employees would have

access to the 14,000 square foot child care facility proposed as part of the adjacent residential building at 657 Harrison (Building 3), which is proposed as part of the overall Project.

The Project site is well-served by numerous public transit options and accessible via bicycle and foot from major transit options including BART, Caltrain, Muni bus lines, and the Ferry. It will provide sufficient Class 1 bicycle parking spaces (308 Class I spaces Project-wide) for the anticipated number of hotel, restaurant and bar employees.

Further, the overall Project will contribute funding to support affordable housing at 110% of the otherwise applicable Planning Code Section 415 requirement, child-care, public transit, and other social services through various applicable impact fees.

- 2) The measures that will be taken by the project sponsor to employ residents of San Francisco in order to minimize increased demand for regional transportation;

The project sponsor would comply with the City's First Source Hiring Program, which aims to increase employment of local residents. Furthermore, it is anticipated that many hotel employees would be local residents, in part because the hotel would provide stable year-round employment due in part to its location within close proximity to Yerba Buena/Moscone Center.

The Project is in close proximity to public transit, as detailed above. Further, the Project has demonstrated compliance with the TDM Program through its Transportation Demand Management (TDM) Plan. The Project also encourages other modes of transportation including: walking, bicycling, and public transit by providing sufficient bicycle parking and streetscape improvements.

- 3) The market demand for a hotel or motel of the type proposed;

According to the Market Demand Analysis prepared by HVS for the hotel component of the Project dated January 10, 2020. The report states that:

"Following the economic recession in 2009, demand for hotels in San Francisco rebounded, with occupancy generally trending upward year-over-year through Summary of Local Hotel Market Trends January-2020 Executive Summary Proposed Hotel – San Francisco, California 7 2016. Occupancy declined in 2017 and 2018 due to the partial closure and renovation of the Moscone Center. Meanwhile, average rates generally increased year-over-year throughout the historical period shown. Similar to occupancy, the rate decline in 2017 was also attributed to the renovation of the convention center. In recent years, the greater San Francisco hotel market has been established as one of the strongest-performing markets in the country, reaching a historical peak in 2018. Year-to-date data for 2019 illustrate a continued softening in occupancy and a roughly \$13 gain in average rate. The reopening of the Moscone Center in January 2019 and strong attendance of citywide conventions in the first quarter have contributed to the latest trend. According to SF

Travel, 2019 is expected to be a record convention year for San Francisco; as such, the near-term outlook is positive.

The strength of the market is bolstered not only by the region's diverse economy, but also due to the high barriers to entry and limited new supply of hotels. We are of the opinion that the entrance of the proposed subject hotel will only have a nominal impact on the San Francisco hotel market; furthermore, the city is actually underserved in available room nights, which compresses a significant amount of unaccommodated demand to other markets in the greater San Francisco Bay Area including San Mateo County and Alameda County."

Therefore, based on HVS' market analysis, HVS chose to utilize a projected stabilized occupancy level of 86% and a base-year rate of \$300 for the proposed hotel. In sum, the market analysis concludes that there is sufficient demand for the proposed hotel.

The aforementioned Market Demand Analysis prepared for the proposed hotel at 645 Harrison Street is attached as an exhibit to this motion.

- 4) In the Transit Center C-3-O(SD) Commercial Special Use District, the opportunity for commercial growth in the Special Use District and whether the proposed hotel, considered with other hotels and non-commercial uses approved or proposed for major development sites in the Special Use District since its adoption would substantially reduce the capacity to accommodate dense, transit-oriented job growth in the District;

The Project is not located within the Transit Center C-3-O(SD) Commercial Special Use District.

9. **General Plan Consistency.** The General Plan Consistency Findings set forth in Motion No. XXXXX, Case No. 2012.1384ENX (Large Project Authorization, pursuant to Planning Code Section 329) apply to this Motion, and are incorporated herein by reference as though fully set forth.
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.

No existing neighborhood-serving retail uses currently exists on the project site. The project's hotel employees and guests will contribute to and enhance existing and future neighborhood-serving retail uses. Opportunities for resident employment and ownership will be enhanced through the creation of new retail spaces as part of the project, including a hotel restaurant and bars.

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

There is no existing housing on the project site and the proposed uses are consistent with the commercial character of the surrounding downtown area.

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

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

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

The proposed project is not expected to impede MUNI transit service or overburden streets or neighborhood parking. The project site is in a major transit area with MUNI, Transbay buses, and Central Corridor subways in very close walking distance and is thus well-served by transit and would promote rather than impede the use of MUNI transit service. Off-street accessory parking will also be provided in underground parking garages on the project site, which will help avoid any burden on neighborhood parking. Valet parking for hotel guests would also be provided; see the DLOP provisions applicable to the hotel component of the Project discussed above.

- 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 will preserve existing PDR space in Building 2 and expand that PDR space. No displacement of industrial or service sector uses would occur as a result of the proposed hotel use. In addition, hotel guests, retail patrons, residents and employees will contribute to the service sector uses on the project site, including in the hotel building (Building 2) and in the surrounding area.

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

The proposed project will include seismic improvements to the existing historic structure at 645 Harrison and the proposed hotel tower addition will be built in compliance with all applicable earthquake-related code requirements.

- G. That landmarks and historic buildings be preserved.

The proposed project will retain the historic building at 645 Harrison, upgrading structural building systems and rehabilitating the historic exterior.

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

The Project has been designed to reduce substantial shadow impacts on public plazas and other publicly-accessible spaces and will not create any net new shadow on open spaces under the jurisdiction of the Recreation and Parks Department, including South Park, as detailed in the Community Plan Exemption (CPE), prepared for the Project. The Project would comply with Section 147. The detailed shadow analysis in the CPE for the Project is incorporated herein by reference.

11. **First Source Hiring.** The Project is subject to the requirements of the First Source Hiring Program as they apply to permits for residential development (Administrative Code Section 83.11), and the Project Sponsor shall comply with the requirements of this Program as to all construction work and on-going employment required for the Project. Prior to the issuance of any building permit to construct or a First Addendum to the Site Permit, the Project Sponsor shall have a First Source Hiring Construction and Employment Program approved by the First Source Hiring Administrator, and evidenced in writing. In the event that both the Director of Planning and the First Source Hiring Administrator agree, the approval of the Employment Program may be delayed as needed.

The Project Sponsor submitted a First Source Hiring Affidavit and prior to issuance of a building permit will execute a First Source Hiring Memorandum of Understanding and a First Source Hiring Agreement with the City's First Source Hiring Administration.

12. The Project is consistent with and would promote the general and specific purposes of the Code provided under Section 101.1(b) in that, as designed, the Project would contribute to the character and stability of the neighborhood and would constitute a beneficial development.
13. The Commission hereby finds that approval of the Conditional Use 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 Conditional Use Authorization Application No. 2012.1384CUA** subject to the following conditions attached hereto as "EXHIBIT A" in general conformance with plans on file, dated February 5, 2020, and stamped "EXHIBIT XXX", which is incorporated herein by reference as though fully set forth.

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

APPEAL AND EFFECTIVE DATE OF MOTION: Any aggrieved person may appeal this Conditional Use Authorization to the Board of Supervisors within thirty (30) 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 30-day period has expired) OR the date of the decision of the Board of Supervisors if appealed to the Board of Supervisors. For further information, please contact the Board of Supervisors at (415) 554-5184, City Hall, Room 244, 1 Dr. Carlton B. Goodlett Place, San Francisco, CA 94102.

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 February 20, 2020.

Jonas P. Ionin
Commission Secretary

AYES:

NAYS:

ABSENT:

ADOPTED: February 20, 2020

EXHIBIT A

AUTHORIZATION

This authorization is for a conditional use to allow a hotel use located at 645 Harrison Street (Block 3763, Lot 105) pursuant to Planning Code Section 303 within the CMUO District and a 130-CS-200-CS Height and Bulk District; in general conformance with plans, dated XXXXXX, and stamped "EXHIBIT B" included in the docket for Record No. 2012.1384CUA and subject to conditions of approval reviewed and approved by the Commission on February 20, 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.

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 February 20, 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. **Validity.** The authorization and right vested by virtue of this action is valid for three (3) years from the effective date of the Motion. The Department of Building Inspection shall have issued a Building Permit or Site Permit to construct the project and/or commence the approved use within this three-year period.

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

2. **Expiration and Renewal.** Should a Building or Site Permit be sought after the three (3) year period has lapsed, the project sponsor must seek a renewal of this Authorization by filing an application for an amendment to the original Authorization or a new application for Authorization. Should the project sponsor decline to so file, and decline to withdraw the permit application, the Commission shall conduct a public hearing in order to consider the revocation of the Authorization. Should the Commission not revoke the Authorization following the closure of the public hearing, the Commission shall determine the extension of time for the continued validity of the Authorization.

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

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 three (3) years have passed since this Authorization was approved.

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

4. **Extension.** All time limits in the preceding three paragraphs may be extended at the discretion of the Zoning Administrator where implementation of the project is delayed by a public agency, an appeal or a legal challenge and only by the length of time for which such public agency, appeal or challenge has caused delay.

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

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

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

6. **Additional Project Authorization-OFA.** The Project Sponsor must separately obtain a Project authorization under Section 321 for the proposed office space at 400 2nd Street. The conditions set forth below are additional conditions required in connection with the Project. If these conditions overlap with any other requirement imposed on the Project, the more restrictive or protective condition or requirement, as determined by the Zoning Administrator, shall apply.
For information about compliance, contact Code Enforcement, Planning Department at 415-575-6863, www.sf-planning.org
7. **Additional Project Authorization-LPA.** The Project Sponsor must separately obtain a Project authorization under Section 329 and related required Planning Code exceptions. The conditions set forth below are additional conditions required in connection with the Project. If these conditions overlap with any other requirement imposed on the Project, the more restrictive or protective condition or requirement, as determined by the Zoning Administrator, shall apply.
For information about compliance, contact Code Enforcement, Planning Department at 415-575-6863, www.sf-planning.org
8. **Additional Project Authorization – Variances and Administrative Waiver and Modification.** The Project Sponsor must separately obtain Variances from the Zoning Administrator to address street frontage requirements including ground floor ceiling height, parking setbacks and off-street parking and loading entrances (Planning Code Section 145.1), required enclosure of a private service driveway (Section 155(d)) and curb cut prohibition on 2nd Street (Section 155(r)). The Project Sponsor must also obtain an Administrative Waiver and Modification from the Zoning Administrator for the location of required Class 1 bicycle parking (Section 155.2) and the location of required off-street loading (Sections 155 and 161) and Zoning Administrator authorization for the location of required shower and lockers (Section 155.4) . The conditions set forth below are additional conditions required in connection with 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
9. **Mitigation Measures.** Mitigation measures described in the MMRP attached as Exhibit C are necessary to avoid potential significant effects of the proposed project and have been agreed to by the project sponsor. Their implementation is a condition of project approval.
For information about compliance, contact Code Enforcement, Planning Department at 415-575-6863, www.sf-planning.org
10. **Transferable Development Rights.** Pursuant to Section 128, 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. The net addition of gross floor area subject to this requirement shall be determined based on drawings submitted with the Building Permit Application.

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

DESIGN – COMPLIANCE AT PLAN STAGE

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

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

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

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

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

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

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

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

15. **Signage.** The Project Sponsor shall develop a signage program for the Project which shall be subject to review and approval by Planning Department staff before submitting any building permits for construction of the Project. All subsequent sign permits shall conform to the approved signage program. Once approved by the Department, the signage program/plan information shall be submitted and approved as part of the site permit for the Project. All exterior signage shall be designed to compliment, not compete with, the existing architectural character and architectural features of the building.

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

16. **Transformer Vault Location.** The location of individual project PG&E Transformer Vault installations has significant effects to San Francisco streetscapes when improperly located. However, they may not have any impact if they are installed in preferred locations. The Project Sponsor will continue to work with the Planning Department in consultation with Public Works on the final location(s) for the transformer vaults. The above requirement shall adhere to the Memorandum of Understanding regarding Electrical Transformer Locations for Private Development Projects between Public Works and the Planning Department dated January 2, 2019. *For information about compliance, contact Bureau of Street Use and Mapping, Department of Public Works at 415-554-5810, <http://sfdpw.org>*

17. **Noise, Ambient.** Interior occupiable spaces shall be insulated from ambient noise levels. Specifically, in areas identified by the Environmental Protection Element, Map1, "Background Noise Levels," of the General Plan that exceed the thresholds of Article 29 in the Police Code, new developments shall install and maintain glazing rated to a level that insulate interior occupiable areas from Background Noise and comply with Title 24. *For information about compliance, contact the Environmental Health Section, Department of Public Health at (415) 252-3800, www.sfdph.org*

18. **Noise.** Plans submitted with the building permit application for the approved project shall incorporate acoustical insulation and other sound proofing measures to control noise. *For information about compliance, contact the Case Planner, Planning Department at 415-558-6378, www.sf-planning.org*

19. **Odor Control Unit.** In order to ensure any significant noxious or offensive odors are prevented from escaping the premises once the project is operational, the building permit application to implement the project shall include air cleaning or odor control equipment details and manufacturer specifications on the plans if applicable as determined by the project planner. Odor control ducting shall not be applied to the primary façade of the building. *For information about compliance, contact the Case Planner, Planning Department at 415-558-6378, www.sf-planning.org*

PARKING AND TRAFFIC

20. **Transportation Demand Management (TDM) Program.** Pursuant to Planning Code Section 169, the Project shall finalize a TDM Plan prior to the issuance of the first Building Permit or Site Permit to construct the project and/or commence the approved uses. The Property Owner, and all successors, shall ensure ongoing compliance with the TDM Program for the life of the Project, which may include providing a TDM Coordinator, providing access to City staff for site inspections, submitting appropriate documentation, paying application fees associated with required monitoring and reporting, and other actions.

Prior to the issuance of the first Building Permit or Site Permit, the Zoning Administrator shall approve and order the recordation of a Notice in the Official Records of the Recorder of the City and County of San Francisco for the subject property to document compliance with the TDM Program. This Notice shall provide the finalized TDM Plan for the Project, including the relevant details associated with each TDM measure included in the Plan, as well as associated monitoring, reporting, and compliance requirements.

For information about compliance, contact the TDM Performance Manager at tdm@sfgov.org or 415-558-6377, www.sf-planning.org.

21. **Car Share.** Pursuant to Planning Code Section 166, no fewer than 13 car share space shall be made available on the One Vassar project site, at no cost, to a certified car share organization for the purposes of providing car share services for its service subscribers.

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

22. **Bicycle Parking .** Pursuant to Planning Code Sections 155.1 and 155.4, the Project sponsor shall provide no fewer than 308 Class 1 and 78 Class spaces for the Project. SFMTA has final authority on the type, placement and number of Class 2 bicycle racks within the public ROW. Prior to issuance of first architectural addenda, the project sponsor shall contact the SFMTA Bike Parking Program at bikeparking@sfmta.com to coordinate the installation of on-street bicycle racks and ensure that the proposed bicycle racks meet the SFMTA's bicycle parking guidelines. Depending on local site conditions and anticipated demand, SFMTA may request the project sponsor pay an in-lieu fee for Class II bike racks required by the Planning Code.

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

23. **Showers and Clothes Lockers.** Pursuant to Planning Code Section 155.3, the Project sponsor shall provide no fewer than four showers and 24 clothes lockers for the Project.

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

24. **Parking Maximum.** Pursuant to Planning Code Section 151.1, the Project sponsor shall provide no more than 309 off-street accessory parking spaces for the Project, not including required car share parking.

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

25. **Off-Street Loading.** Pursuant to Planning Code Section 152, the Project sponsor will provide the equivalent of at least 9 off-street loading spaces for the Project.

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

26. **Managing Traffic During Construction.** The Project Sponsor and construction contractor(s) shall coordinate with the Traffic Engineering and Transit Divisions of the San Francisco Municipal Transportation Agency (SFMTA), the Police Department, the Fire Department, the Planning Department, and other construction contractor(s) for any concurrent nearby Projects to manage traffic congestion and pedestrian circulation effects during construction of the Project.
For information about compliance, contact Code Enforcement, Planning Department at 415-575-6863, www.sf-planning.org
27. **Driveway Loading and Operations Plan.** Pursuant to Planning Code Section 155(u), the Project sponsor shall prepare a DLOP for review and approval by the Planning Department, in consultation with the San Francisco Municipal Transportation Agency. The DLOP shall be written in accordance with any guidelines issued by the Planning Department.
For information about compliance, contact Code Enforcement, Planning Department at 415-575-6863, www.sf-planning.org
28. **Central SoMa Community Facilities District Program (Planning Code Section 434).** The development project shall participate in the CFD established by the Board of Supervisors pursuant to Article X of Chapter 43 of the Administrative Code (the "Special Tax Financing Law") and successfully annex the lot or lots of the subject development into the CFD prior to the issuance of the first Certificate of Occupancy for the development. For any lot to which the requirements of this Section 434 apply, the Zoning Administrator shall approve and order the recordation of a Notice in the Official Records of the Recorder of the City and County of San Francisco for the subject property prior to the first Certificate of Occupancy for the development, except that for condominium projects, the Zoning Administrator shall approve and order the recordation of such Notice prior to the sale of the first condominium unit. This Notice shall state the requirements and provisions of subsections 434(b)-(c) above. The Board of Supervisors will be authorized to levy a special tax on properties that annex into the Community Facilities District to finance facilities and services described in the proceedings for the Community Facilities District and the Central SoMa Implementation Program Document submitted by the Planning Department on November 5, 2018 in Board of Supervisors File No. 180184.
29. **Rates for Long-Term Office Parking.** Pursuant to Planning Code Section 155(g), to discourage long-term commuter parking, off-street parking spaces provided for all uses other than residential or hotel must be offered pursuant to the following rate structure: (1) the rate charged for four hours of parking cannot be more than four times the rate charged for the first hour; (2) the rate charged for eight hours of parking cannot be less than ten (10) times the rate charged for the first hour; and (3) no discounted parking rates are allowed for weekly, monthly, or similar time-specific periods.
For information about compliance, contact Code Enforcement, Planning Department at 415-575-6863, www.sfplanning.org

PROVISIONS

30. **First Source Hiring.** The Project shall adhere to the requirements of the First Source Hiring Construction and End-Use Employment Program approved by the First Source Hiring Administrator, pursuant to Section 83.4(m) of the Administrative Code. The Project Sponsor shall comply with the requirements of this Program regarding construction work and on-going employment required for the Project.
For information about compliance, contact the First Source Hiring Manager at 415-581-2335, www.onestopSF.org
31. **Transportation Brokerage Services .** Pursuant to Planning Code Section 163, the Project Sponsor shall provide on-site transportation brokerage services for the actual lifetime of the project. Prior to the issuance of any certificate of occupancy, the Project Sponsor shall execute an agreement with the Planning Department documenting the project's transportation management program, subject to the approval of the Planning Director.
For information about compliance, contact the Case Planner, Planning Department at 415-558-6378, www.sf-planning.org
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 a Certificate of Final Completion under the terms of the legislation, the Project shall be subject to such new or increased fee and shall pay any additional amounts due before the City may issue a Certificate of Occupancy or Final Completion.
For information about compliance, contact the Case Planner, Planning Department at 415-558-6378, www.sf-planning.org
34. **Child-Care Requirements for Office and Hotel Development.** In lieu of providing an on-site child-care facility, the Project sponsor has elected to meet this requirement by providing an in-lieu fee, as applicable, pursuant to Planning Code Section 414.
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 Neighborhoods Infrastructure Impact Fee, as applicable, pursuant to Planning Code Section 423.

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

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.sfplanning.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.sfplanning.org*
39. **Central SoMa SUD, Renewable Energy Requirements.** The Project shall fulfill all on-site electricity demands through any combination of on-site generation of 100% greenhouse gas-free sources in compliance with Planning Code Section 249.78(d)(5).
40. **Art.** 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*
41. **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*
42. **Art.** Pursuant to Planning Code Section 429, the Project Sponsor and the Project 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 submittal 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

43. **Art.** 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 - AFTER ENTITLEMENT

44. **Enforcement.** Violation of any of the Planning Department conditions of approval contained in this Motion or of any other provisions of Planning Code applicable to this Project shall be subject to the enforcement procedures and administrative penalties set forth under Planning Code Section 176 or Section 176.1. The Planning Department may also refer the violation complaints to other city departments and agencies for appropriate enforcement action under their jurisdiction.

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

45. **Monitoring.** The Project requires monitoring of the conditions of approval in this Motion. The Project Sponsor or the subsequent responsible parties for the Project shall pay fees as established under Planning Code Section 351(e) (1) and work with the Planning Department for information about compliance.

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

46. **Revocation due to Violation of Conditions.** Should implementation of this Project result in complaints from interested property owners, residents, or commercial lessees which are not resolved by the Project Sponsor and found to be in violation of the Planning Code and/or the specific conditions of approval for the Project as set forth in Exhibit A of this Motion, the Zoning Administrator shall refer such complaints to the Commission, after which it may hold a public hearing on the matter to consider revocation of this authorization.

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

OPERATION

47. **Eating and Drinking Uses.** As defined in Planning Code Section 202.2, Eating and Drinking Uses, as defined in Section [102](#), shall be subject to the following conditions:

- A. The business operator shall maintain the main entrance to the building and all sidewalks abutting the subject property in a clean and sanitary condition in compliance with the Department of Public Works Street and Sidewalk Maintenance Standards. In addition, the operator shall be responsible for daily monitoring of the sidewalk within a one-block radius of the subject business to maintain the sidewalk free of paper or other litter associated with the business during business hours, in accordance with Article 1, Section [34](#) of the San Francisco Police Code.

For information about compliance, contact the Bureau of Street Use and Mapping, Department of Public Works at 415-554-.5810, <http://sfdpw.org>.

- B. When located within an enclosed space, the premises shall be adequately soundproofed or insulated for noise and operated so that incidental noise shall not be audible beyond the premises or in other sections of the building, and fixed-source equipment noise shall not exceed the decibel levels specified in the San Francisco Noise Control Ordinance.

For information about compliance of fixed mechanical objects such as rooftop air conditioning, restaurant ventilation systems, and motors and compressors with acceptable noise levels, contact the Environmental Health Section, Department of Public Health at (415) 252-3800, www.sfdph.org.

For information about compliance with construction noise requirements, contact the Department of Building Inspection at 415-558-6570, www.sfdbi.org.

For information about compliance with the requirements for amplified sound, including music and television, contact the Police Department at 415-553-0123, www.sf-police.org.

- C. While it is inevitable that some low level of odor may be detectable to nearby residents and passersby, appropriate odor control equipment shall be installed in conformance with the approved plans and maintained to prevent any significant noxious or offensive odors from escaping the premises.

For information about compliance with odor or other chemical air pollutants standards, contact the Bay Area Air Quality Management District, (BAAQMD), 1-800-334-ODOR (6367), www.baaqmd.gov and Code Enforcement, Planning Department at 415-575-6863, www.sf-planning.org

- D. Garbage, recycling, and compost containers shall be kept within the premises and hidden from public view, and placed outside only when being serviced by the disposal company. Trash

shall be contained and disposed of pursuant to garbage and recycling receptacles guidelines set forth by the Department of Public Works.

For information about compliance, contact the Bureau of Street Use and Mapping, Department of Public Works at 415-554-.5810, <http://sfdpw.org>.

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

For information about compliance, contact Bureau of Street Use and Mapping, Department of Public Works, 415-695-2017, <http://sfdpw.org>

49. **Community Liaison.** Prior to issuance of a building permit to construct the project and implement the approved use, the Project Sponsor shall appoint a community liaison officer to deal with the issues of concern to owners and occupants of nearby properties. The Project Sponsor shall provide the Zoning Administrator and all registered neighborhood groups for the area with written notice of the name, business address, and telephone number of the community liaison. Should the contact information change, the Zoning Administrator and registered neighborhood groups shall be made aware of such change. The community liaison shall report to the Zoning Administrator what issues, if any, are of concern to the community and what issues have not been resolved by the Project Sponsor.

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

50. **Notices Posted at Bars and Entertainment Venues.** Notices urging patrons to leave the establishment and neighborhood in a quiet, peaceful, and orderly fashion and to not litter or block driveways in the neighborhood, shall be well-lit and prominently displayed at all entrances to and exits from the establishment.

For information about compliance, contact the Entertainment Commission, at 415 554-6678, www.sfgov.org/entertainment

51. **Lighting.** All Project lighting shall be directed onto the Project site and immediately surrounding sidewalk area only, and designed and managed so as not to be a nuisance to adjacent residents. Nighttime lighting shall be the minimum necessary to ensure safety, but shall in no case be directed so as to constitute a nuisance to any surrounding property.

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

52. **Privately- Owned Public Open Space Provision.** Pursuant to Planning Code Section 138, the Project sponsor shall provide no less than 14,075 square feet of privately-owned public open space (POPOS) Project-wide.

The Project Sponsor shall continue to work with Planning Department staff to refine the design and programming of the POPOS so that the open space meets the standards of Section 138(d) and

the Urban Design Guidelines. Prior to the first certificate of occupancy for any building on the site, the Project Sponsor shall submit a maintenance and operations plan for the POPOS for review and approval by the Planning Department. At a minimum the maintenance and operations plan shall include:

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

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

53. **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

54. **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

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

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

56. **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 programming 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

57. **POPOS Design and Operations Strategy (Central SoMa Plan – Implementation Matrix Measure 5.5.1.3).** The project shall be required to submit a design and operations strategy for the proposed Privately-Owned Public Open Spaces, that will be reviewed and approved by the Planning Department and Recreation and Parks Department (if applicable), soliciting feedback from members of the public.

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



SAN FRANCISCO PLANNING DEPARTMENT

Planning Commission Draft Motion

HEARING DATE: FEBRUARY 20, 2020

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Planning
Information:
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Record No.: **2012.1384OFA**
Project Address: **400 2nd Street**
Zoning: CMUO (Central SoMa Mixed Use Office) Zoning District
130-CS-200-CS, 130-CS-350-CS, 350-CS Height and Bulk Districts
Central SoMa Special Use District
East SoMa Special Use District
Block/Lot: 3763/001, 112 (now lot 125), and 113
Project Sponsor: Caroline Guibert Chase
Coblentz, Patch, Duffy & Bass, LLP
One Montgomery Street, Suite 3000
San Francisco, CA, 94104
Property Owner: One Vassar
433 California Street, 7th Floor
San Francisco, CA 94104
Staff Contact: Esmeralda Jardines – (415) 575-9144
esmeralda.jardines@sfgov.org
Recommendation: **Approval with Conditions**

ADOPTING FINDINGS RELATING TO AN ALLOCATION OF OFFICE SQUARE FOOTAGE UNDER THE 2018 – 2019 ANNUAL OFFICE DEVELOPMENT LIMITATION PROGRAM PURSUANT TO PLANNING CODE SECTIONS 321 AND 322 THAT WOULD AUTHORIZE UP TO 430,000 GROSS SQUARE FEET OF OFFICE SPACE FOR THE PROJECT AT 400 2ND STREET, LOTS: 001, 112, AND 113 IN ASSESSOR'S BLOCK 3763, WITHIN THE CMUO (CENTRAL SOMA MIXED USE OFFICE) DISTRICT AND 130-CS-200-CS, 130-CS-350-CS, AND 350-CS HEIGHT AND BULK DISTRICTS; AND ADOPTING OFFICE ALLOCATION FINDINGS FOR THE PROJECT.

PREAMBLE AND CEQA FINDINGS

On April 29, 2016, One Vassar, LLC filed Application No. 2012.1384OFA (hereinafter "Application") with the Planning Department (hereinafter "Department") for an Office Development Authorization, which was subsequently modified to authorize 430,000 gross square feet ("GSF") of office use at 400 2nd Street, Block 3763, Lots: 001, 112 (now lot 125), and 113 (hereinafter "Project Site") in San Francisco, California within the CMUO (Central SoMa Special Use District) Zoning District, and 130-CS-200-CS, 130-350-CS, and 350-CS Height and Bulk Districts. The current Project Sponsor is Caroline Guibert Chase on behalf of One Vassar.

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 February 5, 2020, 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. The Project would also not result in any effects that (a) are peculiar to the Project or parcels on which the Project would be located, (b) were not analyzed as significant effects in the Central SoMa Plan 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 Central SoMa Plan EIR, or (d) are previously identified in the Central SoMa Plan EIR, but which are determined to have more severe adverse impact than that discussed in the underlying EIR. Therefore, the Project qualifies for a Community Plan Exemption based on the Central SoMa Plan EIR.

The file for this project, including the Central Soma Plan EIR and the Community Plan Exemption certificate for the Project, 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 and Project-specific mitigation measures to implement the EIR mitigation measures. These mitigation measures are set forth in their entirety in the MMRP attached to the Motion EXHIBIT J.

On February 20, 2020, the San Francisco Planning Commission (hereinafter “Commission”) conducted a duly noticed public hearing at a regularly scheduled meeting on Large Project Authorization (LPA) Application No. 2012.1384ENX and approved that LPA Application by Motion No. XXXX.

On February 20, 2020, the Commission conducted a duly noticed public hearing at a regularly scheduled meeting on Conditional Use (CU) Authorization Application No. 2012.1384CUA and approved the CU Authorization by Motion No. XXXX.

On February 20, 2020, the Commission adopted Motion No. XXXX approving an Office Development Authorization for the Project (Office Development Authorization Application No. 2012.1384OFA). Findings contained within that motion are incorporated herein by this reference thereto as if fully set forth in this Motion.

On February 20, 2020, the Zoning Administrator conducted a duly noticed public hearing on Variance Application No. 2012.1384VAR, approving the requested variances for the Project. Findings contained within said approval are incorporated herein by this reference thereto as if fully set forth in this Motion.

On February X, 2020 the Zoning Administrator approved the requested administrative modification and waiver for the Project.

On February 20, 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. 2012.1384OFA.

The Planning Department Commission Secretary is the custodian of records; the File for Record No. 2012.1384OFA is located at 1650 Mission Street, Suite 400, San Francisco, California.

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

MOVED, that the Commission hereby authorizes the Office Allocation requested in Application No. 2012.1384OFA, subject to the conditions contained in "EXHIBIT A" of this motion, based on the following findings:

FINDINGS

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

1. The above recitals are accurate and constitute findings of this Commission.
2. **Project Description.** Commonly referred to as the "2nd and Harrison" or "One Vassar" (identified as Key Site No. 3 in the Central SoMa Area Plan), the One Vassar project (the "Project") will create an approximately 1.5 million-square foot mixed-use development located in close proximity to the 4th Street Central Corridor Muni, Transbay Terminal and Moscone Center. The proposed project will include approximately 42,013 gross square feet of production, distribution and repair (PDR) use, approximately 489 residential units, a hotel with 468 guestrooms, approximately 493,115 gross square feet (gsf) of office (consisting of approximately 430,000 new gsf at 400 2nd Street, and approximately 63,115 gsf of existing legal office use at 645 Harrison Street). The Project will also provide an approximately 14,000-gsf on-site child-care facility (exclusive of a 4,200 square foot outdoor open space), indoor and outdoor privately-owned public open space (POPOS), and approximately 37,551 gsf of neighborhood-serving retail space, including hotel restaurant/bars. The Project Sponsor also proposes a variety of street connection and pedestrian improvements, including a new mid-block pedestrian alley and POPOS plaza (Hawthorne Street Plaza) and the extension of Perry Street to 2nd Street. Projecting art screens are proposed on Hawthorne Street Plaza to help screen pedestrian views of Interstate 80 from the Project Site. All off-street parking for the Project would be located below grade in a shared garage at 400 2nd Street, and would include 309 off-street parking spaces, plus 13 car share spaces. The Project also accommodates three drop-off parking spaces for the childcare use at street level.

In detail, the Project includes:

400 2nd Street (hereinafter "Building 1"): This building consists of new construction of a 350-foot tall (or 385-foot tall with the rooftop mechanical equipment), 27-story office building consisting of approximately:

- 430,000 gsf of office
- 1,000 gsf of micro-retail
- 6,295 sf of indoor and outdoor POPOS (indoor POPOS excluded from gsf)
- 33,335 sf of subterranean accessory parking (excluded from gsf) (16,835 sf of which will be for 645 Harrison)
- 181 accessory off-street parking spaces plus 6 car share spaces (about half of which will be for 645 Harrison)
- 104 Class 1, & 45 Class 2 bicycle parking spaces (including 35 Class 1, & 34 Class 2 bicycle parking spaces for 645 Harrison)
- 2 loading spaces (at grade) and 3 subterranean service vehicle loading spaces (one of which will be for 645 Harrison)

645 Harrison (hereinafter "Building 2"): This building would retain the historic building and construct a 15-story vertical addition for a total height of 200-ft (or 220-ft with rooftop mechanical equipment) containing approximately 468 guestrooms. Details of Building 2 include:

- 221,965 gsf of hotel
- 63,115 gsf of office (existing)¹
- 42,013 gross square feet of PDR (existing and new)
- 31,101 gsf of retail
- 2 loading spaces (at grade)
- 3 service vehicle loading spaces (at grade)

657 Harrison (hereinafter "Building 3"): This building includes new construction of a 350-foot tall (or 385 feet with the rooftop mechanical equipment), 35-story residential building consisting of up to 489 dwelling units, which includes:

- 461,228 gsf of residential
- 14,000 gsf of childcare (not including designated open space)
- 1,450 gsf of retail
- 8,360 sf of outdoor POPOS (Hawthorne Street Plaza)
- 11,970 sf of outdoor residential usable open space (terraces)
- 61,512 sf of subterranean accessory parking
- 128 off-street accessory parking spaces plus 7 car-share parking spaces
- 204 Class 1 & 33 Class 2 bicycle parking spaces plus 25 cargo bicycle parking spaces (for longer bikes with incorporated child carriers or a storage space)
- 1 loading space (at grade) and 2 service vehicle spaces (at grade)

3. **Site Description and Present Use.** The Project site (Assessor's Block 3763, Lots: 001, 078, 079, 080, 080A, 081, 099, 100, 101, 105, 112, and 113) is located on the south side of Harrison Street, west side of 2nd Street, east and west of Vassar Place, and north side of Perry Street in San Francisco's SoMa neighborhood (the "Project Site"). Cumulatively, the 12 lots have a lot area of approximately

¹ As noted above, there is 113,484 gross square feet of existing legal office space at 645 Harrison, 63,115 gross square feet of which would be retained at 645 Harrison.

102,694 square feet (2.36 acres), with approximately 606-ft of frontage along Harrison Street, 200-ft of frontage along 2nd Street, 175-ft of front along Vassar Place (east and west frontages), and 333-ft of frontage along Perry Street. The Perry Street frontage of the project site is adjacent to a recently built elevated TJPA bus ramp located below Interstate 80, which connects to the Bay Bridge. The Project Site contains five existing buildings totaling approximately 239,000 square feet, as described below:

The existing 400 2nd Street building (the Building 1 location) is a five story, approximately 65,100 square foot office building constructed in 1917. South of the building is an existing approximately 90-space surface parking lot. The existing 645 Harrison Street building (Building 2 location) is a four story, approximately 148,000 square foot mixed-use building. According to the South of Market Area Historic Survey, the first three stories of the building were constructed in 1948 and was occupied as the headquarters of A. Carlisle & Company, a lithography and printing business. The building contains 113,484 gross square feet of legal office space and 32,988 square feet of PDR space.² The existing building will be retained and rehabilitated as part of the proposed project and the office and PDR uses continued. The Building 3 location includes three existing buildings. 653 Harrison Street³ is a vacant two-story mixed-use building containing approximately 8,500 square feet and a four-space surface parking lot. 657 Harrison Street is a vacant two-story mixed-use building containing approximately 9,900 square feet with a vacant surface parking lot. 665 Harrison Street is a vacant mixed-use two-story building containing approximately 7,500 square feet.

All existing buildings except for the historic building 645 Harrison Street are proposed for demolition as part of the project.

All lots on the project site are now zoned CMUO (Central Soma-Mixed Use Office). Proposed Building 1 is within a 350-CS Height and Bulk District, proposed Building 2 is within 130-CS-200-CS Height and Bulk District and proposed Building 3 is within a 130-CS-350-CS Height and Bulk District.

4. **Surrounding Properties and Neighborhood.** The Project Site is located within the CMUO Zoning District in the Central SoMa Plan Area and Central SoMa Special Use District (SUD) and is located immediately adjacent to the Transit Center District Plan to the east. The immediate context is mixed in character with residential and ground floor commercial as well as industrial uses in the vicinity. The immediate neighborhood along Harrison includes two-to-eight story mixed-use buildings. The Project Site is located at the intersection of Harrison, 2nd Street, Vassar Place, and Perry Streets. Directly to the south and across Perry Street is the elevated Interstate 80 overpass; underneath the overpass are a bus ramp and AC Transit bus parking lots. To the west is a residential development and retail, to the north are office and residential developments, and to the east across 2nd Street is a surface parking lot. Other zoning districts in the vicinity of the project site include: P (Public), MUR (Mixed-Use Residential), and MUO (Mixed-Use Office), and C-3-O (Downtown Office)

² See Case No. 2013.1545BV. At that time, the Zoning Administrator determined that there was 14,520 gross square feet of pre-existing legal office space in the building and an office allocation for an additional 98,964 gross square feet was granted by Planning Commission Motion No. 19524 (2015).

³ A parking lot accessible from Perry Street is located at the rear of the property.

Zoning Districts. To the west of the project site across 3rd Street is another Central SoMa key site, 725 Harrison Street.

5. **Public Outreach and Comments.** To date, the Department has received comments in support of regarding the Project. Since 2012, the Project Sponsor has conducted extensive neighborhood outreach, including more than twenty (20) community presentations with stakeholders, including two open houses and direct group meetings with individual stakeholders and separate workshops and community outreach forums. The stakeholders the Project Team met with in no particular order include: South Beach/South Park, SOMBA, Clock Tower, SFHAC, YIMBY, SF Chambers, YBCBD, YBA, TODCO, SOMCAN, SoMa Pilipinas, United Playaz, SOMACC, Hotel Council, SPUR, SFBLU HOA and Residents, West Bay, Good Jobs for All, Local 2, Mission Housing, 88 Perry Street-SRO and Veterans Building, Bike Coalition, Chinatown CDC, Early Care Educators San Francisco, MEPPS, and Carpenters Union.
6. **Planning Code Compliance:** The Planning Code Compliance Findings set forth in Motion No. XXXXX, Case No. 2012.183ENX (Large Project Authorization, pursuant to Planning Code Section 329) apply to this Motion, and are incorporated herein by reference as though fully set forth.
7. **Office Development Authorization.** Planning Code Section 321 establishes standards for San Francisco's Office Development Annual Limit. In determining if the proposed Project would promote the public welfare, convenience and necessity, the Commission considered the seven criteria established by Code Section 321(b)(3), and finds as follows:

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

Currently, there is 454,949 gross square feet of available "Large Cap" office space available for allocation. The Project will add approximately 430,000 gross square feet of office space at the Property. If the Project is approved, approximately 24,949 gross square feet of space will remain in the Large Cap pool. On October 17, 2020, an additional 875,000 square feet of office space will be added to the Large Cap pool.

The Project has been identified as one of eight Key Site Development Sites within Central SoMa. It is identified as Key Site No. 3, with the development potential of approximately 1.5M square feet of mixed-use development, including: office, hotel, residential, retail, PDR, and child-care. The Project provides community benefits as was envisioned and called for in the Central SoMa Plan. The Project is providing various key amenities as envisioned or called for in the Central SoMa Plan. Specifically, the Project will provide various qualified amenities, including but not limited to streetscape and pedestrian network improvements, a large POPOS plaza and mid-block pedestrian alley (Hawthorne Street Plaza), which will exceed minimum alley dimensions, a child care facility, which will be larger than specified under Section 414.5 (by approximately 7,480 square feet), and 110% of the otherwise applicable affordable housing requirement under Section 415. Streetscape and pedestrian network improvements proposed as part of the Project include new pedestrian connections from Hawthorne Street through proposed Hawthorne Street Plaza to Perry Street to 2nd Street beyond via the proposed Perry Street extension, including new sidewalks, and an improved connection from Harrison Street to Perry Street and beyond via new sidewalks on Vassar Place. The project also proposes sidewalk widening along Harrison and 2nd Streets and multiple outdoor

POPOS and retail spaces to activate those frontages. Additionally, the proposed project is subject to various development impact fees that will benefit the surrounding community and the city.

The Project is in conformity with the General Plan including the Central SoMa Plan (see findings below), particularly the parameters outlined for this Key Site No. 3, and meets the community benefits envisioned for the Plan area, including but not limited to the provision of on-site child care, on-site POPOS, neighborhood-serving retail and much-needed residential, hotel, office and PDR space within close proximity to multiple sources of public transit, employment opportunities, and Moscone Center. As explained in the Central SoMa Plan: "The Plan Area has some of the best transit in the region, being proximal to two regional train lines (BART and Caltrain), Muni Metro (including the under-construction Central SoMa Area Plan 14 Central Subway), and myriad regional and local bus lines."

The Project would also add 308 Class 1 and 78 Class 2 bicycle spaces, totaling 386 bicycle parking spaces, its proposed sidewalk and street improvements to Harrison Street, 2nd Street, Vassar Place, and Perry Streets, as well as the Project site's close proximity to Caltrain and MUNI lines will facilitate and encourage the office tenants to use alternative means of transportation to travel to and from work. This is in line with one of the Central SoMa Plan's goals to provide safe and convenient transportation that prioritizes walking, bicycling, and transit. The Central SoMa Plan Initial Study also found that the upzoning and resulting new development contemplated by the Central SoMa Plan would not have significant impacts on transportation infrastructure.

The Project would balance its office use with a mix of other uses, including retail, hotel, residential, PDR and childcare uses. These uses would further encourage the economic growth of the area and add neighborhood-serving uses.

The Project is consistent with and would help further the goals, objectives and policies of the Central SoMa Plan, which is part of the City's General Plan. One of the primary eight goals of the Central SoMa Plan is to "Accommodate a Substantial Amount of Jobs and Housing." Related Central SoMa Plan Objective 3.1 provides: "Ensure the Plan Area accommodates significant space for job growth" and Objective 3.2 specifically provides: "Support the growth of office space." As explained in the Central SoMa Plan:

The City should support the development of office space in Central SoMa. Office space typically has a high amount of jobs per square foot, and thus benefits from proximity to the neighborhood's excellent transit. This office space can also support the success of these knowledge-sector companies that are driving the overall economy (including the need for local-serving jobs throughout the city, like health care, education, and retail). Increasing the supply of office space will also support non-profits and other organizations that have been challenged to find space in the city, forcing some to move elsewhere in the Bay Area (such as Oakland) or out of the region altogether.

Regarding the importance of on-site child care, Central SoMa Plan Policy 2.6.2 provides: "Help facilitate the creation of childcare facilities. San Francisco is suffering from a lack of licensed childcare. This is due to a lack of funding and a difficulty in finding space that meets the strict requirements for childcare centers."

Regarding the proposed hotel use, Central SoMa Objective 3.5 and Policy 3.5.1 provide:

Hotels are important to the wellbeing of San Francisco – enabling our tourism sector to flourish while also

supporting important civic functions through room taxes. Simultaneously, hotels can make very good neighbors, providing lively ground floors, near 24-hour activity, and customers for local shops and restaurants. Hotels are particularly important in Central SoMa, given the area's proximity to the Moscone Convention Center and its transit accessibility. Allow hotels throughout the growth-oriented parts of the Plan Area. Currently, there are parts of the Plan Area where hotels are not permitted, even if they otherwise allow residential and commercial growth. Where hotels are permitted, they are typically restricted to "boutique" sizes of 75 rooms or less. However, the City is in need of multiple new hotels to meet demand, particularly new "conference sized" hotels of at least 500 rooms plus meeting facilities. As such, the City should support increasing the area where hotels are permissible to include those areas where new growth is anticipated, and to remove the cap on room count.

As a whole, the Project will result in an ideal balance between economic growth, housing development, transportation, and public services.

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

The Project is consistent with and would advance the objectives and policies of the General Plan and the Central SoMa Plan, as outlined in the General Plan Consistency Findings set forth in Motion No. XXXXX, Case No. 2012.183ENX (Large Project Authorization, pursuant to Planning Code Section 329) apply to this Motion, and are incorporated herein by reference as though fully set forth.

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

The Project's mass and scale are appropriate for this Key Site No. 3, which includes multiple lots totaling approximately 2.36 acres, and surrounding context. To avoid one large uniform building on the Project site, the Project has been divided into three separate buildings: the office tower (Building 1), a hotel tower atop the existing historic building at 645 Harrison (Building 2), and a residential tower (Building 3). Overall, the scale and massing of the Project is in keeping with the intended development of this Key Site No. 3 and other buildings on and near the subject block, as well as with those that will be developed over the next several years in the recently upzoned Central SoMa SUD.

The following information pertains to the proposed office development at Building 1. Further information about the design of the Project as a whole is set forth in the Findings set forth in Motion No. XXXXX, Case No. 2012.183ENX (Large Project Authorization, pursuant to Planning Code Section 329) and are incorporated herein by reference as though fully set forth.

The office building (Building 1) will anchor the overall development at the prominent corner of 2nd and Harrison streets. The podium massing has been sculpted at 85-feet tall to frame the urban room per the Central SoMa Plan. The tower portion is setback from the base and employs two different exterior treatments between the eastern and western sides of the tower in order to present the appearance of a more slender structure. The office tower will contribute to and strengthen the character of Harrison and 2nd streets, aligning with the City's vision of a bike and pedestrian-friendly urban corridor, and proposes appropriate density to meet the district objective of increasing employment opportunities in Central SoMa.

The proposed POPOS at Building 1 will provide a sufficient variety of amenities in a variety of POPOS spaces, including indoor and outdoor POPOS at a prominent pedestrian corner, a covered arcade, and open areas on sidewalks, with various amenities including seating areas adjacent to proposed retail uses. The

proposed POPOS have been designed to accommodate and are expected to be utilized regularly by on-site and off-site residents, youth, families, workers, and seniors, due in part to the variety of POPOS spaces proposed and variety of amenities provided within and adjacent to those POPOS. The proposed indoor POPOS at Building 1 is specifically permitted under the Central SoMa SUD provisions for project sites north of Bryant Street, including the Project Site. The indoor location will help avoid unpleasant environmental conditions, such as noise, wind, lack of sunlight and the degradation of the street wall along those primary streets, which would otherwise undermine the pedestrian experience. A "view garden" is also proposed along Vassar Place adjacent to the proposed micro-retail space in Building 1.

Mechanical equipment at Building 1 will be located at the west side of the podium roof where the project proposes a significant 35-foot tower setback. The equipment will be screened from view with an architectural screen similar in character with the tower façade. All rooftop mechanical equipment will be located within the 35-foot bulkhead at the west end of the tower and thus screened from view.

In sum, the quality of the office design will be far superior to that currently existing on the Project Site and compatible with nearby development, including the other buildings on the Project Site and in the greater Central SoMa SUD.

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

The proposed office development is suitable for its location and will not have any negative effects at the proposed location. In fact, office space was specifically envisioned for this Key Development Site No. 3 and is encouraged by the goals, policies and objectives of the Central SoMa Plan (see the discussion above).

- a) Use. *The overall Project's proposed office, retail, PDR, child care, and residential uses are all principally permitted in the CMUO Zoning District, as well as the Central SoMa Special Use District. The proposed hotel is conditionally permitted (conditional use authorization is a City-wide requirement); however, the hotel on this Key Site was envisioned in the Central SoMa Area Plan and the project sponsor is separately pursuing a conditional use authorization from the Planning Commission.*

The Central SoMa Plan expressly encourages new development in the Plan Area, including the development of office space, to help accommodate the demand for new office space and create new job growth (see the goals, policies and objectives discussed above). The Project's close proximity to public transit (detailed below) will provide employees and tenants with ample access to the Project site, making it a suitable location for office development. In addition to office, the Project's other proposed neighborhood-serving uses and open space areas are all in line with the development contemplated for the Central SoMa Plan Area. As detailed above pursuant to the CEQA findings for the Project, the Project will not have any impacts beyond those studied in the Central SoMa EIR, which was certified by the Planning Commission by Motion No. 20182 on May 10, 2018 and by the Board of Supervisors by Motion No. M18-131 on September 25, 2018.

- b) Transit Accessibility. *The Project Site is served by nearby public transportation options. The Project site is located in close proximity to the: 8, 8AX, 8BX, 10, 12, 25, 30, 45, 47, 81X, 82X, and KLM MUNI bus lines, as well as the Central Subway line along 4th Street and the 4th & King Caltrain and MUNI light stations. The Central Subway Project to extend the Muni Metro T Third Line*

through South of Market, Union Square, and Chinatown with four new stations is also expected to be completed soon. The T extension would run a few blocks away from the Project site along 4th Street. The Project also provides off-street parking at the principally permitted accessory amounts and sufficient bicycle parking for employees, hotel guests, and residents.

- c) Open Space Accessibility. The Central SoMa Plan envisions creating new parks and open spaces in an area that currently lacks it. In total, the Project will include approximately 14,655 square feet of on-site privately-owned public open space (POPOS), consisting of exterior POPOS including a 8,360 square foot mid-block pedestrian alley (Hawthorne Street Plaza), and a 3,220 square foot indoor POPOS in Building 1 at the prominent corner of Harrison and 2nd Streets; the other exterior POPOS are provided contiguous to the indoor POPOS along Harrison and 2nd Streets or proposed retail space. An indoor "view garden" is also proposed in Building 1, which will be located adjacent to the Vassar Place and the proposed micro-retail unit.
- d) Urban Design. The thoughtfully designed Project consists one building at 400 2nd Street that has two separate massing components: an 85-foot podium with 15-foot setbacks along Harrison Street, 2nd Street and at the south side near Perry Street, and provides a 35-foot setback along Vassar Place. The 85-foot podium will provide the urban room envisioned in Central SoMa, while the setbacks will assist with modulation each respective street frontage as well as providing access to light and air from narrow alleys such as Vassar Place. The structure will be approximately 350 feet in height, as measured pursuant to the Planning Code definition, with a 35-foot mechanical screen at the roof level, for a total height of 385 feet. Ground-floor retail and indoor and outdoor POPOS are also conveniently located for access by the public. Therefore, the office building creates a unique, yet cohesive design and programming that will be visually compatible with the other buildings on the Project Site, other Key Sites, as well as the Central SoMa Plan area and greater South of Market area.
- e) Seismic Safety. The Project will conform to the structural and seismic requirements of the San Francisco Building Code, meeting this policy.

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

- a) Anticipated Employment Opportunities. Office space in San Francisco continues to be scarce, and demand for building with large flexible floorplates remains high. The Project's 430,000 gross square feet of new office space will create a significant amount of new employment opportunities. In addition, the Project's retail, childcare, and PDR spaces will also create many employment opportunities.
- b) Needs of Existing Businesses. San Francisco continues to experience high demand for large floorplate office space, which will be provided as part of the Project. According to the Central SoMa Plan, "about 60 percent of all jobs in the City are located in offices – and the percentage is growing (in keeping with national trends)."⁴ The Project will create much-needed office space in a transit-rich area to help keep businesses, and jobs, in San Francisco.

⁴ Central SoMa Plan, Draft for Public Review (August 2016), p. 36.

- a) Availability of Space Suitable for Anticipated Uses. *There is a strong demand for transit-serving office space in San Francisco. Unemployment continues to drop, large areas of vacant office space are in short supply, and long-term growth is expected to continue. The Central SoMa Plan has been designed to encourage production of new office development specifically to address the anticipated increase in demand for such development in close proximity to new housing and enhanced public transit options in the area. The Project will provide large open floorplates, which will allow for quality office space that is suitable for a variety of office uses and sizes.*

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

The Project will be owned by the Project Sponsor, though the future office tenant or tenants have not yet been determined.

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

Approximately 123,066 square feet of TDR will be required to be purchased for the overall Project, approximately 40,104 square feet of which will be required for the office tower. The purchase of TDR will directly benefit historic buildings in the Central SoMa SUD pursuant to Planning Code Section 128.1.

Planning Code Section 124 establishes basic floor area ratios (FAR) for all zoning districts, but there is no maximum FAR in the CMUO zoning district. As applicable to the Project, Section 249.78(e)(3) requires projects in the Central SoMa SUD that are classified as a 'Tier C' project, contains new construction or an addition of 50,000 square feet or more of non-residential development, and has an FAR of at 3 to 1 or greater, to acquire TDR from a Transfer Lot in order to exceed an FAR of 3 to 1, up to an FAR of 4.25 to 1. Above an FAR of 4.25 to 1, the acquisition of additional TDR is not required. Section 128.1(b) states that the land dedicated to the City for affordable housing pursuant to Section 249.78 is exempted from the calculation of the "Development Lot" area within the Central SoMa SUD. For purposes of this TDR analysis, it is conservatively assumed that inclusionary housing requirements would be satisfied through payment of an in-lieu fee.

The Project consists of new non-residential construction that is greater than 50,000 square feet. All lots are classified as Tier C due to the increase in permitted height under the Central SoMa rezoning. And, as detailed below all lots will have an FAR of greater than 3 to 1. As such, the Project must acquire TDR to develop to the Tier C area from 3 to 1 to 4.25 to 1 (1.25 x lot area).

There will be three Project lots after the proposed lot adjustments. The lot for the office tower (Building 1) will be approximately 32,083 square feet and Building 1 will be approximately 435,000 gross square feet (approximately 430,000 gross square feet of office and 5,000 gross square feet of retail), resulting in an estimated FAR of 13.56 to 1. The lot for the hotel tower (Building 2) will be approximately 39,523 square feet and Building 2 will be approximately 358,194 square feet, resulting in an estimated FAR of 9.06 to 1. The lot for the residential tower (Building 3) will be approximately 26,847 square feet and Building 3 will be approximately 476,678 gross square feet, resulting in an estimated FAR of 17.75 to 1. Therefore, TDR must be purchased for all three proposed buildings for the gross square footage between a FAR of 3 to 1 and 4.25 to 1 (1.25 x the lot area for each building), which will total approximately 123,066 square feet (32,083 sf plus 39,523 sf plus 26,847 sf equals 98,453 sf x 1.25 equals 123,066 square feet of TDR).

8. **General Plan Consistency.** The General Plan Consistency Findings set forth in Motion No. XXXXX, Case No. 2012.1384ENX (Large Project Authorization, pursuant to Planning Code Section 329) apply to this Motion, and are incorporated herein as though fully set forth.
9. **Planning Code Section 101.1(b)** establishes eight priority-planning policies and requires review of permits for consistency with said policies.

The Planning Code Section 101.1(b) Findings set forth in Motion No. XXXXX, Case No. 2012.1384ENX (Large Project Authorization, pursuant to Planning Code Section 329) apply to this Motion, and are incorporated herein as though fully set forth. The Commission hereby finds that approval of the Office Allocation Authorization would promote the health, safety and welfare of the City.

DECISION

That based upon the Record, the submissions by the Applicant, the staff of the Department and other interested parties, the oral testimony presented to this Commission at the public hearings, and all other written materials submitted by all parties, the Commission hereby **APPROVES 430,000 GROSS SQUARE FEET OF OFFICE DEVELOPMENT** subject to the following conditions attached hereto as "EXHIBIT A" in general conformance with plans on file, dated February 5, 2020 stamped "EXHIBIT C", which are incorporated herein by reference as though fully set forth.

APPEAL AND EFFECTIVE DATE OF MOTION: Any aggrieved person may appeal this Office Development Allocation to the Board of Supervisors within fifteen (15) days after the date of this Motion No. XXXXX. The effective date of this Motion shall be the date of this Motion if not appealed (After the 15-day period has expired) OR the date of the decision of the Board of Supervisors if appealed to the Board of Supervisors. This Office Development Application is only appealable to the Board of Supervisors because a Conditional Use Authorization (CUA) application has also been filed for the hotel component of the Project (see Planning Commission Motion No. XXXXX (Case No. 2012.1384CUA) per Planning Code Section 322(d). For further information, please contact the Board of Supervisors at (415) 554-5184, City Hall, Room 244, 1 Dr. Carlton B. Goodlett Place, San Francisco, CA 94102.

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 February 20, 2020.

Jonas P. Ionin
Commission Secretary

AYES:

NAYS:

ABSENT:

ADOPTED: February 20, 2020

EXHIBIT A

AUTHORIZATION

This authorization is for an Office Authorization Allocation to allow 430,000 gross square feet of office space at 400 2nd Street, Block 3763, Lots: 001, 112 (now lot 125), and 113 pursuant to Planning Code Sections 321 within the CMUO (Central Soma Mixed Use Office) District and 130-CS-200-CS, 130-CS-350-CS, and 350-CS Height and Bulk districts in general conformance with plans, dated February 5, 2020, and stamped "EXHIBIT XXX" included in the docket for Case No. 2012.1384OFA and subject to conditions of approval reviewed and approved by the Commission on February 20, 2020 under Motion No. XXXXX. This authorization and the conditions contained herein run with the property and not with a particular Project Sponsor, business, or operator.

COMPLIANCE WITH OTHER REQUIREMENTS

The Planning Code Compliance Findings set forth in Motion No. XXXXX, Case No. 2012.1384ENX (Large Project Authorization, pursuant to Planning Code Section 329) and the Mitigation, Monitoring, and Reporting Program adopted as Exhibit XXX to Planning Commission Motion No. XXXXX, Case No. 2012.1384ENX apply to this Motion, and are incorporated herein as though fully set forth.

RECORDATION OF CONDITIONS OF APPROVAL

Prior to the issuance of the building permit or commencement of use for the Project the Zoning Administrator shall approve and order the recordation of a Notice in the Official Records of the Recorder of the City and County of San Francisco for the subject property. This Notice shall state that the project is subject to the conditions of approval contained herein and reviewed and approved by the Planning Commission on February 20, 2020 under Motion No. XXXXX.

PRINTING OF CONDITIONS OF APPROVAL ON PLANS

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

SEVERABILITY

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

CHANGES AND MODIFICATIONS

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

Conditions of Approval, Compliance, Monitoring, and Reporting

PERFORMANCE

1. **Additional Project Authorization.** The Project Sponsor must obtain a Large Project Authorization under Section 329, including Planning Code exceptions, to allow the construction of the Project and satisfy all the conditions thereof. The conditions of approval under the 'Exhibit A' of Planning Commission Motion No. XXXXX (Case No. 2012.1384ENX (Large Project Authorization, pursuant to Planning Code Section 329) apply to this Motion, and are incorporated herein as though fully set forth. If these conditions overlap with any other requirement imposed on the Project, the more restrictive or protective condition or requirement, as determined by the Zoning Administrator, shall apply.

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

2. **Additional Project Authorization.** The Project Sponsor must obtain a Conditional Use Authorization under Section 303 to establish a hotel use and satisfy all the conditions thereof. The conditions of approval under the 'Exhibit A' of Planning Commission Motion No. XXXXX (Case No. 2012.1384CUA (Conditional Use Authorization, pursuant to Planning Code Section 303) apply to this Motion, and are incorporated herein as though fully set forth. If these conditions overlap with any other requirement imposed on the Project, the more restrictive or protective condition or requirement, as determined by the Zoning Administrator, shall apply.

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

3. **Additional Project Authorization-Variances and Administrative Waiver and Modification.** The Project Sponsor must obtain Variances from the Zoning Administrator to address the Planning Code requirements for street frontage requirements including ground floor ceiling height, parking setbacks and off-street parking and loading entrances (Planning Code Section 145.1), required enclosure of a private service driveway (Section 155(d)) and curb cut prohibition on 2nd Street (Section 155(r)). The Project Sponsor must also obtain an Administrative Waiver and Modification from the Zoning Administrator for the location of required Class 1 bicycle parking (Section 155.2) and the location of required off-street loading (Sections 155 and 161) and Zoning Administrator authorization for the location of required shower and lockers (Section 155.4) The conditions set forth below are additional conditions required in connection with the Project. If these conditions overlap with any other requirement imposed on the Project, the more restrictive or protective condition or requirement, as determined by the Zoning Administrator, shall apply.

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

4. **Development Timeline - Office.** Pursuant to Planning Code Section 321(d)(2), construction of the office development project shall commence within 18 months of the effective date of this Motion. Failure to begin work within that period or to carry out the development diligently thereafter to completion, shall be grounds to revoke approval of the office development under this office development authorization.

For information about compliance, contact Code Enforcement, Planning Department at 415-575-

6863, www.sf-planning.org

5. **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.



SAN FRANCISCO PLANNING DEPARTMENT

Land Use Information

PROJECT ADDRESS: ONE VASSAR
RECORD NO.: 2012.1384ENXOFACUAVAR

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

Reception:
415.558.6378

Fax:
415.558.6409

Planning
Information:
415.558.6377

	EXISTING	PROPOSED	NET NEW
GROSS SQUARE FOOTAGE (GSF)			
Parking GSF		54,509 (subterranean)	54,509 (subterranean)
Residential GSF		460,000	460,000
Retail/Commercial GSF		40,000	40,000
Office GSF	60,000	430,000	430,000
Industrial/PDR GSF <i>Production, Distribution, & Repair</i>	32,988	44,000	11,012
Medical GSF			
Visitor GSF			
Child Care GSF		14,000	14,000
Usable Open Space		26,625 (including POPOS)	26,625 (including POPOS)
Public Open Space		14,655	14,655
Other (Hotel)		222,000	222,000
TOTAL GSF			
	EXISTING	NET NEW	TOTALS
PROJECT FEATURES (Units or Amounts)			
Dwelling Units – Affordable (In-Lieu Fee-33% would be required)		161	161
Dwelling Units - Market Rate		328	328
Dwelling Units - Total		489	489
Hotel Rooms		468	468
Number of Buildings		3	3
Number of Stories		19-, 27-, and 35-	19-, 27-, and 35-
Parking Spaces		309	309
Loading Spaces		9	9
Bicycle Spaces		308 C1; 78 C2	308 C1; 78 C2
Car Share Spaces		13	13
Other ()			

	EXISTING	PROPOSED	NET NEW
LAND USE - RESIDENTIAL			
Studio Units		105	105
One Bedroom Units		187	187
Two Bedroom Units		185	185
Three Bedroom (or +) Units		12	12
Group Housing - Rooms			
Group Housing - Beds			
SRO Units			
Micro Units			
Accessory Dwelling Units			

ONE VASSAR

CASE NO. 2012-1384

FEBRUARY 5, 2020

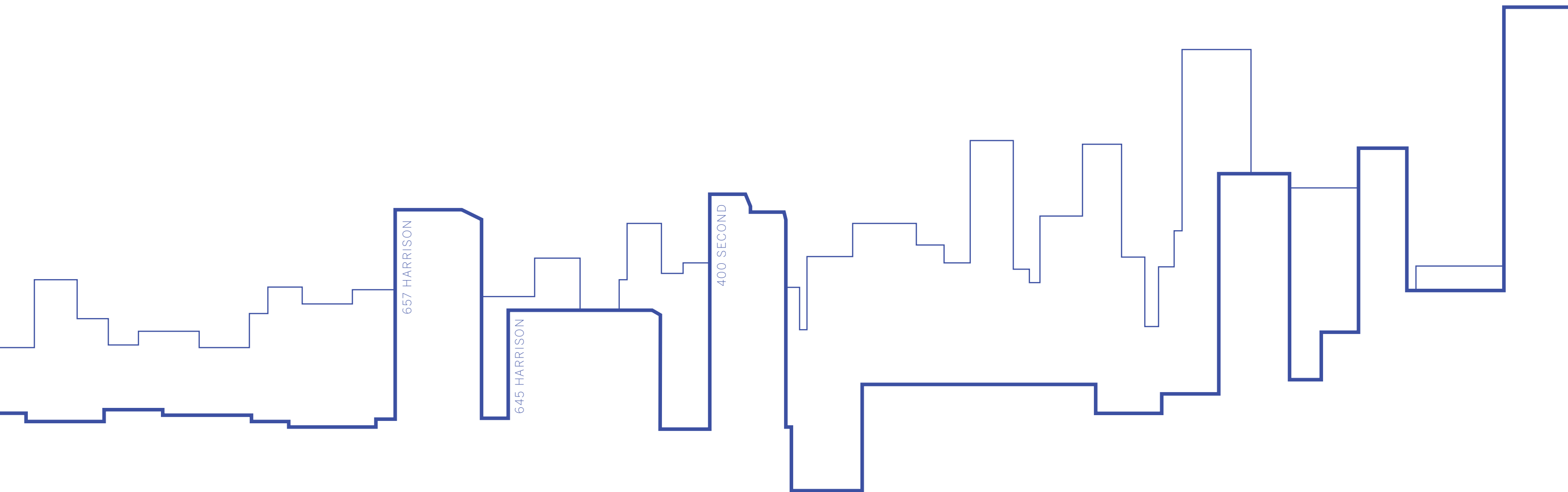


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Historic and current photos		Bike Parking - Class 2	85		
645 Harrison	36	Site Materials Plan & Imagery	86		
Exisiting & Demoliton Plans	39	Tree Planting Plan & Imagery	88		
Design Approach to Historical	40	Understory Planting Plan &			
Elevations		Imagery	90		
		Streetscape Section Key Map	92		

PROJECT DESCRIPTION

PARCEL	BLOCK 3763
LOT AREA	102,700 SF
EXISTING USES	OFFICE, INDUSTRIAL, SURFACE PARKING
PROPOSED USE	MARKET HALL, RETAIL, OFFICE, HOTEL, RESIDENTIAL, CHILDCARE
USE DISTRICT	CMUO
SPECIAL USE DISTRICTS	CENTRAL SOMA
HEIGHT / BULK	350-CS/ 130-CS-200CS/ 130-CS/350CS

Area by Use	GFA
Residential	461,228
Hotel	221,965
Office	481,799
PDR	42,013
Childcare	14,000
F&B Retail	37,551
	1,258,556

One Vassar is a unique transit-oriented residential, office and hotel mixed-use project in the Central SoMa Special Use District. The Project site totals 102,700 square feet located on 12 parcels, at the corner of Harrison and Second Streets, on the block bounded by Harrison Street to the north, Second Street to the east, Perry Street to the south, and Third Street to the west, with an internal public alley, Vassar Place. neighborhood. The existing site contains five (two- to four-story) buildings with a total area of approximately 239,000 square feet current uses include office, PDR, retail, surface parking, and vacant spaces. The proposed project would demolish four buildings and retain the historic 645 Harrison Street building.

The proposed project includes three new buildings at 400 2nd Street, 645 Harrison Street, and 657 Harrison Street which will be 350, 200, and 350 - feet tall respectively. The project would provide a total of approximately 1.3 million gross square feet of mixed uses across three buildings, including approximately 430,000 square feet of new office

space and 60,000 square feet of existing retained office space; 460,000 square feet of residential use; 222,000 square feet of hotel use; 44,000 square feet of PDR use; 40,000 square feet of retail use; and 14,000 square feet of indoor childcare facility.

400 2nd St. (Building 1) - The ground floor of the proposed building includes prominent public open space, retail, office lobby, and service and support uses.

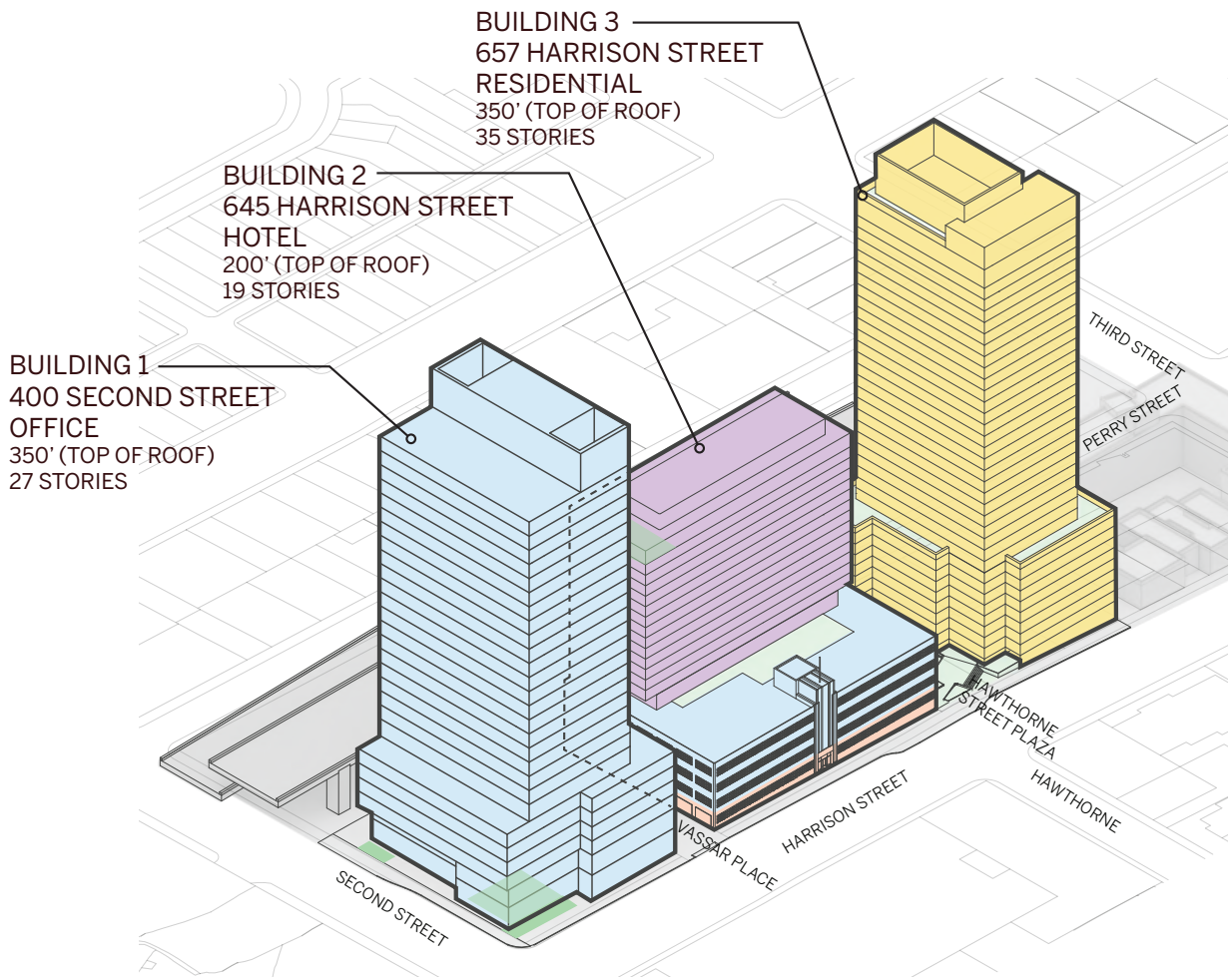
645 Harrison St. (Building 2) - The proposed 15-story hotel vertical addition (468 rooms) will be located towards the rear portion of the existing four-story building. The historic podium structure would retain existing office uses, retain existing and new production, distribution and repair (PDR) uses, convert the ground floor to a new retail market hall.

657 Harrison St. (Building 3) - The proposed residential building (489 dwelling units) will have ground floor retail

and a substantial 14,000 square foot childcare facility.

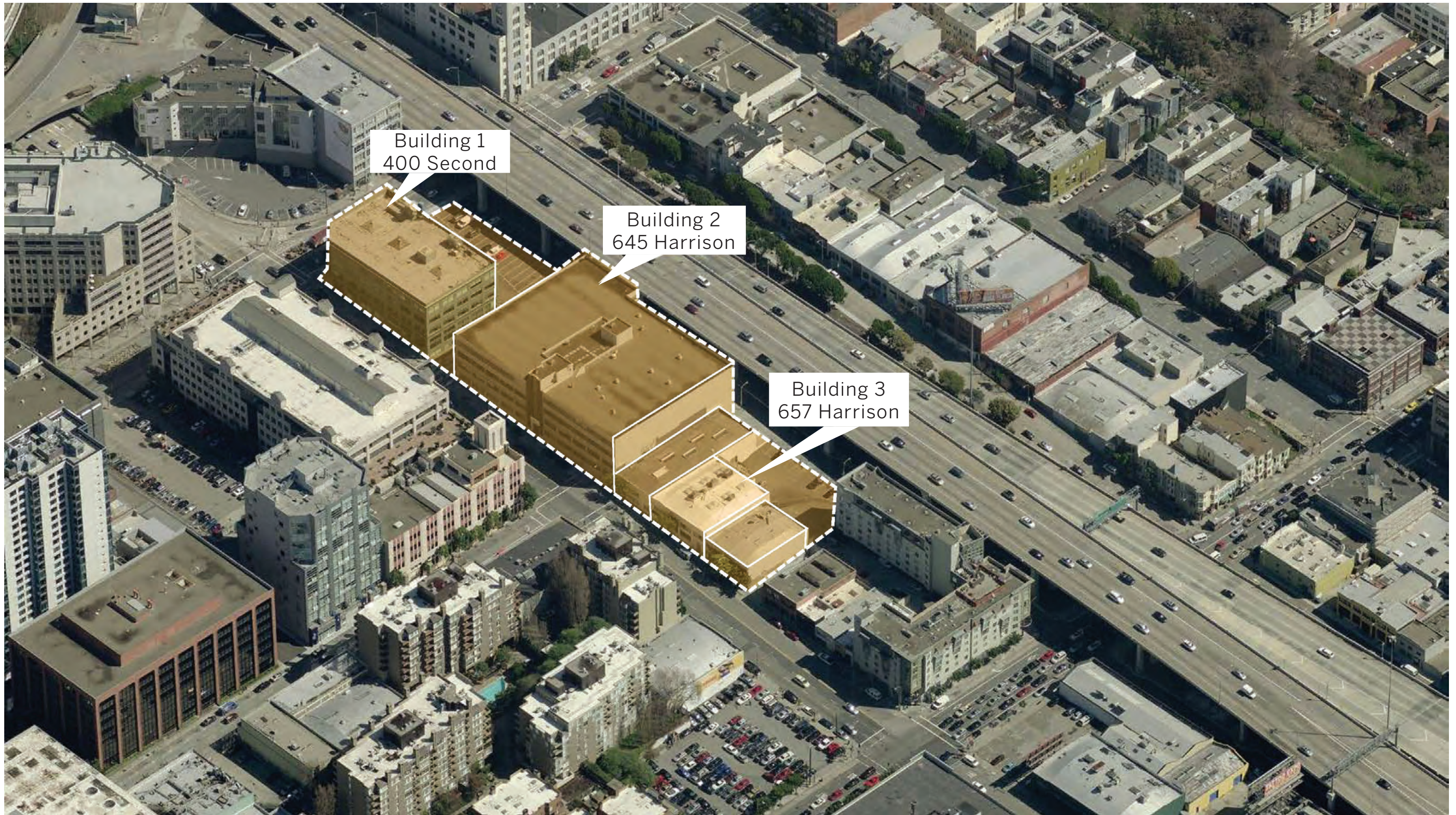
The proposed development would include approximately 14,655 square feet of new POPOS including the new Hawthorne Street Plaza and indoor community space, 11,970 square feet of residential open space, and an additional 4,200 square feet of dedicated childcare outdoor space. Other key community benefits include:

- 110% of the inclusionary requirement;
- Large 14,000 square foot childcare center,
- Extension of Perry Street and Vassar Place to remove two dead-end alley conditions to increase safety and vibrancy, enhance pedestrian and vehicular circulation; and
- Public realm improvements throughout including under the freeway and along bus storage facility to the south of the project, widened sidewalks, and bulb-outs.

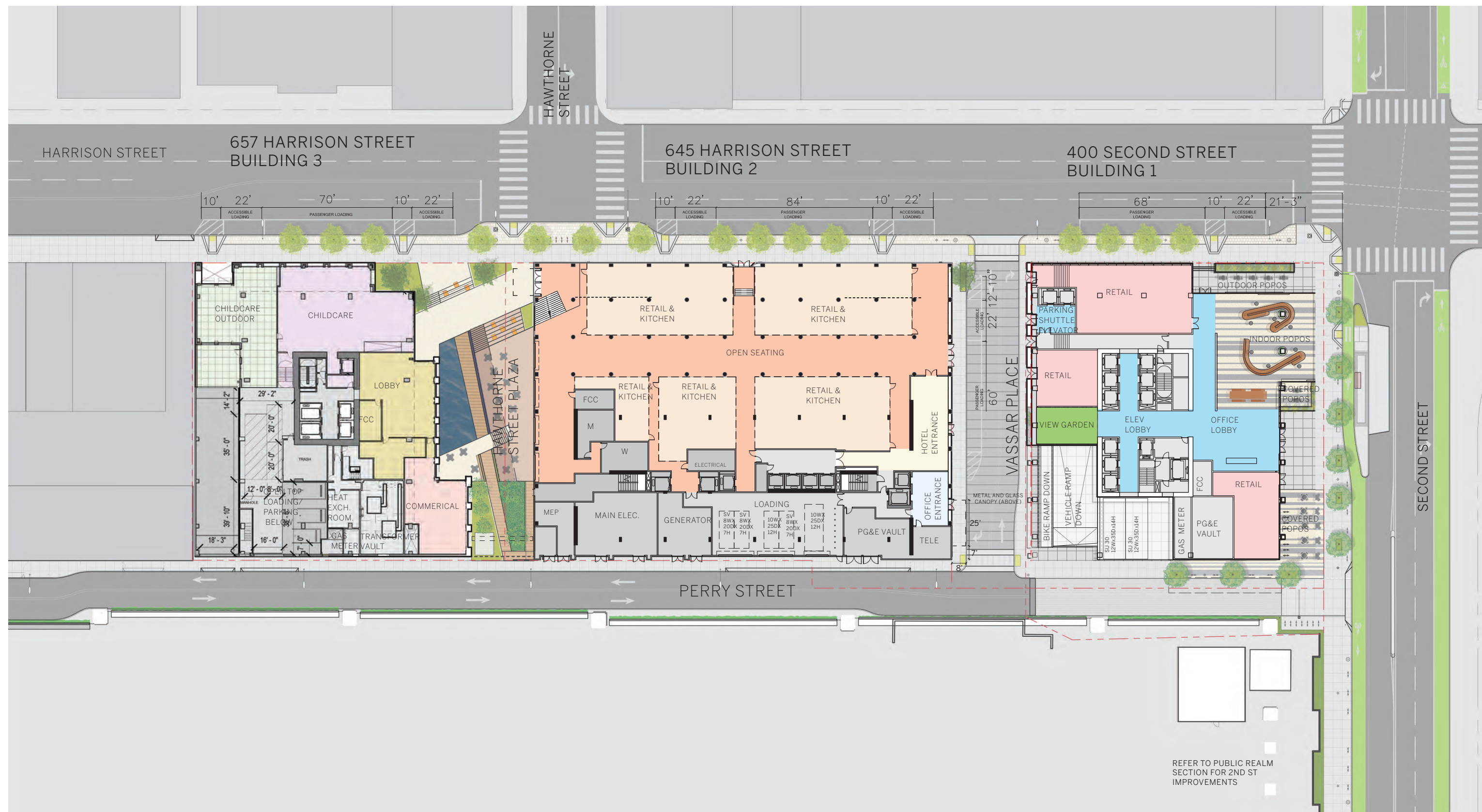




NOT TO SCALE

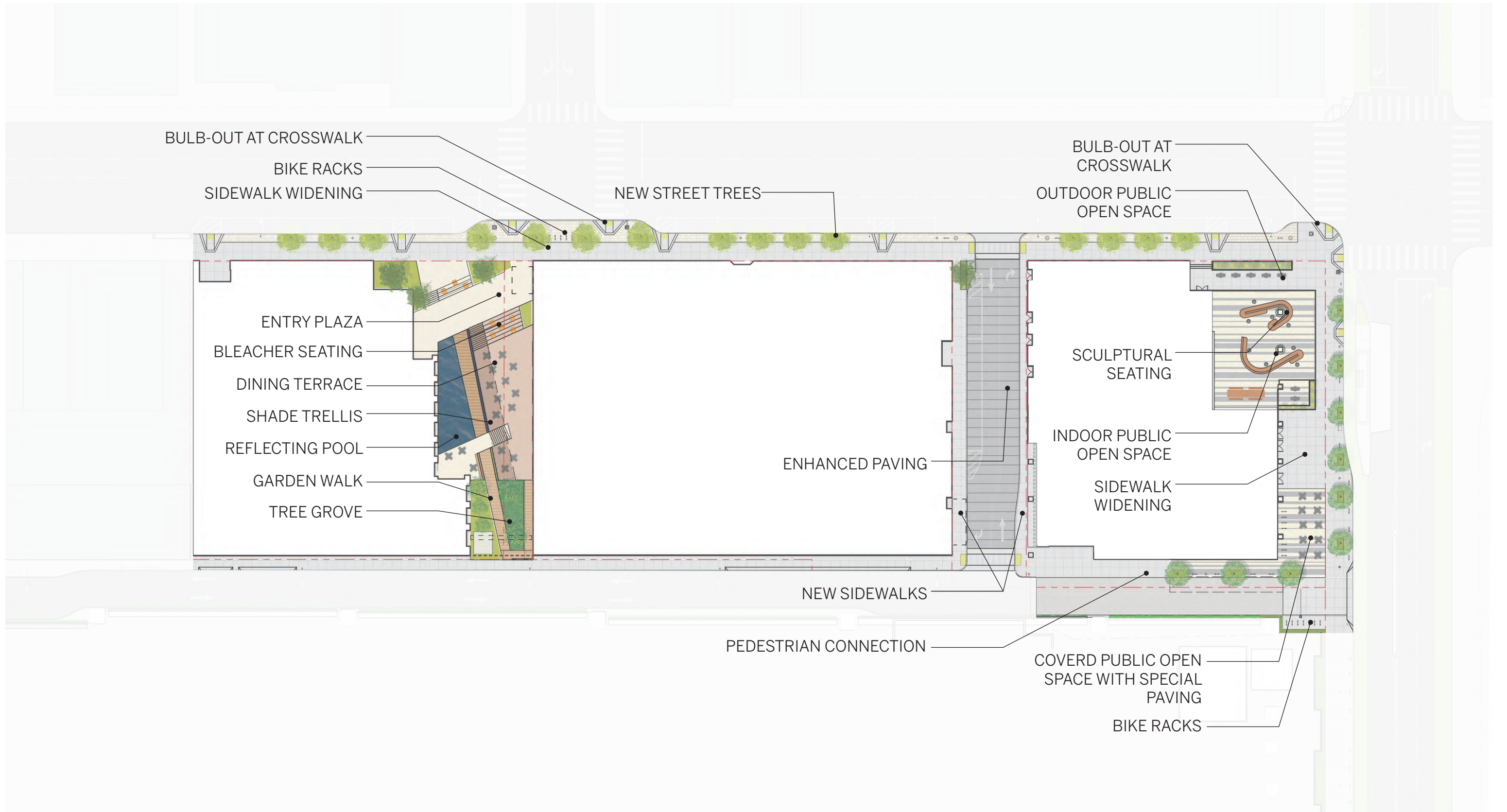



NOT TO SCALE

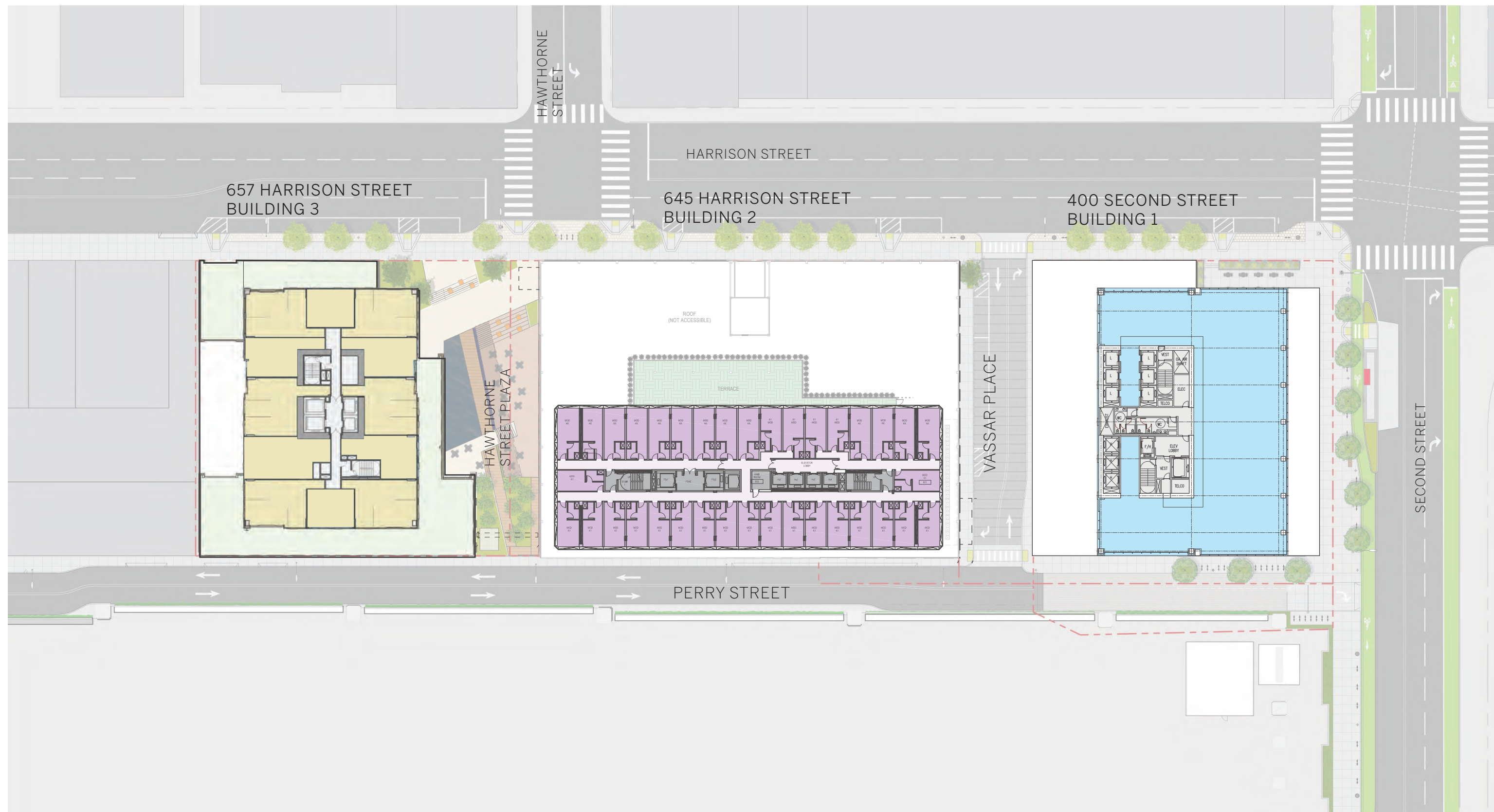


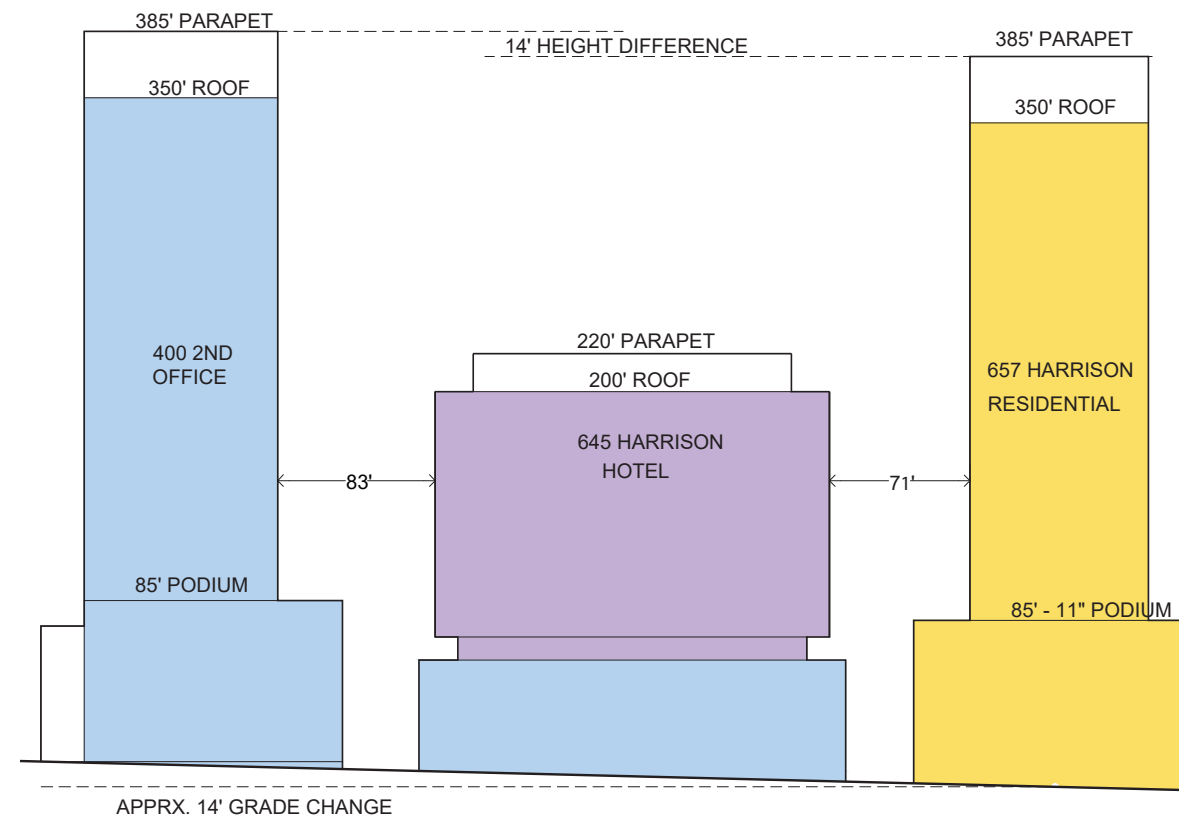
REFER TO PUBLIC REALM
SECTION FOR 2ND ST
IMPROVEMENTS

1" = 50'-0" 



1" = 50'-0" 

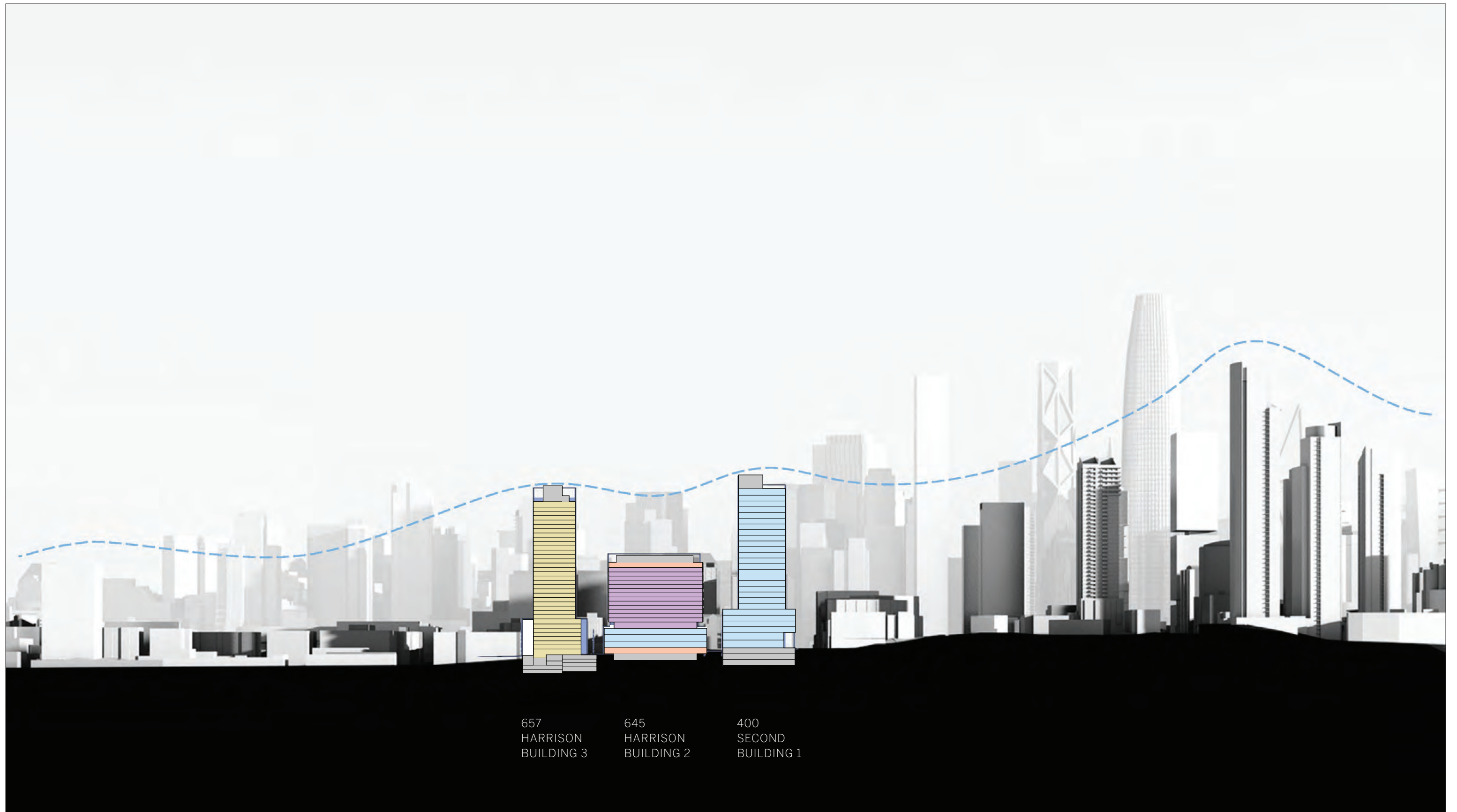




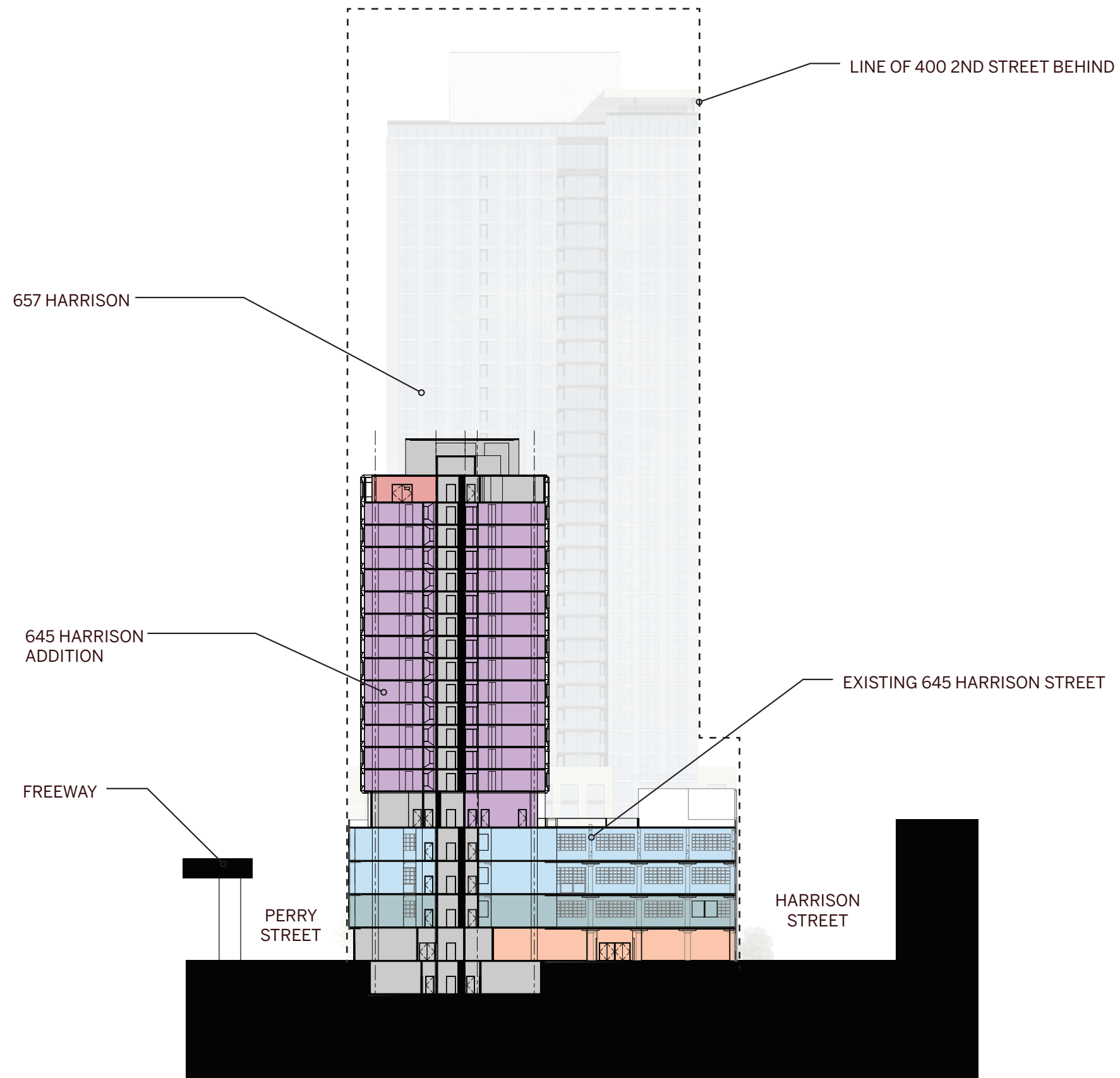
BULK ELEVATION FROM HARRISON

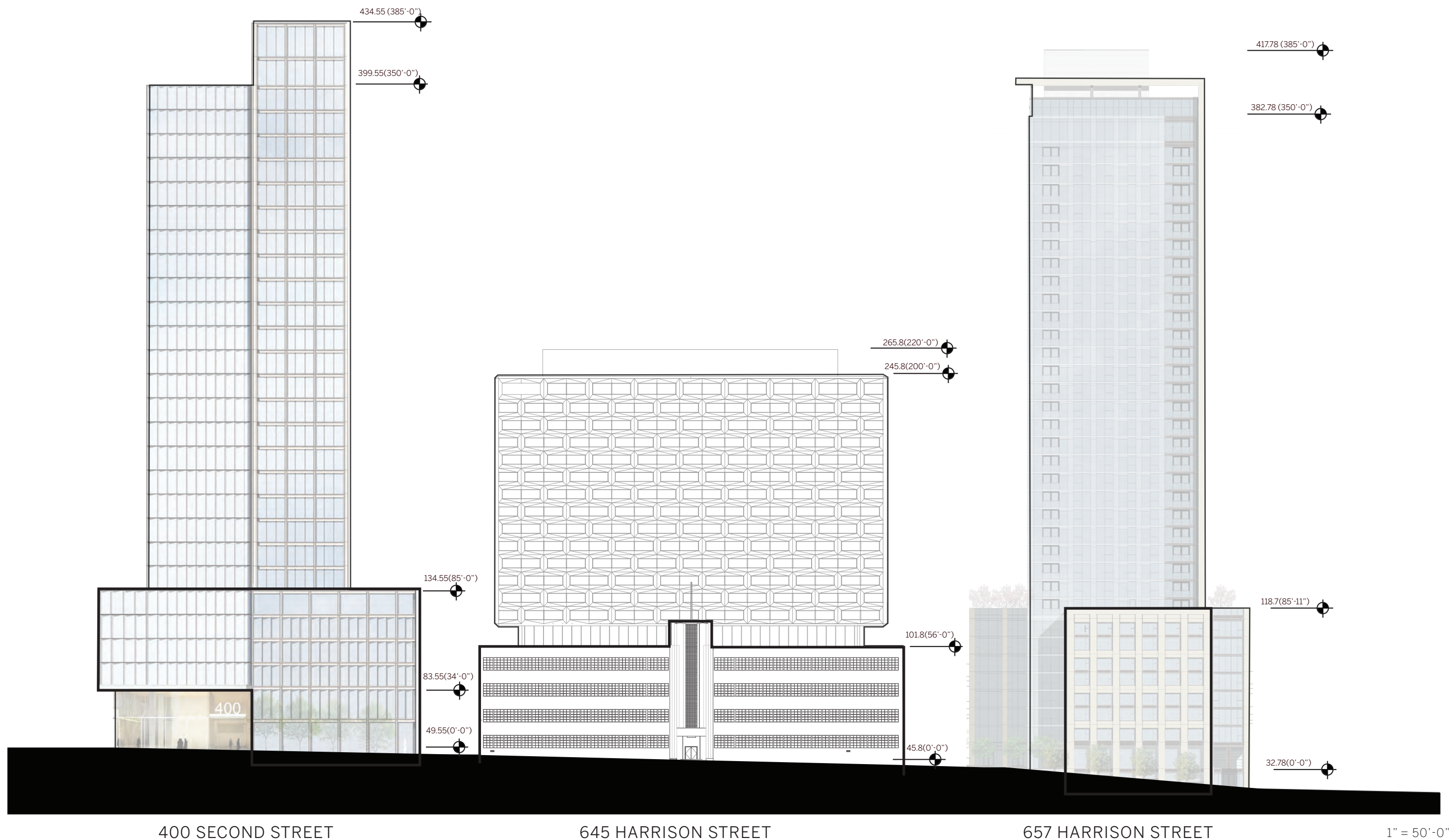


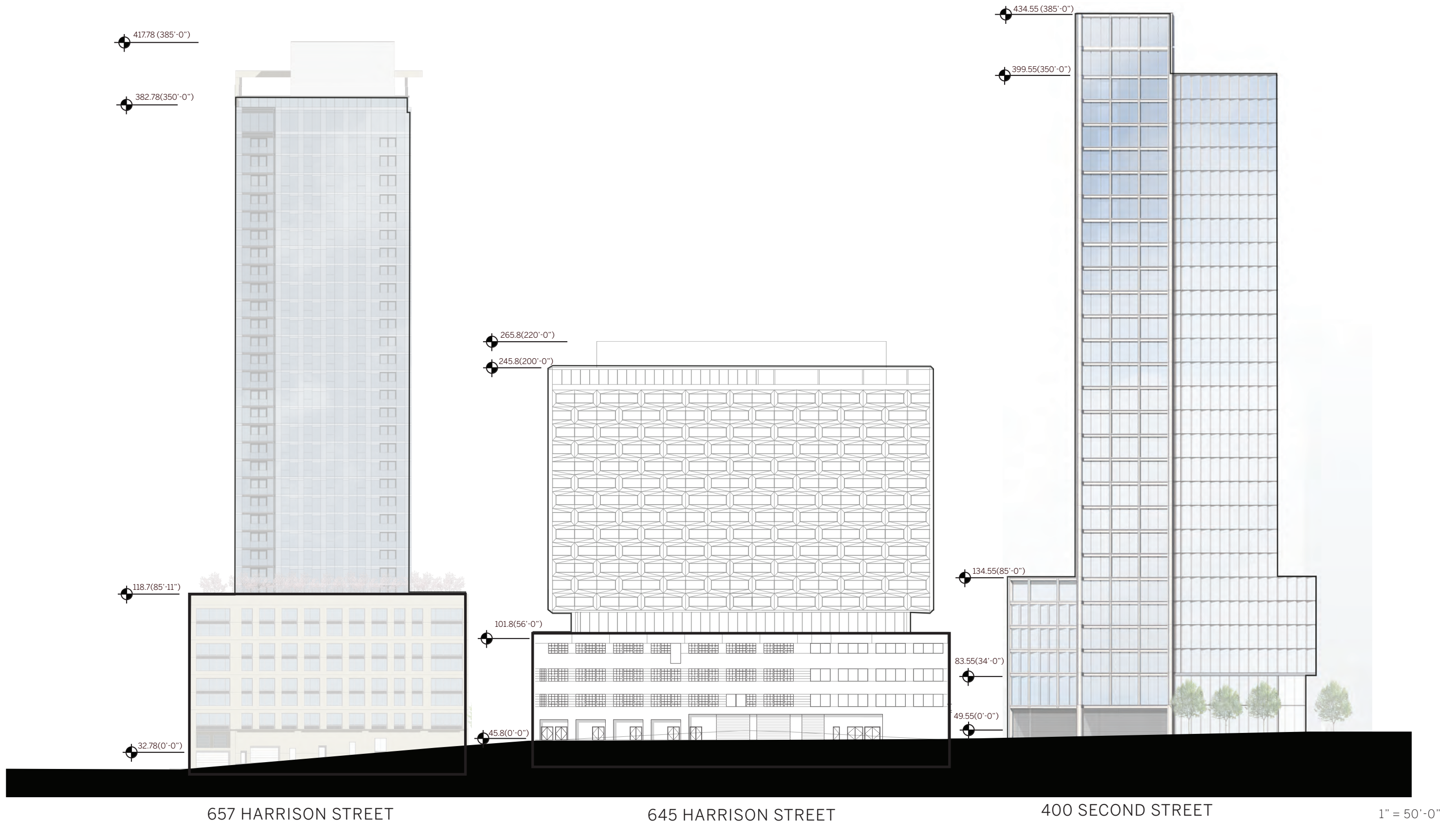
1" = 100'-0"



NOT TO SCALE







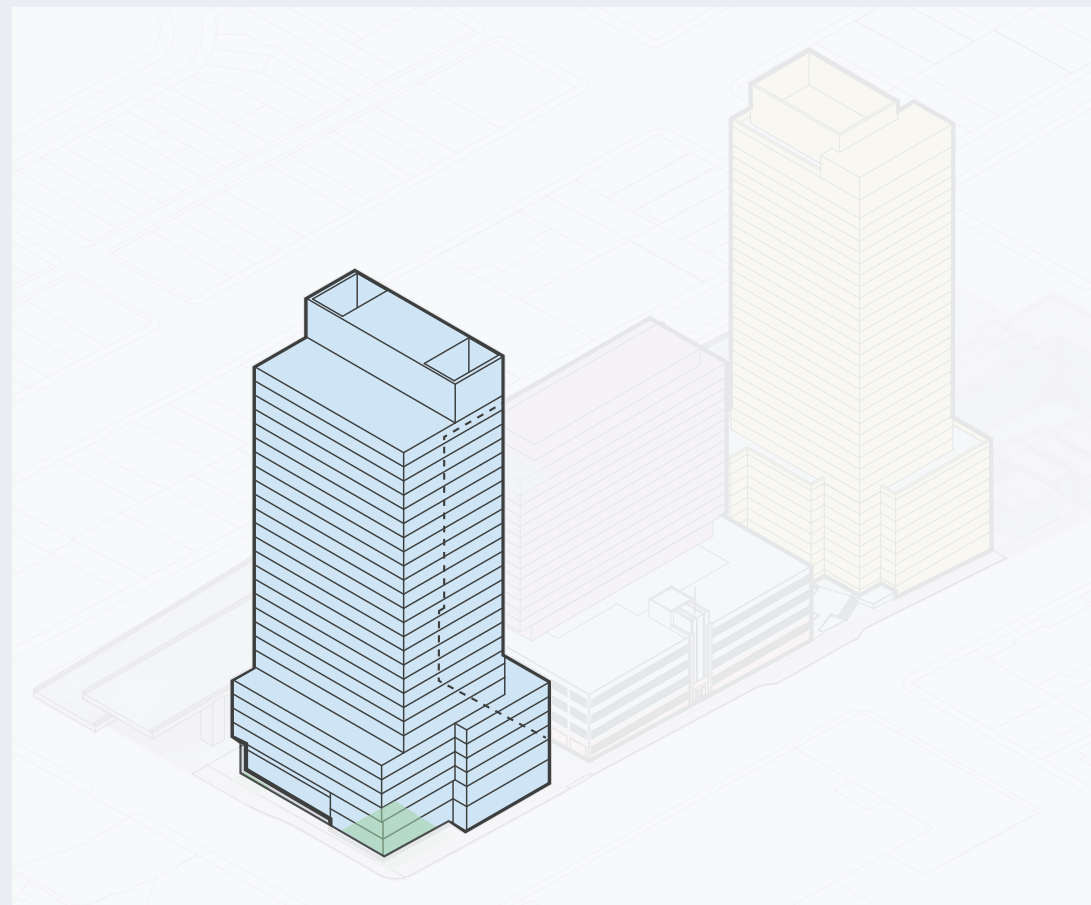


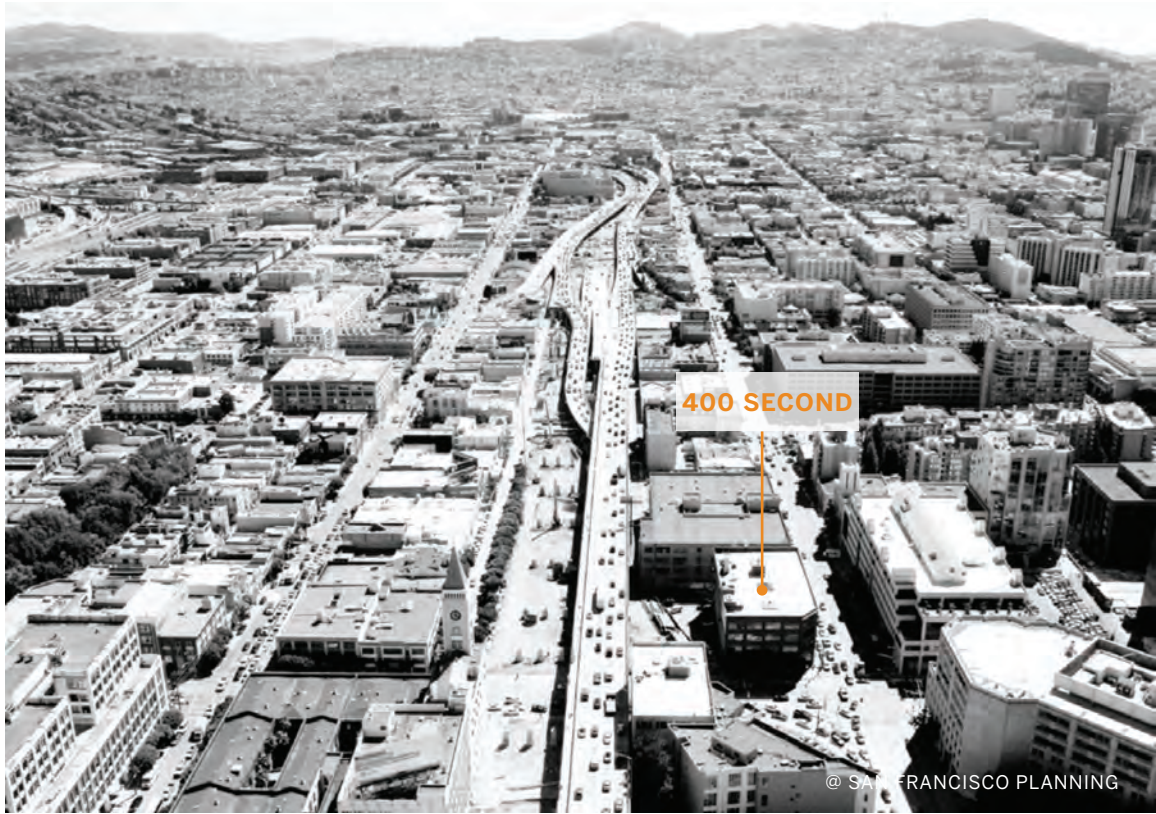






2.1 **BUILDING 1 - 400 SECOND ST.**

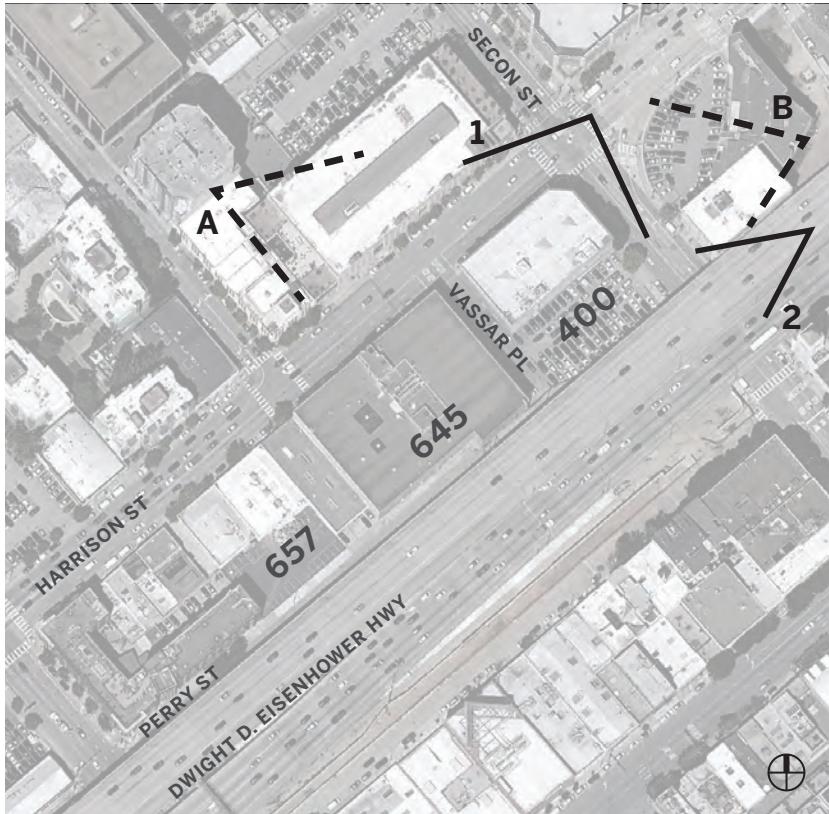




AERIAL VIEW FROM DWIGHT D. EISENHOWER HWY IN CONSTRUCTION



FROM INTERSECTION OF HARRISON AND SECOND STREET



KEY PLAN



VIEW OF VASSAR PLACE FROM NORTH



AERIAL VIEW FROM NORTH

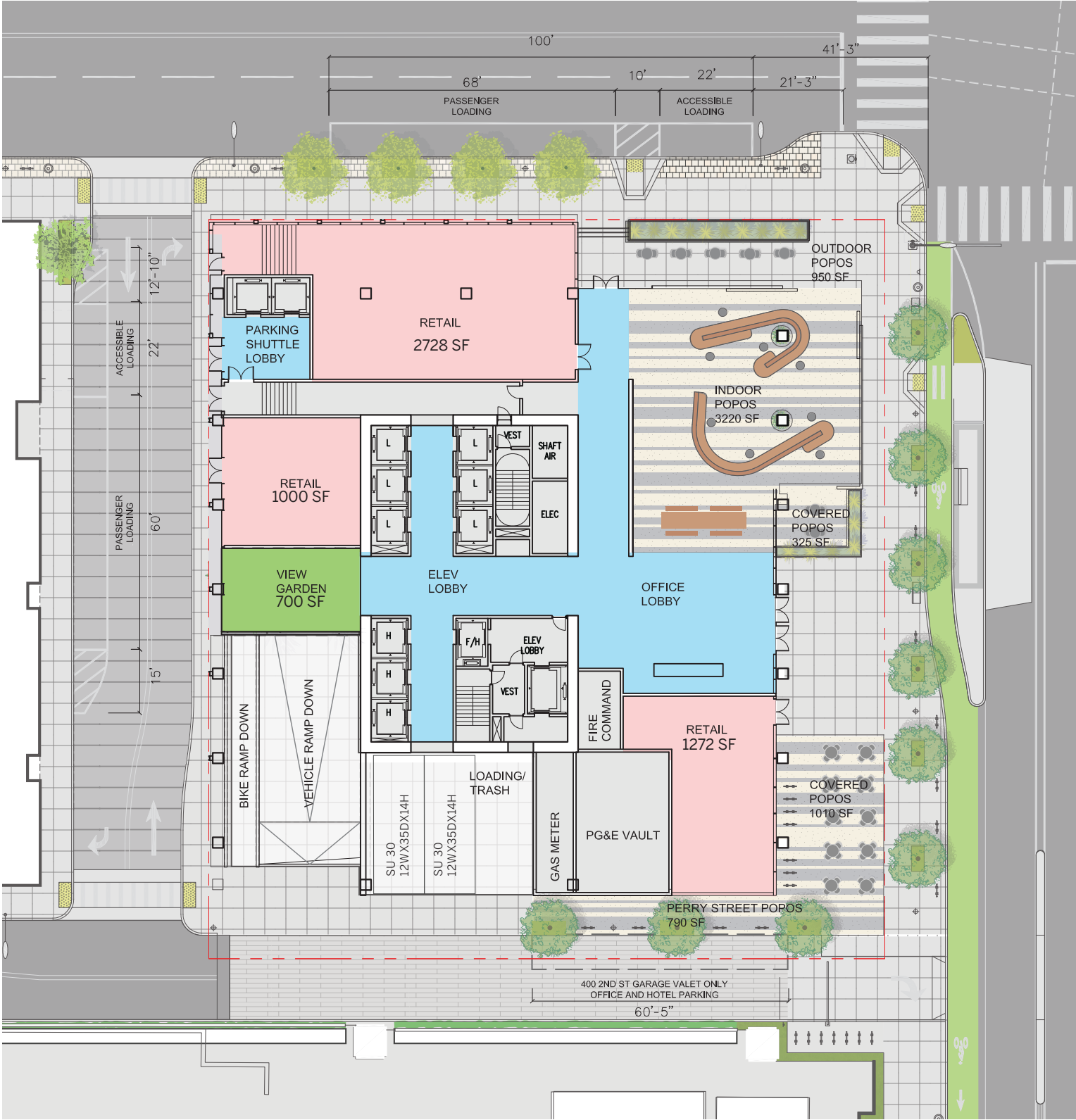


AERIALFROM SOUTH



FROM SECOND STREET LOOKING WEST



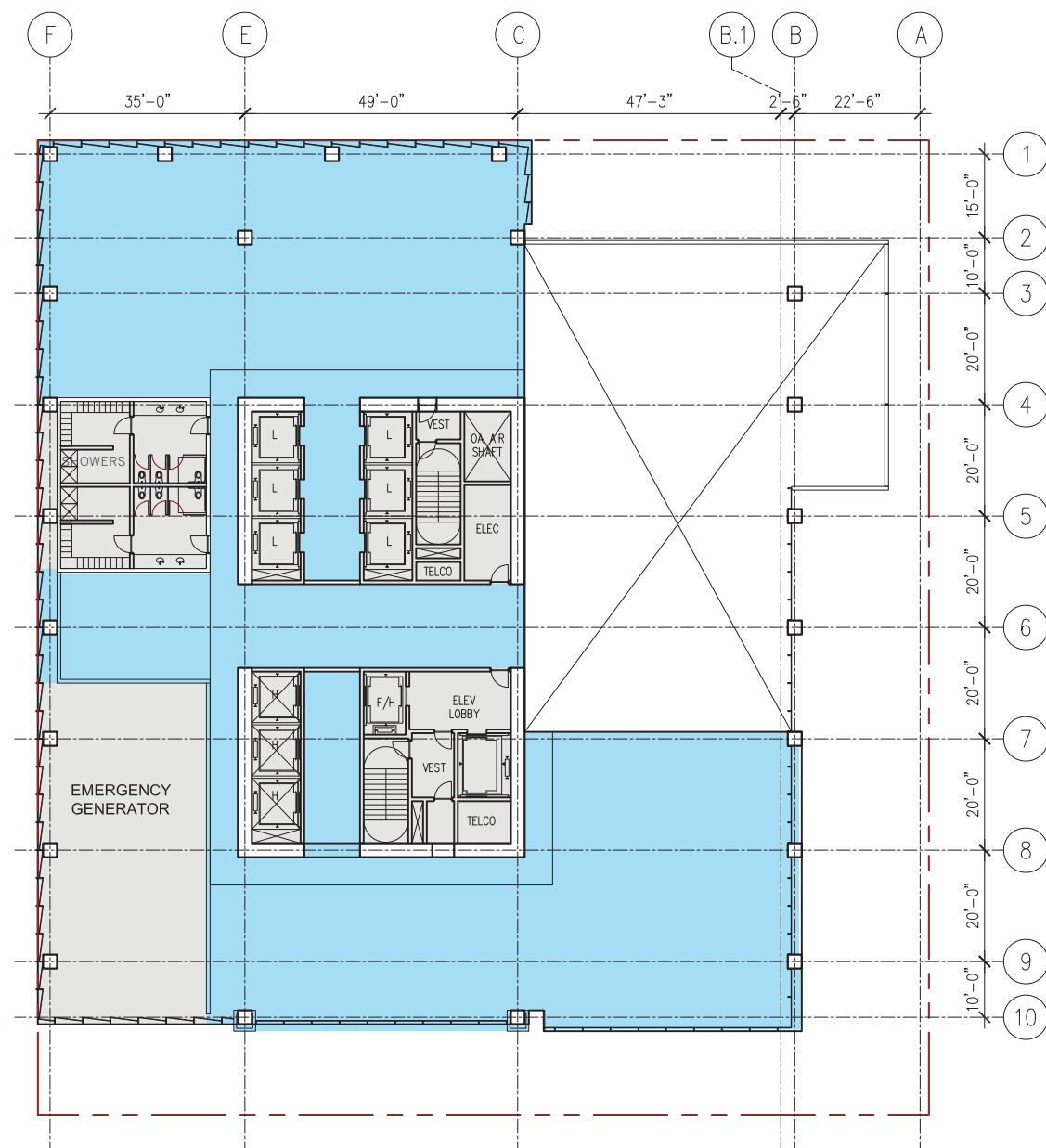


GROUND FLOOR PLAN

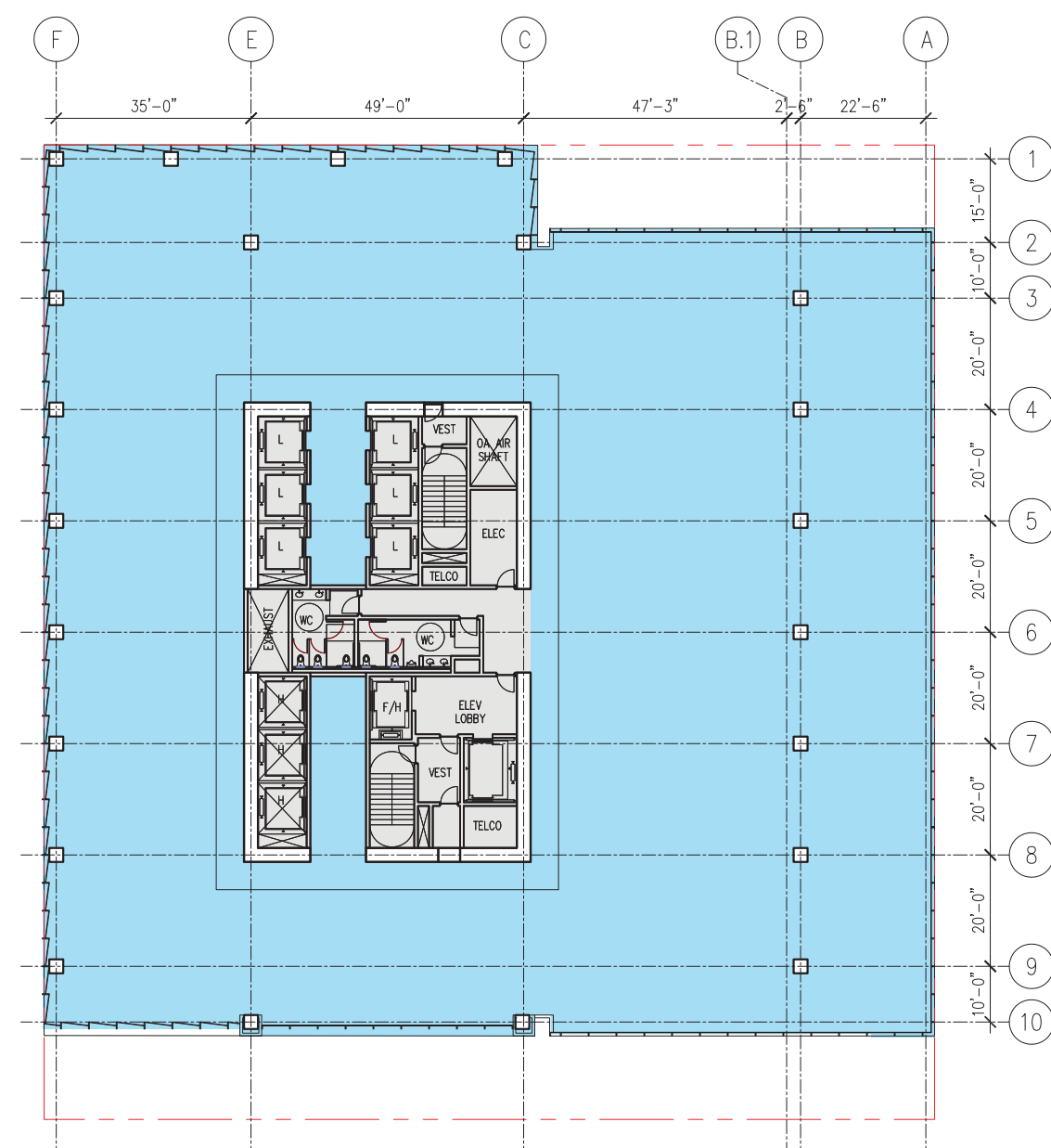
1/32" = 1'-0"



VIEW OF 400 2ND STREET FROM INTERSECTION OF 2ND AND HARRISON

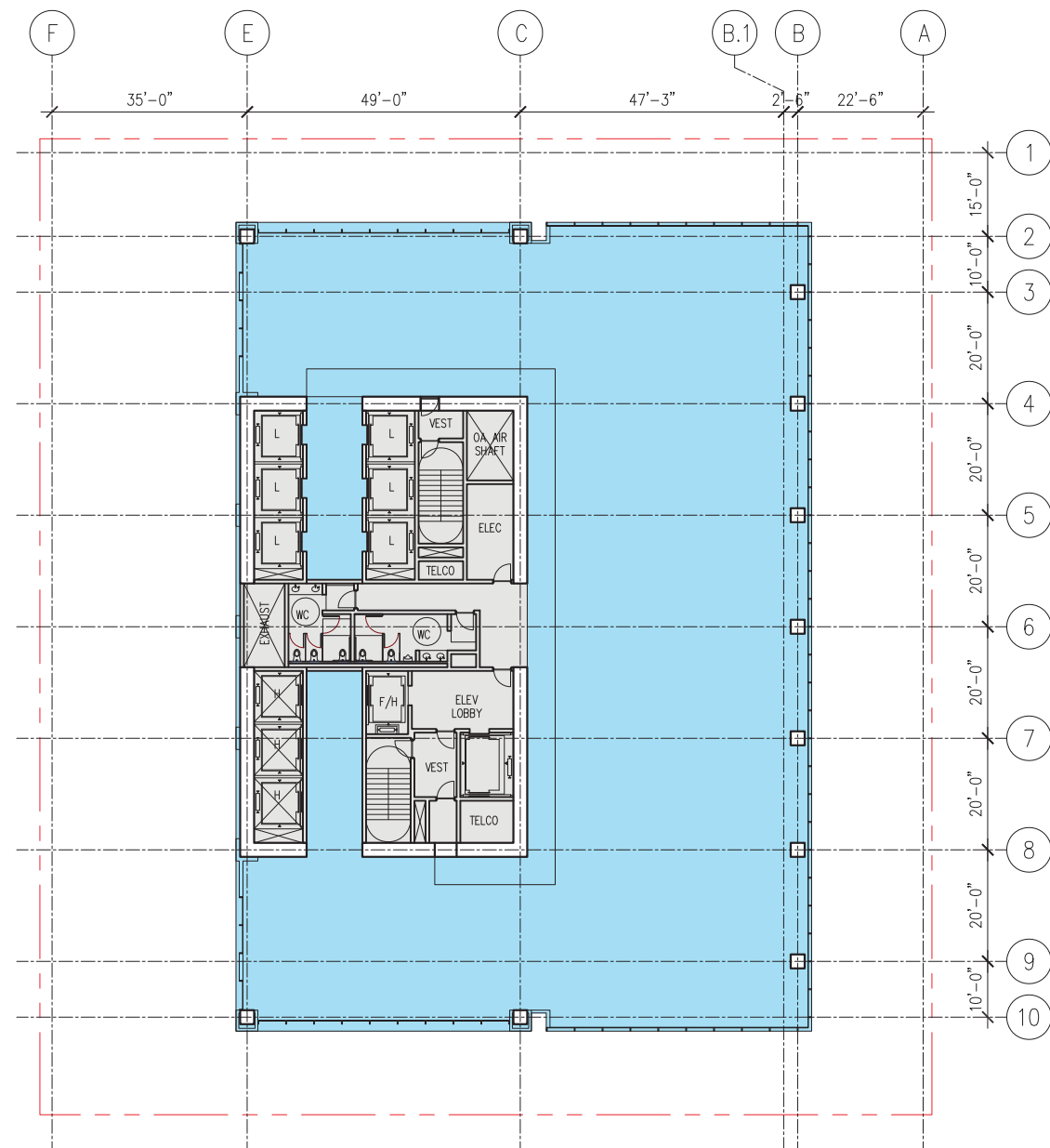


LEVEL 2 PLAN

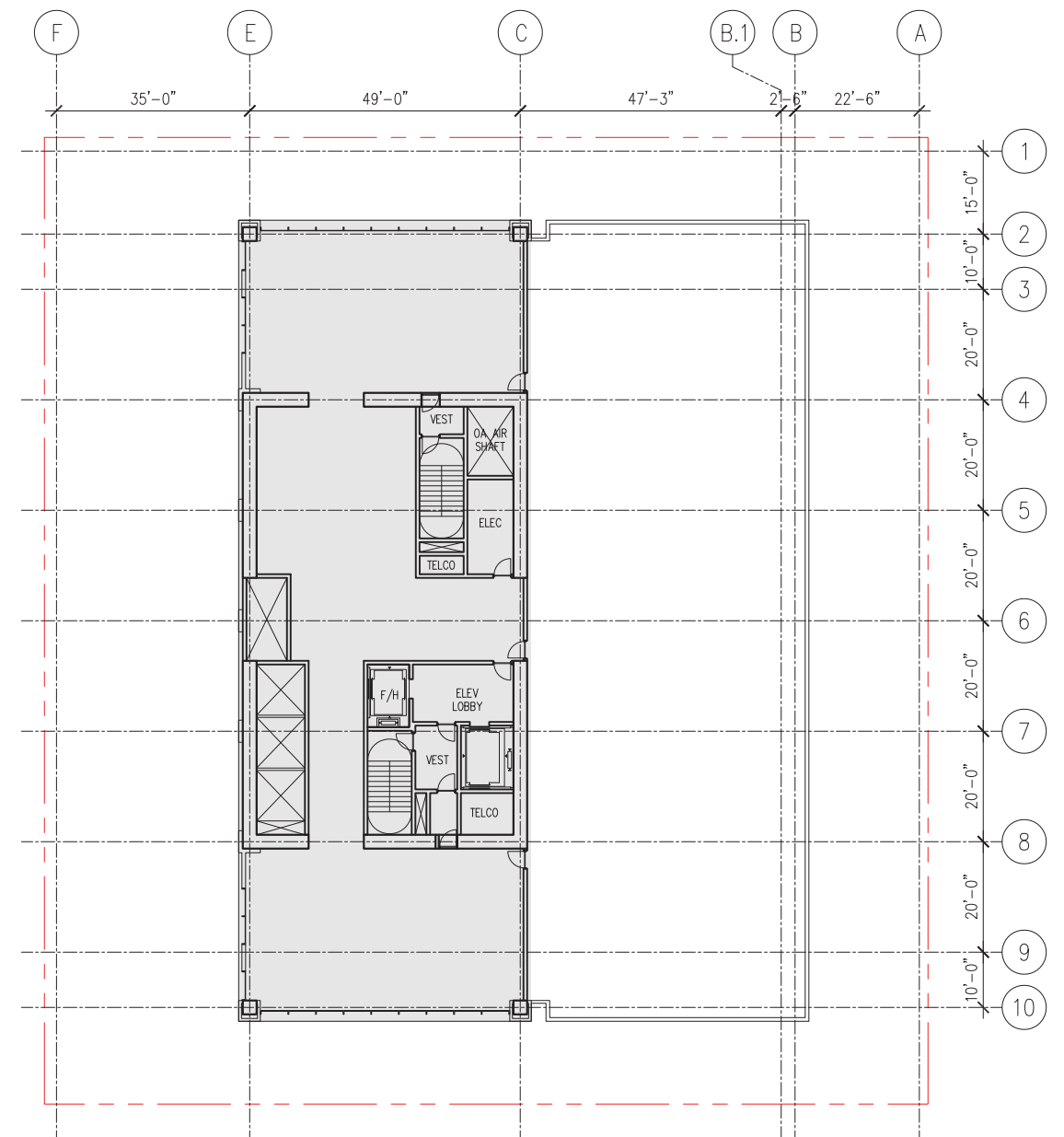


TYPICAL PODIUM PLAN

1/32" = 1'-0"

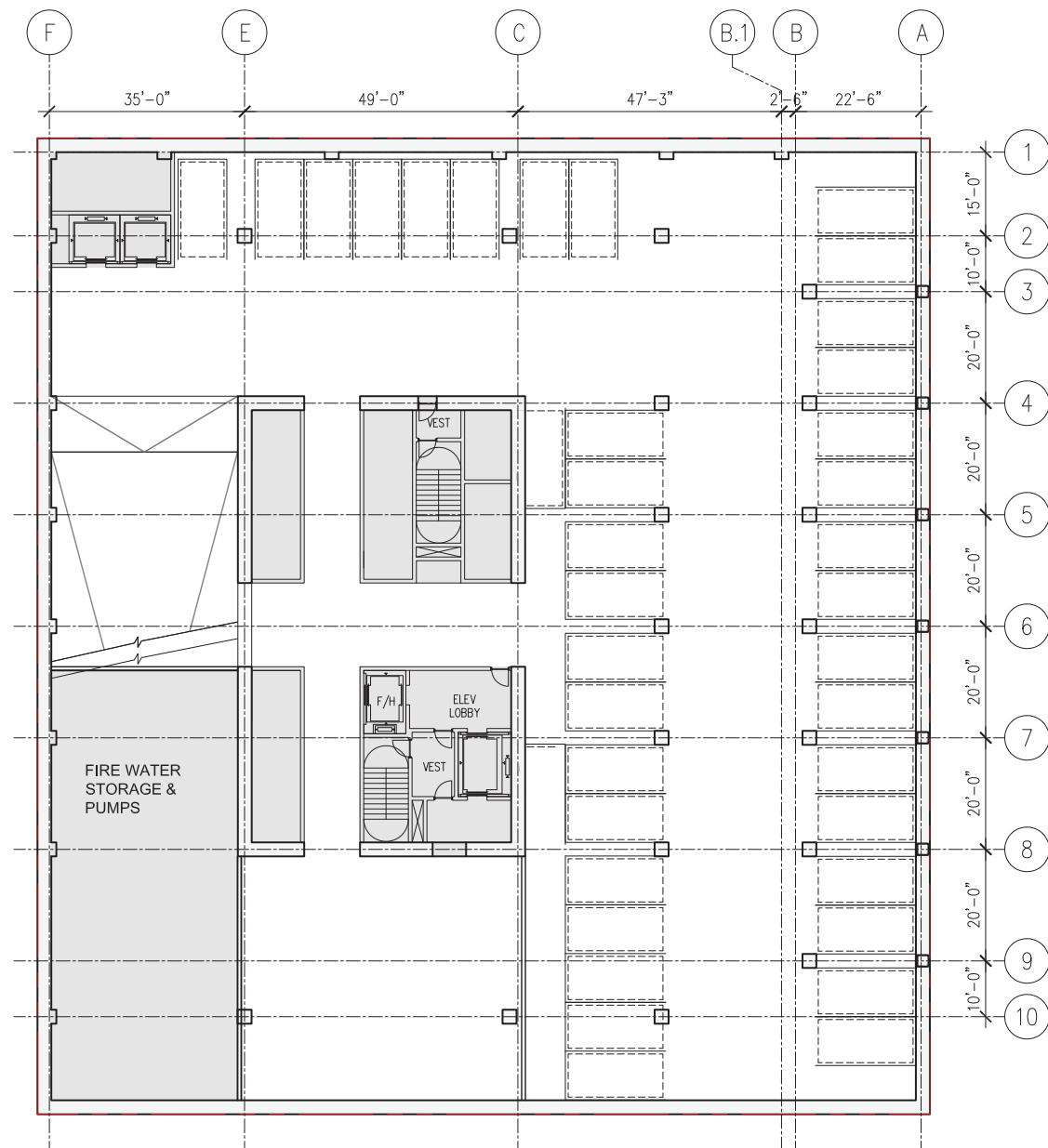


TYPICAL TOWER PLAN

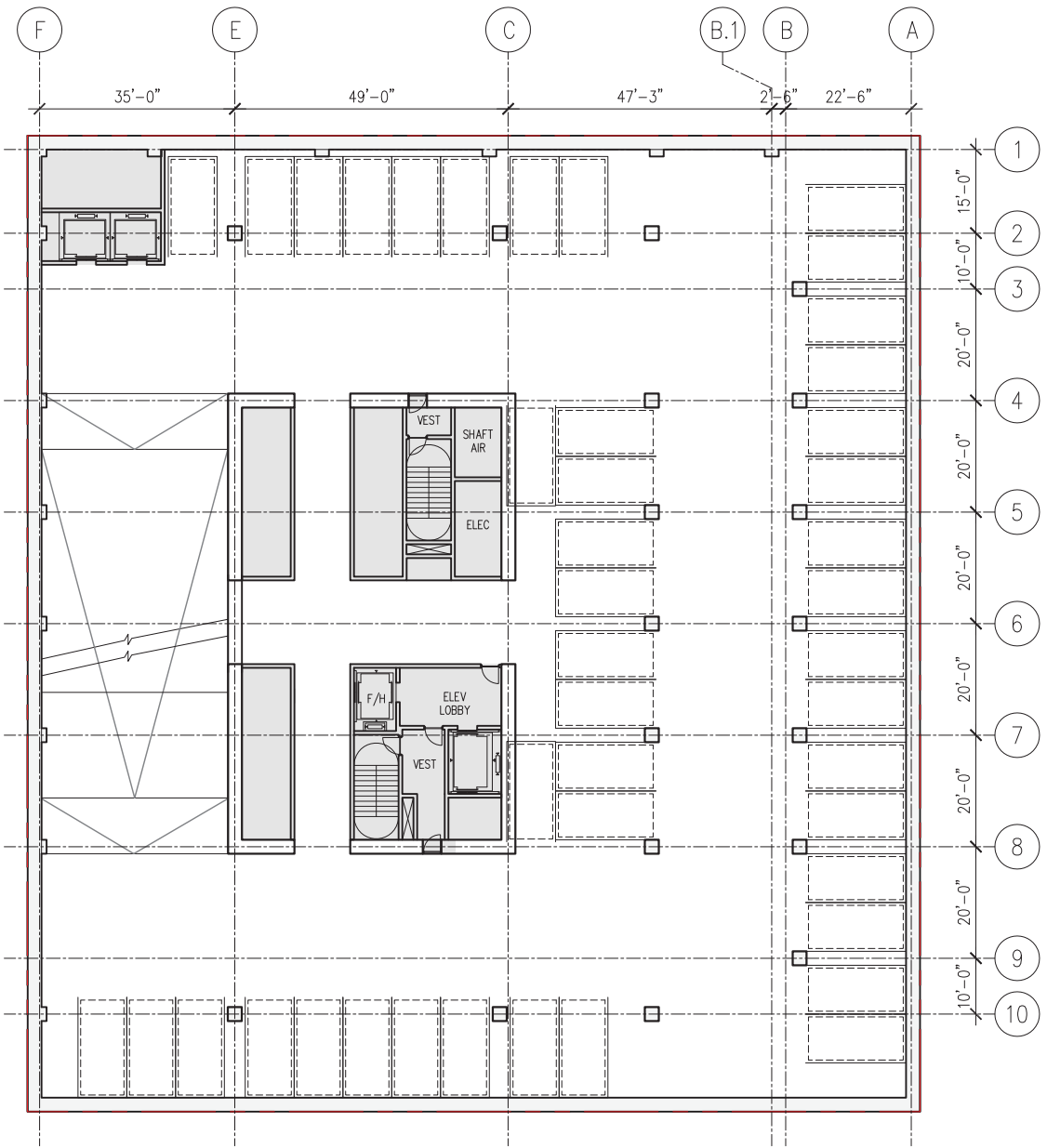


ROOF PLAN

1/32" = 1'-0"

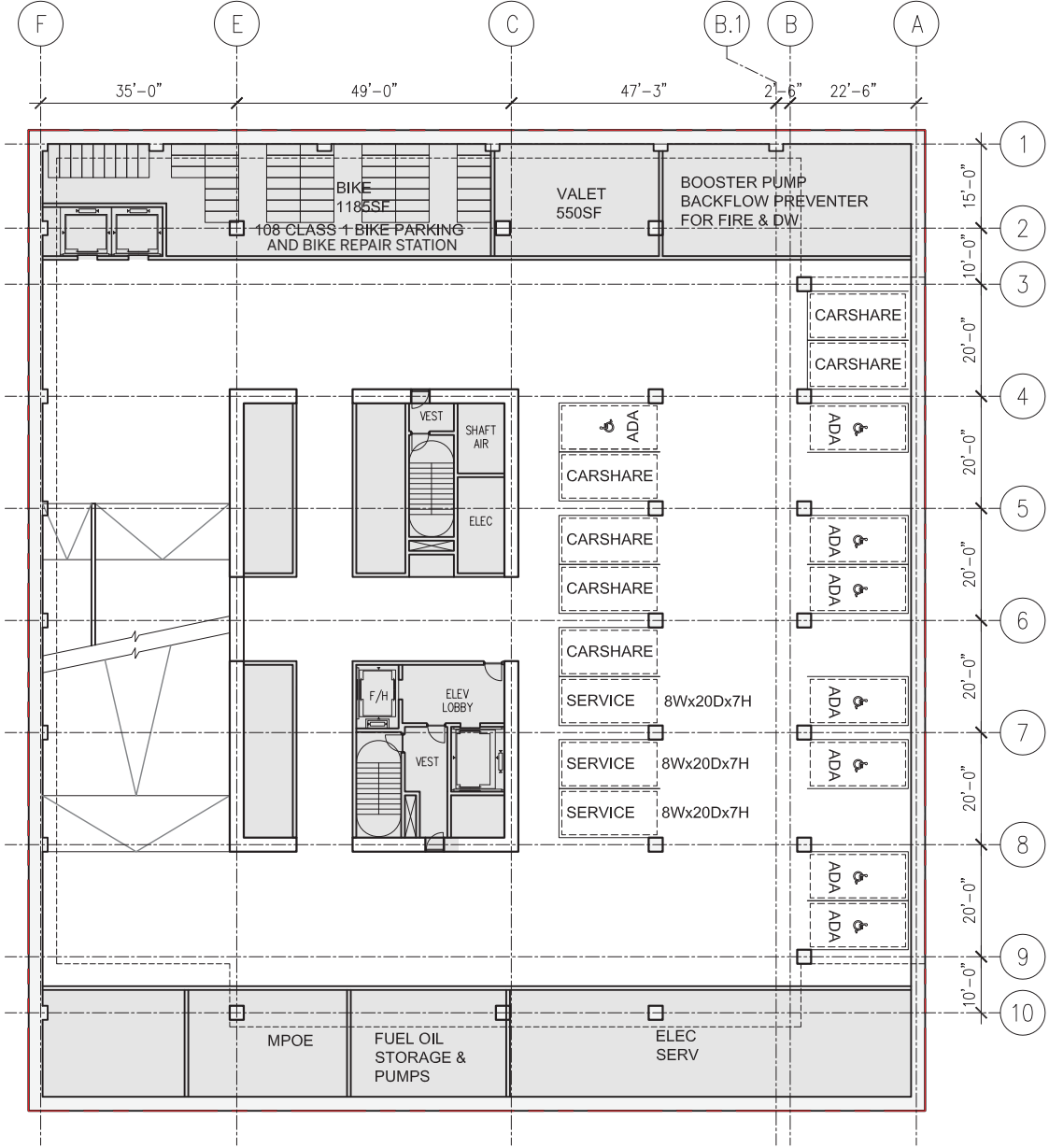


B3 LEVEL PLAN



B2 LEVEL PLAN

1/32" = 1'-0"



B1 LEVEL PLAN

1/32" = 1'-0"

T.O. Screen 385' 0"

Roof 350' 0"

7th Floor 85' 0"

3rd Floor 34' 0"

2nd Floor 17' 0"

(City Datum 49.55)
Ground Floor 0' 0"

-3' 2.5"

EAST ELEVATION (2ND ST)

T.O. Screen 385' 0"

Roof 350' 0"

7th Floor 85' 0"

3rd Floor 34' 0"

2nd Floor 17' 0"

(City Datum 49.55)
Ground Floor 0' 0"

-3' 2.5"

NORTH ELEVATION (HARRISON ST)

FRITTED
TRANSLUCENT
GLASS

LIGHT GREY TERRA
COTTA OR MATTE
TEXTURED METAL

INSULATED GLASS
WITH NEUTRAL
LOW-E COATING
WITH METALLIC SIL-
VER MULLIONS

CLEAR LOW IRON
GLASS

WOOD FINISH
PUBLIC SPACE

Fritted translucent
glass
(roof screen)

Insulated glass with
neutral low-e coating
(curtain wall glazing)

Clear low iron glass
(ground storefront)

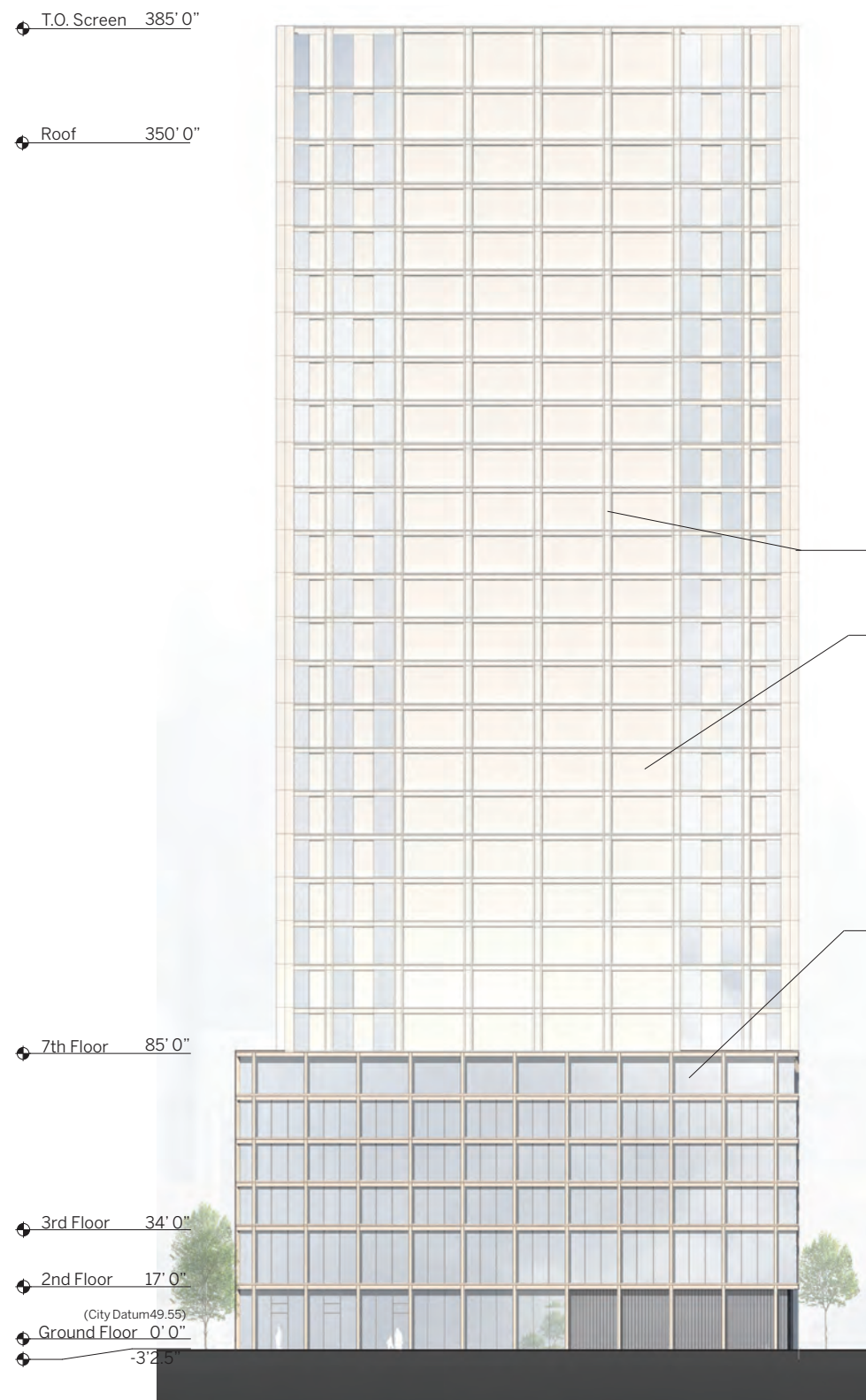
Light grey terra cotta
or matte textured metal
(curtain wall frames)

Metallic silver metal (L)
(curtain wall mullions)

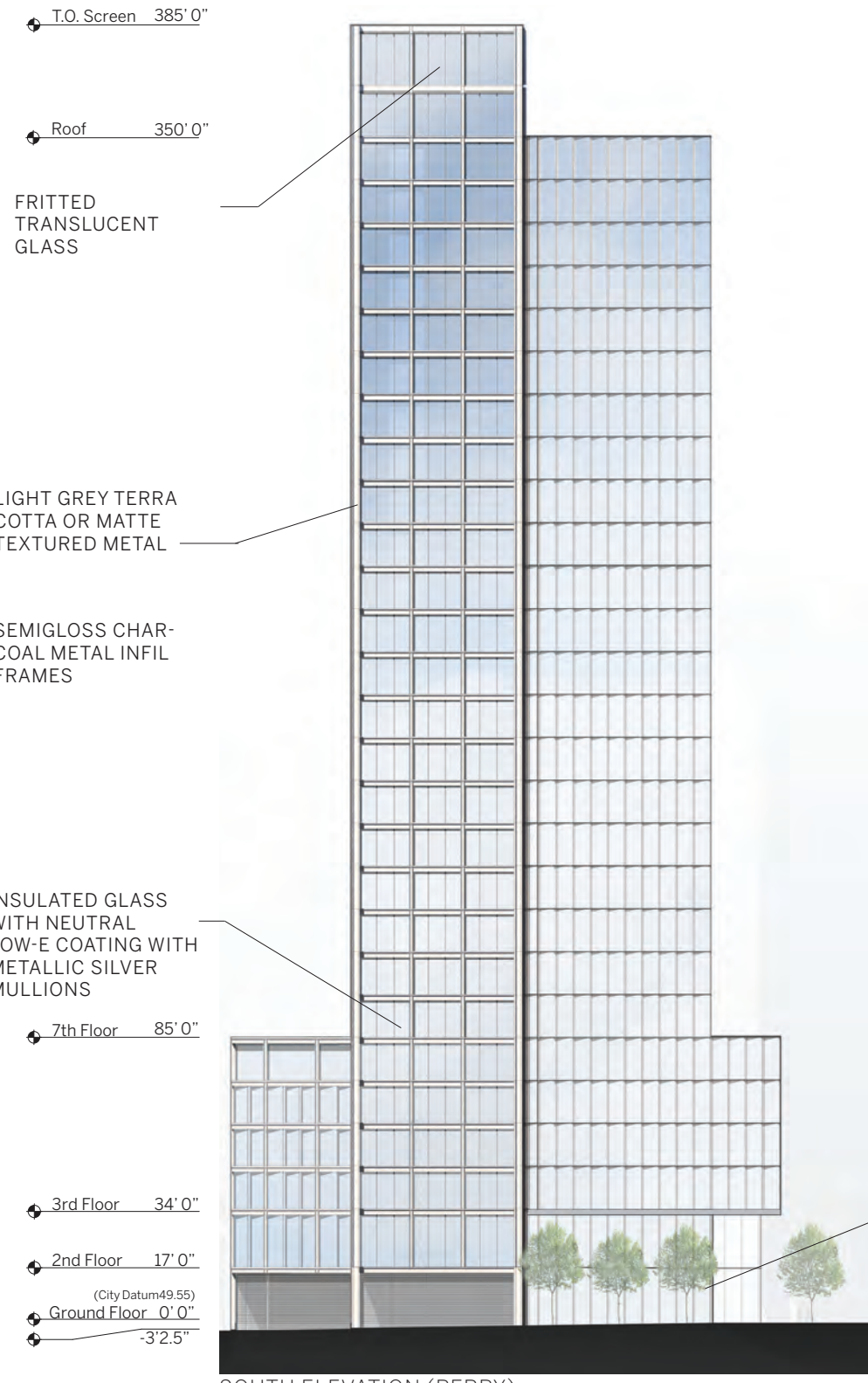
Semigloss charcoal metal
(infill frames) (R)

Wood finish
(soffit and public space)

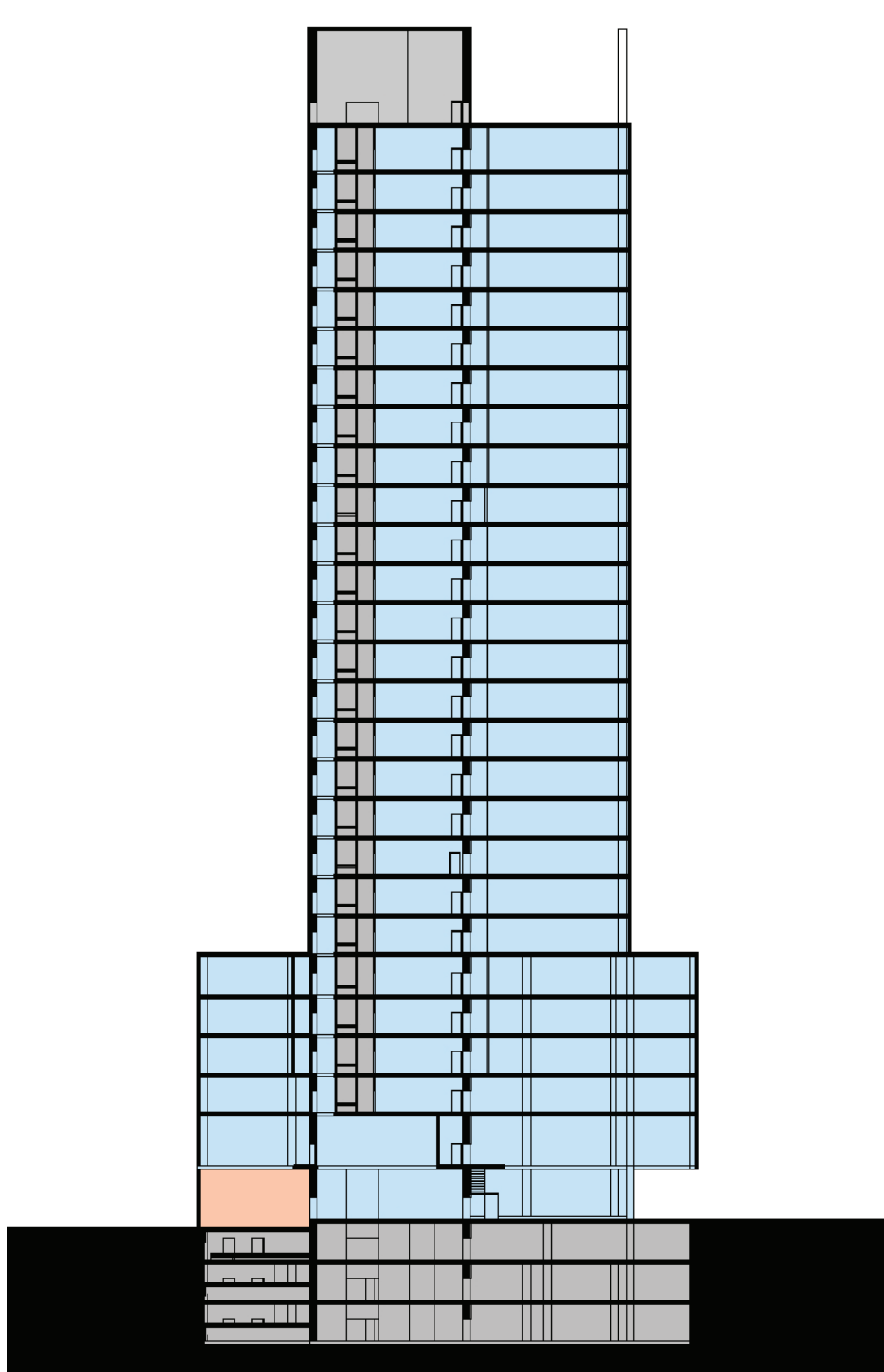
1" = 50'-0"



WEST ELEVATION (VASSAR)



SOUTH ELEVATION (PERRY)


$$1'' = 50'-0''$$

Level		Heights	
		FTF	Building Elevation
		decimal ft.	decimal ft.
T.O. mechanical			385
roof	35	350	
27	15	335	
26	12.5	322.5	
25	12.5	310	
24	12.5	297.5	
23	12.5	285	
22	12.5	272.5	
21	12.5	260	
20	12.5	247.5	
19	12.5	235	
18	12.5	222.5	
17	12.5	210	
16	12.5	197.5	
15	12.5	185	
14	12.5	172.5	
13	12.5	160	
12	12.5	147.5	
11	12.5	135	
10	12.5	122.5	
9	12.5	110	
8	12.5	97.5	
7	12.5	85	
6	13.5	71.5	
5	12.5	59	
4	12.5	46.5	
3	12.5	34	
2	17	17	
1	17	0	
B1	13	-13	
B2	13	-26	
B3	13	-39	

Gross Floor Area		
Office	Retail	POPOS
14,215		
14,215		
14,215		
14,215		
14,215		
14,215		
14,215		
14,215		
13,667		
13,667		
13,667		
13,667		
13,667		
13,667		
13,667		
13,667		
13,667		
13,667		
13,667		
23,091		
23,091		
23,091		
15,267		
3,640	5,000	3,200
4,653		
5,599		
5,220		

Occupied Area		
Office	Retail	Core / ME
10,785		3,430
10,785		3,430
10,785		3,430
10,785		3,430
10,785		3,430
10,785		3,430
10,785		3,430
10,785		3,430
10,237		3,430
9,417		4,250
9,417		4,250
9,417		4,250
9,417		4,250
9,417		4,250
9,417		4,250
9,417		4,250
9,417		4,250
9,417		4,250
18,841		4,250
18,841		4,250
18,841		4,250
18,841		4,250
12,151		6,795
3,640	5,000	4,250

TOTAL above grade	418,685	5,000	3,200
----------------------------------	----------------	--------------	--------------

302,048	5,000	
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OFFICE
SERVICE
RETAIL



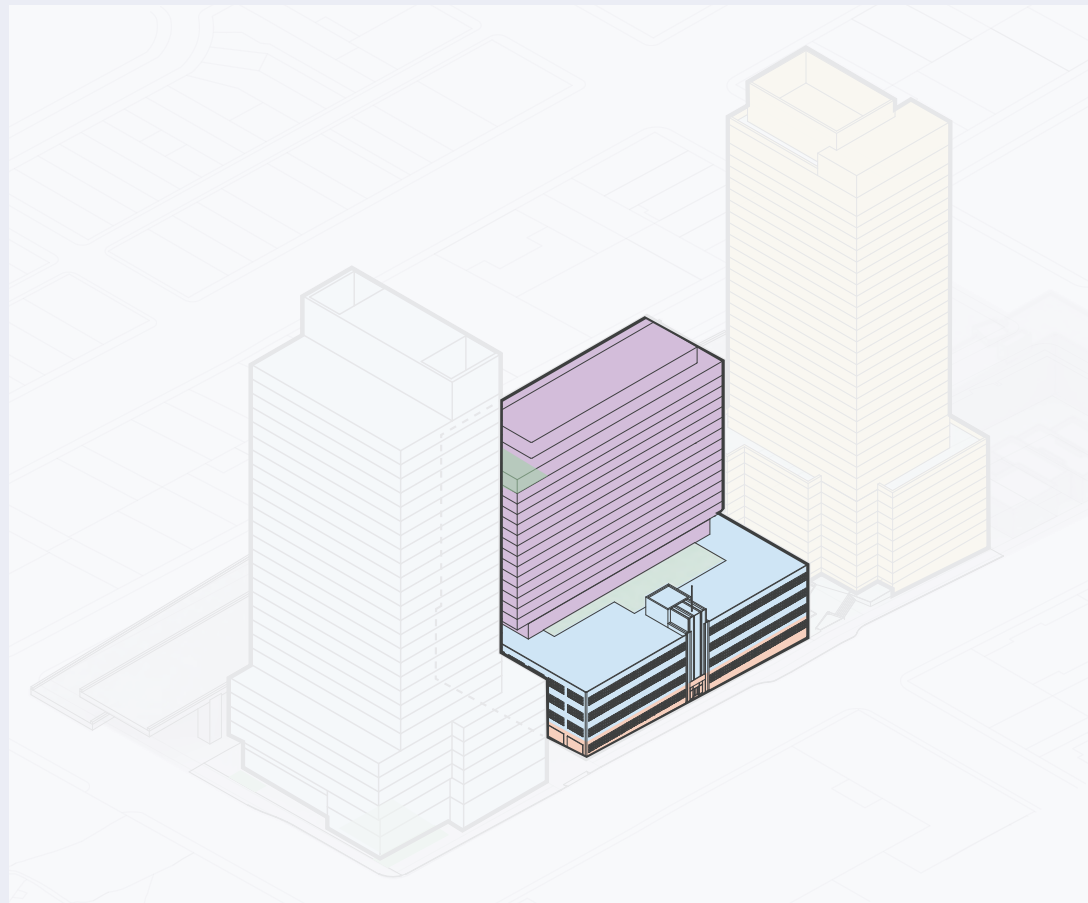
1/16" = 1'-0"







2.2 BUILDING 2 - 645 HARRISON ST.





AERIAL VIEW FROM DWIGHT D. EISENHOWER HWY IN CONSTRUCTION



KEY PLAN



FROM HARRISON LOOKING EAST



FROM TOP OF I-80 LOOKING NORTH



AERIAL VIEW FROM NORTH



AERIALFROM SOUTH



KEY PLAN



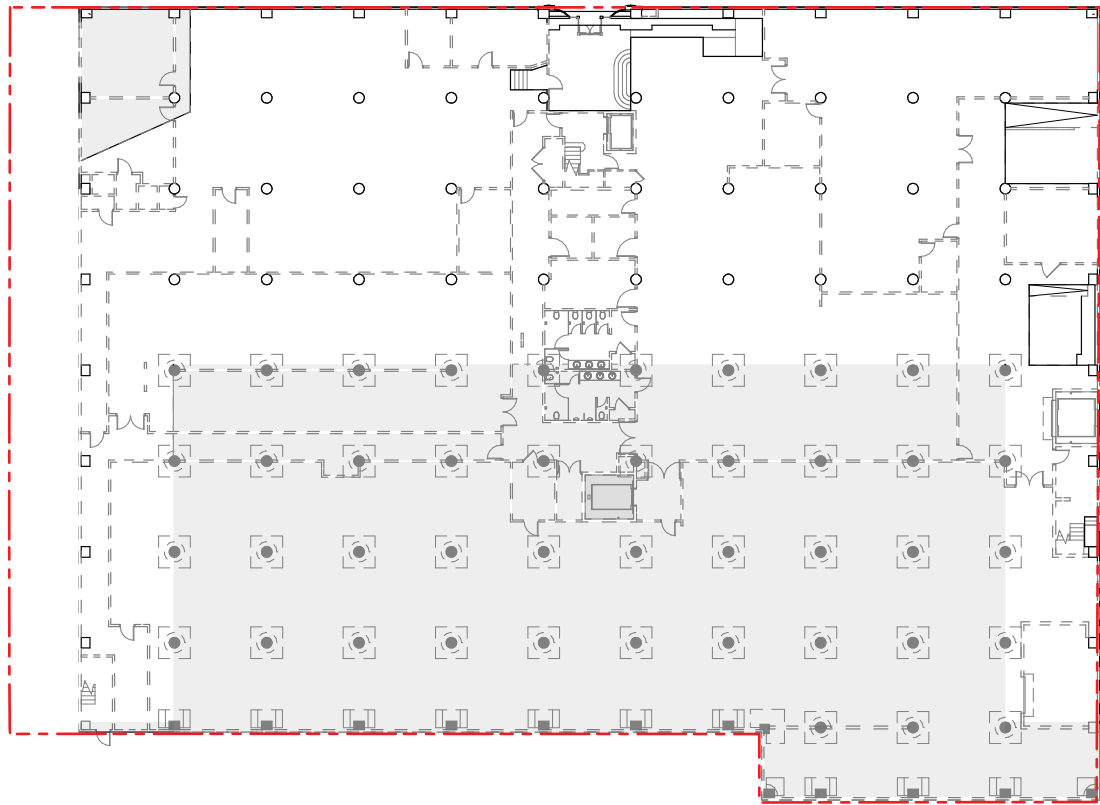
VIEW OF PERRY STREET LOOKING NORTHEAST



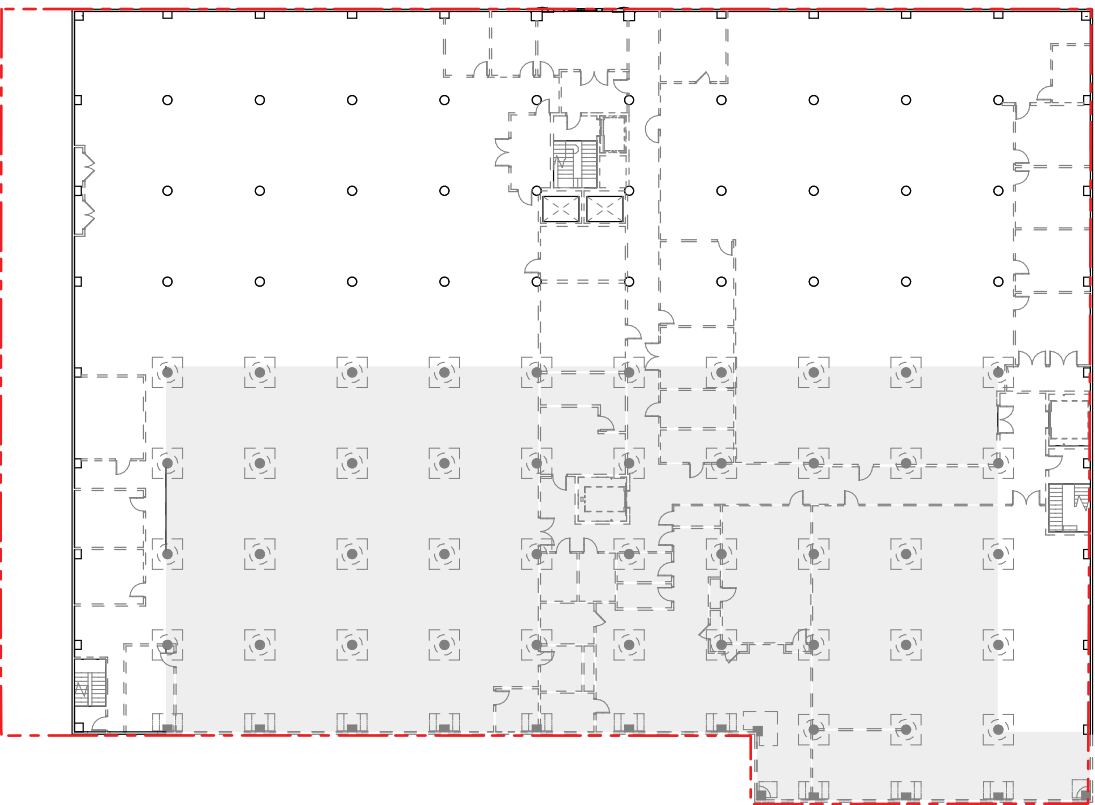
VIEW OF 645 HARRISON FROM SECOND STREET



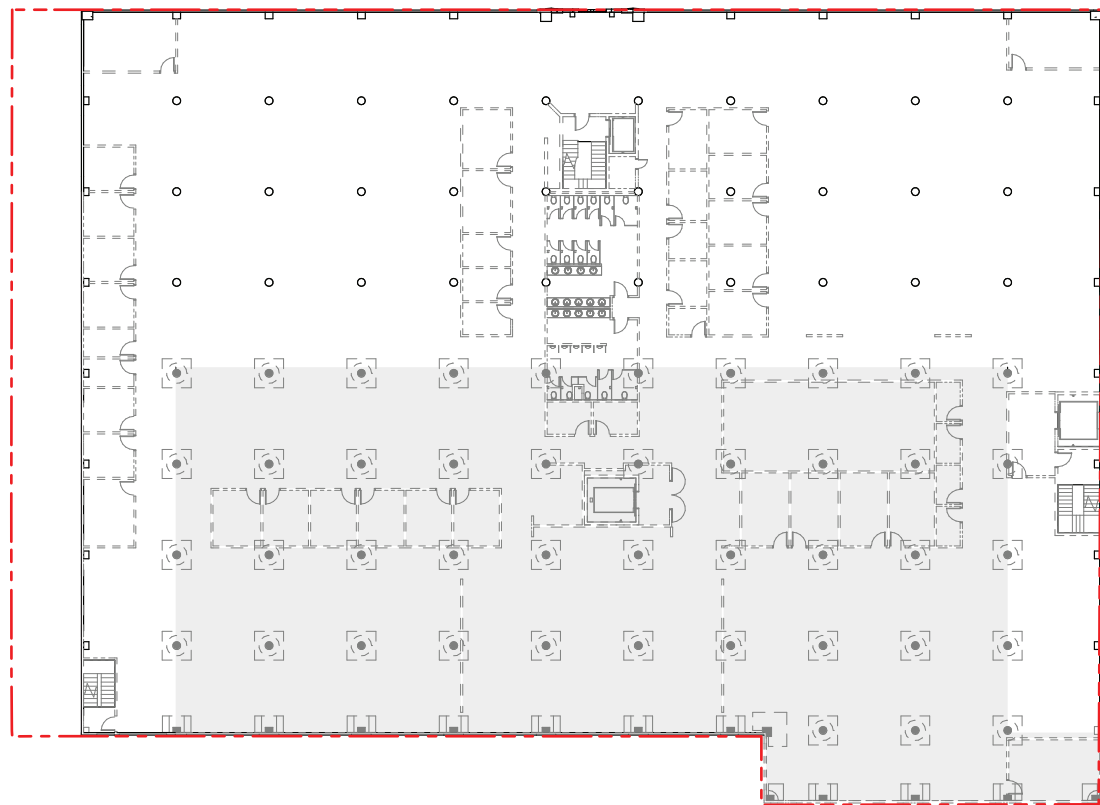
VIEW OF VASSAR PLACE FROM NORTH



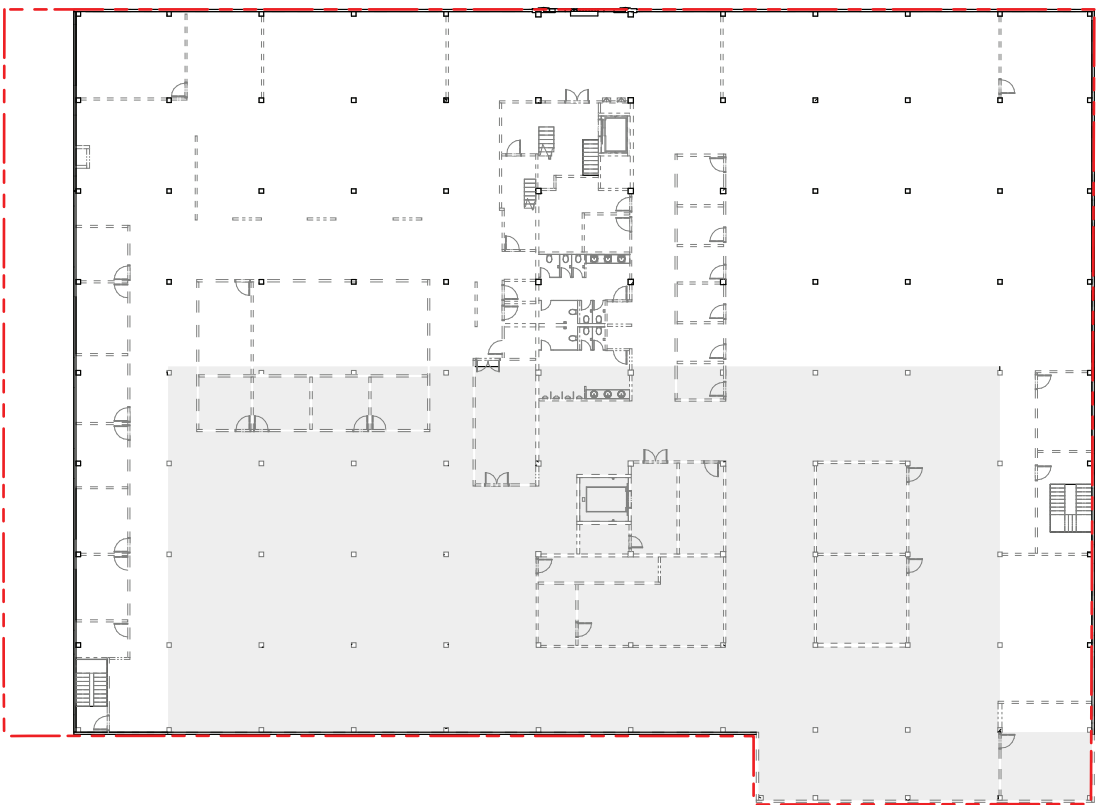
FLOOR PLAN LEVEL 1



FLOOR PLAN LEVEL 2




FLOOR PLAN LEVEL 3



FLOOR PLAN LEVEL 4

DEMO REGION

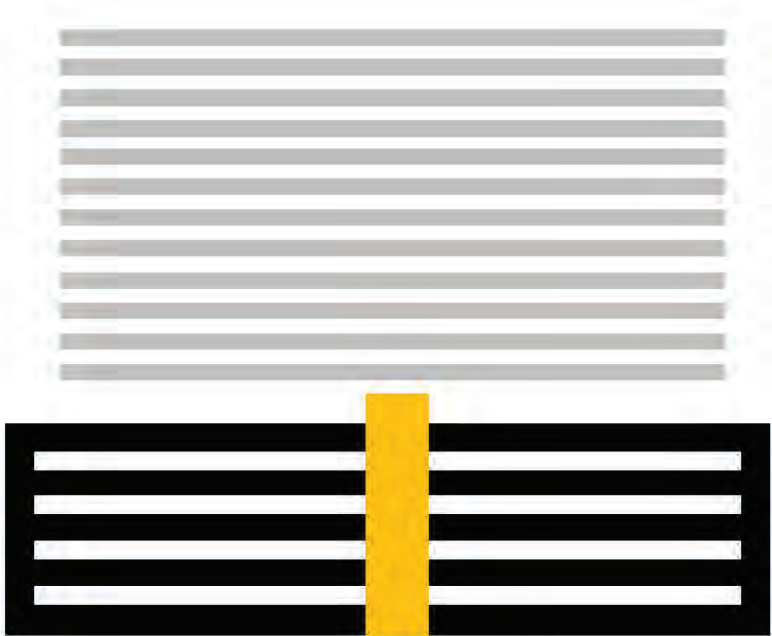
1/32" = 1'-0" 

NEW ADDITION

HORIZONTAL MOVEMENT

HISTORICAL BUILDING

SYMMETRICAL COMPOSITION OF HORIZONTAL MOVEMENT WITH VERTICAL ACCENT



THE NEW A. CARLISLE & COMPANY BUILDING, 1948

645 Harrison at Vassar

street address

3763 block number

105 lot number

2 summary

building type/use/number of floors

landmark number

RELATIONSHIP WITH SURROUNDING BUILDINGS

Relationship of setting to building -2 -1 0 1 2 3 4 5

Importance as contribution to a cluster/streetscape -2 -1 0 1 2 3 4 5

ARCHITECTURAL DESIGN VALUATION

Facade proportions -2 -1 0 1 2 3 4 5

Richness/Excellence of detailing/decoration -2 -1 0 1 2 3 4 5

Unique visual feature of interest 0 1 2 3 4 5

Example of a rare or unusual style or design 0 1 2 3 4 5

Overall architectural quality -2 -1 0 1 2 3 4 5

☐ PROPOSED FOR FURTHER INVESTIGATION

☐ CORNICE, PARAPET, APPENDAGE

Importance of cornice to building design -2 -1 0 1 2 3 4 5

Cornice contribution to streetscape -2 -1 0 1 2 3 4 5

FACADE CONDITION

Physical condition -2 -1 0 1 2 3 4 5

Paint/Material color -2 -1 0 1 2 3 4 5

☐ REMODELING

Appropriateness of improvements -2 -1 0 1 2 3 4 5

Engle 7/76 date

Field Notes

powerful moderne imagery, almost Mendelssohnian.

Review Notes

Junior League Listing

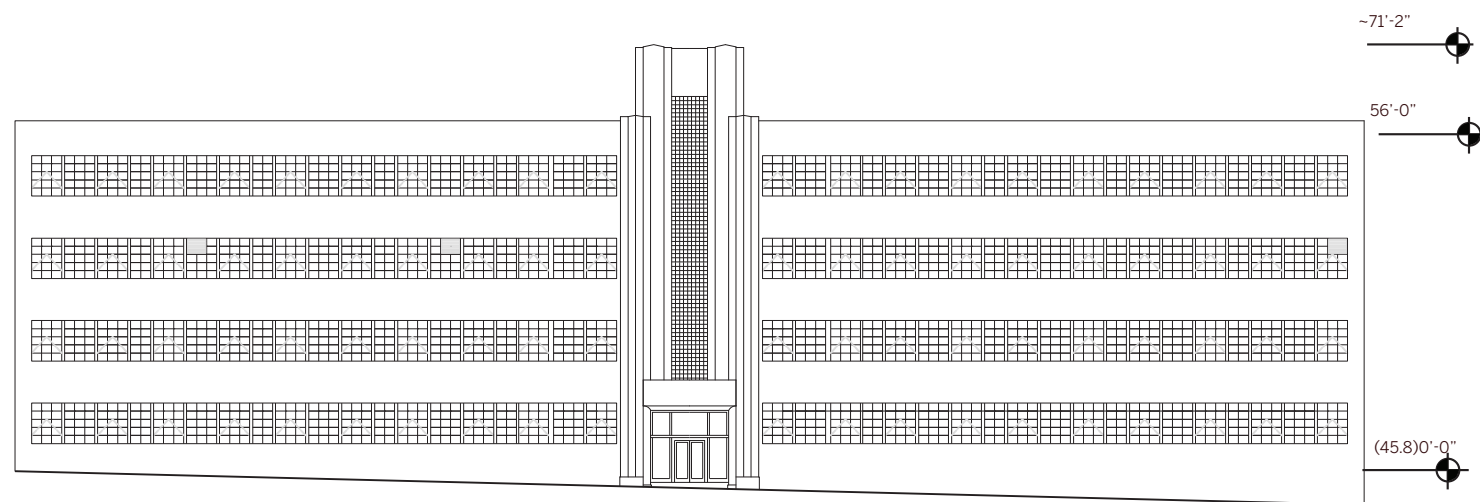
☐ text ☐ index ☐ file

☐ Northern California Guide

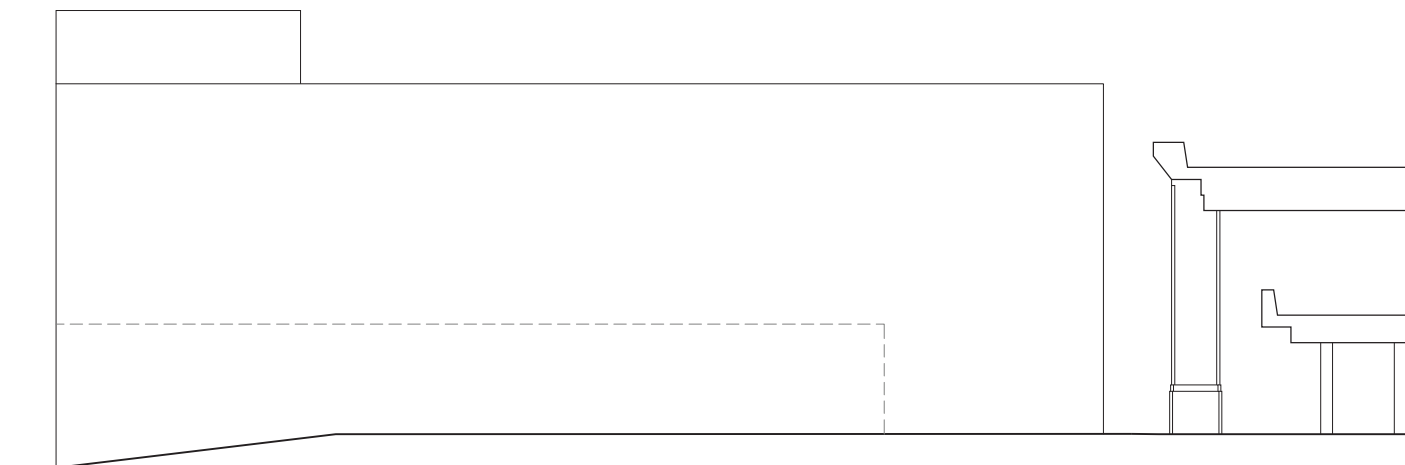
☐ Other Listing

photo 291-25

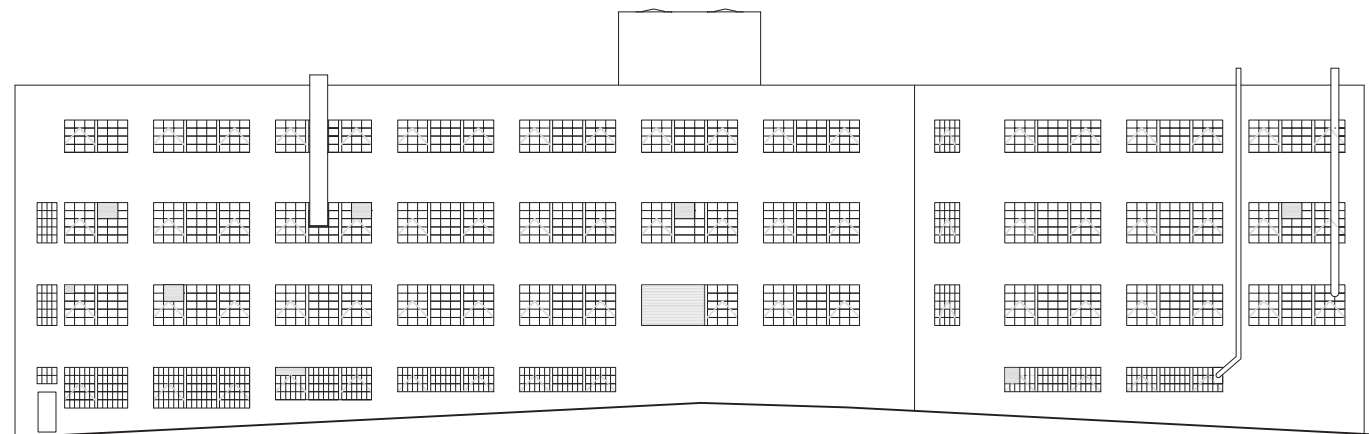
FL



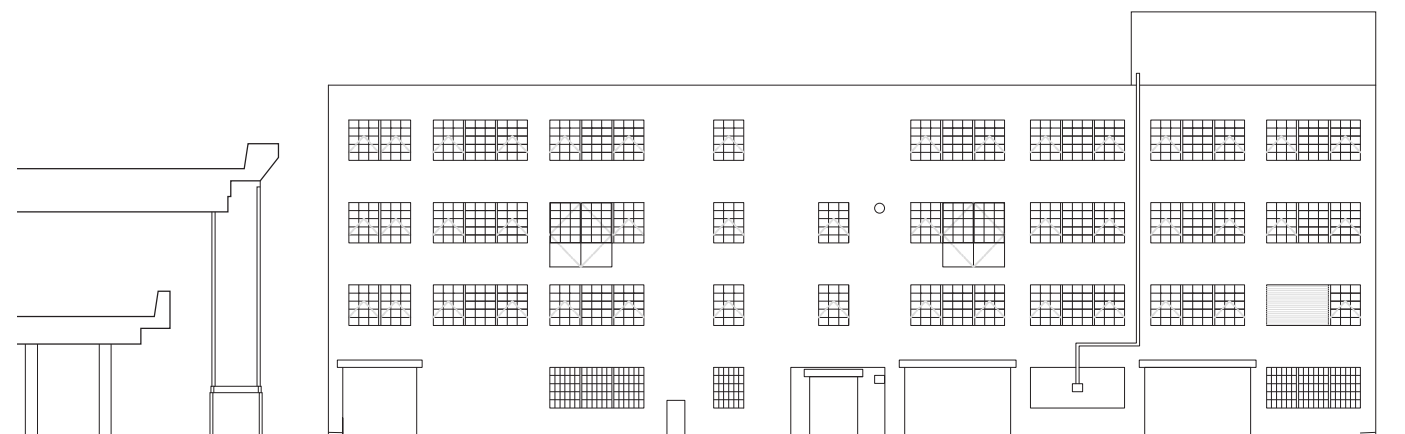
NORTH ELEVATION (HARRISON STREET)



WEST ELEVATION (HAWTHORNE STREET PLAZA)



SOUTH ELEVATION (PERRY STREET)



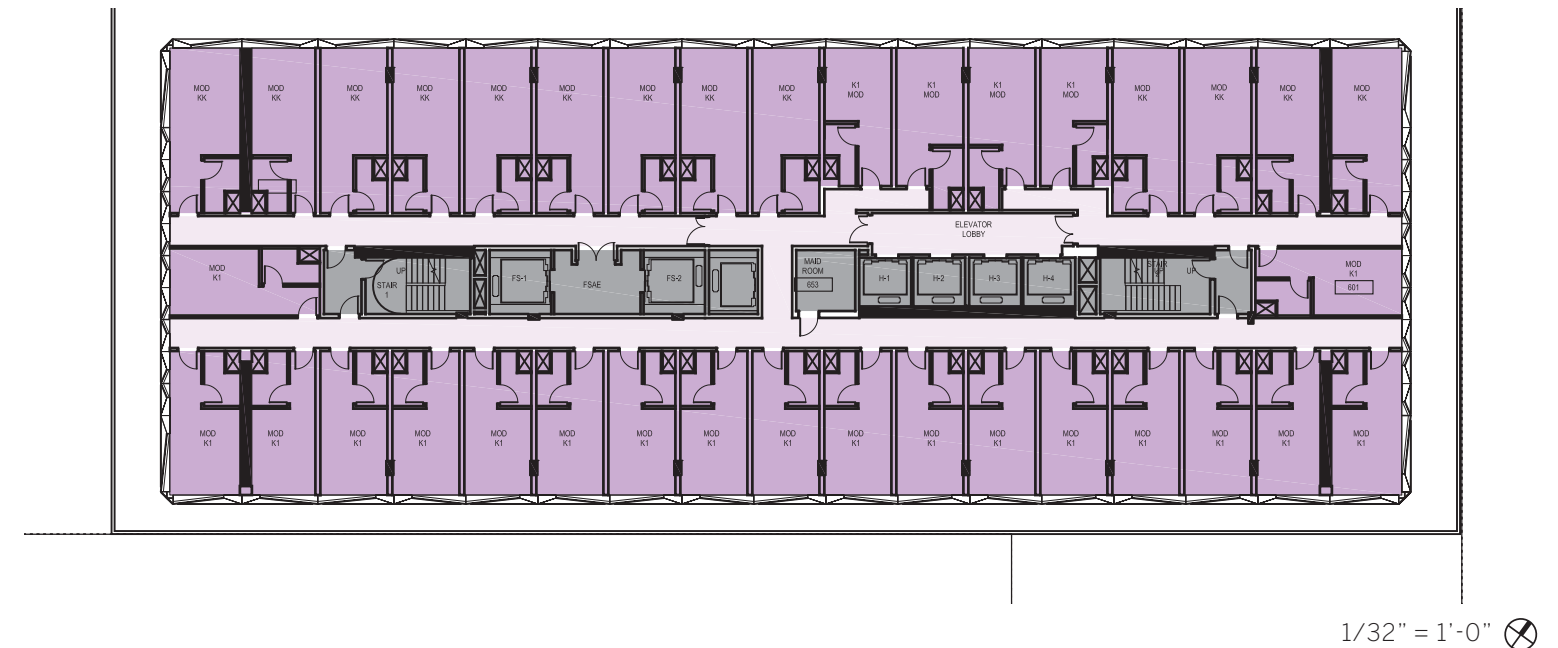
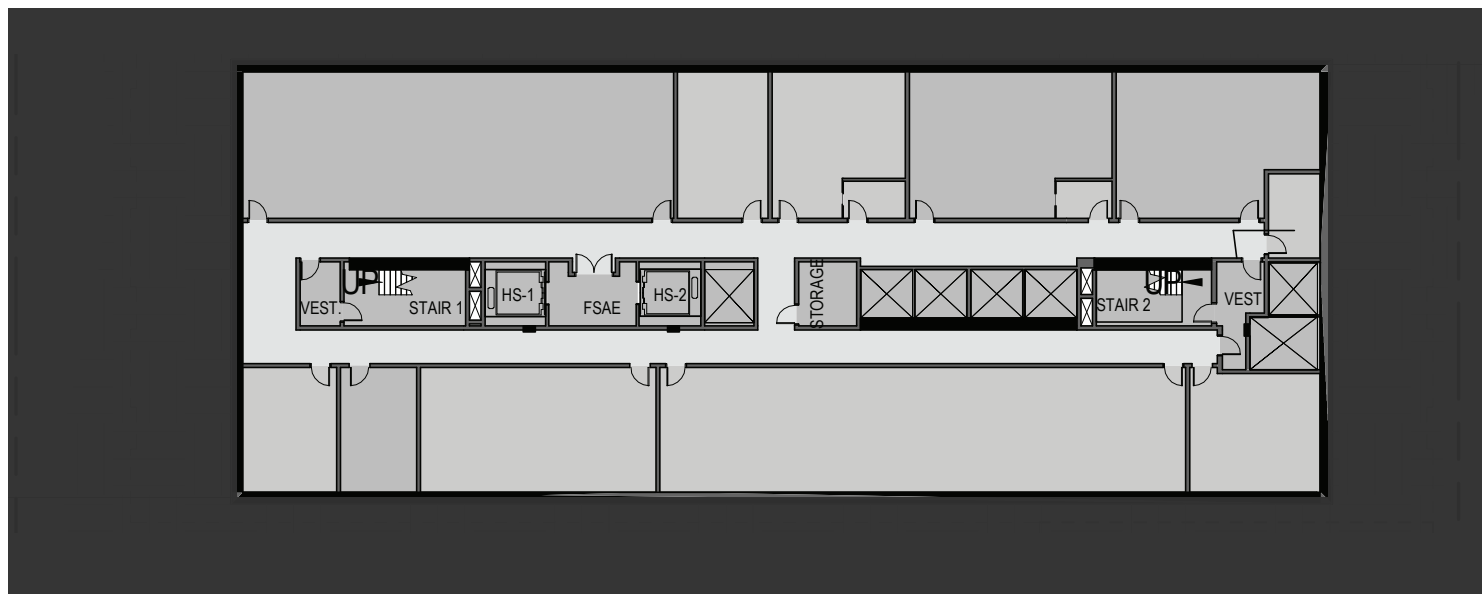
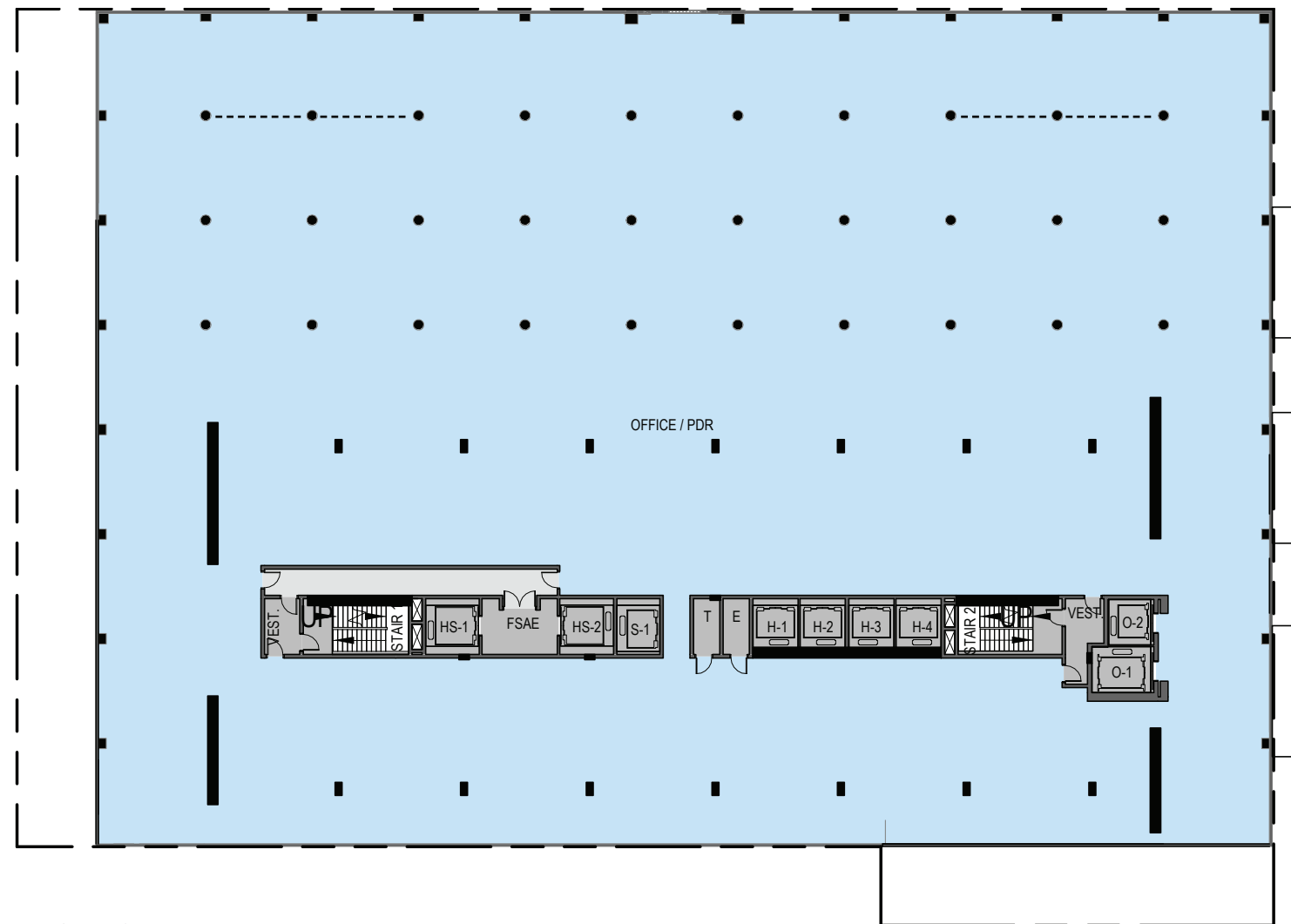
EAST ELEVATION (VASSAR PLACE)





- HOTEL ENTRY
- MARKET VENDOR
- OFFICE
- MARKET HALL
- SERVICE

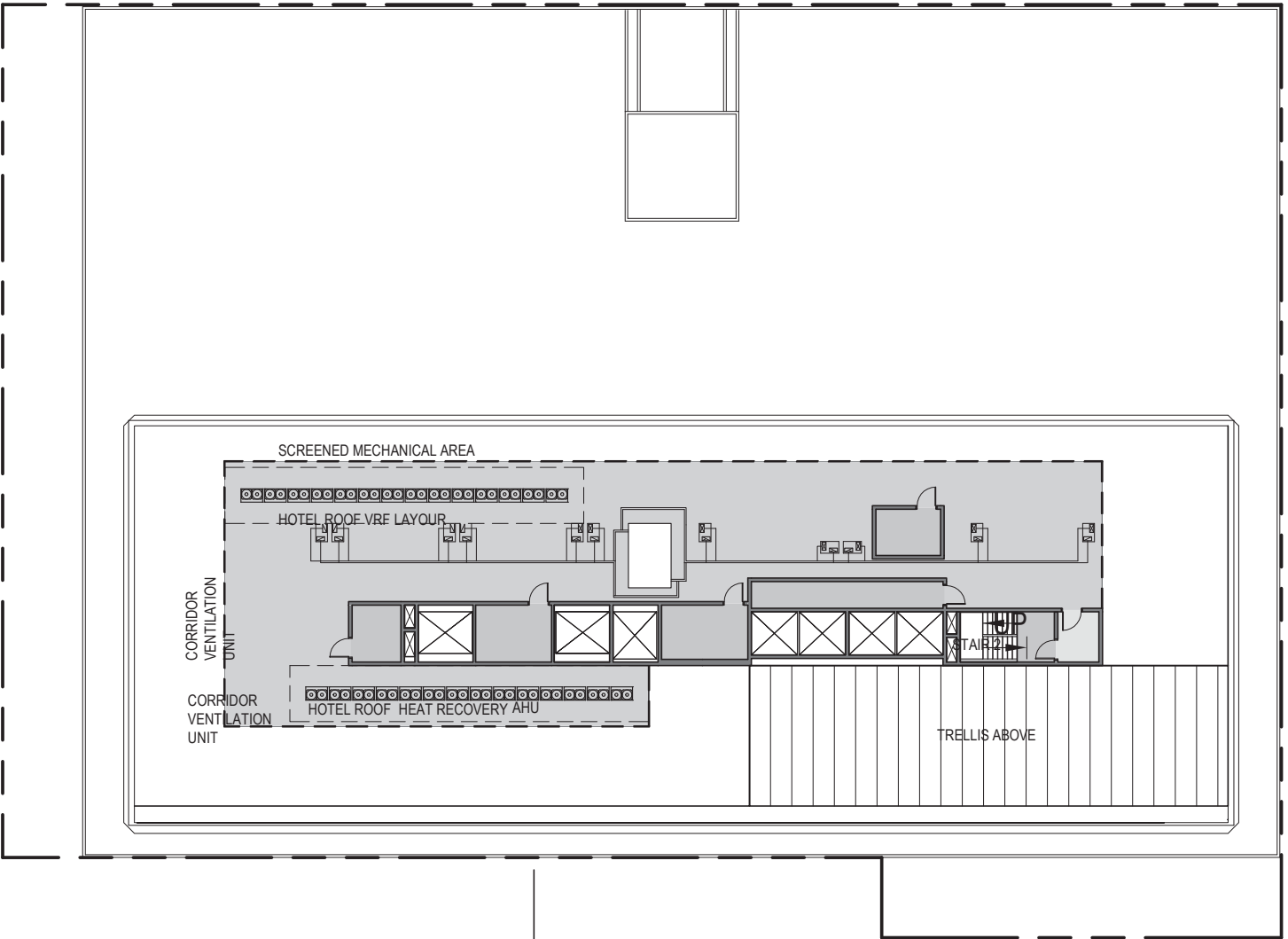
1/32" = 1'-0"





LEVEL 19

- TERRACE
- HOTEL
- RESTAURANT
- OFFICE
- BACK OF HOUSE



ROOF

1/32" = 1'-0"

T.O. SCREEN
220' - 0"

ROOF
200' - 0"

LEVEL 5
56' - 0"

LEVEL 1
0' - 0" (City Datum 45.8)

GROUND LEVEL
EL. VARIES

MECHANICAL
PENTHOUSE

FACETED GLASS &
REFLECTIVE METAL
WINDOW WALL

METAL AND GLASS CANOPY

STEEL MUNTIN
WINDOWS

CAST-IN-PLACE
CONCRETE

METAL AND GLASS CANOPY

PROPOSED NORTH ELEVATION (HARRISON STREET)

T.O. SCREEN
220' - 0"

ROOF
200' - 0"

LEVEL 5
56' - 0"

I-80
APPROX. 40'

METAL AND GLASS CANOPY

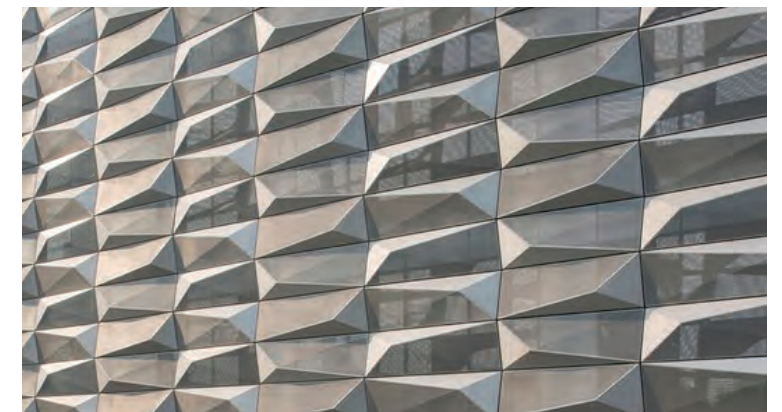
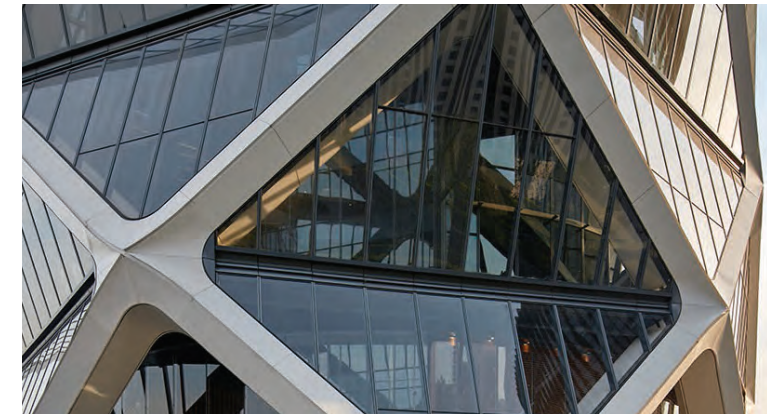
LEVEL 1
0' - 0" (City Datum 45.8)

GROUND LEVEL
EL. VARIES



PROPOSED EAST ELEVATION (VASSAR PLACE)

1/32" = 1'-0"



REFERENCE IMAGES -
FACETED METAL FACADES

T.O. SCREEN
220' - 0"

ROOF
200' - 0"

MECHANICAL
PENTHOUSE

FACETED GLASS &
REFLECTIVE METAL
WINDOW WALL

RECESSED
GLASS STOREFRONT

STEEL MUNTIN
WINDOWS

CAST-IN-PLACE
CONCRETE

LEVEL 5
56' - 0"

LEVEL 1
0' - 0" (City Datum 45.8)

GROUND LEVEL
EL. VARIES

END OF PERRY STREET
RIGHT OF WAY

METAL AND GLASS CANOPY

PROPOSED SOUTH ELEVATION (PERRY STREET)

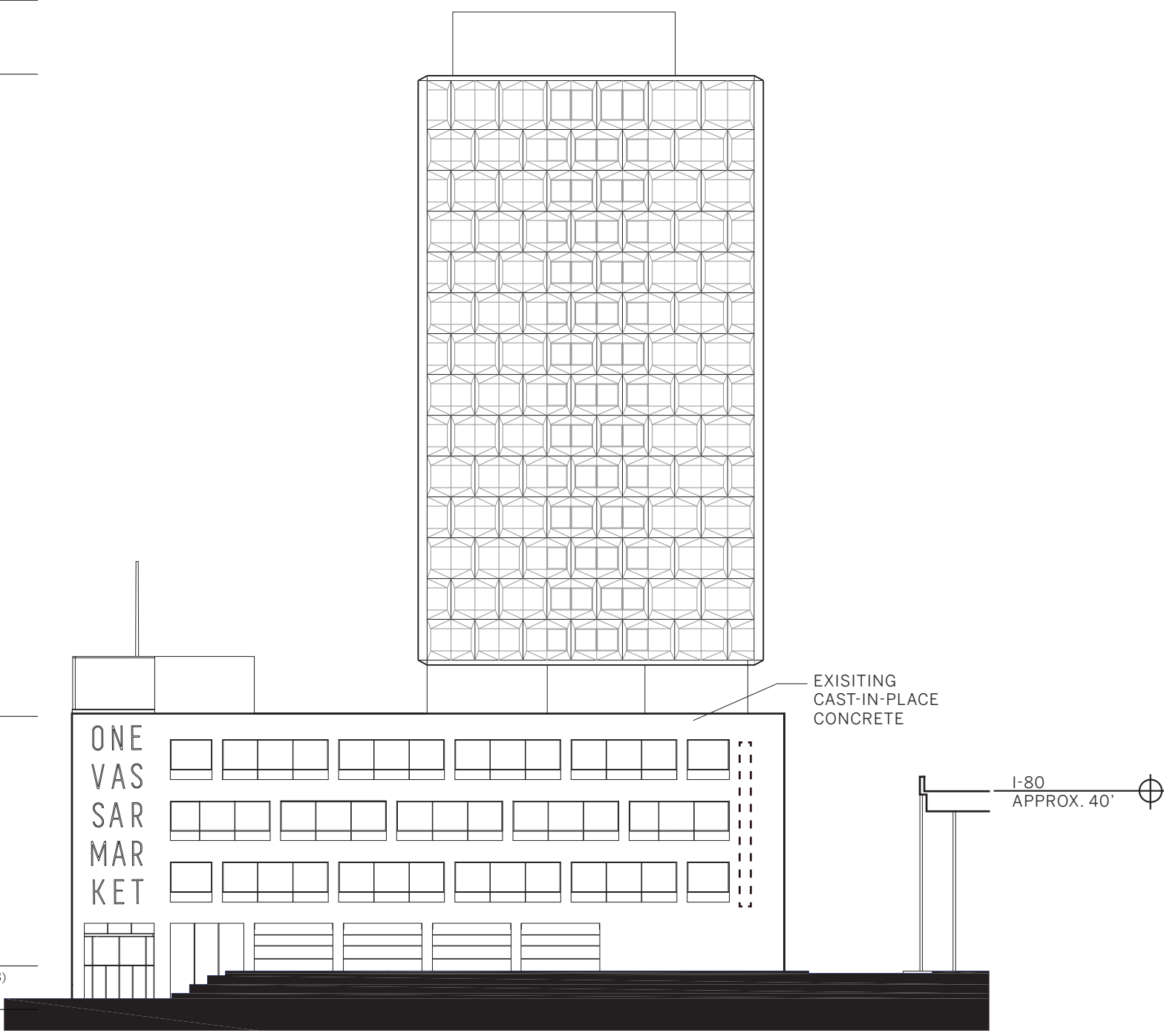
T.O. SCREEN
220' - 0"

ROOF
200' - 0"

LEVEL 5
56' - 0"

LEVEL 1
0' - 0" (City Datum 45.8)

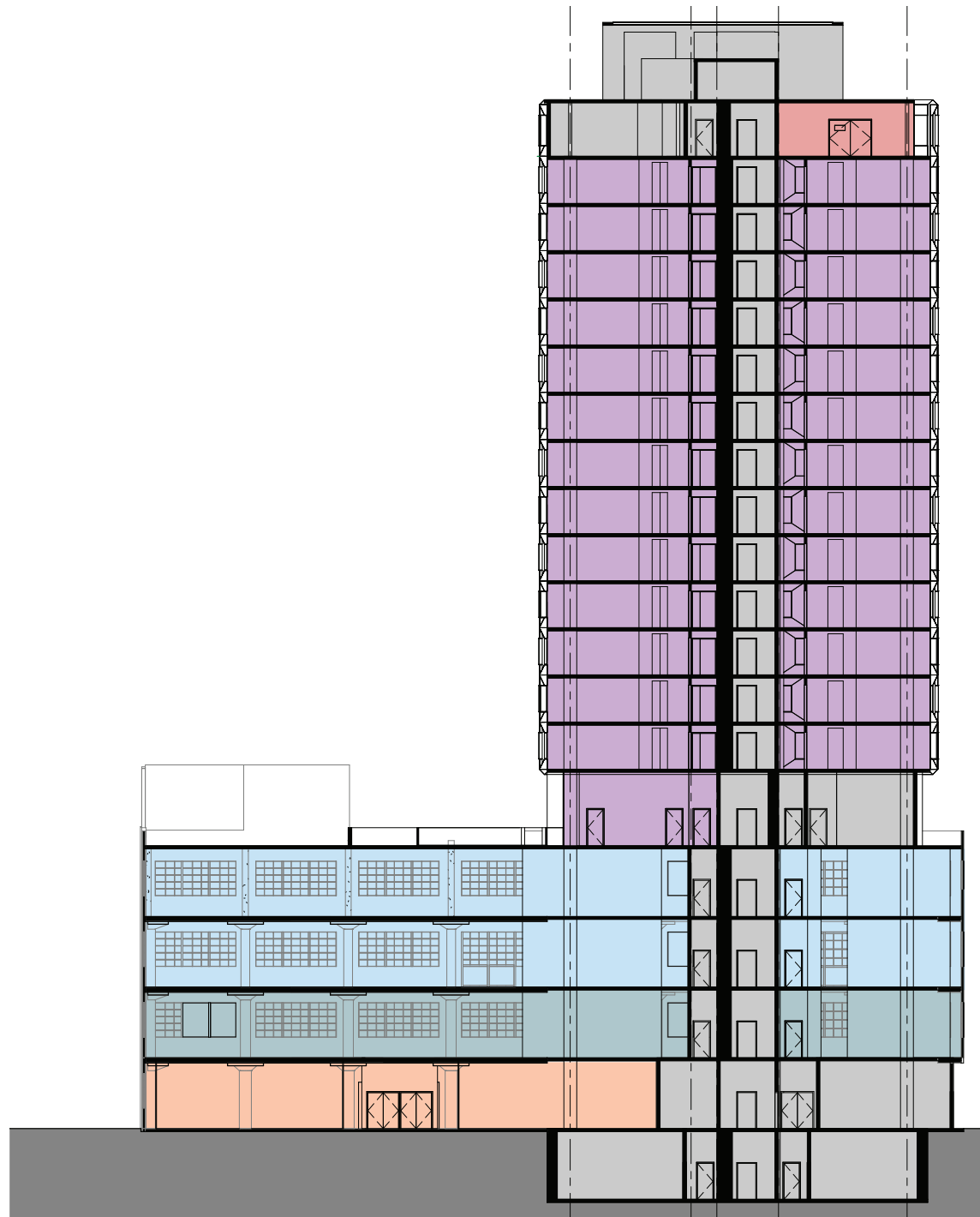
GROUND LEVEL
EL. VARIES



PROPOSED WEST ELEVATION (HAWTHORNE STREET PLAZA)

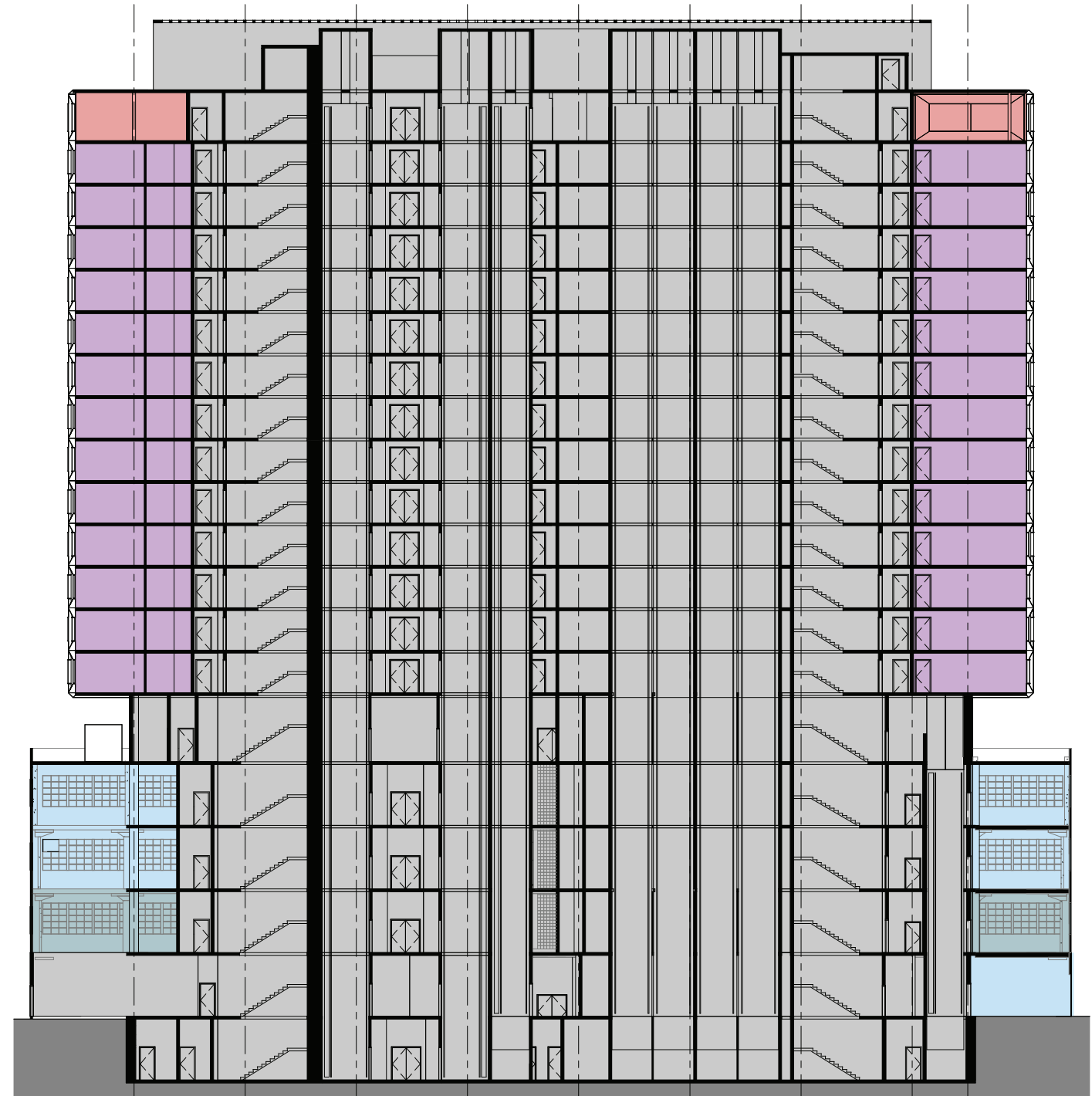
1/32" = 1'-0"

REFERENCE IMAGES -
FACETED METAL FACADES

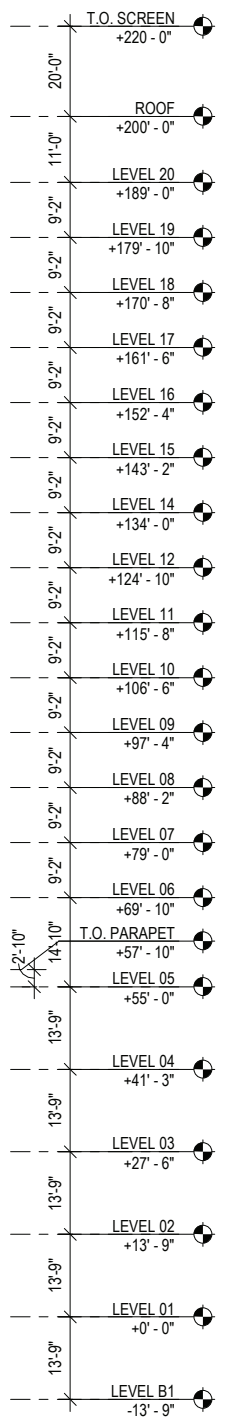


NORTH/SOUTH SECTION

- HOTEL
- F&B / RETAIL
- OFFICE
- PDR
- MARKET HALL
- BACK OF HOUSE



EAST/WEST SECTION



1/32"=1'0"

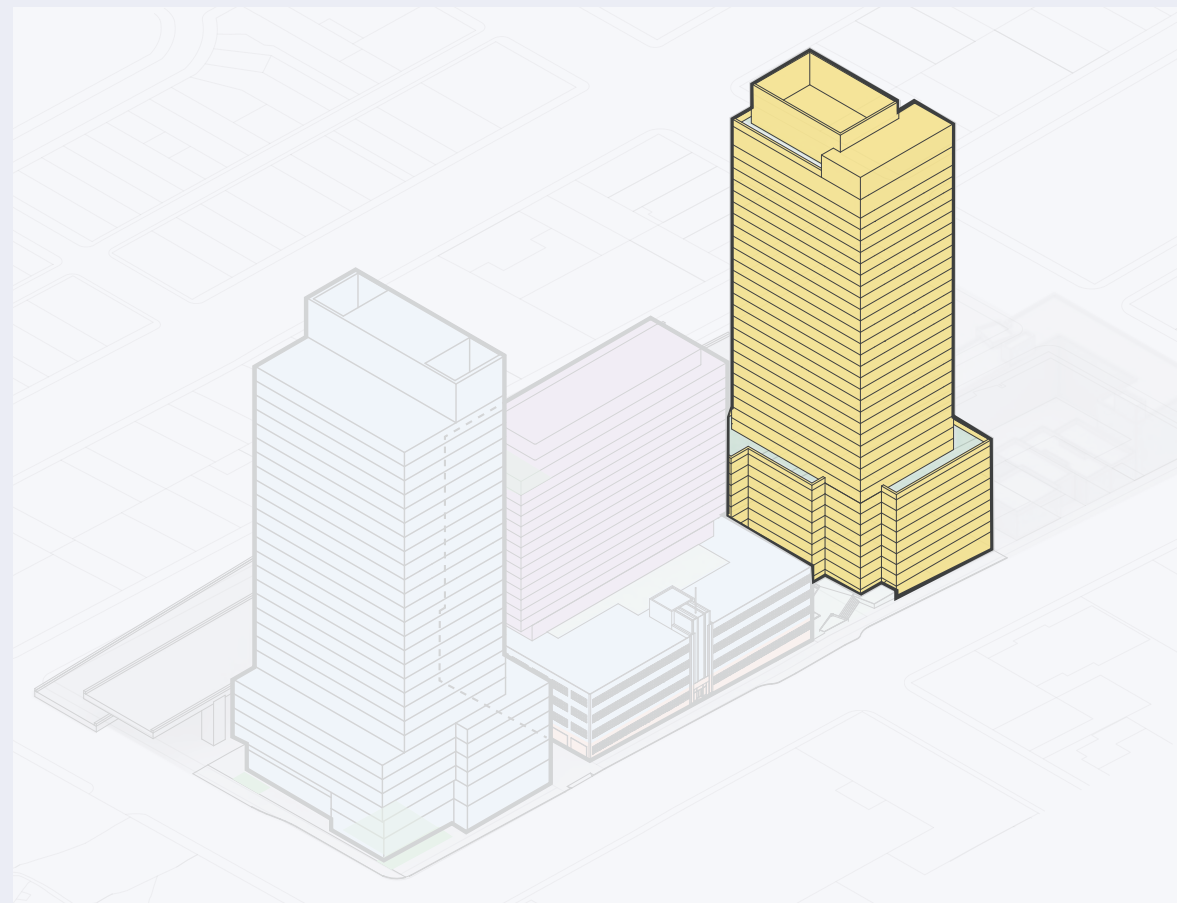
Level	Program	FTF	Heights		Gross Area					Net / Occupiable Area						Hotel				
			FTF	Building Elevation	Total floor	Office	PDR	Retail	Hotel	Total floor	Office	PDR	Retail	Hotel	Core / MEP	Modules	Total Rooms	King	Double-Double	
			decimal ft.	decimal ft.																
T.O. Mech.				220.00																
Roof	MEP		20.00	200.00	0															
19	Rooftop bar and terrace	extra height for roof and MEP transfers	11.00	189.00	10,881			8543	2338	86.5%	9414		5315		4099	0	0	0	0	
18	Hotel guest rooms	very tight	9.17	179.83	15,143				15143	100.0%	15143			13018	2125	34	36	20	16	
17	Hotel guest rooms	very tight	9.17	170.67	15,143				15143	86.0%	13018			13018	2125	34	36	20	16	
16	Hotel guest rooms	very tight	9.17	161.50	15,143				15143	86.0%	13018			13018	2125	34	36	20	16	
15	Hotel guest rooms	very tight	9.17	152.33	15,143				15143	86.0%	13018			13018	2125	34	36	20	16	
14	Hotel guest rooms	very tight	9.17	143.17	15,143				15143	86.0%	13018			13018	2125	34	36	20	16	
13	Hotel guest rooms	very tight	9.17	134.00	15,143				15143	86.0%	13018			13018	2125	34	36	20	16	
12	Hotel guest rooms	very tight	9.17	124.83	15,143				15143	86.0%	13018			13018	2125	34	36	20	16	
11	Hotel guest rooms	very tight	9.17	115.67	15,143				15143	86.0%	13018			13018	2125	34	36	20	16	
10	Hotel guest rooms	very tight	9.17	106.50	15,143				15143	86.0%	13018			13018	2125	34	36	20	16	
9	Hotel guest rooms	very tight	9.17	97.33	15,143				15143	86.0%	13018			13018	2125	34	36	20	16	
8	Hotel guest rooms	very tight	9.17	88.17	15,143				15143	86.0%	13018			13018	2125	34	36	20	16	
7	Hotel guest rooms	very tight	9.17	79.00	15,143				15143	86.0%	13018			13018	2125	34	36	20	16	
6	Hotel guest rooms	very tight	9.17	69.83	15,143				15143	86.0%	13018			13018	2125	34	36	20	16	
5	Hotel amenity	requires 24" soffit for MEP transfer	14.83	55.00	11,368				11368		9368			9368	2000					
4	Office	extra foot for roof assembly	13.75	41.25	35,043	35043				90.3%	31643	31643			3400					
3	PDR/Office	from client CAD plans received 1/9/17	13.75	27.50	35,042	28072	6970			92.8%	32522	24672	7850		3400					
2	PDR	from client CAD plans received 1/9/17	13.75	13.75	35,043		35043			90.3%	31643		31643		3400					
1	Retail, Lobby, Loading, MEP	from client CAD plans received 1/9/17	13.75	0.00	25,012			22558	2,454		25012		22558	2,454	0					
B1	MEP, Hotel BOH, storage	estimated 4/22 per M+	13.00	-13.00	8,946				8946											
					EL. 0 at proposed TOC grade at Perry St C/L															
					Total above grade	349,248	63115	42013	31101	213019										
					Grand Total	358,194	63115	42013	31101	221965										
										Total	310961	56315	39493	27873	181056	43924				
										Total	442	468	260	208						





1/32"=1'0"

2.3 **BUILDING 3 - 657 HARRISON**

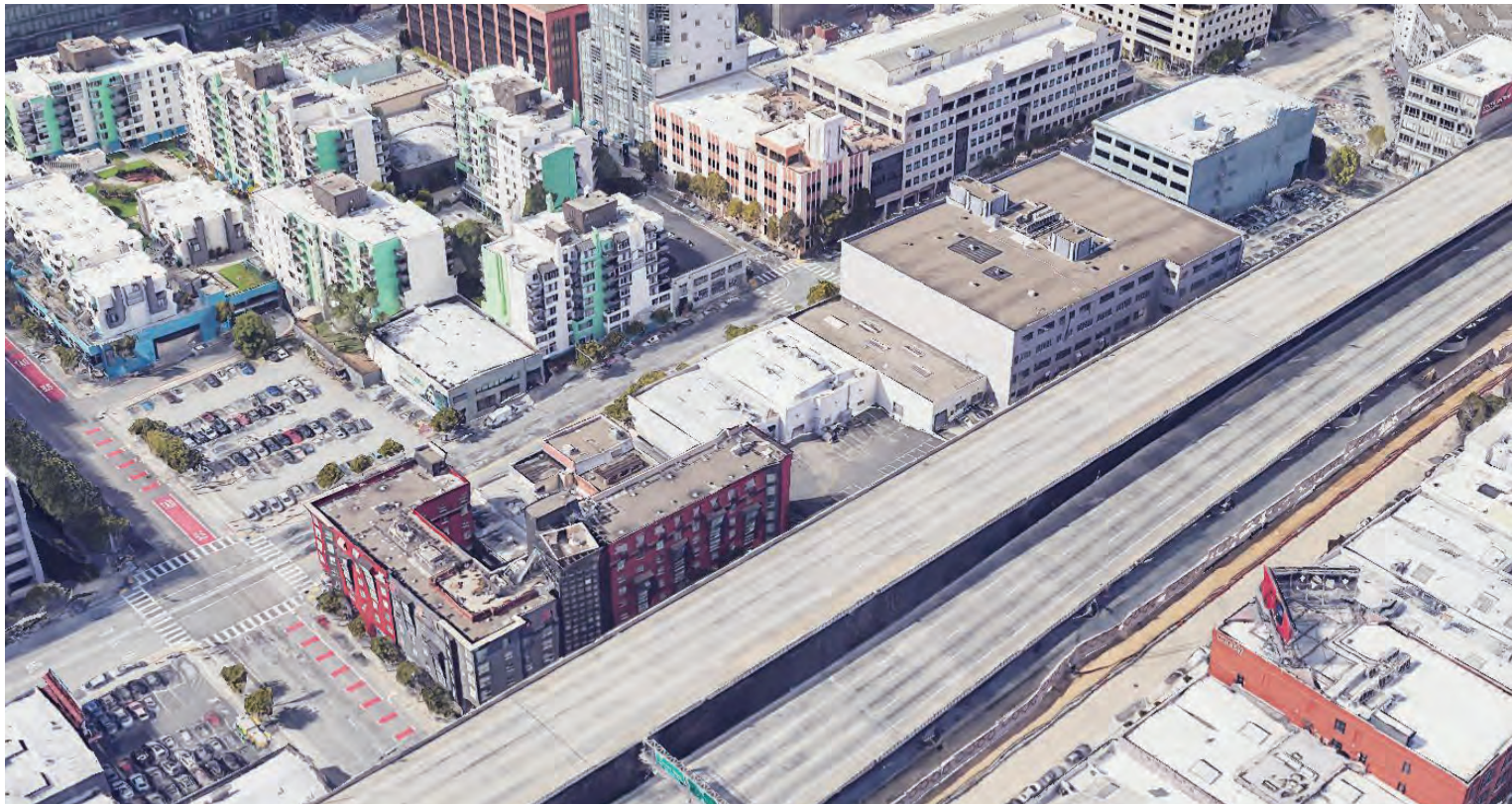




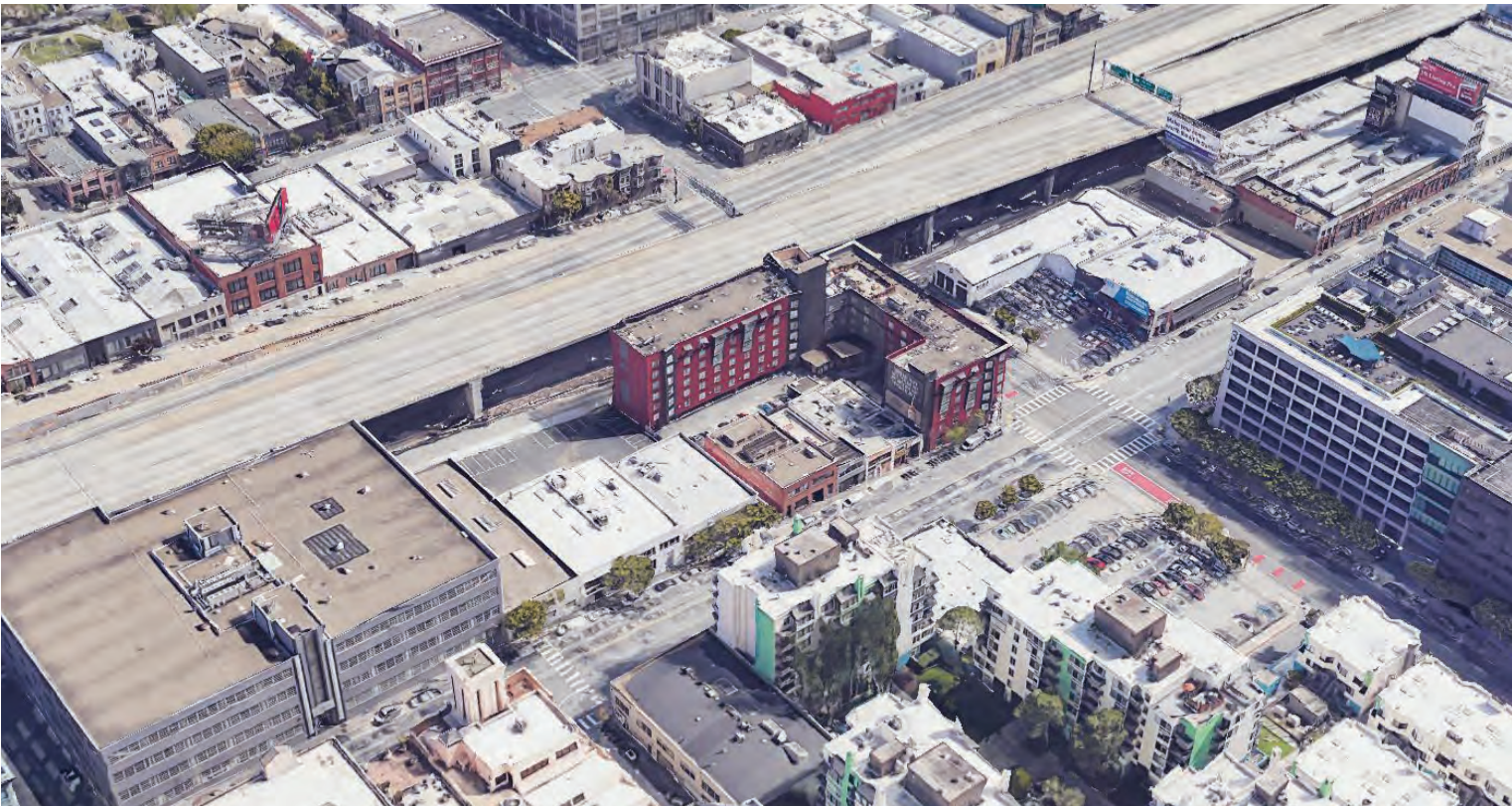
KEY PLAN



FROM TOP OF I-80 LOOKING NORTH



AERIAL FROM SOUTH



AERIAL FROM NORTH



STREET VIEW FROM HARRISON STREET



STREET VIEW FROM HARRISON STREET



STREET VIEW FROM PERRY STREET LOOKING NORTHEAST



STREET VIEW FROM PERRY STREET LOOKING SOUTHWEST



BUILDING 3 - 657 HARRISON
VIEW FROM HARRISON ST
58



LOWER GROUND LEVEL B1 PLAN



GROUND FLOOR PLAN

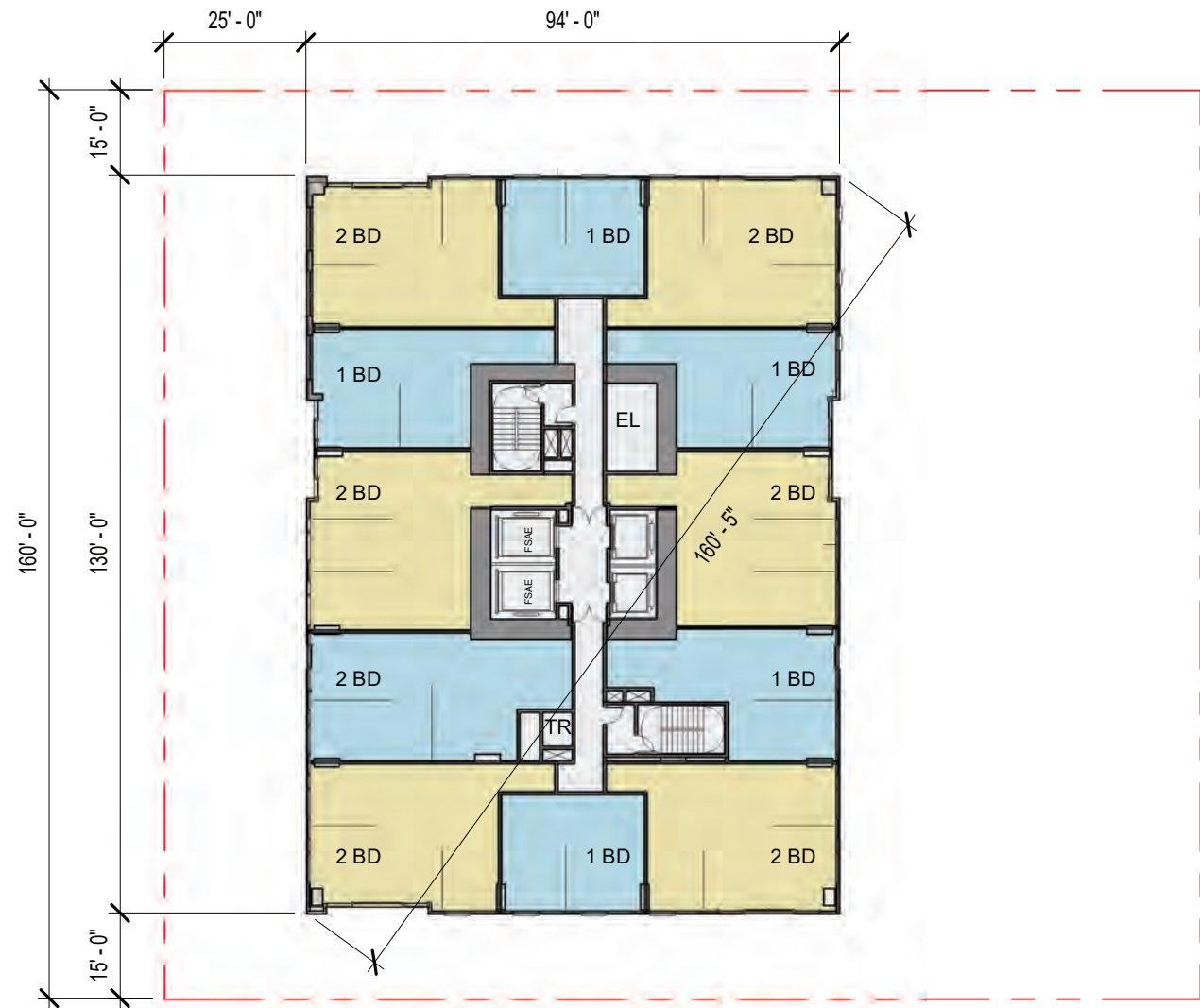
1/32" = 1'-0"



PODIUM LEVEL 2-8 PLAN



LEVEL 9 PODIUM TERRACE PLAN



TYPICAL TOWER LEVEL 10-32 PLAN

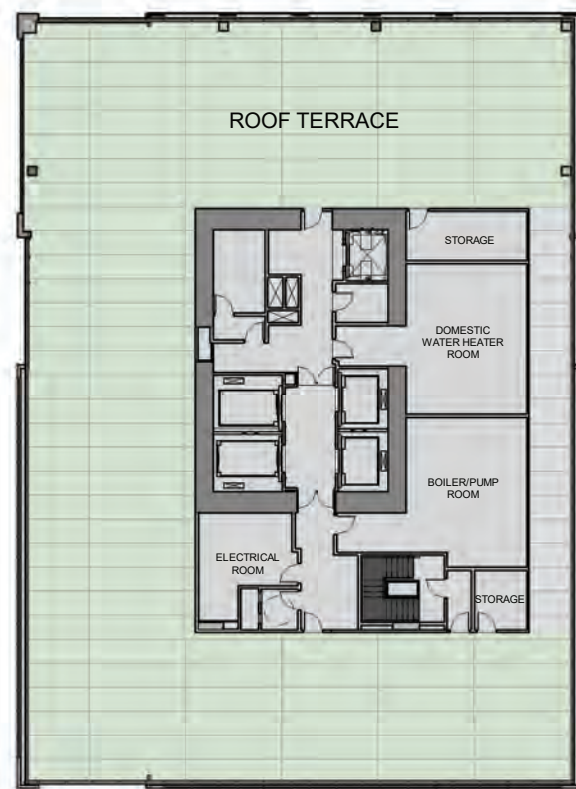


PH LEVEL 33-34 PLAN

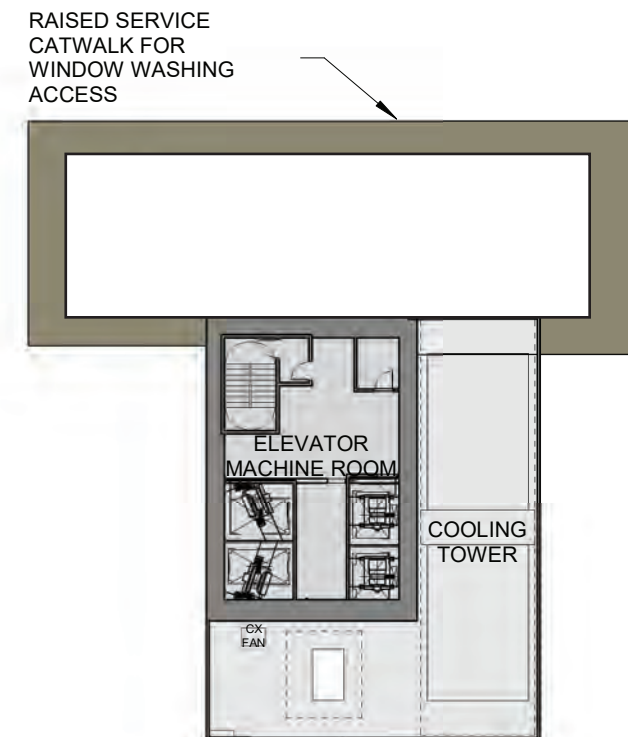
1/32" = 1'-0"



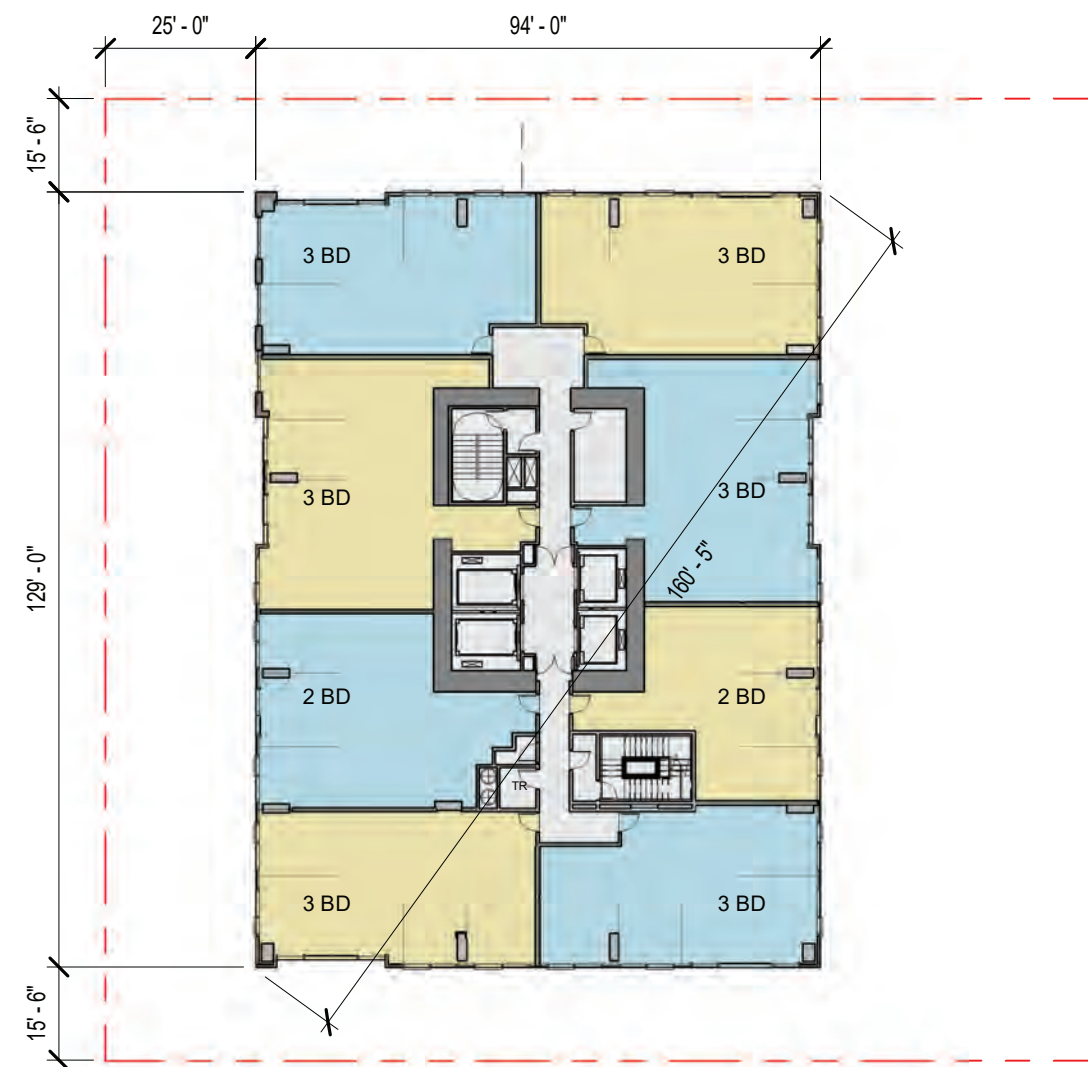
PH/AMENITY LEVEL 35 PLAN

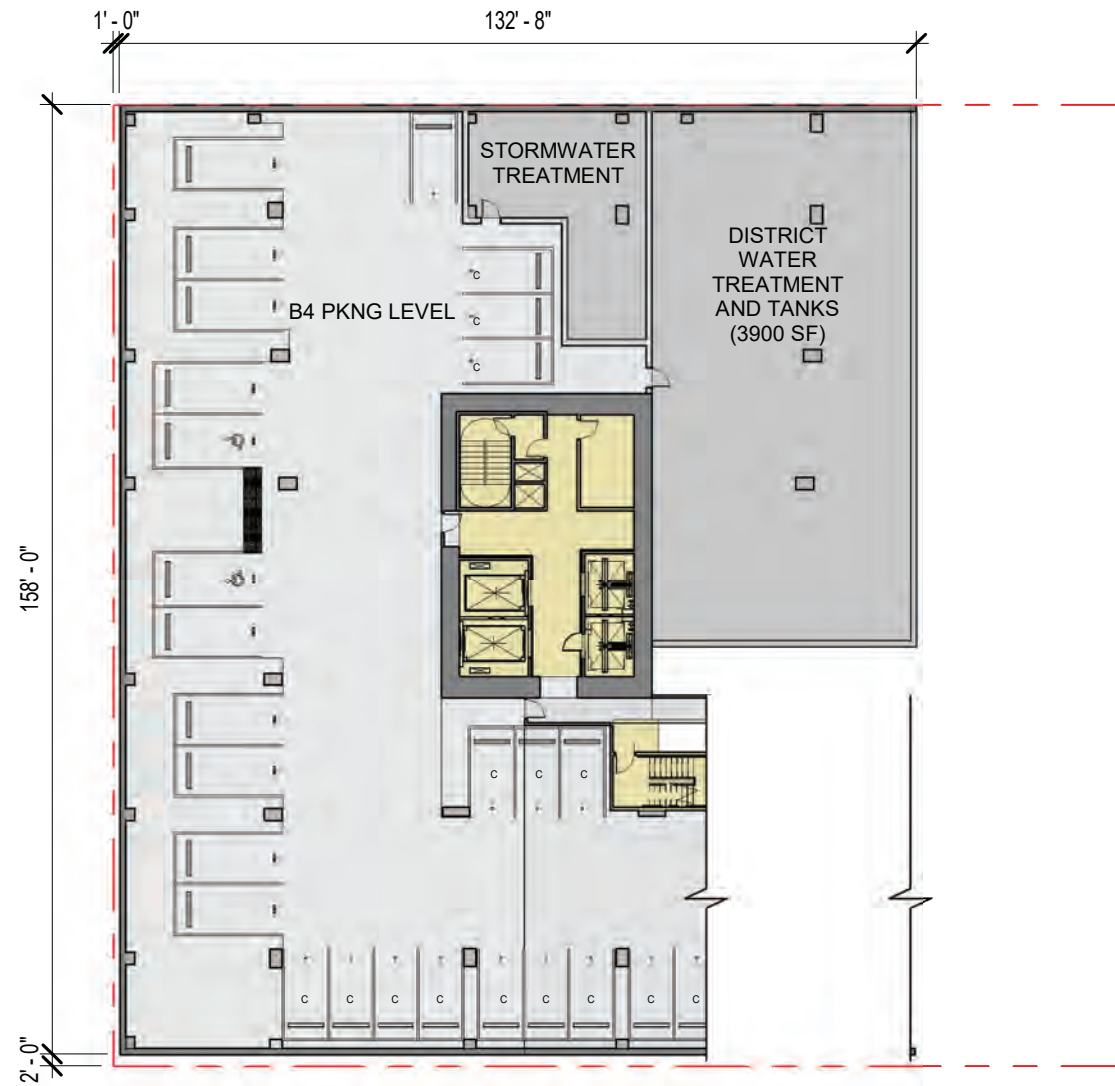


TOWER ROOF PLAN



MECHANICAL ROOF PLAN





LEVEL B4 PLAN

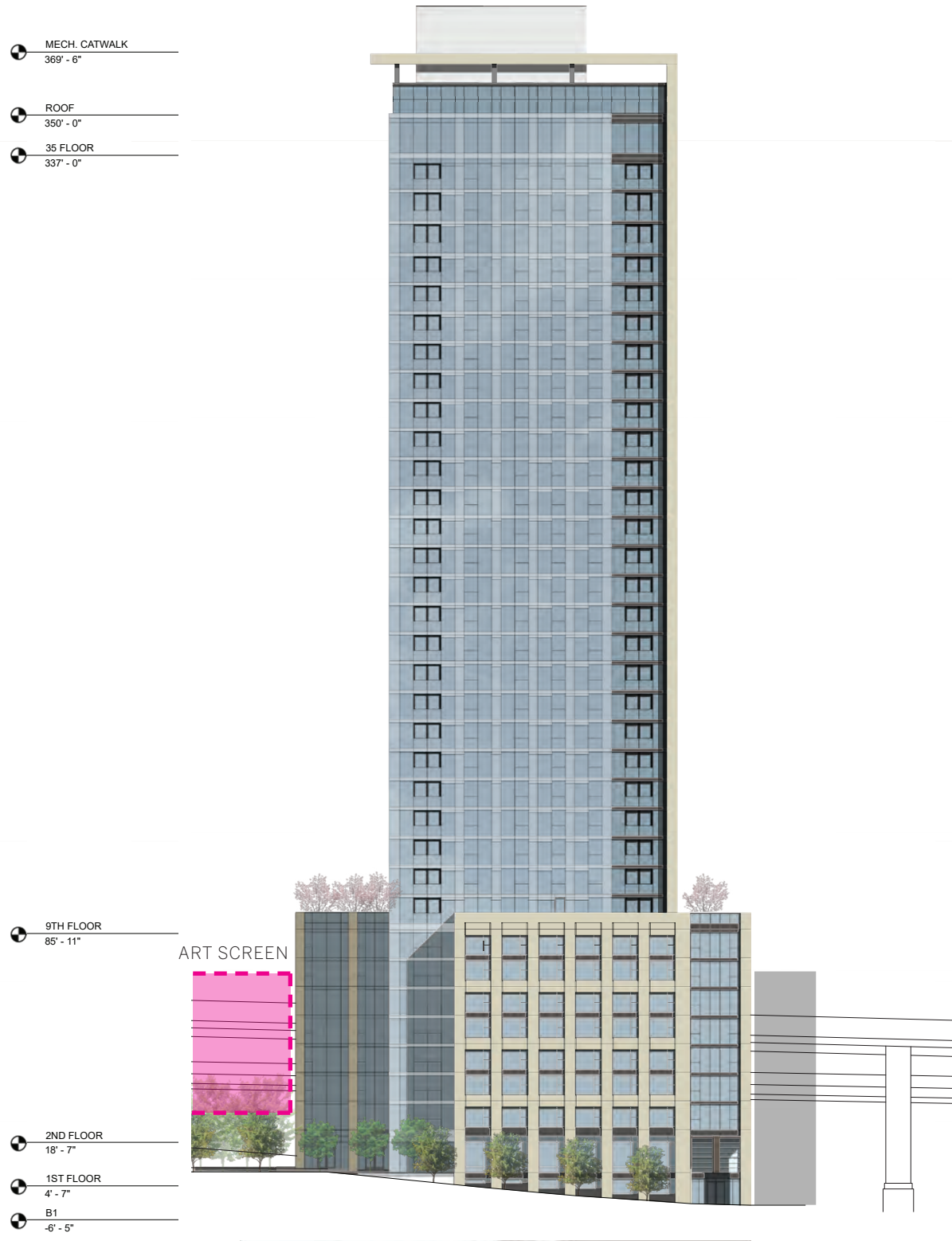
1/32" = 1'-0"



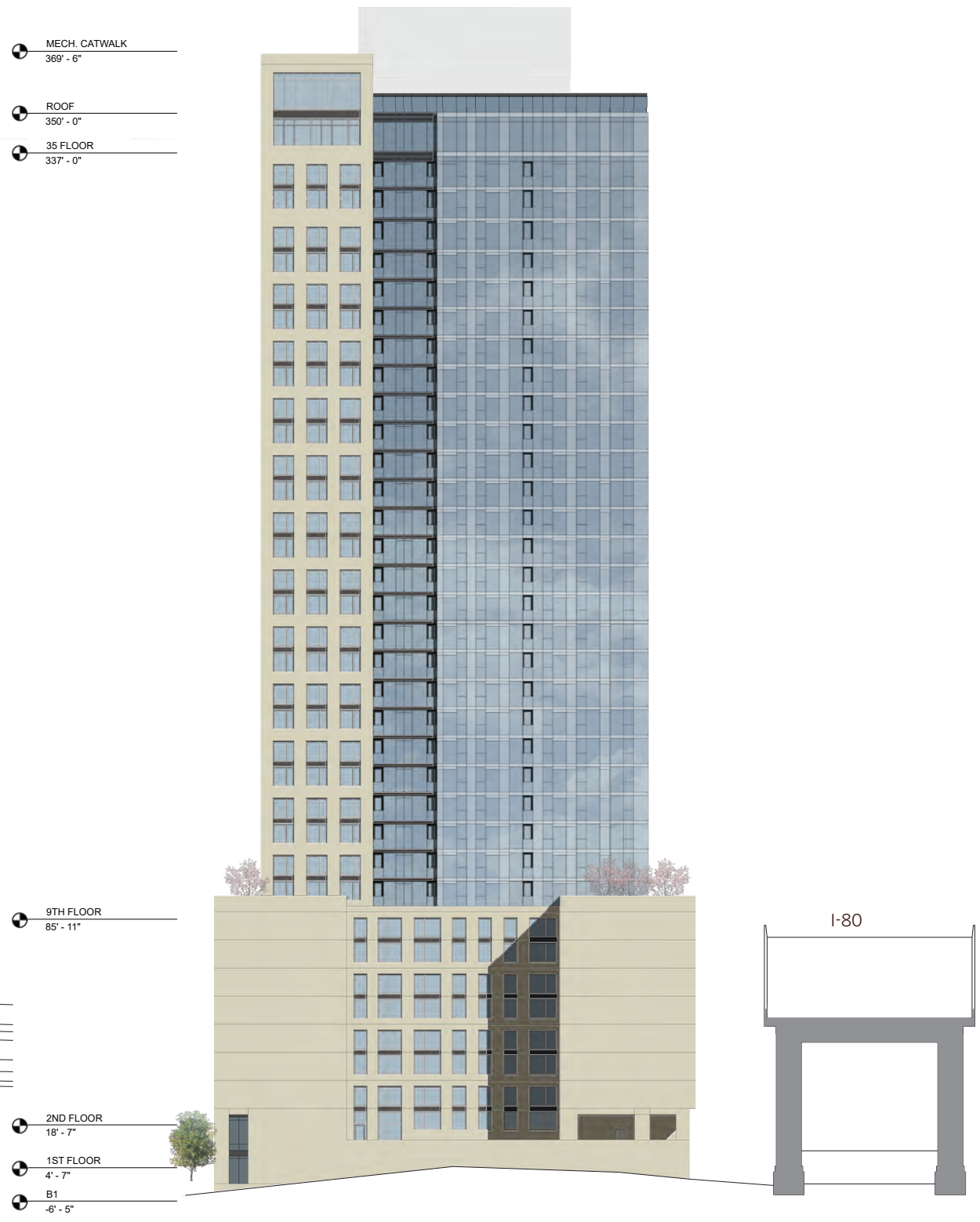
LEVEL B3 PLAN



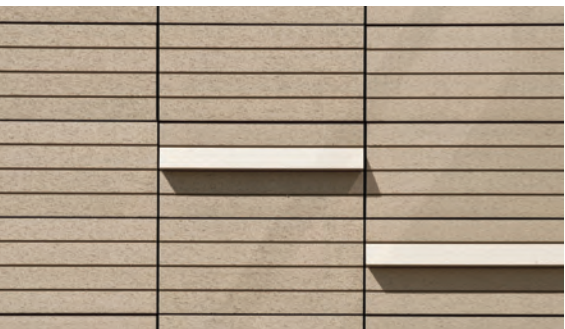
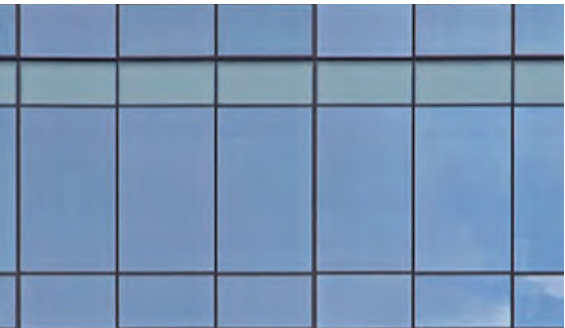
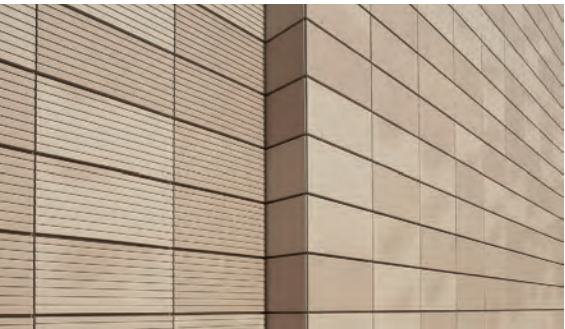
LEVEL B2 PLAN



NORTH ELEVATION (HARRISON ST)



WEST ELEVATION

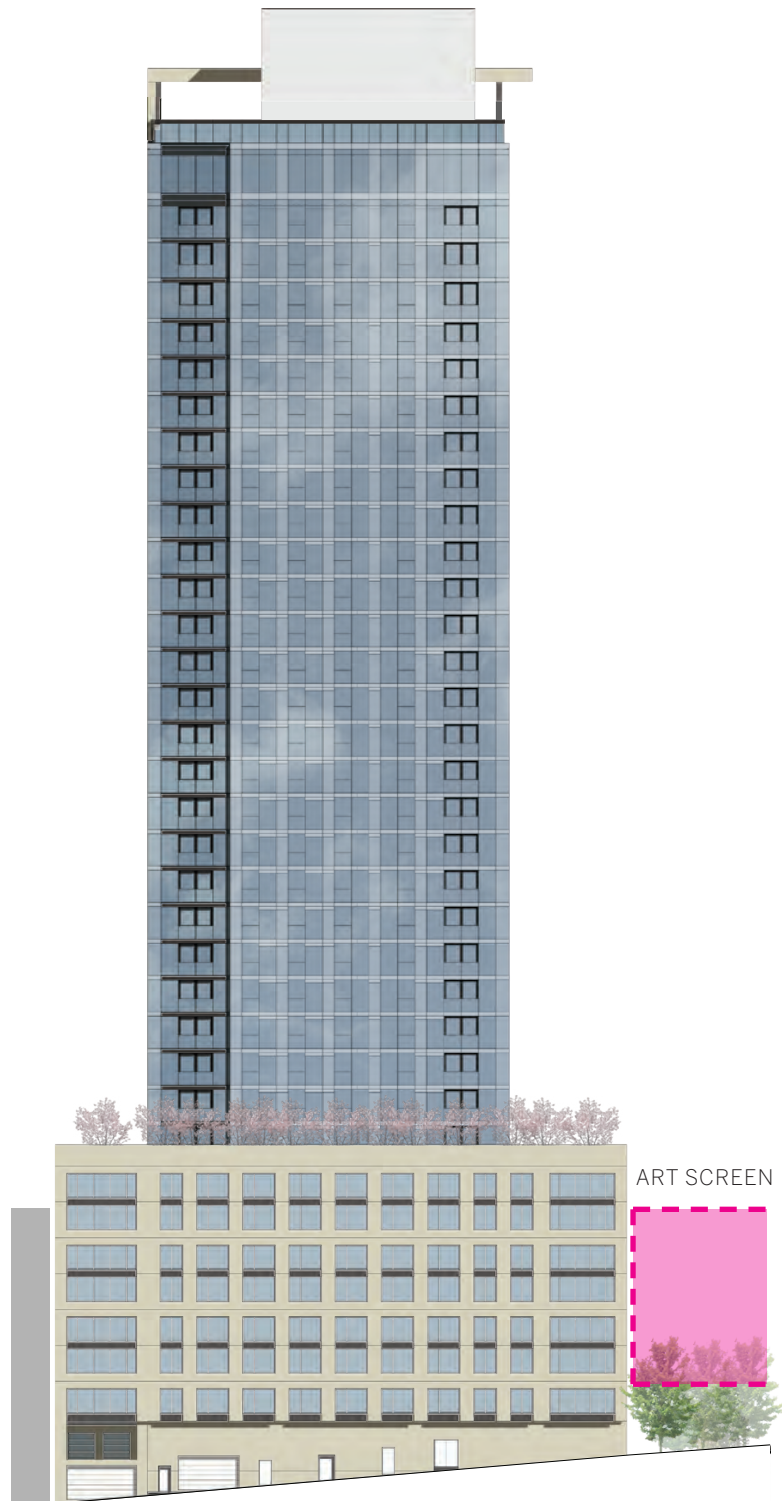


1/50" = 1'-0"

- MECH. CATWALK
369' - 6"
- ROOF
350' - 0"
- 35 FLOOR
337' - 0"

- 9TH FLOOR
85' - 11"

- 2ND FLOOR
18' - 7"
- 1ST FLOOR
4' - 7"
- B1
-6' - 5"

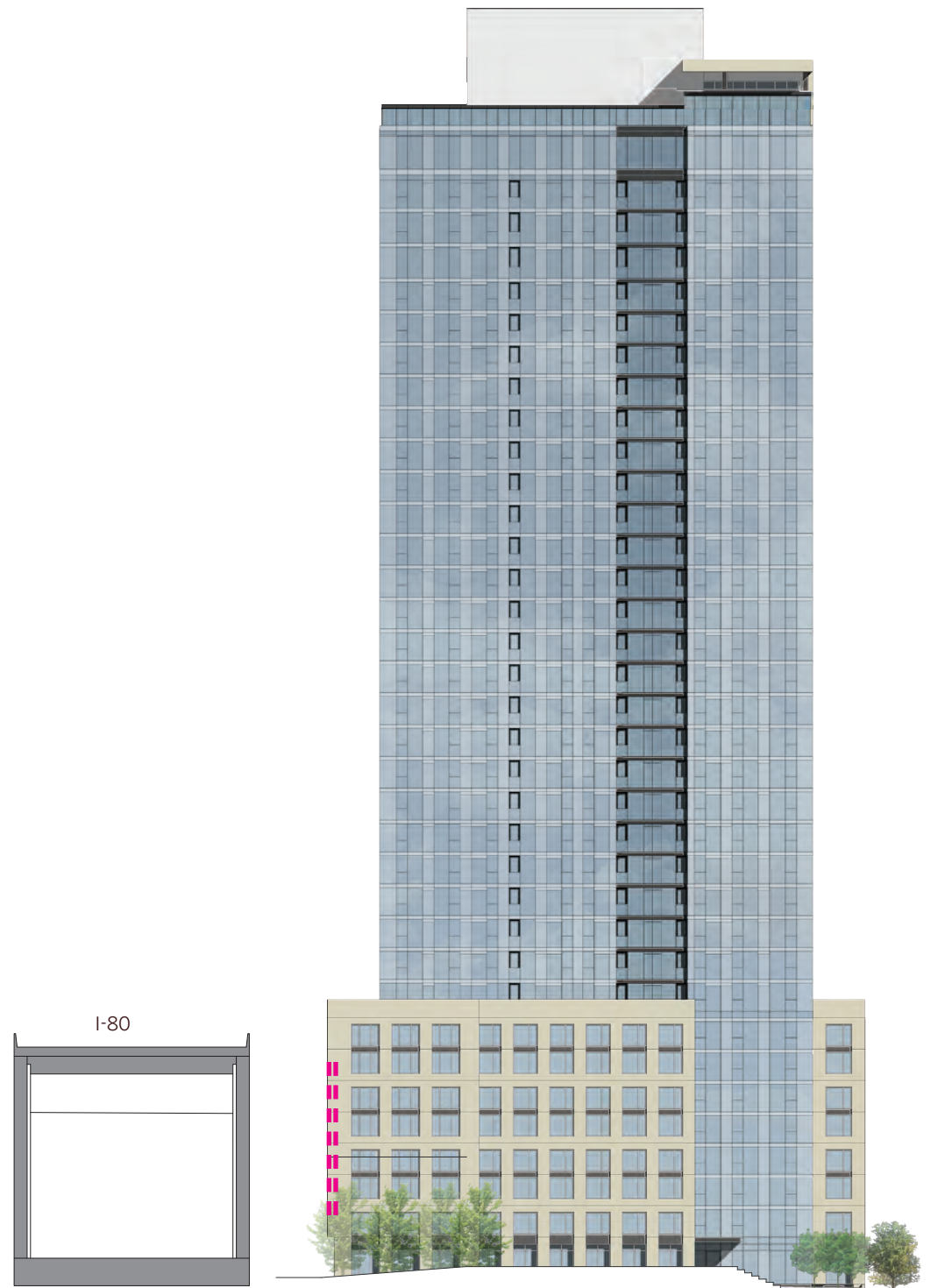


SOUTH ELEVATION (PERRY ST)

- MECH. CATWALK
369' - 6"
- ROOF
350' - 0"
- 35 FLOOR
337' - 0"

- 9TH FLOOR
85' - 11"

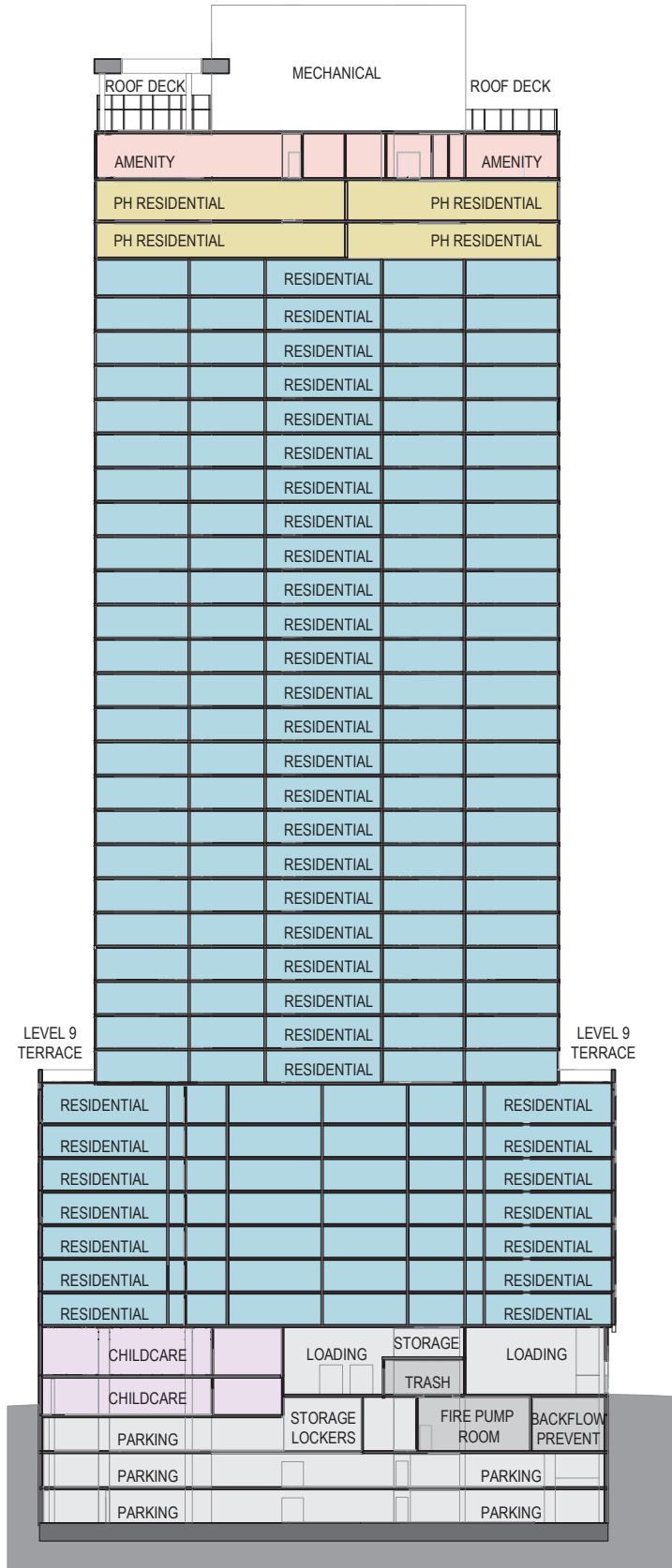
- 2ND FLOOR
18' - 7"
- 1ST FLOOR
4' - 7"
- B1
-6' - 5"



EAST ELEVATION (HAWTHORNE PLAZA)

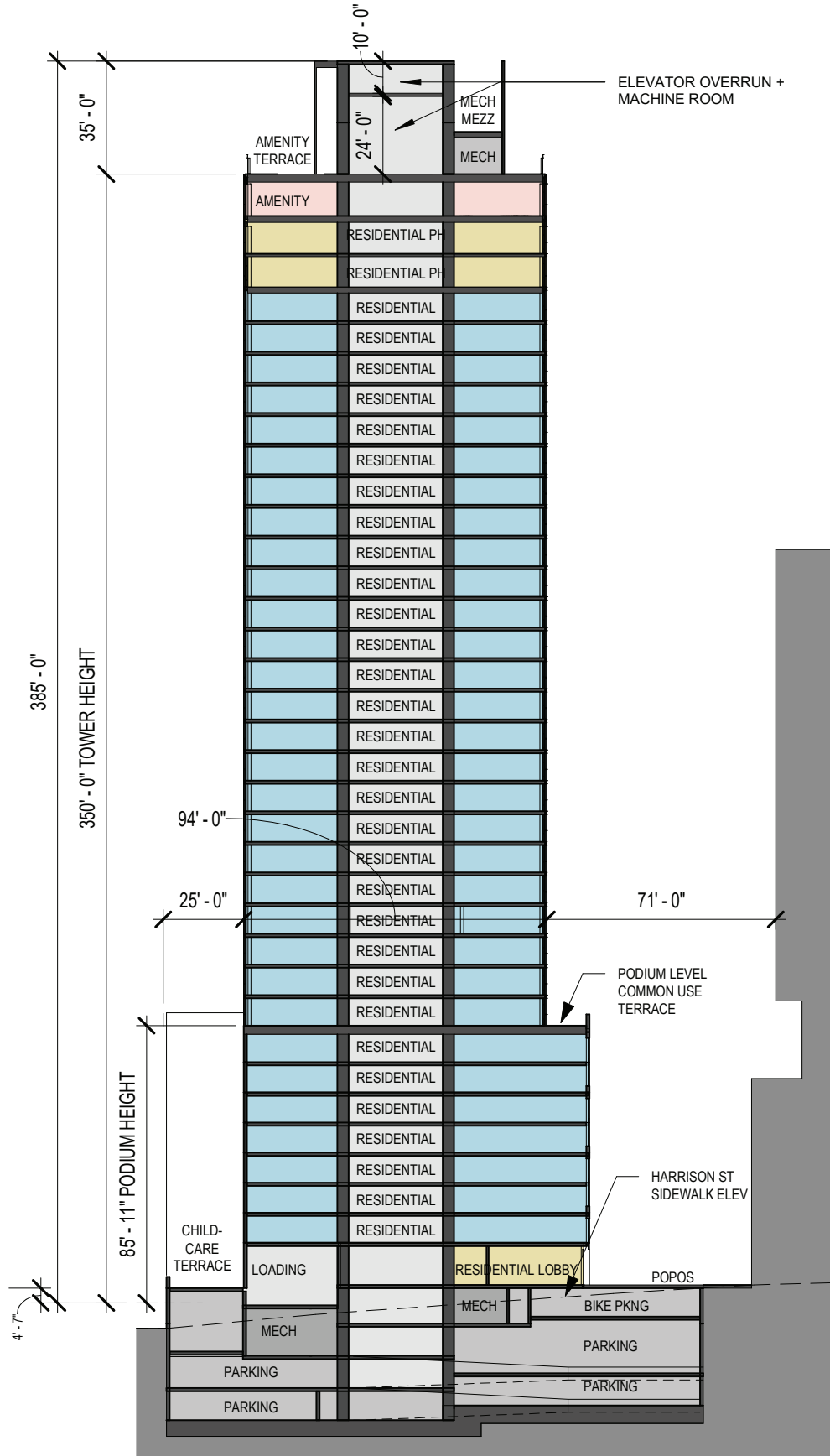
1/50" = 1'-0"

MECH. ROOF 365' - 11"
ROOF 350' - 0"
35 FLOOR 337' - 0"
34 FLOOR 329' - 5"
33 FLOOR 314' - 11"
32 FLOOR 304' - 5"
31 FLOOR 294' - 11"
30 FLOOR 285' - 5"
29 FLOOR 275' - 11"
28 FLOOR 266' - 5"
27 FLOOR 256' - 11"
26 FLOOR 247' - 5"
25 FLOOR 237' - 11"
24 FLOOR 228' - 5"
23 FLOOR 218' - 11"
22 FLOOR 209' - 5"
21 FLOOR 199' - 11"
20TH FLOOR 190' - 5"
19TH FLOOR 180' - 11"
18TH FLOOR 171' - 5"
17TH FLOOR 161' - 11"
16TH FLOOR 152' - 5"
15TH FLOOR 142' - 11"
14TH FLOOR 133' - 5"
13TH FLOOR 123' - 11"
12TH FLOOR 114' - 5"
11TH FLOOR 104' - 11"
10TH FLOOR 95' - 5"
9TH FLOOR 85' - 11"
8TH FLOOR 74' - 7"
7TH FLOOR 65' - 3"
6TH FLOOR 55' - 11"
5TH FLOOR 46' - 7"
4TH FLOOR 37' - 3"
3RD FLOOR 27' - 11"
2ND FLOOR 18' - 7"
1ST FLOOR 4' - 7"
B1 -6' - 5"
B2 -16' - 5"
B3 -26' - 5"
B4 -36' - 5"



1/50" = 1'-0"

MECH. ROOF 365' - 11"
ROOF 350' - 0"
35 FLOOR 337' - 0"
34 FLOOR 329' - 5"
33 FLOOR 314' - 11"
32 FLOOR 304' - 5"
31 FLOOR 294' - 11"
30 FLOOR 285' - 5"
29 FLOOR 275' - 11"
28 FLOOR 266' - 5"
27 FLOOR 256' - 11"
26 FLOOR 247' - 5"
25 FLOOR 237' - 11"
24 FLOOR 228' - 5"
23 FLOOR 218' - 11"
22 FLOOR 209' - 5"
21 FLOOR 199' - 11"
20TH FLOOR 190' - 5"
19TH FLOOR 180' - 11"
18TH FLOOR 171' - 5"
17TH FLOOR 161' - 11"
16TH FLOOR 152' - 5"
15TH FLOOR 142' - 11"
14TH FLOOR 133' - 5"
13TH FLOOR 123' - 11"
12TH FLOOR 114' - 5"
11TH FLOOR 104' - 11"
10TH FLOOR 95' - 5"
9TH FLOOR 85' - 11"
8TH FLOOR 74' - 7"
7TH FLOOR 65' - 3"
6TH FLOOR 55' - 11"
5TH FLOOR 46' - 7"
4TH FLOOR 37' - 3"
3RD FLOOR 27' - 11"
2ND FLOOR 18' - 7"
1ST FLOOR 4' - 7"
B1 -6' - 5"
B2 -16' - 5"
B3 -26' - 5"
B4 -36' - 5"



1/50" = 1'-0"

[illegible]**TOTAL 4200**





PRECEDENT IMAGES

“PROVIDE SOME DEPTH AT THE WINDOWS FOR THE BASE OF THE RESIDENTIAL BUILDING BEYOND JUST PROJECTING FRAMES. PROVIDE DURABLE AND MAINTAINABLE SOLID MATERIALS AT THE LOWER FLOORS OF THE BASE THAT ANCHOR THE BUILDING - AVOID OPEN EDGES IN THE INDICATED TERRACOTTA AT THE PEDESTRIAN LEVEL”

PODIUM DESIGN

VARIATION IN TERRACOTTA PANEL TO CREATE MORE PRONOUNCED DEPTH AND SHADOW LINE AT SPANDRELS

GREATER DEPTH AT PUNCHED WINDOWS BY BOTH RECESSING GLASS PLANE AND EXTRUDING METAL FRAME SURROUND

PRONOUNCED PLANE CHANGE AT PODIUM VERTICAL CURTAIN WALL SLOTS

STONE BASE TO AVOID OPEN TERRA COTTA CORNERS AT PEDESTRIAN GRADE



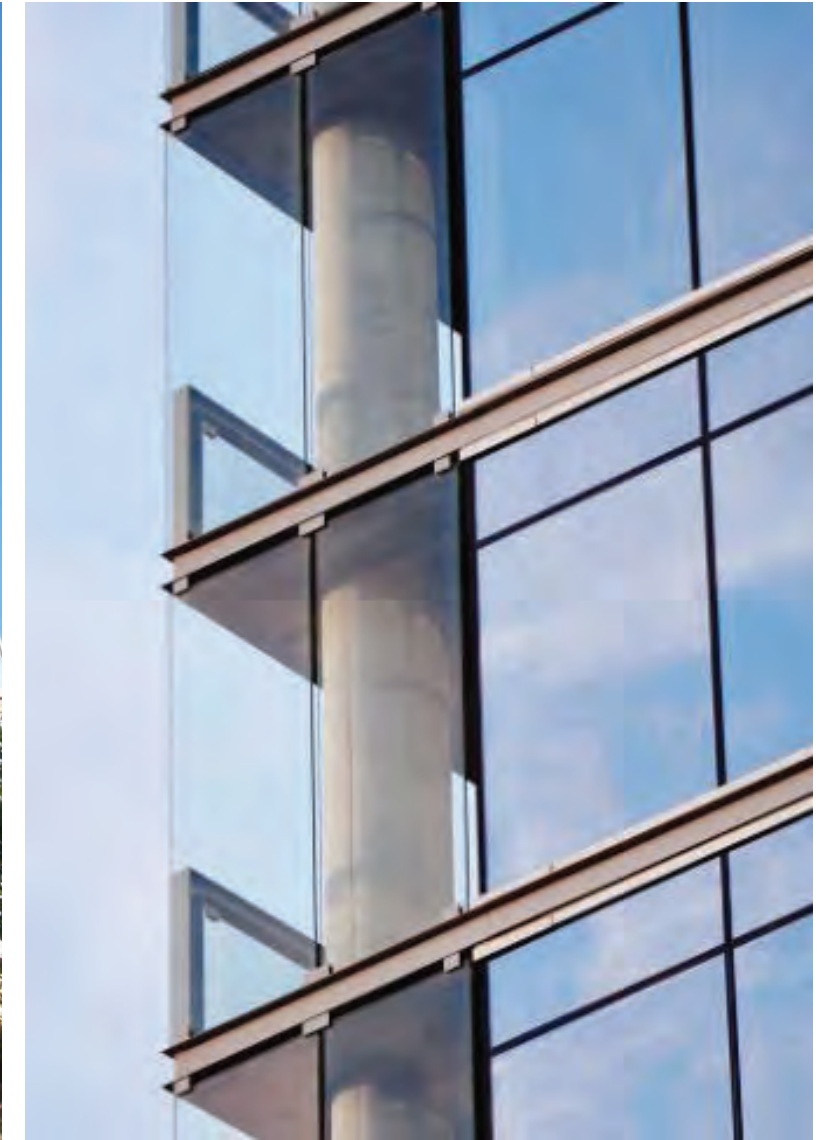
PRECEDENT IMAGES

“ENHANCE THE ELEMENTS IN THE CURTAINWALL OF THE UPPER PORTION OF THE RESID TOWER TO INCREASE THE LEGIBILITY OF THE HORIZONTALS (OR PERHAPS THE COLOR/ DETAILING/TYPE OF SPANDREL PANELS) AND THUS THE RESIDENTIAL QUALITIES OF THE USE”

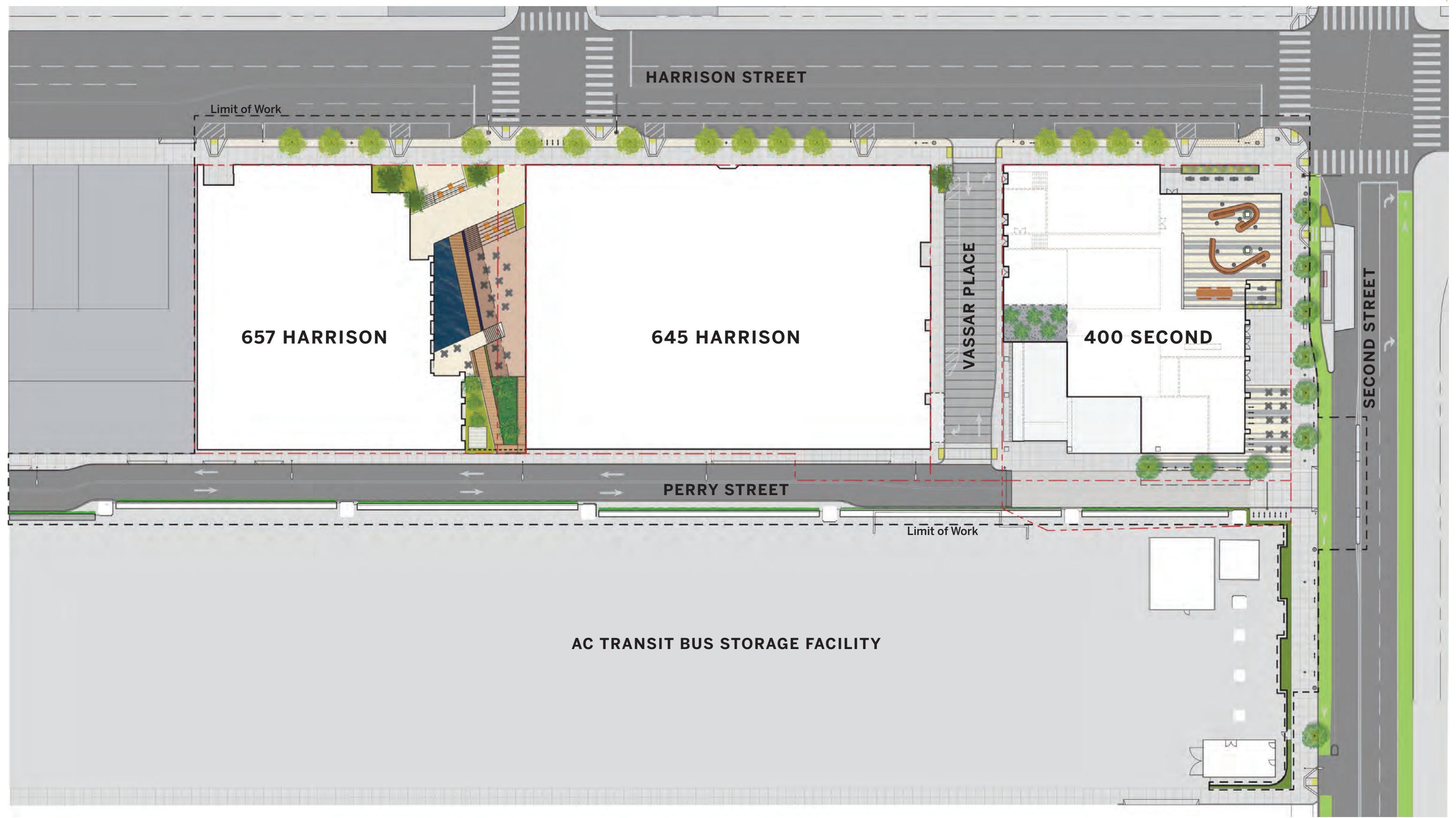
TOWER FACADE DESIGN

HORIZONTAL SLAB EDGE COVER OF WINDOW WALL SYSTEM TO BE PAINTED METAL TO ACCENTUATE HORIZONTALITY

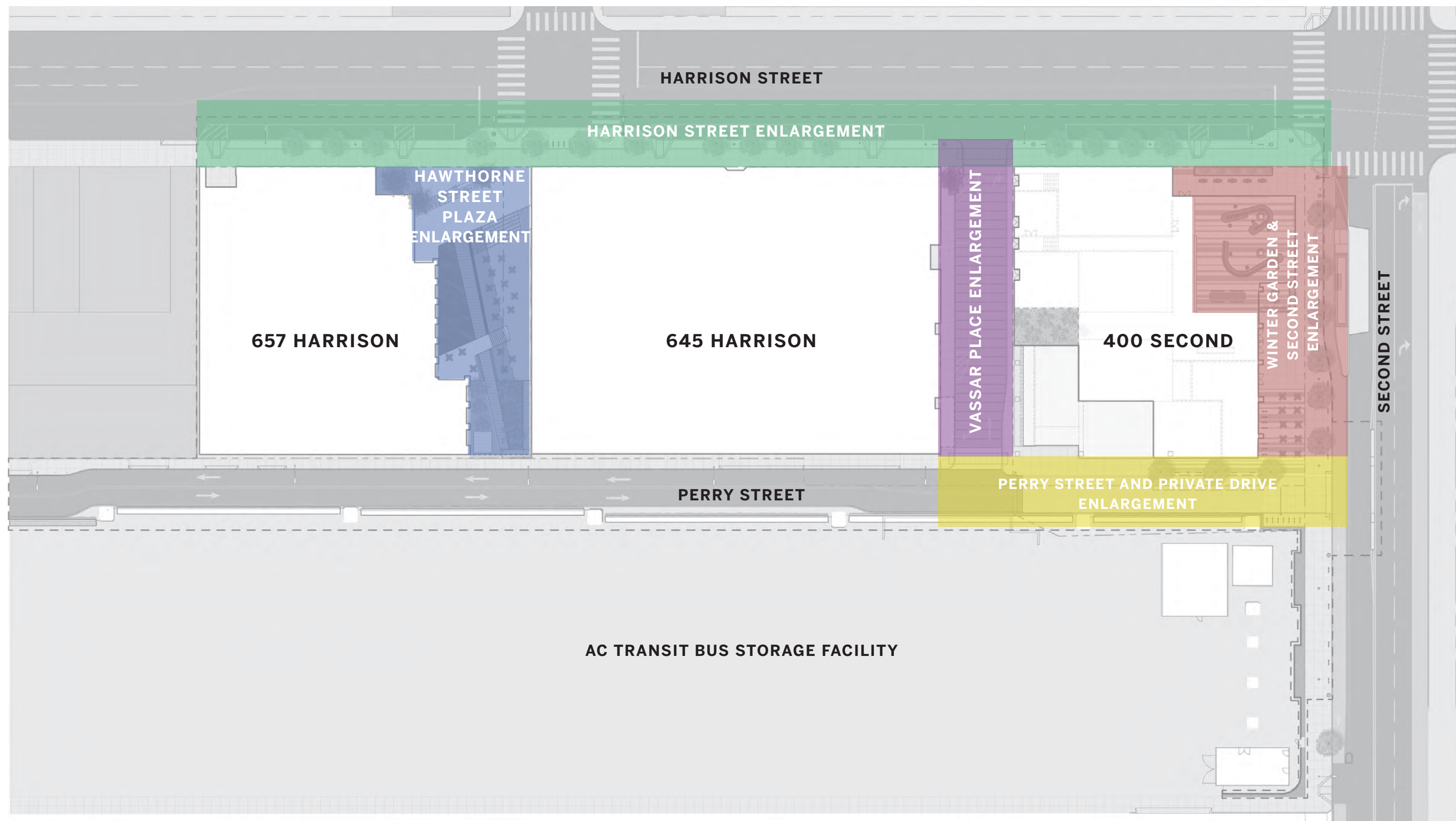
PATTERN OF VERTICAL SPANDREL GLASS, OPERABLE WINDOWS, AND HORIZONTAL METAL SLAB EDGE COVER TO BREAK DOWN OVERALL PROPORTIONS OF TOWER FACADE TO A MORE RESIDENTIAL SCALE



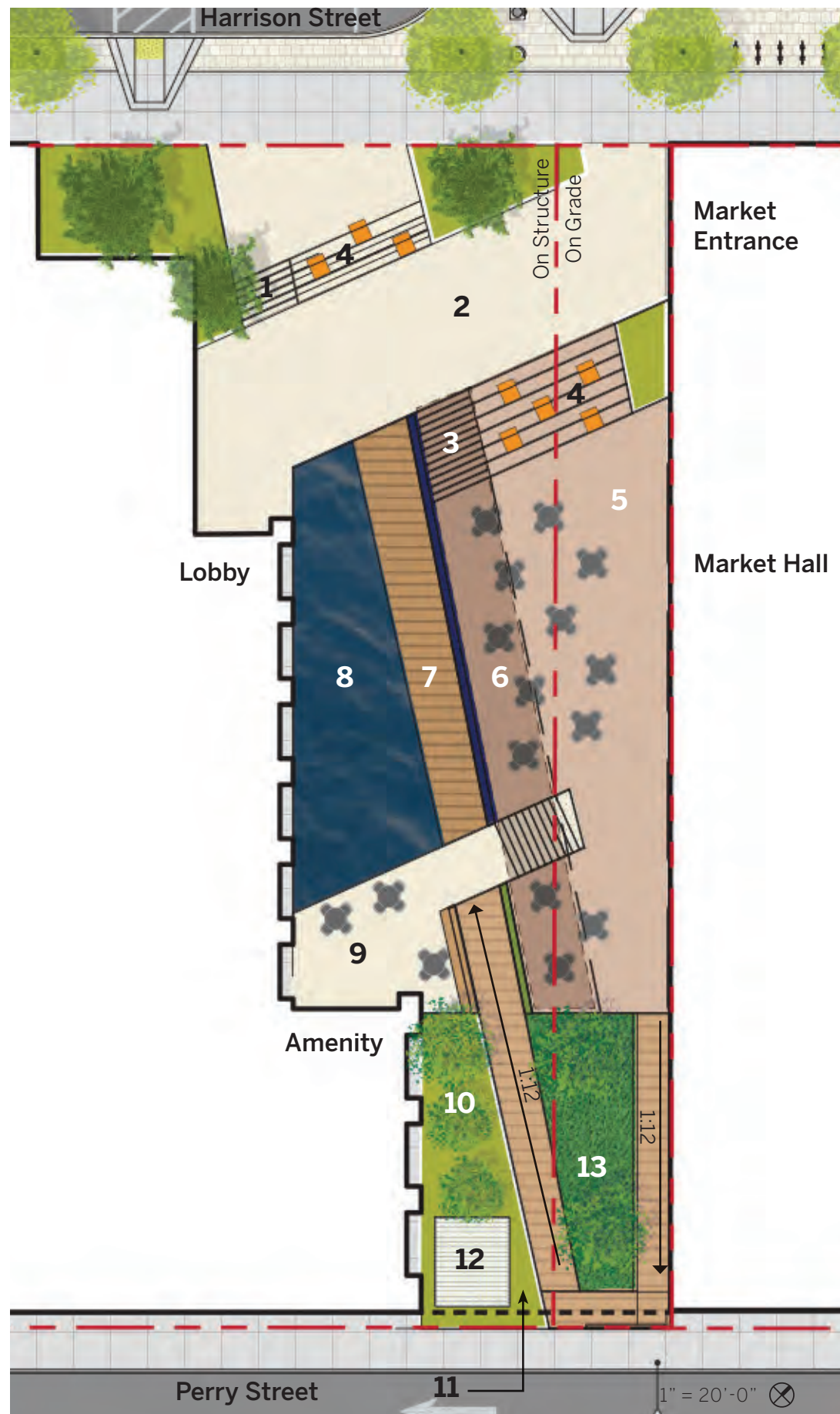
3 LANDSCAPE/ PUBLIC REALM



1" = 50'-0" 



1" = 50'-0" 



LEGEND

- 1 Entry Stair
- 2 Entry Plaza
- 3 Bleacher Stair
- 4 Bleacher Seating and Table

- 5 Dining Terrace
- 6 Shade Trellis
- 7 Garden Walk
- 8 Reflecting Pool
- 9 Amenity Plaza

- 10 Tree Grove
- 11 Art Screen (20" D x 31'6"W). 75% Perforated
- 12 Air Intake
- 13 Dog Relieving Area



BLEACHER STAIR & SEATING



SHADE TRELLIS



VIEW FROM HARRISON STREET



BLEACHER SEATING AND TABLE



DINING TERRACE



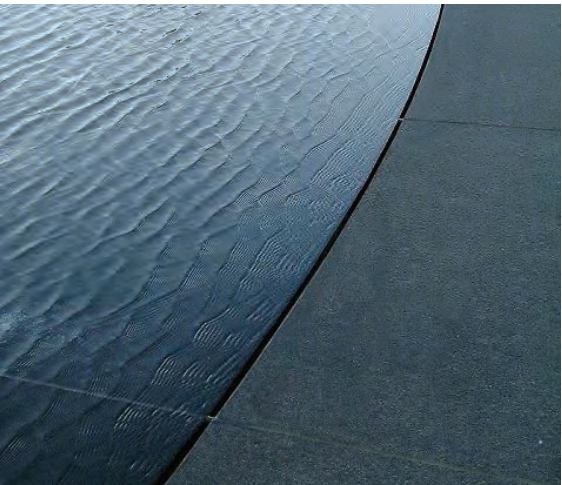
ART SCREEN



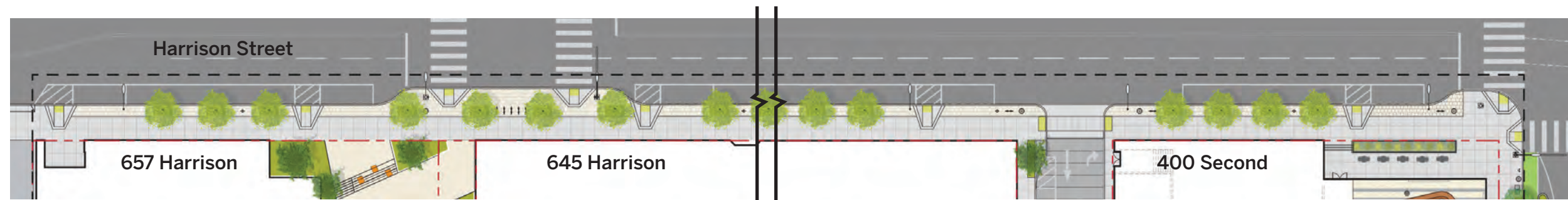
GARDEN WALK & TREE GROVE



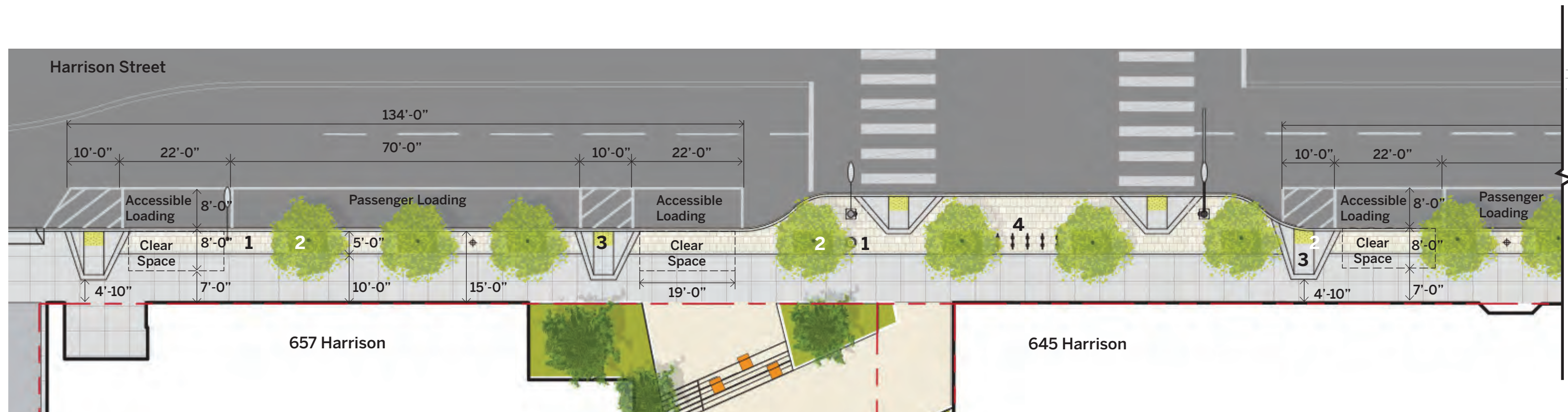
SHADE TRELLIS LIGHTING



REFLECTING POOL



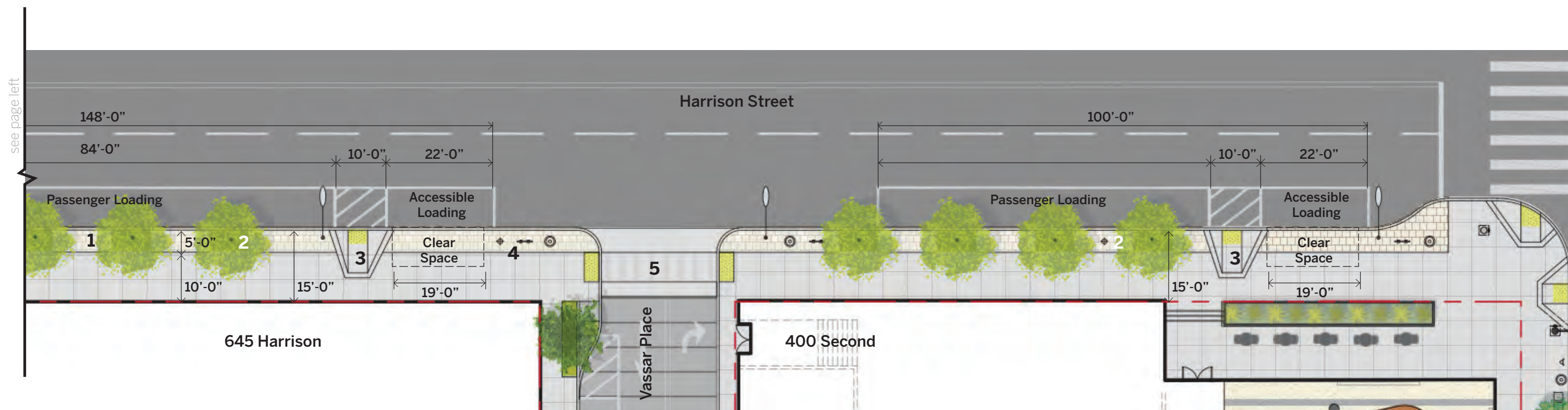
KEY MAP



LEGEND

- 1 Furnishing Zone with Permeable Unit Pavers
- 2 Street Tree and Tree Pit with Resin Bound Porous Paving
- 3 Accessible Ramp
- 4 Bicycle Rack
- 5 Table Top Crossing

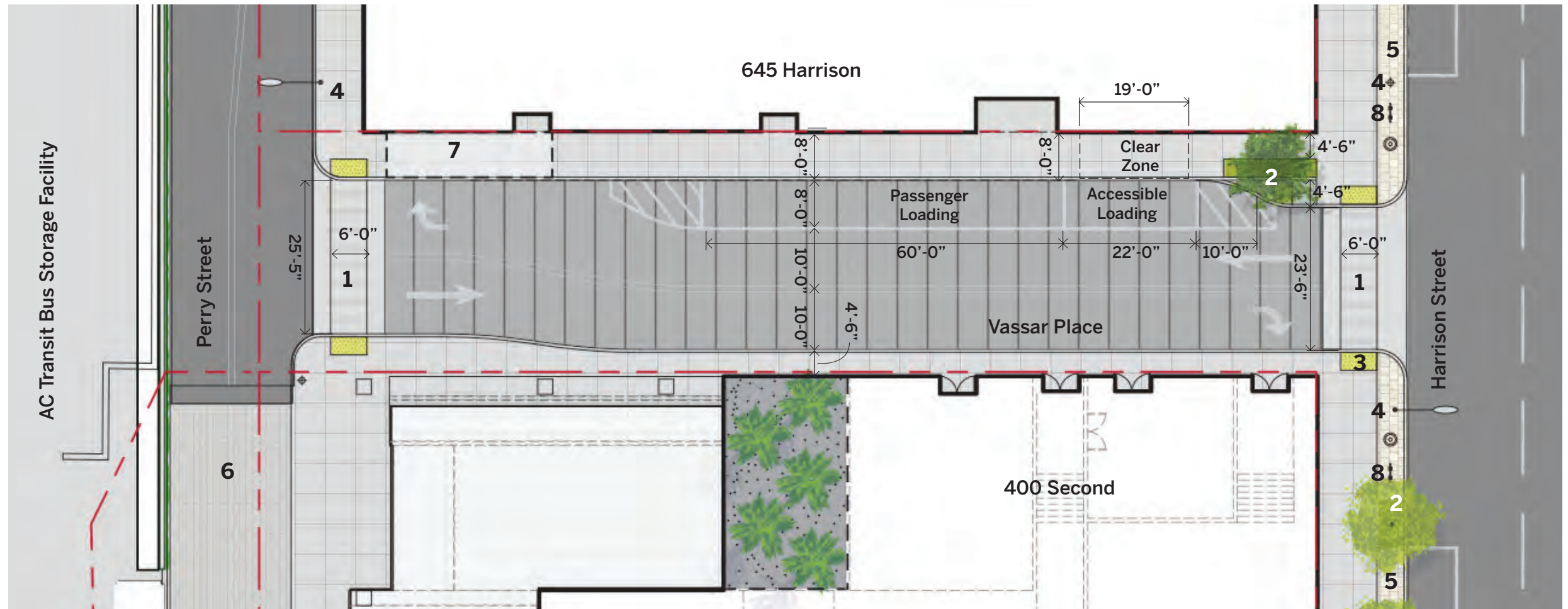
1" = 20'-0"



LEGEND


- 1 Furnishing Zone with Permeable Unit Pavers
- 2 Street Tree and Tree Pit with Resin Bound Porous Paving
- 3 Accessible Ramp
- 4 Bicycle Rack
- 5 Table Top Crossing

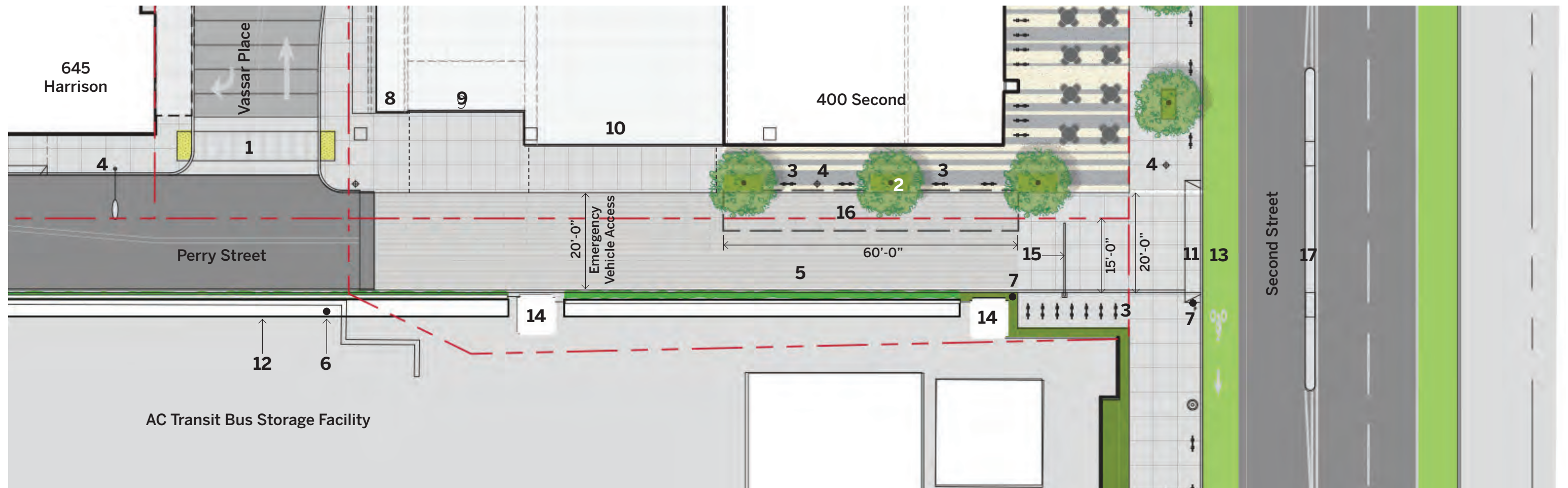
1" = 20'-0"



LEGEND

- 1 Table Top Crossing
- 2 Street Tree and Tree Pit with Resin Bound Porous Paving
- 3 Accessible Ramp
- 4 Street Light
- 5 Furniture with Permeable Unit Pavers
- 6 Private Drive
- 7 Entry Canopy
- 8 Bicycle Rack

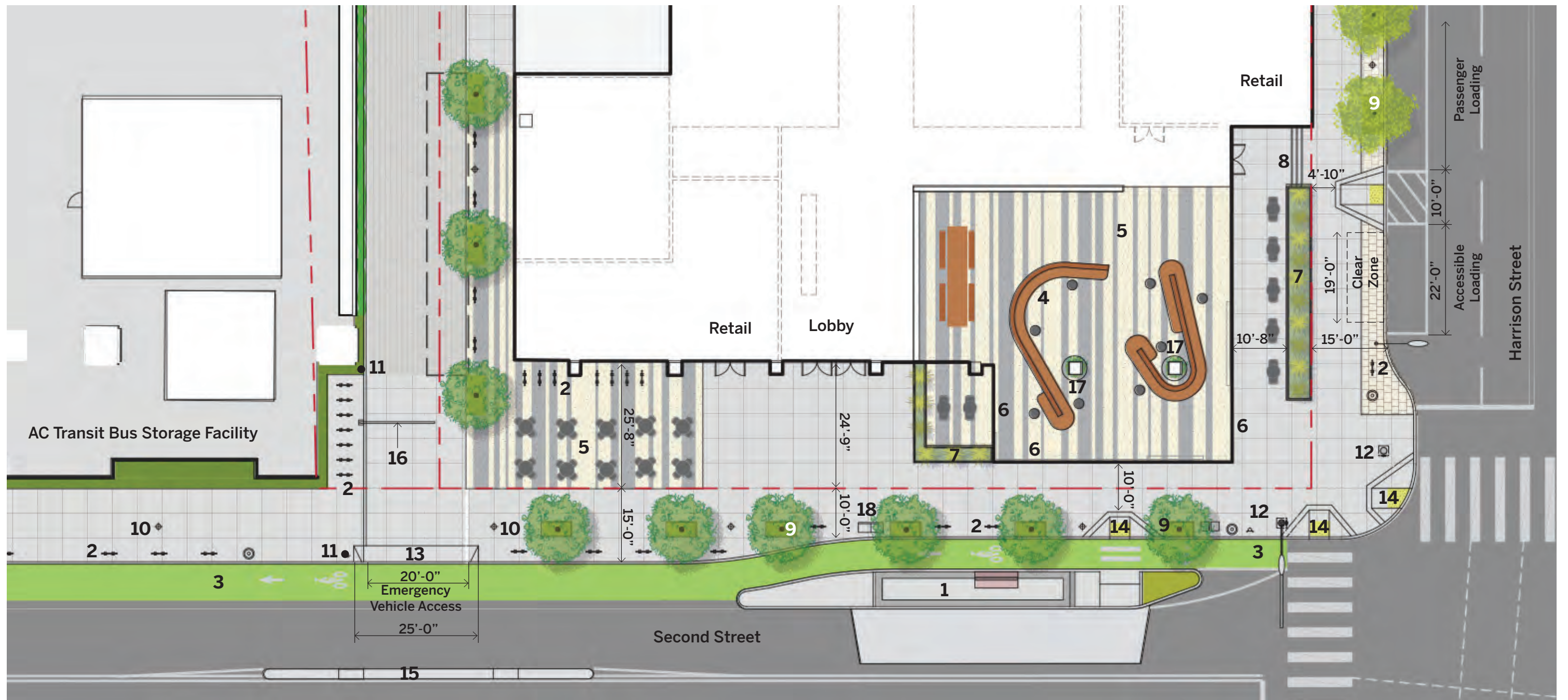
1" = 20'-0" 



LEGEND

- | | | |
|---|---|-------------------------------|
| 1 Table Top Crossing | 9 Vehicle Ramp | 17 Median with Mountable Curb |
| 2 Street Tree and Tree Pit with Resin Bound Porous Paving | 10 Loading /Trash Area | |
| 3 Bicycle Rack | 11 Private Driveway | |
| 4 Street Light | 12 New Sound Wall | |
| 5 Raised Private Drive | 13 Class II Bike Lane (per Second Street Improvement Plans) | |
| 6 Left Turn Only Sign | 14 Freeway Bent | |
| 7 Right Turn Only Sign | 15 Metering Gate Arm (25 Cars per Hour) | |
| 8 Bike Ramp | 16 Valet Staging Area | |

1" = 20'-0"



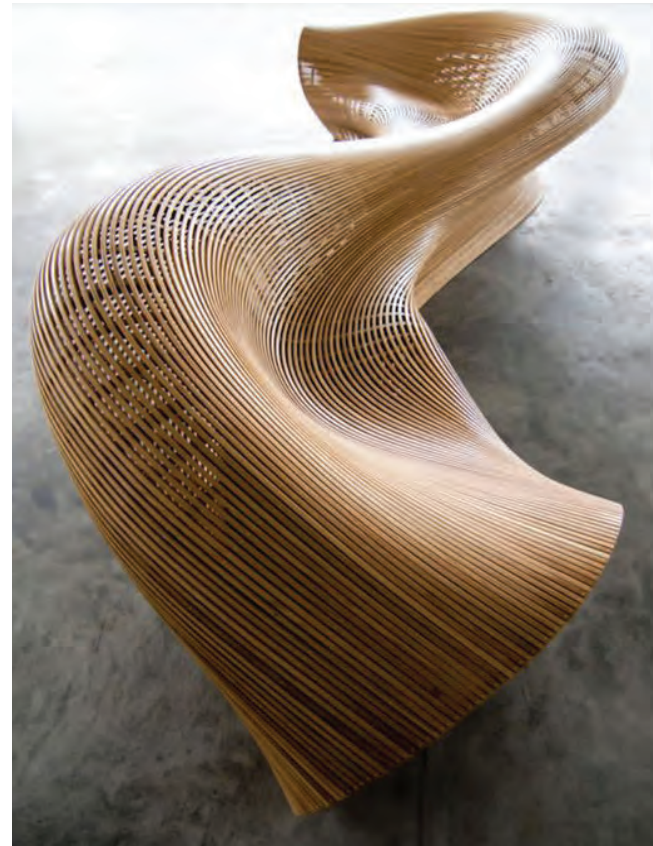
LEGEND

- | | | |
|--|---|--|
| 1 Transit Island (per Second Street Improvement Plans) | 7 Planter | 13 Private Driveway |
| 2 Bicycle Rack | 8 Stairs | 14 Accessible Ramp |
| 3 Class II Bike Lane (per Second Street Improvement Plans) | 9 Street Tree and Tree Pit with Resin Bound Porous Paving | 15 Median with Mountable Curb |
| 4 Seating Element with Tables | 10 Street Light (per Second Street Improvement Plans) | 16 Metering Gate Arm (25 Cars per Hour) |
| 5 Special Paving | 11 Right Turn Only Sign | 17 Planted Columns |
| 6 Accessible Entrance | 12 Traffic Signal (per Second Street Improvement Plans) | 18 Bench (per Second Street Improvement Plans) |

1" = 20'-0"



DYNAMIC SEATING AND TABLE ELEMENT WITH PHONE CHARGING OUTLETS



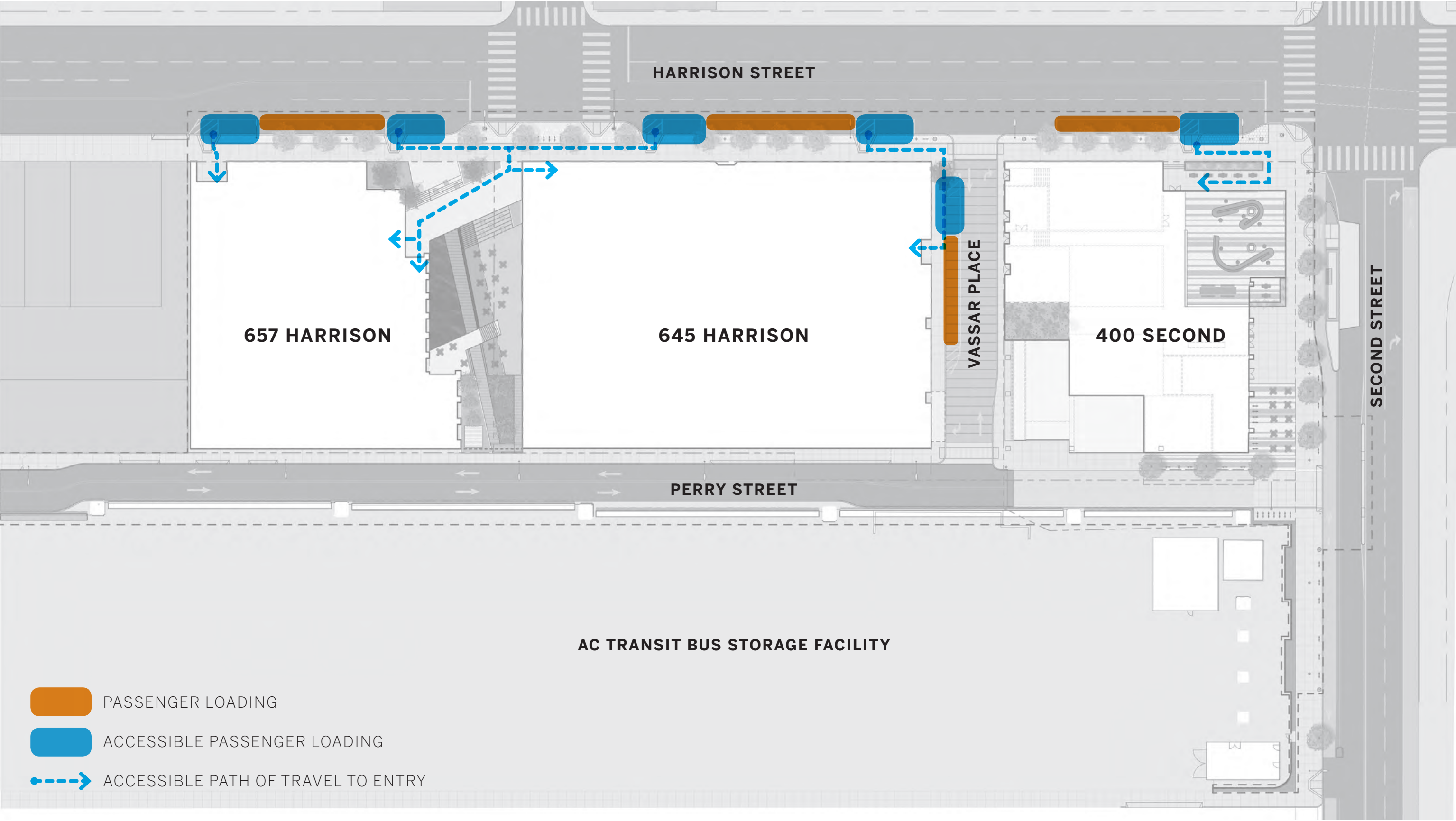
PLANTED COLUMNS



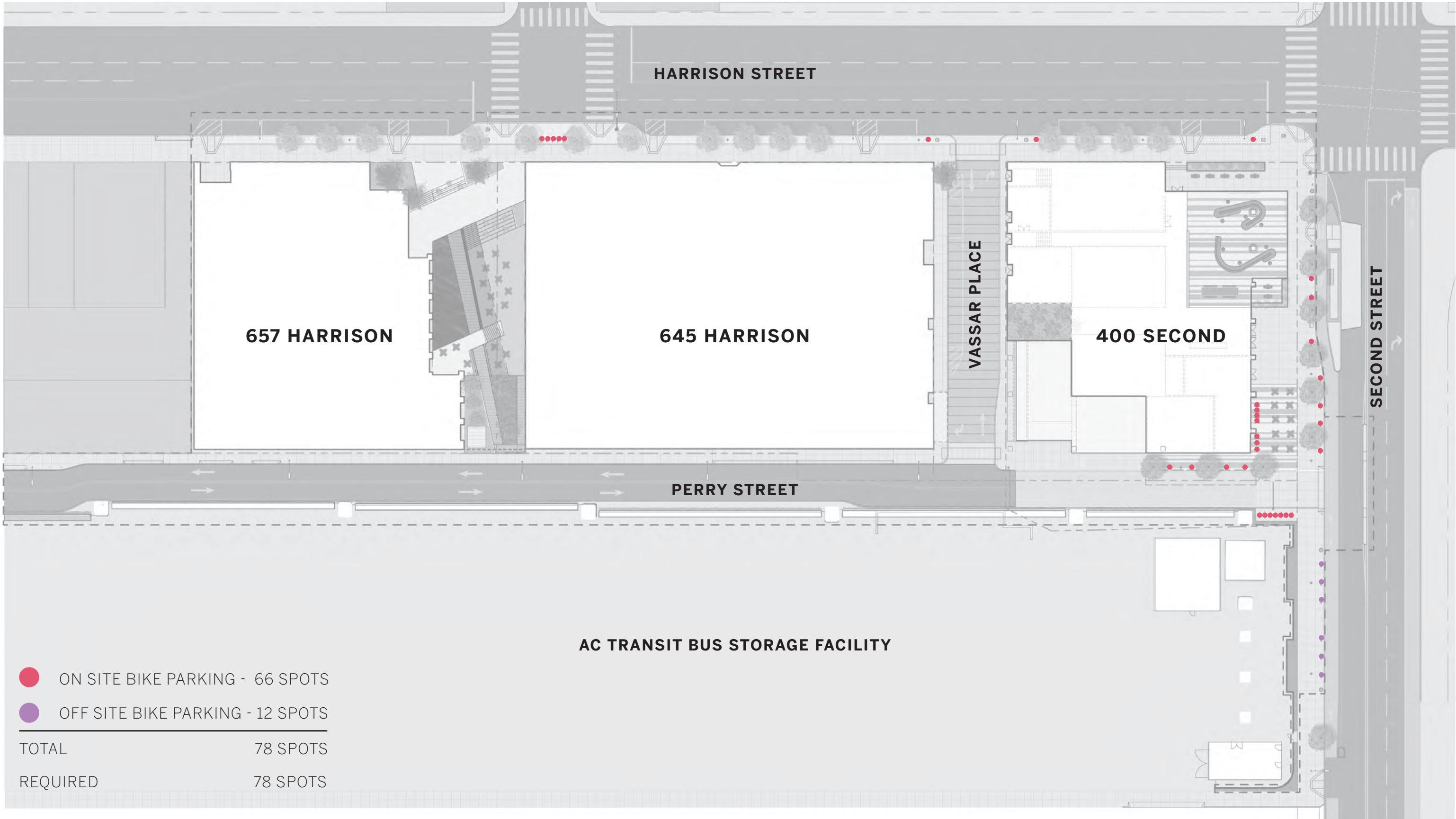
BLACK AND WHITE PAVING PATTERN



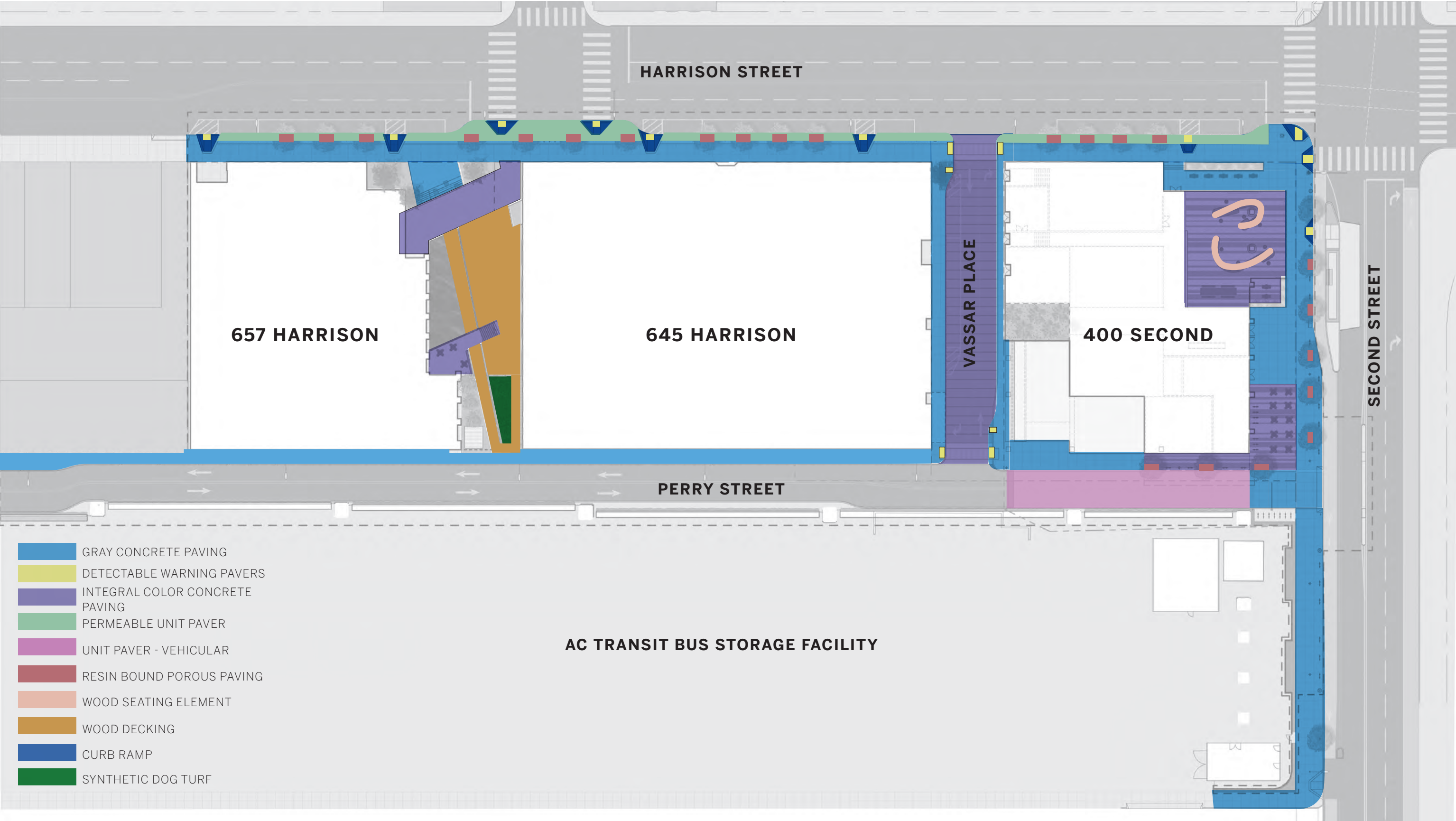
CREATIVE HANGING LIGHTS



1" = 50'-0" ⊗

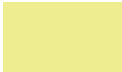


1" = 50'-0" ☒

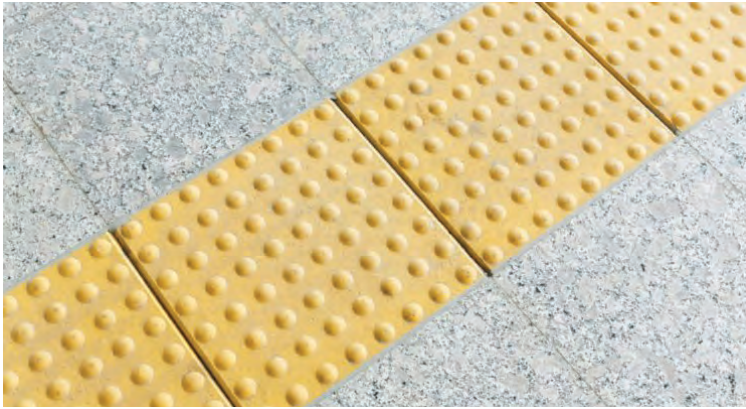




GRAY CONCRETE PAVING



DETECTABLE WARNING PAVERS



INTEGRAL COLOR CONCRETE PAVING



SITE FURNISHINGS



PERMEABLE UNIT PAVER



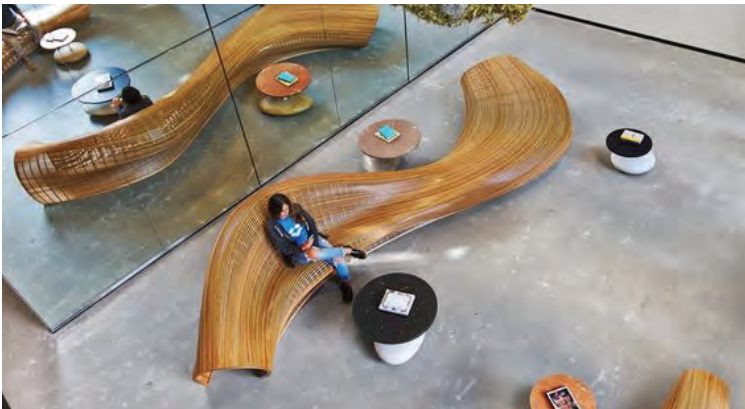
UNIT PAVER - VEHICULAR



RESIN BOUND POROUS PAVING



WOOD SEATING ELEMENT



WOOD DECKING



CURB RAMP



SYNTHETIC DOG TURF





PERRY STREET TREES



LOPHOSTEMON CONFERTUS - BRISBANE BOX
MATURE HEIGHT: 30', MATURE WIDTH: 15'-25'

HARRISON STREET TREES



PLATANUS X HISPANICA 'LIBERTY' - LONDON
PLANE TREE
MATURE HEIGHT: 40'-50', MATURE WIDTH: 30'-40'

HAWTHORNE PLAZA AND VASSAR PLACE
TREES



TRISTANIOPSIS LAURINA 'ELEGANT' - ELEGANT
WATER GUM; MATURE HEIGHT: 20'-30'', MATURE
WIDTH: 15'-20'

HAWTHORNE STREET PLAZA TREES @
PERRY STREET

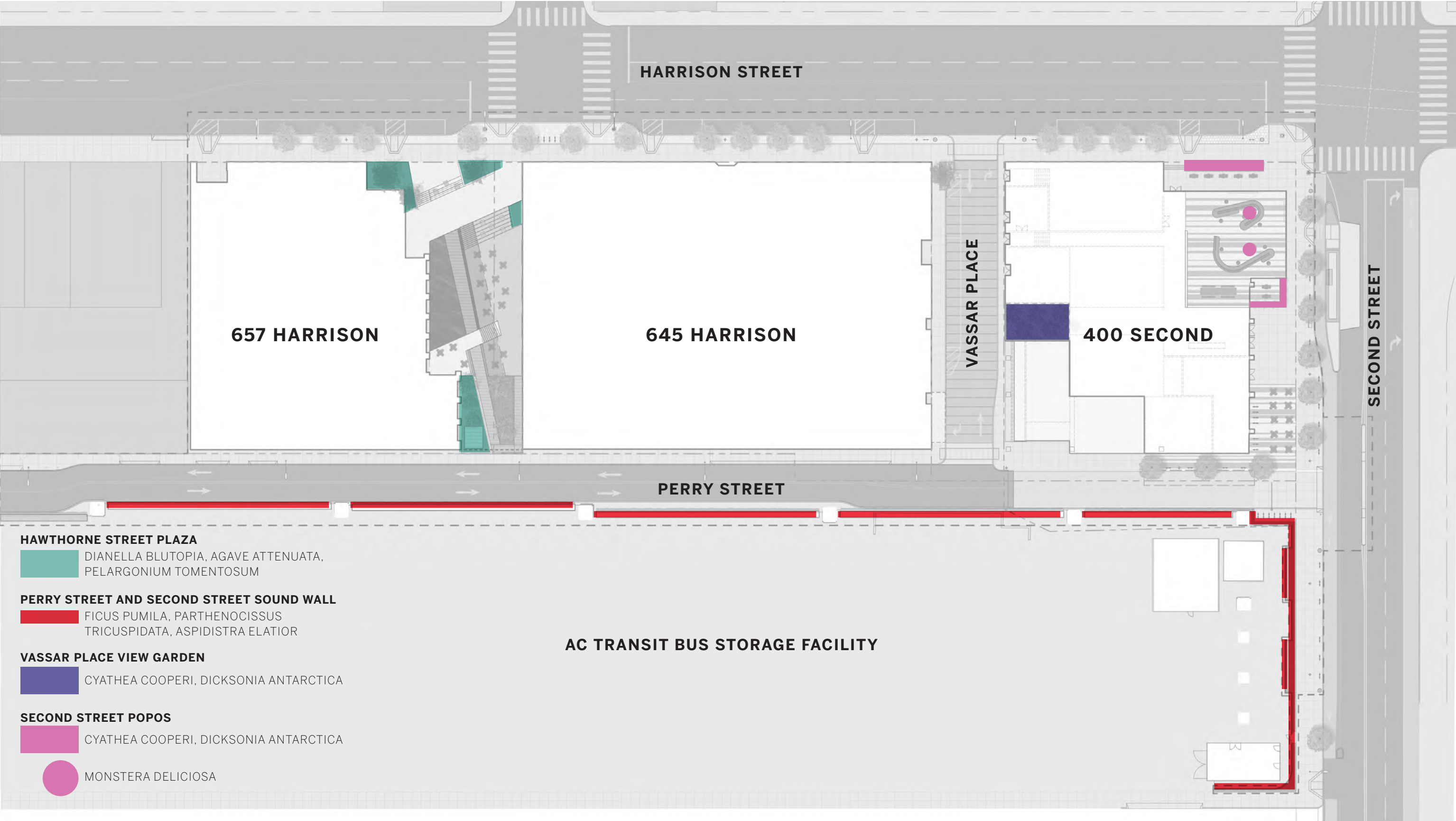


CORYMBIA CITRIODORA - LEMON-SCENTED
GUM
MATURE HEIGHT: 40'-60', MATURE WIDTH:

SECOND STREET TREES



GINKGO BILOBA 'AUTUMN GOLD' - GINKGO
TREE, MATURE HEIGHT: 35'-40', MATURE WIDTH:
20'-30'





HAWTHORNE STREET PLAZA



DIANELLA BLUTOPIA - BLUTOPIA FLAX LILY
MATURE HEIGHT: 2'-3'; MATURE WIDTH: 1'-2'



AGAVE ATTENUATA - FOX TAIL AGAVE
MATURE HEIGHT: 4'-5'; MATURE WIDTH: 6'-8'



PELARGONIUM TOMENTOSUM - SCENTED GERANIUM
MATURE HEIGHT: 1'-2'; MATURE WIDTH: 3'-4'



PERRY STREET AND SECOND STREET
SOUND WALL



FICUS PUMILA - CREEPING FIG VINE
MATURE HEIGHT: 40'



PARTHENOCISSUS TRICUSPIDATA - BOSTON IVY
MATURE HEIGHT: 40'



ASPIDISTRA ELATIOR - CAST IRON PLANT
MATURE HEIGHT: 2'; MATURE WIDTH: 2'-3'



VASSAR PLACE VIEW GARDEN



CYATHEA COOPERI - AUSTRALIAN TREE FERN
MATURE HEIGHT: 15'-20'; MATURE WIDTH: 8'-12'



DICKSONIA ANTARCTICA - TASMANIAN TREE FERN
MATURE HEIGHT: 12'-16'; MATURE WIDTH: 8'-10'



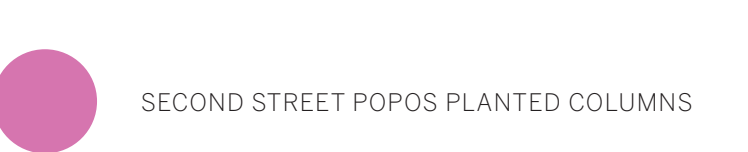
DICKSONIA ANTARCTICA - TASMANIAN TREE FERN
MATURE HEIGHT: 12'-16'; MATURE WIDTH: 8'-10'



SECOND STREET POPOS



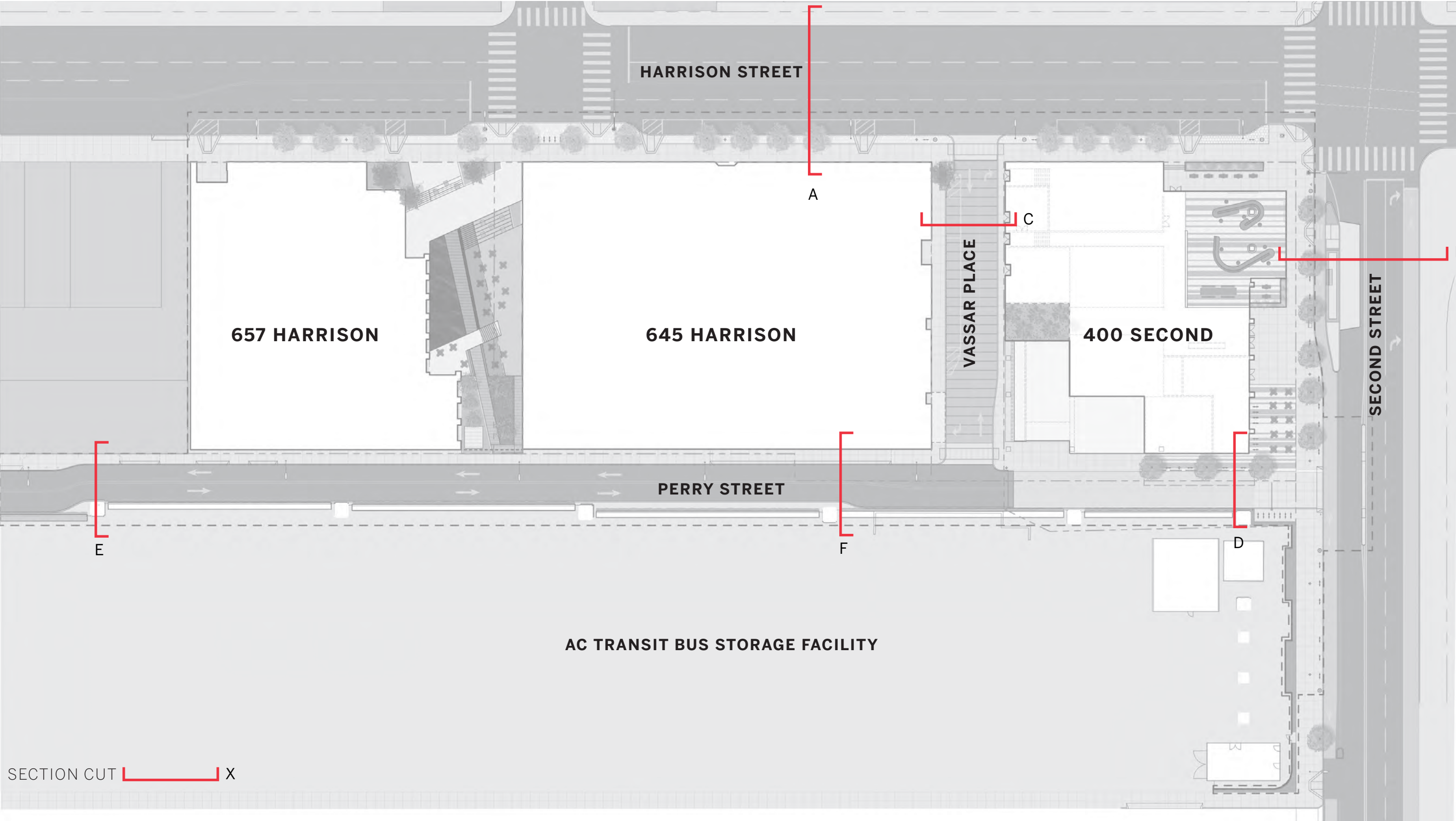
LOMANDRA LONGIFOLIA 'BREEZE' - DWARF MAT RUSH
MATURE HEIGHT: 2'-3'; MATURE WIDTH: 2'-4'



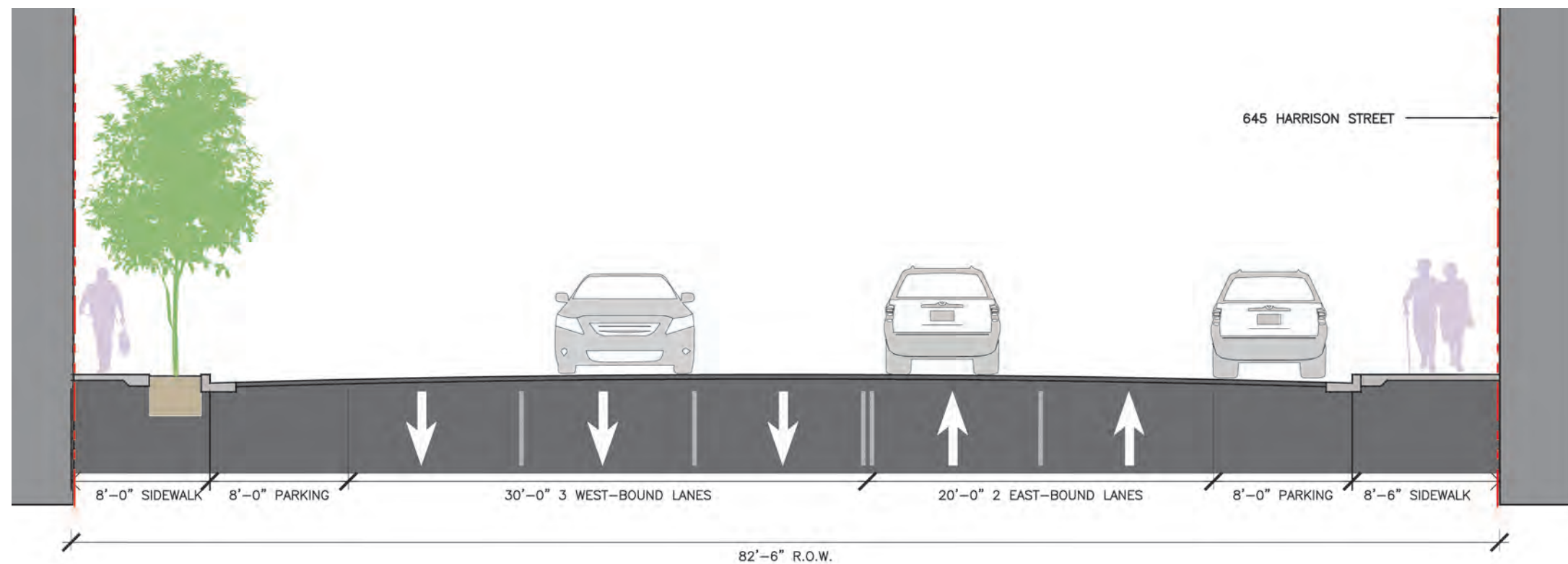
SECOND STREET POPOS PLANTED COLUMNS



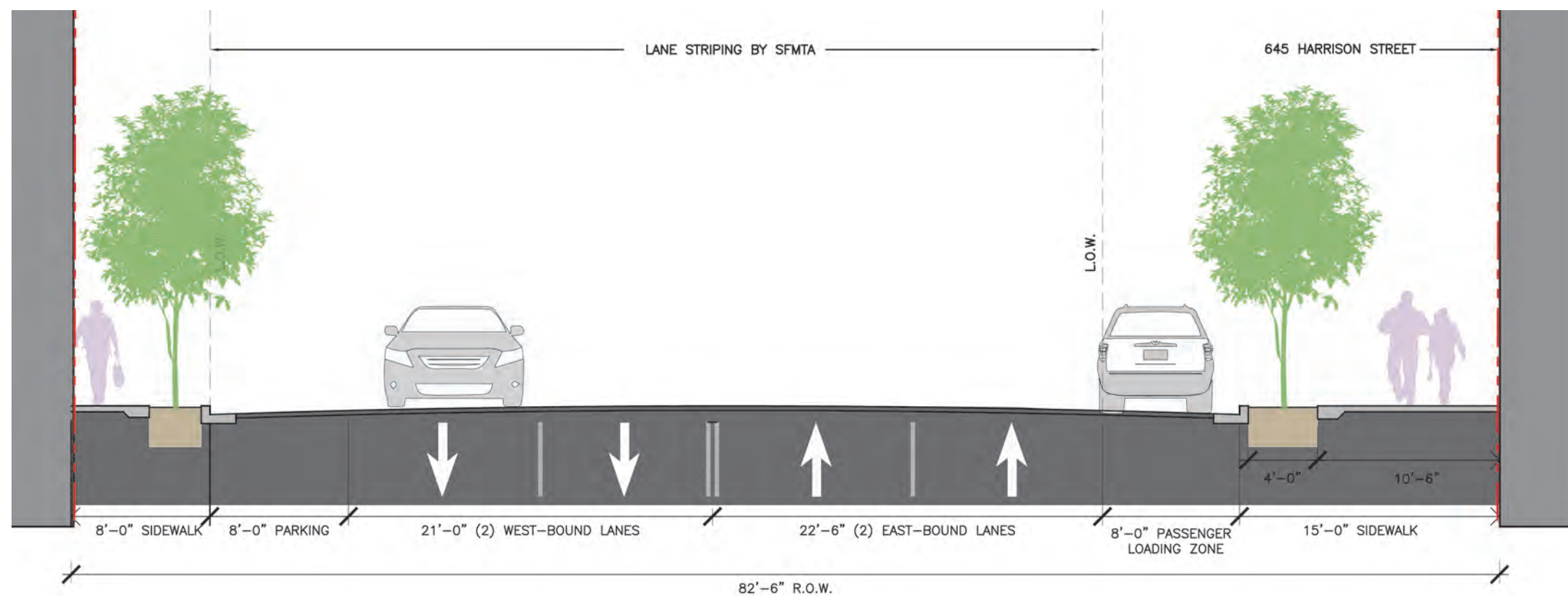
MONSTERA DELICIOSA - MEXICAN BREADFRUIT
MATURE HEIGHT: 30'-40'



1" = 50'-0" ⊗

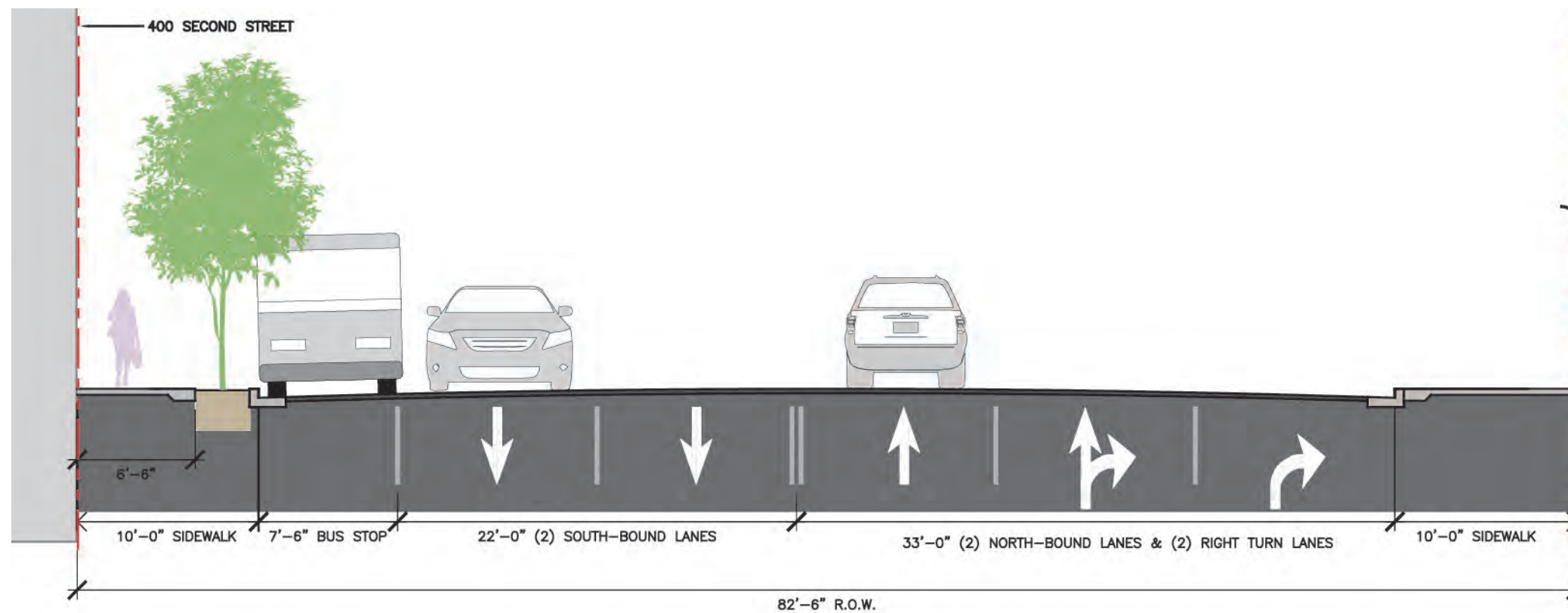


A EXISTING SECTION AT HARRISON STREET

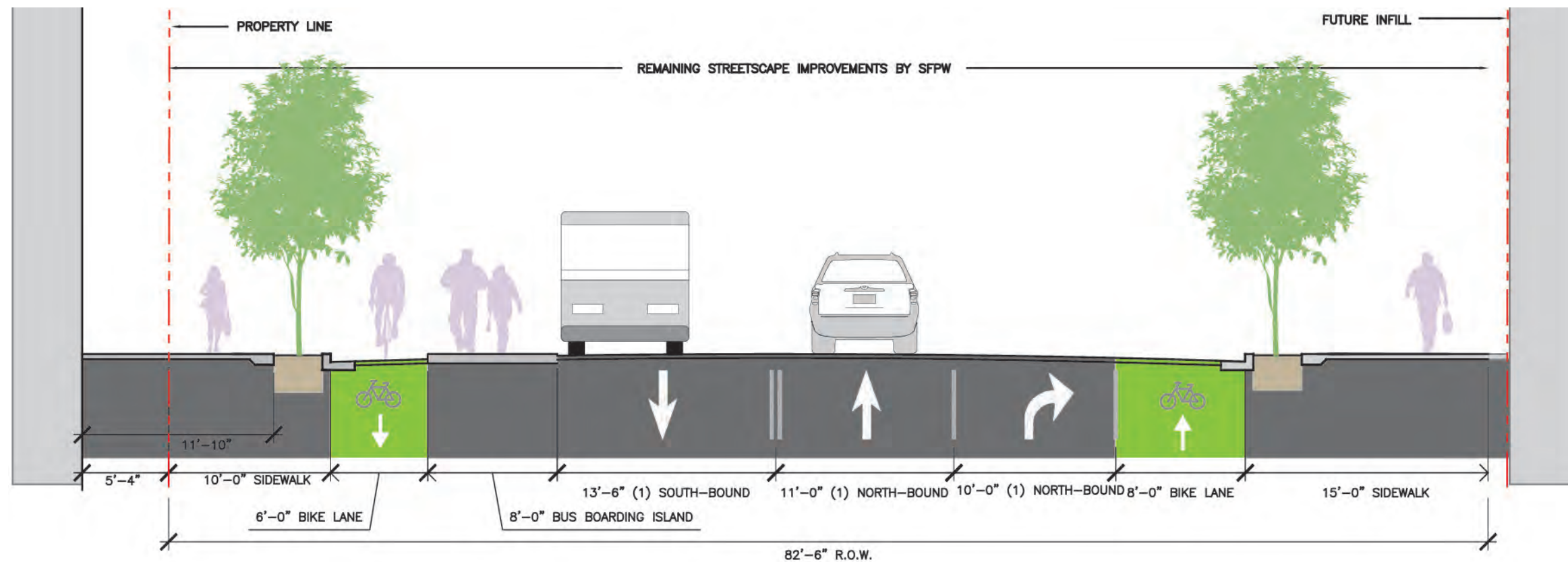


A PROPOSED SECTION AT HARRISON STREET

1/8" = 1'-0"

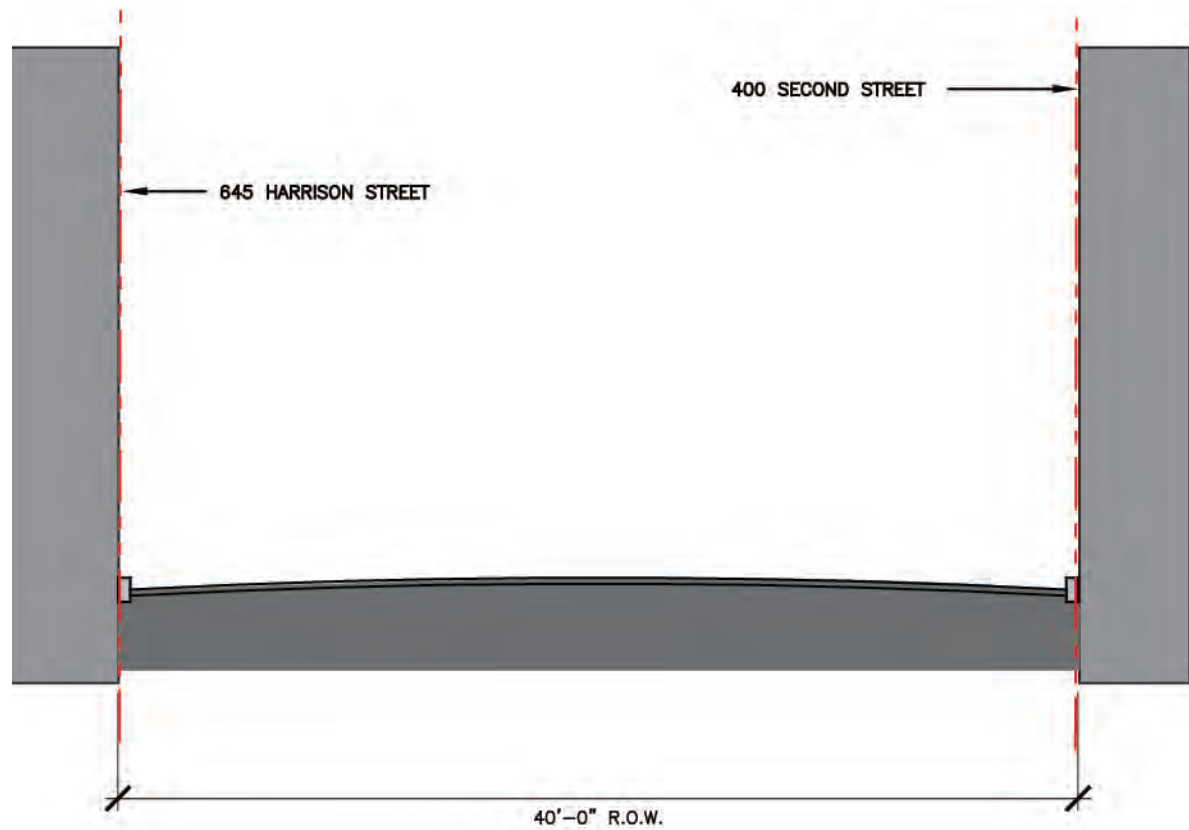


B EXISTING SECTION AT SECOND STREET

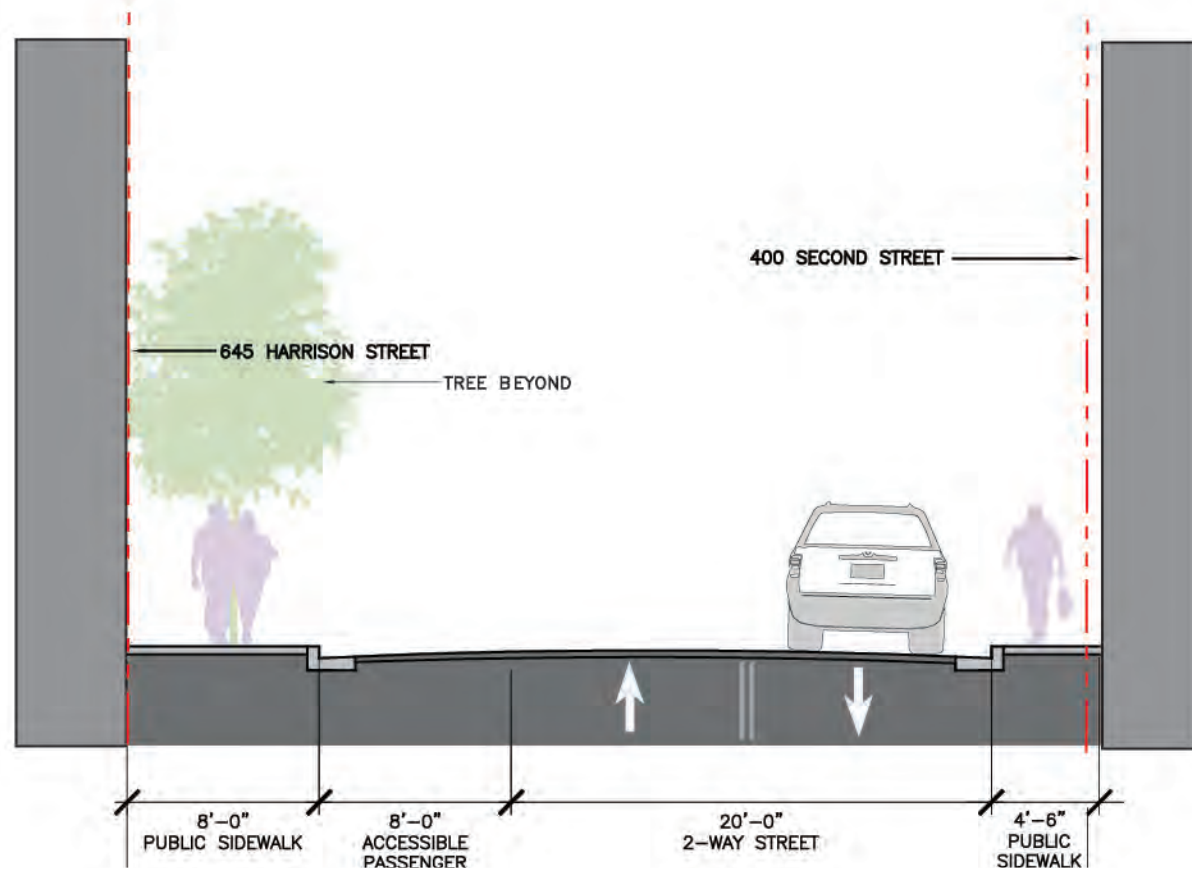


B PROPOSED SECTION AT SECOND STREET

1/8" = 1'-0"

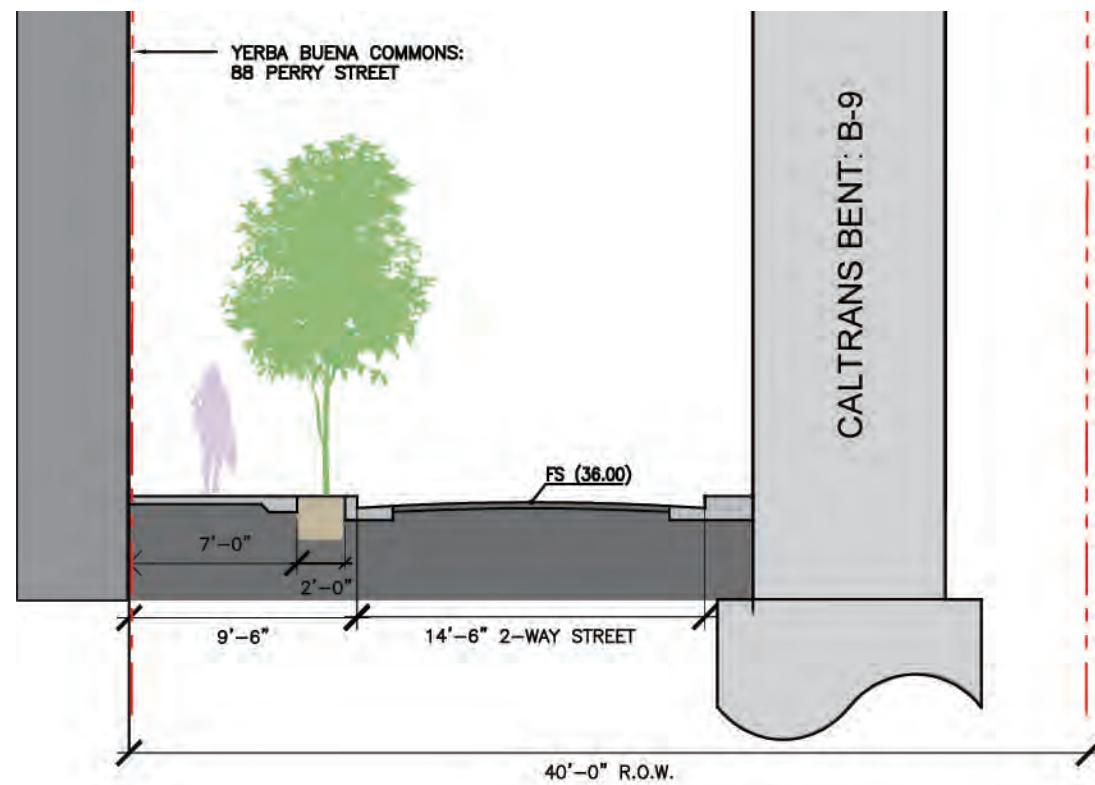


C/D EXISTING SECTION AT VASSAR PLACE

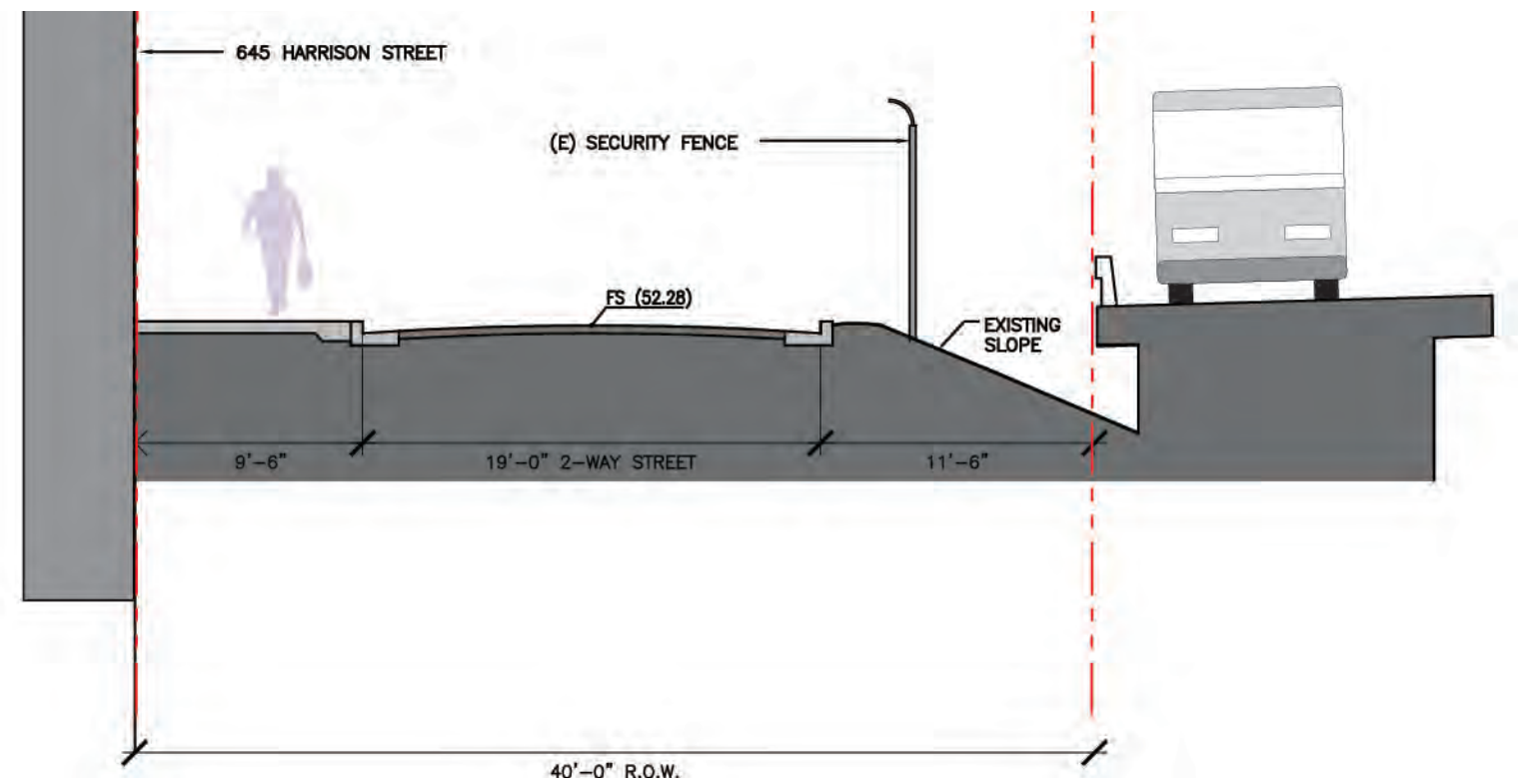


C PROPOSED SECTION AT VASSAR PLACE

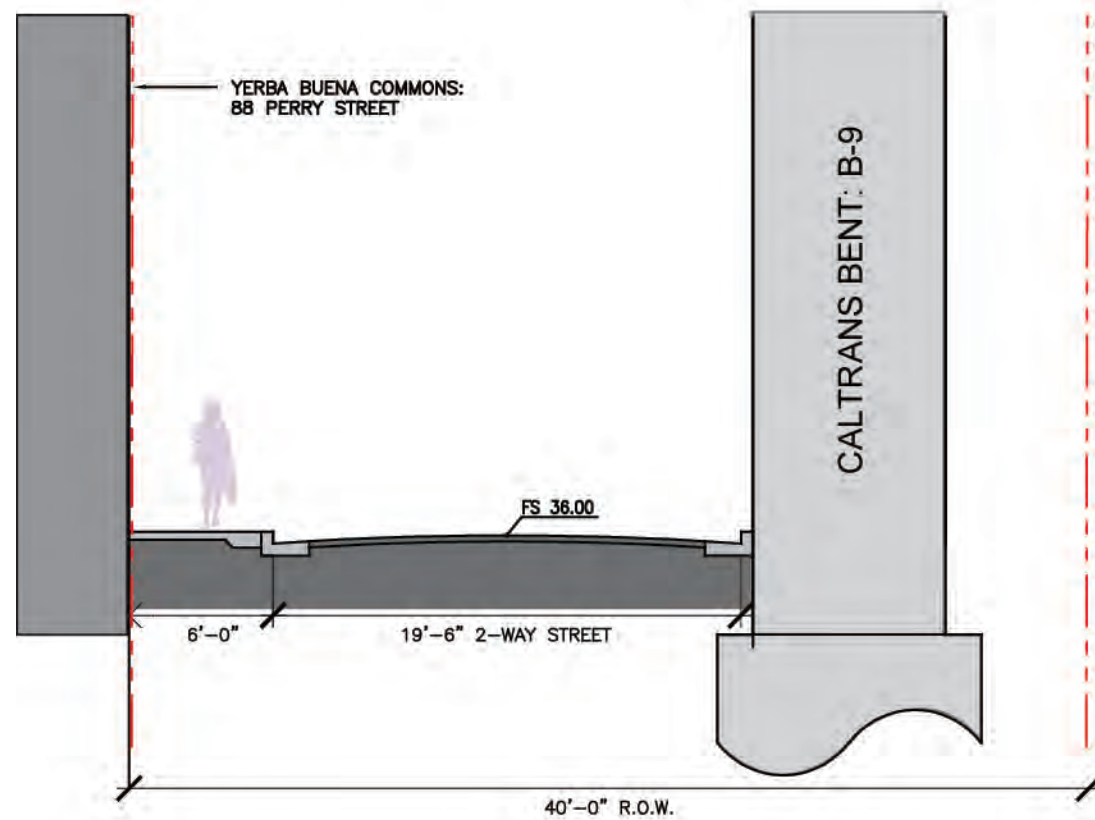
1/8" = 1'-0"



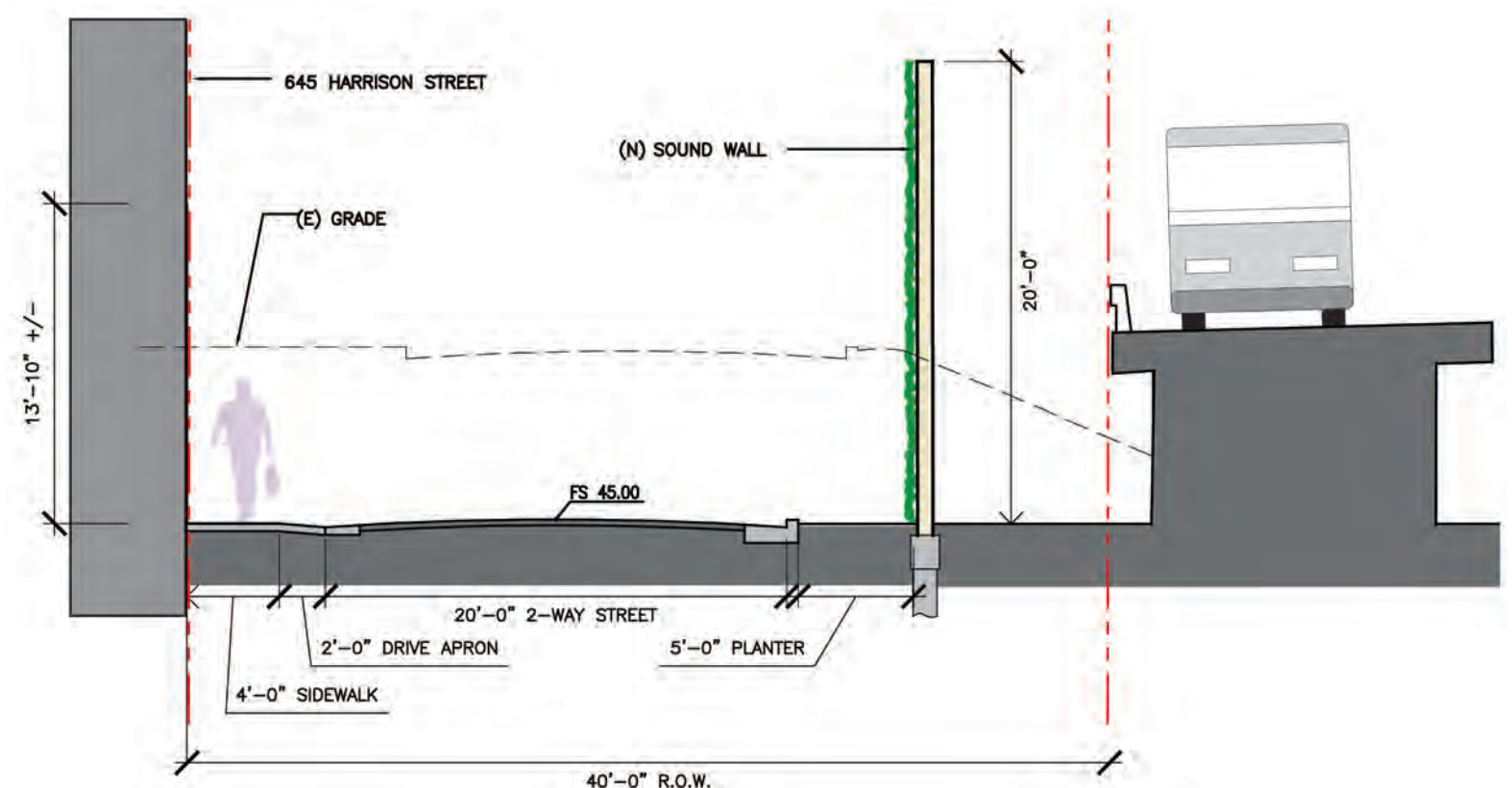
E EXISTING SECTION AT PERRY STREET



F EXISTING SECTION AT PERRY STREET

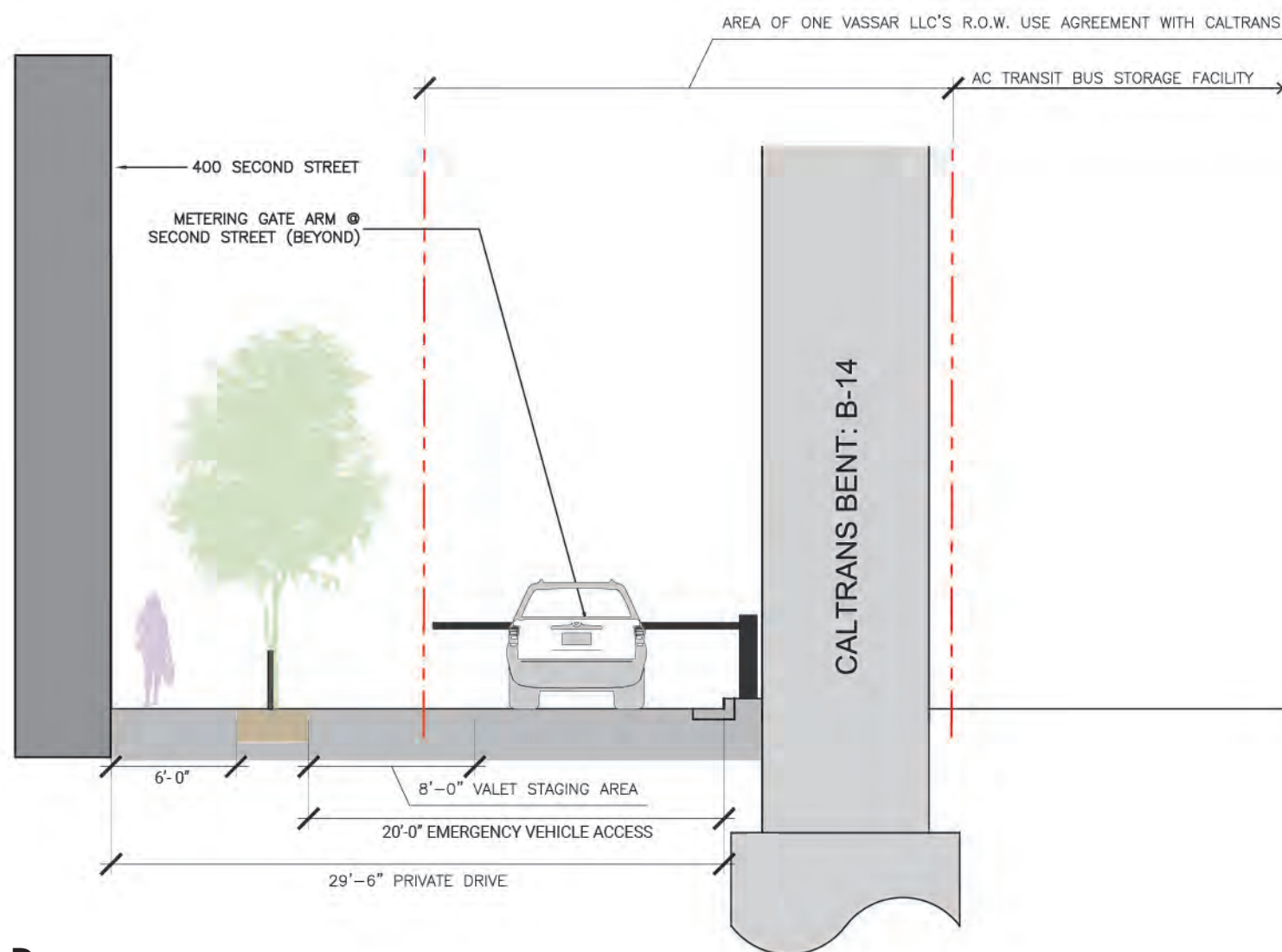


E PROPOSED SECTION AT PERRY STREET



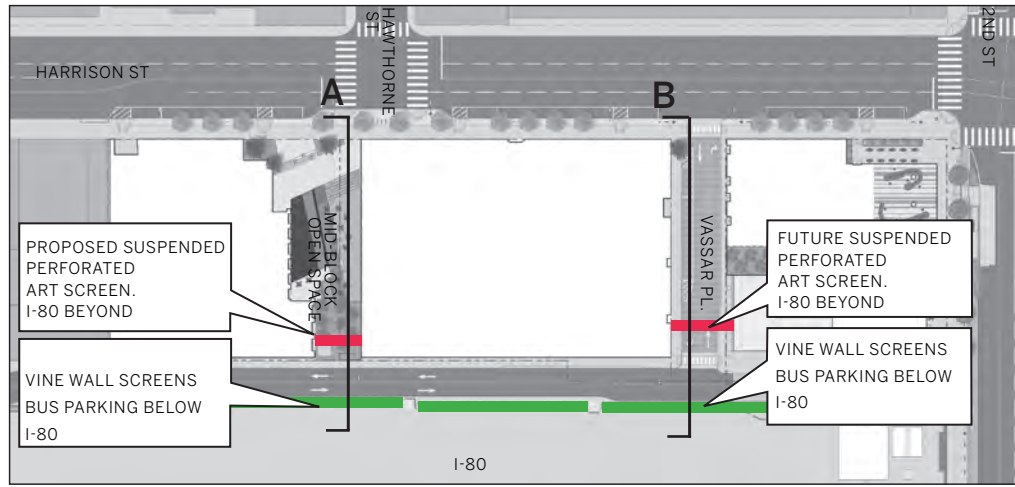
F PROPOSED SECTION AT PERRY STREET

1/8" = 1'-0"

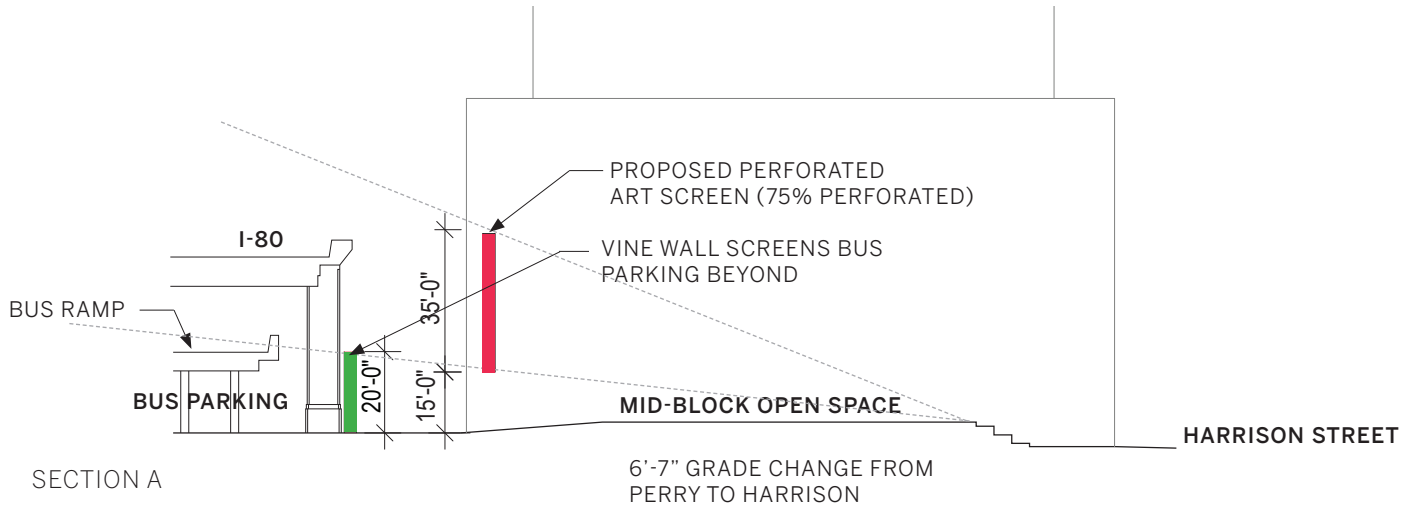


D PROPOSED SECTION AT PRIVATE DRIVE

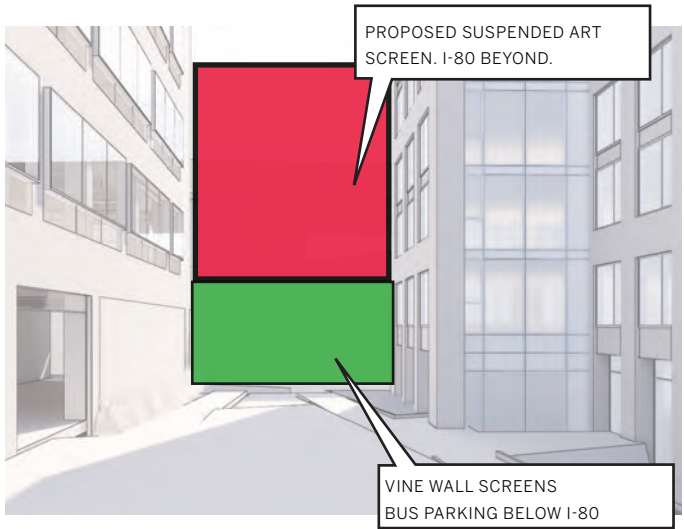
1/8" = 1'-0"



SITE DIAGRAM



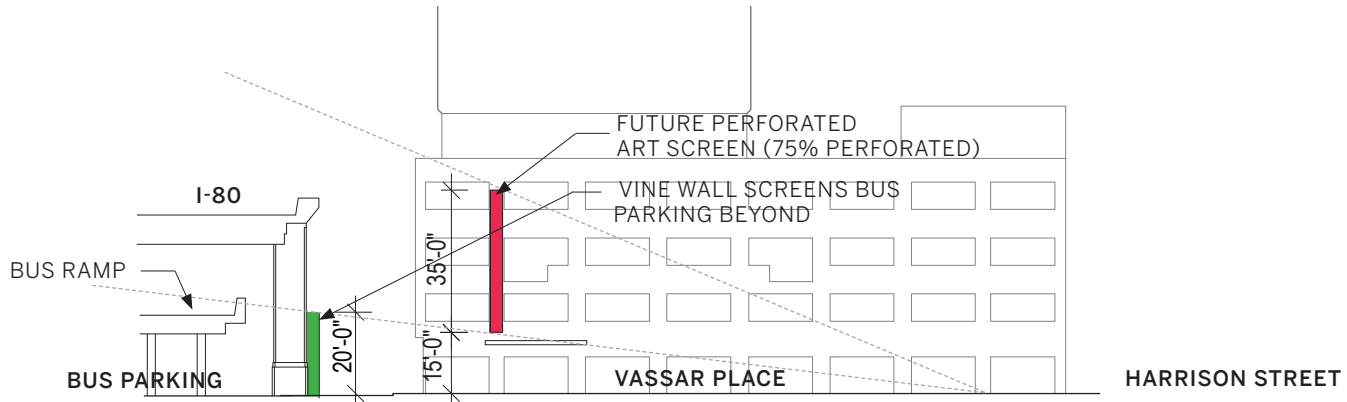
SECTION A



PROPOSED HAWTHORNE STREET PLAZA
VIEW FROM HARRISON

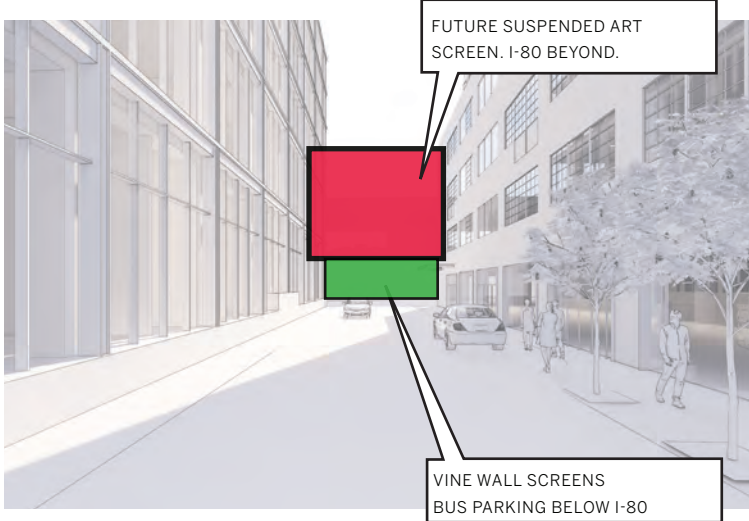


EXAMPLES OF PERFORATED ART SCREEN CONCEPTS



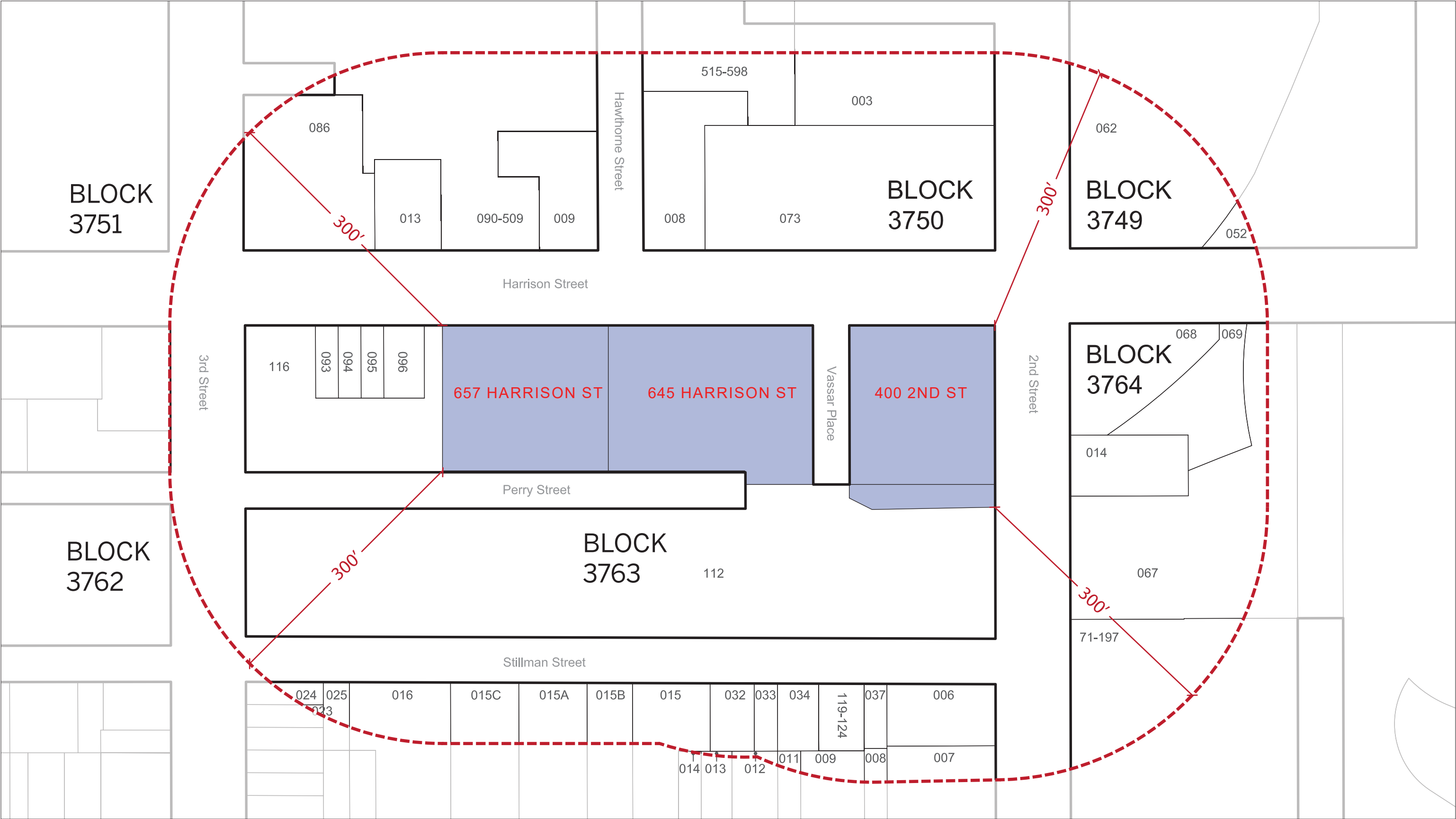
SECTION B


NOT TO SCALE

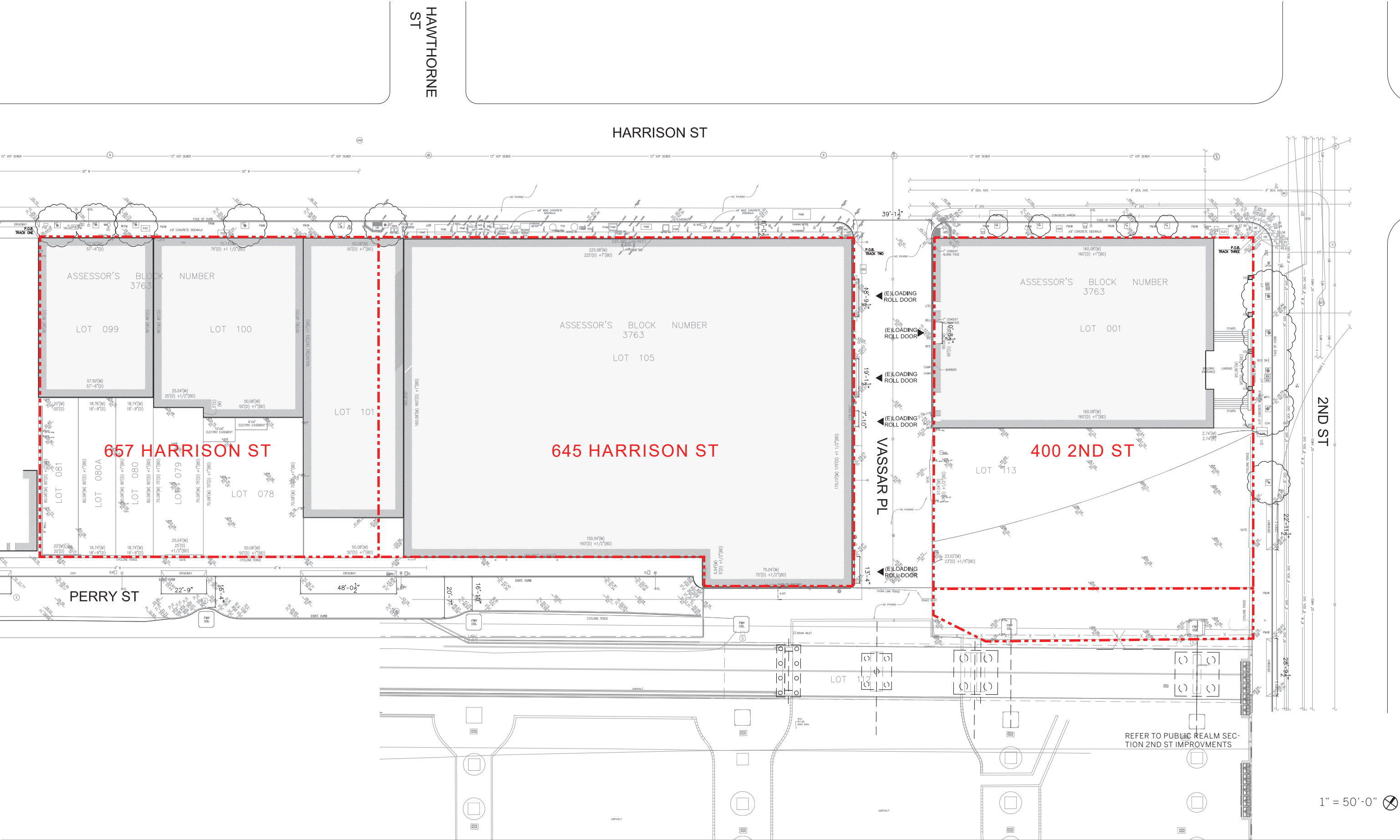


FUTURE VASSAR PLACE
VIEW FROM HARRISON

4 **TECHNICAL APPENDIX**



1" = 100'-0" 



POPOS Area Requirements

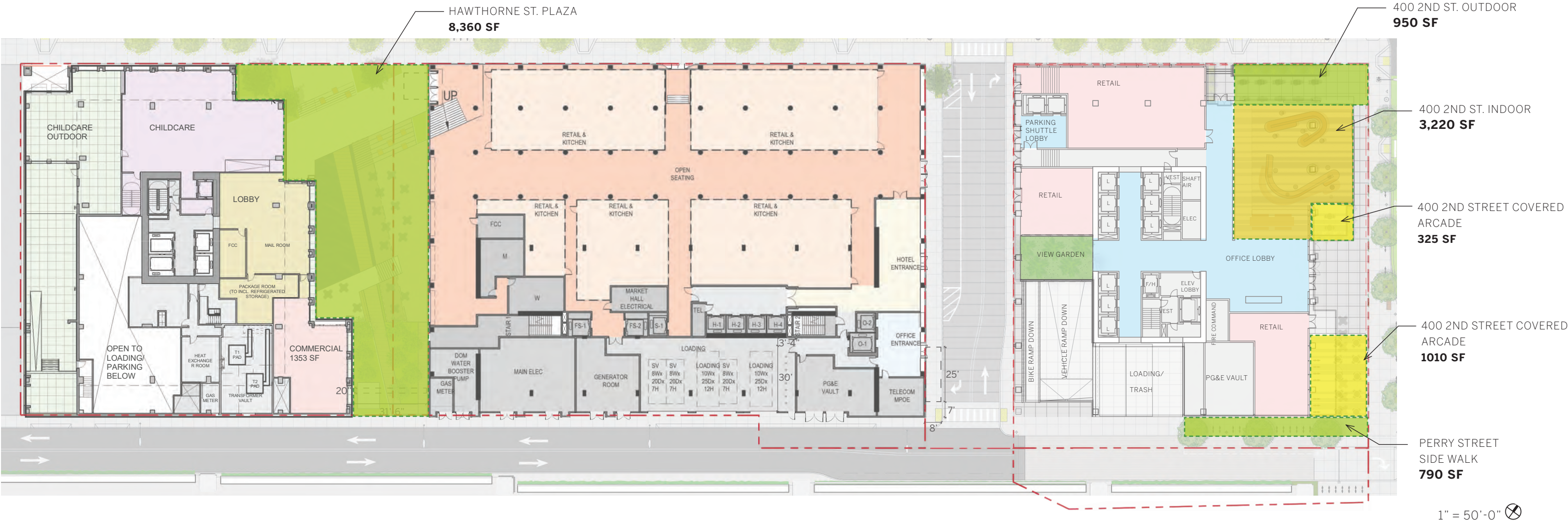
	400 Second	645 Harrison	657 Harrison
GROSS FLOOR AREA	423,684	358,194	
LESS RETAIL / F&B	(5,000)	(31,101)	
LESS PDR		(42013)	
GFA TOTAL for POPOS	418,684	285,080	703,764

14,075 total sf required POPOS

POPOS Area Calculation

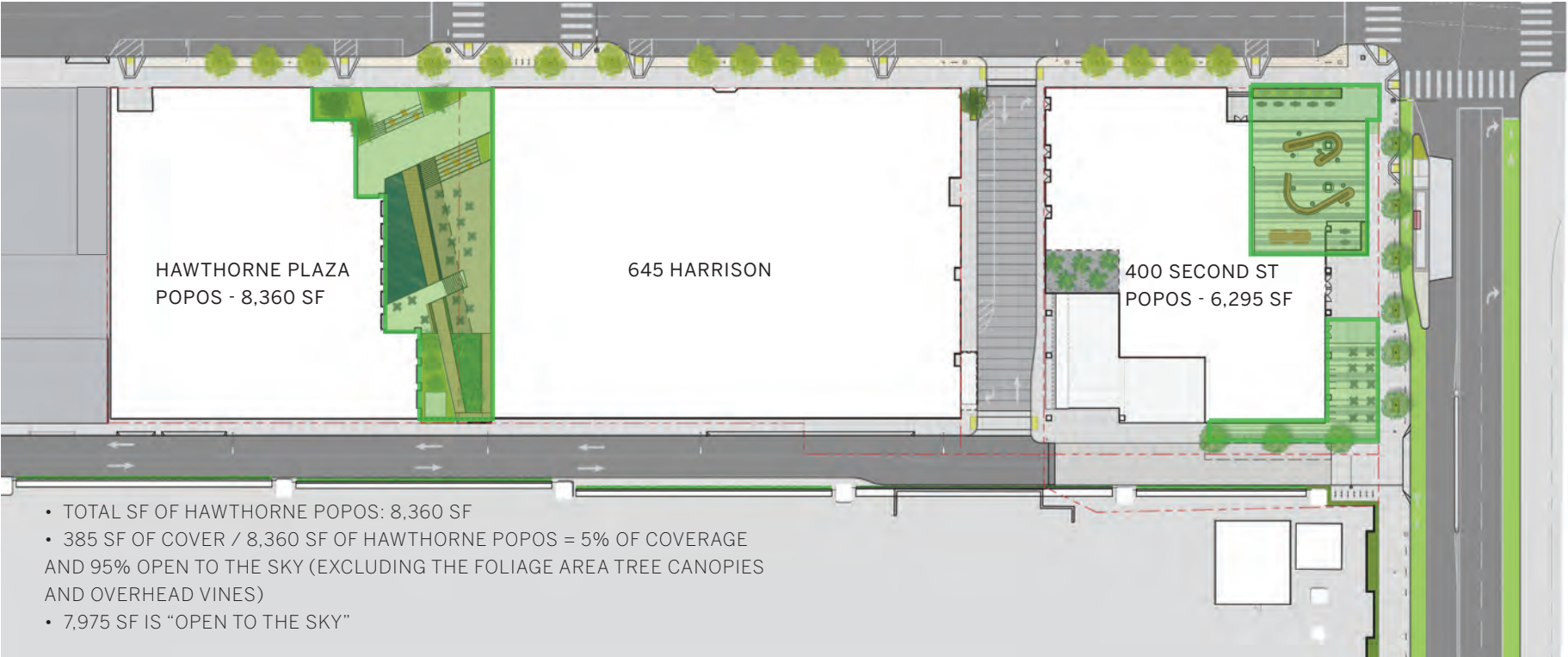
Hawthorne St Midblock	8,360
400 2nd Street outdoor	950
400 2nd Street Indoor	3,220
400 2nd Street Covered Arcade	1,335
Perry Street Sidewalk	790

14,655 OF REQ. POPOS



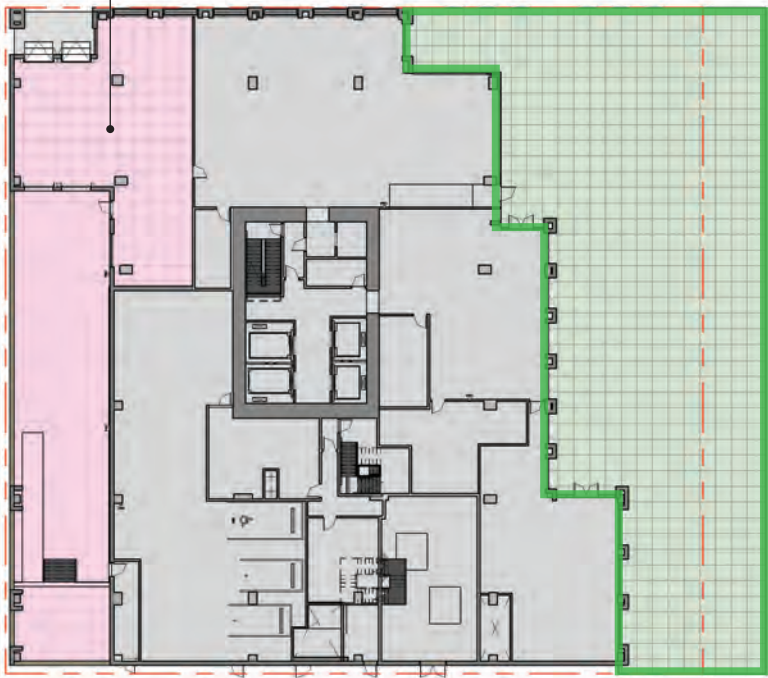
RESIDENTIAL USABLE OPEN SPACE

USE	CONTROL	AREA	UNITS
Hawthorne POPOS	54 sf/unit	8,360 sf	
400 Second St POPOS	54 sf/unit	6,295 sf	
645 Harrison St POPOS	54 sf/unit	0 sf	
		<i>total POPOS 14,655 sf</i>	271
Private terrace	100 sf/unit	300 sf	3
9th floor terrace for studios	26.7 sf/unit	2,804 sf	105
9th floor terrace typical	80 sf/unit	3,055 sf	38
Tower roof terrace	80 sf/unit	5,811 sf	72
		<i>total terrace: 11,970 sf</i>	
		Total Units Accomodated	489
		Project Unit Count	489



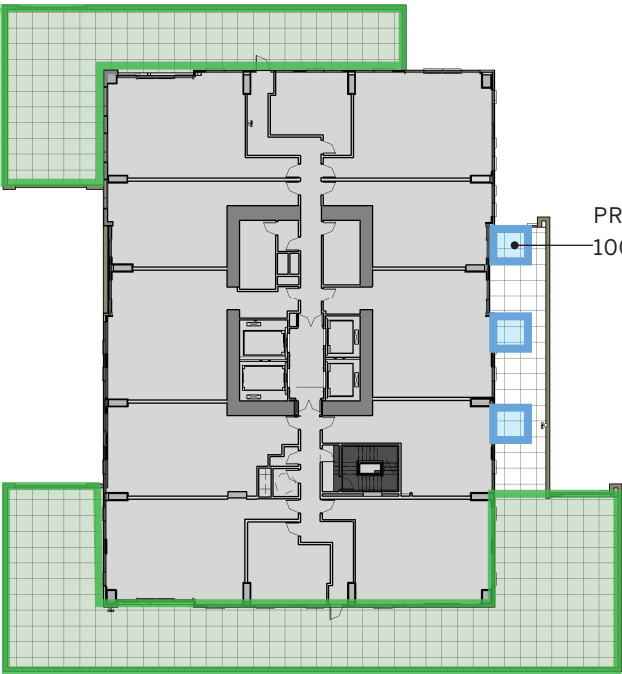
SITE PLAN

CHILDCARE OUTDOOR SPACE - 4200 SF



GROUND LEVEL PLAN

CHILDCARE OPEN SPACE	
LEVEL 1 STREET	2052
LEVEL 1 REAR	2148
TOTAL	4200



9TH FLOOR TERRACE PLAN

PRIVATE TERRACE - 100 SF/UNIT



ROOF TERRACE PLAN

NOT TO SCALE



LOT AREA 26800 SF
BUILT AREA 18956 SF
ART SCREEN 30 SF

LOT COVERAGE 70.8%

400 SECOND & 645 HARRISON PARKING

PARKING	PARKING SPACES PERMITTED AS OF RIGHT (UNITS)	PROPOSED PARKING AREA (SF) (185SF/SPACE SEC.151.1)
OFFICE	102	18,870
RETAIL	24	4,440
HOTEL	29	5,365
PDR	26	4,810
SUB-TOTAL (IN 400 SECOND)	181	33,485

STRIPED SPACES PROVIDED

	PARKING	ADA PARKING	CAR SHARE	SERVICE
B1	0	8	6	2
B2	88	0	0	0
B3	76	0	0	0
	164	8	6	2

400 SECOND
+
645 HARRISON

SHOWER + LOCKER REQ.

4 SHOWERS + 24 LOCKERS
(SEE 2ND FLOOR PLAN)

OFF- STREET LOADING

400 2nd Street

Uses	sqft	req. loading spaces
RETAIL	5000	1
HOTEL/OFFICE	302048	2
		3

3 REQ. LOADING SPACES PROVIDED AS :
(1) 10X25X12 @ 645 STREET LEVEL,
(1)12X35X14 @ 400 2ND STREET LEVEL,
(2) SERVICE VANS @ 400 2ND STREET B1

645 Harrison Street

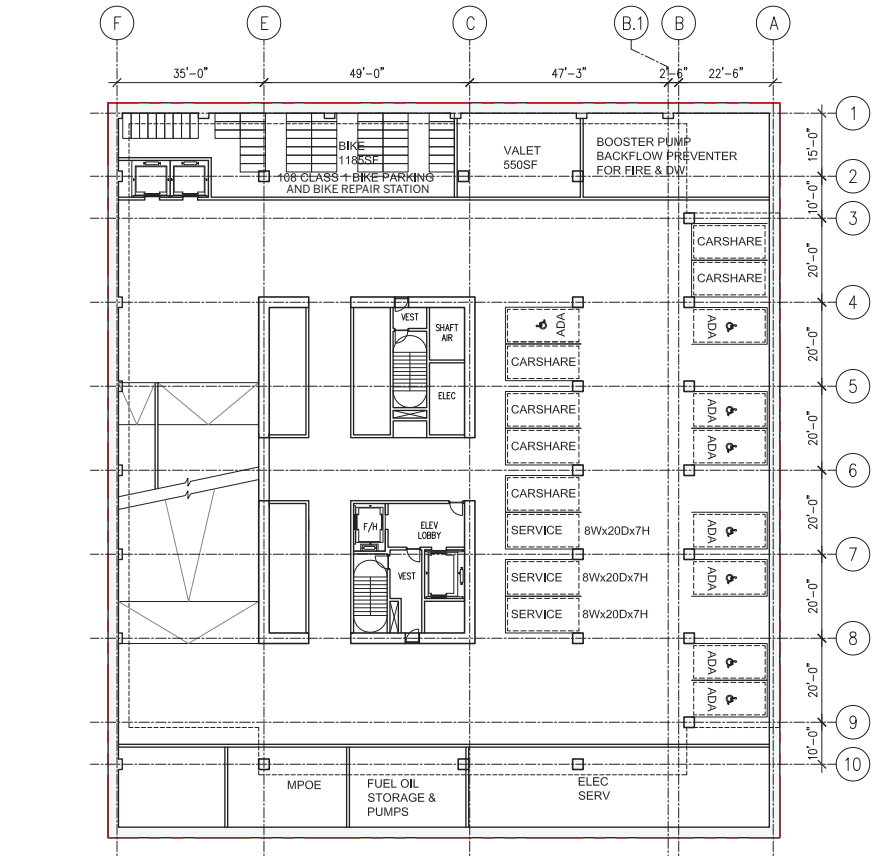
Uses	sqft	req. loading spaces
PDR	39493	1
RETAIL	27873	1
HOTEL/OFFICE	237371	2
		4

4 REQ. LOADING SPACES PROVIDED AS :
(1) 10X25X12 @ 645 STREET LEVEL,
(1) 12X35X14 @ 400 2ND STREET LEVEL,
(3) SERVICE VANS @ 645 STREET LEVEL,
(1) SERVICE VAN @ 400 2ND STREET B1

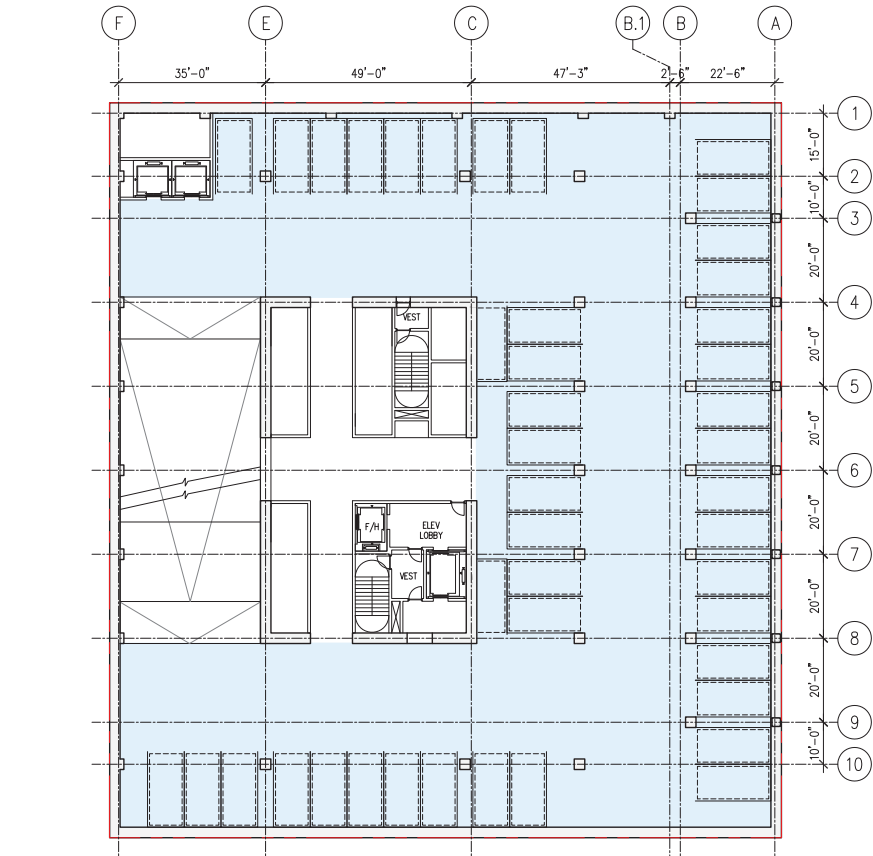
BICYCLE PARKING

	Class 1	Class 2
400 2nd Street		
OFFICE	68.6	8.76
RETAIL	0.78	2.33
645 Harrison Street		
Hotel	15.6	15.6
PDR	3.4	2
OFFICE	11.6	3.06
RETAIL	4.11	12.33
Total	104.09	44.08

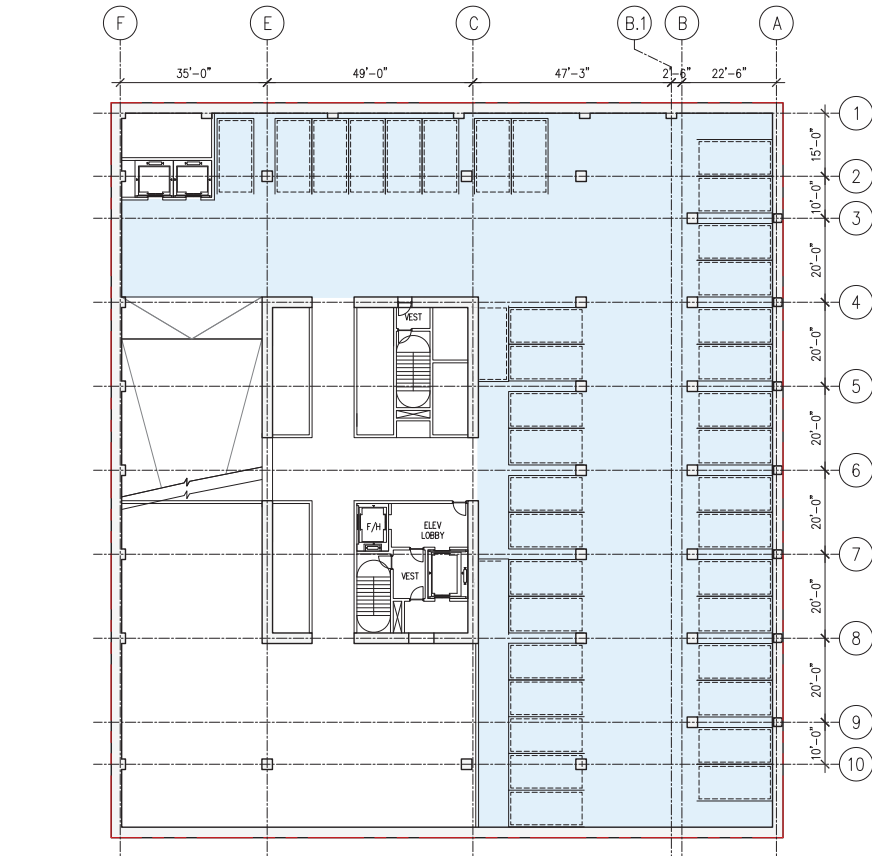
400 SECOND - B2 AND B3 PARKING AREA: 34,000 SF



B1 LEVEL PLAN - NO PARKING AREA
8 ADA SPACES
6 CAR SHARE SPACES
3 SERVICE LOADING SPACES



B2 LEVEL PLAN - PARKING AREA: 18,879 SF
88 SPACES



B3 LEVEL PLAN - PARKING AREA: 15,121 SF
76 SPACES

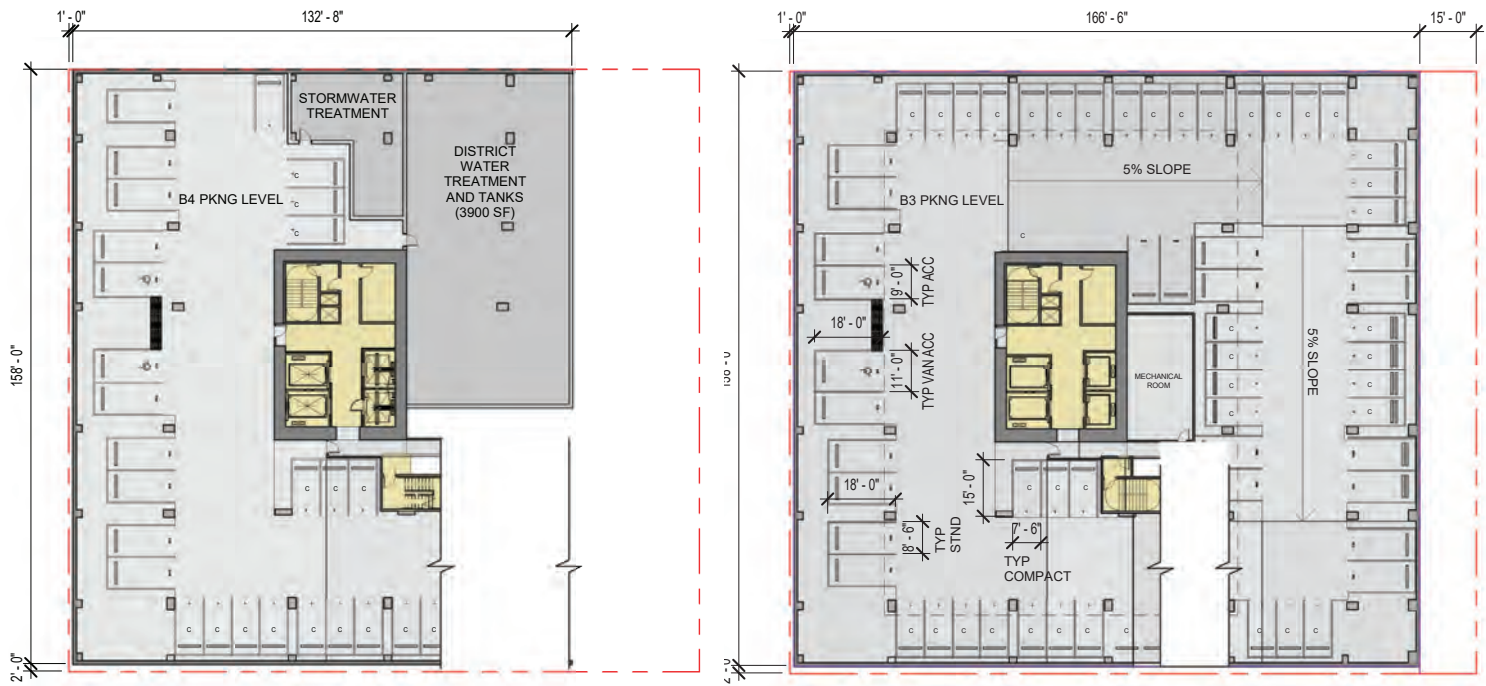


657 HARRISON PARKING

USE	REQUIRED	CONTROL	TOTAL SPACES
RESIDENTIAL	MAX 0.25 DU	489 DU	122
CHILDCARE	1 PER 25 CHILDREN	120 CHILDREN	5
RETAIL	1 PER 1500 SF	1530 SF	1
EV CHARGING	10% OF RESID SPACES (INCLUDED IN TOTAL)		13
ACCESSIBLE	4% (INCLUDED IN TOTAL)	5 RESI, 1 CHILDCARE, 1 RETAIL	7
TOTAL			128

CARSHARE	1 PER 80 RESID UNITS, 1 PER 20,000 SF CHILDCARE (NOT INCL. IN TOTAL)	7
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657 HARRISON PARKING	PARKING SPACES PERMITTED AS OF RIGHT(UNITS)	PROPOSED PARKING AREA (SF) (185 SF/SPACE SEC.151.1)
RESIDENTIAL	122	22570
CHILDCARE	5	925
RETAIL	1	185
TOTAL	128	23680



LEVEL B4 PLAN - PARKING AREA: 10,075 SF 21 SPACES LEVEL B3 PLAN - PARKING AREA: 23,833 SF 58 SPACES

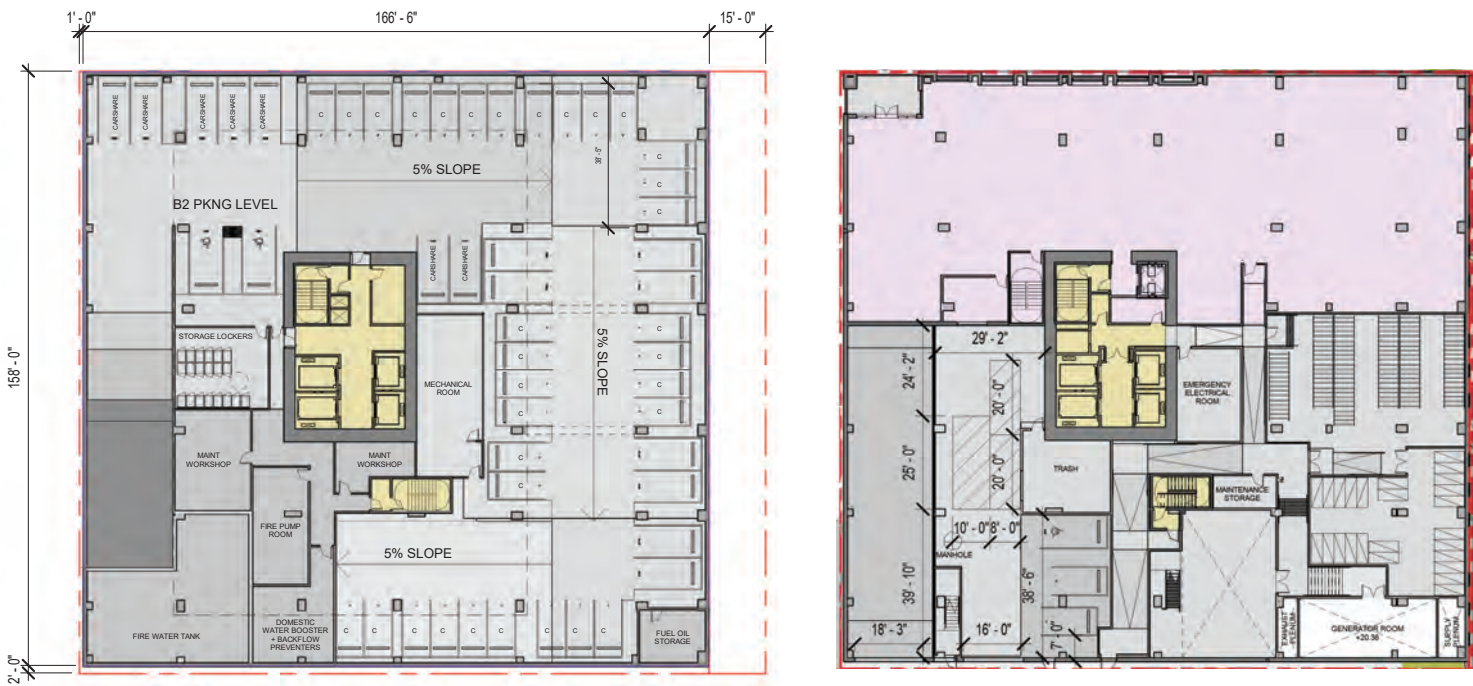
657 HARRISON LOADING

USE	REQUIRED	CONTROL	TOTAL SPACES
RESIDENTIAL	200,000-500,000 SF	461,228 SF	2*
CHILDCARE(NON-RETAIL/SERVICES)	0.1 PER 10,000 SF	14,000 SF	0**
TOTAL			2

* ALL LOADING LOCATIONS ARE OFF OF PERRY STREET AT GRADE, INCLUDING ONE LOADING BERTH AT GRADE
2ND LOADING BERTH REQUIREMENT IS SUBSTITUTED WITH 2 SERVICE VANS IN SAME LOADING ZONE
SEE PAGE 109 FOR LOADING LOCATIONS
** ROUND DOWN PER SECTION 153

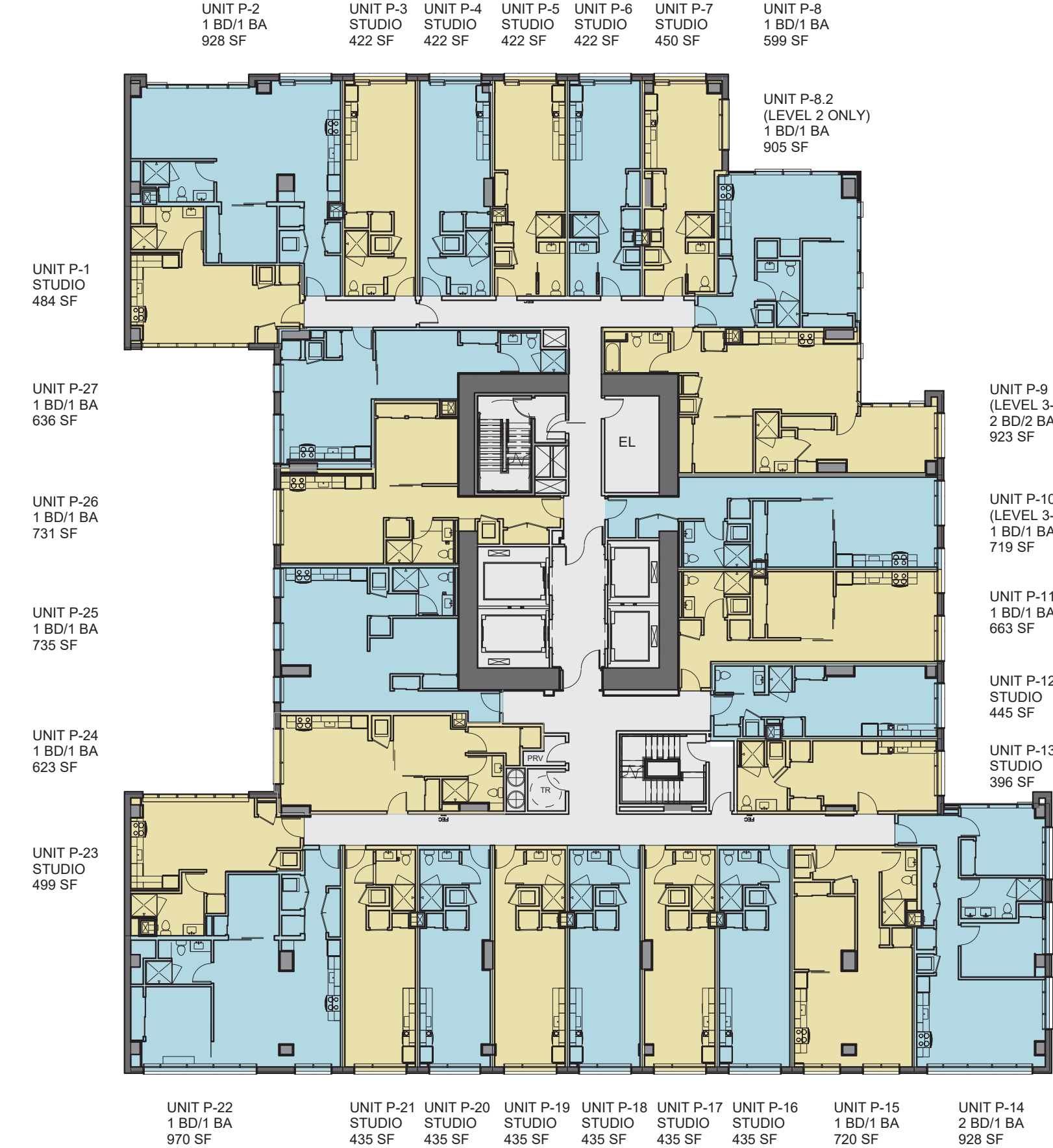
657 HARRISON BICYCLE PARKING

CLASS 1			CLASS 2	
USE	REQUIRED	SPACES	REQUIRED	SPACES
RESIDENTIAL	100 PLUS 1:4 DU OVER 100	198	1:20 DU	25
CHILDCARE	1 FOR EVERY 20 CHILDREN	6	1 FOR EVERY 20 CHILDREN	6
RETAIL	1 PER 7500 SF	0	1:1 FOR EVERY 2500 SF, 2 MIN	2
TOTAL		204		33
		204		33
CARGO BIKE	25 CARGO BIKE PER TDM	25		



LEVEL B2 PLAN - PARKING AREA: 18,967 SF 46 SPACES LEVEL B1 PLAN - PARKING AREA:1,634 3 SPACES

NOT TO SCALE



UNIT MATRIX - PODIUM LEVELS 2-8

Floor	Tier	Unit type	Area
2	P-1	ST	484
	P-2	1 BD	928
	P-3	ST	422
	P-4	ST	422
	P-5	ST	422
	P-6	ST	422
	P-7	ST	422
	P-8	1 BD	905
	P-9		
	P-10		
3-8	P-11	1 BD	663
	P-12	ST	445
	P-13	ST	396
	P-14	2 BD	928
	P-15	1 BD	720
	P-16	ST	435
	P-17	ST	435
	P-18	ST	435
	P-19	ST	435
	P-20	ST	435
	P-21	ST	435
	P-22	1 BD	970
	P-23	ST	499
	P-24	1 BD	623
	P-25	1 BD	735
	P-26	1 BD	731
	P-27	1 BD	636
			14383

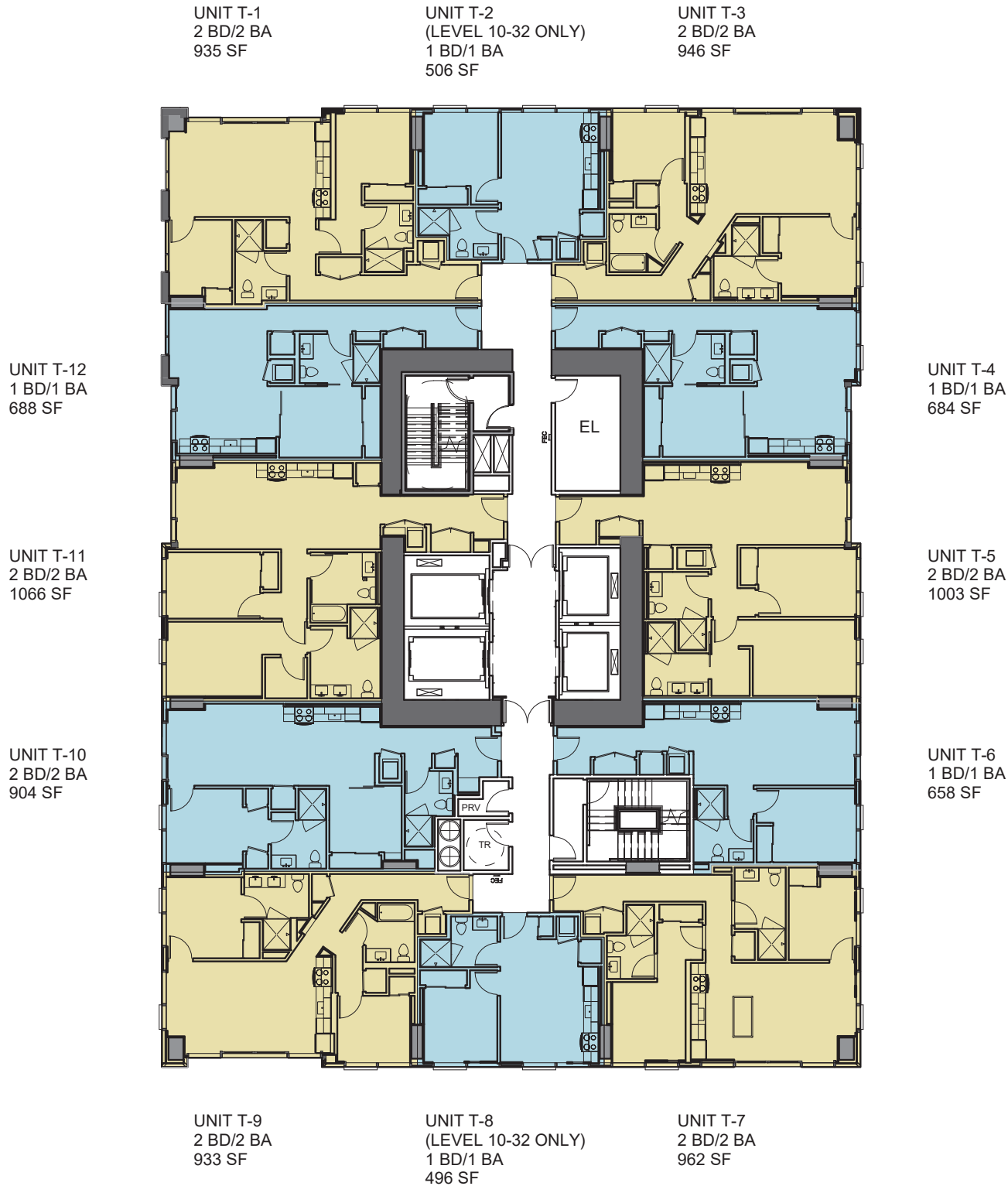
Floor	Tier	Unit type	Area	X 6 FL	TOTAL AREA
3-8	P-1	ST	484	6	2904
	P-2	1 BD	928	6	5568
	P-3	ST	422	6	2532
	P-4	ST	422	6	2532
	P-5	ST	422	6	2532
	P-6	ST	422	6	2532
	P-7	ST	422	6	2532
	P-8	1 BD	599	6	3594
	P-9	2 BD	923	6	5538
	P-10	1 BD	719	6	4314
	P-11	1 BD	663	6	3978
	P-12	ST	445	6	2670
	P-13	ST	396	6	2376
	P-14	2 BD	928	6	5568
	P-15	1 BD	720	6	4320
	P-16	ST	435	6	2610
	P-17	ST	435	6	2610
	P-18	ST	435	6	2610
	P-19	ST	435	6	2610
	P-20	ST	435	6	2610
	P-21	ST	435	6	2610
	P-22	1 BD	970	6	5820
	P-23	ST	499	6	2994
	P-24	1 BD	623	6	3738
	P-25	1 BD	735	6	4410
	P-26	1 BD	731	6	4386
	P-27	1 BD	636	6	3816
			15719	6	94314

TOTAL PODIUM UNIT COUNT			
TYPE	TOTAL	TOTAL AREA	AVG AREA
STUDIO*	105	45808	436.27
1 BD	69	50855	737.03
2 BD	13	12034	925.69
TOTAL	187	108697	

* ALL STUDIO UNITS TO BE DWELLING UNITS WITH FULL KITCHEN AND LIVING ROOM WITH 150 SF MIN. PER SF BLDG CODE DEFINITION
ALL STUDIO UNITS TO HAVE A MAXIMUM OF 350 SF MAXIMUM UNIT SIZE PLUS A BATHROOM FOR OPEN SPACE CALCULATIONS

PODIUM LEVEL PLAN 3-8 (LEVEL 2 SIM.)

1" = 20'-0"



UNIT MATRIX - TOWER LEVELS 9-32

Floor	Tier	Unit type	Area
9	T-1	2 BD	935
	T-2		
	T-3	2 BD	946
	T-4	1 BD	684
	T-5	2 BD	1003
	T-6	1 BD	658
	T-7	2 BD	962
	T-8		
	T-9	2 BD	933
	T-10	2 BD	904
	T-11	2 BD	1066
	T-12	1 BD	688
			8779

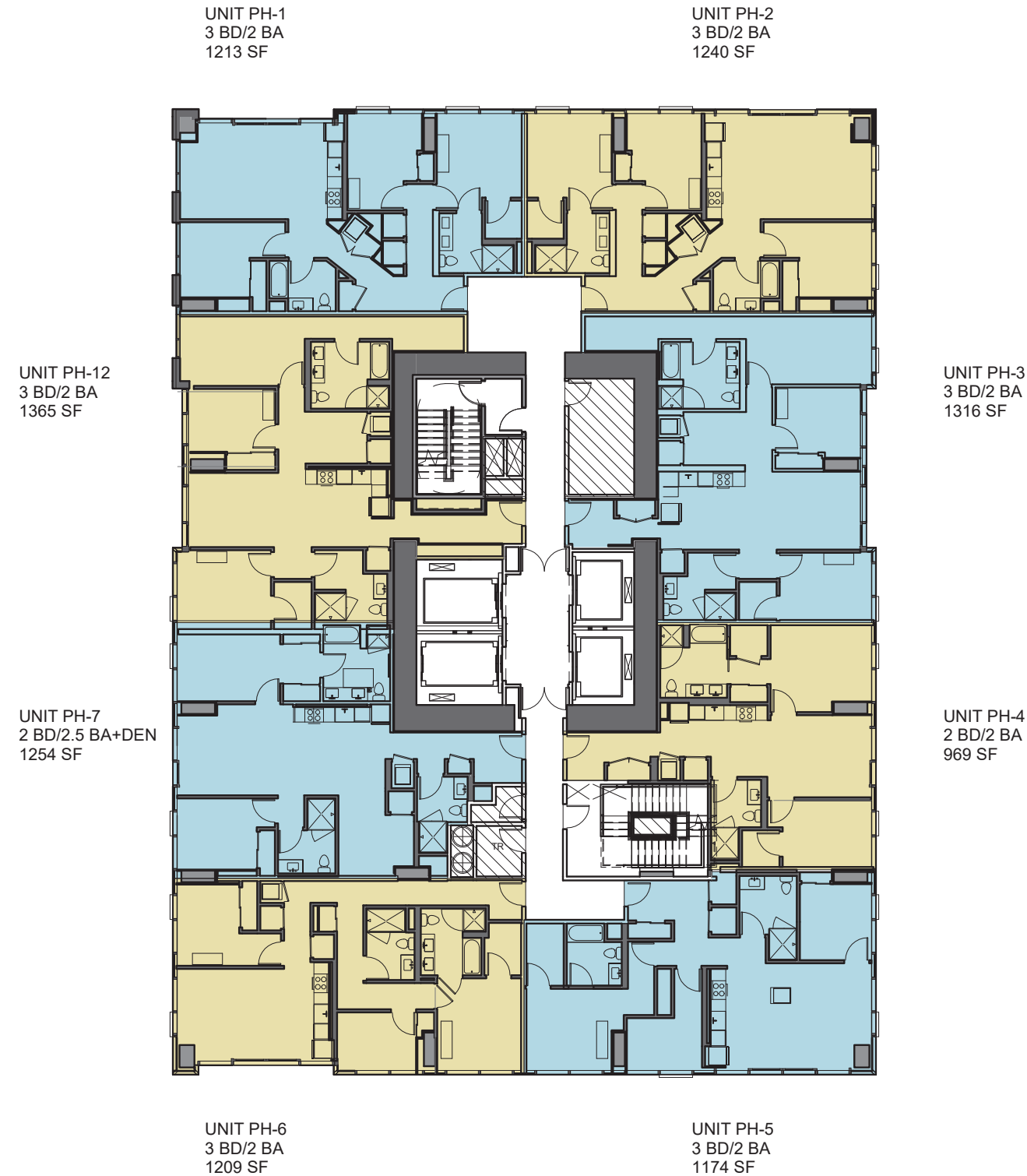
Floor	Tier	Unit type	Area	X 23 FL	TOTAL AREA
10-32	T-1	2 BD	935	23	21505
	T-2	1 BD	506	23	11638
	T-3	2 BD	946	23	21758
	T-4	1 BD	684	23	15732
	T-5	2 BD	1003	23	23069
	T-6	1 BD	658	23	15134
	T-7	2 BD	962	23	22126
	T-8	1 BD	496	23	11408
	T-9	2 BD	933	23	21459
	T-10	2 BD	904	23	20792
	T-11	2 BD	1066	23	24518
	T-12	1 BD	688	23	15824
			9781	23	224963

TOTAL TYP TOWER UNIT COUNT

TYPE	TOTAL	TOTAL AREA	AVG AREA
STUDIO	0		
1 BD	118	71766	608.19
2 BD	168	161976	964.14
TOTAL	286	233742	

TOWER LEVEL PLAN 10-32 (LEVEL 9 SIM.)

1" = 20'-0"



UNIT MATRIX - TOWER LEVELS 33-34

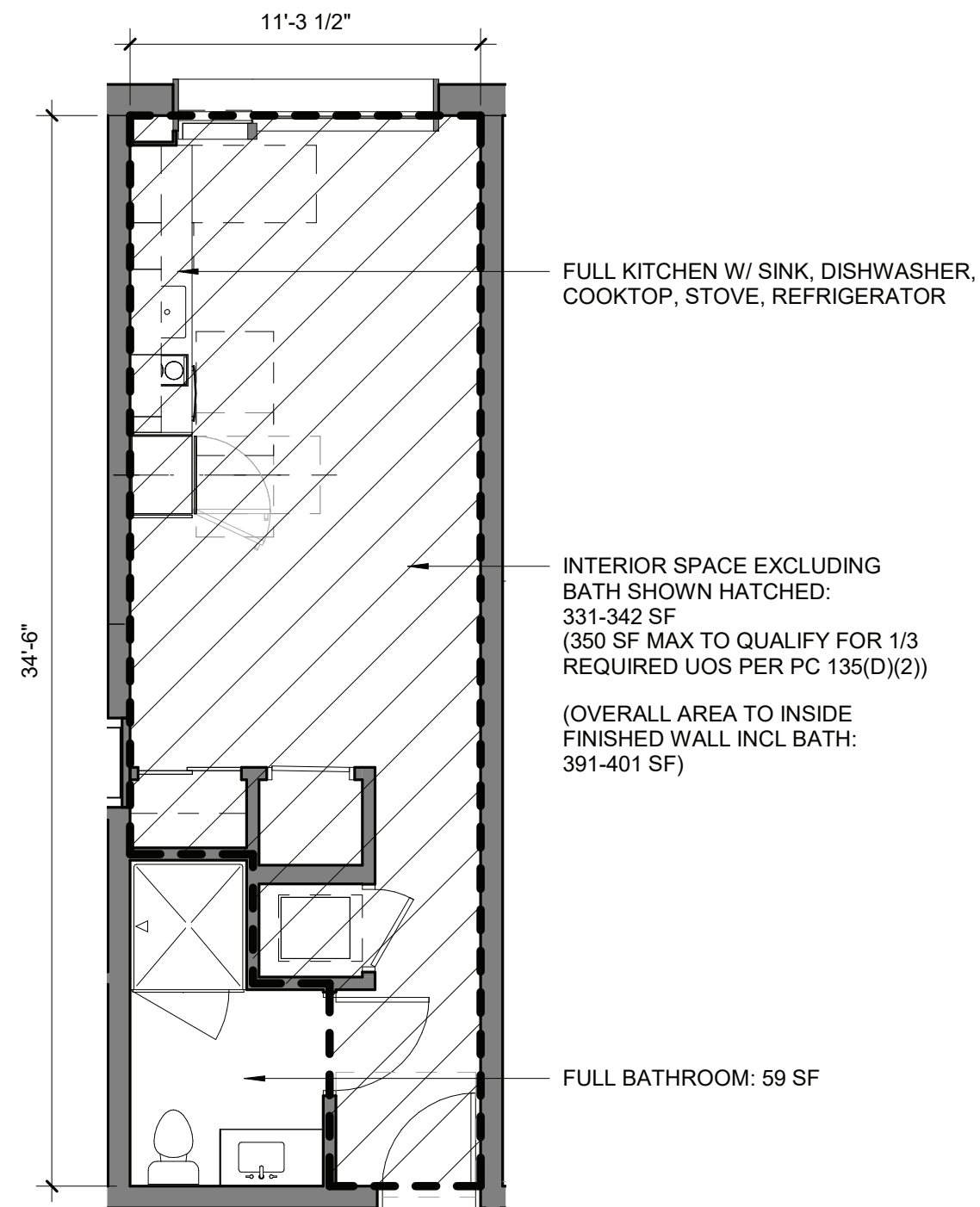
Floor	Tier	Unit type	Area	X 2 FL	TOTAL AREA
33-34	PH-1	3 BD	1213	2	2426
	PH-2	3 BD	1240	2	2480
	PH-3	3 BD	1316	2	2632
	PH-4	2 BD	969	2	1938
	PH-5	3 BD	1174	2	2348
	PH-6	3 BD	1209	2	2418
	PH-7	2 BD	1254	2	2508
	PH-8	3 BD	1365	2	2730
9740					19480

TOTAL PH UNIT COUNT

TYPE	TOTAL	TOTAL AREA	AVG AREA
1 BD	0		
2 BD	4	4446	1111.50
3 BD	12	15034	1252.83
TOTAL	16	19480	

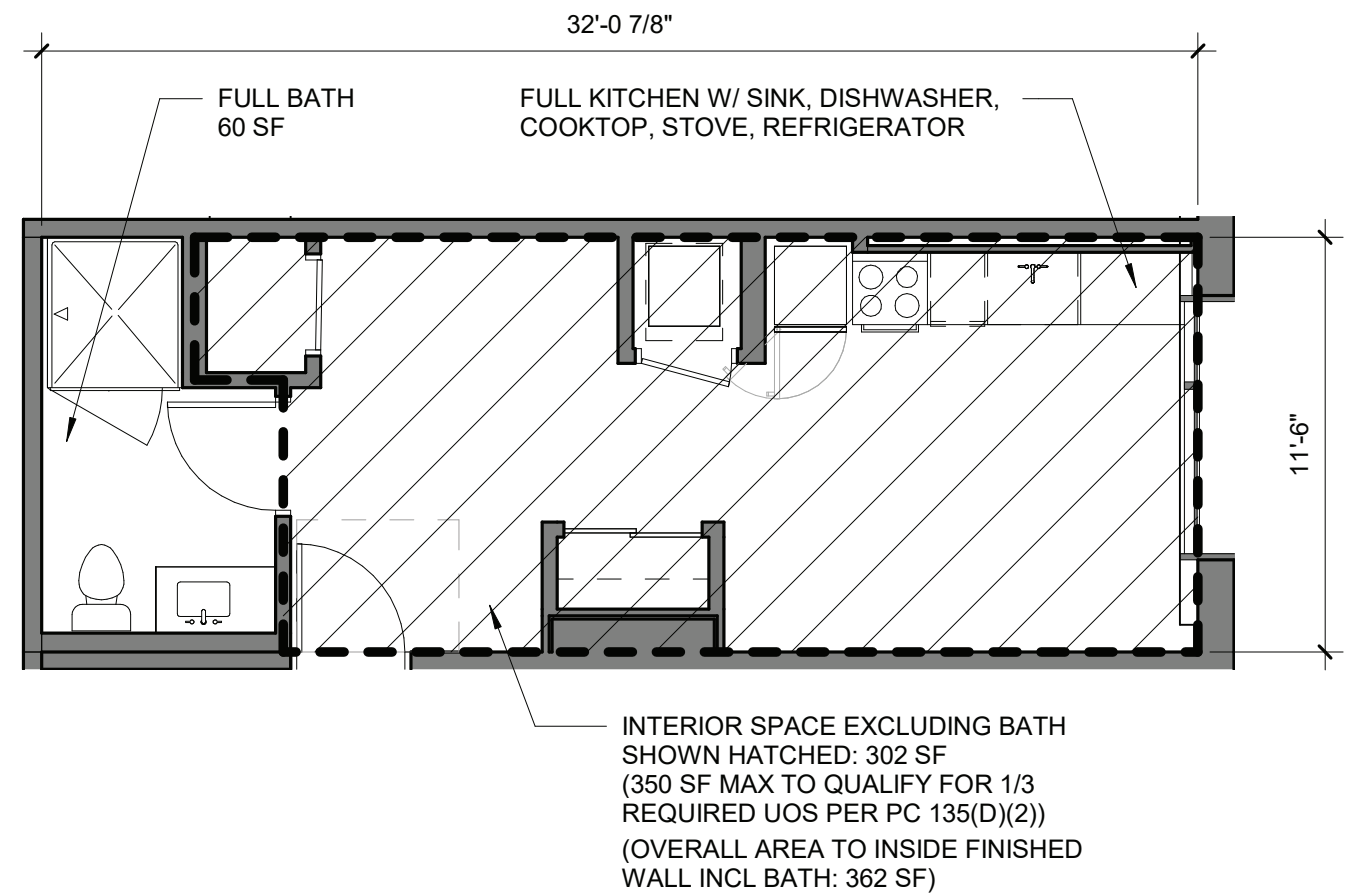
TOWER LEVEL PLAN 33-34

1" = 20'-0"



TYPICAL STUDIO UNIT TYPE (P-3/4/5/6/7/16/17/18/19/20/21 SIM)
3/16" = 1'-0"

NOTE: ALL STUDIO UNITS IN PROJECT DESIGNED WITH FULL KITCHENS TO COMPLY WITH DEFINITIONS OF "DWELLING UNIT" AND NOT INTENDED TO BE SRO'S. ALL STUDIO UNITS IN PROJECT DESIGNED TO BE UNDER 350 TOTAL SF AS REQUIRED TO QUALIFY FOR A REDUCTION IN REQUIRED USABLE OPEN SPACE (UOS). PERTINENT CODE SECTIONS REFERENCED ON THIS SHEET



TYPICAL STUDIO UNIT TYPE P-13
3/16" = 1'-0"

PERTINENT BUILDING CODE DEFINITIONS:

SF HOUSING CODE:

401 (DEFINITIONS):

DWELLING UNIT: A "DWELLING UNIT" IS ANY BUILDING OR PORTION THEREOF WHICH CONTAINS LIVING FACILITIES, INCLUDING PROVISIONS FOR SLEEPING, EATING, COOKING AND SANITATION AS REQUIRED BY THE CODE, FOR NOT MORE THAN ONE FAMILY

SUPERFICIAL FLOOR AREA: "SUPERFICIAL FLOOR AREA" IS THE NET FLOOR AREA WITHIN THE ENCLOSING WALLS OF THE ROOM IN WHICH THE CEILING HEIGHT IS NOT LESS THAN 7 FEET 6 INCHES, EXCLUDING BUILT-IN EQUIPMENT SUCH AS WARDROBES, CABINETS, KITCHEN UNITS, OR FIXTURES WHICH ARE NOT READILY REMOVABLE.

503(B) (ROOM DIMENSIONS): SUPERFICIAL FLOOR AREA. EVERY DWELLING UNIT AND CONGREGATE RESIDENCE SHALL HAVE AT LEAST ONE ROOM WHICH SHALL HAVE NOT LESS THAN 120 SF OF SUPERFICIAL FLOOR AREA. EVERY ROOM WHICH IS USED FOR BOTH COOKING AND LIVING OR BOTH LIVING AND SLEEPING PURPOSES SHALL HAVE NOT LESS THAN 144 SF OF SUPERFICIAL FLOOR AREA. EVERY ROOM USED FOR SLEEPING PURPOSES SHALL HAVE NOT LESS THAN 70 SF OF SUPERFICIAL FLOOR AREA. WHEN MORE THAN 2 PERSONS OCCUPY A ROOM USED FOR SLEEPING PURPOSES THE REQUIRED SUPERFICIAL FLOOR AREA SHALL BE INCREASED AT THE RATE OF 50 SF FOR EACH OCCUPANT IN EXCESS OF 2. GUEST ROOMS WITH COOKING SHALL CONTAIN THE COMBINED REQUIRED SUPERFICIAL AREA OF A SLEEPING AND A KITCHEN, BUT NOT LESS THAN 144 SF. OTHER HABITABLE ROOMS SHALL BE NOT LESS THAN 70 SF.

SF PLANNING CODE:

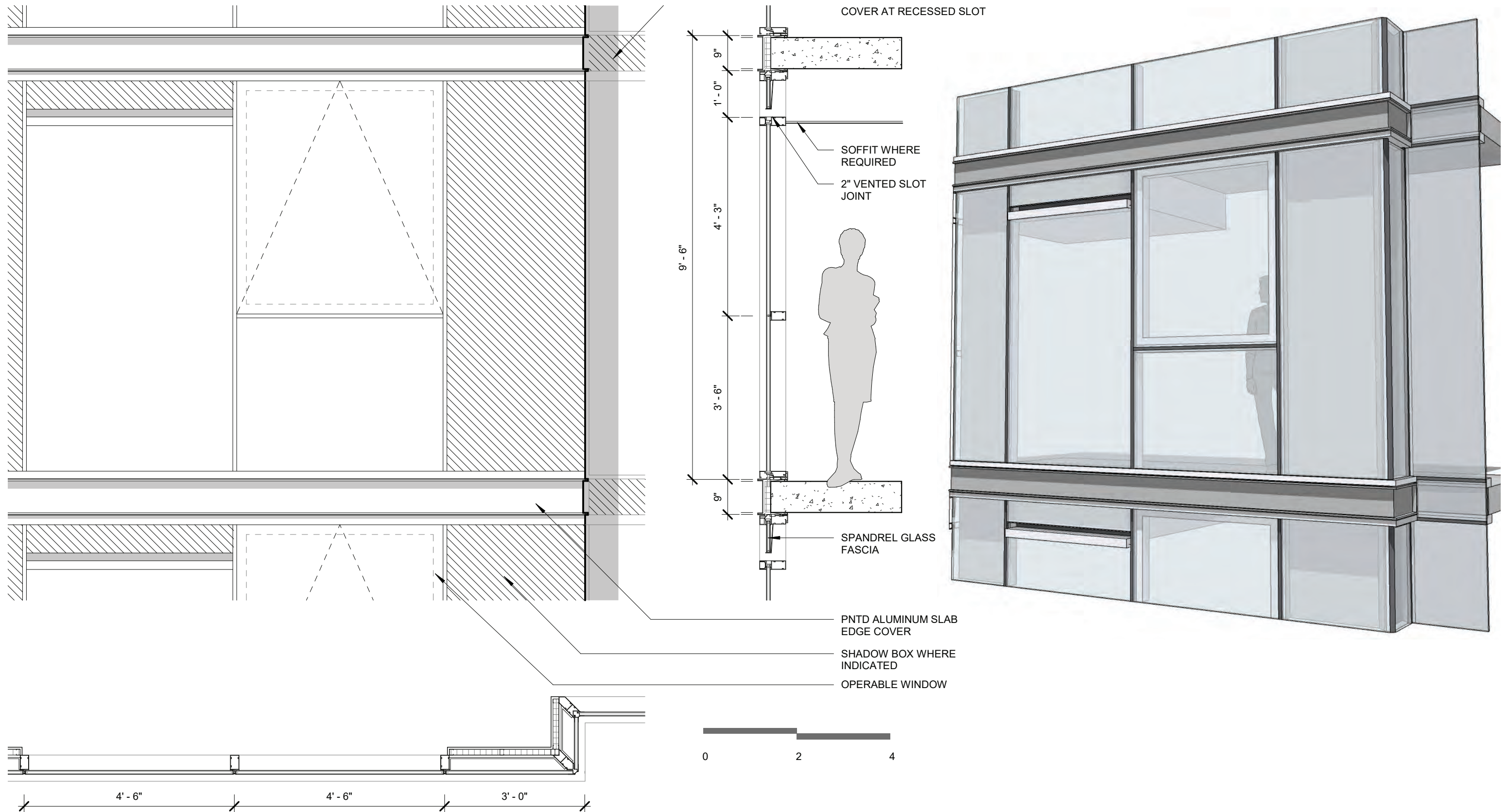
102 (DEFINITIONS):

DWELLING UNIT: A RESIDENTIAL USE DEFINED AS A ROOM OR SUITE OF TWO OR MORE ROOMS THAT IS DESIGNED FOR, OR IS OCCUPIED BY, ONE FAMILY DOING ITS OWN COOKING THEREIN AND HAVING ONLY ONE KITCHEN. A HOUSEKEEPING ROOM AS DEFINED IN THE HOUSING CODE SHALL BE A DWELLING UNIT FOR PURPOSES OF THIS CODE. FOR THE PURPOSES OF THIS CODE, A LIVE/WORK UNIT, AS DEFINED IN THE SECTION, SHALL NOT BE CONSIDERED A DWELLING UNIT

SINGLE ROOM OCCUPANCY (SRO) UNIT: A RESIDENTIAL USE CHARACTERISTIC, DEFINED AS A DWELLING UNIT OR GROUP HOUSING ROOM CONSISTING OF NO MORE THAN ONE OCCUPIED ROOM WITH A MAXIMUM GROSS FLOOR AREA OF 350 SF AND MEETING THE HOUSING CODE'S MINIMUM FLOOR AREA STANDARDS. THE UNIT MAY HAVE A BATHROOM IN ADDITION TO THE OCCUPIED ROOM. AS A DWELLING UNIT, IT WOULD HAVE A COOKING FACILITY AND BATHROOM. AS A GROUP HOUSING ROOM, IT WOULD SHARE A KITCHEN WITH ONE OR MORE OTHER SINGLE ROOM OCCUPANCY UNIT/S IN THE SAME BUILDING AND MAY ALSO SHARE A BATHROOM.

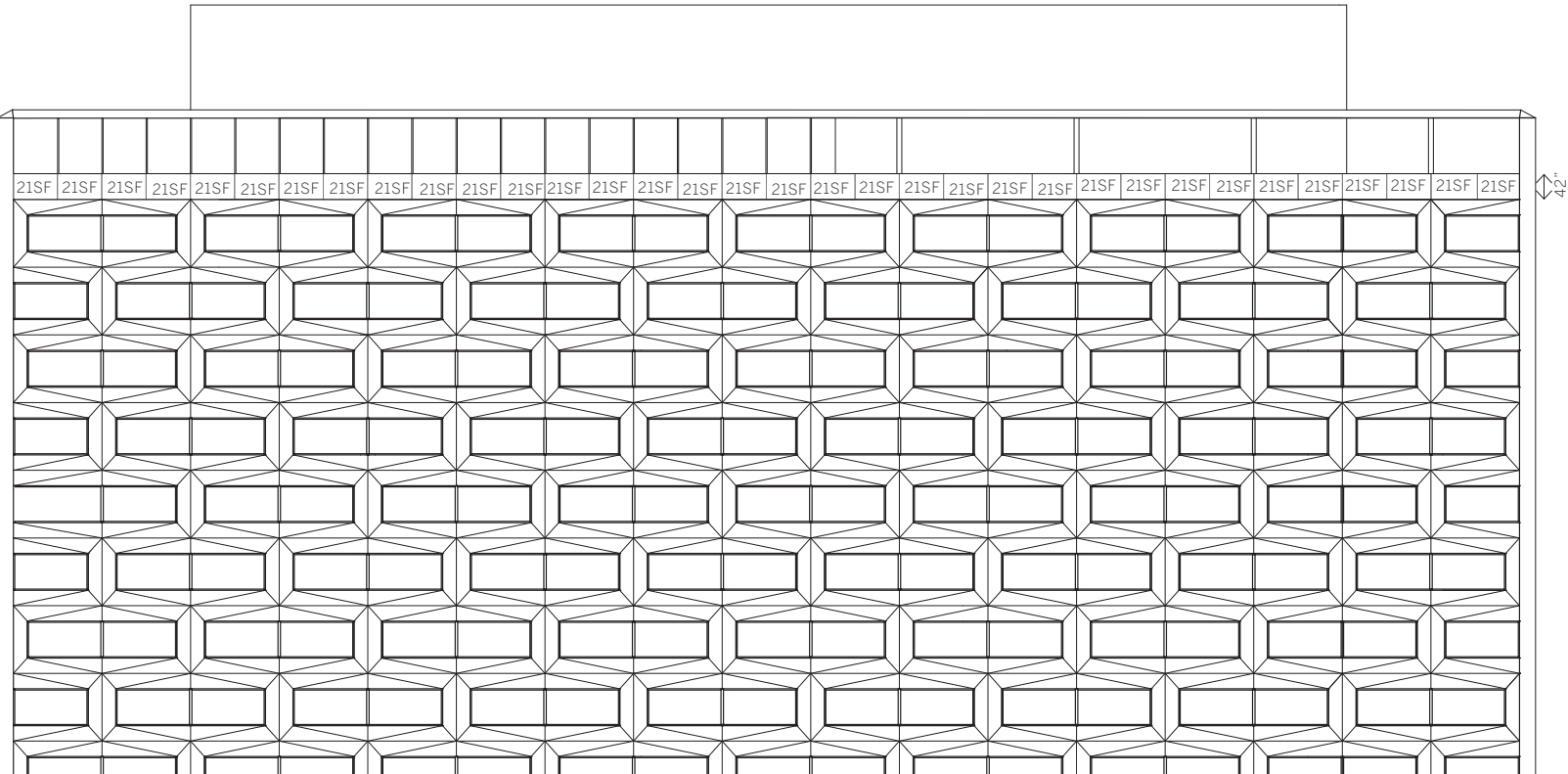
A SINGLE ROOM OCCUPANCY BUILDING IS ONE THAT CONTAINS ONLY SRO UNITS AND ACCESSORY LIVING SPACE

135(D)(2) (USABLE OPEN SPACE FOR DWELLING UNITS IN MIXED USE DISTRICTS): FOR GROUP HOUSING STRUCTURES, SRO UNITS AND **DWELLING UNITS THAT MEASURE LESS THAN 350 SF PLUS A BATHROOM**, THE MINIMUM AMOUNT OF USABLE OPEN SPACE PROVIDED FOR USE BY EACH BEDROOM OR SRO UNIT SHALL BE **ONE-THIRD** THE AMOUNT REQUIRED FOR A DWELLING UNIT AS SPECIFIED IN PARAGRAPHS (D) (1) ABOVE AND (D)(4), BELOW. FOR PURPOSES OF THESE CALCULATIONS, THE NUMBER OF BEDROOMS ON A LOT SHALL IN NO CASE BE CONSIDERED TO BE LESS THAN ONE BEDROOM FOR EACH TWO BEDS. WHERE THE ACTUAL NUMBER OF BEDS EXCEEDS AN AVERAGE OF TWO BEDS FOR EACH BEDROOM, EACH TWO BEDS SHALL BE CONSIDERED EQUIVALENT TO ONE BEDROOM



NO FEATURE/LOCATION RELATED HAZARDS AS
DEFINED BY SECTION 139 OF PLANNING CODE.

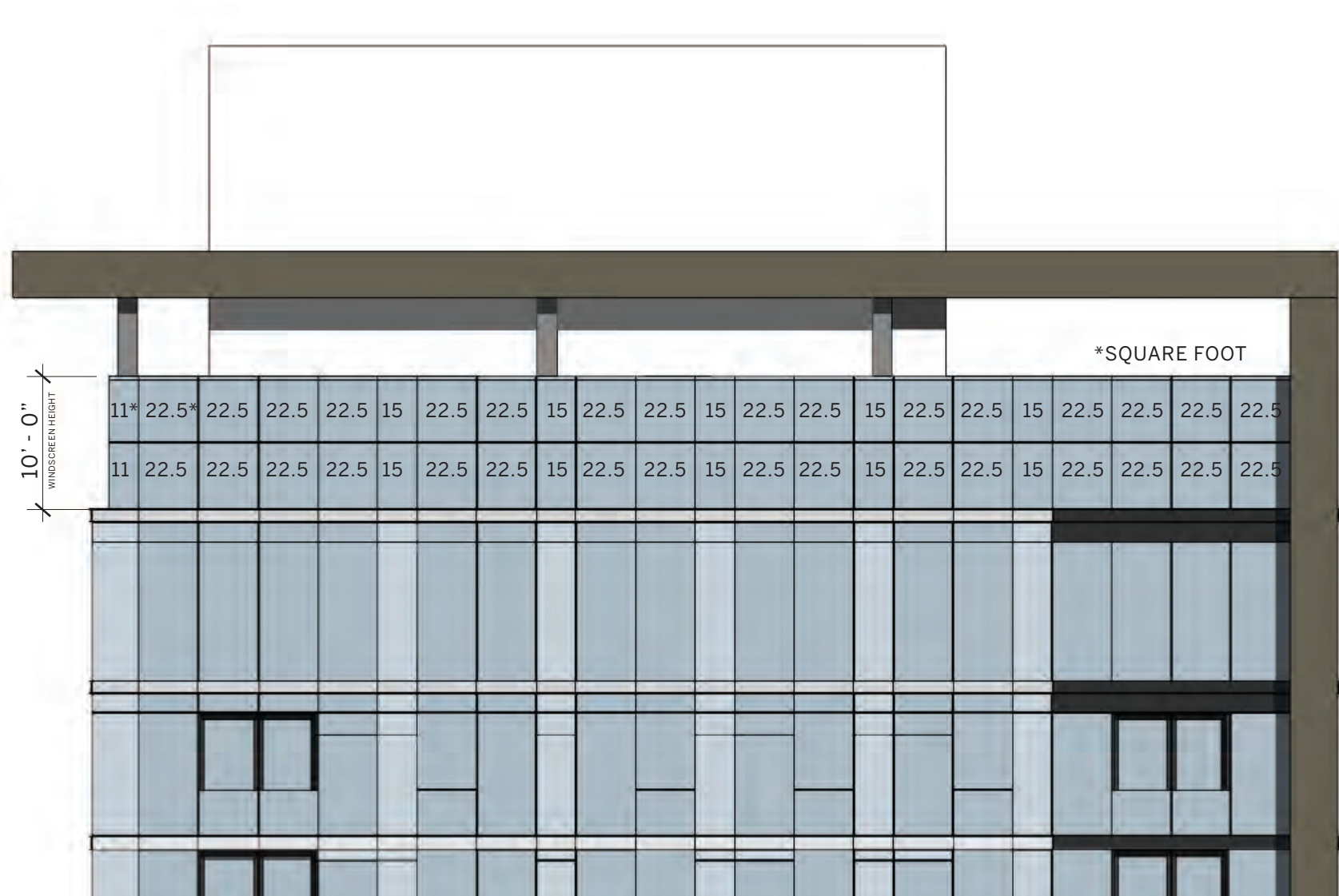
		QUESTION	YES	NO
MACRO-SETTING (PAGE 12, 16)	1	Is the structure located within a major migratory route? (All of San Francisco is on the Pacific Flyway)	X	
	2	Is the location proximate to a migratory stopover destination? (Within 1/4 mile from Golden Gate Park, Lake Merced or the Presidio)		X
	3	Is the structure location in a fog-prone area? (Within 1/2 mile from the ocean or bay)	X	
MICRO-SETTING (LOCATION-RELATED HAZARD) (PAGES 13, 16, 28-29)	4	Is the structure located such that large windows greater than 24 square feet will be opposite of, or will reflect interlocking tree canopies?		X
	5	Is the structure inside of, or within a distance of 300 feet from an open space 2 acres or larger dominated by vegetation? (Requires treatment of glazing, see page 28)		X
	6	Is the structure located on, or within 300 feet from water, water features, or wetlands? (Requires treatment of glazing, see page 28)		X
	7	Does the structure feature an above ground or rooftop vegetated area two acres or greater in size? (Requires treatment of glazing, see page 29)		X
GLAZING QUANTITY (PAGE 8)	8	Is the overall quantity of glazing as a percentage of façade: (Risk increases with amount of glazing)	Less than 10%?	X
			More than 50%? (Residential Buildings in R-Districts must treat 95% of unbroken glazed segments 24 square feet or greater in size if within 300 feet of an Urban Bird Refuge.)	
	9	Will the glazing be replaced?	More than 50% glazing to be replaced on an existing bird hazard (including both feature-related hazards as described in lines 19-22 and location-related hazard as described in lines 4-7)? (Requires treatment see pages 29 and 31.)	X
GLAZING QUALITY (PAGE 6, 7)	10	Is the quality of the glass best described as:	Transparent (If so, remove indoor bird-attractions visible from outside the windows.)	X
	11		Reflective (If so, keep visible light reflectance low (between 10-20%) and consider what will reflect in the windows. Note: Some bird-safe glazing such as fritting and UV spectrum glass may have higher reflectivity that is visible to birds.)	X
	12		Mirrored or visible light reflectance exceeding 30%. (Prohibited by Planning Code.)	X
GLAZING TREATMENTS (PAGE 18-21)	13	Is the building's glass treated with bird-safe treatments such that the "collision zone" contains no more than 10% untreated glazing for identified "location-related hazards" (lines 4-7) and such that 100% of the glazing on "feature-related hazards" (lines 19-22) is treated?		X
	14	Is the building's glass treated for required "bird hazards" (as described in line 13) <i>and</i> such that no more than 5% of the collision zone (lower 60') glazing is untreated but not for the entire building?		X
	15	Is the building glazing treated (as described above in lines 14 and 15) <i>and</i> such that no more than 5% of the glazing on the exposed façade is left untreated?		X
BUILDING FAÇADE GENERAL (PAGE 8, 13)	16	Is the building façade well-articulated (as opposed to flat in appearance)?		X
	17	Is the building's fenestration broken with mullions or other treatments?		X
	18	Does the building use unbroken glass at lower levels?		X
BUILDING FEATURE-RELATED HAZARDS AND BIRD TRAPS (PAGE 8, 30-31)	19	Does the structure contain a "feature-related" hazard or potential "bird trap" such as:	Free standing clear-glass walls, greenhouse or other clear barriers on rooftops or balconies? (Prohibited unless the glazing is treated with bird-safe applications.)	X
	20		Free standing clear-glass landscape feature or bus shelters? (Prohibited unless the glazing is treated with bird-safe applications.)	X
	21		Glazed passageways or lobbies with clear sight lines through the building broken only by glazing?	X
	22		Transparent building corners?	X
LIGHTING DESIGN (PAGE 10, 25)	23	Does the structure, signage or landscaping feature uplighting? (Prohibited within 300 feet of an Urban Bird Refuge)		X
	24	Does the structure minimize light spillage and maximize light shielding?		X
	25	Does the structure use interior "lights-out" motion sensors?		X
	26	Is night lighting minimized to levels needed for security?		X
	27	Does the structure use decorative red-colored lighting?		X
LIGHTING OPERATIONS (PAGE 12, 24-25)	28	Will the building participate in San Francisco Lights Out during the migration seasons? (February 15-May 31 and August 15- November 30th) To achieve "sterling" certification the building must participate in year-round best management practices for lighting.		
OTHER BUILDING ELEMENTS (PAGE 23)	29	Does the structure feature rooftop antennae or guy wires?		X
	30	Does the structure feature horizontal access wind generators or non-solid blades?		X
CONSENT (PAGE 34)	31	Does the building owner agree to distribute San Francisco's Bird-Safe Building Standards to future tenants?		X



SF PLANNING ORDINANCE NO.199-11 SECTION 139(B)
(2). BUILDING FEATURE-RELATED HAZARDS INCLUDE
FREE- STANDING CLEAR GLASS WALLS, SKY-WALKS,
GREENHOUSES ON ROOFTOPS, AND BALCONIES THAT
HAVE UNBROKEN GLAZED SEGMENTS 24 SQUARE FEET
AND LARGER IN SIZE.

		QUESTION	YES	NO
MACRO-SETTING (PAGE 12, 16)	1	Is the structure located within a major migratory route? (All of San Francisco is on the Pacific Flyway)	X	
	2	Is the location proximate to a migratory stopover destination? (Within 1/4 mile from Golden Gate Park, Lake Merced or the Presidio)		X
	3	Is the structure location in a fog-prone area? (Within 1/2 mile from the ocean or bay)	X	
MICRO-SETTING (LOCATION-RELATED HAZARD) (PAGES 13, 16, 28-29)	4	Is the structure located such that large windows greater than 24 square feet will be opposite of, or will reflect interlocking tree canopies?		X
	5	Is the structure inside of, or within a distance of 300 feet from an open space 2 acres or larger dominated by vegetation? (Requires treatment of glazing, see page 28)		X
	6	Is the structure located on, or within 300 feet from water, water features, or wetlands? (Requires treatment of glazing, see page 28)		X
	7	Does the structure feature an above ground or rooftop vegetated area two acres or greater in size? (Requires treatment of glazing, see page 29)		X
GLAZING QUANTITY (PAGE 8)	8	Is the overall quantity of glazing as a percentage of façade: (Risk increases with amount of glazing)	Less than 10%?	X
			More than 50%? (Residential Buildings in R-Districts must treat 95% of unbroken glazed segments 24 square feet or greater in size if within 300 feet of an Urban Bird Refuge.)	X
	9	Will the glazing be replaced?	More than 50% glazing to be replaced on an existing bird hazard (including both feature-related hazards as described in lines 19-22 and location-related hazard as described in lines 4-7)? (Requires treatment see pages 29 and 31.)	X
GLAZING QUALITY (PAGE 6, 7)	10	Is the quality of the glass best described as:	Transparent (If so, remove indoor bird-attractions visible from outside the windows.)	X
	11		Reflective (If so, keep visible light reflectance low (between 10-20%) and consider what will reflect in the windows. Note: Some bird-safe glazing such as fritting and UV spectrum glass may have higher reflectivity that is visible to birds.)	X
	12		Mirrored or visible light reflectance exceeding 30%. (Prohibited by Planning Code.)	X
GLAZING TREATMENTS (PAGE 18-21)	13	Is the building's glass treated with bird-safe treatments such that the "collision zone" contains no more than 10% untreated glazing for identified "location-related hazards" (lines 4-7) and such that 100% of the glazing on "feature-related hazards" (lines 19-22) is treated?		X
	14	Is the building's glass treated for required "bird hazards" (as described in line 13) and such that no more than 5% of the collision zone (lower 60') glazing is untreated but not for the entire building?		X
	15	Is the building glazing treated (as described above in lines 14 and 15) such that no more than 5% of the glazing on the exposed façade is left untreated?		X
BUILDING FAÇADE GENERAL (PAGE 8, 13)	16	Is the building façade well-articulated (as opposed to flat in appearance)?	X	
	17	Is the building's fenestration broken with mullions or other treatments?	X	
	18	Does the building use unbroken glass at lower levels?		X
BUILDING FEATURE-RELATED HAZARDS AND BIRD TRAPS (PAGE 8, 30-31)	19	Does the structure contain a "feature-related" hazard or potential "bird trap" such as:	Free standing clear-glass walls, greenhouse or other clear barriers on rooftops or balconies? (Prohibited unless the glazing is treated with bird-safe applications.)	X
	20		Free standing clear-glass landscape feature or bus shelters? (Prohibited unless the glazing is treated with bird-safe applications.)	X
	21		Glazed passageways or lobbies with clear sight lines through the building broken only by glazing?	X
	22		Transparent building corners? Under design	X
LIGHTING DESIGN (PAGE 10, 25)	23	Does the structure, signage or landscaping feature uplighting? (Prohibited within 300 feet of an Urban Bird Refuge)		X
	24	Does the structure minimize light spillage and maximize light shielding?	X	
	25	Does the structure use interior "lights-out" motion sensors?		X
	26	Is night lighting minimized to levels needed for security?	X	
	27	Does the structure use decorative red-colored lighting?		X
LIGHTING OPERATIONS (PAGE 12, 24-25)	28	Will the building participate in San Francisco Lights Out during the migration seasons? (February 15-May 31 and August 15- November 30th) To achieve "sterling" certification the building must participate in year-round best management practices for lighting.		
OTHER BUILDING ELEMENTS (PAGE 23)	29	Does the structure feature rooftop antennae or guy wires?		X
	30	Does the structure feature horizontal access wind generators or non-solid blades?		X
CONSENT (PAGE 34)	31	Does the building owner agree to distribute San Francisco's Bird-Safe Building Standards to future tenants?	X	

Authorized Signature X _____ Date: _____



NORTH ELEVATION (HARRISON ST) - ROOF WINDSCREEN

STANDARD FOR BIRD-SAFE BUILDINGS
SF PLANNING ORDINANCE NO.199-11

SECTION 139(B)(2). BUILDING FEATURE-RELATED HAZARDS INCLUDE FREE- STANDING CLEAR GLASS WALLS, SKY-WALKS, GREENHOUSES ON ROOFTOPS, AND BALCONIES THAT HAVE UNBROKEN GLAZED SEGMENTS **24 SQUARE FEET** AND LARGER IN SIZE.

BIRD-SAFE BUILDING CHECKLIST

Using the key on the prior page, complete this checklist as a guide to help evaluate potential bird-hazards or eligibility for Bird-Safe Building Certification.

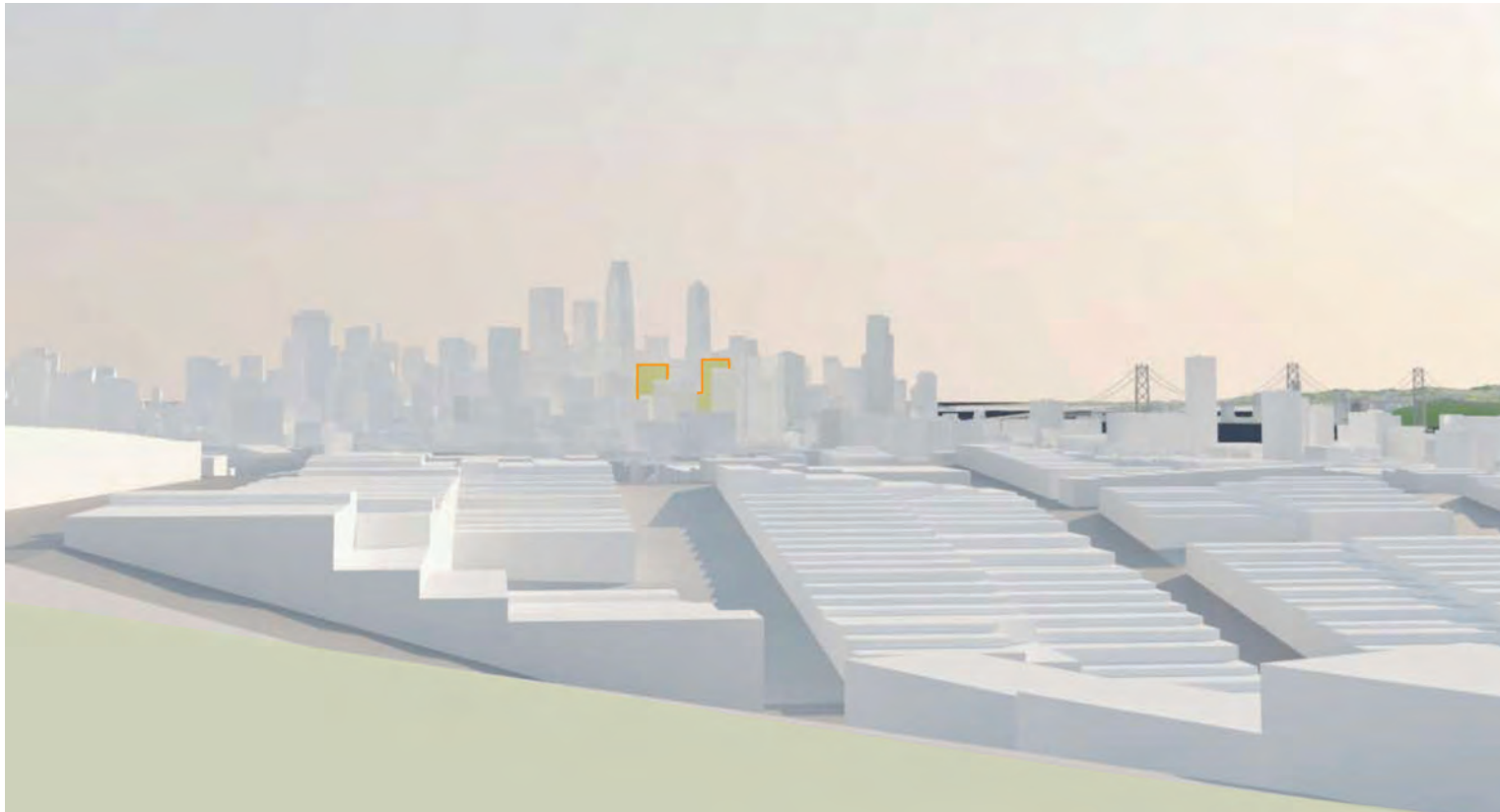
		QUESTION	YES	NO
MACRO-SETTING (PAGE 12, 16)	1	Is the structure located within a major migratory route? (All of San Francisco is on the Pacific Flyway)	<input type="radio"/>	<input type="radio"/>
	2	Is the location proximate to a migratory stopover destination? (Within 1/4 mile from Golden Gate Park, Lake Merced or the Presidio)	<input type="radio"/>	<input type="radio"/>
	3	Is the structure location in a fog-prone area? (Within 1/2 mile from the ocean or bay)	<input type="radio"/>	<input type="radio"/>
MICRO-SETTING (LOCATION-RELATED HAZARD) (PAGES 13, 16, 28-29)	4	Is the structure located such that large windows greater than 24 square feet will be opposite of, or will reflect interlocking tree canopies?	<input type="radio"/>	<input type="radio"/>
	5	Is the structure inside of, or within a distance of 300 feet from an open space 2 acres or larger dominated by vegetation? (Requires treatment of glazing, see page 28)	<input type="radio"/>	<input type="radio"/>
	6	Is the structure located on, or within 300 feet from water, water features, or wetlands? (Requires treatment of glazing, see page 28)	<input type="radio"/>	<input type="radio"/>
	7	Does the structure feature an above ground or rooftop vegetated area two acres or greater in size? (Requires treatment of glazing, see page 29)	<input type="radio"/>	<input type="radio"/>
GLAZING QUANTITY (PAGE 8)	8	Is the overall quantity of glazing as a percentage of façade: (Risk increases with amount of glazing)	Less than 10%? <input type="radio"/>	More than 50%? (Residential Buildings in R-Districts must treat 95% of unbroken glazed segments 24 square feet or greater in size if within 300 feet of an Urban Bird Refuge.) <input type="radio"/>
	9	Will the glazing be replaced?	More than 50% glazing to be replaced on an existing bird hazard (including both feature-related hazards as described in lines 19-22 and location-related hazard as described in lines 4-7)? (Requires treatment see pages 29 and 31.) <input type="radio"/>	<input type="radio"/>
GLAZING QUALITY (PAGE 6, 7)	10	Is the quality of the glass best described as:	Transparent (If so, remove indoor bird-attractions visible from outside the windows.) <input type="radio"/>	<input type="radio"/>
	11		Reflective (If so, keep visible light reflectance low (between 10-20%) and consider what will reflect in the windows. Note: Some bird-safe glazing such as fritting and UV spectrum glass may have higher reflectivity that is visible to birds.) <input type="radio"/>	<input type="radio"/>
	12		Mirrored or visible light reflectance exceeding 30%. (Prohibited by Planning Code.) <input type="radio"/>	<input type="radio"/>
GLAZING TREATMENTS (PAGE 18-21)	13	Is the building's glass treated with bird-safe treatments such that the "collision zone" contains no more than 10% untreated glazing for identified "location-related hazards" (lines 4-7) and such that 100% of the glazing on "feature-related hazards" (lines 19-22) is treated?	<input type="radio"/>	<input type="radio"/>
	14	Is the building's glass treated for required "bird hazards" (as described in line 13) <u>and</u> such that no more than 5% of the collision zone (lower 60') glazing is untreated but not for the entire building?	<input type="radio"/>	<input type="radio"/>
	15	Is the building glazing treated (as described above in lines 14 and 15) <u>and</u> such that no more than 5% of the glazing on the exposed façade is left untreated?	<input type="radio"/>	<input type="radio"/>
BUILDING FAÇADE GENERAL (PAGE 8, 13)	16	Is the building façade well-articulated (as opposed to flat in appearance)?	<input type="radio"/>	<input type="radio"/>
	17	Is the building's fenestration broken with mullions or other treatments?	<input type="radio"/>	<input type="radio"/>
	18	Does the building use unbroken glass at lower levels?	<input type="radio"/>	<input type="radio"/>
BUILDING FEATURE-RELATED HAZARDS AND BIRD TRAPS (PAGE 8, 30-31)	19	Does the structure contain a "feature-related" hazard or potential "bird trap" such as:	Free standing clear-glass walls, greenhouse or other clear barriers on rooftops or balconies? (Prohibited unless the glazing is treated with bird-safe applications.) <input type="radio"/>	<input type="radio"/>
	20		Free standing clear-glass landscape feature or bus shelters? (Prohibited unless the glazing is treated with bird-safe applications.) <input type="radio"/>	<input type="radio"/>
	21		Glazed passageways or lobbies with clear sight lines through the building broken only by glazing? <input type="radio"/>	<input type="radio"/>
	22		Transparent building corners? <input type="radio"/>	<input type="radio"/>
LIGHTING DESIGN (PAGE 10, 25)	23	Does the structure, signage or landscaping feature uplighting? (Prohibited within 300 feet of an Urban Bird Refuge)	<input type="radio"/>	<input type="radio"/>
	24	Does the structure minimize light spillage and maximize light shielding?	<input type="radio"/>	<input type="radio"/>
	25	Does the structure use interior "lights-out" motion sensors?	<input type="radio"/>	<input type="radio"/>
	26	Is night lighting minimized to levels needed for security?	<input type="radio"/>	<input type="radio"/>
	27	Does the structure use decorative red-colored lighting?	<input type="radio"/>	<input type="radio"/>
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OTHER BUILDING ELEMENTS (PAGE 23)	29	Does the structure feature rooftop antennae or guy wires?	<input type="radio"/>	<input type="radio"/>
	30	Does the structure feature horizontal access wind generators or non-solid blades?	<input type="radio"/>	<input type="radio"/>
CONSENT (PAGE 34)	31	Does the building owner agree to distribute San Francisco's Bird-Safe Building Standards to future tenants?	<input type="radio"/>	<input type="radio"/>



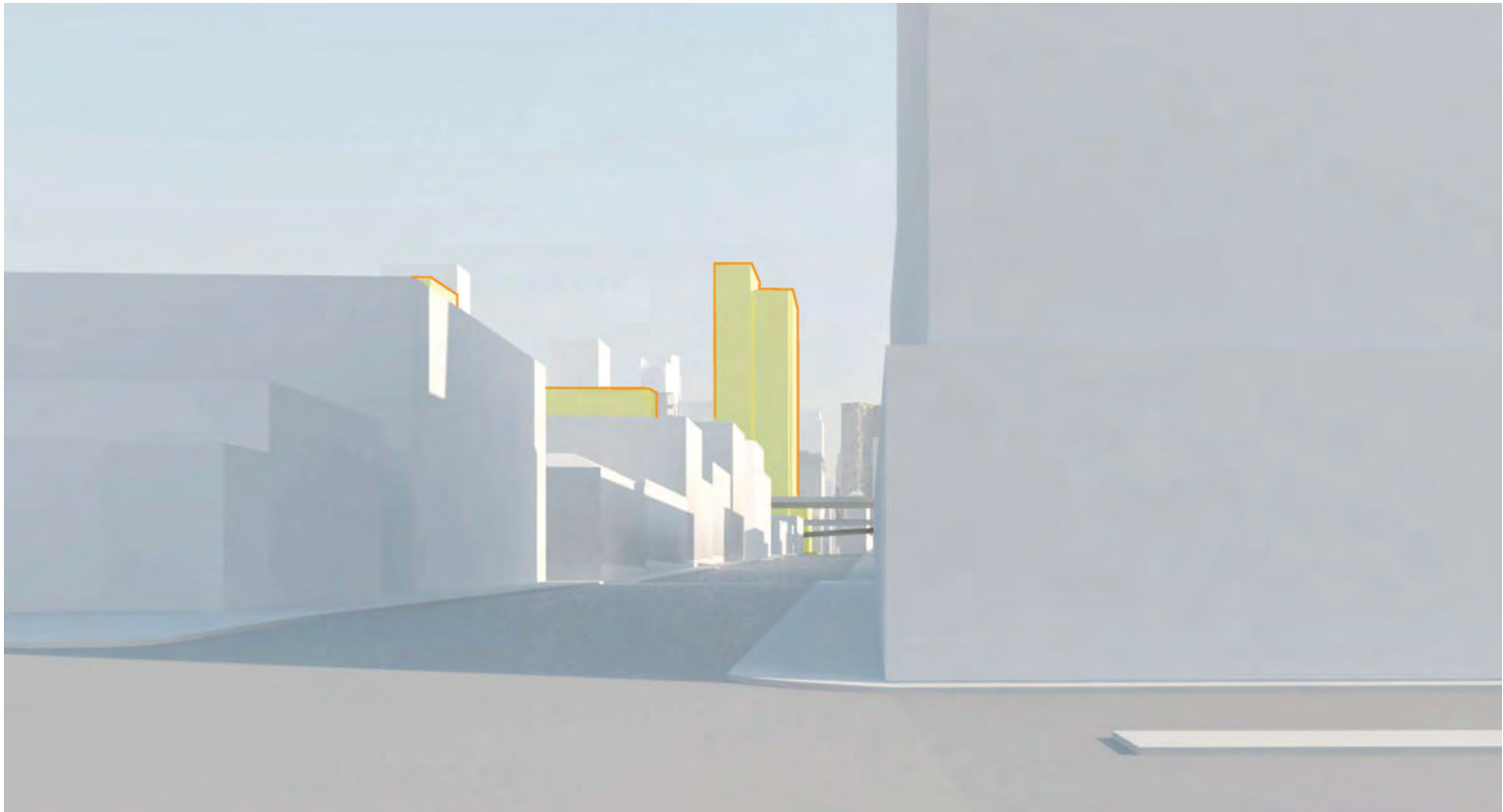
VIEW FROM DOLORES PARK



VIEW FROM I-80



VIEW FROM POTRERO HILL REC CENTER

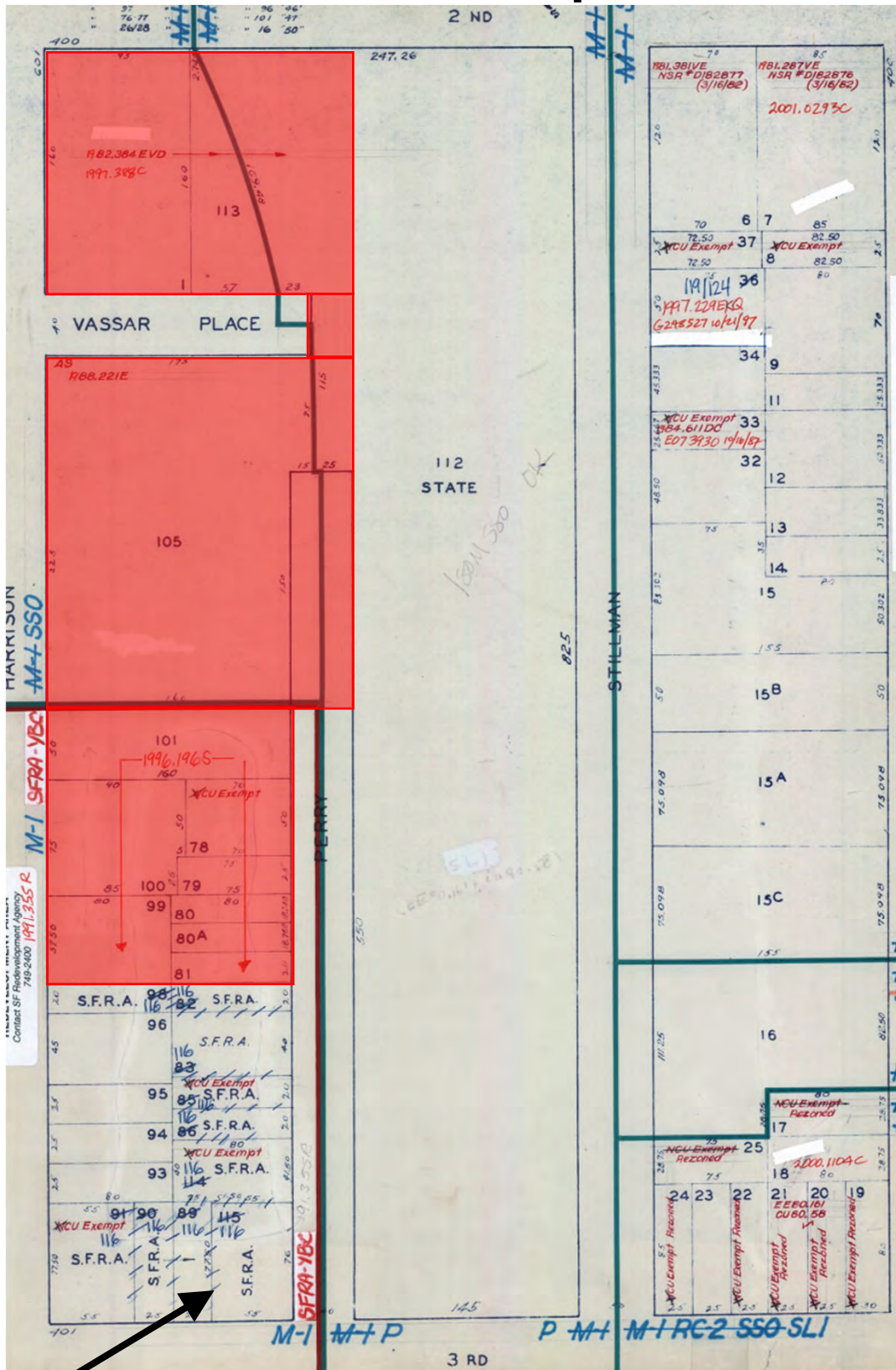


VIEW FROM 2ND AND KING LOOKING NORTH

ONE VASSAR AREA SUMMARY

400 Second				645 Harrison			657 Harrison			TOTAL		
Heights												
Stories	27			19			35					
Height (top of roof)	350'			200'			350'					
Height (top of parapet)	385'			220'			385'					
Height (top of mechanical, elevator appurtenances)				220'			385'					
Height (top of podium roof)	85'			56'								
Area by Use	GSF	GFA	OFA	GSF	GFA	OFA	GSF	GFA	OFA	GSF	GFA	OFA
Residential							482,000	461,228	460,779	482,000	461,228	460,779
Hotel				221,770	221,965	181,056				221,770	221,965	181,056
Office	445,780	418,684	302,048	64,800	63,115	56,315		0		510,580	481,799	358,363
PDR				44,200	42,013	39,493		0		44,200	42,013	39,493
Childcare							14,000	14,000	13,214	14,000	14,000	13,214
F&B Retail	5,100	5,000	5,000	33,700	31,101	27,873	1,450	1,450	1,450	40,250	37,551	34,323
Shared Service				13,230						13,230	0	0
Indoor POPOS	3,220									3,220	0	0
Basement	84,000	incl in office GFA	incl in office OFA	13,500	incl in hotel GFA	incl in hotel OFA	89,000	incl in resi GFA	incl in resi OFA	186,500	0	0
										0	0	0
Subtotal Overall Area	538,100	423,684	307,048	391,200	358,194	304,737	586,450	476,678	475,443	1,515,750	1,258,556	1,087,228

Parcel Map

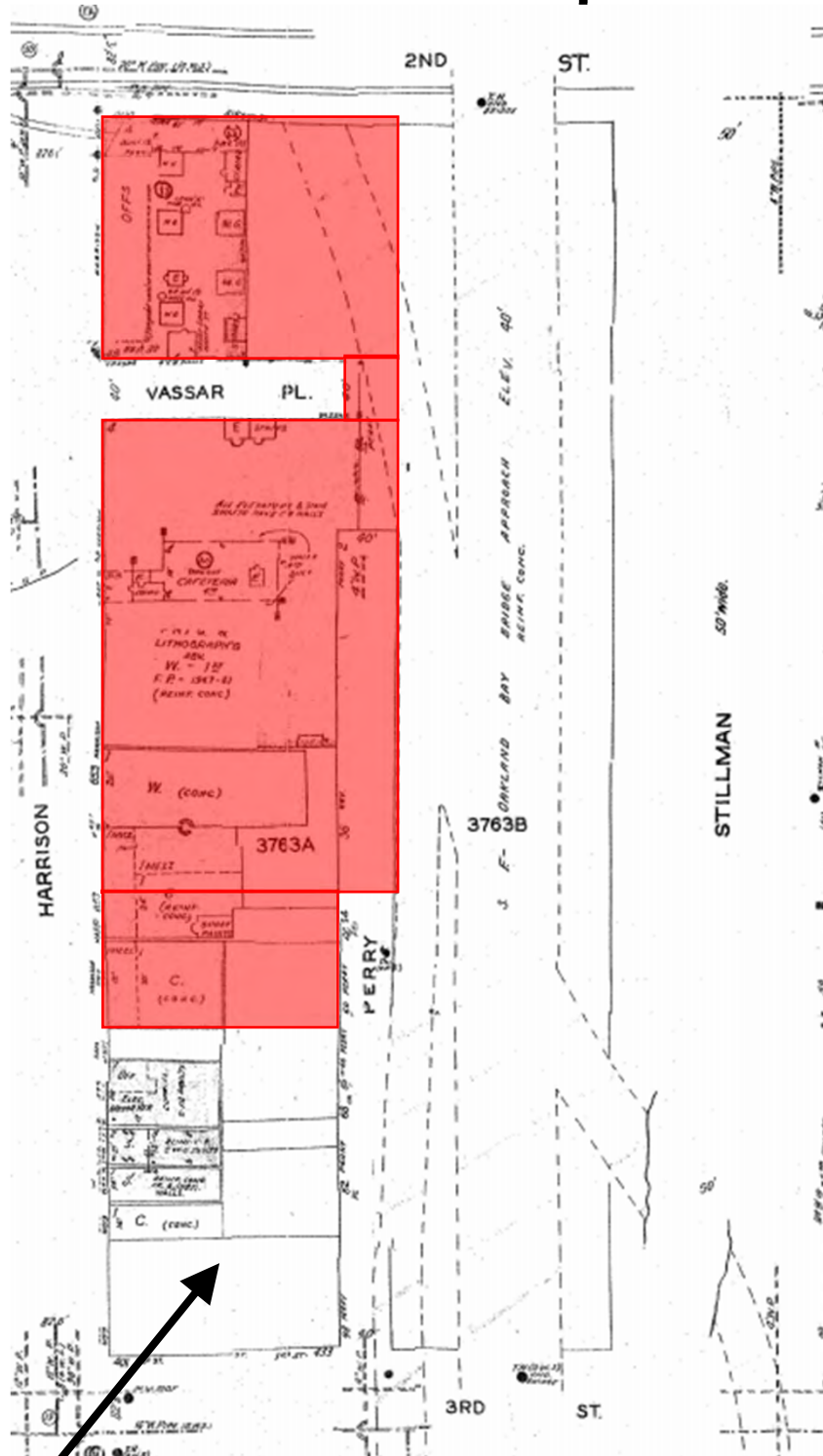


SUBJECT PROPERTY



Large Project Authorization,
Office Allocation, Conditional Use
Authorization, and Variance Hearings
Case Numbers 2012.1384ENXOFACUAVAR
One Vassar

Sanborn Map*



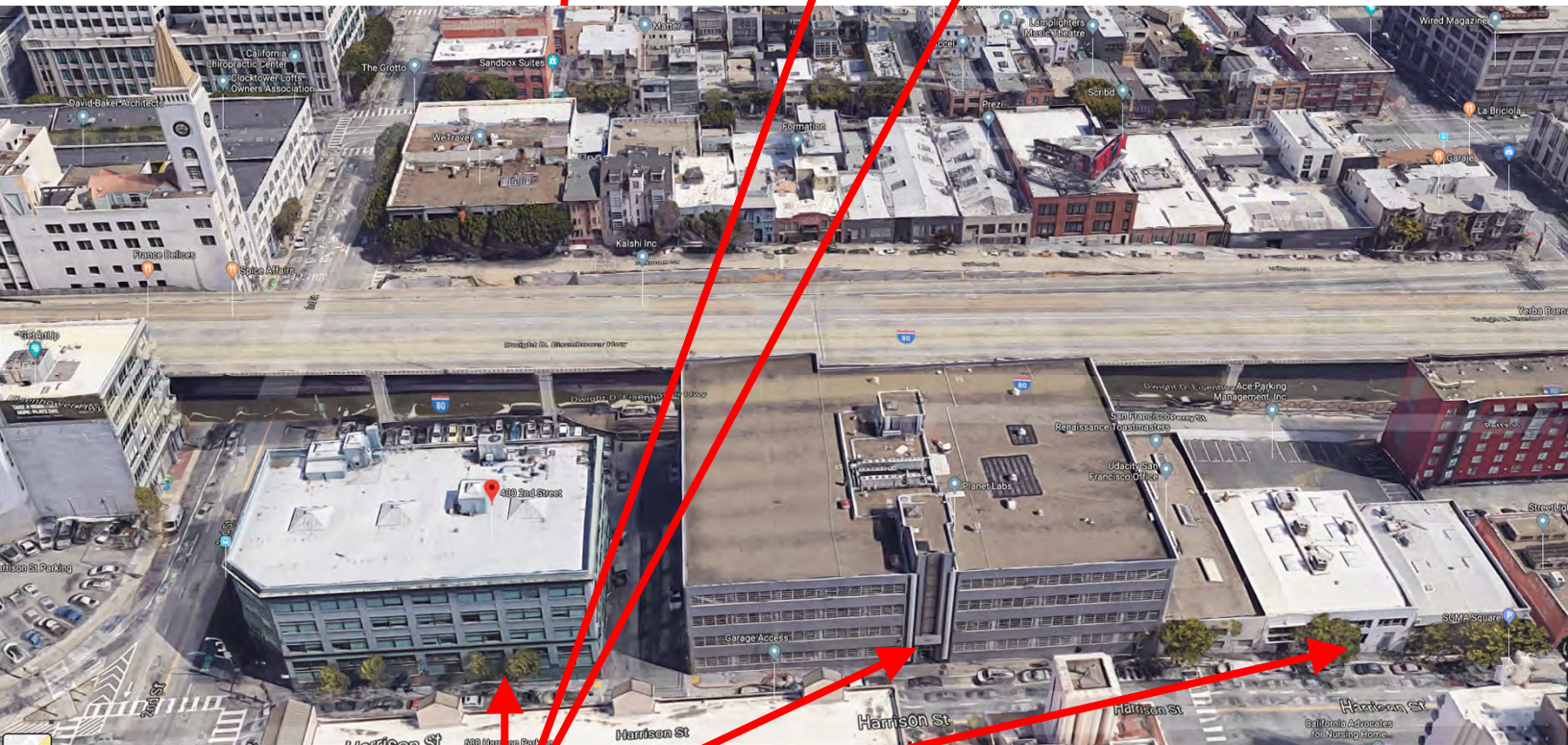
*The Sanborn Maps in San Francisco have not been updated since 1998, and this map may not accurately reflect existing conditions.

SUBJECT PROPERTY



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Case Numbers 2012.1384ENXOFACUAVAR
One Vassar

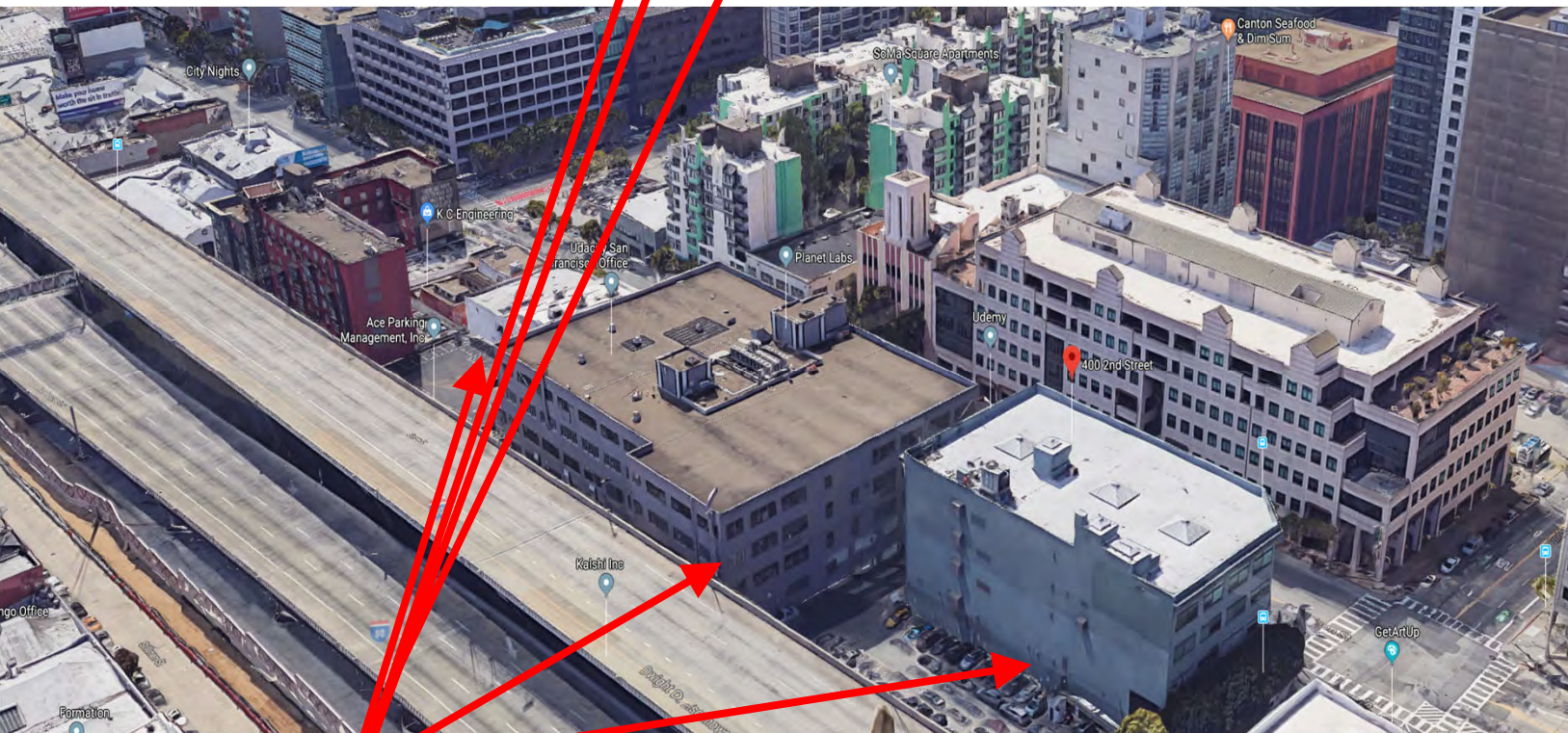
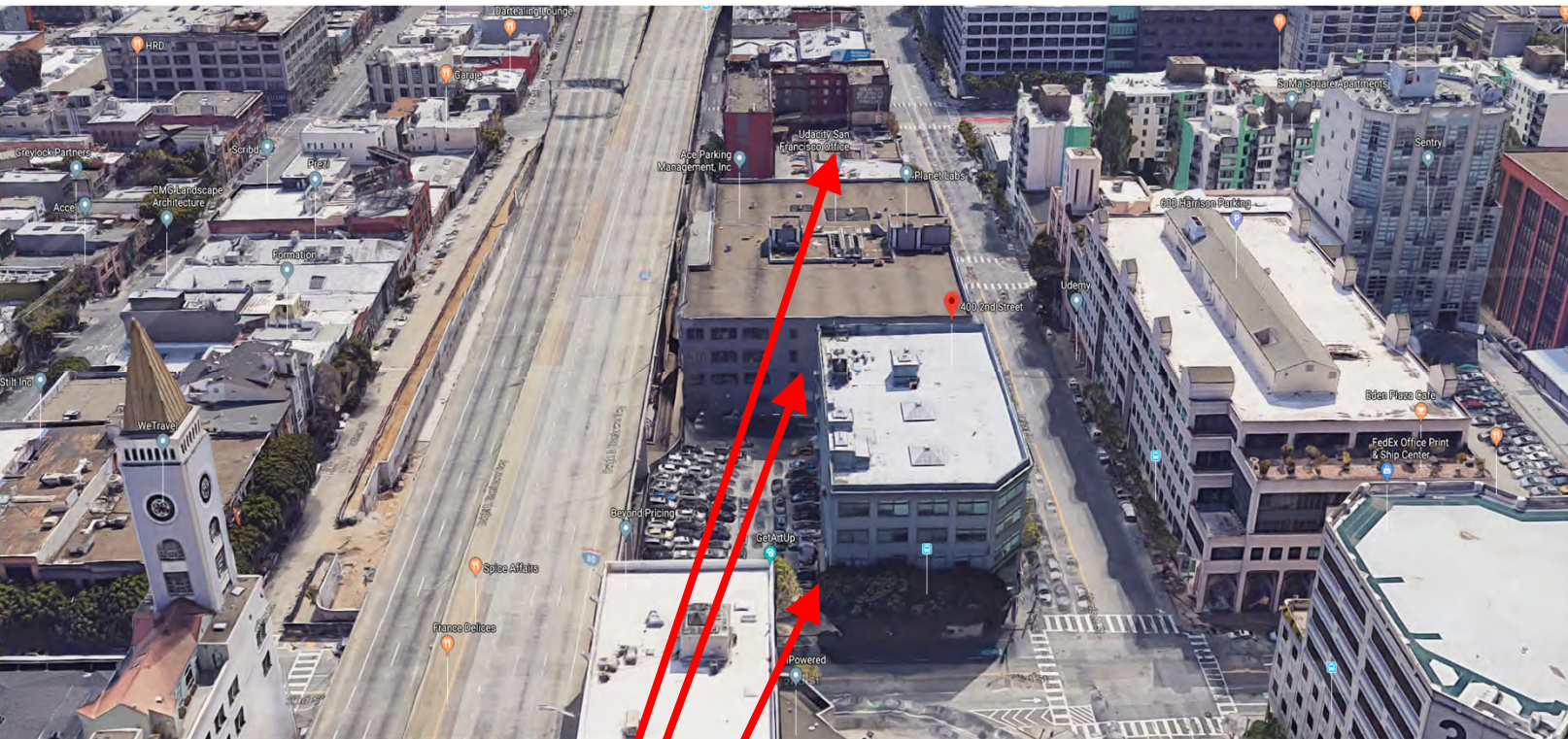
Aerial Photographs over Harrison & 2nd Street



SUBJECT PROPERTY

Large Project Authorization,
Office Allocation, Conditional Use
Authorization, and Variance Hearings
Case Numbers 2012.1384ENXOFACUAVAR
One Vassar

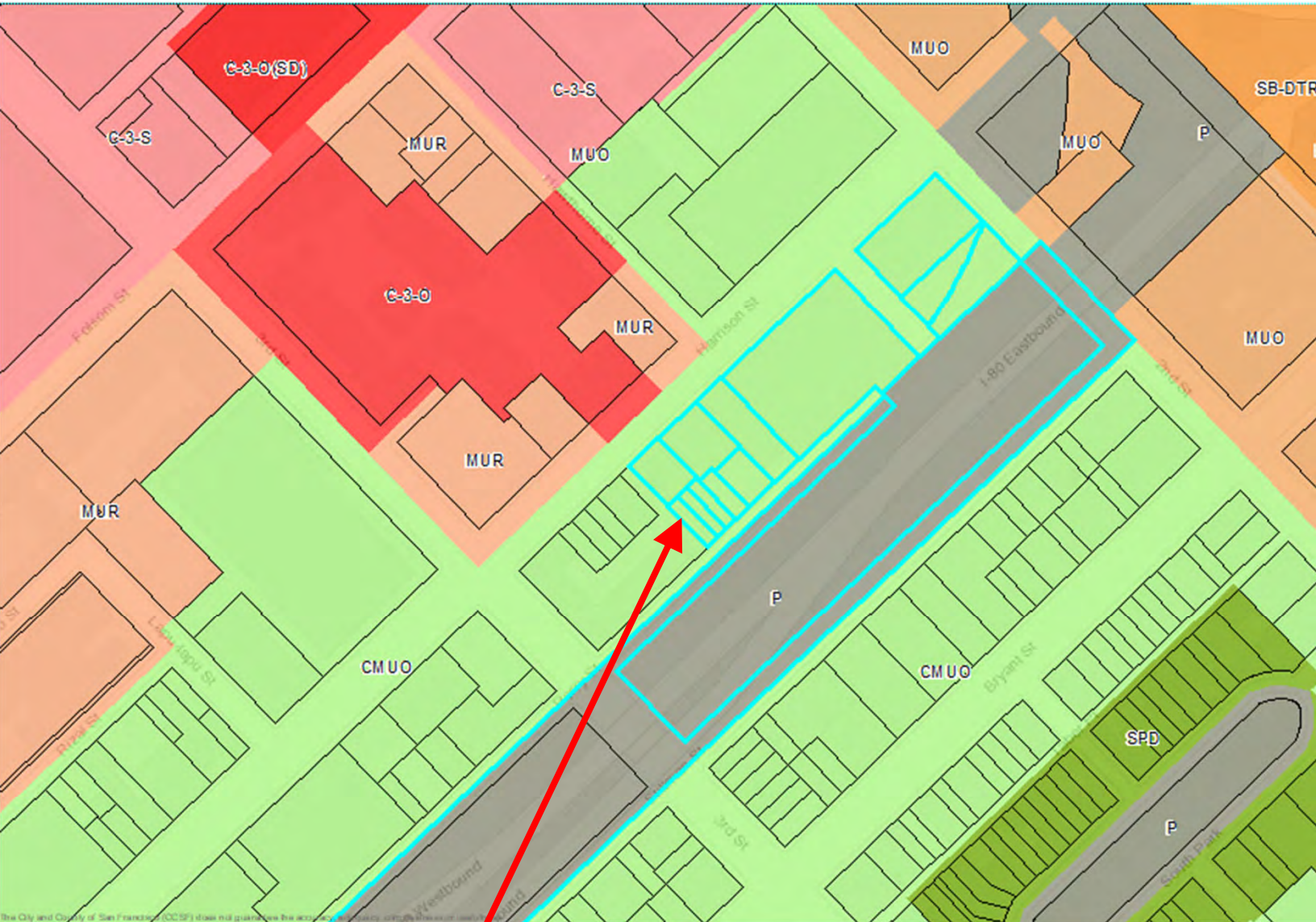
Aerial Photographs over Perry Street/I-80 & from 2nd Street



SUBJECT PROPERTY

Large Project Authorization,
Office Allocation, Conditional Use
Authorization, and Variance Hearings
Case Numbers 2012.1384ENXOFACUAVAR
One Vassar

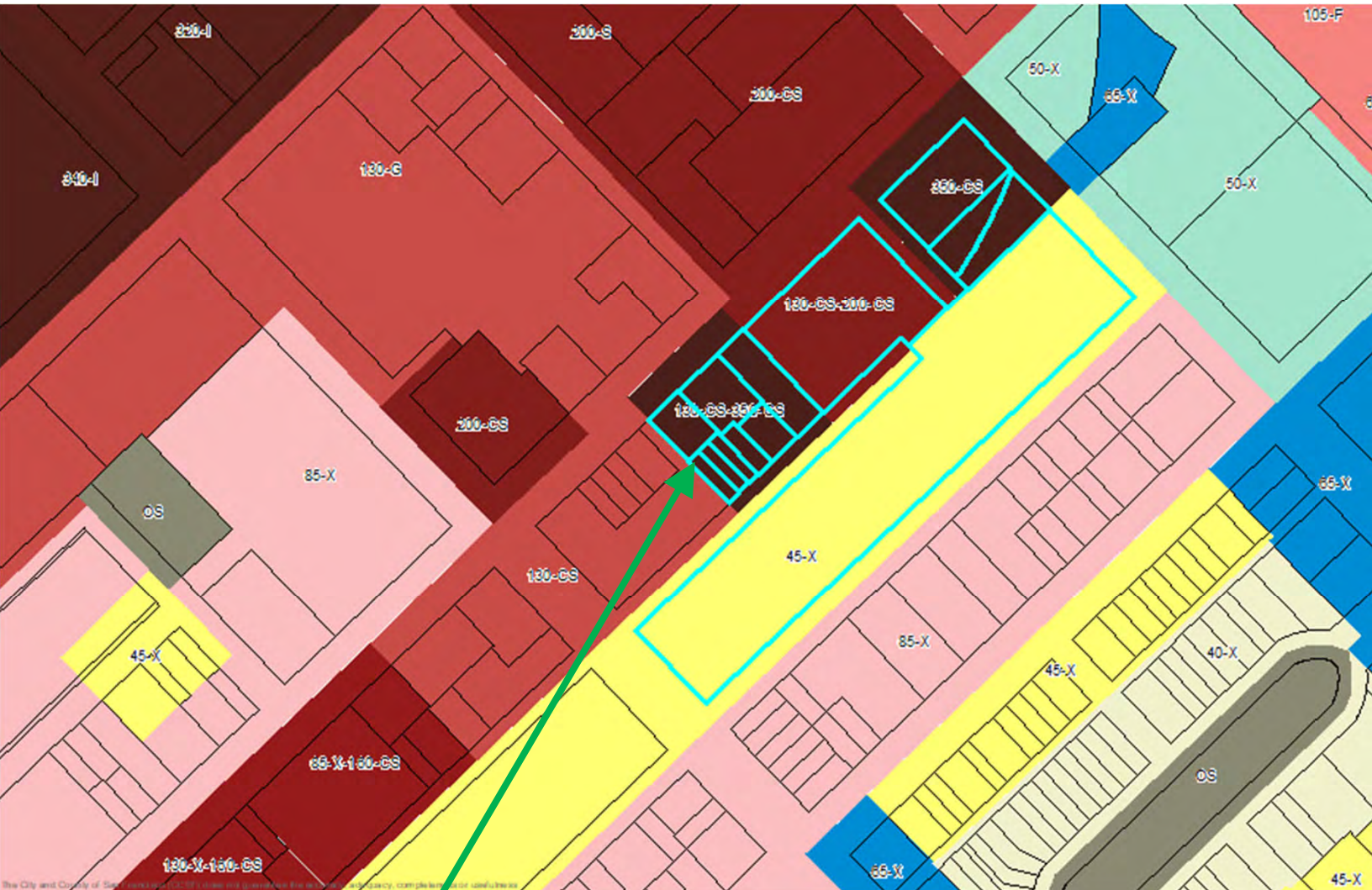
Zoning Map



SUBJECT PROPERTY



Height and Bulk Map



SUBJECT PROPERTY



Large Project Authorization,
Office Allocation, Conditional Use
Authorization, and Variance Hearings
Case Numbers 2012.1384ENXOFACUAVAR
One Vassar

Site Photographs from Harrison Street



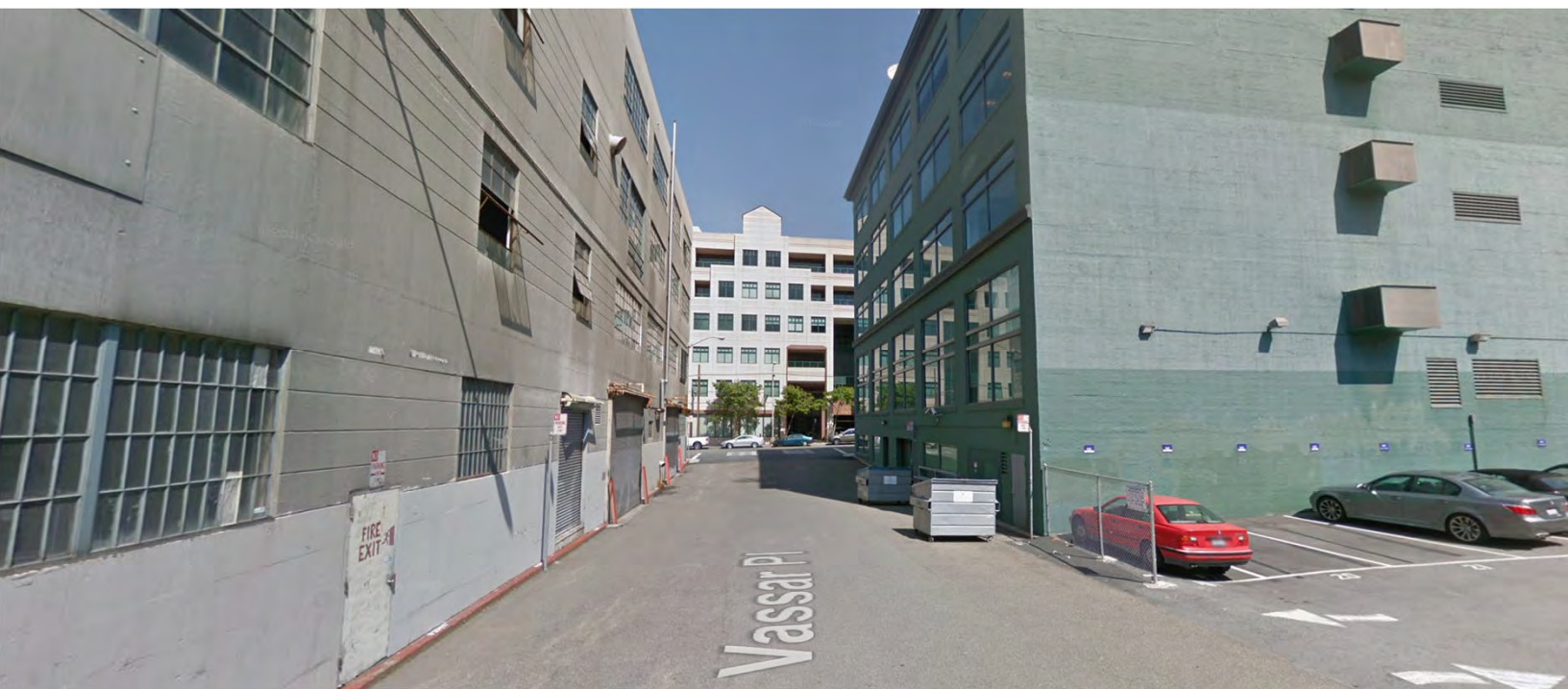
Large Project Authorization,
Office Allocation, Conditional Use
Authorization, and Variance Hearings
Case Numbers 2012.1384ENXOFACUAVAR
One Vassar

Site Photographs from 2nd Street



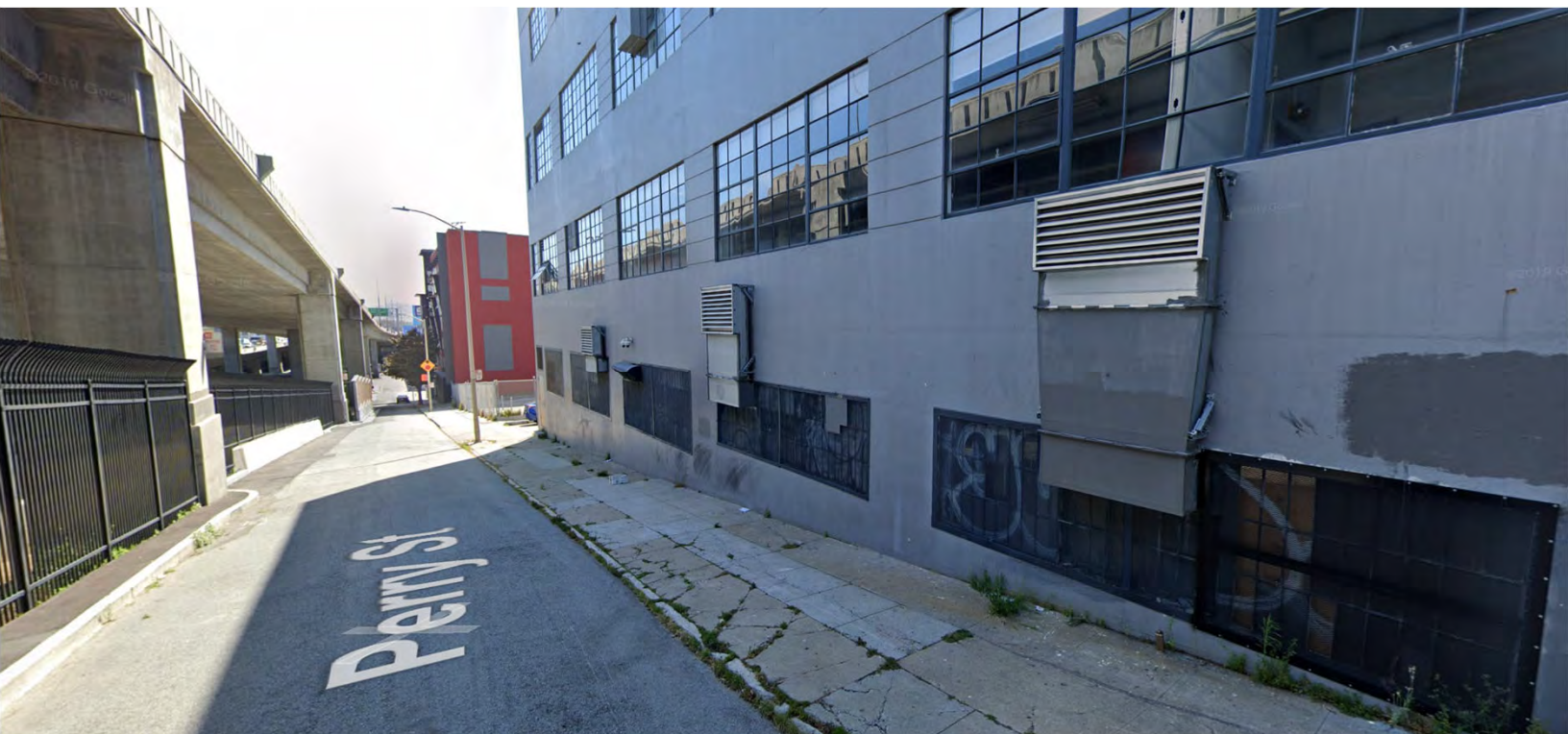
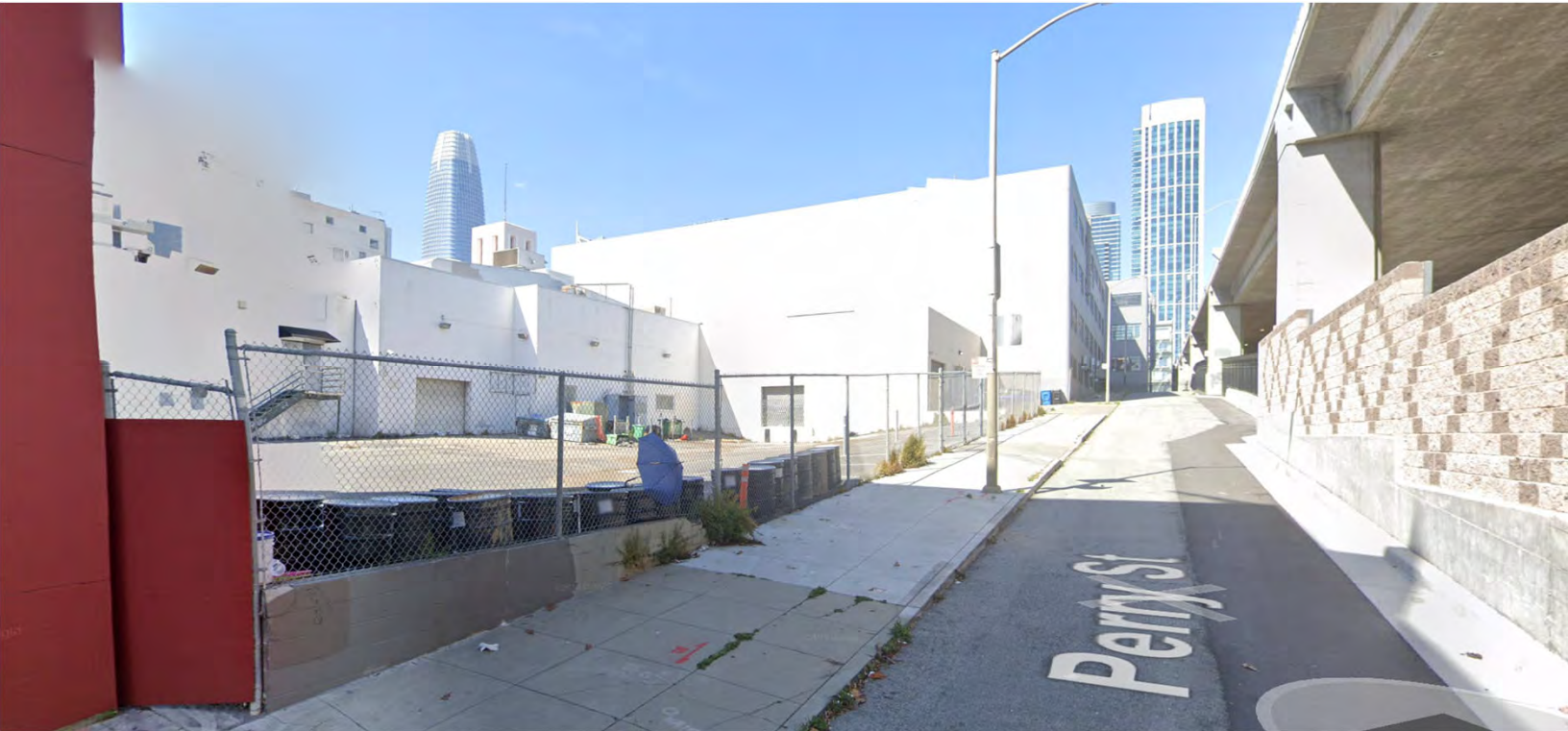
Large Project Authorization,
Office Allocation, Conditional Use
Authorization, and Variance Hearings
Case Numbers 2012.1384ENXOFACUAVAR
One Vassar

Site Photographs from Vassar Place



Large Project Authorization,
Office Allocation, Conditional Use
Authorization, and Variance Hearings
Case Numbers 2012.1384ENXOFACUAVAR
One Vassar

Site Photographs from Perry Street



Large Project Authorization,
Office Allocation, Conditional Use
Authorization, and Variance Hearings
Case Numbers 2012.1384ENXOFACUAVAR
One Vassar

One Vassar Affidavits: Inclusionary, Anti-Discriminatory Housing, and First Source Hiring



COMPLIANCE WITH THE INCLUSIONARY AFFORDABLE HOUSING PROGRAM

Date: October 24, 2018

To: Applicants subject to Planning Code Section 415 and 419: *Inclusionary Affordable Housing Program*

From: San Francisco Planning Department

Re: **Compliance with the Inclusionary Affordable Housing Program**

All projects that include 10 or more dwelling units must participate in the *Inclusionary Affordable Housing Program* contained in Planning Code Sections 415 and 419. Every project subject to the requirements of Planning Code Section 415 or 419 is required to pay the Affordable Housing Fee. A project may be eligible for an Alternative to the Affordable Housing Fee. All projects that can demonstrate that they are eligible for an Alternative to the Affordable Housing Fee must provide necessary documentation to the Planning Department and Mayor's Office of Housing and Community Development.

At least 30 days before the Planning Department and/or Planning Commission can act on the project, this Affidavit for Compliance with the Inclusionary Affordable Housing Program must be completed. Please note that this affidavit is required to be included in Planning Commission packets and therefore, must comply with packet submittal guidelines.

The inclusionary requirement for a project is determined by the date that the Environmental Evaluation Application (EEA) or Project Application (PRJ) was deemed complete by the Department ("EEA/PRJ accepted date"). There are different inclusionary requirements for smaller projects (10-24 units) and larger projects (25+ units). Please use the attached charts to determine the applicable requirement. Charts 1-3 include two sections. The first section is devoted to projects that are subject to Planning Code Section 415. The second section covers projects that are located in the Urban Mixed Use (UMU) Zoning District and certain projects within the Mission Neighborhood Commercial Transit District that are subject to Planning Code Section 419. Please use the applicable form and contact Planning staff with any questions.

For projects with complete EEA's/PRJ's accepted on or after January 12, 2016, the Inclusionary Affordable Housing Program requires the provision of on-site and off-site affordable units at a mix of income levels. The number of units provided at each income level depends on the project tenure, EEA/PRJ accepted date, and the applicable schedule of on-site rate increases. Income levels are defined as a percentage of the Area Median Income (AMI), for low-income, moderate-income, and middle-income units, as shown in Chart 5. Projects with a complete EEA accepted prior to January 12, 2016 must provide the all of the inclusionary units at the low income AMI. **Any project with 25 units or more and with a complete EEA accepted between January 1, 2013 and January 12, 2016 must obtain a site or building permit by December 7, 2018, or will be subject to higher Inclusionary Housing rates and requirements. Generally, rental projects with 25 units or more be subject to an 18% on-site rate and ownership projects with 25 units or more will be subject to a 20% on-site rate.**

Summary of requirements. Please determine what requirement is applicable for your project based on the size of the project, the zoning of the property, and the date that a complete Environmental Evaluation Application (EEA) or complete Project Application (PRJ) was submitted deemed complete by Planning Staff. Chart 1-A applies to all projects throughout San Francisco with EEA's accepted prior to January 12, 2016, whereas Chart 1-B specifically addresses UMU (Urban Mixed Use District) Zoning Districts. Charts 2-A and 2-B apply to rental projects and Charts 3-A and 3-B apply to ownership projects with a complete EEA/PRJ accepted on or after January 12, 2016. Charts 4-A and 4-B apply to three geographic areas with higher inclusionary requirements: the North of Market Residential SUD, SOMA NCT, and Mission Area Plan.

The applicable requirement for projects that received a first discretionary approval prior to January 12, 2016 are those listed in the "EEA accepted before 1/1/13" column on Chart 1-A.

CHART 1-A: Inclusionary Requirements for all projects with Complete EEA accepted before 1/12/2016

Complete EEA Accepted: →	Before 1/1/13	Before 1/1/14	Before 1/1/15	Before 1/12/16
On-site				
10-24 unit projects	12.0%	12.0%	12.0%	12.0%
25+ unit projects	12.0%	13.0%	13.5%	14.5%
Fee or Off-site				
10-24 unit projects	20.0%	20.0%	20.0%	20.0%
25+ unit projects at or below 120'	20.0%	25.0%	27.5%	30.0%
25+ unit projects over 120' in height *	20.0%	30.0%	30.0%	30.0%

*except buildings up to 130 feet in height located both within a special use district and within a height and bulk district that allows a maximum building height of 130 feet, which are subject to the requirements of 25+ unit projects at or below 120 feet.

CHART 1-B: Requirements for all projects in UMU Districts with Complete EEA accepted before 1/12/2016

Please note that certain projects in the SOMA Youth and Family SUD and Western SOMA SUD also rely upon UMU requirements.

Complete EEA Accepted: →	Before 1/1/13	Before 1/1/14	Before 1/1/15	Before 1/12/16
On-site UMU				
Tier A 10-24 unit projects	14.4%	14.4%	14.4%	14.4%
Tier A 25+ unit projects	14.4%	15.4%	15.9%	16.4%
Tier B 10-24 unit projects	16.0%	16.0%	16.0%	16.0%
Tier B 25+ unit projects	16.0%	17.0%	17.5%	18.0%
Tier C 10-24 unit projects	17.6%	17.6%	17.6%	17.6%
Tier C 25+ unit projects	17.6%	18.6%	19.1%	19.6%
Fee or Off-site UMU				
Tier A 10-24 unit projects	23.0%	23.0%	23.0%	23.0%
Tier A 25+ unit projects	23.0%	28.0%	30.0%	30.0%
Tier B 10-24 unit projects	25.0%	25.0%	25.0%	25.0%
Tier B 25+ unit projects	25.0%	30.0%	30.0%	30.0%
Tier C 10-24 unit projects	27.0%	27.0%	27.0%	27.0%
Tier C 25+ unit projects	30.0%	30.0%	30.0%	30.0%
Land Dedication in UMU or Mission NCT				
Tier A 10-24 unit < 30K	35.0%	35.0%	35.0%	35.0%
Tier A 10-24 unit > 30K	30.0%	30.0%	30.0%	30.0%
Tier A 25+ unit < 30K	35.0%	40.0%	42.5%	45.0%
Tier A 25+ unit > 30K	30.0%	35.0%	37.5%	40.0%
Tier B 10-24 unit < 30K	40.0%	40.0%	40.0%	40.0%
Tier B 10-24 unit > 30K	35.0%	35.0%	35.0%	35.0%
Tier B 25+ unit < 30K	40.0%	45.0%	47.5%	50.0%
Tier B 25+ unit > 30K	35.0%	40.0%	42.5%	45.0%
Tier C 10-24 unit < 30K	45.0%	45.0%	45.0%	45.0%
Tier C 10-24 unit > 30K	40.0%	40.0%	40.0%	40.0%
Tier C 25+ unit < 30K	45.0%	50.0%	52.5%	55.0%
Tier C 25+ unit > 30K	40.0%	45.0%	47.5%	50.0%

CHART 2-A: Inclusionary Requirements for Rental projects with Complete EEA/PRJ accepted on or after 1/12/16

Complete EEA/PRJ Accepted
BEFORE: →

	1/1/18	1/1/19	1/1/20	1/1/21	1/1/22	1/1/23	1/1/24	1/1/25	1/1/26	1/1/27	1/1/28
On-site											
10-24 unit projects	12.0%	12.5%	13.0%	13.5%	14.0%	14.5%	15.0%	15.0%	15.0%	15.0%	15.0%
25+ unit projects	18.0%	19.0%	20.0%	20.5%	21.0%	21.5%	22.0%	22.5%	23.0%	23.5%	24.0%
Fee or Off-site											
10-24 unit projects	20.0%	20.0%	20.0%	20.0%	20.0%	20.0%	20.0%	20.0%	20.0%	20.0%	20.0%
25+ unit projects	30.0%	30.0%	30.0%	30.0%	30.0%	30.0%	30.0%	30.0%	30.0%	30.0%	30.0%

CHART 2-B: Requirements for Rental Projects in UMU Districts with Complete EEA/PRJ accepted on or after 1/12/16

Please note that certain projects in the SOMA Youth and Family SUD and Western SOMA SUD also rely upon UMU requirements.

Complete EEA/PRJ Accepted
BEFORE: →

	1/1/18	1/1/19	1/1/20	1/1/21	1/1/22	1/1/23	1/1/24	1/1/25	1/1/26	1/1/27	1/1/28
On-site UMU											
Tier A 10-24 unit projects	14.4%	14.4%	14.4%	14.4%	14.4%	14.5%	15.0%	15.0%	15.0%	15.0%	15.0%
Tier A 25+ unit projects	18.0%	19.0%	20.0%	20.5%	21.0%	21.5%	22.0%	22.5%	23.0%	23.5%	24.0%
Tier B 10-24 unit projects	16.0%	16.0%	16.0%	16.0%	16.0%	16.0%	16.0%	16.0%	16.0%	16.0%	16.0%
Tier B 25+ unit projects	18.0%	19.0%	20.0%	20.5%	21.0%	21.5%	22.0%	22.5%	23.0%	23.5%	24.0%
Tier C 10-24 unit projects	17.6%	17.6%	17.6%	17.6%	17.6%	17.6%	17.6%	17.6%	17.6%	17.6%	17.6%
Tier C 25+ unit projects	19.6%	19.6%	20.0%	20.5%	21.0%	21.5%	22.0%	22.5%	23.0%	23.5%	24.0%
Fee or Off-site UMU											
Tier A 10-24 unit projects	23.0%	23.0%	23.0%	23.0%	23.0%	23.0%	23.0%	23.0%	23.0%	23.0%	23.0%
Tier A 25+ unit projects	30.0%	30.0%	30.0%	30.0%	30.0%	30.0%	30.0%	30.0%	30.0%	30.0%	30.0%
Tier B 10-24 unit projects	25.0%	25.0%	25.0%	25.0%	25.0%	25.0%	25.0%	25.0%	25.0%	25.0%	25.0%
Tier B 25+ unit projects	30.0%	30.0%	30.0%	30.0%	30.0%	30.0%	30.0%	30.0%	30.0%	30.0%	30.0%
Tier C 10-24 unit projects	27.0%	27.0%	27.0%	27.0%	27.0%	27.0%	27.0%	27.0%	27.0%	27.0%	27.0%
Tier C 25+ unit projects	30.0%	30.0%	30.0%	30.0%	30.0%	30.0%	30.0%	30.0%	30.0%	30.0%	30.0%
Land Dedication in UMU or Mission NCT											
Tier A 10-24 unit < 30K	35.0%	35.0%	35.0%	35.0%	35.0%	35.0%	35.0%	35.0%	35.0%	35.0%	35.0%
Tier A 10-24 unit > 30K	30.0%	30.0%	30.0%	30.0%	30.0%	30.0%	30.0%	30.0%	30.0%	30.0%	30.0%
Tier A 25+ unit < 30K	35.0%	35.0%	35.0%	35.0%	35.0%	35.0%	35.0%	35.0%	35.0%	35.0%	35.0%
Tier A 25+ unit > 30K	30.0%	30.0%	30.0%	30.0%	30.0%	30.0%	30.0%	30.0%	30.0%	30.0%	30.0%
Tier B 10-24 unit < 30K	40.0%	40.0%	40.0%	40.0%	40.0%	40.0%	40.0%	40.0%	40.0%	40.0%	40.0%
Tier B 10-24 unit > 30K	35.0%	35.0%	35.0%	35.0%	35.0%	35.0%	35.0%	35.0%	35.0%	35.0%	35.0%
Tier B 25+ unit < 30K	40.0%	40.0%	40.0%	40.0%	40.0%	40.0%	40.0%	40.0%	40.0%	40.0%	40.0%
Tier B 25+ unit > 30K	35.0%	35.0%	35.0%	35.0%	35.0%	35.0%	35.0%	35.0%	35.0%	35.0%	35.0%
Tier C 10-24 unit < 30K	45.0%	45.0%	45.0%	45.0%	45.0%	45.0%	45.0%	45.0%	45.0%	45.0%	45.0%
Tier C 10-24 unit > 30K	40.0%	40.0%	40.0%	40.0%	40.0%	40.0%	40.0%	40.0%	40.0%	40.0%	40.0%
Tier C 25+ unit < 30K	45.0%	45.0%	45.0%	45.0%	45.0%	45.0%	45.0%	45.0%	45.0%	45.0%	45.0%
Tier C 25+ unit > 30K	40.0%	40.0%	40.0%	40.0%	40.0%	40.0%	40.0%	40.0%	40.0%	40.0%	40.0%

CHART 3-A: Inclusionary Requirements for Owner projects with Complete EEA/PRJ accepted on or after 1/12/16

Complete EEA/PRJ Accepted BEFORE: →	1/1/18	1/1/19	1/1/20	1/1/21	1/1/22	1/1/23	1/1/24	1/1/25	1/1/26	1/1/27	1/1/28
On-site											
10-24 unit projects	12.0%	12.5%	13.0%	13.5%	14.0%	14.5%	15.0%	15.0%	15.0%	15.0%	15.0%
25+ unit projects	20.0%	21.0%	22.0%	22.5%	23.0%	23.5%	24.0%	24.5%	25.0%	25.5%	26.0%
Fee or Off-site											
10-24 unit projects	20.0%	20.0%	20.0%	20.0%	20.0%	20.0%	20.0%	20.0%	20.0%	20.0%	20.0%
25+ unit projects	33.0%	33.0%	33.0%	33.0%	33.0%	33.0%	33.0%	33.0%	33.0%	33.0%	33.0%

CHART 3-B: Requirements for Owner Projects UMU Districts with Complete EEA/PRJ accepted on or after 1/12/16

Please note that certain projects in the SOMA Youth and Family SUD and Western SOMA SUD also rely upon UMU requirements.

Complete EEA/PRJ Accepted BEFORE: →	1/1/18	1/1/19	1/1/20	1/1/21	1/1/22	1/1/23	1/1/24	1/1/25	1/1/26	1/1/27	1/1/28
On-site UMU											
Tier A 10-24 unit projects	14.4%	14.4%	14.4%	14.4%	14.4%	14.4%	15.0%	15.0%	15.0%	15.0%	15.0%
Tier A 25+ unit projects	20.0%	21.0%	22.0%	22.5%	23.0%	23.5%	24.0%	24.5%	25.0%	25.5%	26.0%
Tier B 10-24 unit projects	16.0%	16.0%	16.0%	16.0%	16.0%	16.0%	16.0%	16.0%	16.0%	16.0%	16.0%
Tier B 25+ unit projects	20.0%	21.0%	22.0%	22.5%	23.0%	23.5%	24.0%	24.5%	25.0%	25.5%	26.0%
Tier C 10-24 unit projects	17.6%	17.6%	17.6%	17.6%	17.6%	17.6%	17.6%	17.6%	17.6%	17.6%	17.6%
Tier C 25+ unit projects	20.0%	21.0%	22.0%	22.5%	23.0%	23.5%	24.0%	24.5%	25.0%	25.5%	26.0%
Fee or Off-site UMU											
Tier A 10-24 unit projects	23.0%	23.0%	23.0%	23.0%	23.0%	23.0%	23.0%	23.0%	23.0%	23.0%	23.0%
Tier A 25+ unit projects	33.0%	33.0%	33.0%	33.0%	33.0%	33.0%	33.0%	33.0%	33.0%	33.0%	33.0%
Tier B 10-24 unit projects	25.0%	25.0%	25.0%	25.0%	25.0%	25.0%	25.0%	25.0%	25.0%	25.0%	25.0%
Tier B 25+ unit projects	33.0%	33.0%	33.0%	33.0%	33.0%	33.0%	33.0%	33.0%	33.0%	33.0%	33.0%
Tier C 10-24 unit projects	27.0%	27.0%	27.0%	27.0%	27.0%	27.0%	27.0%	27.0%	27.0%	27.0%	27.0%
Tier C 25+ unit projects	33.0%	33.0%	33.0%	33.0%	33.0%	33.0%	33.0%	33.0%	33.0%	33.0%	33.0%
Land Dedication in UMU or Mission NCT											
Tier A 10-24 unit < 30K	35.0%	35.0%	35.0%	35.0%	35.0%	35.0%	35.0%	35.0%	35.0%	35.0%	35.0%
Tier A 10-24 unit > 30K	30.0%	30.0%	30.0%	30.0%	30.0%	30.0%	30.0%	30.0%	30.0%	30.0%	30.0%
Tier A 25+ unit < 30K	35.0%	35.0%	35.0%	35.0%	35.0%	35.0%	35.0%	35.0%	35.0%	35.0%	35.0%
Tier A 25+ unit > 30K	30.0%	30.0%	30.0%	30.0%	30.0%	30.0%	30.0%	30.0%	30.0%	30.0%	30.0%
Tier B 10-24 unit < 30K	40.0%	40.0%	40.0%	40.0%	40.0%	40.0%	40.0%	40.0%	40.0%	40.0%	40.0%
Tier B 10-24 unit > 30K	35.0%	35.0%	35.0%	35.0%	35.0%	35.0%	35.0%	35.0%	35.0%	35.0%	35.0%
Tier B 25+ unit < 30K	40.0%	40.0%	40.0%	40.0%	40.0%	40.0%	40.0%	40.0%	40.0%	40.0%	40.0%
Tier B 25+ unit > 30K	35.0%	35.0%	35.0%	35.0%	35.0%	35.0%	35.0%	35.0%	35.0%	35.0%	35.0%
Tier C 10-24 unit < 30K	45.0%	45.0%	45.0%	45.0%	45.0%	45.0%	45.0%	45.0%	45.0%	45.0%	45.0%
Tier C 10-24 unit > 30K	40.0%	40.0%	40.0%	40.0%	40.0%	40.0%	40.0%	40.0%	40.0%	40.0%	40.0%
Tier C 25+ unit < 30K	45.0%	45.0%	45.0%	45.0%	45.0%	45.0%	45.0%	45.0%	45.0%	45.0%	45.0%
Tier C 25+ unit > 30K	40.0%	40.0%	40.0%	40.0%	40.0%	40.0%	40.0%	40.0%	40.0%	40.0%	40.0%

CHART 4-A: Inclusionary Requirements for Rental projects with Complete EEA/PRJ accepted on or after 1/12/16 located in the North of Market Residential Special Use District, the Mission Area Plan, or the SOMA Neighborhood Commercial Transit District.

Complete EEA/PRJ Accepted BEFORE: →	1/1/18	1/1/19	1/1/20	1/1/21	1/1/22	1/1/23	1/1/24	1/1/25	1/1/26	1/1/27	1/1/28
On-site											
10-24 unit projects	12.0%	12.5%	13.0%	13.5%	14.0%	14.5%	15.0%	15.0%	15.0%	15.0%	15.0%
25+ unit projects*	25.0%	25.0%	25.0%	25.0%	25.0%	25.0%	25.0%	25.0%	25.0%	25.0%	25.0%
Fee or Off-site											
10-24 unit projects	20.0%	20.0%	20.0%	20.0%	20.0%	20.0%	20.0%	20.0%	20.0%	20.0%	20.0%
25+ unit projects	30.0%	30.0%	30.0%	30.0%	30.0%	30.0%	30.0%	30.0%	30.0%	30.0%	30.0%

Complete EEA/PRJ Accepted BEFORE: →	1/1/18	1/1/19	1/1/20	1/1/21	1/1/22	1/1/23	1/1/24	1/1/25	1/1/26	1/1/27	1/1/28
On-Site: Rental Projects - North of Market Residential SUD; Mission Plan Area; SOMA NCT with 25+ units											
INCLUSIONARY RATE	25.0%	25.0%	25.0%	25.0%	25.0%	25.0%	25.0%	25.0%	25.0%	25.0%	25.0%
Low Income (55% AMI)	15.0%	15.0%	15.0%	15.0%	15.0%	15.0%	15.0%	15.0%	15.0%	15.0%	15.0%
Moderate Income (80% AMI)	5.0%	5.0%	5.0%	5.0%	5.0%	5.0%	5.0%	5.0%	5.0%	5.0%	5.0%
Middle Income (110% AMI)	5.0%	5.0%	5.0%	5.0%	5.0%	5.0%	5.0%	5.0%	5.0%	5.0%	5.0%

CHART 4-B: Inclusionary Requirements for Owner projects with Complete EEA/PRJ accepted on or after 1/12/16 located in the North of Market Residential Special Use District, the Mission Area Plan, or the SOMA Neighborhood Commercial Transit District.

Complete EEA/PRJ Accepted BEFORE: →	1/1/18	1/1/19	1/1/20	1/1/21	1/1/22	1/1/23	1/1/24	1/1/25	1/1/26	1/1/27	1/1/28
On-site											
10-24 unit projects	12.0%	12.5%	13.0%	13.5%	14.0%	14.5%	15.0%	15.0%	15.0%	15.0%	15.0%
25+ unit projects*	27.0%	27.0%	27.0%	27.0%	27.0%	27.0%	27.0%	27.0%	27.0%	27.0%	27.0%
Fee or Off-site											
10-24 unit projects	20.0%	20.0%	20.0%	20.0%	20.0%	20.0%	20.0%	20.0%	20.0%	20.0%	20.0%
25+ unit projects	33.0%	33.0%	33.0%	33.0%	33.0%	33.0%	33.0%	33.0%	33.0%	33.0%	33.0%

Complete EEA/PRJ Accepted BEFORE: →	1/1/18	1/1/19	1/1/20	1/1/21	1/1/22	1/1/23	1/1/24	1/1/25	1/1/26	1/1/27	1/1/28
On-Site: Ownership Projects - North of Market Residential SUD; Mission Plan Area; SOMA NCT with 25+ units											
INCLUSIONARY RATE	27.0%	27.0%	27.0%	27.0%	27.0%	27.0%	27.0%	27.0%	27.0%	27.0%	27.0%
Low Income (80% AMI)	15.0%	15.0%	15.0%	15.0%	15.0%	15.0%	15.0%	15.0%	15.0%	15.0%	15.0%
Moderate Income (105% AMI)	6.0%	6.0%	6.0%	6.0%	6.0%	6.0%	6.0%	6.0%	6.0%	6.0%	6.0%
Middle Income (130% AMI)	6.0%	6.0%	6.0%	6.0%	6.0%	6.0%	6.0%	6.0%	6.0%	6.0%	6.0%

CHART 5: Income Levels for Projects with a complete EEA/PRJ on or after January 12, 2016

Projects with complete EEA Application on or after January 12, 2016 are subject to the Inclusionary rates identified in Charts 2 and 3. For projects that propose on-site or off-site Inclusionary units, the Inclusionary Affordable Housing Program requires that inclusionary units be provided at three income tiers, which are split into three tiers. Annual increases to the inclusionary rate will be allocated to specific tiers, as shown below. Projects in the UMU Zoning District are not subject to the affordability levels below. Rental projects with 10-24 units shall provide all of the required Inclusionary units with an affordable rent at 55% Area Median Income (AMI), and ownership projects with 10-24 units shall provide all of the required Inclusionary units at sales price set at 80% AMI.

Complete EEA/PRJ Accepted BEFORE: →	1/1/18	1/1/19	1/1/20	1/1/21	1/1/22	1/1/23	1/1/24	1/1/25	1/1/26	1/1/27	1/1/28
On-Site: Rental Projects with 25+ units											
INCLUSIONARY RATE	18.0%	19.0%	20.0%	20.5%	21.0%	21.5%	22.0%	22.5%	23.0%	23.5%	24.0%
Low Income (55% AMI)	10.0%	11.0%	12.0%	12.0%	12.0%	12.0%	12.0%	12.0%	12.0%	12.0%	12.0%
Moderate Income (80% AMI)	4.0%	4.0%	4.0%	4.25%	4.5%	4.75%	5.0%	5.25%	5.5%	5.75%	6.0%
Middle Income (110% AMI)	4.0%	4.0%	4.0%	4.25%	4.5%	4.75%	5.0%	5.25%	5.5%	5.75%	6.0%
Complete EEA/PRJ Accepted BEFORE: →	1/1/18	1/1/19	1/1/20	1/1/21	1/1/22	1/1/23	1/1/24	1/1/25	1/1/26	1/1/27	1/1/28
On-Site: Ownership Projects with 25+ units											
INCLUSIONARY RATE	20.0%	21.0%	22.0%	22.5%	23.0%	23.5%	24.0%	24.5%	25.0%	25.5%	26.0%
Low Income (80% AMI)	10.0%	11.0%	12.0%	12.0%	12.0%	12.0%	12.0%	12.0%	12.0%	12.0%	12.0%
Moderate Income (105% AMI)	5.0%	5.0%	5.0%	5.25%	5.5%	5.75%	6.0%	6.25%	6.5%	6.75%	7.0%
Middle Income (130% AMI)	5.0%	5.0%	5.0%	5.25%	5.5%	5.75%	6.0%	6.25%	6.5%	6.75%	7.0%
Complete EEA/PRJ Accepted BEFORE: →	1/1/18	1/1/19	1/1/20	1/1/21	1/1/22	1/1/23	1/1/24	1/1/25	1/1/26	1/1/27	1/1/28
Off-Site: Rental Projects with 25+ units											
INCLUSIONARY RATE	30.0%	30.0%	30.0%	30.0%	30.0%	30.0%	30.0%	30.0%	30.0%	30.0%	30.0%
Low Income (55% AMI)	18.0%	18.0%	18.0%	18.0%	18.0%	18.0%	18.0%	18.0%	18.0%	18.0%	18.0%
Moderate Income (80% AMI)	6.0%	6.0%	6.0%	6.0%	6.0%	6.0%	6.0%	6.0%	6.0%	6.0%	6.0%
Middle Income (110% AMI)	6.0%	6.0%	6.0%	6.0%	6.0%	6.0%	6.0%	6.0%	6.0%	6.0%	6.0%
Complete EEA/PRJ Accepted BEFORE: →	1/1/18	1/1/19	1/1/20	1/1/21	1/1/22	1/1/23	1/1/24	1/1/25	1/1/26	1/1/27	1/1/28
Off-Site: Ownership Projects with 25+ units											
INCLUSIONARY RATE	33.0%	33.0%	33.0%	33.0%	33.0%	33.0%	33.0%	33.0%	33.0%	33.0%	33.0%
Low Income (80% AMI)	18.0%	18.0%	18.0%	18.0%	18.0%	18.0%	18.0%	18.0%	18.0%	18.0%	18.0%
Moderate Income (105% AMI)	8.0%	8.0%	8.0%	8.0%	8.0%	8.0%	8.0%	8.0%	8.0%	8.0%	8.0%
Middle Income (130% AMI)	7.0%	7.0%	7.0%	7.0%	7.0%	7.0%	7.0%	7.0%	7.0%	7.0%	7.0%

AFFIDAVIT

COMPLIANCE WITH THE INCLUSIONARY AFFORDABLE HOUSING PROGRAM

PLANNING CODE SECTION 415, 417 & 419

**San Francisco
Planning**

SAN FRANCISCO PLANNING DEPARTMENT
1690 MISSION STREET, SUITE 400
SAN FRANCISCO, CA 94103-2479
MAIN: (415) 558-6378 SFPLANNING.ORG

1/20/20 - Alternate Proposal: Fee + Land Dedication

Date

I, **Sharon Lai for One Vassar, LLC**,
do hereby declare as follows:

A The subject property is located at (address and block/lot):

657 Harrison Street, San Francisco, CA 94107

Address

3763/ 078,079,080,080A,081,099,100,101

Block / Lot

The subject property is located within the following Zoning District:

Central SoMa MUO

Zoning District

130-CS-350-CS

Height and Bulk District

Central SoMa

Special Use District, if applicable

Is the subject property located in the SOMA NCT, North of Market Residential SUD, or Mission Area Plan?

☐ Yes ☒ No

B The proposed project at the above address is subject to the *Inclusionary Affordable Housing Program*, Planning Code Section 415 and 419 et seq.

The Planning Case Number and/or Building Permit Number is:

2012.1384

Planning Case Number

Building Permit Number

This project requires the following approval:

- ☒ Planning Commission approval (e.g. Conditional Use Authorization, Large Project Authorization)
- ☐ Zoning Administrator approval (e.g. Variance)
- ☐ This project is principally permitted.

The Current Planner assigned to my project within the Planning Department is:

Esmeralda Jardines

Planner Name

A complete Environmental Evaluation Application or Project Application was accepted on:

October 31, 2012 (date file opened)

Date

The project contains **489** total dwelling units and/or group housing rooms.

This project is exempt from the *Inclusionary Affordable Housing Program* because:

- ☐ This project is 100% affordable.
- ☐ This project is 100% student housing.

Is this project in an UMU Zoning District within the Eastern Neighborhoods Plan Area?

☐ Yes ☒ No

(If yes, please indicate Affordable Housing Tier)

Is this project a HOME-SF Project?

☐ Yes ☒ No

(If yes, please indicate HOME-SF Tier)

Is this project an Analyzed or Individually Requested State Density Bonus Project?

☐ Yes ☒ No

C Please indicate the tenure of the project.

- ☐ **Ownership.** If affordable housing units are provided on-site or off-site, all affordable units will be sold as ownership units and will remain as ownership units for the life of the project. The applicable fee rate is the ownership fee rate.
- ☒ **Rental.** If affordable housing units are provided on-site or off-site, all affordable units will be rental units and will remain rental units for the life of the project. The applicable fee rate is the rental fee rate.

D This project will comply with the Inclusionary Affordable Housing Program by:

- ☒ Payment of the Affordable Housing Fee prior to the first construction document issuance (Planning Code Section 415.5)
- ☐ On-site Affordable Housing Alternative (Planning Code Sections 415.6)
- ☐ Off-site Affordable Housing Alternative (Planning Code Sections 415.7)
- ☐ Combination of payment of the Affordable Housing Fee and the construction of on-site or off-site units (Planning Code Section 415.5 - required for Individually Requested State Density Bonus Projects)
- ☐ Eastern Neighborhoods Alternate Affordable Housing Fee (Planning Code Section 417)
- ☒ Land Dedication (Planning Code Section 419)

The applicable inclusionary rate is:

110% of inclusionary rental fee = 33% fee; 110% of land dedication (45%) = 49.5%

On-site, off-site or fee rate as a percentage

If the method of compliance is the payment of the Affordable Housing Fee pursuant to Planning Code Section 415.5, please indicate the total residential gross floor area in the project.

Approximately 461,593

Residential Gross Floor Area

E The Project Sponsor acknowledges that any change which results in the reduction of the number of on-site affordable units following the project approval shall require public notice for a hearing and approval by the Planning Commission.

F The Project Sponsor acknowledges that failure to sell or rent the affordable units or to eliminate the on-site or off-site affordable units at any time will require the Project Sponsor to:

- (1) Inform the Planning Department and the Mayor's Office of Housing and Community Development and, if applicable, fill out a new affidavit;
- (2) Record a new Notice of Special Restrictions; and
- (3) Pay the Affordable Housing Fee plus applicable interest (using the fee schedule in place at the time that the units are converted from ownership to rental units) and any applicable penalties by law.

G The Project Sponsor acknowledges that in the event that one or more rental units in the principal project become ownership units, the Project Sponsor shall notify the Planning Department of the conversion, and shall either reimburse the City the proportional amount of the Inclusionary Affordable Housing Fee equivalent to the then-current requirement for ownership units, or provide additional on-site or off-site affordable units equivalent to the then-current requirements for ownership units.

I For projects with over 25 units and with EEA's accepted between January 1, 2013 and January 12 2016, in the event that the Project Sponsor does not procure a building or site permit for construction of the principal project before December 7, 2018, rental projects will be subject to the on-site rate in effect for the Zoning District in 2017, generally 18% or 20%.

J For projects with EEA's/PRJ's accepted on or after January 12 2016, in the event that the Project Sponsor does not procure a building or site permit for construction of the principal project within 30 months of the Project's approval, the Project shall comply with the Inclusionary Affordable Housing Requirements applicable thereafter at the time the Sponsor is issued a site or building permit.

K If a Project Sponsor elects to completely or partially satisfy their Inclusionary Housing requirement by paying the Affordable Housing Fee, the Sponsor must pay the fee in full sum to the Development Fee Collection Unit at the Department of Building Inspection for use by the Mayor's Office of Housing prior to the issuance of the first construction document.

UNIT MIX TABLES

Number of All Units in PRINCIPAL PROJECT:

TOTAL UNITS:	SRO / Group Housing:	Studios:	One-Bedroom Units:	Two-Bedroom Units:	Three (or more) Bedroom Units:
		91	201	185	12

If you selected the On-site, Off-Site, or Combination Alternative, please fill out the applicable section below. The On-Site Affordable Housing Alternative is required for HOME-SF Projects pursuant to Planning Code Section 206.4. State Density Bonus Projects that have submitted an Environmental Evaluation Application prior to January 12, 2016 must select the On-Site Affordable Housing Alternative. State Density Bonus Projects that have submitted an Environmental Evaluation Application on or after to January 12, 2016 must select the Combination Affordable Housing Alternative to record the required fee on the density bonus pursuant to Planning Code Section 415.3. If the Project includes the demolition, conversion, or removal of any qualifying affordable units, please complete the Affordable Unit Replacement Section.

☐ **On-site Affordable Housing Alternative** (Planning Code Section 415.6, 419.3, or 206.4): % of the unit total.

Number of Affordable Units to be Located ON-SITE:

TOTAL UNITS:	SRO / Group Housing:	Studios:	One-Bedroom Units:	Two-Bedroom Units:	Three (or more) Bedroom Units:
LOW-INCOME	Number of Affordable Units	% of Total Units		AMI Level	
MODERATE-INCOME	Number of Affordable Units	% of Total Units		AMI Level	
MIDDLE-INCOME	Number of Affordable Units	% of Total Units		AMI Level	

☐ **Off-site Affordable Housing Alternative** (Planning Code Section 415.7 or 419.3): % of the unit total.

Number of Affordable Units to be Located OFF-SITE:

TOTAL UNITS:	SRO / Group Housing:	Studios:	One-Bedroom Units:	Two-Bedroom Units:	Three (or more) Bedroom Units:
Area of Dwellings in Principal Project (in sq. feet):		Off-Site Project Address:			
Area of Dwellings in Off-Site Project (in sq. feet):					
Off-Site Block/Lot(s):		Motion No. for Off-Site Project (if applicable):		Number of Market-Rate Units in the Off-site Project:	
AMI LEVELS:	Number of Affordable Units	% of Total Units		AMI Level	
	Number of Affordable Units	% of Total Units		AMI Level	
	Number of Affordable Units	% of Total Units		AMI Level	

UNIT MIX TABLES: CONTINUED

- ☐ **Combination of payment of a fee, on-site affordable units, or off-site affordable units with the following distribution:**
 Indicate what percent of each option will be implemented (from 0% to 99%) and the number of on-site and/or off-site below market rate units for rent and/or for sale.

1. On-Site % of affordable housing requirement.

If the project is a State Density Bonus Project, please enter "100%" for the on-site requirement field and complete the Density Bonus section below.

Number of Affordable Units to be Located ON-SITE:

TOTAL UNITS:	SRO / Group Housing:	Studios:	One-Bedroom Units:	Two-Bedroom Units:	Three (or more) Bedroom Units:

2. Off-Site % of affordable housing requirement.

Number of Affordable Units to be Located OFF-SITE:

TOTAL UNITS:	SRO / Group Housing:	Studios:	One-Bedroom Units:	Two-Bedroom Units:	Three (or more) Bedroom Units:
Area of Dwellings in Principal Project (in sq. feet):		Off-Site Project Address:			
Area of Dwellings in Off-Site Project (in sq. feet):					
Off-Site Block/Lot(s):		Motion No. for Off-Site Project (if applicable):		Number of Market-Rate Units in the Off-site Project:	

Income Levels for On-Site or Off-Site Units in Combination Projects:

AMI LEVELS:	Number of Affordable Units	% of Total Units	AMI Level

3. Fee % of affordable housing requirement.

Is this Project a State Density Bonus Project? ☐ Yes ☒ No

If yes, please indicate the bonus percentage, up to 35% _____, and the number of bonus units and the bonus amount of residential gross floor area (if applicable) _____

I acknowledge that Planning Code Section 415.4 requires that the Inclusionary Fee be charged on the bonus units or the bonus residential floor area.

Affordable Unit Replacement: Existing Number of Affordable Units to be Demolished, Converted, or Removed for the Project

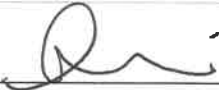
TOTAL UNITS:	SRO / Group Housing:	Studios:	One-Bedroom Units:	Two-Bedroom Units:	Three (or more) Bedroom Units:

This project will replace the affordable units to be demolished, converted, or removed using the following method:

- ☐ On-site Affordable Housing Alternative
- ☐ Payment of the Affordable Housing Fee prior to the first construction document issuance
- ☐ Off-site Affordable Housing Alternative (Section 415.7)
- ☐ Combination of payment of the Affordable Housing Fee and the construction of on-site or off-site units (Section 415.5)

Contact Information and Declaration of Sponsor of PRINCIPAL PROJECT**One Vassar, LLC***Company Name***Sharon Lai***Name (Print) of Contact Person***433 California Street***Address***415-266-9858***Phone / Fax***San Francisco, CA 94104***City, State, Zip***sl@onevassar.com***Email*

I am a duly authorized agent or owner of the subject property. I declare under penalty of perjury under the laws of the State of California that the foregoing is true and correct. I hereby declare that the information herein is accurate to the best of my knowledge and that I intend to satisfy the requirements of Planning Code Section 415 as indicated above.

Sign Here*Signature:**Name (Print), Title:***SHARON LAI
Sr. Director of Development**

Executed on this day in:

*Location:***San Francisco***Date:***1.20.2020****Contact Information and Declaration of Sponsor of OFF-SITE PROJECT (If Different)***Company Name**Name (Print) of Contact Person**Address**City, State, Zip**Phone / Fax**Email*

I hereby declare that the information herein is accurate to the best of my knowledge and that I intend to satisfy the requirements of Planning Code Section 415 as indicated above.

Sign Here*Signature:**Name (Print), Title:*



COMPLIANCE WITH THE INCLUSIONARY AFFORDABLE HOUSING PROGRAM

Date: October 24, 2018

To: Applicants subject to Planning Code Section 415 and 419: *Inclusionary Affordable Housing Program*

From: San Francisco Planning Department

Re: **Compliance with the Inclusionary Affordable Housing Program**

All projects that include 10 or more dwelling units must participate in the *Inclusionary Affordable Housing Program* contained in Planning Code Sections 415 and 419. Every project subject to the requirements of Planning Code Section 415 or 419 is required to pay the Affordable Housing Fee. A project may be eligible for an Alternative to the Affordable Housing Fee. All projects that can demonstrate that they are eligible for an Alternative to the Affordable Housing Fee must provide necessary documentation to the Planning Department and Mayor's Office of Housing and Community Development.

At least 30 days before the Planning Department and/or Planning Commission can act on the project, this Affidavit for Compliance with the Inclusionary Affordable Housing Program must be completed. Please note that this affidavit is required to be included in Planning Commission packets and therefore, must comply with packet submittal guidelines.

The inclusionary requirement for a project is determined by the date that the Environmental Evaluation Application (EEA) or Project Application (PRJ) was deemed complete by the Department ("EEA/PRJ accepted date"). There are different inclusionary requirements for smaller projects (10-24 units) and larger projects (25+ units). Please use the attached charts to determine the applicable requirement. Charts 1-3 include two sections. The first section is devoted to projects that are subject to Planning Code Section 415. The second section covers projects that are located in the Urban Mixed Use (UMU) Zoning District and certain projects within the Mission Neighborhood Commercial Transit District that are subject to Planning Code Section 419. Please use the applicable form and contact Planning staff with any questions.

For projects with complete EEA's/PRJ's accepted on or after January 12, 2016, the Inclusionary Affordable Housing Program requires the provision of on-site and off-site affordable units at a mix of income levels. The number of units provided at each income level depends on the project tenure, EEA/PRJ accepted date, and the applicable schedule of on-site rate increases. Income levels are defined as a percentage of the Area Median Income (AMI), for low-income, moderate-income, and middle-income units, as shown in Chart 5. Projects with a complete EEA accepted prior to January 12, 2016 must provide the all of the inclusionary units at the low income AMI. **Any project with 25 units or more and with a complete EEA accepted between January 1, 2013 and January 12, 2016 must obtain a site or building permit by December 7, 2018, or will be subject to higher Inclusionary Housing rates and requirements. Generally, rental projects with 25 units or more be subject to an 18% on-site rate and ownership projects with 25 units or more will be subject to a 20% on-site rate.**

Summary of requirements. Please determine what requirement is applicable for your project based on the size of the project, the zoning of the property, and the date that a complete Environmental Evaluation Application (EEA) or complete Project Application (PRJ) was submitted deemed complete by Planning Staff. Chart 1-A applies to all projects throughout San Francisco with EEA's accepted prior to January 12, 2016, whereas Chart 1-B specifically addresses UMU (Urban Mixed Use District) Zoning Districts. Charts 2-A and 2-B apply to rental projects and Charts 3-A and 3-B apply to ownership projects with a complete EEA/PRJ accepted on or after January 12, 2016. Charts 4-A and 4-B apply to three geographic areas with higher inclusionary requirements: the North of Market Residential SUD, SOMA NCT, and Mission Area Plan.

The applicable requirement for projects that received a first discretionary approval prior to January 12, 2016 are those listed in the "EEA accepted before 1/1/13" column on Chart 1-A.

CHART 1-A: Inclusionary Requirements for all projects with Complete EEA accepted before 1/12/2016

Complete EEA Accepted: →	Before 1/1/13	Before 1/1/14	Before 1/1/15	Before 1/12/16
On-site				
10-24 unit projects	12.0%	12.0%	12.0%	12.0%
25+ unit projects	12.0%	13.0%	13.5%	14.5%
Fee or Off-site				
10-24 unit projects	20.0%	20.0%	20.0%	20.0%
25+ unit projects at or below 120'	20.0%	25.0%	27.5%	30.0%
25+ unit projects over 120' in height *	20.0%	30.0%	30.0%	30.0%

*except buildings up to 130 feet in height located both within a special use district and within a height and bulk district that allows a maximum building height of 130 feet, which are subject to the requirements of 25+ unit projects at or below 120 feet.

CHART 1-B: Requirements for all projects in UMU Districts with Complete EEA accepted before 1/12/2016

Please note that certain projects in the SOMA Youth and Family SUD and Western SOMA SUD also rely upon UMU requirements.

Complete EEA Accepted: →	Before 1/1/13	Before 1/1/14	Before 1/1/15	Before 1/12/16
On-site UMU				
Tier A 10-24 unit projects	14.4%	14.4%	14.4%	14.4%
Tier A 25+ unit projects	14.4%	15.4%	15.9%	16.4%
Tier B 10-24 unit projects	16.0%	16.0%	16.0%	16.0%
Tier B 25+ unit projects	16.0%	17.0%	17.5%	18.0%
Tier C 10-24 unit projects	17.6%	17.6%	17.6%	17.6%
Tier C 25+ unit projects	17.6%	18.6%	19.1%	19.6%
Fee or Off-site UMU				
Tier A 10-24 unit projects	23.0%	23.0%	23.0%	23.0%
Tier A 25+ unit projects	23.0%	28.0%	30.0%	30.0%
Tier B 10-24 unit projects	25.0%	25.0%	25.0%	25.0%
Tier B 25+ unit projects	25.0%	30.0%	30.0%	30.0%
Tier C 10-24 unit projects	27.0%	27.0%	27.0%	27.0%
Tier C 25+ unit projects	30.0%	30.0%	30.0%	30.0%
Land Dedication in UMU or Mission NCT				
Tier A 10-24 unit < 30K	35.0%	35.0%	35.0%	35.0%
Tier A 10-24 unit > 30K	30.0%	30.0%	30.0%	30.0%
Tier A 25+ unit < 30K	35.0%	40.0%	42.5%	45.0%
Tier A 25+ unit > 30K	30.0%	35.0%	37.5%	40.0%
Tier B 10-24 unit < 30K	40.0%	40.0%	40.0%	40.0%
Tier B 10-24 unit > 30K	35.0%	35.0%	35.0%	35.0%
Tier B 25+ unit < 30K	40.0%	45.0%	47.5%	50.0%
Tier B 25+ unit > 30K	35.0%	40.0%	42.5%	45.0%
Tier C 10-24 unit < 30K	45.0%	45.0%	45.0%	45.0%
Tier C 10-24 unit > 30K	40.0%	40.0%	40.0%	40.0%
Tier C 25+ unit < 30K	45.0%	50.0%	52.5%	55.0%
Tier C 25+ unit > 30K	40.0%	45.0%	47.5%	50.0%

CHART 2-A: Inclusionary Requirements for Rental projects with Complete EEA/PRJ accepted on or after 1/12/16

Complete EEA/PRJ Accepted
BEFORE: →

	1/1/18	1/1/19	1/1/20	1/1/21	1/1/22	1/1/23	1/1/24	1/1/25	1/1/26	1/1/27	1/1/28
On-site											
10-24 unit projects	12.0%	12.5%	13.0%	13.5%	14.0%	14.5%	15.0%	15.0%	15.0%	15.0%	15.0%
25+ unit projects	18.0%	19.0%	20.0%	20.5%	21.0%	21.5%	22.0%	22.5%	23.0%	23.5%	24.0%
Fee or Off-site											
10-24 unit projects	20.0%	20.0%	20.0%	20.0%	20.0%	20.0%	20.0%	20.0%	20.0%	20.0%	20.0%
25+ unit projects	30.0%	30.0%	30.0%	30.0%	30.0%	30.0%	30.0%	30.0%	30.0%	30.0%	30.0%

CHART 2-B: Requirements for Rental Projects in UMU Districts with Complete EEA/PRJ accepted on or after 1/12/16

Please note that certain projects in the SOMA Youth and Family SUD and Western SOMA SUD also rely upon UMU requirements.

Complete EEA/PRJ Accepted
BEFORE: →

	1/1/18	1/1/19	1/1/20	1/1/21	1/1/22	1/1/23	1/1/24	1/1/25	1/1/26	1/1/27	1/1/28
On-site UMU											
Tier A 10-24 unit projects	14.4%	14.4%	14.4%	14.4%	14.4%	14.5%	15.0%	15.0%	15.0%	15.0%	15.0%
Tier A 25+ unit projects	18.0%	19.0%	20.0%	20.5%	21.0%	21.5%	22.0%	22.5%	23.0%	23.5%	24.0%
Tier B 10-24 unit projects	16.0%	16.0%	16.0%	16.0%	16.0%	16.0%	16.0%	16.0%	16.0%	16.0%	16.0%
Tier B 25+ unit projects	18.0%	19.0%	20.0%	20.5%	21.0%	21.5%	22.0%	22.5%	23.0%	23.5%	24.0%
Tier C 10-24 unit projects	17.6%	17.6%	17.6%	17.6%	17.6%	17.6%	17.6%	17.6%	17.6%	17.6%	17.6%
Tier C 25+ unit projects	19.6%	19.6%	20.0%	20.5%	21.0%	21.5%	22.0%	22.5%	23.0%	23.5%	24.0%
Fee or Off-site UMU											
Tier A 10-24 unit projects	23.0%	23.0%	23.0%	23.0%	23.0%	23.0%	23.0%	23.0%	23.0%	23.0%	23.0%
Tier A 25+ unit projects	30.0%	30.0%	30.0%	30.0%	30.0%	30.0%	30.0%	30.0%	30.0%	30.0%	30.0%
Tier B 10-24 unit projects	25.0%	25.0%	25.0%	25.0%	25.0%	25.0%	25.0%	25.0%	25.0%	25.0%	25.0%
Tier B 25+ unit projects	30.0%	30.0%	30.0%	30.0%	30.0%	30.0%	30.0%	30.0%	30.0%	30.0%	30.0%
Tier C 10-24 unit projects	27.0%	27.0%	27.0%	27.0%	27.0%	27.0%	27.0%	27.0%	27.0%	27.0%	27.0%
Tier C 25+ unit projects	30.0%	30.0%	30.0%	30.0%	30.0%	30.0%	30.0%	30.0%	30.0%	30.0%	30.0%
Land Dedication in UMU or Mission NCT											
Tier A 10-24 unit < 30K	35.0%	35.0%	35.0%	35.0%	35.0%	35.0%	35.0%	35.0%	35.0%	35.0%	35.0%
Tier A 10-24 unit > 30K	30.0%	30.0%	30.0%	30.0%	30.0%	30.0%	30.0%	30.0%	30.0%	30.0%	30.0%
Tier A 25+ unit < 30K	35.0%	35.0%	35.0%	35.0%	35.0%	35.0%	35.0%	35.0%	35.0%	35.0%	35.0%
Tier A 25+ unit > 30K	30.0%	30.0%	30.0%	30.0%	30.0%	30.0%	30.0%	30.0%	30.0%	30.0%	30.0%
Tier B 10-24 unit < 30K	40.0%	40.0%	40.0%	40.0%	40.0%	40.0%	40.0%	40.0%	40.0%	40.0%	40.0%
Tier B 10-24 unit > 30K	35.0%	35.0%	35.0%	35.0%	35.0%	35.0%	35.0%	35.0%	35.0%	35.0%	35.0%
Tier B 25+ unit < 30K	40.0%	40.0%	40.0%	40.0%	40.0%	40.0%	40.0%	40.0%	40.0%	40.0%	40.0%
Tier B 25+ unit > 30K	35.0%	35.0%	35.0%	35.0%	35.0%	35.0%	35.0%	35.0%	35.0%	35.0%	35.0%
Tier C 10-24 unit < 30K	45.0%	45.0%	45.0%	45.0%	45.0%	45.0%	45.0%	45.0%	45.0%	45.0%	45.0%
Tier C 10-24 unit > 30K	40.0%	40.0%	40.0%	40.0%	40.0%	40.0%	40.0%	40.0%	40.0%	40.0%	40.0%
Tier C 25+ unit < 30K	45.0%	45.0%	45.0%	45.0%	45.0%	45.0%	45.0%	45.0%	45.0%	45.0%	45.0%
Tier C 25+ unit > 30K	40.0%	40.0%	40.0%	40.0%	40.0%	40.0%	40.0%	40.0%	40.0%	40.0%	40.0%

CHART 3-A: Inclusionary Requirements for Owner projects with Complete EEA/PRJ accepted on or after 1/12/16

Complete EEA/PRJ Accepted BEFORE: →	1/1/18	1/1/19	1/1/20	1/1/21	1/1/22	1/1/23	1/1/24	1/1/25	1/1/26	1/1/27	1/1/28
On-site											
10-24 unit projects	12.0%	12.5%	13.0%	13.5%	14.0%	14.5%	15.0%	15.0%	15.0%	15.0%	15.0%
25+ unit projects	20.0%	21.0%	22.0%	22.5%	23.0%	23.5%	24.0%	24.5%	25.0%	25.5%	26.0%
Fee or Off-site											
10-24 unit projects	20.0%	20.0%	20.0%	20.0%	20.0%	20.0%	20.0%	20.0%	20.0%	20.0%	20.0%
25+ unit projects	33.0%	33.0%	33.0%	33.0%	33.0%	33.0%	33.0%	33.0%	33.0%	33.0%	33.0%

CHART 3-B: Requirements for Owner Projects UMU Districts with Complete EEA/PRJ accepted on or after 1/12/16

Please note that certain projects in the SOMA Youth and Family SUD and Western SOMA SUD also rely upon UMU requirements.

Complete EEA/PRJ Accepted BEFORE: →	1/1/18	1/1/19	1/1/20	1/1/21	1/1/22	1/1/23	1/1/24	1/1/25	1/1/26	1/1/27	1/1/28
On-site UMU											
Tier A 10-24 unit projects	14.4%	14.4%	14.4%	14.4%	14.4%	14.4%	15.0%	15.0%	15.0%	15.0%	15.0%
Tier A 25+ unit projects	20.0%	21.0%	22.0%	22.5%	23.0%	23.5%	24.0%	24.5%	25.0%	25.5%	26.0%
Tier B 10-24 unit projects	16.0%	16.0%	16.0%	16.0%	16.0%	16.0%	16.0%	16.0%	16.0%	16.0%	16.0%
Tier B 25+ unit projects	20.0%	21.0%	22.0%	22.5%	23.0%	23.5%	24.0%	24.5%	25.0%	25.5%	26.0%
Tier C 10-24 unit projects	17.6%	17.6%	17.6%	17.6%	17.6%	17.6%	17.6%	17.6%	17.6%	17.6%	17.6%
Tier C 25+ unit projects	20.0%	21.0%	22.0%	22.5%	23.0%	23.5%	24.0%	24.5%	25.0%	25.5%	26.0%
Fee or Off-site UMU											
Tier A 10-24 unit projects	23.0%	23.0%	23.0%	23.0%	23.0%	23.0%	23.0%	23.0%	23.0%	23.0%	23.0%
Tier A 25+ unit projects	33.0%	33.0%	33.0%	33.0%	33.0%	33.0%	33.0%	33.0%	33.0%	33.0%	33.0%
Tier B 10-24 unit projects	25.0%	25.0%	25.0%	25.0%	25.0%	25.0%	25.0%	25.0%	25.0%	25.0%	25.0%
Tier B 25+ unit projects	33.0%	33.0%	33.0%	33.0%	33.0%	33.0%	33.0%	33.0%	33.0%	33.0%	33.0%
Tier C 10-24 unit projects	27.0%	27.0%	27.0%	27.0%	27.0%	27.0%	27.0%	27.0%	27.0%	27.0%	27.0%
Tier C 25+ unit projects	33.0%	33.0%	33.0%	33.0%	33.0%	33.0%	33.0%	33.0%	33.0%	33.0%	33.0%
Land Dedication in UMU or Mission NCT											
Tier A 10-24 unit < 30K	35.0%	35.0%	35.0%	35.0%	35.0%	35.0%	35.0%	35.0%	35.0%	35.0%	35.0%
Tier A 10-24 unit > 30K	30.0%	30.0%	30.0%	30.0%	30.0%	30.0%	30.0%	30.0%	30.0%	30.0%	30.0%
Tier A 25+ unit < 30K	35.0%	35.0%	35.0%	35.0%	35.0%	35.0%	35.0%	35.0%	35.0%	35.0%	35.0%
Tier A 25+ unit > 30K	30.0%	30.0%	30.0%	30.0%	30.0%	30.0%	30.0%	30.0%	30.0%	30.0%	30.0%
Tier B 10-24 unit < 30K	40.0%	40.0%	40.0%	40.0%	40.0%	40.0%	40.0%	40.0%	40.0%	40.0%	40.0%
Tier B 10-24 unit > 30K	35.0%	35.0%	35.0%	35.0%	35.0%	35.0%	35.0%	35.0%	35.0%	35.0%	35.0%
Tier B 25+ unit < 30K	40.0%	40.0%	40.0%	40.0%	40.0%	40.0%	40.0%	40.0%	40.0%	40.0%	40.0%
Tier B 25+ unit > 30K	35.0%	35.0%	35.0%	35.0%	35.0%	35.0%	35.0%	35.0%	35.0%	35.0%	35.0%
Tier C 10-24 unit < 30K	45.0%	45.0%	45.0%	45.0%	45.0%	45.0%	45.0%	45.0%	45.0%	45.0%	45.0%
Tier C 10-24 unit > 30K	40.0%	40.0%	40.0%	40.0%	40.0%	40.0%	40.0%	40.0%	40.0%	40.0%	40.0%
Tier C 25+ unit < 30K	45.0%	45.0%	45.0%	45.0%	45.0%	45.0%	45.0%	45.0%	45.0%	45.0%	45.0%
Tier C 25+ unit > 30K	40.0%	40.0%	40.0%	40.0%	40.0%	40.0%	40.0%	40.0%	40.0%	40.0%	40.0%

CHART 4-A: Inclusionary Requirements for Rental projects with Complete EEA/PRJ accepted on or after 1/12/16 located in the North of Market Residential Special Use District, the Mission Area Plan, or the SOMA Neighborhood Commercial Transit District.

Complete EEA/PRJ Accepted BEFORE: →	1/1/18	1/1/19	1/1/20	1/1/21	1/1/22	1/1/23	1/1/24	1/1/25	1/1/26	1/1/27	1/1/28
On-site											
10-24 unit projects	12.0%	12.5%	13.0%	13.5%	14.0%	14.5%	15.0%	15.0%	15.0%	15.0%	15.0%
25+ unit projects*	25.0%	25.0%	25.0%	25.0%	25.0%	25.0%	25.0%	25.0%	25.0%	25.0%	25.0%
Fee or Off-site											
10-24 unit projects	20.0%	20.0%	20.0%	20.0%	20.0%	20.0%	20.0%	20.0%	20.0%	20.0%	20.0%
25+ unit projects	30.0%	30.0%	30.0%	30.0%	30.0%	30.0%	30.0%	30.0%	30.0%	30.0%	30.0%

Complete EEA/PRJ Accepted BEFORE: →	1/1/18	1/1/19	1/1/20	1/1/21	1/1/22	1/1/23	1/1/24	1/1/25	1/1/26	1/1/27	1/1/28
On-Site: Rental Projects - North of Market Residential SUD; Mission Plan Area; SOMA NCT with 25+ units											
INCLUSIONARY RATE	25.0%	25.0%	25.0%	25.0%	25.0%	25.0%	25.0%	25.0%	25.0%	25.0%	25.0%
Low Income (55% AMI)	15.0%	15.0%	15.0%	15.0%	15.0%	15.0%	15.0%	15.0%	15.0%	15.0%	15.0%
Moderate Income (80% AMI)	5.0%	5.0%	5.0%	5.0%	5.0%	5.0%	5.0%	5.0%	5.0%	5.0%	5.0%
Middle Income (110% AMI)	5.0%	5.0%	5.0%	5.0%	5.0%	5.0%	5.0%	5.0%	5.0%	5.0%	5.0%

CHART 4-B: Inclusionary Requirements for Owner projects with Complete EEA/PRJ accepted on or after 1/12/16 located in the North of Market Residential Special Use District, the Mission Area Plan, or the SOMA Neighborhood Commercial Transit District.

Complete EEA/PRJ Accepted BEFORE: →	1/1/18	1/1/19	1/1/20	1/1/21	1/1/22	1/1/23	1/1/24	1/1/25	1/1/26	1/1/27	1/1/28
On-site											
10-24 unit projects	12.0%	12.5%	13.0%	13.5%	14.0%	14.5%	15.0%	15.0%	15.0%	15.0%	15.0%
25+ unit projects*	27.0%	27.0%	27.0%	27.0%	27.0%	27.0%	27.0%	27.0%	27.0%	27.0%	27.0%
Fee or Off-site											
10-24 unit projects	20.0%	20.0%	20.0%	20.0%	20.0%	20.0%	20.0%	20.0%	20.0%	20.0%	20.0%
25+ unit projects	33.0%	33.0%	33.0%	33.0%	33.0%	33.0%	33.0%	33.0%	33.0%	33.0%	33.0%

Complete EEA/PRJ Accepted BEFORE: →	1/1/18	1/1/19	1/1/20	1/1/21	1/1/22	1/1/23	1/1/24	1/1/25	1/1/26	1/1/27	1/1/28
On-Site: Ownership Projects - North of Market Residential SUD; Mission Plan Area; SOMA NCT with 25+ units											
INCLUSIONARY RATE	27.0%	27.0%	27.0%	27.0%	27.0%	27.0%	27.0%	27.0%	27.0%	27.0%	27.0%
Low Income (80% AMI)	15.0%	15.0%	15.0%	15.0%	15.0%	15.0%	15.0%	15.0%	15.0%	15.0%	15.0%
Moderate Income (105% AMI)	6.0%	6.0%	6.0%	6.0%	6.0%	6.0%	6.0%	6.0%	6.0%	6.0%	6.0%
Middle Income (130% AMI)	6.0%	6.0%	6.0%	6.0%	6.0%	6.0%	6.0%	6.0%	6.0%	6.0%	6.0%

CHART 5: Income Levels for Projects with a complete EEA/PRJ on or after January 12, 2016

Projects with complete EEA Application on or after January 12, 2016 are subject to the Inclusionary rates identified in Charts 2 and 3. For projects that propose on-site or off-site Inclusionary units, the Inclusionary Affordable Housing Program requires that inclusionary units be provided at three income tiers, which are split into three tiers. Annual increases to the inclusionary rate will be allocated to specific tiers, as shown below. Projects in the UMU Zoning District are not subject to the affordability levels below. Rental projects with 10-24 units shall provide all of the required Inclusionary units with an affordable rent at 55% Area Median Income (AMI), and ownership projects with 10-24 units shall provide all of the required Inclusionary units at sales price set at 80% AMI.

Complete EEA/PRJ Accepted BEFORE: →	1/1/18	1/1/19	1/1/20	1/1/21	1/1/22	1/1/23	1/1/24	1/1/25	1/1/26	1/1/27	1/1/28
On-Site: Rental Projects with 25+ units											
INCLUSIONARY RATE	18.0%	19.0%	20.0%	20.5%	21.0%	21.5%	22.0%	22.5%	23.0%	23.5%	24.0%
Low Income (55% AMI)	10.0%	11.0%	12.0%	12.0%	12.0%	12.0%	12.0%	12.0%	12.0%	12.0%	12.0%
Moderate Income (80% AMI)	4.0%	4.0%	4.0%	4.25%	4.5%	4.75%	5.0%	5.25%	5.5%	5.75%	6.0%
Middle Income (110% AMI)	4.0%	4.0%	4.0%	4.25%	4.5%	4.75%	5.0%	5.25%	5.5%	5.75%	6.0%
Complete EEA/PRJ Accepted BEFORE: →	1/1/18	1/1/19	1/1/20	1/1/21	1/1/22	1/1/23	1/1/24	1/1/25	1/1/26	1/1/27	1/1/28
On-Site: Ownership Projects with 25+ units											
INCLUSIONARY RATE	20.0%	21.0%	22.0%	22.5%	23.0%	23.5%	24.0%	24.5%	25.0%	25.5%	26.0%
Low Income (80% AMI)	10.0%	11.0%	12.0%	12.0%	12.0%	12.0%	12.0%	12.0%	12.0%	12.0%	12.0%
Moderate Income (105% AMI)	5.0%	5.0%	5.0%	5.25%	5.5%	5.75%	6.0%	6.25%	6.5%	6.75%	7.0%
Middle Income (130% AMI)	5.0%	5.0%	5.0%	5.25%	5.5%	5.75%	6.0%	6.25%	6.5%	6.75%	7.0%
Complete EEA/PRJ Accepted BEFORE: →	1/1/18	1/1/19	1/1/20	1/1/21	1/1/22	1/1/23	1/1/24	1/1/25	1/1/26	1/1/27	1/1/28
Off-Site: Rental Projects with 25+ units											
INCLUSIONARY RATE	30.0%	30.0%	30.0%	30.0%	30.0%	30.0%	30.0%	30.0%	30.0%	30.0%	30.0%
Low Income (55% AMI)	18.0%	18.0%	18.0%	18.0%	18.0%	18.0%	18.0%	18.0%	18.0%	18.0%	18.0%
Moderate Income (80% AMI)	6.0%	6.0%	6.0%	6.0%	6.0%	6.0%	6.0%	6.0%	6.0%	6.0%	6.0%
Middle Income (110% AMI)	6.0%	6.0%	6.0%	6.0%	6.0%	6.0%	6.0%	6.0%	6.0%	6.0%	6.0%
Complete EEA/PRJ Accepted BEFORE: →	1/1/18	1/1/19	1/1/20	1/1/21	1/1/22	1/1/23	1/1/24	1/1/25	1/1/26	1/1/27	1/1/28
Off-Site: Ownership Projects with 25+ units											
INCLUSIONARY RATE	33.0%	33.0%	33.0%	33.0%	33.0%	33.0%	33.0%	33.0%	33.0%	33.0%	33.0%
Low Income (80% AMI)	18.0%	18.0%	18.0%	18.0%	18.0%	18.0%	18.0%	18.0%	18.0%	18.0%	18.0%
Moderate Income (105% AMI)	8.0%	8.0%	8.0%	8.0%	8.0%	8.0%	8.0%	8.0%	8.0%	8.0%	8.0%
Middle Income (130% AMI)	7.0%	7.0%	7.0%	7.0%	7.0%	7.0%	7.0%	7.0%	7.0%	7.0%	7.0%

AFFIDAVIT
San Francisco
Planning

SAN FRANCISCO PLANNING DEPARTMENT
 1650 MISSION STREET, SUITE 400
 SAN FRANCISCO, CA 94103-2479
 MAIN: (415) 558-6378 SFPLANNING.ORG

COMPLIANCE WITH THE INCLUSIONARY AFFORDABLE HOUSING PROGRAM

PLANNING CODE SECTION 415, 417 & 419
1/20/20
Date

I, **Sharon Lai for One Vassar, LLC**,
do hereby declare as follows:

A The subject property is located at (address and block/lot):

657 Harrison Street, San Francisco, CA 94107
Address
3763/ 078,079,080,080A,081,099,100,101
Block / Lot

The subject property is located within the following Zoning District:

Central SoMa MUO
Zoning District
130-CS-350-CS
Height and Bulk District
Central SoMa
Special Use District, if applicable

Is the subject property located in the SOMA NCT, North of Market Residential SUD, or Mission Area Plan?

☐ Yes ☒ No

B The proposed project at the above address is subject to the *Inclusionary Affordable Housing Program*, Planning Code Section 415 and 419 et seq.

The Planning Case Number and/or Building Permit Number is:

2012.1384
Planning Case Number
Building Permit Number

This project requires the following approval:

- ☒ Planning Commission approval (e.g. Conditional Use Authorization, Large Project Authorization)
- ☐ Zoning Administrator approval (e.g. Variance)
- ☐ This project is principally permitted.

The Current Planner assigned to my project within the Planning Department is:

Esmeralda Jardines
Planner Name

A complete Environmental Evaluation Application or Project Application was accepted on:

October 31, 2012 (date file opened)
Date

The project contains **489** total dwelling units and/or group housing rooms.

This project is exempt from the *Inclusionary Affordable Housing Program* because:

- ☐ This project is 100% affordable.
- ☐ This project is 100% student housing.

Is this project in an UMU Zoning District within the Eastern Neighborhoods Plan Area?

☐ Yes ☒ No

(If yes, please indicate Affordable Housing Tier)

Is this project a HOME-SF Project?

☐ Yes ☒ No

(If yes, please indicate HOME-SF Tier)

Is this project an Analyzed or Individually Requested State Density Bonus Project?

☐ Yes ☒ No

C Please indicate the tenure of the project.

☐ **Ownership.** If affordable housing units are provided on-site or off-site, all affordable units will be sold as ownership units and will remain as ownership units for the life of the project. The applicable fee rate is the ownership fee rate.

☒ **Rental.** If affordable housing units are provided on-site or off-site, all affordable units will be rental units and will remain rental units for the life of the project. The applicable fee rate is the rental fee rate.

D This project will comply with the Inclusionary Affordable Housing Program by:

- ☒ Payment of the Affordable Housing Fee prior to the first construction document issuance (Planning Code Section 415.5)
- ☐ On-site Affordable Housing Alternative (Planning Code Sections 415.6)
- ☐ Off-site Affordable Housing Alternative (Planning Code Sections 415.7)
- ☐ Combination of payment of the Affordable Housing Fee and the construction of on-site or off-site units (Planning Code Section 415.5 - required for Individually Requested State Density Bonus Projects)
- ☐ Eastern Neighborhoods Alternate Affordable Housing Fee (Planning Code Section 417)
- ☐ Land Dedication (Planning Code Section 419)

The applicable inclusionary rate is:

30% rental x 110% for this Key Development Site = 33%

On-site, off-site or fee rate as a percentage

If the method of compliance is the payment of the Affordable Housing Fee pursuant to Planning Code Section 415.5, please indicate the total residential gross floor area in the project.

Approximately 461,593

Residential Gross Floor Area

E The Project Sponsor acknowledges that any change which results in the reduction of the number of on-site affordable units following the project approval shall require public notice for a hearing and approval by the Planning Commission.

F The Project Sponsor acknowledges that failure to sell or rent the affordable units or to eliminate the on-site or off-site affordable units at any time will require the Project Sponsor to:

- (1) Inform the Planning Department and the Mayor's Office of Housing and Community Development and, if applicable, fill out a new affidavit;
- (2) Record a new Notice of Special Restrictions; and
- (3) Pay the Affordable Housing Fee plus applicable interest (using the fee schedule in place at the time that the units are converted from ownership to rental units) and any applicable penalties by law.

G The Project Sponsor acknowledges that in the event that one or more rental units in the principal project become ownership units, the Project Sponsor shall notify the Planning Department of the conversion, and shall either reimburse the City the proportional amount of the Inclusionary Affordable Housing Fee equivalent to the then-current requirement for ownership units, or provide additional on-site or off-site affordable units equivalent to the then-current requirements for ownership units.

I For projects with over 25 units and with EEA's accepted between January 1, 2013 and January 12 2016, in the event that the Project Sponsor does not procure a building or site permit for construction of the principal project before December 7, 2018, rental projects will be subject to the on-site rate in effect for the Zoning District in 2017, generally 18% or 20%.

J For projects with EEA's/PRJ's accepted on or after January 12 2016, in the event that the Project Sponsor does not procure a building or site permit for construction of the principal project within 30 months of the Project's approval, the Project shall comply with the Inclusionary Affordable Housing Requirements applicable thereafter at the time the Sponsor is issued a site or building permit.

K If a Project Sponsor elects to completely or partially satisfy their Inclusionary Housing requirement by paying the Affordable Housing Fee, the Sponsor must pay the fee in full sum to the Development Fee Collection Unit at the Department of Building Inspection for use by the Mayor's Office of Housing prior to the issuance of the first construction document.

UNIT MIX TABLES

Number of All Units in PRINCIPAL PROJECT:

TOTAL UNITS:	SRO / Group Housing:	Studios:	One-Bedroom Units:	Two-Bedroom Units:	Three (or more) Bedroom Units:
		91	201	185	12

If you selected the On-site, Off-Site, or Combination Alternative, please fill out the applicable section below. The On-Site Affordable Housing Alternative is required for HOME-SF Projects pursuant to Planning Code Section 206.4. State Density Bonus Projects that have submitted an Environmental Evaluation Application prior to January 12, 2016 must select the On-Site Affordable Housing Alternative. State Density Bonus Projects that have submitted an Environmental Evaluation Application on or after to January 12, 2016 must select the Combination Affordable Housing Alternative to record the required fee on the density bonus pursuant to Planning Code Section 415.3. If the Project includes the demolition, conversion, or removal of any qualifying affordable units, please complete the Affordable Unit Replacement Section.

☐ **On-site Affordable Housing Alternative** (Planning Code Section 415.6, 419.3, or 206.4): % of the unit total.

Number of Affordable Units to be Located ON-SITE:

TOTAL UNITS:	SRO / Group Housing:	Studios:	One-Bedroom Units:	Two-Bedroom Units:	Three (or more) Bedroom Units:
LOW-INCOME	Number of Affordable Units	% of Total Units		AMI Level	
MODERATE-INCOME	Number of Affordable Units	% of Total Units		AMI Level	
MIDDLE-INCOME	Number of Affordable Units	% of Total Units		AMI Level	

☐ **Off-site Affordable Housing Alternative** (Planning Code Section 415.7 or 419.3): % of the unit total.

Number of Affordable Units to be Located OFF-SITE:

TOTAL UNITS:	SRO / Group Housing:	Studios:	One-Bedroom Units:	Two-Bedroom Units:	Three (or more) Bedroom Units:				
Area of Dwellings in Principal Project (in sq. feet):		Off-Site Project Address:							
Area of Dwellings in Off-Site Project (in sq. feet):									
Off-Site Block/Lot(s):		Motion No. for Off-Site Project (if applicable):			Number of Market-Rate Units in the Off-site Project:				
AMI LEVELS:	Number of Affordable Units	% of Total Units		AMI Level					
	Number of Affordable Units	% of Total Units		AMI Level					
	Number of Affordable Units	% of Total Units		AMI Level					

UNIT MIX TABLES: CONTINUED

- ☐ **Combination of payment of a fee, on-site affordable units, or off-site affordable units with the following distribution:**
Indicate what percent of each option will be implemented (from 0% to 99%) and the number of on-site and/or off-site below market rate units for rent and/or for sale.

1. On-Site % of affordable housing requirement.

If the project is a State Density Bonus Project, please enter "100%" for the on-site requirement field and complete the Density Bonus section below.

Number of Affordable Units to be Located ON-SITE:

TOTAL UNITS:	SRO / Group Housing:	Studios:	One-Bedroom Units:	Two-Bedroom Units:	Three (or more) Bedroom Units:

2. Off-Site % of affordable housing requirement.

Number of Affordable Units to be Located OFF-SITE:

TOTAL UNITS:	SRO / Group Housing:	Studios:	One-Bedroom Units:	Two-Bedroom Units:	Three (or more) Bedroom Units:
Area of Dwellings in Principal Project (in sq. feet):		Off-Site Project Address:			
Area of Dwellings in Off-Site Project (in sq. feet):					
Off-Site Block/Lot(s):		Motion No. for Off-Site Project (if applicable):		Number of Market-Rate Units in the Off-site Project:	

Income Levels for On-Site or Off-Site Units in Combination Projects:

AMI LEVELS:	Number of Affordable Units	% of Total Units	AMI Level
AMI LEVELS:	Number of Affordable Units	% of Total Units	AMI Level
AMI LEVELS:	Number of Affordable Units	% of Total Units	AMI Level

3. Fee % of affordable housing requirement.

Is this Project a State Density Bonus Project? ☐ Yes ☒ No

If yes, please indicate the bonus percentage, up to 35% _____, and the number of bonus units and the bonus amount of residential gross floor area (if applicable) _____

I acknowledge that Planning Code Section 415.4 requires that the Inclusionary Fee be charged on the bonus units or the bonus residential floor area.

Affordable Unit Replacement: Existing Number of Affordable Units to be Demolished, Converted, or Removed for the Project

TOTAL UNITS:	SRO / Group Housing:	Studios:	One-Bedroom Units:	Two-Bedroom Units:	Three (or more) Bedroom Units:

This project will replace the affordable units to be demolished, converted, or removed using the following method:

- ☐ On-site Affordable Housing Alternative
- ☐ Payment of the Affordable Housing Fee prior to the first construction document issuance
- ☐ Off-site Affordable Housing Alternative (Section 415.7)
- ☐ Combination of payment of the Affordable Housing Fee and the construction of on-site or off-site units (Section 415.5)

Contact Information and Declaration of Sponsor of PRINCIPAL PROJECT**One Vassar, LLC***Company Name***Sharon Lai***Name (Print) of Contact Person***433 California Street***Address***415-266-9858***Phone / Fax***San Francisco, CA 94104***City, State, Zip***sl@onevassar.com***Email*

I am a duly authorized agent or owner of the subject property. I declare under penalty of perjury under the laws of the State of California that the foregoing is true and correct. I hereby declare that the information herein is accurate to the best of my knowledge and that I intend to satisfy the requirements of Planning Code Section 415 as indicated above.

Sign Here*Signature:**Name (Print), Title:* **SHARON LAI**
Sr. Director of Development

Executed on this day in:

*Location:***San Francisco***Date:***1.20.2020****Contact Information and Declaration of Sponsor of OFF-SITE PROJECT (If Different)***Company Name**Name (Print) of Contact Person**Address**City, State, Zip**Phone / Fax**Email*

I hereby declare that the information herein is accurate to the best of my knowledge and that I intend to satisfy the requirements of Planning Code Section 415 as indicated above.

Sign Here*Signature:**Name (Print), Title:*

SUPPLEMENTAL INFORMATION FOR Anti-Discriminatory Housing Policy

1. Owner/Applicant Information

PROPERTY OWNER'S NAME:		<div>One Vassar</div>	
PROPERTY OWNER'S ADDRESS:	<div>433 California Street, San Francisco, CA 94104</div>	TELEPHONE:	<div>()</div>
		EMAIL:	<div></div>
APPLICANT'S NAME:		<div>Sharon Lai</div>	
APPLICANT'S ADDRESS:	<div>433 California Street, San Francisco, CA 94104</div>	TELEPHONE:	<div>(415) 982-0814</div>
		EMAIL:	<div>sl@onevassar.com</div>
CONTACT FOR PROJECT INFORMATION:		<div></div>	
ADDRESS:	<div></div>	TELEPHONE:	<div>()</div>
		EMAIL:	<div></div>
COMMUNITY LIAISON FOR PROJECT (PLEASE REPORT CHANGES TO THE ZONING ADMINISTRATOR):		<div></div>	
ADDRESS:	<div></div>	TELEPHONE:	<div>()</div>
		EMAIL:	<div></div>

2. Location and Project Description

STREET ADDRESS OF PROJECT:		ZIP CODE:	
<div>657 Harrison Street, San Francisco, CA, 94107</div>		<div>94104</div>	
CROSS STREETS:			
<div>Harrison Street and Perry Street</div>			
ASSESSORS BLOCK/LOT:	ZONING DISTRICT:	HEIGHT/BULK DISTRICT:	
<div>3763</div> / <div>101,100,078</div>	<div>CMUO</div>	<div>130-CS-350-CS</div>	
PROJECT TYPE: (Please check all that apply)	EXISTING DWELLING UNITS:	PROPOSED DWELLING UNITS:	NET INCREASE:
<input checked="" type="checkbox"/> New Construction	<div>0</div>	<div>489</div>	<div>489</div>
<input checked="" type="checkbox"/> Demolition			
<input type="checkbox"/> Alteration			
<input type="checkbox"/> Other: <div></div>			

Compliance with the Anti-Discriminatory Housing Policy

1. Does the applicant or sponsor, including the applicant or sponsor's parent company, subsidiary, or any other business or entity with an ownership share of at least 30% of the applicant's company, engage in the business of developing real estate, owning properties, or leasing or selling individual dwelling units in States or jurisdictions outside of California? ☐ YES ☒ NO

1a. If yes, in which States? _____

- 1b. If yes, does the applicant or sponsor, as defined above, have policies in individual States that prohibit discrimination based on sexual orientation and gender identity in the sale, lease, or financing of any dwelling units enforced on every property in the State or States where the applicant or sponsor has an ownership or financial interest?

☐ YES ☐ NO

- 1c. If yes, does the applicant or sponsor, as defined above, have a national policy that prohibits discrimination based on sexual orientation and gender identity in the sale, lease, or financing of any dwelling units enforced on every property in the United States where the applicant or sponsor has an ownership or financial interest in property?

☐ YES ☐ NO

If the answer to 1b and/or 1c is yes, please provide a copy of that policy or policies as part of the supplemental information packet to the Planning Department.

Human Rights Commission contact information
hrc.info@sfgov.org or (415)252-2500

Applicant's Affidavit

Under penalty of perjury the following declarations are made:

- a: The undersigned is the owner or authorized agent of the owner of this property.
- b: The information presented is true and correct to the best of my knowledge.
- c: Other information or applications may be required.

Signature: _____



Date: 1/31/2020

Print name, and indicate whether owner, or authorized agent:

SHARON LA
Owner / Authorized Agent (circle one)



SAN FRANCISCO
PLANNING
DEPARTMENT

AFFIDAVIT FOR FIRST SOURCE HIRING PROGRAM

Administrative Code

Chapter 83

1650 Mission Street, Suite 400 • San Francisco CA 94103-2479 • 415.558.6378 • <http://www.sfplanning.org>

Section 1: Project Information

PROJECT ADDRESS 400 2nd St., 645 Harrison St., 657 Harrison St., SF, CA 94107		BLOCK/LOT(S) 3673/ 001, 078, 079,080, 080A, 081, 099, 100, 101, 105, 112, portion of 113
BUILDING PERMIT APPLICATION NO.	CASE NO. (IF APPLICABLE) 2012.1384	MOTION NO. (IF APPLICABLE)
PROJECT SPONSOR One Vassar	MAIN CONTACT Sharon Lai	PHONE 415-982-0814
ADDRESS 433 California Street		
CITY, STATE, ZIP San Francisco, CA 94104		EMAIL sl@onevassar.com
ESTIMATED RESIDENTIAL UNITS 489	ESTIMATED SQ FT COMMERCIAL SPACE 595,030	ESTIMATED HEIGHT/FLOORS 20-35 Stories, 200' - 350'
		ESTIMATED CONSTRUCTION COST \$430 million
ANTICIPATED START DATE 2021		

Section 2: First Source Hiring Program Verification

CHECK ALL BOXES APPLICABLE TO THIS PROJECT	
<input type="checkbox"/>	Project is wholly Residential
<input type="checkbox"/>	Project is wholly Commercial
<input checked="" type="checkbox"/>	Project is Mixed Use
<input checked="" type="checkbox"/>	A: The project consists of ten (10) or more residential units;
<input checked="" type="checkbox"/>	B: The project consists of 25,000 square feet or more gross commercial floor area.
<input type="checkbox"/>	C: Neither 1A nor 1B apply.
NOTES: <ul style="list-style-type: none">If you checked C, this project is <u>NOT</u> subject to the First Source Hiring Program. Sign Section 4: Declaration of Sponsor of Project and submit to the Planning Department.If you checked A or B, your project <u>IS</u> subject to the First Source Hiring Program. Please complete the reverse of this document, sign, and submit to the Planning Department prior to any Planning Commission hearing. If principally permitted, Planning Department approval of the Site Permit is required for all projects subject to Administrative Code Chapter 83.For questions, please contact OEWD's CityBuild program at CityBuild@sfgov.org or (415) 701-4848. For more information about the First Source Hiring Program visit www.workforcedevelopmentsf.orgIf the project is subject to the First Source Hiring Program, you are required to execute a Memorandum of Understanding (MOU) with OEWD's CityBuild program prior to receiving construction permits from Department of Building Inspection.	

Continued...

Section 3: First Source Hiring Program – Workforce Projection

Per Section 83.11 of Administrative Code Chapter 83, it is the developer's responsibility to complete the following information to the best of their knowledge.

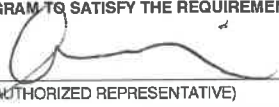
Provide the estimated number of employees from each construction trade to be used on the project, indicating how many are entry and/or apprentice level as well as the anticipated wage for these positions.

Check the anticipated trade(s) and provide accompanying information (Select all that apply):

TRADE/CRAFT	ANTICIPATED JOURNEYMAN WAGE	# APPRENTICE POSITIONS	# TOTAL POSITIONS	TRADE/CRAFT	ANTICIPATED JOURNEYMAN WAGE	# APPRENTICE POSITIONS	# TOTAL POSITIONS
Abatement Laborer	TBD	2	20	Laborer	TBD	9	72
Boilermaker				Operating Engineer	TBD	3	30
Bricklayer	TBD	6	18	Painter	TBD	6	36
Carpenter	TBD	21	165	Pile Driver	TBD	6	24
Cement Mason	TBD	12	75	Plasterer	TBD	3	18
Drywall/Latherer	TBD	8	80	Plumber and Pipefitter	TBD	6	36
Electrician	TBD	12	75	Roofer/Water proofer	TBD	6	36
Elevator Constructor	TBD	3	30	Sheet Metal Worker	TBD	9	45
Floor Coverer	TBD	6	36	Sprinkler Fitter	TBD	3	24
Glazier	TBD	6	36	Taper	TBD	6	24
Heat & Frost Insulator	TBD	6	24	Tile Layer/Finisher	TBD	6	36
Ironworker	TBD	12	36	Other:			
		TOTAL:	595			TOTAL:	381

- | | | |
|--|-------------------------------------|--------------------------|
| | YES | NO |
| 1. Will the anticipated employee compensation by trade be consistent with area Prevailing Wage? | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| 2. Will the awarded contractor(s) participate in an apprenticeship program approved by the State of California's Department of Industrial Relations? | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| 3. Will hiring and retention goals for apprentices be established? | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| 4. What is the estimated number of local residents to be hired? | <u>TBD</u> | |

Section 4: Declaration of Sponsor of Principal Project

PRINT NAME AND TITLE OF AUTHORIZED REPRESENTATIVE	EMAIL	PHONE NUMBER
Sharon Lai Sr. Director of Development	sl@onevassar.com	415-982-0814
I HEREBY DECLARE THAT THE INFORMATION PROVIDED HEREIN IS ACCURATE TO THE BEST OF MY KNOWLEDGE AND THAT I COORDINATED WITH OEWD'S CITYBUILD PROGRAM TO SATISFY THE REQUIREMENTS OF ADMINISTRATIVE CODE CHAPTER 83.		
 (SIGNATURE OF AUTHORIZED REPRESENTATIVE)		2/3/2020 (DATE)
FOR PLANNING DEPARTMENT STAFF ONLY: PLEASE EMAIL AN ELECTRONIC COPY OF THE COMPLETED AFFIDAVIT FOR FIRST SOURCE HIRING PROGRAM TO OEWD'S CITYBUILD PROGRAM AT CITYBUILD@SFGOV.ORG Cc: Office of Economic and Workforce Development, CityBuild Address: 1 South Van Ness 5th Floor San Francisco, CA 94103 Phone: 415-701-4848 Website: www.workforcedevelopmentsf.org Email: CityBuild@sfgov.org		

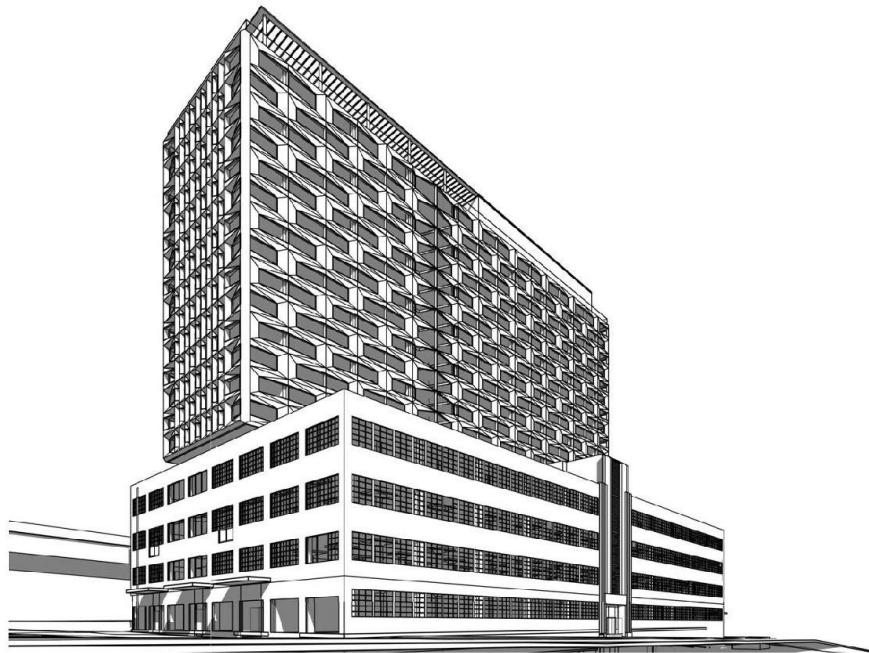
645 Harrison Hotel Demand Study prepared by HVS January 2020



MARKET DEMAND ANALYSIS

Proposed Hotel

645 HARRISON STREET
SAN FRANCISCO, CALIFORNIA



SUBMITTED TO:

Ms. Sharon Lai
One Vassar LLC
433 California Street, 7th Floor
San Francisco, California 94104

+1 (415) 266-9858

PREPARED BY:

HVS Consulting & Valuation
Division of TS Worldwide, LLC
100 Bush Street, Suite 1625
San Francisco, California 94104

+1 (415) 268-0351

January 10, 2019

Ms. Sharon Lai
One Vassar LLC
433 California Street, 7th Floor
San Francisco, California 94104

HVS SAN FRANCISCO

100 Bush Street, Suite 1625
San Francisco, California 94104
+1 (415) 268-0351
+1 (415) 896-0516 FAX
www.hvs.com

Re: Proposed Hotel
San Francisco, California
HVS Reference: 2019022001

Dear Ms. Lai:

Pursuant to your request, we herewith submit our market demand analysis pertaining to the above-captioned property. We have inspected the real estate and analyzed the hotel market conditions in the San Francisco, California, area. We have studied the proposed project, and the results of our fieldwork and analysis are presented in this report. We have also reviewed the proposed improvements for this site. This report is intended for your internal use, as well as for presentation to the representatives of the City and County of San Francisco regarding the potential market demand for the proposed subject hotel within the greater San Francisco lodging market.

We hereby certify that we have no undisclosed interest in the property, and our employment and compensation are not contingent upon our findings. This study is subject to the comments made throughout this report and to all assumptions and limiting conditions set forth herein.

Sincerely,
TS Worldwide, LLC



John Berean
Senior Project Manager
jberean@hvs.com, +1 (281) 381-3456



Suzanne R. Mellen, MAI, CRE, FRICS, ISHC,
Senior Managing Director - Practice Leader
smellen@hvs.com, +1 (415) 268-0351

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3.	Description of the Site and Neighborhood	9
4.	Description of the Proposed Improvements	14
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1. Nature of the Assignment

Objective of the Assignment

The HVS division of TS Worldwide (“HVS”) has been retained by One Vassar LLC to perform a market demand analysis to evaluate the greater San Francisco lodging market’s ability to absorb new supply. Our analysis entails a projection of hotel supply and demand, as well as occupancy and average rate, for both the market and proposed subject hotel.

Pertinent Dates

The subject site was inspected by John Berean on October 25, 2019. Suzanne R. Mellen, MAI, CRE, FRICS, ISHC, participated in the analysis and reviewed the findings, but did not personally inspect the subject site.

Identification of the Client and Intended User(s)

The client for this engagement is One Vassar LLC. This report is intended for internal use, as well as for the presentation to representatives of the City and County of San Francisco.

Scope of Work

The methodology used to develop this study is based on the market research and valuation techniques set forth in the textbooks authored by Hospitality Valuation Services for the American Institute of Real Estate Appraisers and the Appraisal Institute, entitled *The Valuation of Hotels and Motels*,¹ *Hotels, Motels and Restaurants: Valuations and Market Studies*,² *The Computerized Income Approach to Hotel/Motel Market Studies and Valuations*,³ *Hotels and Motels: A Guide to Market Analysis, Investment Analysis, and Valuations*,⁴ and *Hotels and Motels – Valuations and Market Studies*.⁵

1. All information was collected and analyzed by the staff of TS Worldwide, LLC. Information was supplied by the client and/or the property’s development team.

¹ Stephen Rushmore, *The Valuation of Hotels and Motels*. (Chicago: American Institute of Real Estate Appraisers, 1978).

² Stephen Rushmore, *Hotels, Motels and Restaurants: Valuations and Market Studies*. (Chicago: American Institute of Real Estate Appraisers, 1983).

³ Stephen Rushmore, *The Computerized Income Approach to Hotel/Motel Market Studies and Valuations*. (Chicago: American Institute of Real Estate Appraisers, 1990).

⁴ Stephen Rushmore, *Hotels and Motels: A Guide to Market Analysis, Investment Analysis, and Valuations* (Chicago: Appraisal Institute, 1992).

⁵ Stephen Rushmore and Erich Baum, *Hotels and Motels – Valuations and Market Studies*. (Chicago: Appraisal Institute, 2001).

2. The subject site has been evaluated from the viewpoint of its physical utility for the future operation of a hotel, as well as access, visibility, and other relevant factors.
3. The subject property's proposed improvements have been reviewed for their expected quality of construction, design, and layout efficiency.
4. The surrounding economic environment, on both an area and neighborhood level, has been reviewed to identify specific hostelry-related economic and demographic trends that may have an impact on future demand for hotels.
5. Dividing the market for hotel accommodations into individual segments defines specific market characteristics for the types of travelers expected to utilize the area's hotels. The factors investigated include purpose of visit, average length of stay, facilities and amenities required, seasonality, daily demand fluctuations, and price sensitivity.
6. An analysis of existing and proposed competition provides an indication of the current accommodated demand, along with market penetration and the degree of competitiveness. Unless noted otherwise, we have inspected the competitive lodging facilities summarized in this report.
7. Documentation for an occupancy and ADR projection is derived utilizing the build-up approach based on an analysis of lodging activity.

2. Executive Summary

Summary of Local Hotel Market Trends

We have made a determination of the market viability for the proposed subject hotel based on our research and analysis of the greater San Francisco lodging market. STR is an independent research firm that compiles and publishes data on the lodging industry, routinely used by typical hotel buyers. HVS has ordered and analyzed an STR Trend Report of historical supply and demand data for the San Francisco hotel market. Presented below is a summary of the historical market-wide occupancy, average rate, and rooms revenue per available room (RevPAR) of the greater San Francisco Lodging market, as well as future projections for the market and a preliminary forecast of the subject hotel's market performance.

FIGURE 2-1 HISTORICAL AND PROJECTED SUPPLY AND DEMAND TRENDS – SAN FRANCISCO, CA

Year	Average Daily Room Count	Available Room Nights	Change	Occupied Room Nights	Change	Occupancy	Average Rate	Change	RevPAR	Change
2009	34,383	12,549,814	—	9,238,655	—	73.6 %	\$145.95	—	\$107.44	—
2010	34,061	12,432,309	(0.9) %	9,599,011	3.9 %	77.2	149.76	2.6 %	115.63	7.6 %
2011	33,895	12,371,597	(0.5)	9,901,988	3.2	80.0	173.20	15.6	138.62	19.9
2012	33,888	12,369,273	(0.0)	10,046,986	1.5	81.2	190.55	10.0	154.77	11.6
2013	33,566	12,251,615	(1.0)	10,274,121	2.3	83.9	209.03	9.7	175.29	13.3
2014	33,448	12,208,623	(0.4)	10,370,488	0.9	84.9	232.03	11.0	197.10	12.4
2015	33,453	12,210,470	0.0	10,370,501	0.0	84.9	245.10	5.6	208.17	5.6
2016	33,838	12,350,877	1.1	10,553,560	1.8	85.4	252.29	2.9	215.58	3.6
2017	33,722	12,308,622	(0.3)	10,261,526	(2.8)	83.4	248.85	(1.4)	207.46	(3.8)
2018	34,012	12,414,272	0.9	10,202,806	(0.6)	82.2	264.22	6.2	217.15	4.7
Year-to-Date Through September										
2018	34,081	9,304,190	—	7,828,289	—	84.1 %	\$266.41	—	\$224.15	—
2019	34,109	9,311,775	0.1 %	7,785,874	(0.5) %	83.6	279.74	5.0 %	233.90	4.4 %
HVS Ten-Year Forecast										
2019	34,564	12,615,898	1.6 %	10,306,667	1.0 %	82.2 %	\$280.07	6.0 %	\$230.18	6.0 %
2020	34,699	12,665,060	0.4	10,409,733	1.0	82.2	291.28	4.0	239.41	4.0
2021	35,076	12,802,740	1.1	10,565,879	1.5	82.5	300.01	3.0	247.60	3.4
2022	35,271	12,873,915	0.6	10,671,538	1.0	82.9	309.01	3.0	256.15	3.5
2023	35,271	12,873,915	0.0	10,724,896	0.5	83.3	318.29	3.0	265.15	3.5
2024	35,271	12,873,915	0.0	10,778,520	0.5	83.7	327.83	3.0	274.47	3.5
2025	35,624	13,002,615	1.0	10,913,252	1.3	83.9	337.67	3.0	283.41	3.3
2026	35,739	13,044,735	0.3	10,951,448	0.4	84.0	347.80	3.0	291.99	3.0
2027	35,739	13,044,735	0.0	10,951,448	0.0	84.0	358.23	3.0	300.75	3.0
2028	35,739	13,044,735	0.0	10,951,448	0.0	84.0	368.98	3.0	309.77	3.0

Source: STR, HVS

Following the economic recession in 2009, demand for hotels in San Francisco rebounded, with occupancy generally trending upward year-over-year through

2016. Occupancy declined in 2017 and 2018 due to the partial closure and renovation of the Moscone Center. Meanwhile, average rates generally increased year-over-year throughout the historical period shown. Similar to occupancy, the rate decline in 2017 was also attributed to the renovation of the convention center. In recent years, the greater San Francisco hotel market has been established as one of the strongest-performing markets in the country, reaching a historical peak in 2018. Year-to-date data for 2019 illustrate a continued softening in occupancy and a roughly \$13 gain in average rate. The reopening of the Moscone Center in January 2019 and strong attendance of citywide conventions in the first quarter have contributed to the latest trend. According to SF Travel, 2019 is expected to be a record convention year for San Francisco; as such, the near-term outlook is positive.

In recent years, the San Francisco lodging market has been established as one of the strongest performing markets in the country, reaching historical peaks in 2016 and 2018. The strength of the market is bolstered not only by the region's diverse economy, but also due to the high barriers to entry and limited new supply of hotels. We are of the opinion that the entrance of the proposed subject hotel will only have a nominal impact on the San Francisco hotel market; furthermore, the city is actually underserved in available room nights, which compresses a significant amount of unaccommodated demand to other markets in the greater San Francisco Bay Area including San Mateo County and Alameda County.

Summary of Forecast Occupancy & Average Rate

Based on our market analysis, we have chosen to use a stabilized occupancy level of 86% and a base-year rate position of \$300.00 for the proposed subject hotel. The following table reflects a summary of our market-wide and proposed subject hotel occupancy and average rate (ADR) projections.

FIGURE 2-2 ADR FORECAST – MARKET AND PROPOSED SUBJECT HOTEL

Year	Area-wide Market (Calendar Year)			Subject Property (Calendar Year)			
	Occupancy	Average Rate Growth	Average Rate	Occupancy	Average Rate Growth	Average Rate	Average Rate Penetration
Base Year	82.2 %	—	\$264.22	—	—	\$300.00	—
2019	81.7	6.0 %	280.07	—	—	—	—
2020	82.2	4.0	291.28	—	—	—	—
2021	82.5	3.0	300.01	—	—	—	—
2022	82.9	3.0	309.01	—	—	—	—
2023	83.3	3.0	318.29	—	—	—	—
2024	83.7	3.0	327.83	—	—	—	—
2025	83.9	3.0	337.67	78.0 %	—	365.14	108.1 %
2026	84.0	3.0	347.80	83.0	6.0 %	387.15	111.3
2027	84.0	3.0	358.23	85.0	5.1	406.74	113.5
2028	84.0	3.0	368.98	86.0	3.0	418.95	113.5
2029	84.0	3.0	380.05	86.0	3.0	431.51	113.5

3. Description of the Site and Neighborhood

The subject site is located in the SoMa District of San Francisco, in the southern quadrant of the intersection formed by 2nd Street and Harrison Street. Interstate 80 lies directly to the southeast. The site encompasses 37,121 square feet (0.85 acres), and is currently improved with an existing four-story building measuring 148,076 square feet.

The subject site is located roughly 0.3 miles to the east of Moscone Center, the Metreon, and Yerba Buena Gardens, and approximately 0.4 miles to the south of the Salesforce Transit Center. The subject site also is conveniently located four blocks to the southeast of the Montgomery BART and Muni Metro Station. Additionally, we note that the Central Subway project, a 1.7-mile extension of Muni's T Third line is currently underway; the subject site will also feature convenient access to the Yerba Buena/Moscone Station when construction of the transit project is complete in mid-2021.

The subject site's location is 645 Harrison Street, San Francisco, California 94107.

Neighborhood

The subject site is located in a redeveloping area, at the confluence of the SoMa (South of Market) and Rincon/South Beach neighborhoods, just north of the also redeveloping Mission Bay neighborhood. The area that surrounds the subject site is generally defined by Market Street to the northwest, San Francisco Bay to the northeast, Mission Creek to the southeast, and 7th Street to the southwest. This portion of the city was formerly an industrial neighborhood but is now characterized by mid- to high-rise commercial and residential developments containing commercial office space, retail shops, food and beverage outlets, and residences. The most notable feature of this neighborhood is the Moscone Center, which finished a major rehabilitation and expansion project in January 2019. Other specific business and entities in the area include Salesforce Tower, Facebook, and the Transbay Transit Center. Hotels in the vicinity include the Courtyard by Marriott and W Hotel, while restaurants located near the subject site include Rooster & Rice, Red Dog, and The Fly Trap. Owing to the continued strength of the San Francisco real estate market, both the SoMa and Rincon/South Beach neighborhoods have benefitted from significant capital investment in the most recent development cycle, resulting in various large-scale real estate developments.

**Topography and
Site Utility**

The topography of the site slopes gently downward from northeast to southwest, and the shape of the site should permit efficient use of the site for building and site improvements, including ingress and egress. Upon completion of the redevelopment project, the subject site will not contain any significant portion of undeveloped land that could be sold, entitled, and developed for alternate use.

VIEW OF SUBJECT SITE



AERIAL PHOTOGRAPH



VIEW FROM SITE TO THE NORTHEAST



VIEW FROM SITE TO THE SOUTHEAST



VIEW FROM SITE TO THE SOUTHWEST



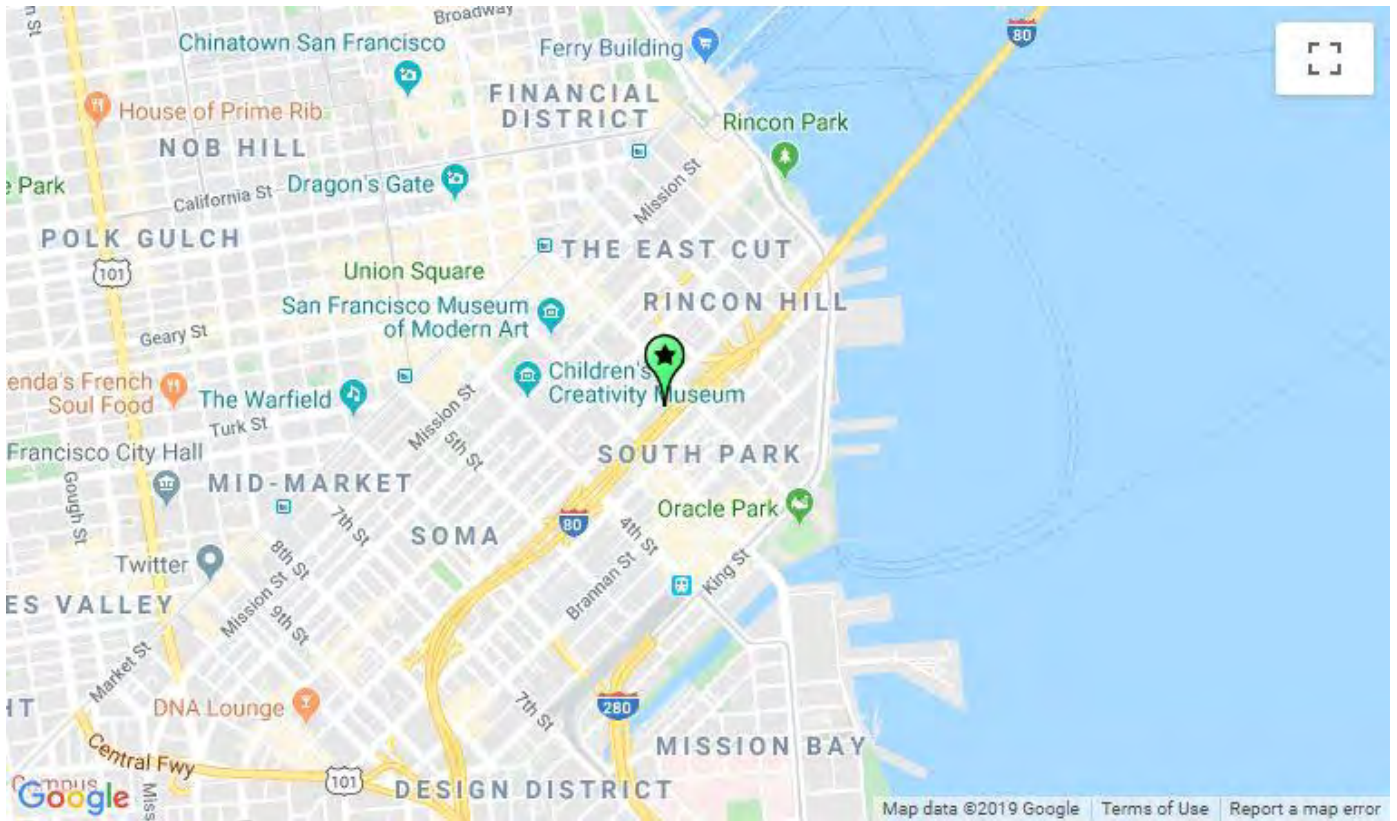
VIEW FROM SITE TO THE NORTHWEST



Neighborhood

The subject site is located in a redeveloping area, at the confluence of the SoMa (South of Market) and Rincon/South Beach neighborhoods, just north of the also redeveloping Mission Bay neighborhood. The area that surrounds the subject site is generally defined by Market Street to the northwest, San Francisco Bay to the northeast, Mission Creek to the southeast, and 7th Street to the southwest. This portion of the city was formerly an industrial neighborhood but is now characterized by mid- to high-rise commercial and residential developments containing commercial office space, retail shops, food and beverage outlets, and residences. The most notable feature of this neighborhood is the Moscone Center, which finished a major rehabilitation and expansion project in January 2019. Other specific business and entities in the area include Salesforce Tower, Facebook, and the Transbay Transit Center. Hotels in the vicinity include the Courtyard by Marriott and W Hotel, while restaurants located near the subject site include Rooster & Rice, Red Dog, and The Fly Trap. Owing to the continued strength of the San Francisco real estate market, both the SoMa and Rincon/South Beach neighborhoods have benefitted from significant capital investment in the most recent development cycle, resulting in various large-scale real estate developments.

MAP OF NEIGHBORHOOD



Conclusion

We have analyzed the issues of size, topography, access, visibility, and the availability of utilities. The subject site is favorably located in the SoMa District of San Francisco, within walking distance of the Moscone Center and the Financial District. In general, the site should be well suited for future hotel use, with acceptable access, visibility, and topography for an effective operation.

4. Description of the Proposed Improvements

Project Overview

As previously noted, the subject site is currently improved with a four-story commercial building. As currently envisioned, One Vassar LLC proposes to construct a new 15-story hotel structure atop the existing structure. The existing structure will be redeveloped to feature ground floor retail space configured as a market hall, while floors two through four will feature a mixture of office and product, design, and repair (PDR) space. Parking is planned to be located in a parking garage in an adjacent office building at 400 2nd Street. According to the developer, only valet parking will be offered. The hotel's main entrance on the ground floor will lead to an elevator lobby, with the actual hotel lobby located on the fifth floor of the building. The first four floors of the nineteen-story building are proposed for other commercial uses. The fifth floor is planned to house the hotel's public areas and back-of-the-house space, while guestrooms are planned to be located on the sixth through eighteenth floors.

While details have yet to be finalized, the hotel will feature up to 468 rooms and offer an upscale select- or full-service product. Examples of potential brand affiliation include Courtyard by Marriott, AC Hotel by Marriott, Hilton Garden Inn, Hyatt Place, and Cambria Hotels by Choice Hotels.

The proposed subject hotel is being developed as part of the greater One Vassar mixed-use development. Aside from the proposed 19-story subject property, the project is planned to include an approximately 446,000-square-foot office tower at 400 2nd Street with roughly 6,000 square feet of retail space and a 198-space parking garage, as well as a 489-unit apartment building at 657 Harrison Street with a roughly 14,000-square-foot childcare facility and a 128-space garage. According to the developer, the office building and apartment building are expected to be completed before the subject hotel. For purposes of this study, we have assumed the subject hotel will open on April 1, 2025.

Summary of the Facilities

Based on information provided by the proposed subject hotel's development representatives, the following table summarizes the facilities that are expected to be available at the proposed subject hotel.

FIGURE 4-1 PROPOSED FACILITIES SUMMARY

Guestroom Configuration		Number of Units
King		262
Double/Double		201
Suite		5
Total		468
Food & Beverage Facilities		Square Footage
5th Floor Restaurant & Bar (Indoor Dining Area)		2,351
19th Floor Rooftop Bar		9,800
Amenities & Services		
Fitness Center		
Business Center		
Infrastructure		
Elevators		4 Guest, 2 Service
Life-Safety Systems		Sprinklers, Smoke Detectors
Construction Details		Poured Concrete, Steel Framing

As currently envisioned, the hotel will offer a restaurant and bar on the fifth floor, adjacent to the lobby. A rooftop bar has also been proposed for the top level of the 19-story building. The furnishings and finishes of these spaces are expected to be of a similar style and finish as lobby and guestroom furnishings. According to the developer, no meeting space is planned for the hotel. However, recreational facilities are expected to include a fitness center on the fifth floor. The hotel will also likely offer a business center near the lobby. The hotel is planned to feature standard and suite-style configurations and typical in-room amenities associated with an upscale select- or full-service hotel. Guestroom bathrooms should be of a standard size, with a shower-in-tub or standalone shower, commode, and single sink with vanity area. Overall, the hotel's guestrooms and facilities should be appropriate for the San Francisco market and an upscale property of this type.

FIGURE 4-2 SITE OVERVIEW



FIGURE 4-3 SITE PLAN

REFER TO PUBLIC REALM SECTION ON PAGE 41 FOR 2ND ST IMPROVEMENTS

FIGURE 4-4 FLOOR PLAN – GROUND FLOOR

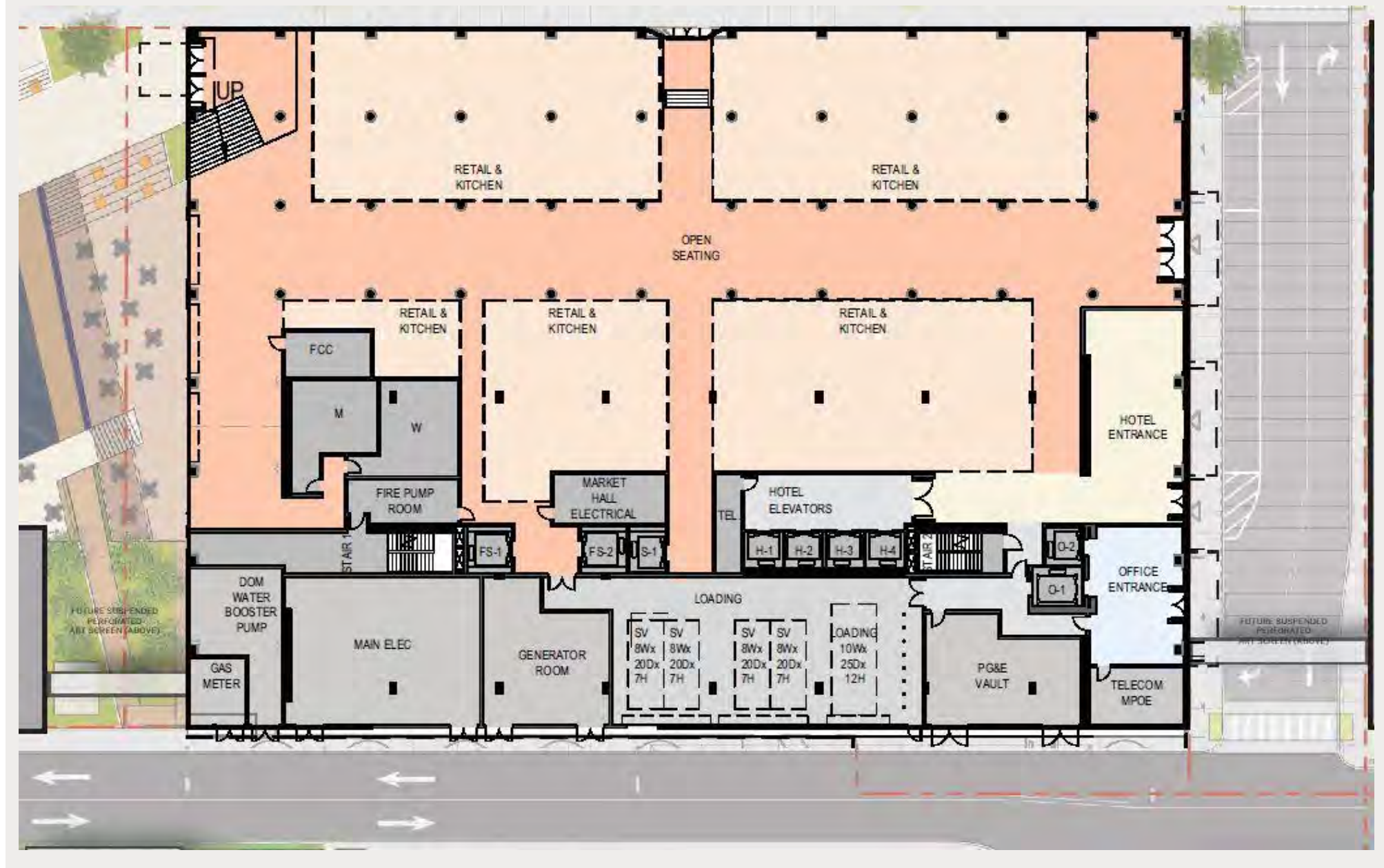


FIGURE 4-5 FLOOR PLAN – PODIUM

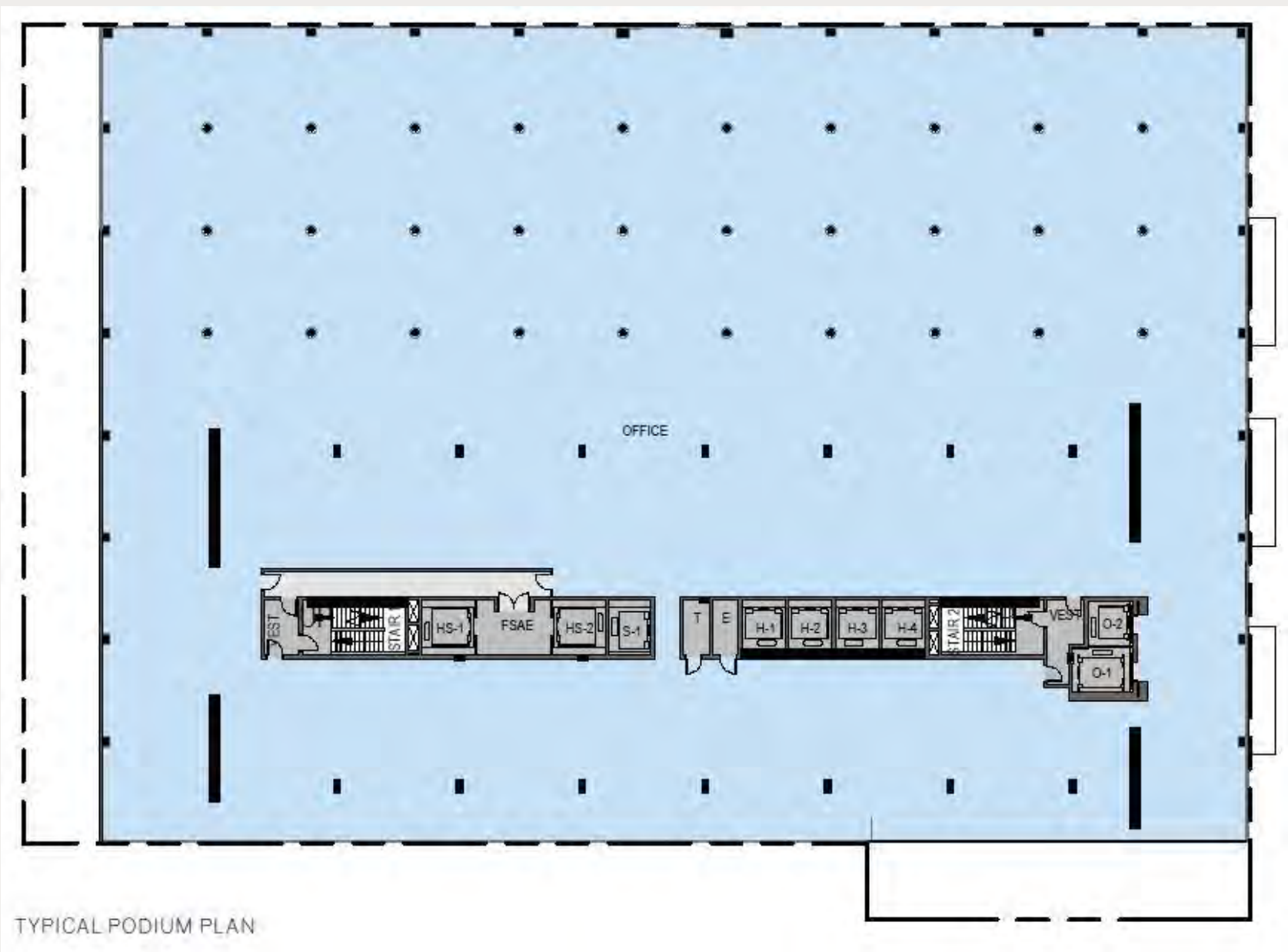


FIGURE 4-6 FLOOR PLAN – LOBBY LEVEL (FIFTH FLOOR)

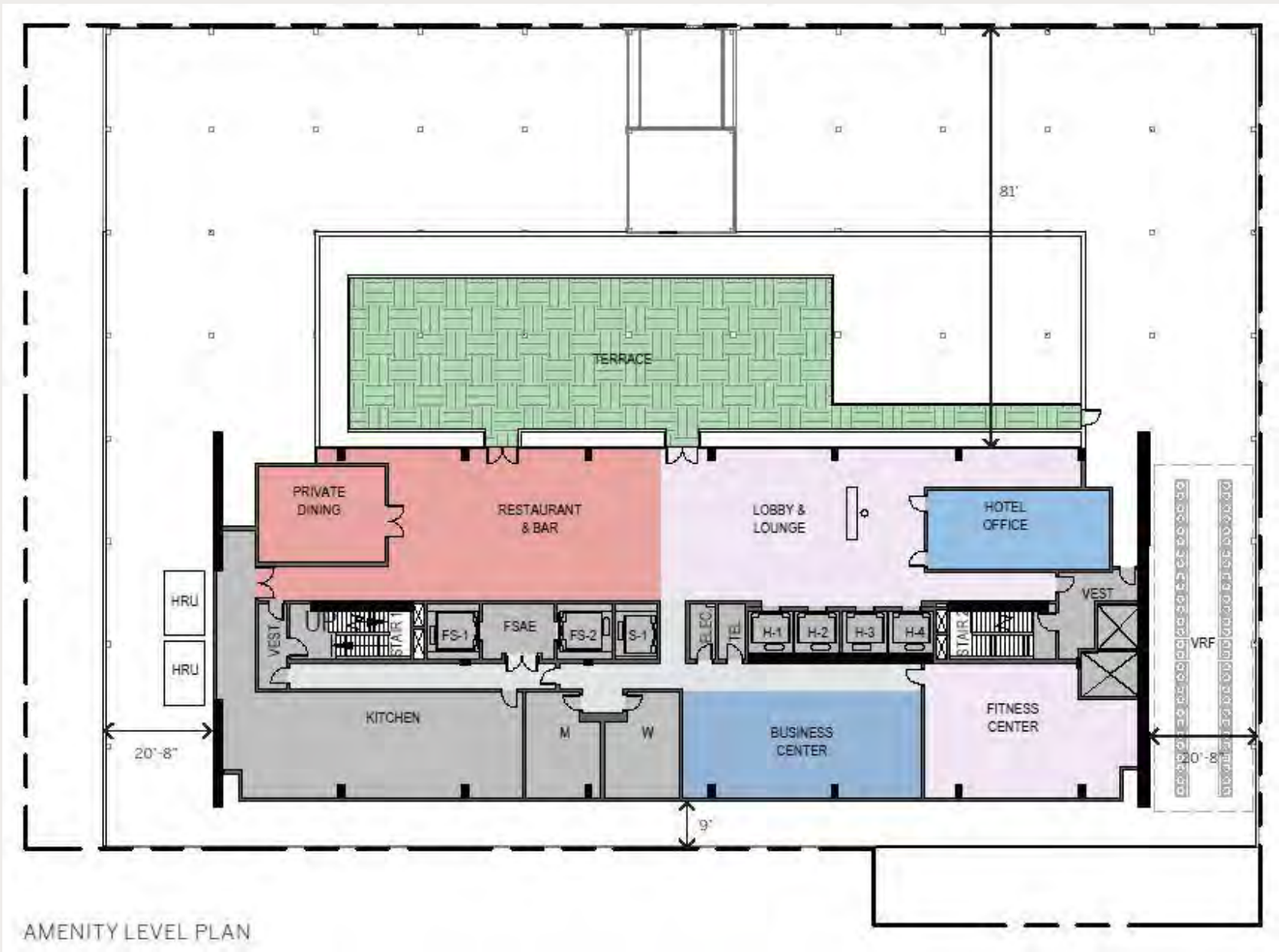


FIGURE 4-7 FLOOR PLAN – HOTEL FLOOR



FIGURE 4-8 FLOOR PLAN – ROOF



LEVEL 19

FIGURE 4-9 NORTH ELEVATION

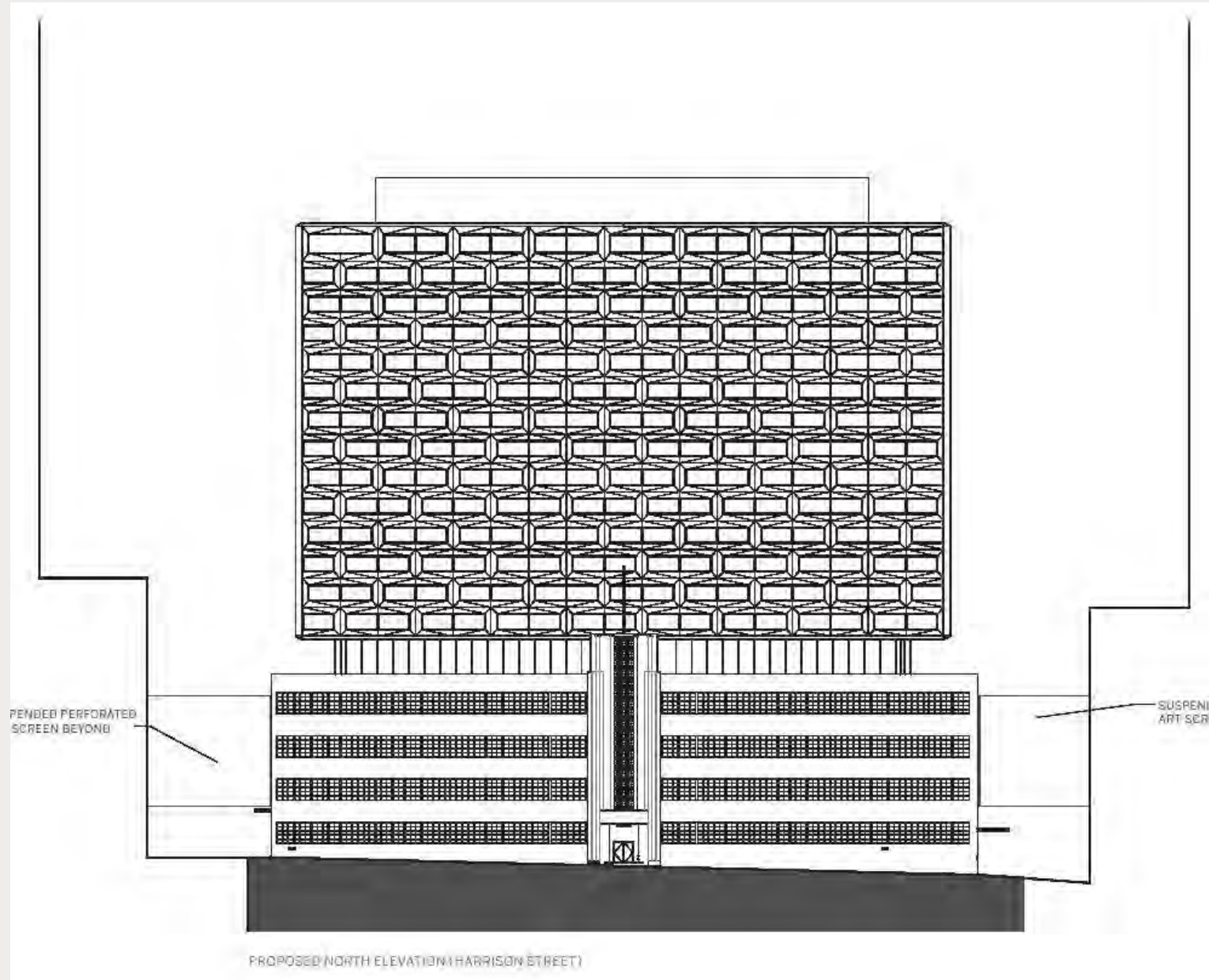
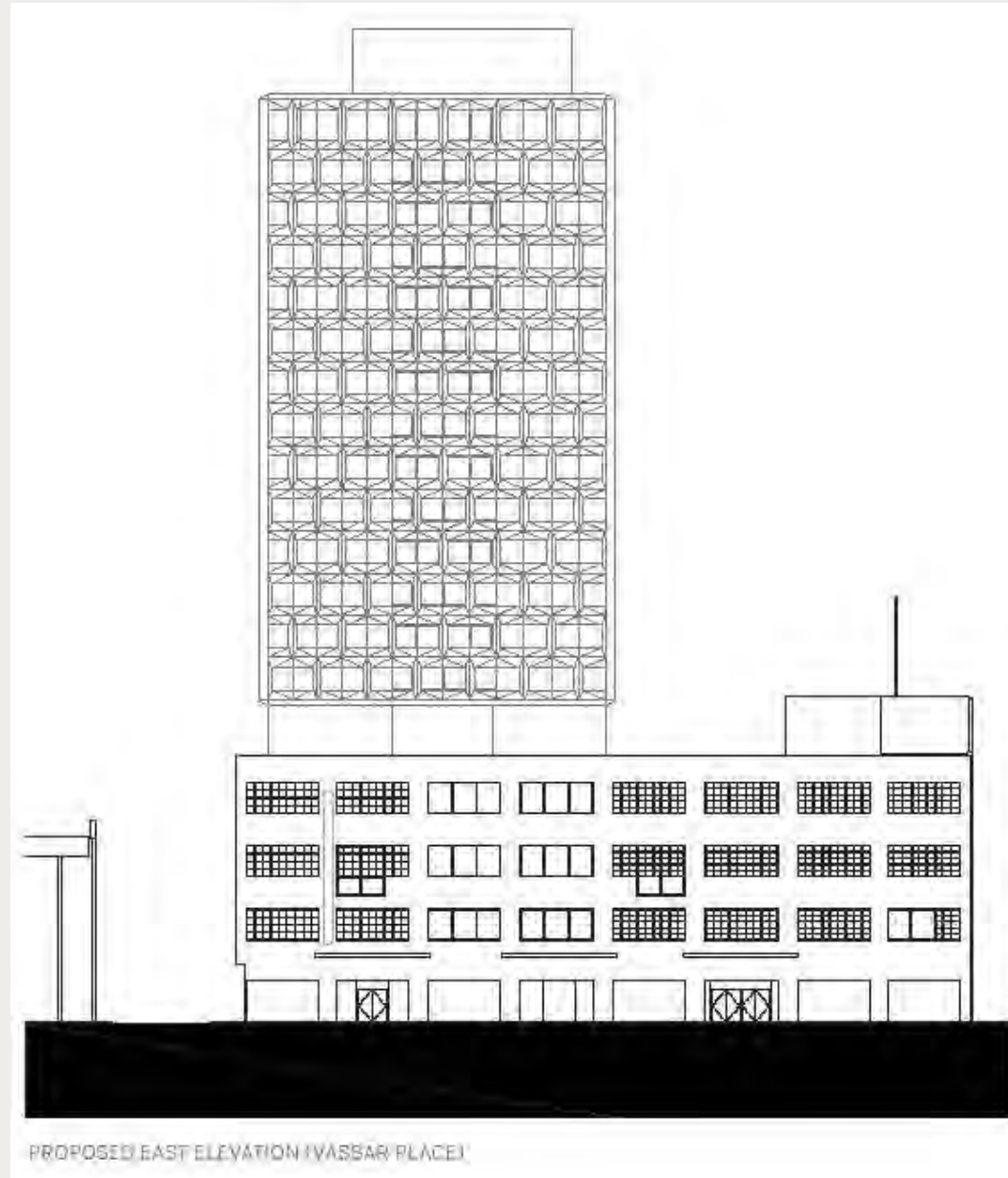


FIGURE 4-10 EAST ELEVATION



Conclusion

Overall, the proposed subject hotel should offer a well-designed, functional layout of support areas and guestrooms. All typical and market-appropriate features and amenities are expected to be included in the hotel's design. The proposed subject hotel is expected to benefit from its exceptional location in the heart of Downtown San Francisco. Its proximity to major demand generators including the Moscone Center and Financial District, as well as its convenient access to BART, Muni, and the freeway also are also positive attributes.

5. Market Area Analysis

Market Area Definition

The subject site is located in the city of San Francisco, the county of San Francisco, and the state of California. San Francisco, known as "The City by the Bay," is the financial, cultural, and transportation center of the San Francisco Bay Area, encompassing a region of over seven million people, including San Jose and Oakland. San Francisco's economic activity attracts and supports a range of industries. As the base for some of the country's largest banks, the Pacific Exchange, and over 30 international financial institutions, San Francisco is a center for world commerce. The Bay Area boasts the third-densest concentration of Fortune 500 companies in the nation. San Francisco is considered the birthplace of new media; its South Park neighborhood houses some of the most innovative new technology companies in the world. San Francisco's Mission Bay neighborhood is a model for collaborative innovation between the biotechnology industry and academic researchers. As the world center for technology innovation, the San Francisco Bay Area produces more patents than any other U.S. city and attracts over one-quarter of the total venture capital investments in the United States. San Francisco is also one of the top tourist destinations in the world, renowned for its steep rolling hills, eclectic mix of architecture, and famous landmarks, including the Golden Gate Bridge and Chinatown.

The subject property's market area can be defined by its Combined Statistical Area (CSA): San Jose-San Francisco-Oakland, CA. The CSA represents adjacent metropolitan and micropolitan statistical areas that have a moderate degree of employment interchange. Micropolitan statistical areas represent urban areas in the United States based around a core city or town with a population of 10,000 to 49,999; the MSA requires the presence of a core city of at least 50,000 people and a total population of at least 100,000 (75,000 in New England). The following exhibit illustrates the market area.

MAP OF MARKET AREA



Current U.S. unemployment levels are now firmly below the 4.6% level recorded in 2006 and 2007, the peak years of the economic cycle prior to the Great Recession. The unemployment rate for July and August of 2019 was 3.7%, with the rate for September 2019 falling to 3.5%, a level not registered since late 1969. Total nonfarm payroll employment increased by 159,000, 130,000, and 136,000 jobs in July, August, and September, respectively. Gains in September occurred in the health care and professional/business services sectors. Unemployment has remained under the 5.0% mark since May 2016, reflecting a trend of relative stability and the overall strength of the U.S. economy. As of September 2019, the number of unemployed persons was 5.8 million (versus 6.0 million in August 2019).

FIGURE 5-1 UNEMPLOYMENT STATISTICS

Year	County	MSA	State	U.S.
2009	8.7 %	9.4 %	11.2 %	9.3 %
2010	8.9	9.9	12.2	9.6
2011	8.1	9.1	11.7	8.9
2012	6.8	7.8	10.4	8.1
2013	5.5	6.5	8.9	7.4
2014	4.4	5.2	7.5	6.2
2015	3.6	4.3	6.2	5.3
2016	3.3	3.8	5.5	4.9
2017	2.9	3.3	4.8	4.4
2018	2.4	2.7	4.2	3.9
<i>Recent Month - Aug</i>				
2018	2.5 %	2.9 %	4.3 %	3.8 %
2019	2.3	2.7	4.2	3.7

Source: U.S. Bureau of Labor Statistics

Locally, the unemployment rate was 2.4% in 2018; for this same area in 2019, the most recent month's unemployment rate was registered at 2.3%, versus 2.5% for the same month in 2018. Unemployment levels remained elevated in 2010 as the height of the national recession took hold. However, unemployment began to decline in 2011; this trend continued through 2018 given the robust rebound and expansion, particularly within the high-technology employment sector. The most recent comparative period illustrates further improvement. Our interviews with economic development officials reflect a positive employment outlook, primarily attributed to San Francisco's diverse labor force; furthermore, the unemployment levels for the county have remained below 3% since 2017.

Major Business and Industry

Providing additional context for understanding the nature of the regional economy, the following table presents a list of the major employers in the proposed subject hotel's market.

FIGURE 5-2 MAJOR EMPLOYERS

Rank	Firm	Number of Employees
1	Kaiser Permanente	34,398
2	Sutter Health	10,184
3	Tesla, Inc.	10,000
4	Safeway, Inc.	9,373
5	John Muir Health	6,484
6	Chevron Corporation	5,252
7	The Pacific Gas and Electric Company	5,100
8	Wells Fargo & Company	5,089
9	United Parcel Service	4,500
10	Workday, Inc.	3,135

Source: San Francisco Business Times, 2018

The economic base is diverse in the San Francisco Bay Area, with strong employers in the technology, healthcare, financial, and education sectors. In particular, the region is a major center for technology innovation; the famed Silicon Valley, which stretches south from San Francisco, is home to industry-leading tech companies such as Google, Yahoo, Facebook, eBay, Apple, and Hewlett-Packard. Additionally, biotechnology is a strong element of the economy. The Genentech campus, located in South San Francisco, comprises over five million square feet of research and development, manufacturing, marketing, and administration space on 180 acres. An eight-story, 160,000-square-foot Genentech building B-40 is under construction and is expected to be completed in the fourth quarter of 2019. The University of California (UC) is a public university system in California that comprises eleven campuses. The University of California has a combined student body of more than 280,000 students, over 1,700,000 living alumni, and a combined system-wide and campus endowment of just over \$19 billion. Moreover, Stanford University remains a major pillar of the education sector in the greater San Francisco area. Furthermore, healthcare represents an economic force in the area. Kaiser Permanente, which is based in nearby Oakland, is the largest managed-care organization in the United States.

Office Space Statistics

Trends in occupied office space are typically among the most reliable indicators of lodging demand, as firms that occupy office space often exhibit a strong propensity to attract commercial visitors. Thus, trends that cause changes in vacancy rates or occupied office space may have a proportional impact on commercial lodging

demand and a less direct effect on meeting demand. The following table details office space statistics for the pertinent market area.

FIGURE 5-3 OFFICE SPACE STATISTICS – MARKET OVERVIEW

Submarket	Inventory		Occupied Office Space	Vacancy Rate	Average Asking Lease Rate
	Buildings	Square Feet			
South of Market	74	5,875,000	5,469,600	6.9 %	\$58.84
Waterfront/North Beach	38	2,774,000	2,577,000	7.1	60.91
Yerba Buena	27	2,147,000	1,885,100	12.2	59.18
Jackson Square	35	1,310,000	1,189,500	9.2	66.44
Union Square	66	3,404,000	3,124,900	8.2	64.24
Van Ness/Civic Center	37	2,513,000	2,404,900	4.3	56.21
Marin	114	5,572,000	4,797,500	13.9	38.43
North Financial District	125	30,313,000	28,736,700	5.2	67.81
North San Mateo	42	4,383,000	3,655,400	16.6	42.41
South Financial District	96	17,504,000	16,471,300	5.9	76.99
Central San Mateo	83	5,781,000	4,827,100	16.5	52.54
Rincon/South Beach	29	2,929,000	2,729,800	6.8	67.65
South San Mateo	183	14,818,000	12,624,900	14.8	58.16
Totals and Averages	949	99,323,000	90,493,700	8.9 %	\$62.98

Source: REIS Report, 2nd Quarter, 2019

The greater San Francisco market comprises a total of 99.3 million square feet of office space. For the 2nd Quarter of 2019, the market reported a vacancy rate of 8.9% and an average asking rent of \$62.98. The subject property is located in the Rincon/South Beach submarket, which houses 2,929,000 square feet of office space. The submarket's vacancy rate of 6.8% is below the overall market average. The average asking lease rate of \$67.65 is above the average for the broader market.

The following table illustrates a trend of office space statistics for the overall San Francisco market and the Rincon/South Beach submarket.

FIGURE 5-4 HISTORICAL AND PROJECTED OFFICE SPACE STATISTICS – GREATER MARKET VS. SUBMARKET

Year	San Francisco Market							Rincon/South Beach Submarket						
	Available Office Space	% Chg	Occupied Office Space	% Chg	Vacancy Rate	Asking Lease Rate	% Chg	Available Office Space	% Chg	Occupied Office Space	% Chg	Vacancy Rate	Asking Lease Rate	% Chg
2006	90,083,000	—	79,543,000	—	11.7 %	\$34.05	—	2,587,000	—	2,427,000	—	6.2 %	\$30.22	—
2007	89,764,000	(0.4) %	81,367,000	2.3 %	9.4	40.13	17.9 %	2,587,000	0.0 %	2,447,000	0.8 %	5.4	35.64	17.9 %
2008	91,195,000	1.6	81,054,000	(0.4)	11.1	41.32	3.0	2,432,000	(6.0)	2,252,000	(8.0)	7.4	34.78	(2.4)
2009	91,149,000	(0.1)	77,450,000	(4.4)	15.0	36.90	(10.7)	2,432,000	0.0	2,191,000	(2.7)	9.9	34.29	(1.4)
2010	92,086,000	1.0	77,792,000	0.4	15.5	36.64	(0.7)	2,432,000	0.0	2,201,000	0.5	9.5	33.99	(0.9)
2011	91,650,000	(0.5)	78,179,000	0.5	14.7	40.18	9.7	2,432,000	0.0	2,250,000	2.2	7.5	41.90	23.3
2012	91,722,000	0.1	79,123,000	1.2	13.7	43.64	8.6	2,432,000	0.0	2,218,000	(1.4)	8.8	48.05	14.7
2013	91,991,000	0.3	80,253,000	1.4	12.8	47.12	8.0	2,432,000	0.0	2,237,000	0.9	8.0	56.41	17.4
2014	92,344,000	0.4	81,741,000	1.9	11.5	51.39	9.1	2,432,000	0.0	2,130,000	(4.8)	12.4	59.57	5.6
2015	93,801,000	1.6	84,427,000	3.3	10.0	56.00	9.0	2,727,000	12.1	2,457,000	15.4	9.9	62.39	4.7
2016	94,039,000	0.3	85,257,000	1.0	9.3	58.34	4.2	2,929,000	7.4	2,651,000	7.9	9.5	63.77	2.2
2017	94,853,000	0.9	85,763,000	0.6	9.6	59.95	2.8	2,929,000	0.0	2,747,000	3.6	6.2	65.31	2.4
2018	99,298,000	4.7	90,255,000	5.2	9.1	61.93	3.3	2,929,000	0.0	2,733,000	(0.5)	6.7	67.14	2.8
Forecasts														
2019	100,800,000	1.5 %	91,422,000	1.3 %	9.3 %	\$63.94	3.2 %	2,929,000	0.0 %	2,710,000	(0.8) %	7.5 %	\$68.26	1.7 %
2020	102,700,000	1.9	92,488,000	1.2	9.9	65.73	2.8	2,929,000	0.0	2,672,000	(1.4)	8.8	69.09	1.2
2021	103,200,000	0.5	92,650,000	0.2	10.3	67.57	2.8	2,929,000	0.0	2,634,000	(1.4)	10.1	69.78	1.0
2022	103,600,000	0.4	92,519,000	(0.1)	10.7	69.41	2.7	2,929,000	0.0	2,609,000	(0.9)	10.9	70.43	0.9
2023	103,900,000	0.3	92,433,000	(0.1)	11.0	71.22	2.6	2,929,000	0.0	2,585,000	(0.9)	11.7	71.02	0.8
Average Annual Compound Change														
2006 - 2018		0.8 %		1.1 %			5.1 %		1.0 %		1.0 %			6.9 %
2007 - 2010		0.9		(1.5)			(3.0)		(2.0)		(3.5)			(1.6)
2010 - 2018		0.9		1.9			6.8		2.4		2.7			8.9
Forecast 2019 - 2023		0.8 %		0.3 %			2.7 %		(0.0) %		(1.2) %			1.0 %

Source: REIS Report, 2nd Quarter, 2019

The inventory of office space in the San Francisco market increased at an average annual compound rate of 0.8% from 2006 through 2018, while occupied office space expanded at an average annual rate of 1.1% over the same period. During the period of 2006 through 2007, occupied office space expanded at an average annual compound rate of 2.3%. From 2007 through 2010, occupied office space contracted at an average annual compound rate of -1.5%, reflecting the impact of the recession. The onset of the recovery is evident in the 1.9% average annual change in occupied office space from 2010 to 2018. From 2019 through 2023, the inventory of occupied office space is forecast to increase at an average annual compound rate of 0.3%, with available office space expected to increase 0.8%, thus resulting in an anticipated vacancy rate of 11.0% as of 2023. San Francisco and the greater Bay Area are currently experiencing a boom due to the presence and expansion of major technology companies throughout Silicon Valley. Within the city of San Francisco, new office developments have quickly been leased by tech companies including Dropbox and WeWork, as well as relative newcomers to the city such as Facebook, Amazon, and Airbnb. The submarkets that are currently realizing the most substantial growth include South of Market, South Financial District, and Union Square. While overall vacancy rates are expected to increase slightly over the next several years, asking lease rates are also forecast to increase, as demand for new Class A office space continues to grow.

Convention Activity

A convention center serves as a gauge of visitation trends to a particular market. Convention centers also generate significant levels of demand for area hotels and serve as a focal point for community activity. Typically, hotels within the closest proximity to a convention center—up to three miles away—will benefit the most. Hotels serving as headquarters for an event benefit the most by way of premium rates and hosting related banquet events. During the largest conventions, peripheral hotels may benefit from compression within the city as a whole.

Moscone Center is the largest convention and exhibition complex in San Francisco. It comprises three components: two underground halls underneath Yerba Buena Gardens, known as Moscone North and Moscone South, and a three-level Moscone West exhibition hall across Fourth Street. It was initially built in 1981 as one single hall, Moscone South, and named after San Francisco former mayor George Moscone. The most prominent exterior feature of the Moscone West is its large lobby facing Fourth Street; the aboveground improvements feature transparent and semi-transparent glass, making the building an icon for the convention center and the SoMa District. A \$551-million renovation and expansion that began in 2014 was completed in January 2019. The expansion added 300,000 square feet to the convention center and is expected to create 3,424 long-term jobs. Moreover, it is expected to induce \$734 million in direct spending and \$20 million in hotel tax revenue through 2026.

The following table illustrates recent usage statistics for this facility.

FIGURE 5-5 CONVENTION CENTER STATISTICS

Year	Number of Groups	Percent Change	Booked Room Nights	Percent Change
Historical				
2013	52	—	937,981	—
2014	59	13.5 %	1,021,630	8.9 %
2015	54	(8.5)	881,253	(13.7)
2016	46	(14.8)	930,187	5.6
2017	39	(15.2)	612,308	(34.2)
2018	41	5.1	694,272	13.4
Projected				
2019	49	19.5	1,206,341	73.8
2020	42	(14.3) %	965,016	(20.0) %
2021	32	(23.8)	919,816	(4.7)
2022	31	(3.1)	877,426	(4.6)
2023	25	(19.4)	803,192	(8.5)
2024	20	(20.0)	676,665	(15.8)
2025	21	5.0	789,598	16.7

Source: SF Travel

As illustrated, the number of events and room nights booked through the Moscone Center peaked in 2014. While the number of events remained relatively stable in 2015, the number of room nights booked decreased significantly as the convention center began a \$500-million renovation and expansion. Growth in the number of room nights booked returned in 2016; however, the number of events registered a decline because of the facility's ongoing expansion. Both the number of events and room nights booked declined sharply in 2017. According to market interviews, the expansion significantly affected convention activities in 2017; several citywide events were canceled, and the number of events and room nights declined significantly. The data for 2018 illustrate a notable improvement for both metrics; furthermore, displaced meetings are expected to return to the renovated and reconfigured Moscone Center now that construction is complete. Although the definite bookings from 2020 through 2022 are lower than those for 2019, the overall pace remains strong when the timeline of those bookings is considered.

Airport Traffic

San Francisco International Airport (SFO) is situated about 14 miles south of the San Francisco city center. SFO is one of the busiest airports in the country, with

extensive international and national service. The airport features ample amenities and services, which include various restaurants, shops, spa treatments, business centers, an aviation library, and a children's area. In June 2016, a groundbreaking ceremony was held for the renovation of Terminal 1, the airport's oldest facility. The \$2.4-billion project, slated to be completed in phases between 2016 and 2024, will create an interim boarding area to accommodate passenger activity while a new structure takes shape; once completed, Boarding Area B will feature a total of 24 gates. Furthermore, a 351-room Grand Hyatt was completed in October 2019 on the site of the former Hilton Hotel that was razed in the mid-1990s. The hotel features direct access to the airport's AirTrain light-rail system.

The following table illustrates recent operating statistics for the San Francisco International Airport, which is the primary airport facility serving the proposed subject hotel's submarket.

FIGURE 5-6 AIRPORT STATISTICS – SAN FRANCISCO INTERNATIONAL AIRPORT

Year	Passenger Traffic	Percent Change*	Percent Change**
2009	37,453,634	—	—
2010	39,116,764	4.4 %	4.4 %
2011	40,810,141	4.3	4.4
2012	44,477,209	9.0	5.9
2013	45,011,764	1.2	4.7
2014	47,155,100	4.8	4.7
2015	50,067,094	6.2	5.0
2016	53,096,225	6.1	5.1
2017	55,814,906	5.1	5.1
2018	57,700,433	3.4	4.9
<i>Year-to-date, Sep</i>			
2018	43,831,445	—	—
2019	43,554,357	(0.6) %	—

*Annual average compounded percentage change from the previous year

**Annual average compounded percentage change from first year of data

Source: San Francisco International Airport

This facility recorded 57,700,433 passengers in 2018. The change in passenger traffic between 2017 and 2018 was 3.4%. The average annual change during the period shown was 4.9%.

Tourist Attractions

The market benefits from a variety of tourist and leisure attractions in the area. The peak season for tourism in this area is from May to September. During other times of the year, weekend demand comprises travelers passing through en route to other destinations, people visiting friends or relatives, and other similar weekend demand generators. Primary attractions in the area include the following:

- Union Square contains a large concentration of designer boutiques and major department stores, serving as the shopping hub for San Francisco. In addition to retail shops, the Union Square neighborhood also boasts a handful of performing arts theaters, art galleries, and restaurants. Union Square also serves as the ceremonial center of San Francisco life, as it is the leading location for numerous events throughout the year, including concerts, art shows, and private events.
- Fisherman's Wharf & Pier 39 is well known for its high concentration of retail and commercial spaces along San Francisco's northern waterfront. Attractions in this area include boat rides to Alcatraz Island, the San Francisco Bay, the Aquarium of the Bay, Ghirardelli Square, and numerous restaurants and retail shops. The district attracts approximately 40,000 to 110,000 visitors each day.
- The Golden Gate Bridge is a world-renowned San Francisco landmark that connects the San Francisco Peninsula north to Marin County. The 1.2-mile bridge, declared by the American Society of Civil Engineers as one of the Wonders of the Modern World, is famous for its unique color, graceful lines, and design.
- The 42,000-seat Oracle Park, formerly known as AT&T Park, is the home of the San Francisco Giants professional baseball team. The stadium features a unique public promenade along the waterfront from right field to center field, where fans of all ages can watch the game through a fence at no charge, and where access to the Bay is provided. The ballpark, which became the first ballpark to receive LEED-silver certification in 2010, is one of baseball's most iconic venues given its unique design and location alongside the San Francisco Bay.

Conclusion

This section discussed a wide variety of economic indicators for the pertinent market area. The San Francisco Bay Area is experiencing a period of economic strength and expansion, led by the technology, healthcare, and education sectors. Despite skyrocketing real estate prices, office vacancy is diminishing throughout the city, and the unemployment rate continues to improve. The city also benefits from a highly popular mix of tourism attractions, which continues to drive strong visitation during the summer months. The outlook for the market area is favorable given the diverse employment base and highly educated labor force, the presence of the rapidly expanding technology industry, and the expansion of Moscone Center.

6. Supply and Demand Analysis

Definition of Subject Hotel Market

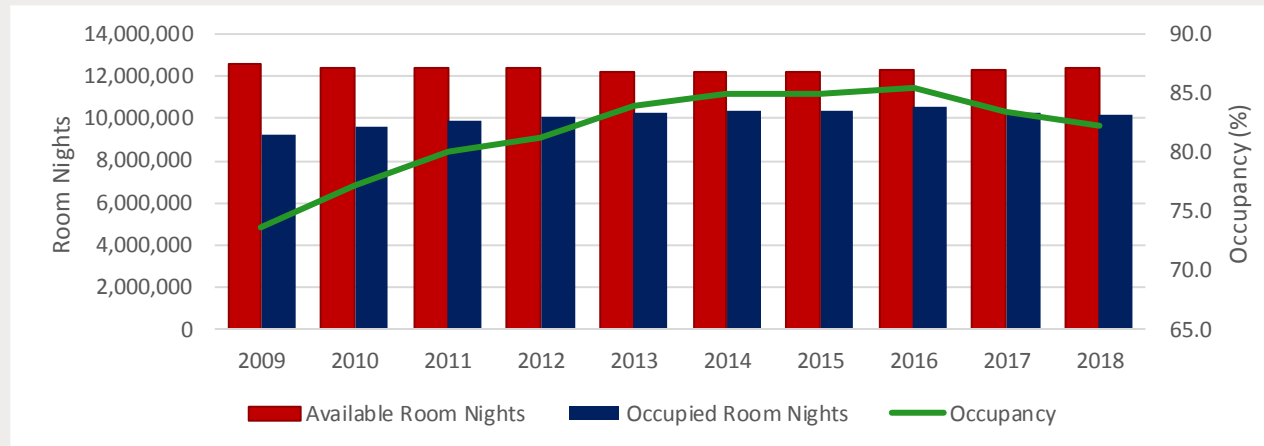
The subject site is located in the greater San Francisco lodging market, which encompasses nearly 230 open and operating lodging facilities totaling roughly 34,700 guestrooms.

Historical Supply and Demand Data

STR is an independent research firm that compiles and publishes data on the lodging industry, routinely used by typical hotel buyers. HVS has ordered and analyzed an STR Trend Report of historical supply and demand data for the greater San Francisco lodging market, considered applicable to this analysis for the proposed subject hotel. This information is presented in the following table, along with the market-wide occupancy, average rate, and rooms revenue per available room (RevPAR). RevPAR is calculated by multiplying occupancy by average rate and provides an indication of how well rooms revenue is being maximized.

FIGURE 6-1 HISTORICAL SUPPLY AND DEMAND TRENDS

Year	Average Daily Room Count	Available Room Nights	Change	Occupied Room Nights	Change	Occupancy	Average Rate	Change	RevPAR	Change
2009	34,383	12,549,814	—	9,238,655	—	73.6 %	\$145.95	—	\$107.44	—
2010	34,061	12,432,309	(0.9) %	9,599,011	3.9 %	77.2	149.76	2.6 %	115.63	7.6 %
2011	33,895	12,371,597	(0.5)	9,901,988	3.2	80.0	173.20	15.6	138.62	19.9
2012	33,888	12,369,273	(0.0)	10,046,986	1.5	81.2	190.55	10.0	154.77	11.6
2013	33,566	12,251,615	(1.0)	10,274,121	2.3	83.9	209.03	9.7	175.29	13.3
2014	33,448	12,208,623	(0.4)	10,370,488	0.9	84.9	232.03	11.0	197.10	12.4
2015	33,453	12,210,470	0.0	10,370,501	0.0	84.9	245.10	5.6	208.17	5.6
2016	33,838	12,350,877	1.1	10,553,560	1.8	85.4	252.29	2.9	215.58	3.6
2017	33,722	12,308,622	(0.3)	10,261,526	(2.8)	83.4	248.85	(1.4)	207.46	(3.8)
2018	34,012	12,414,272	0.9	10,202,806	(0.6)	82.2	264.22	6.2	217.15	4.7
<u>Year-to-Date Through September</u>										
2018	34,081	9,304,190	—	7,828,289	—	84.1 %	\$266.41	—	\$224.15	—
2019	34,109	9,311,775	0.1 %	7,785,874	(0.5) %	83.6	279.74	5.0 %	233.90	4.4 %

FIGURE 6-2 HISTORICAL SUPPLY AND DEMAND TRENDS (STR)

It is important to note some limitations of the STR data. Hotels are occasionally added to or removed from the sample; furthermore, not every property reports data in a consistent and timely manner. These factors can influence the overall quality of the information by skewing the results, and these inconsistencies may also cause the STR data to differ from the results of our competitive survey. Nonetheless, STR data provide the best indication of aggregate growth or decline in existing supply and demand; thus, these trends have been considered in our analysis.

The STR data for the competitive set reflect a market-wide occupancy level of 2018 in 82.2%, which compares to 83.4% for 2017. The STR data for the competitive set reflect a market-wide ADR level of \$264.22 in 2018, which compares to \$248.85 For 2017. These occupancy and ADR trends resulted in a RevPAR level of \$217.15 in 2018.

Following the economic recession in 2009, demand for hotels in San Francisco rebounded, with occupancy generally trending upward year-over-year through 2016. Occupancy declined in 2017 and 2018 due to the partial closure and renovation of the Moscone Center. Meanwhile, average rates generally increased year-over-year throughout the historical period shown. Similar to occupancy, the rate decline in 2017 was also attributed to the renovation of the convention center. In recent years, the greater San Francisco hotel market has been established as one of the strongest-performing markets in the country, reaching a historical peak in 2018. Year-to-date data for 2019 illustrate a continued softening in occupancy and a roughly \$13 gain in average rate. The reopening of the Moscone Center in January 2019 and strong attendance of citywide conventions in the first quarter have contributed to the latest trend. According to SF Travel, 2019 is expected to be a record convention year for San Francisco; as such, the near-term outlook is positive.

New Supply

It is important to consider any new hotels that may have an impact on the proposed subject hotel's operating performance. The hotels that have recently opened, are under construction, or are in the stages of early development in the San Francisco market are noted in the following table. The list is categorized by the principal submarkets within the city.

FIGURE 6-3 HOTEL DEVELOPMENT ACTIVITY – SAN FRANCISCO

Proposed Hotel Name	Estimated Number of	Hotel Product Tier	Development Stage	Expected Qtr. & Year	Address
SoMa (South of Market Avenue)					
Hyatt Place San Francisco Downtown	230	Upscale	Recently Opened	Q1 '19	701 3rd Street, San Francisco
Virgin Hotels San Francisco	150	Upper-Upscale	Recently Opened	Q1 '19	250 4th Street, San Francisco
Waldorf Astoria San Francisco	169	Luxury	Development on Hold	TBD	50 1st Street, San Francisco
Proposed Langham Hotel & Residences	255	Luxury	Approved	Q3 '22	555 Howard Street, San Francisco
Proposed CitizenM Hotel	218	Upscale	Application Pending	Q1 '22	816 Folsom Street, San Francisco
Proposed Langham Hotel & Residences	255	TBD	Application Pending	Q3 '22	555 Howard Street, San Francisco
Proposed Hotel Bryant	300	TBD	Application Pending	TBD	565 Bryant Street, San Francisco
Proposed Transbay Tower Hotel	300	TBD	Application Pending	TBD	540 Howard Street, San Francisco
Proposed Hotel	127	TBD	Application Pending	TBD	360 5th Street, San Francisco
Proposed Micro Hotel	52	TBD	Application Pending	TBD	744 Harrison Street, San Francisco
Proposed Hotel	250	TBD	Application Pending	TBD	36 Tehama Street, San Francisco
Proposed Hilton Garden Inn	297	TBD	Application Pending	TBD	350 2nd Street, San Francisco
Proposed Hotel (Moscone Center Garage Redevelopment)	650	TBD	Development on Hold	TBD	255 3rd Street, San Francisco
Proposed Hotel	38	TBD	Early Development	TBD	655 4th Street, San Francisco
Proposed Hotel	197	TBD	Development on Hold	TBD	399 5th Street, San Francisco
Proposed Hotel	239	TBD	Cancelled	TBD	424 Brannan Street, San Francisco
Proposed Hotel	120	TBD	Cancelled	TBD	300 5th Street, San Francisco
Mission Bay/Dogpatch					
Marriott San Francisco Downtown Mission Bay	250	Upper-Upscale	Under Construction	Q3 '20	3rd Street & Channel Street, San Francisco
Proposed 1 Hotel	142	Luxury	Early Development	TBD	South Street, San Francisco
Proposed Potrero Power Plant Hotel	220	TBD	Early Development	TBD	1201 Illinois Street, San Francisco
Fisherman's Wharf, Cow Hollow, Marina District					
Proposed Rainflower Hotel	13	TBD	Approved	TBD	400 Bay Street, San Francisco
Proposed Hotel	134	TBD	Early Development	TBD	2629 Taylor Street, San Francisco
Proposed Lombard Hotel	TBD	TBD	Early Development	TBD	2101 Lombard Street, San Francisco
Proposed Moxy by Marriott	75	Upper-Midscale	Cancelled	TBD	1196 Columbus Avenue, San Francisco
Union Square					
LINE San Francisco	232	TBD	Under Construction	Q1 '21	950 Market Street, San Francisco
Proposed CitizenM Hotel	195	Upscale	Under Construction	Q1 '22	72 Ellis Street, San Francisco
Proposed AC Hotel by Marriott	77	Upscale	Application Pending	TBD	425 Mason Street, San Francisco
Proposed Mosser Hotel Conversion	77	TBD	Early Development	TBD	54 4th Street, San Francisco
Proposed Sutter Street Hotel	165	TBD	Early Development	TBD	420 Sutter Street, San Francisco
Proposed MEININGER Hotel	50	TBD	Due Diligence Period	TBD	555 Post Street, San Francisco
Financial District					
Proposed Hearst Building Conversion	170	TBD	Application Pending	TBD	5 3rd Street, San Francisco
Proposed Hotel	189	TBD	Application Pending	TBD	439 Washington Street, San Francisco
Proposed Teatro ZinZanni Hotel & Theatre	180	Luxury	Application Pending	TBD	The Embarcadero & Broadway, San Francisco
Proposed Hotel	182	TBD	Application Pending	TBD	447 Battery Street, San Francisco
Proposed Pier 35 Hotel	TBD	TBD	Due Diligence Period	TBD	Pier 35, San Francisco
Proposed 401 Broadway Redevelopment	8	TBD	Early Development	TBD	401 Broadway, San Francisco
Proposed Eaton Workshop Hotel	180	TBD	Early Development	TBD	Downtown, San Francisco
Proposed San Francisco Experience Museum & Hotel	50 - 100	TBD	Early Development	TBD	599 The Embarcadero, San Francisco
Proposed Equinox Hotel	200	TBD	Early Development	TBD	530 Sansome Street, San Francisco
Proposed Market Street Hotel	241	TBD	Early Development	TBD	570 Market Street Hotel
Proposed Columbus Tower Hotel Conversion	15	TBD	Early Development	TBD	916 Kearny Street, San Francisco
Proposed One Montgomery Hotel & Residences	TBD	TBD	Development on Hold	TBD	1 Montgomery Street, San Francisco
Mid-Market/Civic Center					
YOTEL San Francisco	202	Midscale	Recently Opened	Q1 '19	1095 Market Street, San Francisco
Proposed La Quinta Hotel	105	Midscale	Due Diligence Period	TBD	1236 Market Street, San Francisco
Proposed Hotel	181	TBD	Application Pending	TBD	1025 Howard Street, San Francisco
Proposed Hotel	105	TBD	Application Pending	TBD	996 Mission Street, San Francisco
Proposed Hotel	160	TBD	Application Pending	TBD	1125 Market Street, San Francisco
Proposed Hotel	160	TBD	Application Pending	TBD	1055 Market Street, San Francisco
Proposed Armory SoHo House	TBD	Luxury	Early Development	TBD	1800 Mission Street, San Francisco
Proposed Ram's Hotel Redevelopment	162	TBD	Early Development	TBD	80 9th Street, San Francisco
Tenderloin					
Proposed Boutique Hotel	55	TBD	Early Development	TBD	937 Geary Street, San Francisco
Proposed Hamlin Hotel	67	TBD	Early Development	TBD	385 Eddy Street, San Francisco
Western Addition					
Proposed Pacific Heights Inn Redevelopment	100	TBD	Application Pending	TBD	1555 Union Street, San Francisco
Proposed Days Inn Downtown/Civic Center Redevelopment	158	TBD	Early Development	TBD	465 Grove Street, San Francisco
Proposed Mansion on Sutter	10	TBD	Early Development	Q3 '18	1409 Sutter Street, San Francisco

Based on our research, 6,614 new rooms have been proposed for development in the greater San Francisco lodging market. Additional room nights are also under consideration for some of the larger master planned developments in the city, including Candlestick Point and Treasure Island. If these new hotels illustrated in the previous table were to open by 2025, they would result in a 19.4% increase in hotel inventory, bringing the total number of rooms from 34,012 to 40,626. However, these additions would only represent a 2.6% CAGR in supply between 2018 and 2025. Meanwhile, demand for hotel rooms in San Francisco is likely to match, if not exceed this pace. As such, the current list of proposed new supply is not likely to have a significant impact on occupancy for the overall San Francisco lodging market.

We note that the entitlement and permitting process can be very lengthy and expensive; furthermore, given rising construction costs and difficulty securing financing, a majority of these proposed projects are unlikely to come to fruition. Given the current economic conditions, we anticipate new supply in San Francisco to grow at less than 1.0% CAGR between 2018 and 2025.

Aside from the recent opening of the Hyatt Place, YOTEL, and Virgin Hotels in the first quarter of 2019, three other hotels are currently under construction in San Francisco. These include the 250-room Marriott in Mission Bay, the 232-room LINE Hotel off Market Street, and 195-room CitizenM Hotel in Union Square. We have considered these six hotels as competitive new supply.

FIGURE 6-4 COMPETITIVE NEW SUPPLY

Proposed Property	Number of Rooms	Property Type	Address/Location	Total Competitive Level	Weighted Room Count	Estimated Opening Date
Proposed Subject Property	468	Select-Service	645 Harrison Street, San Francisco	100 %	468	April 1, 2025
Hyatt Place San Francisco Downtown	230	Select-Service	701 3rd Street, San Francisco	100	230	January 1, 2019
YOTEL San Francisco	202	Boutique Hotel	1095 Market Street, San Francisco	100	202	February 1, 2019
Virgin Hotels San Francisco	150	Boutique Hotel	250 4th Street, San Francisco	100	150	February 1, 2019
Marriott San Francisco Downtown Mission Bay	250	Full-Service	3rd Street & Channel Street, San Francisco	100	250	August 1, 2020
LINE San Francisco	232	Boutique Hotel	950 Market Street, San Francisco	100	232	January 1, 2021
Proposed CitizenM Hotel	195	Boutique Hotel	72 Ellis Street, San Francisco	100	195	January 1, 2022
Totals/Averages	1,727				1,727	

While we have taken reasonable steps to investigate proposed hotel projects and their status, due to the nature of real estate development, it is impossible to determine with certainty every hotel that will be opened in the future or what their marketing strategies and effect on the market will be. Depending on the outcome of current and future projects, the future operating potential of the proposed subject hotel may be affected. Future improvement in market conditions

**Forecast of Market
Occupancy and ADR**

will raise the risk of increased competition. Our forthcoming forecast of stabilized occupancy and average rate is intended to reflect such risk.

Hotel demand in San Francisco is primarily generated by three market segments: commercial, leisure, and group. Much of San Francisco's commercial activity has been traditionally centered in the Financial District, which serves as the city's Central Business District. It is home to the city's largest concentration of corporate headquarters, law firms, insurance companies, real estate firms, banks, and other financial institutions.

Primary generators of leisure demand in San Francisco include major attractions such as Fisherman's Wharf, the Golden Gate Bridge, and Chinatown, among a myriad of other landmarks and destinations. International travel to the area is still growing. Leisure demand continues to be a significant driver of hotel activity in SoMa and nearby Union Square, and hoteliers have been able to increase rates substantially.

Meeting and group lodging demand in San Francisco is primarily driven by the Moscone Center. The larger convention hotels also book a significant amount of self-contained group business that is often indirectly affiliated with events that are hosted at the convention center, and the smaller boutique properties with limited meeting facilities accommodate room blocks generated by large citywide conventions. Retailers, entertainment companies, financial institutions, and various technology companies make up the majority of group demand in the market. Social groups and non-corporate groups are used to fill in during softer periods.

As illustrated in the following tables, the San Francisco lodging market is characterized by a moderate degree of seasonality, which is evident in the monthly occupancy statistics. The strongest occupancy levels are recorded in April through October, when demand from leisure travelers and convention attendees supplements the commercial segment that is the principal source of demand in this submarket. Average rate levels reflect a similar pattern.

FIGURE 6-5 OCCUPANCY BY DAY OF WEEK (TRAILING 12 MONTHS)

Month	Sunday	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Total Month
Oct - 18	77.7 %	84.8 %	87.5 %	88.1 %	87.2 %	83.6 %	87.1 %	85.3 %
Nov - 18	61.3	68.8	74.4	77.6	77.1	74.4	74.4	72.8
Dec - 18	62.2	70.9	70.8	72.1	70.5	71.5	77.8	70.8
Jan - 19	68.9	77.0	75.4	77.0	70.4	67.0	72.6	72.8
Feb - 19	71.2	82.3	89.3	89.2	82.4	72.2	77.6	80.6
Mar - 19	70.3	85.6	90.8	89.6	81.0	72.3	75.9	80.0
Apr - 19	72.9	85.4	89.0	89.5	84.6	83.3	85.1	84.5
May - 19	75.0	80.3	90.1	91.4	85.6	82.0	85.1	84.4
Jun - 19	76.5	87.5	91.4	91.1	88.6	87.1	87.8	86.8
Jul - 19	76.9	82.9	85.7	86.5	87.4	86.8	88.4	85.0
Aug - 19	86.6	92.5	95.0	93.6	87.3	87.6	93.0	90.6
Sep - 19	83.2	83.6	89.1	92.5	89.7	88.5	90.4	87.8
Average	73.5 %	81.8 %	85.6 %	86.5 %	82.5 %	79.7 %	83.0 %	81.8 %

Source: STR

FIGURE 6-6 AVERAGE RATE BY DAY OF WEEK (TRAILING 12 MONTHS)

Month	Sunday	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Total Month
Oct - 18	\$284.91	\$317.93	\$338.77	\$339.57	\$303.99	\$270.66	\$272.11	\$307.24
Nov - 18	222.31	261.14	282.76	287.37	249.78	219.81	218.79	248.63
Dec - 18	183.32	224.29	227.75	226.41	198.91	181.18	189.57	204.17
Jan - 19	426.56	477.40	428.04	401.05	270.17	235.79	242.30	358.58
Feb - 19	238.98	320.50	345.59	342.49	282.64	223.31	213.70	285.00
Mar - 19	236.40	341.77	366.19	354.82	271.02	197.19	191.57	278.99
Apr - 19	215.97	296.47	312.52	313.06	240.42	204.21	204.46	260.39
May - 19	223.75	286.68	324.37	316.25	263.21	221.74	227.67	268.13
Jun - 19	230.54	285.70	291.93	291.19	273.07	252.46	242.96	265.87
Jul - 19	213.73	259.83	279.46	271.19	235.27	213.61	221.14	244.96
Aug - 19	254.48	304.60	318.20	312.27	247.94	227.75	238.78	269.62
Sep - 19	248.41	297.62	347.74	366.78	307.92	265.28	258.78	298.06
Average	\$247.04	\$304.48	\$324.02	\$320.49	\$262.72	\$226.45	\$227.01	\$274.43

Source: STR

In most markets, business travel, including individual commercial travelers and corporate groups, is the predominant source of demand on Monday through Thursday nights. Leisure travelers and non-business-related groups generate a majority of demand on Friday and Saturday nights. Hotels in the San Francisco

market benefit from a myriad of commercial and leisure demand generators; the Moscone Center also generates a significant number of room nights for local hotels. While Monday through Thursday nights typically sell out in this market during peak seasons, at higher room rates than those during other parts of the year, occupancy is also strong on Friday and Saturday nights. However, the leisure demand that predominates on these weekend nights is more price sensitive, as is indicated by the roughly \$100 differential between weekend and weekday average rates.

Presented in the following table is our forecast of occupancy and average projections for the greater San Francisco market. As previously noted, additions to new supply only include hotels currently under construction. We have assumed that the proposed subject hotel will open on April 1, 2025.

FIGURE 6-7 HISTORICAL AND PROJECTED SUPPLY AND DEMAND TRENDS – SAN FRANCISCO, CA

Year	Average Daily Room Count	Available Room Nights	Change	Occupied Room Nights	Change	Occupancy	Average Rate	Change	RevPAR	Change
2009	34,383	12,549,814	—	9,238,655	—	73.6 %	\$145.95	—	\$107.44	—
2010	34,061	12,432,309	(0.9) %	9,599,011	3.9 %	77.2	149.76	2.6 %	115.63	7.6 %
2011	33,895	12,371,597	(0.5)	9,901,988	3.2	80.0	173.20	15.6	138.62	19.9
2012	33,888	12,369,273	(0.0)	10,046,986	1.5	81.2	190.55	10.0	154.77	11.6
2013	33,566	12,251,615	(1.0)	10,274,121	2.3	83.9	209.03	9.7	175.29	13.3
2014	33,448	12,208,623	(0.4)	10,370,488	0.9	84.9	232.03	11.0	197.10	12.4
2015	33,453	12,210,470	0.0	10,370,501	0.0	84.9	245.10	5.6	208.17	5.6
2016	33,838	12,350,877	1.1	10,553,560	1.8	85.4	252.29	2.9	215.58	3.6
2017	33,722	12,308,622	(0.3)	10,261,526	(2.8)	83.4	248.85	(1.4)	207.46	(3.8)
2018	34,012	12,414,272	0.9	10,202,806	(0.6)	82.2	264.22	6.2	217.15	4.7
Year-to-Date Through September										
2018	34,081	9,304,190	—	7,828,289	—	84.1 %	\$266.41	—	\$224.15	—
2019	34,109	9,311,775	0.1 %	7,785,874	(0.5) %	83.6	279.74	5.0 %	233.90	4.4 %
HVS Ten-Year Forecast										
2019	34,564	12,615,898	1.6 %	10,306,667	1.0 %	82.2 %	\$280.07	6.0 %	\$230.18	6.0 %
2020	34,699	12,665,060	0.4	10,409,733	1.0	82.2	291.28	4.0	239.41	4.0
2021	35,076	12,802,740	1.1	10,565,879	1.5	82.5	300.01	3.0	247.60	3.4
2022	35,271	12,873,915	0.6	10,671,538	1.0	82.9	309.01	3.0	256.15	3.5
2023	35,271	12,873,915	0.0	10,724,896	0.5	83.3	318.29	3.0	265.15	3.5
2024	35,271	12,873,915	0.0	10,778,520	0.5	83.7	327.83	3.0	274.47	3.5
2025	35,624	13,002,615	1.0	10,913,252	1.3	83.9	337.67	3.0	283.41	3.3
2026	35,739	13,044,735	0.3	10,951,448	0.4	84.0	347.80	3.0	291.99	3.0
2027	35,739	13,044,735	0.0	10,951,448	0.0	84.0	358.23	3.0	300.75	3.0
2028	35,739	13,044,735	0.0	10,951,448	0.0	84.0	368.98	3.0	309.77	3.0

Source: STR, HVS

Since the economic recession, occupancy levels for the San Francisco market have generally remained at or above the 80% mark. Based on historical occupancy levels in this market, and taking into consideration typical supply and demand

cyclicality, market occupancy is forecast to stabilize in the mid-80s. Meanwhile, market-wide rates are expected to continue to experience positive growth through the near-term, supported by new commercial development and the recent reopening of the Moscone Center. Beginning in 2021, we note that average rate growth has been forecast at the inflationary rate of 3.0%.

7. Projection of Occupancy and Average Rate

Forecast of Subject Property's Occupancy and ADR

For purposes of this analysis, we have assumed that the subject hotel will feature up to 468 rooms, open on April 1, 2025, and feature a select- or full-service product offering under a nationally-recognized brand affiliation. Based on our market research, we have assumed the proposed subject hotel can achieve an occupancy of 78.0% in 2025. As the hotel ramps up operations and gains exposure in the market, we have forecast the property to achieve occupancies of 83.0% and 85.0% in 2026 and 2027, reaching a stabilized occupancy of 86.0% by 2028. The proposed subject hotel's occupancy penetration is positioned above the market-average level by the stabilized year. The proposed subject hotel's proximity to major demand generators including Moscone Center and the Financial District should contribute to its ability to realize a higher-than-average occupancy level in this San Francisco market.

The stabilized occupancy is intended to reflect the anticipated results of the property over its remaining economic life given all changes in the life cycle of the hotel. Thus, the stabilized occupancy excludes from consideration any abnormal relationship between supply and demand, as well as any nonrecurring conditions that may result in unusually high or low occupancies. Although the proposed subject hotel may operate at occupancies above this stabilized level, we believe it equally possible for new competition and temporary economic downturns to force the occupancy below this selected point of stability.

Based on our analysis of select competitive hotels, we assume that the proposed subject hotel could hypothetically achieve an average rate of \$300.00 if the property were open and stabilized in 2018. This base-year average rate positioning is well supported by comparable hotels located near the subject site. We have forecast ADR to increase in line with market-wide rate growth, such that the proposed subject hotel is projected to open with an average rate of \$365.14 in 2025. A five-year projection for the proposed subject hotel's occupancy and average rate are presented in the following table.

FIGURE 7-1 FORECAST OF SUBJECT PROPERTY'S OCCUPANCY AND AVERAGE RATE

Year	Area-wide Market (Calendar Year)			Subject Property (Calendar Year)			
	Occupancy	Average Rate Growth	Average Rate	Occupancy	Average Rate Growth	Average Rate	Average Rate Penetration
Base Year	82.2 %	—	\$264.22	—	—	\$300.00	—
2019	81.7	6.0 %	280.07	—	—	—	—
2020	82.2	4.0	291.28	—	—	—	—
2021	82.5	3.0	300.01	—	—	—	—
2022	82.9	3.0	309.01	—	—	—	—
2023	83.3	3.0	318.29	—	—	—	—
2024	83.7	3.0	327.83	—	—	—	—
2025	83.9	3.0	337.67	78.0 %	—	365.14	108.1 %
2026	84.0	3.0	347.80	83.0	6.0 %	387.15	111.3
2027	84.0	3.0	358.23	85.0	5.1	406.74	113.5
2028	84.0	3.0	368.98	86.0	3.0	418.95	113.5
2029	84.0	3.0	380.05	86.0	3.0	431.51	113.5

To support this positioning, we have researched occupancy and average rates of existing hotels located near the subject site in Downtown San Francisco. Specific metrics were utilized in our analysis, but are presented in ranges for the purposes of confidentiality.

FIGURE 7-2 OCCUPANCY AND AVERAGE RATE POSITIONING

Property	Occ	ADR	RevPAR
The Palace Hotel, a Luxury Collection Hotel	85 - 90 %	\$360 - 365	\$305 - 310
W Hotel San Francisco	75 to 80	350 - 355	275 - 280
InterContinental San Francisco	75 to 80	315 - 320	245 - 250
Omni San Francisco Hotel	85 to 90	325 - 330	285 - 290
Le Meridien San Francisco	90 to 95	300 - 305	285 - 290
Hyatt Regency San Francisco	85 to 90	310 - 315	270 - 275
The Park Central San Francisco	90 to 95	265 - 270	240 - 245
Courtyard by Marriott San Francisco Downtown	85 to 90	285 - 290	245 - 250
Hampton Inn San Francisco Downtown Convention Center	90 to 95	250 - 255	225 - 230
AXIOM Hotel	85 to 90	250 - 255	215 - 220
Hotel Via	70 to 75	250 - 255	185 - 190
Average	85.6%	\$298.64	\$255.26
Positioned Subject Property	86.0%	\$300.00	\$258.00

The proposed subject hotel is forecast to outperform the market by stabilization, supported by the strong economic conditions in San Francisco and the proposed development's assumed high-quality improvements. Moreover, the proposed subject hotel will have a nominal impact on the greater San Francisco lodging market.

We note that the projections set forth within this report will depend on the successful execution of the hotel's lodging product and management's ability to market the hotel at this price point. Furthermore, while it is possible that the proposed subject hotel could achieve occupancy and average rates above our forecasted levels, it is also possible that unexpected economic conditions, the impact of new supply, and/or other externalities could impact the stabilized positioning. As such, our projections represent the most likely potential performance of the proposed subject hotel as of the date of this report.

8. Statement of Assumptions and Limiting Conditions

1. This report is set forth as a market study of the proposed subject hotel; this is not an appraisal report.
2. This report is to be used in whole and not in part.
3. No responsibility is assumed for matters of a legal nature, nor do we render any opinion as to title, which is assumed marketable and free of any deed restrictions and easements. The property is evaluated as though free and clear unless otherwise stated.
4. We assume that there are no hidden or unapparent conditions of the sub-soil or structures, such as underground storage tanks, that would affect the property's development potential. No responsibility is assumed for these conditions or for any engineering that may be required to discover them.
5. We have not considered the presence of potentially hazardous materials or any form of toxic waste on the project site. We are not qualified to detect hazardous substances and urge the client to retain an expert in this field if desired.
6. The Americans with Disabilities Act (ADA) became effective on January 26, 1992. We have assumed the proposed hotel would be designed and constructed to be in full compliance with the ADA.
7. We have made no survey of the site, and we assume no responsibility in connection with such matters. Sketches, photographs, maps, and other exhibits are included to assist the reader in visualizing the property. It is assumed that the use of the described real estate will be within the boundaries of the property described, and that no encroachment will exist.
8. All information, financial operating statements, estimates, and opinions obtained from parties not employed by TS Worldwide, LLC are assumed true and correct. We can assume no liability resulting from misinformation.
9. Unless noted, we assume that there are no encroachments, zoning violations, or building violations encumbering the subject site.
10. The property is assumed to be in full compliance with all applicable federal, state, local, and private codes, laws, consents, licenses, and regulations (including the appropriate liquor license if applicable), and that all licenses, permits, certificates, franchises, and so forth can be freely renewed or transferred to a purchaser.

11. All mortgages, liens, encumbrances, leases, and servitudes have been disregarded unless specified otherwise.
12. None of this material may be reproduced in any form without our written permission, and the report cannot be disseminated to the public through advertising, public relations, news, sales, or other media.
13. We are not required to give testimony or attendance in court because of this analysis without previous arrangements and shall do so only when our standard per-diem fees and travel costs have been paid prior to the appearance.
14. If the reader is making a fiduciary or individual investment decision and has any questions concerning the material presented in this report, it is recommended that the reader contact us.
15. We take no responsibility for any events or circumstances that take place subsequent to the date of our field inspection.
16. The quality of a lodging facility's onsite management has a direct effect on a property's economic viability. The financial forecasts presented in this analysis assume responsible ownership and competent management. Any departure from this assumption may have a significant impact on the projected operating results.
17. The financial analysis presented in this report is based upon assumptions, estimates, and evaluations of the market conditions in the local and national economy, which may be subject to sharp rises and declines. Over the projection period considered in our analysis, wages and other operating expenses may increase or decrease because of market volatility and economic forces outside the control of the hotel's management. We assume that the price of hotel rooms, food, beverages, and other sources of revenue to the hotel will be adjusted to offset any increases or decreases in related costs. We do not warrant that our estimates will be attained, but they have been developed based upon information obtained during the course of our market research and are intended to reflect the expectations of a typical hotel investor as of the stated date of the report.
18. This analysis assumes continuation of all Internal Revenue Service tax code provisions as stated or interpreted on either the date of value or the date of our field inspection, whichever occurs first.
19. Many of the figures presented in this report were generated using sophisticated computer models that make calculations based on numbers carried out to three or more decimal places. In the interest of simplicity, most numbers have been rounded to the nearest tenth of a percent. Thus, these figures may be subject to small rounding errors.

20. It is agreed that our liability to the client is limited to the amount of the fee paid as liquidated damages. Our responsibility is limited to the client; the use of this report by third parties shall be solely at the risk of the client and/or third parties. The use of this report is also subject to the terms and conditions set forth in our engagement letter with the client.
21. Evaluating and comprising financial forecasts for hotels is both a science and an art. Although this analysis employs various mathematical calculations to provide value indications, the final forecasts are subjective and may be influenced by our experience and other factors not specifically set forth in this report.
22. This study was prepared by TS Worldwide, LLC. All opinions, recommendations, and conclusions expressed during the course of this assignment are rendered by the staff of TS Worldwide, LLC as employees, rather than as individuals.

John Berean

EMPLOYMENT

<i>2015 to present</i>	HVS CONSULTING AND VALUATION SERVICES San Francisco, California
<i>2013</i>	QUEEN KAPIOLANI HOTEL Honolulu, Hawaii

EDUCATION AND OTHER TRAINING

MA – HSBC Business School, Peking University

BA – Middlebury College

Other Specialized Training Classes Completed:

Uniform Standards of Professional Appraisal Practice – 15 hours

Basic Appraisal Principles – 30 hours

Basic Appraisal Procedures – 30 hours

Supervisor/Trainee Course for Texas – 4 hours

General Appraiser Income Approach (Parts I and II) – 60 hours

General Appraiser Site Evaluation & Cost Approach – 30 hours

Real Estate Finance, Statistics, and Valuation Modeling – 15 hours

General Appraiser Market Analysis and HBU – 30 hours

General Appraiser Sales Comparison Approach – 30 hours

General Appraiser Report Writing and Case Studies – 30 hours

Biennial USPAP Updates

PUBLISHED ARTICLES

<i>HVS Journal</i>	“HVS Market Pulse: State of Hawaii,” May 2019
<i>HVS Journal</i>	“HVS Market Pulse: San Francisco,” February 2019
<i>HVS Journal</i>	“HVS Market Pulse: Sacramento,” October 2018
<i>HVS Journal</i>	“HVS Market Pulse: Silicon Valley,” September 2017
<i>HVS Journal</i>	“HVS Market Pulse: Island of Oahu, Hawaii,” August 2016

EXAMPLES OF PROPERTIES APPRAISED OR EVALUATED

CALIFORNIA

Clarion Anaheim Resort, Anaheim
 Holiday Lodge, Antioch
 Proposed Home2 Suites by Hilton, Antioch
 Claremont Resort & Spa, a Fairmont Hotel, Berkeley
 DoubleTree by Hilton Berkeley Marina, Berkeley
 La Quinta Inn Berkeley, Berkeley
 Esalen Institute, Big Sur
 Vinnie A. Murphy Trust Property, Big Sur
 UpValley Inn & Hot Springs, an Ascend Collection Hotel, Calistoga
 Motel 6 Campbell/San Jose, Campbell
 Staybridge Suites Cathedral City Golf Resort, Cathedral City
 Proposed Hampton Inn & Suites Chico, Chico
 Proposed Boutique Hotel, Copperopolis
 Proposed Reverb by Hard Rock, Cotati
 Proposed Residence Inn by Marriott, Davis
 Two Proposed Hotels, Dublin
 Four Seasons Hotel Silicon Valley at East Palo Alto, East Palo Alto
 Holiday Inn Express Elk Grove Sacramento Area, Elk Grove
 Proposed Candlewood Suites, Elk Grove
 Proposed Home2 Suites by Hilton, Fairfield
 Proposed Hyatt House, Fairfield
 Holiday Inn Express Fort Bragg, Fort Bragg
 Proposed Select-Service Hotel, Foster City
 Courtyard by Marriott San Mateo Foster City, Foster City
 Fremont Marriott Silicon Valley, Fremont

La Quinta Inn & Suites Fremont Silicon Valley, Fremont
 Proposed Dual-Brand AC Hotel & Residence Inn by Marriott, Fremont
 Motel 6, Gilroy
 Quality Inn & Suites Gilroy, Gilroy
 Proposed Lodge on Russian River, Guerneville
 Ritz-Carlton Half Moon Bay, Half Moon Bay
 Hotel Trio Healdsburg, Healdsburg
 Proposed Hotel Healdsburg, Healdsburg
 Irvine Marriott, Irvine
 Courtyard by Marriott Larkspur Landing Marin County, Larkspur
 Proposed Homewood Suites, Livermore
 Proposed Motel 6, Livingston
 Proposed Morrison Hotel & Residences, Los Angeles
 Motel 6 Marina Monterey, Marina
 SpringHill Suites by Marriott The Dunes on Monterey Bay, Marina
 Proposed Residence Inn by Marriott, Millbrae
 InterContinental The Clement Monterey, Monterey
 Motel 6, Monterey
 Hilton Garden Inn Mountain View, Mountain View
 Proposed Ameswell Hotel, Mountain View
 Proposed Luxury Hotel, Mountain View
 Embassy Suites by Hilton Napa Valley, Napa
 Hotel Indigo Napa Valley, Napa
 Proposed Stanly Ranch, Napa
 Courtyard by Marriott Oakland Airport, Oakland
 Marriott Oakland City Center, Oakland
 Proposed Embassy Suites by Hilton, Oakland
 Proposed Hampton by Hilton, Oakland
 Proposed Moxy by Marriott, Oakland
 Proposed West Elm Hotel, Oakland

Proposed Graduate Hotel, Palo Alto
 Travelodge Palo Alto, Palo Alto
 Proposed Patterson Hotel, Patterson
 Sheraton Sonoma County, Petaluma
 Hyatt House Pleasant Hill, Pleasant Hill
 Quality Inn & Suites Vacaville, Vacaville
 Hyatt Place Sacramento Rancho Cordova, Rancho Cordova
 Marina Bay Inn & Suites (Conversion to SureStay Plus Hotel), Richmond
 Proposed Holiday Inn Express & Suites, Redwood City
 Proposed Hotel, Redwood City
 Pullman San Francisco Bay, Redwood City
 Proposed Fairfield Inn by Marriott, Rohnert Park
 Proposed Hilton Garden Inn, Rohnert Park
 Proposed Hotel, Rohnert Park
 Auberge du Soleil, an Auberge Resort, Rutherford
 Canterbury Inn (Conversion to SureStay Hotel), Sacramento
 Citizen Hotel, Autograph Collection, Sacramento
 Hampton Inn & Suites at CSUS, Sacramento
 Hotel Med Park, an Ascend Collection Hotel, Sacramento
 Hyatt Regency, Sacramento
 Proposed Dual-Brand Hyatt Place & Hyatt House, Sacramento
 Proposed Four-Star Hotel, Sacramento
 Proposed Hilton Garden Inn, Sacramento
 Proposed Home2 Suites by Hilton Sacramento CSUS, Sacramento
 Proposed Hotel, Sacramento
 Proposed Hyatt Place, Sacramento
 TownePlace Suites by Marriott Cal Expo, Sacramento
 Vagabond Inn, Sacramento
 Motel 6 Salinas North, Salinas
 Motel 6 Salinas South, Salinas

Wyndham San Diego Bayside, San Diego
 Americana Hotel, San Francisco
 Carriage Inn, San Francisco
 Comfort Inn by the Bay, San Francisco
 Da Vinci Villa, San Francisco
 Executive Hotel Vintage Court San Francisco, San Francisco
 Good Hotel, San Francisco
 Hilton San Francisco Financial District, San Francisco
 Holiday Inn Fisherman's Wharf San Francisco, San Francisco
 Hotel G, San Francisco
 Hotel Griffon, San Francisco
 Hotel Triton, San Francisco
 Hotel Vertigo, San Francisco
 Hotel Whitcomb, San Francisco
 King George Hotel, San Francisco
 Marine's Memorial Club & Hotel, San Francisco
 Mystic Hotel, San Francisco
 Proposed Bay Hotel, San Francisco
 Proposed Hilton Garden Inn, San Francisco
 Proposed MEININGER Hotel, San Francisco
 Proposed YOTEL, San Francisco
 Ritz-Carlton, San Francisco
 San Francisco Proper Hotel, San Francisco
 Scarlet Huntington Hotel, San Francisco
 Sheraton Fisherman's Wharf, San Francisco
 Stanford Court Hotel, San Francisco
 Town House Motel, San Francisco
 Yotel, San Francisco
 Fairmont San Jose, San Jose
 Hyatt Place San Jose Downtown, San Jose
 Motel 6 San Jose Airport, San Jose
 Motel 6 San Jose South, San Jose
 Proposed Cambria Hotel & Suites, San Jose
 Proposed Home2 Suites by Hilton, San Jose

Proposed La Quinta by Wyndham, San Jose
 Proposed Wingate by Wyndham, San Jose
 SpringHill Suites by Marriott San Jose Airport, San Jose
 Dual-Brand Residence Inn & SpringHill Suites by Marriott San Jose Airport, San Jose
 San Mateo Marriott San Francisco Airport, San Mateo
 Embassy Suites by Hilton Silicon Valley Santa Clara, Santa Clara
 Motel 6, Santa Clara
 Proposed California's Great America Hotel, Santa Clara
 Proposed Dual-Brand Hampton & Home2 Suites by Hilton, Santa Clara
 Proposed Dual-Brand Hotel (Mission College), Santa Clara
 Proposed Dual-Brand Hotel (Mariani's Inn Redevelopment), Santa Clara
 Woodcrest Hotel, Santa Clara
 Hilton Santa Cruz Scotts Valley, Santa Cruz
 Hyatt Place, Santa Cruz
 Proposed Fairfield Inn & Suites by Marriott, Santa Cruz
 Proposed Hampton by Hilton, Santa Cruz
 Proposed Hyatt Place, Santa Cruz
 Proposed La Bahia Hotel, Santa Cruz
 Motel 6 Santa Nella Los Banos Interstate 5, Santa Nella Village
 Hotel Santa Rosa (Conversion to Ascend Collection), Santa Rosa
 Proposed Hyatt Place, Santa Rosa
 Proposed Old Courthouse Square Hotel, Santa Rosa
 Cavallo Point Lodge, Sausalito
 Hilton Santa Cruz Scotts Valley, Scotts Valley
 Proposed Hotel Barlow, Sebastopol
 Four Points by Sheraton Hotel & Suites San Francisco Airport, South San Francisco

La Quinta Inn & Suites San Francisco Airport North, South San Francisco
 Proposed Hotel, South San Francisco
 Holiday Inn Express Stockton Southeast, Stockton
 La Quinta Inn, Stockton
 Domain Hotel Silicon Valley, Sunnyvale
 Motel 6 Sunnyvale North, Sunnyvale
 Motel 6 Sunnyvale South, Sunnyvale
 Proposed 1 Hotel Sunnyvale, Sunnyvale
 Proposed Home2 Suites by Hilton, Sunnyvale
 Quality Inn & Suites (Conversion to Comfort Inn), Sunnyvale
 Sheraton Sunnyvale, Sunnyvale
 Great Western Inn, Vallejo
 Howard Johnson Inn & Suites Vallejo, Vallejo
 Motel 6 Vallejo Six Flags East, Vallejo
 Proposed Waterfront Hotel, Vallejo
 Marriott Walnut Creek, Walnut Creek
 Proposed Residence Inn by Marriott, Walnut Creek
 Motel 6, Watsonville
 Hotel Yountville, Yountville

FLORIDA

Hilton Garden Inn Fort Meyers, Fort Myers

HAWAII - O'AHU

Proposed Hoakalei Hotel 'Ewa Beach, 'Ewa Beach
 Ambassador Hotel Waikiki, Honolulu
 Hilton Waikiki Beach, Honolulu
 Hyatt Regency Waikiki Beach Resort & Spa, Honolulu
 Polynesian Plaza, Honolulu
 Prince Waikiki & Hawaii Prince Golf Club, Honolulu
 Proposed Mandarin Oriental & Residences, Honolulu
 The Laylow, Autograph Collection, Honolulu

Turtle Bay Resort, Kahuku
 Four Seasons Resort O'ahu at Ko Olina,
 Kapolei
 Proposed Kapolei Resort
 Development, Kapolei

HAWAII – MAUI

Courtyard by Marriott Maui Kahului
 Airport, Kahului
 Montage Kapalua Bay, Lahaina
 Ritz-Carlton Kapalua, Lahaina
 Westin Maui Resort & Spa Ka'anapali,
 Lahaina
 Four Seasons Resort Maui at Wailea,
 Wailea
 Grand Wailea, a Waldorf Astoria
 Resort, Wailea
 Proposed Lifestyle/Boutique Hotel,
 Wailea

HAWAII – HAWAII

Grand Naniloa Hotel Hilo, a
 DoubleTree by Hilton, Hilo
 Sheraton Kona Resort & Spa at
 Keauhou Bay, Kailua-Kona
 Fairmont Orchid Hawaii Hotel, Kohala
 Coast
 Marriott Waikoloa Beach Resort & Spa,
 Waikoloa
 Hapuna Beach Prince Hotel & Hapuna
 Golf Course, Waimea
 Mauna Kea Beach Hotel, Autograph
 Collection & Mauna Kea Golf Course,
 Waimea

HAWAII – KAUAI

Courtyard by Marriott Kauai at
 Coconut Beach, Kapa'a
 Courtyard by Marriott Kauai at
 Coconut Beach (Conversion to
 Sheraton), Kapa'a
 Proposed Coco Palms Resort, Unbound
 Collection by Hyatt, Kapa'a

LOUISIANA

Days Inn & Suites Kinder, Kinder
 Wyndham Garden, Lafayette

OKLAHOMA

Holiday Inn Express Hotel & Suites,
 Guymon

TEXAS

Proposed Hotel Texas A&M, College
 Station
 Grand Hyatt DFW, Dallas
 Proposed Saint Elm Hotel, Dallas
 La Quinta
 Econo Lodge, Hillsboro
 Four Seasons Houston Downtown,
 Houston
 Hilton Garden Inn Houston IAH,
 Houston
 Interstate Motor Lodge, Houston
 JW Marriott Houston Downtown,
 Houston
 Proposed Holiday Inn Willowbrook,
 Houston
 Proposed Hotel ZaZa & Apartments,
 Houston
 Proposed Montrose Hotel, Houston
 Westin Oaks & Galleria, Houston
 Proposed Home2 Suites by Hilton,
 Kingwood
 Proposed Days Inn, Port Arthur
 Days Inn Lackland, San Antonio
 Proposed Thompson Hotel, San
 Antonio
 Proposed Red Lion Inn & Suites, Texas
 City

Suzanne R. Mellen, MAI, CRE, FRICS, ISHC

EMPLOYMENT

2016 to present	<p>HVS <i>Senior Managing Director – Practice Leader</i> HVS Consulting and Valuation HVS Gaming Services (Advisory, Valuation, Litigation; Practice Development and Compliance)</p>
1985 to 2016	<p>HVS <i>Practice Principal: San Francisco and Los Angeles, California; Las Vegas, Nevada</i> <i>Senior Managing Director – Consulting and Valuation Division</i> HVS Board of Directors – 2008 - 2016 (Hotel and Casino Valuations, Market Studies, Feasibility Reports, and Investment Counseling; Practice Management and Development)</p>
1981 to 1985	<p>HOSPITALITY VALUATION SERVICES Mineola, New York <i>Director of Consulting and Valuation Services</i> (Hotel Valuations, Market Studies, Feasibility Reports, and Investment Counseling)</p>
1980 to 1981	<p>MORGAN GUARANTY TRUST COMPANY New York, New York <i>Real Estate Appraiser and Consultant</i> (Real Estate Investment Valuation and Analysis)</p>
1980	<p>LAVENTHOL & HORWATH New York, New York <i>Senior Consultant</i> (Management Advising Services Market and Feasibility Studies)</p>
1976 to 1978	<p>WESTERN INTERNATIONAL HOTELS The Plaza, New York City <i>Management Trainee</i> (Rooms Operations, Accounting)</p>
1976	<p>HARLEY, LITTLE ASSOCIATES Toronto, Canada <i>Junior Consultant</i> (Food Facilities Design, Market Studies)</p>

PROFESSIONAL AFFILIATIONS

Appraisal Institute Member (MAI)

- Board of Directors – San Francisco Bay Area Chapter (1994, 1995)
- Education Committee Chairperson – Northern California Chapter 11
- Workshop Committee Chairperson – Northern California Chapter 11
- Division of Courses National Committee
- Continuing Education Committee – New York Committee
- Director, Real Estate Computer Show – New York Chapter

American Society of Real Estate Counselors – Member (CRE)

- Vice Chair – Northern California Chapter (1994, 1995)
- Chair – Northern California Chapter (1996)

National Association of Review Appraisers & Mortgage Underwriters (CRA)

International Society of Hospitality Consultants – Member (ISHC)

Fellow of the Royal Institution of Chartered Surveyors (FRICS)

Cornell Center for Real Estate and Finance – Fellow

Cornell Hotel Society

Cornell University School of Hotel Administration - Dean's Advisory Board

American Hotel & Motel Association

California Hotel & Motel Association

Urban Land Institute

EDUCATION

B.S., School of Hotel Administration, Cornell University

Liberal Arts Undergraduate Study, Carnegie Mellon University

Completion of MAI course work, Appraisal Institute

NYU MBA – Partial Completion

New York University, School of Continuing Education Real Estate Division

STATE CERTIFICATION

Arizona, California, District of Columbia, Georgia, Hawaii, New Jersey, Ohio, Oregon, Pennsylvania, South Carolina, Texas, Utah, Virginia, Washington

ARTICLES AND PUBLICATIONS

The HVS Journal – ALIS Edition:

“Strong Rates of Return Driving Hotel Development,” 1998

“Hotel Cap Rates and Values – The 1998 Rollercoaster Ride and What Lies Ahead,” 1999

“Hotel Land Values and the Ground Lease Approach,” 2001

“Fed Policies Stabilize Hotel Cap Rates in Uncertain Times,” 2003

“Low Interest Rates and High Demand for Hotel Assets Fuels Value Gains,” 2004

“Allure of Hotel Investments Expected to Moderate Rise in Capitalization Rates as Rebound Takes Hold,” 2005

“Low Cap Rates Drive Gain in Hotel Values: Will Today’s Underwriting Sustain Future Appreciation?” (also in *Real Estate Finance Journal*), 2006

“Forecasting Market-Wide Gaming Revenue (Win) for the Macau Special Administrative Region,” with Shannon Okada, 2006

“Low Cap Rates Drive Gain in Hotel Values: Will Today’s Underwriting Sustain Future Appreciation?,” 2006

“Does Your Underwriting Adequately Compensate for the Timing of Future Cash Flow?,” 2007

“Hotel Capitalization Rates Bottom Out,” Jan. 2007

“Hotel Cap Rates and Values in a Changing Market Environment,” 2008

“Hotel Capitalization Rates on the Rise” (also in *Real Estate Finance Journal*), 2009

“Hotel Values in Transition—An Appraisal Technique for These Uncertain Times” (also in *Real Estate Finance Journal*), 2009

“The Impact of Seller Financing upon Hotel Values,” 2010

“Dramatic Decline in Hotel Capitalization Rates Reflects Shift in Market Sentiment,” 2011

“Hotel Transaction Activity Slows, Cap Rates Rise,” 2012

“Hotel Capitalization Rates Stabilize as Market Forces Create State of Equilibrium,” 2013

“Hotel Capitalization Rates and the Impact of Cap Ex,” 2014

“Steady Cap Rates Support Strong Hotel Value Gains,” 2015

“Positive Operating Leverage Results in Another Year of Hotel Value Gains; Cap Rates Start to Rise,” 2016

ARTICLES AND PUBLICATIONS, CONTINUED

"Hotel Value Gains Moderate as RevPAR Growth Slows and Cap Rates Rise," 2017
 "Impact of Countervailing Forces on Hotel Values and Cap Rates," 2018
 "Hotel Cap Rates Hold Steady — Values Under Pressure," 2019

"CapEx 2000 – A Study on Capital Expenditures in the Hotel Industry," *International Society of Hospitality Consultants (ISHC)*, Oct. 2000
 "Consulting on Finance" (Interview), *Lodging*, June 1999
 "European Hotel Values Poised for Recovery," *Hotels*, Oct. 1994
 "The Future of Full-Service Hotel Development," *The Hotel Valuation Journal*, Winter 1995
 "Hotel Land Values and the Ground Lease Approach," *Real Estate Finance Journal*, Spring 2001
 "Hotel Valuation," in *Hotel Investments: Issues and Perspectives*, 5th ed. (American Hotel & Lodging Educational Institute), 2012
 "How to Review a Hotel Appraisal," *Appraisal Review & Mortgage Underwriting Journal*, Nov. 1989
Hotel Investments Handbook, Contributing Editor, 1997
 "How Much Should I Pay For the Land?," *The Hotel Valuation Journal*, Jan. 1996
 "Hotel Valuations – A " (Co-author) *The HVS International Journal*, Winter 1993/4
 "Hotel Value Trends and UK Gateway Cities," (Co-author) *The HVS International Journal*, Summer 1993
 "Valuing Hotels Is A Challenge During Uncertain Times," *The Hotel Journal*, June 2003
 "Only Innovated Operators Will Profit in an Oversupplied Middle East," *Hotels*, June 1996
 "Simultaneous Valuation: A New Technique," *The Appraisal Journal*, April 1983
 "Value and Proper Use of Feasibility Studies," *California InnTouch Magazine*, Dec. 1990

COMPUTER SOFTWARE

"Simultaneous Valuation Formula," a mortgage-equity income capitalization formula for variable income properties
 Refinancing model for hotel investments

APPEARANCE AS AN EXPERT WITNESS

American Arbitration Association, Los Angeles, CA
 American Arbitration Association, San Francisco, CA
 City Hall Property Tax Hearing, San Francisco, CA
 County Board of Equalization of Utah County, UT
 Cuyahoga County Court of Common Pleas, Cleveland, OH
 District Court of Bexar County, Texas, 285th Judicial District
 District Court of Harris County, Texas, 127th Judicial District
 Family Court of the First Circuit, State of Hawaii
 Federal Bureau of Investigation, New York, NY
 Federal Tax Court, New York, NY
 Hillsboro City Municipal Court, Oregon
 JAMS Arbitration, Orange County, CA
 JAMS Arbitration, San Francisco, CA
 Kansas Board of Tax Appeals, Topeka, KS
 Law Offices of DLA Piper LLC, San Francisco, CA
 Law Offices of Hanson Bridgett LLP, San Francisco, CA
 Law Offices of Sheppard Mullin Richter & Hampton LLP, San Francisco, CA
 San Francisco Assessment Appeals Board, CA
 Sonoma County Courthouse, Santa Rosa, CA
 Superior Court for the District of Columbia, Tax Division
 Superior Court of Guam
 Superior Court of the State of Arizona, County of Maricopa
 Superior Court of the State of California, City and County of San Francisco
 Superior Court of the State of California, County of Alameda
 Superior Court of the State of California, County of Los Angeles, Central District
 Superior Court of the State of California, County of Orange, Central Justice Center
 Superior Court of the State of California, County of San Diego, Central Division
 Superior Court of the State of California, County of San Diego, North County Branch
 Superior Court of the State of California, County of San Luis Obispo
 Superior Court of the State of California, County of San Mateo
 Superior Court of the State of California, County of Santa Clara
 Superior Court of the State of California, County of Santa Cruz

**APPEARANCE AS AN
EXPERT WITNESS,
CONTINUED**

Supreme Court of New York County
Tax Court of New Jersey
Tax Appeals Boards:
California: Los Angeles County, Contra Costa County, Orange County, San Francisco County,
San Mateo County, Santa Barbara
Hawaii
Utah: Utah County
Washington, D.C.
U.S. 2nd Circuit Court of Appeals
U.S. Bankruptcy Court, Central District of California, Los Angeles Division
U.S. Bankruptcy Court, District of Alaska
U.S. Bankruptcy Court, District of Colorado
U.S. Bankruptcy Court, District of Delaware
U.S. Bankruptcy Court, District of Nevada
U.S. Bankruptcy Court, District of Utah
U.S. Bankruptcy Court, Eastern District of California
U.S. Bankruptcy Court, Eastern District of Pennsylvania
U.S. Bankruptcy Court, Eastern District of Texas, Sherman Division
U.S. Bankruptcy Court, Northern District of Illinois, Eastern Division
U.S. Bankruptcy Court, Northern District of California Santa Rosa Division
U.S. Bankruptcy Court, Northern District of Texas, Dallas Division
U.S. Bankruptcy Court, Southern District of California
U.S. Bankruptcy Court, Southern District of Texas, Houston Division
U.S. Court of Appeals for the Eighth Circuit
U.S. District Court, Central District of California
U.S. District Court, Eastern District of Arkansas, Little Rock
U.S. District Court, Eastern District of California
U.S. District Court, Northern District of California, San Francisco
U.S. District Court, Southern District of California
U.S. District Court, Southern District of New York
U.S. District Court, Southern District of Texas, Houston Division
U.S. District Court, Western District of New York
U.S. District Court, Western District of Washington at Seattle

**PARTIAL LIST OF
SPEAKING, MODERATOR,
AND LECTURE
APPEARANCES**

AAHOA – *Hotel Investment Trends*, October 25, 2018
AHLA Hospitality Investment Roundtable Open Forum – Panel Discussion, May 7, 2019
American Bar Association Property Tax Seminar 1992 – *Income Approach*
Property Tax Seminar 2015 – *Casino Valuation*
American Institute of Real Estate Appraisers – Approved Instructor – *Hotel/Motel Valuations*
Americas Lodging Industry Summit (ALIS) – 2002-2019
Appraisal Foundation Appraisal Practices Board – Panel Discussion – *Separating Tangible and Intangible Assets*, October 2, 2014
Appraisal Institute:
National Summer Conference 2002 – *The Aftermath: Our World Post September 11 – A Hospitality Perspective*
Northern California Chapter 2001 Annual Fall Conference – *Valuing Intangible Assets for Property Tax Assessment Purposes*
Northern California Chapter Commercial Appraisal Symposium: Appraising Unique and Special Purpose Properties
HospitalityCurrent Trends and Issues, Moderator/Panelist, Dec. 8, 2017
Movie & Television Production Studios & Hospitality Valuation, Panelist, Dec. 6, 2019
Instructor – *Hotel Valuation* Online Seminar
Hotel Valuation Workshop, 2012
BDWest Los Angeles- *Everything Designers Need To Know About CapEx and The Real Estate Cycle*, April 4, 2018
BISNOW Lodging & Innovation Series: BLIS West 2016, Board Panel Discussion – *The Future of Resorts*, April 28, 2016
BISNOW Lodging & Investment Innovation Series Conference: BLIS 2015, Development & Design Discussion, October 19, 2015

**PARTIAL LIST OF
SPEAKING, MODERATOR,
AND LECTURE
APPEARANCES,
CONTINUED**

BTN Business Travel Trends and Forecast Conference – *Hotel Trends and What They Mean to Buyers* session, November 15, 2016
 California Assessors Association Annual Conference – *Hotel Valuation and Trends*, October 26, 2009
 California Hotel & Lodging Association Hotel Owners Conference – *Hotel Values & Cap Rates*, June 12, 2014
 California Lodging Investment Conference (CLIC) — *Overview of the CA Hotel Market*, panelist, March 7, 2019
 Chief Appraisers Conference, – *Maintaining Appraisal Integrity*, April 7, 2016
 Cornell Center for Professional Development – *Hotel Workouts; Computerized Approach to Hotel Valuations and Market Studies*, 1990
 Cornell Hotel Society – CHS 7th Annual Northern California Hospitality Investment Forum, October 26, 2018
 Cornell University *Real Estate Finance; Lessons Learned: Slide Rules to Spreadsheets*, 2004
 Cornell University, School of Hotel Administration: Dean's Distinguished Lecture Series – *The Road Taken: Career of an Entrepreneurial Consultant*, September 2010
 Counselors of Real Estate – *Hotel Valuations: New Techniques for Today's Uncertain Times*, 2010
 CWC Capital – *Hotel Trends*, with McKenna Luke, June 8, 2018
 Fishing for Solutions – *Servicing Hotel Defaults in Troubled Waters*, 2002, 2003, 2004
 Hotel Industry Investment Conference, 14th Annual – *Numbers, Numbers & More Numbers....Where Are We, and Where Are We Headed??*
 International Association of Assessing Officers, Los Angeles Chapter – Fall Appraisal Seminar, *Going Concern and Intangibles: The Battle Goes On!*, October 8, 2014
 IIUSA EB-5 International Investment & Economic Development Forum 2013 – *Visitor Spending Economic Impact Model*
 ISHC 2018 Conference – HNN/Castell Think Tank: *The Future of our Planet: The Implications of Climate Change on Our Industry*;
 Interviewer, *The Future of our Planet: The Implications of Climate Change on Our Industry*, October 11, 2018
 Jeffer, Mangels, Butler & Mitchell, LLP – Meet the Money, 1998-2016
 Jeffer, Mangels, Butler & Marmaro Executive Briefing 2013 – *Hotels and Mixed-Use Development*
 Jeffer, Mangels, Butler & Marmaro Forum – *Answers to Three of the Most Provocative Questions in Hotel Valuation Today*
 KW Commercial – Webinar, 2012
 The Lodging Conference – 1999, 2000, 2017
 Meet the Money – *Hotel Values and Cap Rates*, 2017, 2018, 2019
 Midwest Lodging Investors Summit – 2009
 National Conference of State Tax Judges – *Valuation and the Hospitality Industry*
 National Association of Property Tax Attorneys (NAPTA) – *Hotel Valuation*, 2012
 Northern California Chapter of the Appraisal Institute 2017 Commercial Symposium: Appraising Unique and Special Purpose Properties, Panel Discussion Moderator, *Hospitality – Current Trends and Issues*, December 18, 2017
 NYU Hospitality Industry Investment Conference – 1991-1995, 2003, 2016, 2017, 2018
 Orange County Appraisal Society Real Estate Conference – *Hotel Valuation and Trends*, 2009
 Society of Chief Appraisers Meeting, San Francisco – *Hospitality Loan Appraisals – Business? CRE? Assessing Real Risk!*, May 2016
 Special American Business Internship Training (SABIT) – *Hotel Management Program*, 2006
 Strategic Hotel Default Lender Summit – *Servicing Loan Defaults in Today's Uncertain Times*, 2003
 UCLA Hotel Industry Investment Conference, 1995 – 2001
 ULI San Francisco – Brownbag Seminar: *Trends in Casino Hotel Properties*, 2008
 ULI Spring Meeting 2019- *Hotel Valuations and Development Trends*, moderator
 US Hotel Market Connections Conference – *Panel Discussion Moderator*, 2013, 2014, 2015, 2016
 USF 20th Annual Hospitality Industry Symposium – *Prognosis for the Hospitality Industry*, 2010
 VALCON 2010 *Real Estate: the Economics and Future of Malls, Hotels and Gaming* (with Anne Lloyd-Jones), February 24-26, 2010
 Visit Sacramento Board of Directors Strategic Planning Retreat – *Future Economy and Trends*, October 13, 2016
 Wells Fargo, *Hospitality Loan Appraisals – Performance, Obsolescence, and Assessing Real Risk*, 2016

EXAMPLES OF PROPERTIES APPRAISED OR EVALUATED

* Denotes Gaming Property

Alabama

Fairfield Inn & Suites, Bessemer
 Hampton Inn & Suites, Birmingham
 Homestead Studio Suites, Birmingham
 Fairfield Inn, Birmingham
 Hilton Perimeter Park, Birmingham
 Country Crossing, Cottonwood
 Hampton Inn East Bay, Daphne
 Hilton Garden Inn, Daphne
 Ramada Inn, Gadsden
 Homewood Suites by Hilton, Huntsville
 Hampton Inn I-10/Bellingrath Gardens, Mobile
 Homewood Suites East Bay, Mobile
 Hotel, Proposed, Mobile
 Marriott Mobile, Mobile
 Fairfield Inn, Montgomery
 Holiday Inn, Montgomery
 Home-Town Suites, Montgomery
 Howard Johnson's, Montgomery
 Residence Inn, Montgomery
 Courtyard by Marriott, Prattville
 Country Crossing, Shorter
 *VictoryLand, Quincy's 777 Bingo Casino, and
 Oasis Hotel, Shorter

Alaska

Best Western Barratt Inn, Anchorage
 Clarion Suites Hotel, Anchorage
 Coast International Inn, Anchorage
 Courtyard Anchorage Airport, Anchorage
 Hawthorne Suites, Anchorage
 Holiday Inn, Anchorage
 Homewood Suites, Prop. and Existing,
 Anchorage
 Hotel Captain Cook, Anchorage
 Marriott Anchorage Downtown, Anchorage
 Northern Lights Hotel, Anchorage
 Residence Inn by Marriott, Anchorage
 Rose Garden Hotel, Anchorage
 Sheraton Hotel Anchorage, Anchorage
 SpringHill Suites Midtown, Anchorage
 SpringHill Suites University Lake, Anchorage
 Alyeska Prince Hotel, Girdwood
 Coast International Hotel, Girdwood
 Resort Hotel, Proposed, Wasilla

Arizona

Lodging Facility, Proposed, Camp Verde
 Home2 Suites, Chandler
 Hotel, Proposed Casa Grande
 Renaissance ClubSport, Chandler
 Sheraton San Marcos Hotel, Chandler
 Best Western, Flagstaff
 Embassy Suites Hotel, Flagstaff
 Hotel & Conference Center, Prop., Flagstaff
 Motel 6, Flagstaff
 Rodeway Inn, Flagstaff
 Woodlands Plaza Hotel, Flagstaff
 Holiday Inn Express, Proposed, Gilbert
 TownePlace Suites by Marriott, Goodyear
 Bright Angel Lodge, Grand Canyon
 El Tovar Hotel, Grand Canyon
 Kachina Lodge, Grand Canyon
 Maswik Lodge, Grand Canyon
 Moqui Lodge, Grand Canyon
 Phantom Ranch, Grand Canyon
 Thunderbird Lodge, Grand Canyon
 Yavapai Lodge, Grand Canyon
 Best Western Green Valley, Green Valley
 Hampton Inn, Proposed, Holbrook
 Best Western Wayfarers Inn, Kingman
 Rodeway Inn, Kingman
 Hampton Inn, Lake Havasu
 Nautical Inn, Lake Havasu
 Wigwam Resort & Golf Club, Litchfield Park
 Ritz-Carlton Dove Mountain, Marana
 Hyatt Place Phoenix Mesa, Mesa
 Marriott Mesa, Mesa
 Quality Inn Americana Hotel, Nogales
 Hyatt Place, Proposed, Page
 Marriott Fairfield Inn & Suites, Page
 AC Hotel Phoenix Biltmore, Phoenix
 Arizona Biltmore Resort, Phoenix
 Best Western Executive Park Hotel, Phoenix
 Bobby McGee's Conglomeration, Phoenix
 Caravan Inn, Phoenix
 Courtyard by Marriott, Phoenix/Mesa
 Courtyard by Marriott Metro Center, Phoenix
 Crescent Hotel, Phoenix
 Crowne Plaza, Phoenix
 DoubleTree Inn, Phoenix
 Embassy Suites-Camelback, Phoenix
 Embassy Suites-Camelhead, Phoenix
 Fountain Suites Hotel, Phoenix
 Four Points Sheraton, Phoenix
 Full-Service Hotel, Proposed, Phoenix
 Granada Royale Camelhead, Phoenix
 Crowne Plaza, Phoenix
 Hampton Inn Phoenix Airport North, Phoenix
 Holiday Inn, Phoenix
 Homestead Studio Suites, Phoenix
 Homewood Suites, Phoenix
 Hyatt Regency, Phoenix
 JW Marriott Desert Ridge Resort, Phoenix
 Knights Inn, Phoenix
 Marriott Phoenix Airport, Phoenix
 Omni Adams Hotel, Phoenix
 Phoenix Inn, Phoenix
 Pointe Hilton Squaw Peak Resort, Phoenix
 Pointe Hilton at Tepatio Cliffs, Phoenix
 Quality Inn, Phoenix
 Ramada Inn MetroCenter, Phoenix
 Residence Inn by Marriott, Phoenix
 Ritz-Carlton Phoenix, Phoenix
 Sheraton Crescent Hotel, Phoenix
 Sleep Inn, Phoenix
 Wyndham Garden Hotel Midtown, Phoenix
 Caleo Hotel, Scottsdale
 Chaparral Suites Resort, Scottsdale
 Courtyard by Marriott, Scottsdale
 DoubleTree Paradise Valley Resort, Scottsdale
 Doubletree Inn, Scottsdale
 Embassy Suites Scottsdale Resort, Scottsdale
 Fairmont Scottsdale Princess and Excess Land,
 Scottsdale
 FireSky Resort and Spa, Scottsdale
 Four Seasons Scottsdale at Troon North,
 Scottsdale
 Gainey Suites Hotel, Scottsdale

Hilton Scottsdale Resort & Villa, Scottsdale
 Holiday Inn Express Scottsdale North,
 Scottsdale
 Holiday Inn Old Town, Scottsdale
 Hotel, Proposed, Scottsdale
 Marriott Camelback Inn, Scottsdale
 Mondrian Hotel, Scottsdale
 The Phoenician - A Luxury Collection Resort,
 Scottsdale
 Red Lion-La Posada, Scottsdale
 Rodeway Inn, Scottsdale
 Scottsdale Conference Resort, Scottsdale
 Scottsdale Hilton Resort, Scottsdale
 Scottsdale Waterfront Condo Hotel, Proposed,
 Scottsdale
 Summerfield Suites, Proposed, Scottsdale
 Sunburst Resort Hotel & Conf. Center,
 Scottsdale
 Westin Kierland, Scottsdale
 W Hotel, Scottsdale
 Xona Resort Suites, Scottsdale
 Hilton Garden Inn, Proposed, Sedona
 L'Auberge de Sedona, Sedona
 Los Abrigados, Sedona
 Orchard's Inn & Grill, Sedona
 Motel 6, Sierra Vista
 Sonoita Village Resort & Spa, Prop., Sonoita
 Country Inn & Suites Hotel, Tempe
 Marriott Buttes Resort, Tempe
 Renaissance Hotel, Proposed, Tempe
 Wyndham Buttes Resort, Tempe
 Mixed-Use Development, Tuba City
 Canyon Ranch Resort, Tucson
 Clarion Tucson, Tucson
 Country Inn & Suites & Courtyard, Tucson
 DoubleTree Inn, Tucson
 Hacienda del Sol Guest Ranch, Tucson
 Hilton El Conquistador Golf & Tennis Resort,
 Tucson
 Hilton Garden Inn, Prop., Tucson
 Holiday Inn Express, Prop., Tucson
 Holiday Inn Hotel, Tucson
 Hotel Arizona, Tucson
 Hotel, Proposed, Tucson
 Holiday Inn Express, Tucson
 Loews Ventana Canyon Resort, Tucson
 Lodge at Ventana Canyon, Tucson
 Marriott Hotel & Starr Pass Golf Course,
 Proposed and Existing, Tucson
 Microtel Inn, Proposed, Tucson
 Miraval Resort & Spa, Tucson
 Radisson Suite Hotel, Tucson
 Ritz-Carlton, Proposed, Tucson
 Rodeway Inn, Tucson
 Tanque Verde Guest Ranch, Tucson
 Tucson Convention Center, Tucson
 Westin La Paloma Resort, Tucson
 Westward Look Resort, Tucson
 Wig Wam Resort & Golf Club, Woodfield Park
 Candlewood Suites, Proposed, Yuma
 Shilo Inn, Yuma

Arkansas

Fairfield Inn & Suites, Conway
 Hilton, Hot Springs

PROPERTIES - CONTINUED

* Denotes Gaming Property

Holiday Inn, Little Rock
 Red Carpet Inn, Little Rock
 Holiday Inn Northwest Arkansas, Springdale

California

Radisson Hotel, Agoura Hills
 Ramada Inn, Agoura Hills
 Hampton Inn & Suites OAK Alameda, Alameda
 Renaissance ClubSport, Prop. & Existing, Aliso Viejo
 Holiday Inn Express, Prop., American Canyon
 Anaheim Marriott, Anaheim
 Baymont Inn & Suites, Anaheim
 Best Western Anaheim Inn, Anaheim
 Best Western Stovall's Inn, Anaheim
 Best Western Pavilions Inn, Anaheim
 Boulevard Inn, Anaheim
 Candlewood Suites, Proposed, Anaheim
 Carousel Inn and Suites, Anaheim
 Clarion Anaheim Resort, Anaheim
 Comfort Inn, Anaheim
 Courtyard by Marriott, Anaheim
 Desert Palm Inn & Suites, Anaheim
 Disneyland Hotel, Anaheim
 DoubleTree Guest Suites Hotel, Prop. & Existing, Anaheim
 DoubleTree by Hilton Suites Anaheim Resort Convention Center, Anaheim
 Extended Stay America, Anaheim
 Golden Forest Motel, Anaheim
 Hilton Hotel & Towers, Anaheim
 Hilton Suites Anaheim, Anaheim
 Holiday Inn, Anaheim
 Howard Johnson Hotel, Anaheim
 Hyatt Anaheim, Anaheim
 Jolly Roger, Anaheim
 La Quinta Inn & Suites, Proposed, Anaheim
 Pan Pacific Hotel, Anaheim
 Pitcairn Inn, Anaheim
 Portofino Inn & Suites, Anaheim
 Quality Hotel, Anaheim
 Raffles Inn & Suites, Anaheim
 Ramada Maingate Hotel, Anaheim
 Red Lion Anaheim Maingate Hotel, Anaheim
 Residence Inn, Anaheim
 Sheraton Hotel, Anaheim
 Site of 2 Prop. Hotels, GardenWalk, Anaheim
 Station Inn, Anaheim
 Travelodge Inn at the Park, Anaheim
 WestCoast Anaheim Hotel, Anaheim
 Residence Inn, Anaheim Hills
 Fairfield Suites, Proposed, Arcadia
 Hilton Garden Inn, Proposed, Arcadia
 Santa Anita Park, Arcadia
 Comfort Inn, Arcata
 Hampton Inn & Suites, Prop. & Existing, Arroyo Grande
 Carlton Hotel, Atascadero
 Auburn Inn, Auburn
 Sleep Inn, Auburn
 Ramada, Agoura Hills
 Villa Portofino Hotel, Avalon
 Allstar Inn, Bakersfield
 CSUB Campus Hotel, Proposed, Bakersfield
 Clarion Suites, Bakersfield
 Courtyard by Marriott, Bakersfield
 DoubleTree Hotel, Bakersfield

Economy Inn, Bakersfield
 La Quinta, Bakersfield
 Marriott at the Convention Center, Bakersfield
 Red Lion Hotel, Bakersfield
 Residence Inn, Bakersfield
 Sheraton Hotel, Bakersfield
 SpringHill Suites, Bakersfield
 Travelodge Hotel, Bakersfield
 Hilton Hotel, Baldwin Park
 Fairfield Inn, Baltimore
 Proposed Hotel, Bay Point
 Bear Valley Ski Resort, Bear Valley
 Holiday Inn Express, Belmont
 Motel 6, Belmont
 Summerfield Suites, Prop. & Existing, Belmont
 Berkeley Marina Marriott, Berkeley
 DoubleTree Hotel & Executive Mtg. Center, Berkeley
 Hotel Durant, Berkeley
 Hotel, Proposed, Berkeley
 La Quinta Inn, Berkeley
 Shattuck Hotel, Berkeley
 University Inn, Berkeley
 Westin Hotel, Proposed, Berkeley
 AKA Hotel, Proposed, Beverly Hills
 Beverly Hills Country Club, Beverly Hills
 Beverly Hilton, Beverly Hills
 Beverly Pavilion Hotel, Beverly Hills
 Beverly Wilshire, Beverly Hills
 Crescent Beverly Hills Apts., Beverly Hills
 Crowne Plaza Hotel, Beverly Hills
 Four Seasons Beverly Hills, Beverly Hills
 Holiday Inn Select, Beverly Hills
 Maison 140 Hotel, Beverly Hills
 Montage, Beverly Hills
 Peninsula Beverly Hills, Beverly Hills
 Raffles L'Ermitage, Beverly Hills
 Regent Beverly Wilshire Hotel, Beverly Hills
 Renaissance Hotel, Beverly Hills
 SIXTY Beverly Hills Hotel, Beverly Hills
 Thompson Beverly Hills, Beverly Hills
 Best Western, Big Bear Lake
 Hotel, Proposed, Big Bear Lake
 Motel 6, Big Bear Lake
 Esalen Institute, Big Sur
 Post Ranch Inn, Big Sur
 Ventana Inn & Spa, Big Sur
 Bodega Bay Lodge, Bodega Bay
 Chase Suites Brea, Brea
 Embassy Suites Hotel, Brea
 Woodfin Suites Hotel, Brea
 City of Brentwood Market Study, Brentwood
 Holiday Inn, Brentwood
 Hilton Residential Suites, Brisbane
 Radisson SFO Sierra Point, Brisbane
 Extended-Stay Hotel, Prop., Buellton
 Courtyard by Marriott, Buena Park
 Fairfield Inn, Buena Park
 Hampton Inn, Buena Park
 Red Roof Inn, Buena Park
 Burbank Airport Hilton, Burbank
 Hilton Hotel, Burbank
 Ramada Inn, Burbank
 350 Airport Boulevard, Burlingame
 Holiday Inn Express SFO South, Burlingame
 Hotel, Proposed, Burlingame
 Hyatt Regency SFO, Burlingame

Airport Marriott, Burlingame
 Radisson Plaza-Proposed, Burlingame
 Ramada Inn, Burlingame
 Hotel, Proposed, Burney
 Good Nite Inn, Buttonwillow
 Country Inn & Suites, Calabasas
 Good Nite Inn, Calabasas
 Calistoga Ranch, Prop. & Existing, Calistoga
 Calistoga Spa Hot Springs, Calistoga
 Hotel & Ancillary Facilities, Prop., Calistoga
 Indian Springs Lodge, Calistoga
 Indian Springs Resort & Spa – Parcel of Land, Calistoga
 Palisades Resort & Spa, Prop., Calistoga
 Silver Rose Inn, Spa, & Winery, Calistoga
 Solage Resort & Spa, Prop. and Existing, Calistoga
 Del Norte Inn, Camarillo
 Good Nite Inn, Camarillo
 Cambria Pines Lodge, Cambria
 Fireside Inn, Cambria
 Fog Catcher Inn, Cambria
 Pelican Inn & Suites, Cambria
 Campbell Inn, Campbell
 Courtyard by Marriott, Prop. & Existing, Campbell
 Hilton Garden Inn, Campbell
 Hilton Hotel, Proposed, Campbell
 Larkspur Landing Hotel, Campbell
 Pruneyard Inn, Campbell
 Inn & Spa at Rispin Mansion, Prop., Capitola
 Carlsbad Inn, Carlsbad
 Courtyard by Marriott, Carlsbad
 Extended Stay America, Carlsbad
 Fairfield Inn & Suites by Marriott San Diego Carlsbad, Carlsbad
 Park Hyatt Aviara, Carlsbad
 Hilton Garden Inn, Carlsbad
 Inn of America, Carlsbad
 La Costa Resort and Spa, Carlsbad
 LEGOLAND Resort, Prop. & Existing, Carlsbad
 Olympic Resort, Carlsbad
 Sheraton Carlsbad Resort & Spa, Carlsbad
 Carmel Mission Inn, Carmel
 Carmel Valley Ranch, Carmel
 Cobblestone Inn, Carmel
 Highlands Inn, Carmel
 Luxury Hotel, Proposed, Carmel
 Quail Lodge Resort & Golf Club, Carmel
 Wyndham Carmel Valley, Carmel
 Bernardus Lodge, Carmel Valley
 Hilton Garden Inn, Carmel Valley
 Robles del Rio Lodge, Carmel Valley
 Valley Lodge, Carmel Valley
 Holiday Inn Express, Carpinteria
 DoubleTree by Hilton Hotel, Carson
 Econo Lodge, Castro Valley
 Doral Desert Princess Resort, Cathedral City
 DoubleTree Hotel, Cathedral City
 Holiday Inn Express, Cathedral City
 Hotel, Proposed, Cathedral City
 Sheraton Cerritos Towne Center, Cerritos
 Sheraton Hotel, Cerritos
 Days Inn, Chico
 Hampton Inn, Proposed, Chico
 Holiday Inn, Chico
 Microtel Inn and Suites, Proposed, Chico

PROPERTIES - CONTINUED

* Denotes Gaming Property

Red Lion Hotel, Chico	Holiday Inn Select, Diamond Bar	Quality Inn & Suites, Gilroy
La Quinta Inn, Chula Vista	Embassy Suites Los Angeles Downey, Downey	Boutique Hotel, Proposed, Glendale
Otay Valley Travel Lodge, Chula Vista	Four Hotel Sites, Dublin	Hampton Inn & Suites, Glendale
Proposed Hotel, Cloverdale	Proposed Dublin Hotel, Dublin	Hilton Executive Meeting Center, Glendale
Harris Ranch, Coalinga	Scott's Restaurant and Banquet/Conference Center, Prop., Dublin	Hilton Hotel, Glendale
Howard Johnson's, Colton	Four Seasons Silicon Valley, East Palo Alto	Hotel, Proposed, Glendale
DoubleTree Hotel, Commerce	Hilton Garden Inn, Proposed. El Cajon	Red Lion Hotel, Glendale
Ramada Commerce, Commerce	Lodging Development, Prop., El Dorado Hills	60-Unit Hotel, Prop., Morton's Warm Springs, Glen Ellen
Wyndham Hotel, Commerce	Holiday Inn Express & Suites, Elk Grove	Gaige House, Glen Ellen
Clarion Hotel, Concord	Cambria Hotel & Suites, Prop., El Segundo	Bacara Resort, Goleta
Concord Hilton, Concord	Hilton Garden Inn LAX El Segundo, El Segundo	Courtyard by Marriott, Goleta
Sheraton Hotel, Concord	Best Western, El Toro	El Capitan Canyon Campgrounds, Goleta
Trees Inn, Concord	Days Inn, Emeryville	Hyatt Regency, Proposed, Goleta
Proposed Boutique Hotel, Copperopolis	Hardage Suites Hotel Site, Emeryville	Hilton Garden Inn, Grover Beach
Holiday Inn Express, Proposed, Corona	Sheraton Four Points, Emeryville	Hotel & RV Park, Proposed, Guadalupe
Motel 6, Corona	Woodfin Suite Hotel, Prop. & Existing, Emeryville	AutoCamp Russian River, Guerneville
Hotel Del Coronado, Coronado	Comfort Inn, Escondido	Half Moon Bay Lodge, Half Moon Bay
Loews Coronado Bay Resort, Coronado	Hilton Garden Inn, Prop., Escondido	Ocean Colony Resort, Half Moon Bay
Hilton Garden Inn, Prop., Corte Madera	Red Lion Hotel, Eureka	Ritz-Carlton Hotel, Prop. & Existing, Half Moon Bay
Crowne Plaza Orange County, Costa Mesa	Courtyard Fairfield/Napa Valley, Fairfield	Mainstay Suites, Hayward
Ha'Penny Inn, Costa Mesa	Pala Mesa Golf Resort, Fallbrook	Super 8, Hayward
Hilton Hotel, Costa Mesa	Hotel, Proposed, Fillmore	Best Western Dry Creek Inn, Healdsburg
La Quinta Inn, Costa Mesa	Marriott Tenaya Lodge, Fish Camp	Hotel Healdsburg, Healdsburg
Mandarin Oriental, Prop., Costa Mesa	Hotel, Proposed, Folsom	Healdsburg Plaza Hotel, Prop., Healdsburg
Marriott Suites, Costa Mesa	Hampton Inn & Suites, Folsom	Healdsburg Suites, Proposed, Healdsburg
Red Lion Hotel, Costa Mesa	Larkspur Landing Hotel, Folsom	Casa de Fruta, Hollister
Residence Inn, Costa Mesa	Hilton Garden Inn, Fontana	Canyon Ranch Living, Proposed, Hollister
Reverb Hotel, Proposed, Cotati	Golden Gate National Recreation Area, Fort Baker	Hard Rock Hotel, Proposed, Hollywood
Vanlee Hotel and Suites, Covina	All-Suites Hotel, Proposed, Foster City	Holiday Inn, Hollywood
Courtyard Los Angeles Westside, Culver City	Clubtel, Proposed, Foster City	Hollywood Clarion Roosevelt, Hollywood
Extended-Stay Hotel, Proposed, Culver City	Courtyard by Marriott, Foster City	Hollywood Palm Hotel, Hollywood
Four Points Barcelo Hotel, Culver City	Holiday Inn, Foster City	Hyatt Hotel, Hollywood
Hotel & Condo Hotel, Prop., Culver City	La Quinta Inn & Suites, Proposed, Fowler	Renaissance Hollywood Hotel, Hollywood
Pacifica Hotel & Conference Center, Culver City	Comfort Inn Silicon Valley, Fremont	Wyndham Hotel, Hollywood
Ramada Inn, Culver City	Courtyard by Marriott, Fremont	Extended Stay America, Huntington Beach
Washington/National Hotel, Prop., Culver City	Econo Lodge, Fremont	SpringHill Suites, Huntington Beach
Aloft Hotel, Cupertino	Hilton Hotel, Fremont	Hyatt Grand Champions Resort, Indian Wells
Boutique Hotel, Proposed, Cupertino	La Quinta, Fremont	Indian Wells Town Center Resort, Prop., Indian Wells
Courtyard by Marriott, Cupertino	Marriott Hotel, Fremont	Miramonte Resort, Indian Wells
Cypress Hotel, Cupertino	Motel 6, Fremont	Remington Condo Hotel, Prop., Indian Wells
Hilton Garden Inn, Cupertino	Quality Inn, Fremont	Arena/Conv. Center Amenity, Prop., Indio
Proposed Limited-Service Hotel, Cupertino	Westin ClubSport, Proposed, Fremont	Resort Hotel, Proposed, Indio
Two Proposed Hotel Sites, Cupertino	Chateau Inn, Fresno	RV Park, Proposed, Indio
Courtyard by Marriott, Cypress	Courtyard by Marriott, Fresno	Holiday Inn Express, Proposed, Inglewood
Woodfin Suites Hotel, Cypress	Economy Inn, Fresno	Courtyard by Marriott, Irvine
Hampton Inn, Daly City	Hacienda Resort & Conf. Center, Fresno	Element Hotel, Proposed, Irvine
Hotel, Proposed, Daly City	Hampton Inn & Suites, Fresno	Hilton Orange County Airport, Irvine
Marriott Laguna Cliffs Resort, Dana Point	Holiday Inn, Fresno	La Quinta Inn, Irvine
Monarch Beach Resort, Dana Point	Hotel, Proposed, Fresno	Marriott Irvine, Irvine
Quality Inn, Dana Point	Hyatt Hotel, Proposed, Fresno	Registry Hotel, Irvine
Ritz-Carlton Laguna Niguel, Dana Point	Courtyard by Marriott, Fresno	Amador Inn, Jackson
St. Regis Monarch Beach Resort & Spa, Dana Point	Piccadilly Inn, Fresno	Joshua Tree Resort, Proposed, Joshua Tree
Vacation Ownership Property, Dana Point	Travelers Inn, Fresno	Konocti Harbor Resort & Spa, Kelseyville
Column Financial Appraisal Review Howard Johnson Hotel, Davis	Sierra Sport and Racquet Club, Fresno	Kenwood Inn & Spa, Kenwood
Hotel, Proposed, Davis	Chase Suites Hotel, Fullerton	Mortons Sonoma Springs Resort, Kenwood
Hyatt Place Hotel, Proposed, Davis	Griswold's Hotel, Fullerton	Sonoma Country Inn, Prop., Kenwood
Furnace Creek Inn & Ranch, Death Valley	Marriott Hotel, Fullerton	Hotel, Proposed, Kern County
Stove Pipe Wells Village, Death Valley	Embassy Suites Anaheim South, Garden Grove	Cal Neva Resort, Kings Beach
Shilo Inn, Delano	Great Wolf Lodge, Garden Grove	Lafayette Park Hotel, Lafayette
Grand Del Mar, Prop. & Existing, Del Mar	Marriott Suites Anaheim, Garden Grove	Best Western Laguna Brisas Spa, Laguna Beach
Hampton Inn, Del Mar	Residence Inn Anaheim Resort Area, Garden Grove	Joie de Vivre Pacific Edge Hotel, Laguna Beach
Hilton Hotel, Del Mar	*River Rock Casino, Geyserville	Montage Resort & Spa, Laguna Beach
Marriott Hotel, Del Mar	Gilroy Gardens Site, Gilroy	Surf & Sand Hotel, Laguna Beach
Marriott Resort & Spa, Desert Springs		Vacation Village Repositioning, Laguna Beach
Days Inn Diamond Bar, Diamond Bar		

PROPERTIES - CONTINUED

* Denotes Gaming Property

Select-Service Hotel, Proposed, Laguna Niguel	DoubleTree Hotel at LAX, Los Angeles	Toll House Hotel, Los Gatos
Embassy Suites La Jolla, La Jolla	DoubleTree LA Downtown, Los Angeles	Fess Parker's Wine Country Inn & Spa, Los Olivos
Empress Hotel, La Jolla	Downtown Boutique Hotel, Prop., Los Angeles	Hotel ApCal Winery, Proposed, Madera
Hilton Torrey Pines, La Jolla	Dream Inn Hollywood, Los Angeles	Aman Resort Malibu Canyon, Prop., Malibu
Hotel La Jolla, La Jolla	Econo Lodge, Proposed, Los Angeles	Malibu Beach Inn, Malibu
Hyatt Regency Hotel at Aventine, La Jolla	Embassy Suites, Los Angeles	Rancho Malibu, Prop., & Land Valuation, Malibu
La Jolla Village Inn, La Jolla	Four Points by Sheraton LAX, Los Angeles	80/50 Private Residence Club, Mammoth Lakes
Lodge at Torrey Pines, La Jolla	Four Seasons, Los Angeles	Condominium Hotel, Prop., Mammoth Lakes
Mandarin Oriental Hotel, Proposed, La Jolla	Hampton Inn & Suites Koreatown, Prop., Los Angeles	Luxury Resort Hotel, Prop., Mammoth Lakes
Radisson Inn, La Jolla	Hilton LAX, Los Angeles	Barnabey's Hotel, Manhattan Beach
Residence Inn, La Jolla	Hilton Universal City Expansion, Los Angeles	Belamar Hotel, Manhattan Beach
Scripps Inn, La Jolla	Holiday Inn Brentwood/Bel Air, Los Angeles	SpringHill Suites, Manhattan Beach
Sheraton Hotel, La Jolla	Holiday Inn-LAX, Los Angeles	TownePlace Suites, Manhattan Beach
Lake Arrowhead Resort, Lake Arrowhead	Hotel & Condo Project Koreatown, Prop., Los Angeles	Great Wolf, Proposed, Manteca
Saddleback Inn, Lake Arrowhead	Hotel Angeleno, Los Angeles	Hotel, Proposed, Manteca
Holiday Inn San Diego La Mesa, La Mesa	Hotel InterContinental, Los Angeles	Marina Dunes Resort, Marina
Holiday Inn Select, La Mirada	Hotel LAX, Proposed, Los Angeles	Sanctuary Beach Resort, Marina
Hilton Lodge, Lake Arrowhead	Hotel Normandie, Los Angeles	SpringHill Suites, Proposed, Marina
Hotel, Proposed, Lake Country	Hotel Palomar, Los Angeles	Courtyard, Proposed, Marina del Rey
Embassy Suites Hotel, Lake Tahoe	Hotel, Prop., Westfield Century City, Los Angeles	Courtyard and Residence Inn, Proposed, Marina del Rey
Lake Shore Inn, Proposed, Lake Tahoe	Hotel Sofitel Ma Maison, Los Angeles	DoubleTree Hotel, Marina del Rey
Resort at Squaw Creek, Lake Tahoe	Hyatt House at USC Medical Center, Prop., Los Angeles	Holiday Inn, Marina del Rey
Holiday Inn, La Mesa	Hyatt Place/Hyatt House LAX, Proposed, Los Angeles	Holiday Inn Express, Marina del Rey
La Quinta Hotel & Resort, La Quinta	Hyatt Regency Hotel, Los Angeles	Inn at Marina del Rey, Marina del Rey
Courtyard by Marriott, Larkspur	James Hotel, Proposed, Los Angeles	Marina del Rey Hotel & Bungalows/Marinas, Marina del Rey
La Quinta Inn & Suites, Las Palma	JJ Grand Hotel, Los Angeles	Marina Suites Hotel, Marina del Rey
Embassy Suites, La Quinta	JW Marriott, Proposed, Los Angeles	Marina Beach Hotel, Marina del Rey
Best Western South Bay LAX, Lawndale	Proposed Koreatown Hotel, Los Angeles	Marriott Hotel, Marina del Rey
*Thunder Valley Casino, Lincoln	Le Meridien Hotel Beverly Hills, Los Angeles	Suite Hotel, Proposed, Marina del Rey
50-Unit Motel, Proposed, Little Lake	Le Montrose, Los Angeles	Marysville Hotel, Proposed, Marysville
Heritage House Resort, Little River	Lizard Hotel, Proposed, Los Angeles	Hill House, Mendocino
Courtyard by Marriott, Livermore	Loews Santa Monica Beach, Los Angeles	Renaissance ClubSport, Prop., Menlo Park
Diva Hospitality, Livermore	Mandarin Oriental Hotel, Prop., Los Angeles	Rosewood Sand Hill Hotel, Menlo Park
Downtown Livermore Conference Facility, Proposed, Livermore	Marriott Downtown, Los Angeles	Stanford Park Hotel, Menlo Park
Hilton Garden Inn, Livermore	Marriott Hotel - LAX, Los Angeles	AutoCamp Yosemite, Proposed, Midpines
Hotel, Proposed, Livermore	Mondrian Hotel, Los Angeles	Comfort Inn, Millbrae
Residence Inn by Marriott, Livermore	New Seoul Hotel, Los Angeles	Millbrae Station Hotel Project, Millbrae
Motel 6, Proposed, Livingston	Playa Vista Development, Los Angeles	Beverly Heritage Hotel, Milpitas
Hampton Inn and Suites, Lodi	Proper Hotel, Proposed, Los Angeles	Candlewood Hotel, Milpitas
Lodi Motor Inn, Lodi	Quality Hotel Airport, Los Angeles	Courtyard by Marriott, Milpitas
Embassy Suites, Lompoc	Radisson Hotel Westside, Los Angeles	Days Inn, Milpitas
Hilton Garden Inn, Prop. & Existing, Lompoc	Renaissance Beverly Hills, Los Angeles	Element by Westin, Proposed, Milpitas
Breakers Hotel, Long Beach	Renaissance Hotel LAX, Los Angeles	Extended-Stay Hotel Site, Milpitas
Holiday Inn, Long Beach	Renaissance Hotel, Proposed, Los Angeles	Hilton Garden Inn, Milpitas
Holiday Inn Airport, Long Beach	Residence Inn & Courtyard Hotels, Prop., Los Angeles	Holiday Inn, Milpitas
Hyatt Regency, Long Beach	Residence Inn Beverly Hills, Prop. & Existing, Los Angeles	Larkspur Landing Hotel, Milpitas
Marriott Hotel, Long Beach	Ritz-Carlton Hotel, Prop., Los Angeles	Renaissance Hotel, Proposed, Milpitas
Hotel Queen Mary & Related Real Estate, Long Beach	Sheraton Gateway Los Angeles, Los Angeles	Residence Inn by Marriott, Milpitas
Residence Inn, Long Beach	SLS Hotel, Prop. and Existing, Los Angeles	Sheraton Beverly Heritage Hotel, Milpitas
West Coast Hotel & Marina, Long Beach	Sofitel Hotel, Los Angeles	TownePlace Suites, Milpitas
Westin Hotel, Long Beach	Summerfield Suites, Los Angeles	Holiday Inn, Miramar
Courtyard by Marriott, Prop., Los Altos	Sunset Strip Development, Los Angeles	Courtyard by Marriott, Mira Mesa
Hotel, Proposed, Los Altos	UCLA Hotel, Proposed, Los Angeles	Courtyard by Marriott, Modesto
Residence Inn, Prop. and Existing, Los Altos	USC Campus Hotel, Proposed, Los Angeles	DoubleTree Hotel, Modesto
Argyle Hotel, Los Angeles	W Hotel, Los Angeles	Motel Orleans, Modesto
Beverly Hills Residence Inn, Los Angeles	Westin Bonaventure, Los Angeles	Red Lion Hotel, Modesto
Biltmore Hotel, Los Angeles	Westmoreland Place, Los Angeles	Four Points Barcelo Hotel, Monrovia
Boutique Hotel, Proposed, Los Angeles	Hotel & Restaurant, Proposed, Los Gatos	Renaissance ClubSport, Prop., Monrovia
Carlyle Inn, Los Angeles	Hotel Los Gatos, Prop. and Existing, Los Gatos	Miramar Resort Hotel, Montecito
Checkers Hotel, Los Angeles	Los Gatos Lodge, Los Gatos	DeAnza Ballroom, Monterey
Concourse Hotel (formerly Radisson Hotel), Los Angeles		DoubleTree Fisherman's Wharf, Monterey
Courtyard by Marriott, Los Angeles		Doubletree Inn, Monterey
Crowne Plaza LAX, Los Angeles		
Days Inn Hollywood, Los Angeles		

PROPERTIES - CONTINUED

* Denotes Gaming Property

Holiday Inn Express Marina, Monterey	Hyatt Newporter, Newport Beach	Marriott Rancho Las Palma, Palm Springs
Hotel Pacific, Monterey	Marriott Suites, Newport Beach	Palm Canyon, Palm Springs
Hotel, Proposed, Monterey	Newport Coast Development, Prop., Newport Beach	Palm Mountain Resort & Spa, Palm Springs
InterContinental Clement, Monterey		Palm Springs Spa Hotel, Palm Springs
Monterey Bay Inn, Monterey	Newporter Resort Hotel, Newport Beach	Shilo Inn, Palm Springs
Monterey Marriott Hotel, Monterey	Sheraton Hotel, Newport Beach	Wyndham Hotel, Palm Springs
Monterey Peninsula Hotel, Prop., Monterey	Sutton Place Hotel, Newport Beach	Creekside Inn, Palo Alto
Monterey Plaza Hotel, Monterey	Fairfield Inn & Suites, Norco	Cardinal Hotel, Palo Alto
Portola Hotel & Spa, Monterey	Holiday Inn Universal Studios, North Hollywood	Epiphany, Palo Alto
Sheraton Hotel, Monterey		Graduate Hotel, Proposed, Palo Alto
Spindrift Inn, Monterey	Best Western Novato Oaks Inn, Novato	Holiday Inn, Palo Alto
Victorian Inn, Monterey	Courtyard by Marriott, Novato	Hotel, Proposed, Palo Alto
Lincoln Plaza Hotel, Monterey Park	Hilton Garden Inn, Proposed, Novato	Sheraton Hotel, Palo Alto
Inn at Morro Bay, Morro Bay	Shilo Inn, Oakhurst	Stanford Park Hotel, Palo Alto
Inn at Morgan Hill, Morgan Hill	Courtyard Oakland Airport, Oakland	Stanford Terrace Inn, Palo Alto
Inn At Morro Bay, Morro Bay	Courtyard Oakland Downtown, Oakland	Staybridge Suites, Proposed, Palo Alto
Hilton Garden Inn, Prop., Mountain View	Dual-Branded Residence Inn & AC Hotel, Prop., Oakland	Upscale Boutique Hotel, Prop., Palo Alto
Holiday Inn Express, Mountain View		Ambassador College Hotel, Prop., Pasadena
Hotel Vue, Mountain View	Economy Inn, Oakland	Courtyard by Marriott, Pasadena
Westin ClubSport, Prop., Mountain View	Executive Inn & Suites, Oakland	Holiday Inn Express, Pasadena
Aetna Springs Resort, Proposed, Napa	Hilton Oakland Airport, Oakland	Langham Huntington Hotel & Spa, Pasadena
Best Western Premier Ivy, Napa	Holiday Inn Express & Suites OAK, Oakland	Hotel Ava, Prop., Paso Robles
California Boulevard Hotel, Prop., Napa	Holiday Inn Hotel & Suites, OAK, Oakland	Best Western Villa Del Lago, Patterson
Carneros Inn, Napa	Homewood Suites, Oakland	Hacienda Hotel, Patterson
City of Napa Market Study, Napa	Hotel, Proposed, Oakland	*Hotel and Casino, Proposed, Patterson
Condo Hotel, Proposed, Napa	Hotel, Proposed, Oakland Airport, Oakland	Hotel and Restaurant, Proposed, Patterson
Embassy Suites, Napa	Marriott Oakland City Center – Land Valuation, Oakland	Cascade Ranch Lodge, Pescadero
Hilton Garden Inn, Prop. & Existing, Napa		Courtyard by Marriott, Proposed, Petaluma
Intrawest Resort, Proposed, Napa	Moxie Uptown, Proposed, Oakland	Elks Lodge, Petaluma
Hotel Indigo Napa Valley Napa	Oakland Hotel, Proposed, Oakland	Quality Inn, Petaluma
Hotel, Proposed, Napa	Parc Oakland Hotel, Oakland	Beverly Hills Residence Inn, Pico
Hotel, Prop./Timeshare, Napa Gateway, Napa	Prop. Hotel Oakland Coliseum City, Oakland	Beachwalk Hotel, Pismo Beach
Kimpton Hotel, Proposed, Napa	Unused Land Lease Parcel, Oakland	Best Western Grande Arroyo, Pismo Beach
La Residence, Napa	Waterfront Plaza Hotel, Oakland	Cottage Inn by the Sea, Pismo Beach
Lodge on Napa River, Napa	Resort At Squaw Creek, Olympic Valley	Hilton, Proposed, Pismo Beach
Marriott Hotel, Napa	Clarion Hotel, Ontario	Hotel, Proposed, Pismo Beach
Milliken Creek Inn and Spa, Napa	Doubletree Hotel Ontario Airport, Ontario	Quality Inn, Pismo Beach
Montalcino Resort, Proposed, Napa	Hampton Inn & Suites, Ontario	Sandcastle Inn, Pismo Beach
Model 6, Napa	Holiday Inn, Ontario	Seacrest Resort, Pismo Beach
Napa Hotel, Proposed, Napa	La Quinta Inn, Ontario	Sea Venture Hotel, Pismo Beach
Napa Pipe Hotel, Proposed, Napa	Marriott Ontario Airport, Ontario	Spyglass Inn, Pismo Beach
Napa Valley Marriott, Napa	Red Lion Hotel, Ontario	Fairfield Inn, Placencia
Randean Way Hotel, Proposed, Napa	Residence Inn, Ontario	Hotel, Proposed, Placerville
Residence Inn, Proposed, Napa	Sheraton Ontario Airport, Ontario	AmeriSuites & Homestead Village, Pleasant Hill
River Terrace Inn, Napa	Extended Stay America, Orange	Black Angus Restaurant, Pleasant Hill
Sheraton Inn Napa Valley, Napa	Hilton Suites Anaheim Orange, Orange	Embassy Suites, Pleasant Hill
VieVage Hotel, Prop. (Stanly Ranch Project), Napa	Residence Inn, Orange	Pleasant Hill Inn, Pleasant Hill
	Woodfin Suite Hotel, Orange	Residence Inn, Pleasant Hill
Timeshare Development, Prop., Napa	Hilton Garden Inn Oxnard Camarillo, Oxnard	Savoy Restaurant, Pleasant Hill
Westin Verasa Napa, Napa	Holiday Inn, Oxnard	Summerfield Suites Hotel, Prop. and Existing, Pleasant Hill
Auberge du Soleil, Napa Valley	Best Western Lighthouse Hotel, Pacifica	Woodfin Suite Hotel, Prop., Pleasant Hill
Best Western Inn, Napa Valley	Hotel, Proposed, Pacifica	Candlewood Hotel, Pleasanton
Clarion Inn, Napa Valley	Pacifica Quarry Site, Pacifica	Courtyard by Marriott, Pleasanton
Inn at Napa Valley, Napa Valley	Hilton Garden Inn, Palmdale	Hilton Hotel, Pleasanton
Silverado, Napa Valley	Embassy Suite, Palm Desert	Holiday Inn, Pleasanton
Windmill Inn, Proposed, Napa Valley	Hampton Inn & Suites, Palm Desert	Larkspur Landing Hotel, Pleasanton
Best Western Marina Gateway, National City	Hawthorne Suites, Palm Desert	Pleasanton Hilton Hotel, Pleasanton
Comfort Inn, National City	Ace Hotel, Proposed, Palm Springs	Sierra Suites, Pleasanton
Courtyard by Marriott, Newark	*Agua Caliente Casino & Resort, Palm Springs	Summerfield Suites, Pleasanton
Extended-Stay Hotel, Proposed, Newark	Canyon Resort Hotel, Palm Springs	Wyndham Garden, Pleasanton
Hilton Newark/Fremont, Newark	Horizon Hotel, Palm Springs	Shilo Inn Pomona Hilltop Suites, Pomona
Park Inn, Newark	Desert Princess, Palm Springs	Hampton Inn, Proposed, Porterville
Residence Inn by Marriott, Newark	Horizon Hotel, Palm Springs	Country Inn, Port Hueneme
TownePlace Suites by Marriott, Newark	Hotel, Proposed, Palm Springs	Residence Inn, Poway
Woodfin Suites Hotel, Newark	Hyatt Regency Suites Hotel, Palm Springs	SpringHill Suites, Poway
W Suites Hotel, Proposed, Newark	Infusion Beach and Hotel, Prop., Palm Springs	Ragged Point Inn, Ragged Point
Fairmont, Newport Beach	Korakia Pensione, Palm Springs	

PROPERTIES - CONTINUED

* Denotes Gaming Property

Holiday Inn, Rancho Bernardo	Convention Hotel, Proposed, Sacramento	Best Western Blue Sea Lodge, San Diego
Courtyard by Marriott, Rancho Cordova	Courtyard by Marriott, Sacramento	Best Western Hanalei, San Diego
Economy Inn, Rancho Cordova	Crowne Plaza, Sacramento	Best Western Island Palms Resort, San Diego
Hallmark Suites Hotel, Rancho Cordova	Docks Hotel, Proposed, Sacramento	Best Western Seven Seas, San Diego
Quality Suites, Rancho Cordova	Dodge City Motel, Sacramento	Bridgeworks Mixed-Use Development, San Diego
Homewood Suites, Rancho Cucamonga	DoubleTree Hotel, Sacramento	Carmel Highland Doubletree, San Diego
*Agua Caliente Casino & Resort, Prop., Rancho Mirage	Embassy Suites Riverfront Promenade, Sacramento	Catamaran Resort Hotel, San Diego
Ritz-Carlton, Rancho Mirage	Fairfield Inn & Suites, Sacramento	Clarion Bay View Hotel, San Diego
Thunderbird Resort & Spa, Prop., Rancho Mirage	Four-Star Hotel, Prop., Sacramento	Comfort Inn & Suites SeaWorld, San Diego
Murieta Inn, Proposed, Rancho Murieta	Hampton Inn & Suites Sacramento Airport Natomas, Sacramento	Comfort Inn-Gaslamp, San Diego
Five-Star Resort & Golf Course, Prop., Rancho Palos Verdes	Hampton Inn, Proposed, Sacramento	Comfort Inn Old Town, San Diego
Terranea Resort, Rancho Palos Verdes	Hawthorn Suites, Sacramento	Comfort Suites Mira Mesa, San Diego
Inn at Rancho Santa Fe, Rancho Santa Fe	Hilton Garden Inn, Sacramento	Courtyard Mission Valley, San Diego
110-Room Full-Service Hotel, Prop., Redding	Hilton Garden Inn Sacramento Airport Natomas, Sacramento	Courtyard, Prop. & Existing, San Diego
Bridge Bay Marina, Proposed, Redding	Hilton Hotel, Sacramento	Crown Plaza & Staybridge Suites, Prop., San Diego
Element Hotel, Proposed, Redding	Holiday Inn Express & Suites Sacramento Airport Natomas, Sacramento	Dana on Mission Bay, San Diego
Fairfield Inn & Suites, Proposed, Redding	Holiday Inn Sacramento Northeast, Sacramento	Days Inn Hotel Circle, San Diego
Grand Manor Inn, Redding	Hotel, Proposed, Sacramento	Del Mar Marriott, San Diego
La Quinta Inn, Redding	Hyatt Regency, Sacramento	Diegan Hotel, Proposed, San Diego
Microtel Inn & Suites, Redding	La Quinta Hotel Downtown, Sacramento	DoubleTree Club Hotel, San Diego
Motel Orleans East, Redding	La Quinta Hotel North, Sacramento	DoubleTree by Hilton Del Mar, San Diego
Park Terrace, Redding	Larkspur Landing Hotel, Sacramento	DoubleTree Hotel at Horton Plaza, San Diego
Red Lion, Redding	Limited-Service Hotel, Prop., Sacramento	Embassy Suites San Diego La Jolla, San Diego
Shasta Inn, Redding	Marriott Hotel & Conference Center, Proposed Sacramento	Estancia La Jolla Hotel and Spa, San Diego
Sheraton Hotel at Sundial Bridge, Prop., Redding	Motel Orleans, Sacramento	Executive Lodge, San Diego
TownePlace Suites, Proposed, Redding	Peregrine Real Estate Trust, Sacramento	Four Points by Sheraton, San Diego
Turntable Bay Marina, Prop. & Existing, Redding	Radisson Hotel, Sacramento	Golden Door Spa, San Diego
Good Nite Inn, Redlands	Red Lion Hotel, Sacramento	Grand Del Mar National Golf Course, San Diego
Portofino Hotel & Yacht Club, Redondo Beach	Red Lion-Sacramento Inn, Sacramento	Grand Hyatt, San Diego
Sheraton Redondo Beach, Redondo Beach	Residence Inn by Marriott Cal Expo, Sacramento	Hampton Inn San Diego Del Mar, San Diego
Best Western, Redwood City	Residence Inn, Proposed, Sacramento	Hampton Inn Downtown, San Diego
Hotel, Proposed, Redwood City	Residence Inn South Natomas, Sacramento	Hampton Inn SeaWorld Airport, San Diego
Hotel, Prop. (Blair Towers), Redwood City	Riverboat Delta King, Sacramento	Hanalei Hotel, San Diego
Sofitel San Francisco Bay, Redwood City	Sacramento Hilton, Sacramento	Harbour Lights, San Diego
Courtyard by Marriott Richmond/Berkeley, Richmond	Sacramento Inn, Sacramento	Hard Rock Hotel, Proposed, San Diego
Carriage Inn, Ridgecrest	Sierra Inn, Sacramento	Hilton Conv. Center Hotel, Prop., San Diego
Holiday Inn Select, Riverside	SpringHill Suites, Proposed, Sacramento	Hilton Garden Inn Del Mar, San Diego
Marriott Hotel, Riverside	Sterling Hotel, Sacramento	Hilton Garden Inn, Prop. & Existing, San Diego
Mission Inn, Riverside	Three Franchised Marriott Hotels, Prop., Sacramento	Hilton Garden Inn Shelter Island, Prop., San Diego
Rocklin Park Hotel, Rocklin	TownePlace Suites by Marriott, Sacramento	Hilton Gaslamp Lasalle, San Diego
DoubleTree Sonoma County, Rohnert Park	Travelers Inn, Sacramento	Hilton Harbor Island, San Diego
Good Nite Inn, Rohnert Park	Vizcaya Catering Hall, Prop., Sacramento	Hilton Hotel, Proposed, San Diego
Hotel, Proposed, Rohnert Park	Woodlake Inn, Sacramento	Hilton San Diego Bayfront, San Diego
Ramada Limited Hotel, Rohnert Park	Lodge at San Clemente, Prop., San Clemente	Holiday Inn Express Hotel & Suites Otay Mesa, San Diego
Red Lion Hotel, Rohnert Park	Harvest Inn, St. Helena	Holiday Inn Express Mira Mesa, San Diego
Hampton Inn & Suites, Roseville	Las Alcobas Resort, Proposed, St. Helena	Holiday Inn Express SeaWorld, San Diego
Hilton Garden Inn, Roseville	Meadowood Resort, St. Helena	Homewood Suites & Hilton Garden Inn, Proposed, San Diego
Hotel & Convention Center, Prop., Roseville	Wine Country Inn & Gardens, St. Helena	Hotel, Proposed, San Diego
Larkspur Landing Hotel, Roseville	Wydown Hotel, St. Helena	Hotel San Diego, San Diego
Pali Mountain Retreat and Conference Center, Running Springs	La Quinta Inn, San Bernardino	Hotel Santee, Proposed, San Diego
Auberge Du Soleil, Rutherford	San Sevain Redevelopment Project Area, San Bernardino	Howard Johnson, San Diego
Rancho Caymus Inn, Rutherford	Courtyard by Marriott, San Bruno	Hyatt Islandia, San Diego
60-Unit Hotel, Proposed, Sacramento	Fairfield Inn & Suites San Francisco, San Carlos	Hyatt Regency Mission Bay Spa & Marina, San Diego
Allstar Inn, Sacramento	Boutique Hotel, Proposed, San Clemente	InterContinental Hotel, San Diego
ARCO Arena, Sacramento	500 West Broadway, San Diego	Island Palms Hotel, San Diego
Boutique Hotel Conversion, Sacramento	Bahia Resort Hotel, San Diego	Ivy Hotel, San Diego
Candlewood Hotel, Prop. and Existing, Sacramento	Ballpark & Redevelopment Project, San Diego	Kings Inn, San Diego
Citizen Hotel, Sacramento	Best Western Bayside Inn, San Diego	La Jolla Village Inn, San Diego
Clarion Hotel, Sacramento		Lane Field Full-Service Hotel, Prop., San Diego
		Lane Field South Dual-Branded Hotel Project, San Diego

PROPERTIES - CONTINUED

* Denotes Gaming Property

La Quinta Inn, San Diego	Embarcadero Inn, San Francisco	Lambourne Hotel, San Francisco
Manchester Gateway Development, Prop., San Diego	Excipio San Francisco, San Francisco	Langham Hotel, Prop., San Francisco
Manchester Grand Hyatt, San Diego	Executive Vintage Court, San Francisco	Leased Land – 495 Geary Street, San Francisco
Marriott Hotel and Marina, San Diego	Fairmont Hotel, San Francisco	Le Meridien Hotel, San Francisco
Marriott Mission Valley, San Diego	Four Seasons Hotel, San Francisco	Loews Regency, San Francisco
Marriott Suites, San Diego	Galleria Park Hotel, San Francisco	Majestic, San Francisco
Meridien Hotel, San Diego	Grand Hyatt, San Francisco	Mandarin Hotel, San Francisco
Mission Valley Inn, San Diego	Greenwich Inn, San Francisco	Marines Memorial Club & Hotel, San Francisco
Mission Valley Hilton, San Diego	Harbor Court Hotel, San Francisco	Mark Twain Hotel, San Francisco
Omni Hotel, San Diego	Hard Rock Hotel, Proposed, San Francisco	Marriott Fisherman's Wharf, San Francisco
Pacific Terrace Inn, San Diego	Haslett Warehouse Hotel, Prop., San Francisco	Marriott Hotel, San Francisco
Paradise Point Resort, San Diego	Hilton Financial District, San Francisco	Masa's Restaurant, San Francisco
Pickwick Hotel, San Diego	Hilton Fisherman's Wharf, San Francisco	Maxwell Hotel, San Francisco
Prava Hotel, San Diego	Hilton Garden Inn, Prop., San Francisco	Mission & Steuart Hotel, Prop., San Francisco
Quality Inn & Suites, San Diego	Hilton Hotel SFO, San Francisco	Mission Bay Hotel, Proposed, San Francisco
Quality Suites & Holiday Inn Express Mira Mesa San Diego, San Diego	Hilton San Francisco & Towers, San Francisco	Miyako Hotel, San Francisco
Radisson Hotel, San Diego	Hilton Union Square, San Francisco	Moscone Garage Hotel, Prop., San Francisco
Ramada Limited Suites, San Diego	Holiday Inn-Civic Center, San Francisco	Mystic Hotel, San Francisco
Rancho Bernardo Inn & Oaks Golf Course, San Diego	Holiday Inn Express & Suites Fisherman's Wharf, San Francisco	Nob Hill Lamborne Hotel & Prop. Timeshare, San Francisco
Red Lion Hotel, San Diego	Holiday Inn Express Union Square, Proposed, San Francisco	Olympic Hotel & Delicatessen, San Francisco
Residence Inn San Diego Carmel Valley/Del Mar, Proposed, San Diego	Holiday Inn Fisherman's Wharf, San Francisco	Orchard Hotel, San Francisco
Residence Inn Downtown, San Diego	Holiday Inn-Golden Gateway, San Francisco	Palace Hotel, San Francisco
Residence Inn Mission Valley, San Diego	Holiday Inn, Proposed, San Francisco	Palomar Hotel, San Francisco
Renaissance Hotel, Prop., San Diego	Holiday Inn-SFO, San Francisco	Pan Pacific Hotel, San Francisco
San Diego Yacht Club, San Diego	Holiday Inn Select Financial District, San Francisco	Parc Fifty-Five, San Francisco
Select-Service Hotel, Prop., San Diego	Holiday Lodge, San Francisco	Park Hyatt, San Francisco
Setai Hotel San Diego, Prop., San Diego	Hotel Abri, San Francisco	Piers 30/32, San Francisco
Shelter Pointe Hotel & Marina, San Diego	Hotel Adagio Union Square, San Francisco	Portman Hotel, San Francisco
Sheraton Grand, San Diego	Hotel Bijoux, San Francisco	Prescott Hotel and Postrio Restaurant, San Francisco
Sheraton Harbor Island East, San Diego	Hotel Cosmo, San Francisco	Presidio Travelodge, San Francisco
Sheraton Hotel & Marina, San Diego	Hotel Diva, San Francisco	Pullman San Francisco Bay, San Francisco
Sheraton Suites, San Diego	Hotel Frank, San Francisco	Queen Anne Hotel, San Francisco
Sommerset Suites Hotel, San Diego	Hotel G, San Francisco	Radisson Hotel at Fisherman's Wharf, San Francisco
Summer House Inn, San Diego	Hotel Griffon, San Francisco	Ramada Inn Fisherman's Wharf, San Francisco
Super 8 Motel-Point Loma, San Diego	Hotel Kabuki, San Francisco	Ramada Inn at Union Square, San Francisco
Symphony Towers, San Diego	Hotel Majestic, San Francisco	Ramada Plaza Hotel, San Francisco
Town and Country Hotel, San Diego	Hotel Monaco, San Francisco	Red Roof Inn & Studio 6, Prop., San Francisco
U.S. Grant Hotel, San Diego	Hotel Nikko, San Francisco	Regis Hotel, San Francisco
Westin, San Diego	Hotel Palomar, San Francisco	Renaissance ClubSport, Prop., San Francisco
W Hotel, San Diego	Hotel, Proposed, San Francisco	Renaissance Parc 55, San Francisco
Woodfin Suites Hotel, San Diego	Proposed Hotel Component of Mixed-Use Project, San Francisco	Renaissance Stanford Court Hotel & Parking Garage, San Francisco
Wyndham Emerald Plaza Hotel, San Diego	Hotel Rex, San Francisco	Renoir Hotel, San Francisco
Proposed Hotel, 144 King Street, San Francisco	Hotel Triton, San Francisco	Residence Inn, Proposed, San Francisco
ANA Hotel, San Francisco	Hotel Union Square, San Francisco	Richelieu Hotel, San Francisco
Aquarium of the Bay, San Francisco	Hotel Vintage Court, San Francisco	Ritz-Carlton, Proposed, San Francisco
Argent Hotel, San Francisco	Hotel Whitcomb, San Francisco	Rosewood Hotel, San Francisco
Argonaut Hotel, San Francisco	Hotel Zelos, San Francisco	San Francisco Airport Hilton, San Francisco
Bedford Hotel, San Francisco	Howard Johnson's Pickwick Hotel, San Francisco	San Francisco Hotel, San Francisco
Bellevue Hotel, San Francisco	Huntington Hotel, San Francisco	San Francisco Wharf Retail, San Francisco
Beresford Hotel, San Francisco	Hyatt at Fisherman's Wharf, San Francisco	Savoy Hotel, San Francisco
Best Western Canterbury Inn, San Francisco	Hyatt Place Downtown, San Francisco	Serrano Hotel, San Francisco
Bix Restaurant, San Francisco	Hyatt Regency Embarcadero, San Francisco	Shangri-La Hotel, Prop., San Francisco
Broadway Hotel Site, Prop., San Francisco	Hyatt Regency FiDi, San Francisco	Shannon Court Hotel, San Francisco
Campton Place Hotel, San Francisco	Inn at 2961 Pacific Avenue, Prop., San Francisco	Sheraton Fisherman's Wharf, San Francisco
Candlestick Center Hotel, Prop., San Francisco	Inn at Fisherman's Wharf, Prop., San Francisco	Sir Francis Drake Hotel, San Francisco
Cartwright Hotel, San Francisco	Inn at the Opera, San Francisco	SoMa Hotel, Proposed, San Francisco
Chancellor Hotel, San Francisco	InterContinental Hotel, San Francisco	St. Regis Hotel, Prop. & Existing, San Francisco
Clift Hotel, San Francisco	Juliana Hotel, San Francisco	Stanford Court, San Francisco
Comfort Inn by the Bay, San Francisco	JW Marriott Hotel, San Francisco	Steinhart Hotel, San Francisco
Courtyard by Marriott, San Francisco	King George Hotel, San Francisco	Super 8 Motel at Fisherman's Wharf
Donatello Hotel, San Francisco	King Street Hotel, Prop., San Francisco	Taj Campton Place Hotel, San Francisco
DoubleTree Club Hotel, Prop., San Francisco		Transcontinental Majestic Hotel, San Francisco
El Drisco Hotel, San Francisco		Triton Hotel, San Francisco

PROPERTIES - CONTINUED

* Denotes Gaming Property

Tuscan Inn, San Francisco	Extended Stay Hotel, San Rafael	Ambrose Hotel, Santa Monica
Villa Florence & Kuleto's, San Francisco	Four Points by Sheraton, San Rafael	Best Western Ocean View, Santa Monica
Waterfront Hotel, Proposed, San Francisco	Hotel, Proposed, San Ramon	Boutique Hotel, Proposed, Santa Monica
Westin Hotel Market Street, San Francisco	Marriott Hotel, San Ramon	Casa Del Mar, Santa Monica
Westin St. Francis Hotel, San Francisco	Residence Inn, San Ramon	Econo Lodge, Proposed, Santa Monica
Whitehall Inn, San Francisco	Sierra Suites Hotel, Prop. and Existing, San Ramon	Fairmont Miramar Hotel, Santa Monica
Yotel, Proposed, San Francisco	California Palms, Santa Ana	Holiday Inn at the Pier, Santa Monica
Hilton Los Angeles San Gabriel, San Gabriel	Compri Hotel, Santa Ana	Hotel Shangri-La, Santa Monica
300-Room Hotel Site, San Jose	Embassy Suites, Santa Ana	Huntley Hotel, Santa Monica
400-Room Hotel Site, San Jose	Executive Lodge, Santa Ana	JW Marriott Santa Monica Le Merigot, Santa Monica
Canopy by Hilton, Proposed, San Jose	Hotel, Proposed, Santa Ana	Loews Santa Monica Beach, Santa Monica
Clarion San Jose Airport, San Jose	Orange County Ramada Hotel, Santa Ana	Ocean Avenue Hotel, Santa Monica
Comfort Suites San Jose Airport, San Jose	Quality Suites, Santa Ana	Ocean View Hotel, Santa Monica
Crowne Plaza, San Jose	Westin Hotel, Proposed, Santa Ana	Pacific Shore Hotel, Santa Monica
DoubleTree by Hilton, San Jose	Woolley's Petite Suites, Santa Ana	Park Hyatt Hotel, Santa Monica
El Paseo Hotel, Proposed, San Jose	Bacara Resort & Spa, Santa Barbara	Sheraton Miramar Hotel, Santa Monica
Fairmont Hotel, San Jose	Best Western Beachside Inn, Santa Barbara	Shutters at the Beach, Santa Monica
Fontaine Inn San Jose Fairgrounds, San Jose	Canary Hotel, Santa Barbara	Travelodge, Santa Monica
Hayes Mansion Conference Center, San Jose	El Encanto Hotel & Garden Villas, Santa Barbara	Viceroy Hotel, Santa Monica
Holiday Inn, San Jose	Fess Parker's DoubleTree Resort, Santa Barbara	Holiday Inn, Santa Nella
Homewood Suites, San Jose	Hotel, Proposed, Santa Ana	Boutique Hotel, Proposed, Santa Rosa
Hotel, Proposed, San Jose	Hotel Sierra, Proposed, San Jose	Courtyard by Marriott, Santa Rosa
Hotel Valencia, San Jose	Hotel Valencia, San Jose	Flamingo Hotel, Santa Rosa
Hyatt San Jose, San Jose	Hyatt San Jose, San Jose	Fountain Grove Inn, Santa Rosa
Hyatt St. Claire, San Jose	Marriott Hotel, San Jose	Hilton Sonoma County, Santa Rosa
Marriott Hotel, San Jose	Moorpark Hotel, San Jose	Holiday Inn, Santa Rosa
Moorepark Hotel, San Jose	Ramada Renaissance Hotel, San Jose	Hotel Santa Rosa (conversion to HIX), Santa Rosa
Ramada Renaissance Hotel, San Jose	Radisson Plaza Hotel Airport, San Jose	Hyatt Vineyard Creek, Santa Rosa
Radisson Plaza Hotel Airport, San Jose	Red Lion, San Jose	Sandman Motel, Santa Rosa
Red Lion, San Jose	Renaissance ClubSport, Prop., San Jose	Santee Hotel Market Study, Santee
Renaissance ClubSport, Prop., San Jose	Residence Inn, San Jose	Alta Mira Hotel, Sausalito
Residence Inn, San Jose	Residence Inn & SpringHill Suites, Prop., San Jose	Casa Madrona Hotel, Sausalito
Residence Inn & SpringHill Suites, Prop., San Jose	San Jose Airport Garden Hotel, San Jose	Horizons Restaurant, Sausalito
San Jose Airport Garden Hotel, San Jose	Sierra Suites, Proposed, San Jose	Poggio Restaurant, Sausalito
Sierra Suites, Proposed, San Jose	Springhill Suites, San Jose	Lexington Hotel, Proposed, Scotts Valley
Springhill Suites, San Jose	Starwood Hotel Proposed, San Jose	Days Inn Seaside, Seaside
Starwood Hotel Proposed, San Jose	TownePlace Suites by Marriott, San Jose	Embassy Suites, Seaside
TownePlace Suites by Marriott, San Jose	Winchester Boulevard Hotel, Prop., San Jose	Four-Star Hotel/Fairmont Hotel, Prop., Seaside
Winchester Boulevard Hotel, Prop., San Jose	Wingate Hotel, Proposed, San Jose	Holiday Inn Express, Seaside
Wingate Hotel, Proposed, San Jose	Residence Inn, San Juan Capistrano	Proposed Resort Hotel and Condo Rental Management Program, Seaside
Residence Inn, San Juan Capistrano	Islander Lodge Motel, San Leandro	Seaside 8, Seaside
Islander Lodge Motel, San Leandro	Marina Inn on San Francisco Bay, San Leandro	Hotel Barlow, Proposed, Sebastopol
Marina Inn on San Francisco Bay, San Leandro	Apple Farm Inn, San Luis Obispo	Motel 6 Van Nuys North Hills, Sepulveda
Apple Farm Inn, San Luis Obispo	Embassy Suites Hotel, San Luis Obispo	Hyatt House, Proposed, Scotts Valley
Embassy Suites Hotel, San Luis Obispo	Holiday Inn Express, San Luis Obispo	Radisson Valley Center Hotel, Sherman Oaks
Holiday Inn Express, San Luis Obispo	Pacific Suites Hotel, San Luis Obispo	Ramada Inn, Solana Beach
Pacific Suites Hotel, San Luis Obispo	Quality Suites, San Luis Obispo	Danish Country Inn, Solvang
Quality Suites, San Luis Obispo	Sycamore Mineral Springs Resort, San Luis Obispo	The Landsby, Solvang
Sycamore Mineral Springs Resort, San Luis Obispo	Twin Oaks Golf Course, San Marcos	Best Western Sonoma Valley Inn, Sonoma
Twin Oaks Golf Course, San Marcos	Benjamin Franklin Hotel, San Mateo	Fairmont Sonoma Mission Inn, Sonoma
Benjamin Franklin Hotel, San Mateo	Dunfey Hotel, San Mateo	Hilton Hotel Sonoma, Sonoma
Dunfey Hotel, San Mateo	Extended-Stay Hotel, Prop., San Mateo	MacArthur Place, Sonoma
Extended-Stay Hotel, Prop., San Mateo	Holiday Inn, San Mateo	Red Lion Inn, Sonoma
Holiday Inn, San Mateo	Holiday Inn & Suites Expansion, San Mateo	Renaissance The Lodge at Sonoma, Sonoma
Holiday Inn & Suites Expansion, San Mateo	Holiday Inn Express, San Mateo	Sonoma Valley Inn, Sonoma
Holiday Inn Express, San Mateo	Hotel, Proposed, San Mateo	Hotel, Proposed, Sonoma
Hotel, Proposed, San Mateo	Marriott San Mateo (SFO), San Mateo	Hardage Suites Hotel Site, Sorrento Mesa
Marriott San Mateo (SFO), San Mateo	Residence Inn by Marriott, San Mateo	Woodfin Suites Hotel, Prop. & Existing, Sorrento Mesa
Residence Inn by Marriott, San Mateo	Villa Hotel, San Mateo	Best Western Station House Inn, South Lake Tahoe
Villa Hotel, San Mateo	Crowne Plaza Los Angeles Harbor, San Pedro	Embassy Suites Hotel, South Lake Tahoe
Crowne Plaza Los Angeles Harbor, San Pedro	DoubleTree Hotel, San Pedro	St. Christopher Motel, South Lake Tahoe
DoubleTree Hotel, San Pedro	Hilton Hotel, San Pedro	Timberwolf Lodge, South Lake Tahoe
Hilton Hotel, San Pedro	Embassy Suites, San Rafael	
Embassy Suites, San Rafael		

PROPERTIES - CONTINUED

* Denotes Gaming Property

Comfort Inn & Suites SFO, South San Francisco	Motel 6 Vallejo - Maritime North, Vallejo	St. Regis Hotel, Aspen
Crown Sterling Suites, South San Francisco	Vallejo Waterfront Hotel, Proposed, Vallejo	Hampton Inn, Aurora
Goodnite Inn, South San Francisco	Lodging Facility, Prop., Valley Springs	Holiday Inn Southeast, Aurora
Grosvenor Hotel, South San Francisco	Airtel Plaza Hotel, Van Nuys	Red Lion Denver Southeast, Aurora
Hilton Garden Inn, South San Francisco	Holiday Inn, Van Nuys	Park Hyatt Beaver Creek Resort, Avon
Holiday Inn, South San Francisco	Hotel Van Nuys, Van Nuys	Element Aspen, Basalt
La Quinta Inn, South San Francisco	Inn at Venice Beach, Venice Beach	*Isle of Capri Casino Hotel, Black Hawk
Larkspur Landing Hotel, South San Francisco	La Quinta Inn, Ventura	Downtown Boulder Hotel, Boulder
Marriott Hotel, Prop., South San Francisco	Harbortown Marina Resort, Ventura	Embassy Suites, Boulder
Ramada Inn, South San Francisco	Ocean Resorts/Harbortown Hotel, Ventura	Hilton Harvest House, Boulder
390-Room Hotel, Prop., South San Francisco	Sheraton Hotel, Ventura	Holiday Inn, Boulder
Travelodge Hotel SFO North, South San Francisco	Hilton Garden Inn, Victorville	Hotel Boulderado, Boulder
Hotel, Proposed, Squaw Valley	Quality Inn & Suites Green Tree, Victorville	Residence Inn, Boulder
La Quinta Inn, Stockton	Holiday Inn, Visalia	St. Julien Hotel and Spa, Boulder
Motel Orleans, Stockton	Hotel, Proposed, Visalia	*Casino Hotel, Proposed, Central City
Radisson Hotel, Stockton	Radisson Hotel, Visalia	*Imperial Casino, Cripple Creek
Sheraton Hotel, Proposed, Stockton	La Quinta Inn, Vista	Best Western Executive Inn & Suites, Colorado Springs
Stockton Hilton, Stockton	110-Room Boutique Hotel, Prop., Walnut Creek	Best Western Le Baron Hotel, Colorado Springs
Holiday Inn Express, Prop., Sun City	Boutique Hotel, Proposed, Walnut Creek	Best Western Plus Peak Vista Inn & Suites, Colorado Springs
AC Hotel, Proposed, Sunnyvale	Broadway Hotel, Proposed, Walnut Creek	*Colorado Grande Casino, Colorado Springs
Courtyard by Marriott, Prop., Sunnyvale	Embassy Suites, Walnut Creek	Crowne Plaza, Colorado Springs
Domain Hotel, Sunnyvale	Holiday Inn, Walnut Creek	*Double Eagle Casino Hotel, Prop., Colorado Springs
Grand Hotel, Proposed, Sunnyvale	Hotel, Proposed, Walnut Creek	DoubleTree Hotel, Colorado Springs
Holiday Inn, Sunnyvale	Marriott Hotel, Walnut Creek	Embassy Suites, Colorado Springs
Hotel, Proposed, Sunnyvale	Parkside Hotel, Walnut Creek	Great Wolf Lodge, Proposed, Colorado Springs
Millennium Project, Proposed, Sunnyvale	Renaissance ClubSport, Prop. & Existing, Walnut Creek	Hilton, Colorado Springs
Moffett Place Hotel, Proposed, Sunnyvale	Residence Inn, Proposed, Walnut Creek	Hyatt House, Colorado Springs
M Social Hotel, Proposed, Sunnyvale	Argyle Hotel, West Hollywood	Marriott Hotel, Colorado Springs
Neighborhood Suites Hotel, Sunnyvale	Chamberlain Hotel, West Hollywood	Renaissance Hotel, Colorado Springs
Larkspur Landing Hotel, Sunnyvale	Hyatt West Hollywood, West Hollywood	Smith Fork Ranch, Crawford
Quality Inn & Suites, Sunnyvale	Le Bel Age, West Hollywood	Brown Palace, Denver
Radisson Inn, Sunnyvale	Le Dufy, West Hollywood	Embassy Suites, Denver
Residence Inn Silicon Valley II, Sunnyvale	Le Montrose, West Hollywood	Executive Tower Hotel, Denver
Select-Service Hotel, Proposed, Sunnyvale	Mondrian Hotel, West Hollywood	Halcyon Hotel Cherry Creek, Denver
Sheraton, Sunnyvale	Ramada Hotel, West Hollywood	Hotel Monaco, Denver
Sunnyvale Hilton, Sunnyvale	Summerfield Suites, West Hollywood	Hotel Teatro, Denver
Hampton Inn & Suites, Proposed, Tehachapi	Sunset & Doheny Hotel and Residences, Proposed, West Hollywood	Hyatt Regency Denver Tech Center, Denver
Embassy Suites, Temecula	Sunset Marquis, West Hollywood	JW Marriott, Denver
Hotel Mount Palomar Winery., Prop. Temecula	Sunset Tower Hotel, West Hollywood	Le Baron Hotel, Denver
Ramada Inn, Temecula	Wyndham Bel Age, West Hollywood	Pepsi Center, Denver
Temecula Inn, Temecula	Hotel, Proposed, Whittier	Radisson, Denver
Lodge at Tiburon, Tiburon	Whittier Hilton, Whittier	Sheraton Hotel, Denver
Conference Center, Proposed, Torrance	Golden Pheasant, Willows	Best Western Rio Grande Inn, Durango
Hilton Hotel, Torrance	Microtel Inn & Suites, Willows	SilverLeaf Suites / Hawthorn Suites by Wyndham, Eagle
Holiday Inn, Torrance	Hotel, Proposed, Windsor	Denver Hilton, Englewood
Residence Inn, Torrance	Extended-Stay Hotel, Prop., Woodland	Inverness Hotel & Conference Ctr., Englewood
Best Western Plus, Truckee	Woodland Hotel & Conference Center, Prop., Woodland	Sheraton Denver Tech Center Hotel, Englewood
Larkspur Hotel Truckee Tahoe, Truckee	Courtyard by Marriott, Woodland Hills	Stanley Hotel & Aspire Residences, Estes Park
Northstar California Resort, Truckee	Marriott Warner Center, Woodland Hills	Holiday Inn, Fort Collins
Ritz-Carlton Highlands Lake Tahoe, Truckee	Skylonda Retreat, Woodside	Holiday Inn Express, Glenwood Springs
Hilton Garden Inn, Proposed, Tulare	Marriott Tenaya Lodge, Prop., Yosemite	Comfort Suites Denver Golden, Golden
Hampton Inn, Union City	Bardessono Inn, Yountville	Hotel Palomar, Proposed, Greenwood
Hilton Hotel, Universal City	Hotel Yountville, Yountville	Summerfield Suites, Prop., Greenwood Village
Hilton Los Angeles Universal City. Universal City	Luxury Hotel, Proposed, Yountville	Residence Inn, Highlands Ranch
MCA Hotel, Proposed, Universal City	Napa Valley Lodge, Yountville	Courtyard by Marriott Denver Southwest
Sheraton Universal, Universal City	Vintage Estate, Yountville	Lakewood, Lakewood
Hotel, Proposed, Upland	Bonanza & Convention Center, Yuba City	Extended Stay America, Lakewood
Courtyard by Marriott, Vacaville	Hampton Inn & Suites, Yuba City	Hampton Inn, Proposed, Lakewood
Holiday Inn Express & Suites, Vacaville	Motel Orleans, Yuba City	Residence Inn by Marriott Denver Southwest
Embassy Suites, Valencia	SpringHill Suites, Proposed, Yuba City	Lakewood, Lakewood
Extended-Stay Hotel, Proposed, Valencia		Homewood Suites Denver Littleton, Littleton
Hilton Garden Inn Valencia Six Flags, Valencia		Marriott Hotel, Pueblo
Hyatt Regency, Valencia		
Holiday Inn, Vallejo	Colorado	
Hotel ClubSport, Prop., Vallejo	Hotel Jerome, Aspen	

PROPERTIES - CONTINUED

* Denotes Gaming Property

Hampton Inn, Silverthorne
 Silvertree Hotel, Snowmass
 Wildwood Lodge, Snowmass
 Four Seasons Resort Vail, Vail
 The Sebastian, Vail
 Westin Hotel, Vail
 Hotel Madeline, Telluride
 DoubleTree Denver Westminster, Westminster

Connecticut

Holiday Inn Danbury Bethel, Danbury
 Holiday Inn, Darien
 Days Inn, Proposed, Enfield
 Hartford Hilton, Hartford
 Motel 6, Hartford
 Residence Inn by Marriott Hartford
 Manchester, Manchester
 Residence Inn, Meriden
 Hotel, Proposed, Milford
 Dolce Norwalk Conference Center, Norwalk
 DoubleTree by Hilton Hotel, Norwalk
 Executive Hotel, Stamford
 Harley Hotel, Stamford
 Hilton Hotel & Executive Mtg. Center, Stamford
 Holiday Inn-Crowne Plaza, Stamford
 DoubleTree Denver North, Westminster
 Inn at National Hall, Westport
 Fairfield Inn, Windsor Locks

Delaware

Hampton Inn, Milford
 Sheraton Suites, Wilmington

District of Columbia

ANA Hotel
 Club Quarters Hotel
 Courtyard Washington Embassy Row
 DoubleTree Guest Suites
 DoubleTree Hotel Conversion
 Embassy Suites Hotel
 Fairmont Hotel
 Four Seasons Hotel Washington
 Grand Hyatt
 Harambee House
 Hotel Monaco
 Hyatt Regency
 Hyatt Regency Washington on Capitol Hill
 JW Marriott Hotel
 Marriott Marquis
 Marriott Metro Center
 Monarch Hotel
 The Normandy
 Park Hyatt Washington
 Renaissance Mayflower
 Residence Inn
 Ritz-Carlton Washington
 Ritz-Carlton Georgetown
 River Inn
 Sheraton Washington Hotel
 Sofitel Lafayette Square
 St. James
 St. Regis Hotel
 Trump International Hotel
 Washington Court Hotel
 Washington Terrace Hotel
 Westin Embassy Row
 Westin City Center

Florida

Holiday Inn, Altamonte Springs
 SpringHill Suites Orlando Altamonte Springs
 Maitland, Altamonte Springs
 Boca Raton Marriott at Boca Center, Boca Raton
 Embassy Suites, Boca Raton
 Marriott Hotel at Crocker Center, Boca Raton
 Petite Suites, Boca Raton
 Renaissance, Boca Raton
 Homestead Studio Suites, Branchburg
 Clarion Inn & Suites, Clearwater
 Country Inn & Suites, Cape Canaveral
 Best Western Sea Wake Resort, Clearwater
 Dreamview Hotel, Clearwater
 Homestead Studio Suites, Clearwater
 Holiday Inn, Clearwater
 Holiday Inn Gulfview, Clearwater
 Sheraton Sand Key Resort, Clearwater
 Holiday Inn Surfside, Clearwater Beach
 Hyatt Hotel, Coral Gables
 Plantation at Crystal River, Crystal River
 Hotel, Proposed, Dania Beach
 Homestead Studio Suites, Davie
 Extended Stay Deluxe International Speedway,
 Daytona Beach
 Marriott Doral Golf Resort and Spa, Doral
 DoubleTree by Hilton Bahia Mar Ft.
 Lauderdale Beach, Ft. Lauderdale
 DoubleTree Oceanfront, Ft. Lauderdale
 Galleria DoubleTree Guest Suites, Ft.
 Lauderdale
 Hilton Fort Lauderdale Airport, Ft. Lauderdale
 Holiday Inn, Ft. Lauderdale
 Marriott Fort Lauderdale North, Ft. Lauderdale
 Sheraton Suites Cypress Creek, Ft. Lauderdale
 Westin Hotel, Fort Lauderdale
 Best Western Ft. Meyers Island Gateway, Ft.
 Meyers
 Pink Shell Beach Resort, Ft. Meyers Beach
 Fairfield Inn, Gainesville
 SpringHill Suites by Marriott, Gainesville
 Margaritaville Beach Resort, Hollywood
 DoubleTree Guest Suites Melbourne Beach –
 Oceanfront, Indialantic
 Cheeca Lodge & Spa, Islamorada
 Days Inn Jacksonville South, Jacksonville
 Hyatt Regency Jacksonville Riverfront,
 Jacksonville
 Residence Inn Butler Boulevard, Jacksonville
 Sea Turtle Inn, Jacksonville
 Suburban Extended Stay Bay Meadows,
 Jacksonville
 La Quinta Inn, Jupiter
 Marriott Beachside Condo Hotel, Key West
 Wyndham Casa Marina Resort, Key West
 Holiday Inn – Maingate, Kissimmee
 Quality Suites The Royale Parc Suites,
 Kissimmee
 Ramada Resort – Maingate, Kissimmee
 Best Western, Lake Buena Vista
 Hilton Disney World Resort, Lake Buena Vista
 Grosvenor Hotel, Lake Buena Vista
 Woodfin Suite Hotel, Prop., Lake Buena Vista
 Hampton Inn, Lakeland
 Hilton Garden Inn, Lakeland

Candlewood Suites, Lake Mary
 Holiday Inn-Madeira, Madeira Beach
 Radisson Hotel, Marco Island
 Hilton Melbourne Beach Oceanfront,
 Melbourne
 Hilton Melbourne at Rialto Place, Melbourne
 Quality Suites, Melbourne
 Melbourne Suites Beach Resort, Melbourne
 b2Hotel, Proposed, Miami
 Casa Casuarina, Miami
 Doral Saturnia International Spa Hotel, Miami
 Fairfield Inn International, Miami
 Fairfield Inn South, Miami
 *Flagler Dog Track & Magic City Casino, Miami
 Garden Hotel South Beach, Miami
 Hilton Miami Airport, Miami
 Hilton Miami Downtown, Miami
 Holiday Inn-Calder, Miami
 Hotel Palomar, Proposed, Miami
 InterContinental Hotel, Miami
 Marquis Tower, Miami
 Marriott Marquis World Center, Miami
 Ritz-Carlton South Beach, Miami
 Sofitel Miami Airport, Miami
 Turnberry Isle, Miami
 Deauville Beach Resort, Miami Beach
 Eden Roc, Miami Beach
 Hilton Cabana Miami Beach, Prop., Miami
 Beach
 Miami Beach Resort & Spa, Miami Beach
 Ritz-Carlton South Beach, Miami Beach
 Buena Vista Resort Hotel, Prop., Orlando
 Courtyard Marriott Village, Orlando
 Fairfield Inn, Orlando
 Hampton Inn, Orlando
 Hawthorn Suites Orlando Airport, Orlando
 Hilton Orlando Altamonte Springs, Orlando
 Holiday Inn Express Suites Orlando
 International Airport, Orlando
 Hyatt Regency Grand Cypress, Orlando
 Fairfield Inn Marriott Village, Orlando
 Peabody Hotel, Orlando
 Sheraton Jetport Inn, Orlando
 Sheraton Lakeside, Orlando
 SpringHill Suites Marriott Village, Orlando
 Staybridge Suites Orlando South, Orlando
 Value Place Clarcona, Orlando
 Days Inn / Scottish Inn, Ormond Beach
 Brazilian Court Hotel, Palm Beach
 Holiday Inn, Palm Beach Gardens
 DoubleTree Hotel, Palm Beach Gardens
 Marriott, Palm Beach Gardens
 PGA National Resort, Palm Beach Gardens
 Country Inn & Suites Pensacola West,
 Pensacola
 Suburban Extended Stay Hotel, Pensacola
 Plantation Sheraton Suites, Plantation
 Marriott Ocean Point Beach Resort, Prop. &
 Existing, Pompano Beach
 Hilton Garden Inn Tampa Southeast, Riverview
 Amrit Resort and Residences, Riviera Beach
 Castillo Real, St. Augustine
 Renaissance Resort World Golf Village, St.
 Augustine
 Renaissance Vinoy, St. Petersburg
 Holiday Inn-Lido Beach, Sarasota
 SpringHill Suites by Marriott, Sarasota

PROPERTIES - CONTINUED

* Denotes Gaming Property

DoubleTree Tallahassee, Tallahassee
 Homestead Studio Suites, Tamarac
 Chase Suite Hotel, Tampa
 Crowne Plaza Hotel Tampa East, Tampa
 Embassy Suites, Tampa
 Hampton Inn Tampa Veterans Expressway, Tampa
 Hilton Tampa Airport Westshore, Tampa
 Holiday Inn-Airport, Tampa
 *Holiday Inn Express Tampa Fairgrounds Casino, Tampa
 Homestead Studio Suites, Tampa
 Prop. Hotel Next to Times Forum Arena, Tampa
 Mainsail Suites Hotel & Conf. Center, Tampa
 Ramada Inn, Tampa
 Renaissance Tampa International Plaza, Tampa
 Tahitian Inn, Tampa
 Westin Tampa Harbour Island, Tampa
 Wyndham Westshore Hotel, Tampa
 Holiday Inn & Suites, Tarpon Springs
 Hampton Inn & Suites Venice Bayside South Sarasota, Venice
 Hyatt Regency Bonaventure Resort & Spa, Weston

Georgia

Holiday Inn Express Albany, Albany
 Homewood Suites, Alpharetta
 Sierra Suites Hotel, Proposed, Alpharetta
 Courtyard by Marriott Windy Hill, Atlanta
 Crowne Plaza Atlanta-Ravinia, Atlanta
 Curio by Hilton, Proposed, Atlanta
 Fairfield Inn, Atlanta
 Hilton Atlanta, Atlanta
 Holiday Inn Atlanta Perimeter Dunwoody, Atlanta
 Holiday Inn Express Hotel & Suites Atlanta Buckhead, Atlanta
 Red Roof Inn Atlanta Druid Hills, Atlanta
 Fairfield Inn, Atlanta
 Hilton Atlanta, Atlanta
 Hilton Garden Inn Winward, Atlanta
 Hilton Suites Atlanta Perimeter, Atlanta
 Holiday Inn Atlanta Downtown, Atlanta
 Hyatt-Airport, Proposed, Atlanta
 Marriott Atlanta Buckhead Hotel & Conference Center, Atlanta
 Marriott Atlanta Downtown, Atlanta
 Motel 6, Atlanta
 Neighborhood Inn, Atlanta
 Residence Inn Atlanta Buckhead at Lenox Park, Atlanta
 Residence Inn Atlanta Midtown, Atlanta
 Residence Inn Perimeter West Atlanta, Atlanta
 Sheraton Suites Galleria, Atlanta
 Stouffer's Hotel-Proposed, Atlanta
 Westin Peachtree Plaza, Atlanta
 W Hotel Buckhead, Atlanta
 Homewood Suites, Augusta
 Fairfield Inn, College Park
 Hilton Garden Inn, College Park
 Holiday Inn-Crowne Plaza, College Park
 Marriott Atlanta Airport Gateway, College Park
 SpringHill Suites by Marriott Atlanta Airport Gateway, College Park

Fairfield Inn-Gwinnett, Duluth
 Wellesley Inn & Suites, Duluth
 Howard Johnson's, Forsyth
 Sun Suites of Gainesville, Gainesville
 Country Inn & Suites, Hiram
 Fairfield Inn, Kennesaw
 SpringHill Suites, Kennesaw
 Development, Proposed, Lake Lanier
 Hampton Inn, Lawrenceville
 Candlewood Suites, Lithia Springs
 Hilton Garden Inn, Lithonia
 Courtyard by Marriott I-75 North, Marietta
 Fairfield Inn, Marietta
 Hyatt Hotel, Marietta
 Hyatt Regency Suites, Marietta
 Fairfield Inn, Morrow
 Courtyard by Marriott Peachtree Corners, Norcross
 Fairfield Inn, Norcross
 Homestead Studio Suites, Norcross
 Motel 6, Norcross
 Hampton Inn & Suites, Rome
 Brookwood Inn, Roswell
 Fairfield Inn, Savannah
 TownePlace Suites by Marriott, Savannah
 Westin Savannah Harbor, Savannah
 Hampton Inn Southlake, Southlake
 Melhara - The Grand Plantation, Thomasville
 Courtyard, Tifton
 Country Inn & Suites, Valdosta

Hawaii

Sheraton Princess, Kailua, Hawaii
 Fairmont Orchid Hotel, Kohala Coast, Hawaii
 Hotel, Condo Hotel, Fractional & Timeshare Development, Prop., Hawaii
 Courtyard by Marriott King Kamehameha's Kona Beach Hotel, Kailua-Kona, Hawaii
 Holiday Inn Express & Suites Kailua-Kona, Hawaii
 Proposed Kona Village, a Rosewood Resort, Kailua-Kona, Hawaii
 Sheraton Keauhou Bay Resort, Kailua-Kona, Hawaii
 Mandarin Oriental Hotel, Prop., Ko Olina, Hawaii
 Ritz-Carlton Mauna-Lani, South Kohala, Hawaii
 Development, Hokukano Ranch, Prop., Mauna Loa, Hawaii
 Hilton Waikoloa Village, Waikoloa, Hawaii
 Marriott Waikoloa Beach Resort, Waikoloa, Hawaii
 Aloha Beach Resort Kauai, Kapaa, Kauai
 ResortQuest Kauai Beach at Makaiwa, Kapaa, Kauai
 Hyatt Timeshare Resort, Prop., Kapaa, Kauai
 Marriott Kauai Resort, Lihue, Kauai
 Coco Palms Resort, Wailua, Kauai
 Courtyard Kauai @ Waipouli Beach, Kapaa, Kauai
 Kauai Coconut Beach Hotel, Kapaa, Kauai
 ResortQuest Kauai Beach at Makaiwa, Kapaa, Kauai
 Timeshare Resort, Prop., Kapaa, Kauai
 Kiahuna Plantation, Poipu Beach, Kauai
 Makai Golf Course, Princeville, Kauai

St. Regis Princeville Resort Hotel, Princeville, Kauai
 Westin Kauai at Kauai Lagoons Resort, Kauai
 Challenge at Manele Golf Course, Lanai City, Lanai
 Experience at Koele Golf Course, Lanai City, Lanai
 Four Seasons Resort Lanai at Manele Bay, Lanai City, Lanai
 Four Seasons Resort Lanai, The Lodge at Koele, Lanai City, Lanai
 Royal Palm Resort, Haikui, Maui
 Hilo Hawaiian Hotel, Hilo, Maui
 Condo-Hotel, Prop., Kaanapali, Maui
 Courtyard by Marriott Maui Airport, Kahului, Maui
 Kapalua Bay Hotel, Kapalua, Maui
 Ritz-Carlton Kapalua, Kapalua, Maui
 Maui Coast Hotel, Kihei, Maui
 Maui Oceanfront Inn, Kihei, Maui
 Embassy Suites, Lahaina, Maui
 Sheraton Maui Resort & Spa, Lahaina, Maui
 Lumeria Maui Resort, Makawao, Maui
 Coco Palms Resort, Wailea, Maui
 Fairmont Kea Lani Resort, Wailea, Maui
 Four Seasons Maui at Wailea, Wailea, Maui
 Grand Wailea Resort and Spa, Wailea, Maui
 Marriott Wailea Beach Resort & Spa, Wailea, Maui
 Kea Lani Resort, Wailea, Maui
 W Resort, Prop., Wailea, Maui
 Proposed Hoakali Hotel Ewa Beach, Ewa Beach, Oahu
 Ambassador Hotel Waikiki, Honolulu, Oahu
 Courtyard by Marriott Waikiki Beach, Honolulu, Oahu
 DoubleTree Alana Waikiki Hotel, Honolulu, Oahu
 Elks/Outrigger Canoe Club Ground Lease Rent Renegotiation, Honolulu, Oahu
 Equus Hotel, Honolulu, Oahu
 Hawaii Gateway Hotel, Honolulu, Oahu
 Hilton Hawaiian Village Waikiki Beach Resort, Honolulu, Oahu
 Hilton Waikiki Beach, Honolulu, Oahu
 Holiday Inn Waikiki Beachcomber, Honolulu, Oahu
 Hotel, Proposed, Honolulu, Oahu
 Proposed Hotel at King Kalakaua Plaza, Honolulu, Oahu
 Hyatt Centric, Waikiki, Honolulu, Oahu
 Hyatt Regency Waikiki, Honolulu, Oahu
 Ilikai Hotel, Honolulu, Oahu
 Kahala Mandarin Oriental Hotel, Honolulu, Oahu
 The Laylow, Autograph Collection, Honolulu, Oahu
 Marriott Waikiki Beach Resort, Honolulu, Oahu
 Miramar Hotel, Honolulu, Oahu
 Moana Surfrider Westin Resort & Spa, Honolulu, Oahu
 Modern Honolulu, Honolulu, Oahu
 Ocean Resort Hotel, Honolulu, Oahu
 Ohana Waikiki West, Honolulu, Oahu
 Outrigger East Hotel, Honolulu, Oahu
 Outrigger Reef Hotel, Honolulu, Oahu
 Outrigger Waikiki Hotel, Honolulu, Oahu

PROPERTIES - CONTINUED

* Denotes Gaming Property

Outrigger West Hotel, Honolulu, Oahu
 Pacific Beach Hotel, Honolulu, Oahu
 Park Shore Hotel, Honolulu, Oahu
 Royal Hawaiian Hotel, Honolulu, Oahu
 Sand Villa Hotel, Honolulu, Oahu
 Sheraton Princess Kaiulani, Honolulu, Oahu
 Sheraton Waikiki, Honolulu, Oahu
 Waikiki Beachcomber Hotel, Honolulu, Oahu
 Waikiki Gateway Hotel, Honolulu, Oahu
 Waikiki Sand Villa Hotel, Honolulu, Oahu
 Turtle Bay Resort, Kahuku, Oahu
 Four Seasons Oahu at Ko Olina Resort and Spa,
 (formerly JW Marriott Ihilani Hotel),
 Kapolei, Oahu
 Ko Olina Resort Hotel, Proposed, Kapolei, Oahu
 Ritz-Carlton Hotel, Prop., Kapolei, Oahu

Idaho

DoubleTree Boise Riverside, Boise
 Hilton Garden Inn, Proposed, Boise
 Holiday Inn, Boise
 Red Lion ParkCenter Suites, Boise
 Residence Inn Downtown Citi Center, Boise
 Residence Inn, Proposed, Boise
 Shilo Inn-Boise Riverside, Boise
 Extended Stay America, Burr Ridge
 Resort Development, Coeur d'Alene
 Shilo Inn, Coeur d'Alene
 Fairfield Inn & Suites, Prop., Idaho Falls
 Shilo Inn Suites Hotel, Idaho Falls
 Bellemont Hotel, Ketchum
 Clarion Inn of Sun Valley, Ketchum
 Warm Springs Ranch Resort, Ketchum
 Shilo Inn, Nampa
 Shilo Inn Suites, Nampa
 Cavanaugh's Pocatello Hotel, Pocatello
 Cotton Tree Inn, Pocatello
 Red Lion Pocatello, Pocatello
 Best Western Cavanaugh, Post Falls
 Red Lion Templin's Hotel, Post Falls
 Hotel Ketchum, Proposed, Sun Valley
 Hotel, Proposed, Sun Valley
 Lodging Facility, Proposed, Sun Valley
 Comfort Inn & Suites, Twin Falls
 Fairfield Inn by Marriott, Prop., Twin Falls

Illinois

*Hollywood Casino, Aurora
 Hotel, Proposed, Aurora
 Indian Lakes Resort, Bloomingdale
 Jumer's Chateau, Bloomington
 Super 8 Motel, Bloomington
 Holiday Inn & Suites, Bolingbrook
 Super 8 Motel, Champaign
 Amalfi Hotel, Chicago
 Burnham Hotel, Chicago
 Canopy Hotel, Proposed, Chicago
 City Suites Hotel, Chicago
 DoubleTree by Hilton Magnificent Mile,
 Chicago
 Fairmont Hotel, Chicago
 Hard Rock Hotel, Chicago
 Hilton Chicago and Towers, Chicago
 Hilton Suites Magnificent Mile, Chicago
 Holiday Inn & Suites Downtown, Chicago
 Hotel Allegro, Chicago
 Hotel Monaco, Chicago

Hotel Palomar, Chicago
 House of Blues, Chicago
 Hyatt at University Village, Chicago
 Hyatt Regency McCormick Place Extension,
 Chicago
 InterContinental Hotel, Chicago
 James Hotel, Chicago
 JW Marriott, Chicago
 Luxury Boutique Hotel, Proposed, Chicago
 Majestic Hotel, Chicago
 Mayfair Regent, Chicago
 Omni Chicago Suites, Chicago
 Palmer House Hilton, Chicago
 Peninsula Hotel, Chicago
 Radisson Hotel, Proposed, Chicago
 Renaissance Blackstone Hotel, Chicago
 Residence Inn, Proposed, Chicago
 Sheraton Chicago Northbrook, Chicago
 Sofitel Chicago Water Tower Hotel, Chicago
 Talbott Hotel, Chicago
 Westin Hotel River North, Chicago
 Westin Michigan Avenue, Chicago
 Willows Hotel, Chicago
 Wit, a DoubleTree Hotel, Chicago
 Woodfin Suite Hotel, Proposed, Chicago
 Super 8 Motel, Crystal Lake
 Marriott Suites, Deerfield
 Super 8 Motel, Decatur
 Doubletree Club, Des Plaines
 Hotel, Proposed, Des Plaines
 Sheraton Suites O'Hare, Des Plaines
 Radisson Suites, Downers Grove
 Hampton Inn, Elk Grove
 Holiday Inn, Effingham
 Country Inn & Suites, Elgin
 Holiday Inn, Elmhurst
 Orrington Hotel, Evanston
 Drury Inn, Fairview Heights
 Eagle Ridge Inn & Resort, Galena
 Jumer's Continental Inn, Galesburg
 DoubleTree Glenview, Glenview
 Red Roof Inn Chicago Hoffman Estates,
 Hoffman Estates
 Westin Hotel & ClubSport, Prop., Hoffman
 Estates
 Nordic Hills Resort & Conference Center, Itasca
 Wyndham Northwest Chicago, Itasca
 *Empress Hotel & Casino, Joliet
 Holiday Inn, Joliet
 Marriott Lincolnshire Resort, Lincolnshire
 Wyndham Hotel Isle, Lisle
 Full-Service Hotel, Proposed, Moline
 Fairfield Inn, Normal
 Sheraton Chicago Northbrook, Northbrook
 Oak Brook Hills Resort, Oak Brook
 *Casino Hotel, Proposed, Paxton
 Econo Lodge Inn & Suites, Peoria
 Fairfield Inn, Peoria
 Jumer's Castle, Peoria
 Mark Twain Hotel & Packard Plaza Catering
 Hall, Peoria
 Super 8 Motel, Peru
 Fairfield Inn, Rockford
 Best Western O'Hare, Rosemont
 InterContinental Chicago O'Hare, Rosemont
 Pheasant Run Resort & Conv. Center, St.
 Charles

Marriott Hotel, Schaumburg
 Woodfin Suite Hotel, Prop., Schaumburg
 Wyndham Garden Hotel, Schaumburg
 DoubleTree Hotel North Shore, Skokie
 Luxury Full-Service Boutique Hotel at Village
 of Sugar Grove, Proposed, Sugar Grove
 Hampton Inn, Urbana
 Jumer's Castle, Urbana
 Hotel, Proposed, Vernon Hills
 Super 8 Motel, Waukegan
 Holiday Inn, Willowbrook
 Wyndham Garden Hotel, Wood Dale

Indiana

Courtyard Hotel, Bloomington
 Fairfield Inn, Bloomington
 Super 8 Motel, Columbus
 Marriott Airport Hotel, Evansville
 Fairfield Inn, Fort Wayne
 Hampton Inn Fort Wayne Dupont Road, Fort
 Wayne
 Marriott Hotel, Fort Wayne
 TownePlace Suites by Marriott Fort Wayne
 North, Fort Wayne
 French Lick Springs Resort, French Lick
 *Majestic Star Casino I and II, Gary
 Sheraton Hotel, Gary
 Quality Inn & Suites, Greensburg
 *Empress Casino, Hammond
 *Caesars Riverboat Casino Complex, Proposed,
 Harrison County
 Canopy by Hilton, Proposed, Indianapolis
 Conrad Hotel & Condos, Prop., Indianapolis
 Convention Center Headquarters Hotel,
 Proposed, Indianapolis
 Embassy Suites Downtown, Indianapolis
 Fairfield Inn & Suites, Indianapolis
 Four Points Sheraton, Indianapolis
 Full-Service Boutique Hotel, Prop.,
 Indianapolis
 Hotel, Proposed, Indianapolis
 Hotel at the Indianapolis Speedway, Proposed,
 Indianapolis
 Motel 6, Indianapolis
 Residence Inn by Marriott Indianapolis
 Airport, Indianapolis
 University Place Hotel, Indianapolis
 Westin Hotel, Indianapolis
 Woodfin Suite Hotel, Prop., Indianapolis
 Wyndham Garden Hotel, Indianapolis
 Hilton Inn, Jeffersonville
 Holiday Inn Lafayette City Centre, Lafayette
 Cambria Suites, Plainfield
 DoubleTree by Hilton, South Bend
 Marriott Hotel, South Bend
 *Belterra Casino Hotel, Vevrey
 Holiday Inn, Willowbrook

Iowa

*Prop. Hotel at Prairie Meadows Racetrack and
 Casino, Altoona
 Gateway Hotel & Conference Center, Ames
 Hilton Garden Inn Ames, Ames
 Jumer's Castle Lodge, Bettendorf
 Holiday Inn, Cedar Falls
 Collins Plaza, Cedar Rapids
 Fairfield Inn, Cedar Rapids

PROPERTIES - CONTINUED

* Denotes Gaming Property

Fairfield Inn, Clive
 Coralville Marriott Hotel, Coralville
 *Ameristar Casino, Council Bluffs
 *Bluffs Run Casino and Dog Track, Council Bluffs
 *Harvey's Casino Hotel, Council Bluffs
 Extended-Stay Hotel, Proposed, Davenport
 Fairfield Inn, Des Moines
 Sheraton West Des Moines, Des Moines
 TownePlace Suites by Marriott, Johnston

Kansas

Hampton Inn & Suites, Dodge City
 Holiday Inn Express & Suites, Hays
 Emerald City Resort Hotel, Kansas City
 *Hollywood Casino at Kansas Speedway, Proposed & Existing, Kansas City
 Holiday Inn Express, Lawrence
 Fairfield Inn, Merriam
 Extended Stay America, Overland Park
 Fairfield Inn, Overland Park
 Marriott Overland Park, Overland Park
 Wyndham Garden Hotel, Overland Park

Kentucky

Courtyard Cincinnati, Covington
 Marriott Hotel, Covington
 Sheraton Suites Lexington, Lexington
 Holiday Inn, Louisville
 Homestead Studio Suites Alliant Drive, Louisville
 Marriott Louisville East, Louisville
 Ramada Inn East, Louisville
 Sun Suites of Louisville, Louisville
 Courtyard Cleveland Airport North, North Olmstead

Louisiana

Howard Johnson's, Alexandria
 Value Place, Alexandria
 *Casino Rouge, Baton Rouge
 Chase Suite Hotel, Baton Rouge
 Embassy Suites, Baton Rouge
 Hilton Hotel, Baton Rouge
 Hotel Development, Prop., Baton Rouge
 *Horseshoe Casino, Bossier City
 *Isle of Capri Casino, Bossier City
 *Riverboat Casino, Bossier City
 Boutique Hotel, Proposed, Covington
 Travelodge New Orleans Westbank, Harvey
 Sheraton at New Orleans Airport, Kenner
 Hilton, Lafayette
 Wyndham Garden, Lafayette
 Courtyard by Marriott, Metairie
 Residence Inn, Metairie
 Ambassador Hotel, New Orleans
 Astor Crowne Plaza Hotel, New Orleans
 Bourbon Orleans Hotel, New Orleans
 Chateau Sonesta, New Orleans
 Courtyard New Orleans Downtown
 Convention Center, New Orleans
 DoubleTree Hotel, New Orleans
 Element & Aloft Hotels, Prop., New Orleans
 Fairmont Hotel, New Orleans
 Hard Rock Hotel & Nightclub, Prop., New Orleans
 *Harrah's Jazz Casino, New Orleans

Homewood Suites, New Orleans
 Hotel Mazarin, New Orleans
 Hotel Modern, New Orleans
 Hotel Monaco, New Orleans
 Hyatt Regency, New Orleans
 Iberville Hotel, New Orleans
 JW Marriott, New Orleans
 Lakeside DoubleTree, New Orleans
 Loews New Orleans Hotel, New Orleans
 Maison Dupuy, New Orleans
 Maison Blanche Mixed-Use Development, Prop. and Existing, New Orleans
 Marriott at the Convention Center, New Orleans
 NPSI Hotel, Proposed, New Orleans
 Ramada Inn St. Charles, New Orleans
 Renaissance Hotel, Prop., New Orleans
 Renaissance Pere Marquette, New Orleans
 Roosevelt Hotel, New Orleans
 SpringHill Suites by Marriott Downtown, New Orleans
 Westin New Orleans Canal Place, New Orleans
 Windsor Court, New Orleans
 Clarion Hotel, Shreveport
 *Hollywood Casino, Shreveport
 Quality Suites, Sulphur

Maine

Inn by the Sea, Cape Elizabeth

Maryland

Holiday Inn, Aberdeen
 Marriott Waterfront Hotel, Annapolis
 Maryland Inn, Annapolis
 Motel 6, Annapolis
 Proposed Maryland Live!, Arundel Mills
 Comfort Inn BWI Airport, Baltimore
 Fairfield Inn & Suites Baltimore Downtown
 Inner Harbor, Baltimore
 Hotel Monaco, Baltimore
 Marriott's Hunt Valley Inn, Baltimore
 Marriott BWI Airport, Baltimore
 Sheraton Baltimore City Center, Baltimore
 Sleep Inn & Suites Airport, Baltimore
 SpringHill Suites, Baltimore
 Hotel Development, Proposed, Bethesda
 Residence Inn, Bethesda
 Best Western Motor Lodge, Chicopee
 Residence Inn, Columbia
 Holiday Inn Downtown, Cumberland
 Hilton Garden Inn Solomons, Dowell
 Country Inn & Suites By Carlson, Frederick
 Courtyard Hotel, Frederick
 Holiday Inn Express Hotel, Frederick
 Holiday Inn Hotel, Frederick
 Homestead Studio Suites, Germantown
 Aloft Arundel Mills, Hanover
 Element Arundel Mills, Hanover
 Chase Suites Hotel, Hunt Valley
 Comfort Inn, Hunt Valley
 Marriott's Hunt Valley Inn, Hunt Valley
 Holiday Inn, Laurel
 Hilton Baltimore BWI, Linthicum
 TownePlace Suites Baltimore BWI, Linthicum
 Homestead Studio Suites, Linthicum Heights
 National Harbor Hotel Study, National Harbor
 Aloft Hotel, Proposed, Ocean City

Days Inn, Rockville
 DoubleTree Hotel, Rockville
 Holiday Inn Crowne Plaza, Rockville
 Ramada Inn, Rockville

Massachusetts

Ames Hotel, Boston
 Battery Wharf Hotel, Boston
 Fairmont Copley Plaza, Boston
 Four Seasons Hotel, Boston
 Hilton Boston Financial District, Boston
 Marriott Copley Place, Boston
 Meridien Hotel, Boston
 Nine Zero Hotel, Boston
 Residence Inn, Boston
 Ritz-Carlton-Millennium Palace, Boston
 Tremont Boston Hotel, Boston
 Westin Copley Place, Boston
 Brookline Marriott, Brookline
 Chatham Bars Inn, Chatham
 AutoCamp Cape Cod, Proposed, Falmouth
 Sheraton Hotel, Framingham
 Canyon Ranch Resort, Lenox
 Radisson Hotel, Milford
 Radisson Hotel, Rockland
 Federal House Inn, South Lee
 Holiday Inn, Springfield
 Sheraton, Sturbridge
 Sheraton Colonial Boston North Hotel & Conference Center & Golf Club, Wakefield
 Sierra Suites Hotel, Proposed, Waltham
 Summerfield Suites Hotel, Prop., Waltham
 DoubleTree Boston, Westborough
 Sierra Suites Hotel, Proposed, Woburn

Michigan

Fairfield Inn, Ann Arbor
 Fairfield Inn, Auburn Hills
 Hilton Hotel, Auburn Hills
 Super 8 Motel, Battle Creek
 Howard Johnson's, Belleville
 Kingsley Hotel & Suites, Bloomfield Hills
 Fairfield Inn, Canton
 *Greek Town Casino, Detroit
 Hawthorn Suites Dearborn, Detroit
 Henry Autograph Collection Hotel, Dearborn
 Hilton Garden Inn Detroit Downtown, Detroit
 Holiday Inn, Detroit
 Golden Harp, Proposed, Detroit
 *MGM Grand, Detroit
 Hampton Inn, East Lansing
 Radisson Hotel, Farmington Hills
 Hyatt Hotel, Flint
 Crowne Plaza Grand Rapids Airport, Grand Rapids
 WoodSpring Suites Grand Rapids, Holland
 Country Inn & Suites, Houghton
 Fairfield Inn, Kalamazoo
 Super 8 Motel, Kalamazoo
 Courtyard Grand Rapids Airport, Kentwood
 Embassy Suites, Prop. and Existing, Livonia
 Marriott Hotel, Livonia
 Wyndham Garden Hotel, Livonia
 Fairfield Inn, Madison Heights
 Super 8, Mount Pleasant
 Super 8, Muskegon
 Hilton Garden Inn, Novi

PROPERTIES - CONTINUED

* Denotes Gaming Property

Staybridge Suites, Novi
Wyndham Garden Inn, Novi
Hampton Inn, Port Huron
Inn at the Bridge, Port Huron
Royal Park Hotel, Rochester
Crowne Plaza Detroit Metro Airport, Romulus
Proposed Hotel Site, Royal Oak
Super 8 Motel, Saginaw
Saint Paul Hotel, Saint Paul
Courtyard by Marriott, Southfield
DoubleTree Guest Suites, Southfield
Embassy Suites Southfield, Southfield
SpringHill Suites Detroit Southfield, Southfield
Westin Southfield Detroit, Southfield
Woodfin Suite Hotel, Prop., Southfield
Comfort Suites, Sterling Heights
Fairfield Inn & Suites Detroit Troy, Troy
Holiday Inn, Troy
Homewood Suites, Troy
Marriott Hotel, Troy
TownePlace Suites Detroit Troy, Troy
Sheraton Colonial Hotel & Golf Club, Wakefield

Minnesota

Embassy Suites, Bloomington
Hampton Inn & Suites Mall of America, Bloomington
Radisson Mall of America, Bloomington
Marriott Minneapolis Airport, Bloomington
Holiday Inn, Duluth
Hotel, Proposed, Duluth
Hampton Inn, Eden Prairie
WoodSpring Suites Grand Rapids Holland, Holland
DoubleTree Hotel, Minneapolis
Grand Hotel, Minneapolis
Hilton, Minneapolis
Le Meridien Chambers Hotel, Minneapolis
Motel 6, Minneapolis
Radisson Metrodome Hotel, Minneapolis
Sofitel Hotel, Minneapolis
W Minneapolis The Foshay, Minneapolis
Marriott Minnesota SW, Minnetonka
Motel, Proposed, Montevideo
Motel 6, Rochester
Kahler Grand Hotel, Rochester
Kahler Inn & Suites, Rochester
Marriott Rochester Mayo Clinic, Rochester
Radisson Plaza Hotel, Rochester
Residence Inn by Marriott Mayo Clinic Area, Rochester
Hampton Inn & Suites, Rogers
Holiday Inn Minneapolis West, St. Louis Park
Saint Paul Hotel, St. Paul
Sheraton Inn, St. Paul

Mississippi

*Beau Rivage Casino & Resort, Biloxi
*Grand Casino, Biloxi
Gulf Beach Resort Hotel, Biloxi
*Treasure Bay Hotel & Casino, Biloxi
Candlewood Suites, Flowood
Suburban Extended Stay Gautier, Gautier
Crystal Inn, Gulfport
*Grand Casino, Gulfport
Motel 6, Hattiesburg
Hampton Inn, Meridian

Hilton Garden Inn, Meridian
Howard Johnson's, Jackson
Quality Inn, Oxford
Homewood Suites, Ridgeland
*Hollywood Casino, Robinsonville
*Sam's Town Hotel & Gambling Hall, Robinsonville
*Gold Strike Casino Resort, Tunica
*Horseshoe Casino Center, Tunica
*Ameristar Vicksburg, Vicksburg
Hampton Inn & Suites, Vicksburg
*Isle of Capri Casino & Hotel, Vicksburg

Missouri

La Quinta Inn & Suites, Blue Springs
Radisson, Branson
Crowne Plaza Saint Louis Airport, Bridgeton
Embassy Suites Hotel, Prop., Clayton
Fairfield Inn, Hazelwood
StudioPlus Suites St. Louis – Westport, Hazelwood
Holiday Inn, Joplin
Conference Center Hotel, Prop., Kansas City
Crowne Plaza Hotel Kansas City Downtown, Kansas City
DoubleTree Hotel, Kansas City
Fairfield Inn Kansas City West, Kansas City
Fairmont Hotel, Kansas City
Holiday Inn, Kansas City
Radisson Hotel, Kansas City
Residence Inn, Kansas City
*Sam's Town Hotel & Gambling Hall, Kansas City
Station Kansas City, Kansas City
Holiday Inn Express, Kirksville
Riva Del Lago Resort, Prop., Lake of the Ozarks
Tan-Tar-A Resort, Osage Beach
*Casino Hotel, Proposed, Perryville
*Hollywood Casino – Tunica, Robinsonville
Station St. Charles, St. Charles
Adam's Mark Hotel, St. Louis
*Casino Hotel, Proposed, St. Louis
Clarion Hotel, St. Louis
Crowne Plaza Saint Louis Airport, St. Louis
Executive Inn, St. Louis
Holiday Inn St. Louis Southwest Viking, St. Louis
Holiday Inn Sports Complex, St. Louis
Renaissance Grand Hotel, St. Louis
Renaissance Suites Hotel, St. Louis
Sheraton Airport, St. Louis
Sheraton Westport, St. Louis
Three Proposed Hotels, St. Louis
West County Hilton Hotel, Prop., St. Louis County
Holiday Inn, Springfield
Riva D'Lago Resort, Proposed, Sunrise Beach
Hotel, Proposed, Unity Village

Montana

Crowne Plaza, Billings
Sheraton Billings, Billings
Element Hotel, Proposed, Bozeman
Holiday Inn, Bozeman
Best Western Colonial Hotel, Helena
Red Lion Colonial Hotel, Helena
Red Lion Hotel & Kalispell Mall, Kalispell

Red Lion Inn, Kalispell
Holiday Inn, Missoula
Red Lion Hotel, Missoula
Residence Inn, Proposed, Missoula
Proposed Red Lion Leo Hotel, Polson
Holiday Inn Express, Sidney
St. Mary Lodge & Resort, St. Mary
Red Lion Inn, West Kalispell

Nebraska

DoubleTree Omaha Downtown, Omaha
Marriott Hotel, Omaha
Red Lion Inn, Omaha

Nevada

*Ormsby House Hotel and Casino, Carson City
Cal Neva Resort & Spa, Crystal Bay
Fairfield Inn & Suites, Proposed, Elko
Hampton Inn and Suites, Proposed, Elko
Holiday Inn Express and Suites, Elko
Home2 Suites, Proposed, Elko
Shilo Inn Suites, Elko
*Eldorado Casino, Henderson
Hilton Garden Inn Las Vegas, Henderson
*Joker's Wild Casino, Henderson
Loews/Westin Lake Las Vegas Resort, Henderson
Proposed Hotel(s), Henderson
*Cactus Pete's & Horseshu Casino Resort, Jackpot
Hyatt Regency Lake Las Vegas Resort, Lake Las Vegas
Luxury Boutique Hotel, Prop., Lake Las Vegas
Airport Inn, Las Vegas
*Aladdin Hotel & Casino, Las Vegas
Alexis Park Resort and Americana Apartments, Las Vegas
*Bellagio Hotel & Casino, Las Vegas
*Boomtown Casino, Las Vegas
*Boardwalk Hotel & Casino, Las Vegas
*Caesars Palace & Octavius Tower, Las Vegas
*California Hotel & Casino, Las Vegas
*Casino Hotel, Proposed, Las Vegas
*Circus Circus Hotel Casino, Las Vegas
Prop. Echelon Development Project, Las Vegas
Embassy Suites Airport, Las Vegas
Emerald Suites, Las Vegas
Fairfield Inn Las Vegas Airport, Las Vegas
*Flamingo Hotel & Casino, Las Vegas
*Fremont Hotel & Casino, Las Vegas
*Greek Isles Hotel & Casino, Las Vegas
*Hacienda Casino Hotel, Las Vegas
Hampton Inn & Suites Red Rock, Las Vegas
Hampton Inn Tropicana, Las Vegas
*Hard Rock Hotel and Casino Excess Land, Las Vegas
*Harrah's Las Vegas, Las Vegas
Hawthorne Suites, Las Vegas
Hilton Garden Inn, Proposed, Las Vegas
Hilton Hotel, Las Vegas
Holiday Inn-Emerald Springs, Las Vegas
Holiday Inn Express North, Las Vegas
Holiday Inn Express West, Las Vegas
Holiday Inn Express, Prop., Las Vegas
Homewood Suites, Proposed, Las Vegas
Homewood Suites Las Vegas Airport, Las Vegas

PROPERTIES - CONTINUED

* Denotes Gaming Property

*Hotel & Casino Conv. Ctr., Prop., Las Vegas
 *Howard Johnson Hotel & Casino, Las Vegas
 Howard Johnson on East Tropicana, Las Vegas
 *Imperia Beach Casino Hotel, Prop., Las Vegas
 Jockey Club, Las Vegas
 *JW Marriott Resort and Rampart Casino, Las Vegas
 Loews Lake Las Vegas Resort, Las Vegas
 *Lucky Dragon Hotel & Casino (Closed), Las Vegas
 Mandarin Oriental Hotel, Las Vegas
 *MGM Grand Las Vegas, Las Vegas
 *Mirage, Las Vegas
 Mirala Resort, Proposed, Las Vegas
 *New Frontier Hotel & Casino Site, Las Vegas
 *New York-New York Hotel & Casino, Las Vegas
 Paradise Resort Hotel, Las Vegas
 *Paris Las Vegas Hotel & Casino, Las Vegas
 Parcel 16216301007, Las Vegas
 *Planet Hollywood Casino & Resort, Las Vegas
 *Plaza Casino Hotel, Retail & Condominium, Prop., Las Vegas
 Proposed Development Site, Las Vegas
 *Regent Int'l. Hotel & Casino, Las Vegas
 *Resorts World Las Vegas, Proposed, Las Vegas
 *Rio All-Suite Hotel & Casino, Las Vegas
 *Sahara Casino & Two Vacant Land Parcels, Las Vegas
 *Sam's Town Hotel & Gambling Hall, Las Vegas
 Sands Exposition Center, Las Vegas
 Shangri-La Hotel, Proposed, Las Vegas
 Siena Suites, Las Vegas
 *SLS Las Vegas, Proposed & Existing, Las Vegas
 *Stardust Resort & Casino, Las Vegas
 *Sunrise Hotel & Casino, Las Vegas
 *Venetian Hotel & Casino and LIDO Land Parcel, Las Vegas
 *Casino and RV Project, Prop., Laughlin
 *Casino Hotel & Timeshare, Prop., Laughlin
 *Harrah's Laughlin Casino, Laughlin
 *River Palms Hotel & Casino, Laughlin
 Mount Potosi Canyon Retreat, Mountain Springs
 Hampton Inn Las Vegas North Speedway, North Las Vegas
 Holiday Inn Express, North Las Vegas
 SpringHill Suites by Marriott Las Vegas North Speedway, North Las Vegas
 *Whiskey Pete's Hotel & Casino, Primm
 *Boomtown Casino Hotel, Reno
 Holiday Inn Express, Proposed, Reno
 Lakeridge Resort, Reno
 La Quinta Inn, Reno
 Extended-Stay Hotel, Proposed, Reno
 Full-Service Hotel, Proposed, Reno
 Hampton Inn & Suites, Proposed, Reno
 Staybridge Suites, Reno
 Fairfield Inn, Proposed, Sparks
 Hotel, Proposed, Sparks
 Edgewood Lodge, Stateline
 Edgewood Resort, Proposed, Stateline
 *Bill's Casino, Stateline
 *Harrah's Lake Tahoe, Stateline
 *Harvey's Lake Tahoe, Stateline
 Luxury Condo Hotel & Residences, Prop., Stateline

Mixed-Use Resort, Proposed, Stateline
 *MontBleu Resort Casino & Spa, Stateline
 *Peppermill Casino, Wendover
 *Rainbow Casino, Wendover
 *State Line and Silver Smith Casino Hotels, Wendover

New Jersey

*AC Oceanwalk (fka Revel), Atlantic City
 Atlantic City Hilton, Atlantic City
 *Borgata Casino Hotel, Prop., Atlantic City
 *Caesars Atlantic City, Atlantic City
 *Casino Hotel w/Ancillary Facilities, Proposed (Phase One), Atlantic City
 Deauville Hotel, Atlantic City
 Harrah's Atlantic City, Atlantic City
 Resorts Atlantic City, Atlantic City
 *Sands Hotel & Casino, Atlantic City
 Sheraton Atlantic City Convention Center, Atlantic City
 *Showboat Atlantic City, Atlantic City
 *Tropicana Hotel & Casino, Atlantic City
 *Trump Marina Hotel Casino, Atlantic City
 *Trump Pier at Taj Majal, Atlantic City
 Courtyard Basking Ridge, Basking Ridge
 North Maple Inn, Basking Ridge
 Sierra Suites Hotel, Proposed, Branchburg
 Marriott, Bridgewater
 Cherry Hill Inn, Cherry Hill
 Sheraton Meadowlands, East Rutherford
 Baymont Inn & Suites, East Syracuse
 DoubleTree Hotel, East Syracuse
 Courtyard Edison, Edison
 Sheraton Edison Raritan Center, Edison
 Ramada Inn, Proposed, Elizabeth
 Ramada Inn, Proposed, Franklin Township
 Summerfield Suites Morristown, Prop., Hanover
 Summerfield Suites Parsippany, Prop., Hanover
 Holiday Inn, Jamesburg
 Hyatt Regency Hotel, Jersey City
 Meadowlands-Lyndhurst Court, Lyndhurst
 Headquarters Plaza Hotel, Morristown
 Howard Johnson's Mount Holly
 Mt. Laurel Hilton, Mt. Laurel
 Radisson Hotel Mt. Laurel, Mt. Laurel
 TownePlace Suites, Mount Laurel
 Wyndham Mt. Laurel, Mt. Laurel
 Best Western Newark Airport West, Newark
 DoubleTree by Hilton Newark Airport, Newark
 Hilton Gateway Plaza, Newark
 Hilton Newark Penn Station, Newark
 Holiday Inn, Newark
 Wyndham Garden Newark Airport, Newark
 Hyatt Regency, New Brunswick
 Hilton Parsippany, Parsippany
 Homestead Studio Suites Hanover Parsippany, Parsippany
 Hotel Sierra, Parsippany
 Sierra Suites, Proposed, Parsippany
 Marriott Courtyard Princeton, Princeton
 Howard Johnson's, Saddle Brook
 Crowne Plaza, Secaucus
 Embassy Suites Secaucus Meadowlands, Secaucus
 Hilton Short Hills Hotel and Spa, Short Hills

Courtyard by Marriott, Somerset
 DoubleTree Hotel, Somerset
 Marriott Hotel, Somerset
 Radisson Hotel, South Brunswick
 Crowne Plaza, Syracuse
 Hampton Inn & Suites, Syracuse
 Holiday Inn Express, Syracuse
 TR Hotel (formerly Holiday Inn), Toms River

New Mexico

Andaluz Hotel, Albuquerque
 Baymont Inn and Suites, Albuquerque
 Convention Center Hotel, Prop., Albuquerque
 DoubleTree Hotel, Albuquerque
 Hampton Inn, Albuquerque
 Holiday Inn Albuquerque Airport, Albuquerque
 Hotel Project, Proposed, Albuquerque
 Hyatt Regency, Albuquerque
 La Posada de Albuquerque, Albuquerque
 Ramada Hotel Classic, Albuquerque
 Radisson Inn, Albuquerque
 Mixed-Use Development, Proposed, Bernalillo
 Las Cruces Hilton, Las Cruces
 Holiday Inn Express & Suites, Portales
 Hilton Garden Inn, Rio Rancho
 *Inn of the Mountain Gods Resort & Casino, Proposed, Ruidoso
 Casitas, Proposed, Santa Fe
 Four Seasons Resort Rancho Encantado/
 Auberge Rancho Encantado Resort, Prop., Santa Fe
 Hilton Hotel, Santa Fe
 Holiday Inn, Santa Fe
 Homewood Suites, Santa Fe
 Inn at Loretto, Santa Fe
 Inn of the Anasazi, Santa Fe
 La Posada de Santa Fe Resort, Santa Fe
 Sheraton de Santa Fe, Santa Fe
 Hampton Inn, Santa Rosa
 Holiday Inn Express, Santa Rosa
 La Quinta Inn & Suites, Santa Rosa
 El Monte Sagrado, Taos
 Taos Development, Proposed, Taos
 Rancho Ramada Inn de Taos, Taos

New York

Hilton Hotel, Albany
 Holiday Inn Albany Wolf Road, Albany
 Holiday Inn, Proposed, Brooklyn
 Nu Hotel, Brooklyn
 Sheraton Brooklyn New York, Brooklyn
 The Tillary Hotel, Brooklyn
 Airport Hotel, Proposed, Buffalo
 Buffalo Hotel, Buffalo
 Marriott Hotel, Buffalo
 Marriott LaGuardia Airport, East Elmhurst
 Nevele Hotel, Ellenville
 Howard Johnson's, Elmsford
 Hotel Sierra, Prop. & Existing, Fishkill
 Hamilton Park Conference Ctr., Florham Park
 Hyatt Place, Garden City
 Heartwood Resort, Proposed, Gardiner
 Holiday Inn Express, Hauppauge
 Ramada Inn, Hauppauge
 Wyndham Wind Watch Hotel, Hauppauge
 Mohawk Bingo Palace, Hogsburg

PROPERTIES - CONTINUED

* Denotes Gaming Property

Radisson Hotel, Holtsville
 Hampton Inn JFK Airport, Jamaica
 *Resorts World Casino, Jamaica
 *RW Hudson Valley Resort, Prop, Kerhonkson
 Hilton Hotel, Lake Placid
 Whiteface Lodge Resort & Spa, Lake Placid
 Z NYC, Long Island City
 *Monticello Gaming and Raceway, Monticello
 Hotel, Proposed, New Rochelle
 Ramada Plaza, New Rochelle
 Sheraton Inn, New Rochelle
 Ace Hotel, NYC
 Aman Hotel 443 Greenwich, Proposed, NYC
 Barbizon Plaza Hotel, NYC
 Berkshire Place, NYC
 Century Paramount Hotel, NYC
 Club Quarters Midtown New York, NYC
 Club Quarters Rockefeller Center NYC
 Club Quarters Wall Street New York, NYC
 Essex House, NYC
 Executive Hotel, NYC
 Fairfield Inn Fifth Avenue, NYC
 Halloran House, NYC
 Hampton House, NYC
 Hilton New York, NYC
 Hilton Times Square, NYC
 Holland Hotel, NYC
 Howard Hotel, NYC
 Hyatt Herald Square New York, NYC
 Hyatt Place New York Midtown South, NYC
 INNSIDE New York NoMad, NYC
 James Hotel, NYC
 MAve Hotel, NYC
 Mandarin Oriental Hotel, NYC
 Marriott Eastside, NYC
 Mayfair Regent, NYC
 Night Hotel, NYC
 Nova-Park Gotham, NYC
 Parker Meridien Hotel, NYC
 Peninsula Hotel, NYC
 Radisson Hotel JFK Airport, NYC
 Ritz-Carlton Battery Park, NYC
 Ritz-Carlton Central Park, NYC
 Soho Hotel, Proposed, NYC
 Tudor Hotel, NYC
 Westin New York at Times Square, NYC
 Woodfin Suites Hotel, Prop., NYC
 York Club, NYC
 Yotel New York, NYC
 Tioga Downs Racetrack, Nichols
 Sheraton Inn, Ossining
 Holiday Inn Express, Poughkeepsie
 *Genting Casino at Aqueduct Racetrack, Queens
 Hotel, Proposed, Saratoga
 Courtyard by Marriott, Saratoga Springs
 Residence Inn, Saratoga Springs
 *Saratoga Gaming and Raceway, Saratoga Springs
 Howard Johnson's, Smithtown
 Hampton Inn, Syracuse
 Holiday Inn Express, Syracuse
 Tarrytown House Hotel & Conf. Center, Tarrytown
 Boutique Resort Hotel & Spa, Prop., Tuxedo
 *Sterling Forest Resort, Proposed, Tuxedo
 *Lago Resort & Casino, Tyre

Sheraton Nassau Hotel, Uniondale
 *Turning Stone Casino & Hotel, Verona
 Hampton Inn & Suites, Vestal
 Renaissance Westchester, White Plains
 Fairfield Inn, Williamsville

North Carolina

Renaissance Hotel, Asheville
 Comfort Inn Hatteras Island, Buxton
 Best Western, Cary
 Sheraton Chapel Hill, Chapel Hill
 Four Seasons Resort, Charleston
 Aloft, Charlotte at the Uptown, Charlotte
 DoubleTree Suites by Hilton Charlotte
 SouthPark, Charlotte
 Fairfield Inn, Charlotte
 TownePlace Suites Charlotte Arrowood, Charlotte
 Holiday Inn, Crabtree
 Crossland Studios Durham Research Triangle Park, Durham
 Fairfield Inn, Durham
 Marriott Research Triangle Park, Durham
 Motel 6, Durham
 Wyndham Garden Hotel, Durham
 Fairfield Inn, Fayetteville
 Clarion Inn Airport, Fletcher
 Holiday Inn Asheville Airport, Fletcher
 Hampton Inn, Goldsboro
 Comfort Suites Four Seasons, Greensboro
 Embassy Suites, Greensboro
 Fairfield Inn, Greensboro
 Hampton Inn, Greensboro
 Hilton Inn, Greensboro
 Howard Johnson Hotel, Greensboro
 Best Western High Point, High Point
 High Point Radisson, High Point
 Country Inn & Suites, Huntersville
 Comfort Suites Hotel, Lexington
 Hampton Inn, Spring Lake
 Fairfield Inn, Raleigh
 Hilton Inn, Raleigh
 Holiday Inn Crabtree, Raleigh
 Holiday Inn Downtown Raleigh, Raleigh
 Marriott Raleigh City Center, Raleigh
 DoubleTree by Hilton, Rocky Mount
 Motel 6, Rocky Mount
 Cleghorn Plantation, Rutherfordton
 Fairfield Inn, Wilmington
 Suburban Extended Stay, Wilmington
 Hilton Inn, Winston-Salem
 Holiday Inn Select, Winston-Salem
 Residence Inn, Winston-Salem

North Dakota

Hilton Garden Inn, Grand Forks
 Holiday Inn Minot Riverside, Minot
 Holiday Inn Express Minot South, Minot

Ohio

Holiday Inn Cascade, Akron
 Courtyard by Marriott, Beachwood
 Fairfield Inn & Suites by Marriott, Beachwood
 Fairfield Inn, Brook Park
 Holiday Inn Express, Centerville
 Embassy Suites Hotel, Prop, and Existing, Cincinnati

Hilton Cincinnati Netherland Plaza, Cincinnati
 Howard Johnson's, Cincinnati
 Marriott Inn, Cincinnati
 Radisson Inn, Cincinnati
 Residence Inn, Cincinnati
 Vernon Manor, Cincinnati
 200-Room Boutique Hotel, Cleveland
 Cleveland Airport Marriott, Cleveland
 Cleveland Marriott East, Cleveland
 Fairfield Inn, Cleveland
 Four Points by Sheraton, Cleveland
 Holiday Inn Lakeside, Cleveland
 Hotel, Proposed, Cleveland
 Hyatt Regency Cleveland at the Arcade, Cleveland
 Marriott Cleveland Airport, Cleveland
 Sheraton Hopkins, Cleveland
 Columbus North Marriott, Columbus
 Crowne Plaza Downtown, Columbus
 Crowne Plaza Hotel Columbus North, Columbus
 DoubleTree Hotel, Columbus
 Fairfield Inn, Columbus
 Holiday Inn, Columbus
 Holiday Inn Airport, Columbus
 Westin Hotel, Columbus
 Woodfin Hotel, Columbus
 Daytonian Hilton, Dayton
 Fairfield Inn, Dayton
 Motel 6, Dayton
 Woodfin Suite Hotel, Prop., Dublin
 Country Inn & Suites Fairborn South, Fairborn
 TownePlace Suites, Findlay
 SpringHill Suites Columbus Airport, Gahanna
 TownePlace Suites Columbus Airport, Gahanna
 Fairfield Inn, Holland
 Courtyard Independence, Independence
 Hilton Cleveland South, Independence
 IMG Resort Academies, Lakeview Bluffs
 Courtyard Toledo/Maumee, Maumee
 Courtyard Cleveland Airport South, Middleburg Heights
 TownePlace Suites Cleveland Airport, Middleburg Heights
 Holiday Inn Express Port Clinton Catawba Island, Port Clinton
 Embassy Suites, Rockside
 Courtyard, Rossford
 Microtel Inn & Suites, St. Clairsville
 Best Western Plus, Sandusky
 Comfort Inn, Sandusky
 Great Wolf Lodge, Sandusky
 Fairfield Inn, Toledo
 Holiday Inn, Toledo
 Hampton Inn & Suites Cincinnati Union Centre, West Chester
 Courtyard Cleveland, Westlake
 TownePlace Suites, Westlake
 Fairfield Inn, Willoughby

Oklahoma

Hampton Inn & Suites, Altus
 Fountainhead Resort, McIntosh County
 Colcord Hotel, Oklahoma City
 Portofino Hotel, Prop., Oklahoma City
 Sheraton Hotel, Oklahoma City
 Arrowhead Resort, Pittsburgh County

PROPERTIES - CONTINUED

* Denotes Gaming Property

Hotel Ambassador, Tulsa

Oregon

Phoenix Inn, Albany
 Red Lion Inn, Astoria
 Inn at Face Rock, Bandon
 Fairfield Inn, Beaverton
 Phoenix Inn, Beaverton
 Shilo Inn, Beaverton
 Condominium Hotel, Proposed, Bend
 Hotel, Proposed, Bend
 Phoenix Inn, Bend
 Red Lion Inn North, Bend
 Remington Hotel, Proposed, Bend
 Shilo Inn Suites, Bend
 Surfsand Resort, Cannon Beach
 Red Lion Inn, Coos Bay
 Hilton Garden Inn, Proposed, Corvallis
 Crater Lake National Park Concession, Crater Lake
 Phoenix Inn, Eugene
 Red Lion Inn, Eugene
 Shilo Inn Springfield, Eugene
 Valley River Inn, Eugene
 Best Western Plus Pier Point Inn, Florence
 Big Creek Resort, Florence
 Hotel Site, Proposed, Florence
 Salishan Resort, Gleneden Beach
 Shilo Inn, Grants Pass
 Candlewood Hotel, Hillsboro
 Courtyard Hotel, Proposed, Hillsboro
 Larkspur Landing Hotel, Hillsboro
 Residence Inn, Proposed, Hillsboro
 Springhill Suites Hotel, Hillsboro
 Red Lion Inn, Klamath Falls
 Shilo Inn Suites, Klamath Falls
 Fairfield Inn, Lake Oswego
 Hilton Garden Inn, Lake Oswego
 Phoenix Inn, Lake Oswego
 Residence Inn, Lake Oswego
 Shilo Inn Oceanfront Resort, Lincoln City
 Airport Hotel, Prop., Medford
 Convention Center & Full-Service Hotel, Prop., Medford
 Courtyard by Marriott, Prop., Medford
 Homewood Suites, Medford
 Red Lion Inn, Medford
 Shilo Inn, Newport
 Red Lion Hotel, Pendleton
 Aloft Portland Airport at Cascade Station, Portland
 Avalon Hotel & Spa, Prop. & Existing, Portland
 Benson Hotel, Portland
 Canopy by Hilton Portland Pearl District, Proposed, Portland
 Columbia River Red Lion, Portland
 Convention Headquarters Hotel, Prop., Portland
 Courtyard Hotel, Proposed, Portland
 DoubleTree Portland/Lloyd Center, Portland
 Duniway Hotel, Portland
 Embassy Suites Hotel, Portland
 Fifth Avenue Suites Hotel, Portland
 Governor Hotel, Portland
 Hilton Downtown, Portland
 Holiday Inn, Portland
 Hotel Deluxe, Portland

Hotel Fifty, Portland
 Hotel Lucia, Portland
 Hotel Modera, Portland
 Hotel, Proposed, Portland
 Inn at Northrup Station, Portland
 InterContinental Hotel, Prop., Portland
 Luxury Collection Hotel, Prop., Portland
 Marriott Portland City Center, Portland
 Marriott Renaissance Hotel, Prop., Portland
 Monaco Hotel, Portland
 Nines Hotel, Proposed, Portland
 Red Lion Inn Convention Center, Portland
 Renaissance Hotel, Portland
 Residence Inn-Lloyd Center, Portland
 Residence Inn, Proposed, Portland
 RiverPlace Hotel & Condominiums, Portland
 Sentinel Hotel, Portland
 Sheraton Suites, Proposed, Portland
 Shilo Inn Portland Airport Suites, Portland
 Shilo Inn Portland/Beaverton, Portland
 Vintage Plaza Hotel, Portland
 Wells Building, Portland
 Westin Hotel, Prop. and Existing, Portland
 W Hotel Pearl District, Proposed, Portland
 Capitol Inn, Salem
 Execulodge, Salem
 Phoenix Inn – North, Salem
 Phoenix Inn – South, Salem
 Shilo Inn, Salem
 Best Western Ocean View Resort, Seaside
 Red Lion Inn, Seaside
 Shilo Inn Seaside Oceanfront Resort, Seaside
 Embassy Suites, Proposed, Springfield
 Red Lion Inn, Springfield
 Skamania Lodge, Stevenson
 Sunriver Resort, Sunriver
 Hilton Garden Inn, Proposed, The Dalles
 Hotel Project, Proposed, The Dalles
 Shilo Inn Suites, The Dalles
 Embassy Suites Hotel, Tigard
 Phoenix Inn, Tigard
 Red Lion Inn, Tigard
 Shilo Inn Washington Square, Tigard
 Shilo Inn Suites, Tillamook
 Shilo Inn Suites Astoria, Warrenton
 Best Western Hotel, Wilsonville
 Holiday Inn, Wilsonville
 Phoenix Inn, Wilsonville

Pennsylvania

Holiday Inn, Beaver Falls
 Courtyard Bensalem, Bensalem
 *Parx Casino, Bensalem
 Residence Inn, Berwyn
 *Sands Casino Resort, Bethlehem
 Sheraton, Bucks County
 *Harrah's Chester Casino & Racetrack, Chester
 Holiday Inn, Clarion
 Embassy Suites Pittsburgh, Coraopolis
 Marriott Pittsburgh Airport, Coraopolis
 Days Inn, Danville
 Ramada Inn, Erie
 *Hollywood Casino & Penn National Race Course, Grantville
 *Penn National Race Course, Grantville
 Four Points Greenburg, Greenburg
 Comfort Inn Harrisburg, Harrisburg

Fairfield Inn, Harrisburg
 Marriott Hotel, Harrisburg
 Holiday Inn Indiana, Indiana
 Hotel Sierra, King of Prussia
 Hyatt House, King of Prussia
 Valley Forge Hilton, King of Prussia
 Marriott, Proposed, Lancaster
 Hampton Inn & Outback Steakhouse Restaurant, Monroeville
 Courtyard Downtown, Philadelphia
 Embassy Suites, Philadelphia
 Extended Stay America Philadelphia Airport, Philadelphia
 Hawthorn Suites by Wyndham Philadelphia Airport, Philadelphia
 Le Meridien Hotel, Philadelphia
 Marriott Hotel, Philadelphia
 Renaissance Philadelphia Airport, Philadelphia
 Rittenhouse Towers, Philadelphia
 Sheraton City Center, Philadelphia
 Sheraton Downtown Hotel, Philadelphia
 Sheraton Society Hill, Philadelphia
 Wyndham Franklin Plaza, Philadelphia
 Fairfield Inn, Pittsburgh
 Hyatt Regency Pittsburgh International Airport, Pittsburgh
 Motel 6, Pittsburgh
 *Rivers Casino, Pittsburgh
 Wyndham Garden Hotel, Pittsburgh
 Wyndham Pittsburgh University Place, Pittsburgh
 *Pocono Downs Race Course, Plains Township
 DoubleTree Guest Suites, Plymouth Meeting
 SpringHill Suites, Plymouth Meeting
 Comfort Inn, Pottstown
 Hilton at Lackawanna Station, Scranton
 Skytop Lodge, Skytop
 Holiday Inn, Uniontown
 Hotel Conference Center, Washington
 *Casino Component of Hotel Conference Center Feasibility Study, Washington County
 Marriott Philadelphia West, West Conshohocken
 Holiday Inn York Manchester Mall, York

Rhode Island

Hotel Viking, Newport
 Providence Biltmore Hotel, Providence

South Carolina

Hampton Inn & Suites, Bluffton
 Suburban Extended Stay Hilton Head, Bluffton
 Charleston Place, Charleston
 Holiday Inn, Charleston
 Hotel, Proposed, Charleston
 Travelodge, Charleston
 Comfort Suites at Harbison, Columbia
 Embassy Suites, Columbia
 Home-Town Suites of Columbia, Columbia
 Motel 6, Columbia
 Fairfield Inn, Greenville
 Hampton Inn Greenville Haywood, Greenville
 Ramada Inn, Greenville
 Fairfield Inn, Florence
 Fairfield Inn, Hilton Head
 Hilton Head Inn, Hilton Head

PROPERTIES - CONTINUED

* Denotes Gaming Property

Holiday Inn Express, Hilton Head
 Hyatt Regency, Hilton Head
 Westin Hilton Head Resort, Hilton Head
 Save Inn, Lake Hartwell
 3 Palms Oceanfront Hotel, Myrtle Beach
 Sun N Sand Resort, Myrtle Beach
 Fairfield Inn by Marriott, Orangeburg
 Brookwood Inn, Spartanburg

South Dakota

Four Points Hotel, Proposed, Sioux Falls

Tennessee

Hilton Suites Hotel, Brentwood
 Motel 6, Chattanooga
 Fairfield Inn & Suites Chattanooga South East Ridge, East Ridge
 Hyatt Place Memphis Germantown, Germantown
 Holiday Inn, Jackson
 Fairfield Inn, Johnson City
 Clarion Hotel Airport Graceland, Memphis
 Holiday Inn Memphis Downtown Beale Street, Memphis
 Howard Johnson Airport, Memphis
 Inland Suites Memphis Elvis Street, Memphis
 Inland Suites Memphis Lamar Street, Memphis
 Marriott Memphis East, Memphis
 Motel 6, Memphis
 Residence Inn Memphis Downtown, Memphis
 Staybridge Suites Poplar Ave. East, Memphis
 Villager Lodge, Memphis
 Westin Hotel, Memphis
 Days Inn, Nashville
 DoubleTree by Hilton, Nashville
 Hampton Inn, Nashville
 Hilton Nashville Downtown, Nashville
 Holiday Inn Express, Nashville
 Hotel Preston, Nashville
 Renaissance, Nashville
 Comfort Inn, Oak Ridge
 Hampton Inn, Pigeon Forge
 Wilderness at the Smokies, Sevierville

Texas

Holiday Inn Express, Abilene
 Courtyard by Marriott, Prop. and Existing, Addison
 Hotel, Proposed, Addison
 Hyatt Summerfield Suites, Addison
 Summerfield Suites Hotel, Prop., Addison
 Woodfin Suite Hotel, Proposed, Addison
 Days Inn, Amarillo
 Hampton Inn & Suites, Amarillo
 Motel 6, Amarillo
 Super 8 Motel, Amarillo
 Holiday Inn Express Arlington, Arlington
 Hotel, Proposed, Arlington
 Loews Hotel, Proposed, Arlington
 Sheraton Hotel, Arlington
 Sierra Suites Conversion, Prop., Arlington
 Aloft Austin at The Domain, Austin
 Aloft/Element, Austin
 Barton Creek Resort, Austin
 Courtyard by Marriott University Area, Austin
 DoubleTree by Hilton, Austin
 Fairfield Inn & Suites University Area, Austin

Fairfield Inn & Suites, Prop. & Existing, Austin
 Four Seasons, Austin
 Hampton Inn & Suites Austin Airport, Austin
 Hampton Inn & Suites Downtown, Austin
 Holiday Inn, Austin
 Hotel Site, Austin
 Lakeway Inn, Austin
 Sheraton Hotel, Austin
 Woodfin Suites Hotel, Proposed, Austin
 Holiday Inn, Beaumont
 Homewood Suites by Hilton, Bedford
 Embassy Suites, College Station
 Tryp by Wyndham, Prop., College Station
 La Quinta Inn & Suites, Columbus
 Comfort Inn & Suites Calallen, Corpus Christi
 Candlewood Suites Corpus Christi SPID, Corpus Christi
 Courtyard by Marriott, Corpus Christi
 Days Inn, Corpus Christi
 Embassy Suites, Corpus Christi
 Holiday Inn Express, Corpus Christi
 Howard Johnson, Corpus Christi
 La Quinta Inn & Suites Corpus Christi Northwest, Corpus Christi
 Staybridge Suites, Corpus Christi
 Fairfield Inn & Suites, Cuero
 Courtyard by Marriott Dallas LBJ at Josey, Dallas
 Crowne Plaza, Dallas
 Doubletree Inn, Dallas
 Fairmont Hotel, Dallas
 Holiday Inn Express Hotel & Suites Dallas East, Dallas
 Holiday Inn Select Northpark, Dallas
 Hyatt Regency DFW, Dallas
 Knights Inn Market Center, Dallas
 Magnolia Hotel, Dallas
 Marriott Park Central, Dallas
 Marriott Quorum, Dallas
 Marriott Suites, Dallas
 Melrose Hotel, Dallas
 Motel 6, Dallas
 Northpark Holiday Inn, Dallas
 Park Plaza, Dallas
 Ramada Inn Convention Center, Dallas
 Residence Inn, Prop. and Existing, Dallas
 Ritz-Carlton Hotel, Dallas
 Sheraton, Dallas
 Sheraton Grand Hotel, Dallas
 Summit Hotel, Dallas
 Virgin Hotel, Dallas
 Wyndham Garden Las Colinas, Dallas
 Howard Johnson's, East Dallas
 Allstar Inn, El Paso
 Chase Suites Hotel, El Paso
 Courtyard by Marriott El Paso Airport, El Paso
 DoubleTree by Hilton Downtown, El Paso
 Embassy Suites, El Paso
 Travelers Inn, El Paso
 Westin Hotel, Proposed, Frisco
 Candlewood Suites DFW South, Fort Worth
 Holiday Inn DFW Airport South, Fort Worth
 Metro Center Hotel, Fort Worth
 Omni Hotel, Fort Worth
 Renaissance Worthington, Fort Worth
 Residence Inn by Marriott, Fort Worth
 Sheraton Downtown Hotel, Fort Worth

Springhill Suites, Proposed, Fort Worth
 La Quinta Inn & Suites South Grand Prairie, Grand Prairie
 Crowne Plaza Houston North Greenspoint, Houston
 Best Western Fountainview Inn & Suites, Houston
 Candlewood Suites Houston Kingwood, Houston
 Candlewood Suites Houston Medical Center, Houston
 Comfort Suites Willowbrook Technology Corridor, Houston
 DoubleTree Guest Suites Galleria, Houston
 Embassy Suites, Houston
 Four Seasons Hotel, Houston
 Hampton Inn Houston I-10 West, Houston
 Hilton Americas, Houston
 Hilton Houston Post Oak, Houston
 Hilton Houston Southwest, Houston
 Holiday Inn Downtown, Proposed, Houston
 Holiday Inn Energy Corridor, Houston
 Holiday Inn & Suites, Proposed, Houston
 Holiday Inn Express Hotel & Suites, Houston
 Holiday Inn-Hobby, Houston
 Holiday Inn Houston Westchase, Houston
 Hotel Granduca, Houston
 Hotel Sorella, Houston
 Houstonian Hotel, Houston
 InterContinental Hotel, Proposed, Houston
 Marriott Hotel, Houston
 Motel 6, Houston
 Omni Hotel, Proposed, Houston
 Omni Houston Galleria, Houston
 Radisson Towne & Country, Houston
 Staybridge Suites Houston West Energy Corridor, Houston
 Stouffer Renaissance, Houston
 Studio 6, Ingleside
 Element DFW Airport North, Irving
 Four Seasons Resort Las Colinas, Irving
 Hampton Inn, Proposed, Irving
 Hotel Site, Proposed, Irving
 Hyatt Regency DFW, Irving
 Residence Inn, Irving
 Sheraton Grand Hotel DFW, Irving
 Summerfield Suites, Irving
 Westin Dallas Fort Worth Airport, Irving
 La Quinta Inn & Suites, Katy
 Holiday Inn Express & Suites, Kingwood
 Days Inn & Suites, Laredo
 Red Roof Inn Laredo - I-83 South, Laredo
 Wyndham Hotel, Las Colinas
 Comfort Inn & Suites, Lubbock
 Holiday Inn Express & Suites, Lubbock
 Super 8, Lubbock
 Holiday Inn, Lubbock
 La Quinta Inn & Suites, Magnolia
 Renaissance Hotel, McAllen
 Comfort Suites, Midland
 Quality Suites, Midland
 Residence Inn by Marriott, Midland
 TownePlace Suites by Marriott, Odessa
 Courtyard Dallas Plano, Plano
 Marriott at Legacy Town Center, Plano
 Residence Inn Dallas Plano, Plano
 Staybridge Suites Plano Richardson, Plano

PROPERTIES - CONTINUED

* Denotes Gaming Property

TownePlace Suites, Plano
 Fairfield Inn & Suites, Pleasanton
 Holiday Inn Express & Suites Port Aransas
 Beach Area, Port Aransas
 DoubleTree Richardson Hotel, Richardson
 Holiday Inn Richardson Hotel, Richardson
 Holiday Inn Select, Richardson
 Hyatt House Dallas Richardson, Richardson
 Radisson Hotel Dallas North, Richardson
 Wingate Inn, Richardson
 Courtyard by Marriott, Round Rock
 Kalahari Resort & Convention Center,
 Proposed, Round Rock
 Microtel Inn & Suites, Prop., Round Rock
 Baymont Inn & Suites San Antonio Northwest,
 San Antonio
 Comfort Suites San Antonio Airport North, San
 Antonio
 Crockett Hotel, San Antonio
 Courtyard San Antonio Riverwalk, San Antonio
 DoubleTree San Antonio Airport, San Antonio
 Dual-Brand Hampton Inn/Homewood Suites,
 Proposed, San Antonio
 Embassy Suites, Proposed, San Antonio
 Fairmont Hotel, San Antonio
 Four Points Riverwalk, San Antonio
 Grand Hyatt, San Antonio
 Hampton Inn San Antonio Northwoods, San
 Antonio
 Hilton Garden Inn, Proposed, San Antonio
 Holiday Inn Express San Antonio Airport
 North, San Antonio
 Holiday Inn Lackland Sea World Area, San
 Antonio
 Homewood Suites by Hilton San Antonio
 North, San Antonio
 Homewood Suites Riverwalk, San Antonio
 Hotel Valencia Riverwalk, San Antonio
 Hyatt Regency Hill Country, San Antonio
 Marriott San Antonio Riverwalk, San Antonio
 Microtel by Wyndham San Antonio by
 SeaWorld/Lackland AFB, San Antonio
 Microtel Inn & Suites San Antonio North, San
 Antonio
 Salado Creek/Arena District Master Plan, San
 Antonio
 Toyota Field, San Antonio
 Amerihost Inn, San Marcos
 Fairfield Inn & Suites Northeast Schertz,
 Schertz
 Hampton Inn & Suites, Schertz
 Hampton Inn & Suites, Trophy Club
 WoodSpring Suites, Tyler
 Hampton Inn, Victoria
 Holiday Inn Express & Suites Houston Space
 Center, Webster

Utah

Proposed Resort @ Bryce Canyon, Bryce
 Hotel, Proposed, Bryce Canyon
 Amangiri Resort & Spa and Pangolin Land,
 Canyon Point
 Red Mountain Spa, Ivins
 Utah Trails Resort, Kanab
 Canyon Land Resort, Proposed, Kane County
 Courtyard by Marriott, Layton
 Zermatt Resort & Spa, Midway

Hotel Component of Mixed-Use Project, Moab
 Crystal Inn Mid Valley, Murray
 Holiday Inn Express & Suites, Prop., Murray
 Marriott Hotel, Ogden
 TownePlace Suites, Proposed, Orem
 Hampton Inn & Suites, Park City
 Holiday Inn Express, Park City
 Lodges at Stillwater, Park City
 Marriott Park City, Park City
 St. Regis Deer Crest Resort, Park City
 Sky Lodge, Park City
 Marriott Provo, Provo
 Residence Inn, Provo
 Seven Peaks Resort Hotel, Provo
 Hotel, Proposed, St. George
 SpringHill Suites, Proposed, St. George
 Cavanaugh's Olympus Hotel, Salt Lake City
 Chase Suite SLC Downtown, Salt Lake City
 Courtyard Salt Lake City Airport, Salt Lake City
 Crystal Inn West Valley, Salt Lake City
 DoubleTree Suites by Hilton, Salt Lake City
 Hotel Monaco, Salt Lake City
 Marriott Salt Lake City University Park, Salt
 Lake City
 Red Lion Hotel, Salt Lake City
 Sheraton Hotel, Salt Lake City
 Shilo Inn, Salt Lake City
 WestCoast Hotel, Salt Lake City
 Woodfin Suites Hotel, Salt Lake City
 Zion Park Inn & Switchback Grill & Trading
 Company, Salt Lake City
 Hyatt House Salt Lake City Sandy, Sandy

Vermont

Hilton, Burlington
 Sheraton Burlington, Burlington
 Wyndham Burlington, Burlington

Virginia

Hawthorn Suites, Alexandria
 Howard Johnson's, Alexandria
 Crystal Gateway Marriott, Arlington
 Waterview Condominium Hotel, Arlington
 AmeriSuites, Arlington Heights
 Embassy Suites Crystal City, Arlington
 Hyatt Arlington, Arlington
 Homestead Studio Suites, Chantilly
 Residence Inn by Marriott Dulles South,
 Chantilly
 Wingate Inn Dulles Airport, Chantilly
 Aloft, Chesapeake
 Best Western Plus Portsmouth, Chesapeake
 Hampton Inn & Suites Chesapeake Square
 Mall, Chesapeake
 Hilton Garden Inn Greenbrier, Chesapeake
 Residence Inn by Marriott Chesapeake
 Greenbrier, Chesapeake
 TownePlace Suites, Chesapeake
 Hampton Inn Petersburg Southpark Mall,
 Colonial Heights
 Holiday Inn Petersburg North Fort Lee,
 Colonial Heights
 Holiday Inn Crowne Plaza, Crystal City
 Best Western Windsor Inn & Suites, Danville
 Hilton Garden Inn, Fairfax
 Homestead Studio Suites, Fairfax
 Hyatt Fair Lakes, Fairfax

Westin Tysons Corner, Falls Church
 Motel 6, Fredericksburg
 Homestead Studio Suites, Glen Allen
 Marriott Richmond West, Glen Allen
 SpringHill Suites, Glen Allen
 Comfort Inn, Gloucester
 Fairfield Inn & Suites, Manassas
 Holiday Inn Express & Suites, Manassas
 Hilton Tyson's Corner, McLean
 Holiday Inn Express, Mechanicsville
 Omni International Hotel, Norfolk
 Sheraton Norfolk Waterside, Norfolk
 SpringHill Suites Virginia Beach, Norfolk
 Homestead Studio Suites, Reston
 Embassy Suites, Richmond
 Extended-Stay Hotel, Proposed, Richmond
 Holiday Inn West End, Richmond
 Comfort Inn, Springfield
 Hampton Inn, Springfield
 Candlewood Suites Hotel, Sterling
 Homestead Studio Suites, Sterling
 Sierra Suites, Proposed, Sterling
 Suburban Extended Stay, Sterling
 Marriott Hotel, Tyson's Corner
 Fairfield Inn, Virginia Beach
 Studios 4 Less Virginia Beach, Virginia Beach
 Residence Inn Tysons Corner Mall, Vienna
 Fairfield Inn & Suites by Marriott,
 Williamsburg

Washington

Red Lion Inn, Aberdeen
 *Iron Horse Casino, Auburn
 Best Western Bellevue Inn, Bellevue
 Candlewood Suites, Bellevue
 DoubleTree Bellevue Center, Bellevue
 Embassy Suites, Bellevue
 Full-Service Hotel, Proposed, Bellevue
 Hampton Inn, Bellevue
 Hyatt House Seattle Bellevue, Bellevue
 La Quinta Inn, Bellevue
 Larkspur Landing Hotel, Bellevue
 Lincoln Square Hotel, Bellevue
 Marriott Hotel, Bellevue
 Palladium Center Project, Bellevue
 Red Lion Hotel Bellevue, Bellevue
 Red Lion Inn Bellevue Center, Bellevue
 Residence Inn, Bellevue
 Ritz-Carlton Hotel, Proposed, Bellevue
 Westin Hotel, Proposed, Bellevue
 Semi-ah-moo Resort, Blaine
 Sierra Suites Hotel, Proposed, Bellevue
 Full-Service Hotel, Proposed, Everett
 Motel 6, Issaquah
 Red Lion Inn, Kelso
 Red Lion Hotel Columbia Center, Kennewick
 SpringHill Suites Tri-Cities, Kennewick
 Comfort Inn, Kent
 Fairfield Inn, Proposed, Lacey
 Proposed Hotel, Lakewood
 Embassy Suites, Lynnwood
 Residence Inn, Lynnwood
 Phoenix Inn, Olympia
 Red Lion Hotel, Olympia
 WestCoast Olympia Hotel, Olympia
 DoubleTree Hotel, Pasco
 Red Lion Hotel, Pasco

PROPERTIES - CONTINUED

* Denotes Gaming Property

Red Lion Inn, Pasco
 Red Lion Hotel, Port Angeles
 Marriott Hotel, Proposed, Redmond
 Residence Inn, Redmond
 Hilton Gardens Hotel, Redmond
 Hyatt House Seattle Redmond, Redmond
 Hilton Garden Inn, Renton
 Larkspur Landing Hotel, Renton
 Best Western Tower Inn, Richland
 Red Lion Hotel Hanford House, Richland
 Red Lion Inn, Richland
 Shilo Inn, Richland
 Cedarbrook Lodge & Conference Ctr., Sea-Tac
 Coast Gateway Hotel, Sea-Tac
 Hampton Inn, Sea-Tac
 Holiday Inn Sea-Tac, Sea-Tac
 La Quinta Inn, Sea-Tac
 Red Lion Hotel, Sea-Tac
 Wingate, Proposed, Sea-Tac
 400-Room Hotel, Proposed, Seattle
 Alexis Hotel, Seattle
 Convention Hotel at Greyhound Site, Prop. Seattle
 Courtyard Hotel, Seattle
 DoubleTree by Hilton Arctic Club Hotel, Seattle
 Doubletree Inn, Seattle
 Elliott Hotel, Seattle
 Embassy Suites Seattle/Tacoma, Seattle
 Extended-Stay Hotel, Proposed, Seattle
 Fairmont Olympic Hotel, Seattle
 Four Seasons Olympic Hotel, Seattle
 Four-Star Hotel, Proposed, Seattle
 Grand Hyatt Seattle, Seattle
 Hampton Inn, Seattle
 Holiday Inn Crowne Plaza, Seattle
 Holiday Inn Sea-Tac, Seattle
 Homewood Suites, Seattle
 Hotel 1000, Seattle
 Hotel Andra, Seattle
 Hotel First Street, Proposed, Seattle
 Hotel Max, Seattle
 Hotel Monaco, Seattle
 Hotel, Proposed, Seattle
 Hotel Theodore(fka Roosevelt Hotel), Seattle
 Hotel Vintage Plaza, Seattle
 Hyatt Hotel at Olive8, Proposed, Seattle
 Hyatt Regency, Seattle
 Madison Hotel, Seattle
 Marriott Seattle Waterfront, Seattle
 Kimpton Palladium, Seattle
 Paramount Hotel, Seattle
 Red Lion Hotel, Seattle
 Renaissance Hotel, Seattle
 Seattle Hotel, Proposed, Seattle
 Sheraton Hotel, Seattle
 Springhill Suites, Seattle
 W Hotel, Seattle
 WestCoast Grand Hotel on Fifth Avenue, Seattle
 WestCoast Paramount, Seattle
 WestCoast Vance Hotel, Seattle
 Bay Silverdale Hotel, Silverdale
 Salish Lodge, Snoqualmie
 Courtyard by Marriott, Spokane
 DoubleTree Spokane City Center, Spokane
 Red Lion Hotel at the Park, Spokane
 Red Lion Inn, Spokane

Residence Inn, Proposed, Spokane
 WestCoast Grand Hotel, Spokane
 WestCoast Ridpath Hotel, Spokane
 Shilo Inn, Spokane
 Red Lion Inn, Spokane Valley
 Skamania Lodge, Stevenson
 Hotel Monaco, Tacoma
 Hotel Premier, Tacoma
 La Quinta Inn, Tacoma
 Marriott Hotel Convention Center Prop., Tacoma
 Park Shore Inn, Tacoma
 Red Lion Inn, Tacoma
 Sheraton Hotel, Tacoma
 Shilo Inn Suites, Tacoma
 Winthrop Hotel, Tacoma
 Doubletree Suites, Tukwila
 Embassy Suites, Tukwila
 Residence Inn, Tukwila
 Hampton Inn, Tukwila
 Homewood Suites by Hilton, Tukwila
 Hotel, Proposed, University Place
 Hotel, Proposed, Vancouver
 Phoenix Inn, Vancouver
 Red Lion Inn at the Quay, Vancouver
 Residence Inn, Vancouver
 Red Lion Inn, Wenatchee
 WestCoast Wenatchee Center Hotel, Wenatchee
 Full-Service Hotel, Proposed, Yakima
 Hotel, Proposed, Yakima
 Red Lion Hotel Yakima Center, Yakima
 Red Lion Inn, Yakima

West Virginia

Holiday Inn Charleston House, Charleston
 Charles Town Entertainment Complex, Charles Town
 Holiday Inn Express, Falling Waters
 Holiday Inn, Huntington
 Days Inn, Martinsburg
 Microtel Inn & Suites, Triadelphia
 Howard Johnson's, Wheeling

Wisconsin

Radisson Hotel, Appleton
 Radisson Paper Valley Hotel, Appleton
 Fairfield Inn, Auburn Hills
 DoubleTree Hotel, Brookfield
 Fairfield Inn, Brookfield
 Milwaukee Marriott Hotel, Brookfield
 Wyndham Garden Hotel, Brookfield
 Radisson Inn, Farmington Hills
 Various Locations, Frankenmuth
 Hilton Garden Inn, Green Bay
 Motel 6, Green Bay
 Super 8 Motel, Jamesville
 Super 8 Motel, Kenosha
 Hilton Garden Inn Appleton/Kimberly, Kimberly
 Fairfield Inn, Madison
 Hampton Inn & Suites Madison West, Madison
 Homewood Suites Madison West, Madison
 Sheraton Hotel, Madison
 Fairfield Inn, Milwaukee
 Hampton Inn, Proposed, Milwaukee
 Holiday Inn-Airport, Milwaukee

Holiday Inn Milwaukee Riverfront, Milwaukee
 Holiday Inn-West, Milwaukee
 Hyatt Regency, Milwaukee
 Kimpton Hotel, Proposed, Milwaukee
 Renaissance ClubSport, Prop., Milwaukee
 Wyndham Milwaukee Airport Hotel and Convention Center, Milwaukee
 Country Inn & Suites, Marinette
 Holiday Inn, Neenah
 Hilton Garden Inn, Oshkosh
 Downtown Convention Hotel, Racine
 Fairfield Inn, Warren
 Hampton Inn & Suites, Proposed, West Allis
 Hotel, Proposed, West Allis
 Great Wolf Lodge, Wisconsin Dells
 Wilderness Hotel & Resort, Wisconsin Dells

Wyoming

Days Inn, Casper
 Motel 6, Casper
 Shilo Inn, Casper
 Flying L Skytel, Cody
 Shilo Inn, Evansville
 Amangani Resort, Jackson Hole
 Four Seasons Resort Hotel, Condominiums, and Fractionals, Jackson Hole
 Granary Restaurant & Spring Creek Ranch, Jackson Hole
 Amerihost, Pinedale

U.S. TERRITORIES**Guam**

Royal Palm Resort, Tumon
 Hyatt Regency Hotel, Tumon Bay
 Palace Hotel Guam, Tamuning
 Hotel, Proposed, Tamuning

Puerto Rico

El San Juan Resort & Casino, a Hilton Hotel, Carolina
 Waldorf Astoria El Conquistador Resort, Fajardo
 Carib Inn, San Juan
 Condado Plaza Hilton, San Juan

INTERNATIONAL**Aruba**

*Prop. Hard Rock Hotel and Casino, Oranjestad
 *Renaissance Aruba Resort & Casino and Retail Mall, Oranjestad
 *Marriott Aruba Resort & Stellaris Casino, Palm Beach

Antigua

Carlisle Bay Antigua, St. Mary's

Bahamas

Resort, Marina, and Villas, Prop., Eleuthera
 *Coral Harbour Development, Prop., Nassau
 Atlantis, Paradise Island
 Baja Mar Resort, Paradise Island
 One & Only Ocean Club Resort, Paradise Island
 Reef Atlantis, Paradise Island

Barbados

PROPERTIES - CONTINUED

* Denotes Gaming Property

St. Barth Hotel, Proposed, Grand Cul de Sac, St. Barthelemy

Bermuda

Reefs Resort & Fractionals, Southampton

Canada

Westin Calgary, Calgary, AB
 119-Unit Hotel, Canmore, AB
 Courtyard by Marriott, Edmonton, AB
 Enoch Cree Entertainment Complex, Prop., Edmonton, AB
 Sutton Place, Edmonton, AB
 Westin Edmonton, Edmonton, AB
 Fairmont Jasper Park Lodge, Jasper, AB
 Fairmont Chateau Lake Louise, Lake Louise, AB
 Entertainment Complex, Proposed, Lloydminster, AB
 Delta Vancouver Airport Hotel & Marina, Richmond, BC
 Fairmont Vancouver Airport, Vancouver, BC
 Hotel Georgia, Vancouver, BC
 Pacific Palisades Hotel, Vancouver, BC
 Sutton Place Hotel, Vancouver, BC
 Westin Bayshore Resort & Marina, Vancouver, BC
 Fairmont Chateau Whistler, Whistler, BC
 Mountainside Lodge, Whistler, BC
 Holiday Inn Airport West, Winnipeg, MB
 Courtyard by Marriott, Markham, ON
 Residence Inn by Marriott, Markham, ON
 Fairfield Inn by Marriott, Markham, ON
 Courtyard by Marriott, Mississauga, ON
 Residence Inn by Marriott, Mississauga, ON
 *Casino Niagara, Niagara, ON
 Westin Ottawa, Ottawa, ON
 Sutton Place Hotel & Apartments, Toronto, ON
 Toronto Prince Hotel, Toronto, ON
 Westin Bristol Place Toronto Airport, Toronto, ON
 Westin Harbour Castle, Toronto, ON
 Courtyard by Marriott Toronto Vaughan, Vaughan, ON
 Fairmont Chateau Montebello, Montebello, QC
 Fairmont Kenauk, Montebello, QC
 Hyatt Regency Montreal, Montreal, QC
 Le Chateau Frontenac, Quebec City, QC

Cayman Islands

Courtyard Hotel Grand Cayman, Grand Cayman
 Marriott Grand Cayman, Grand Cayman
 Treasure Island Resort, Grand Cayman
 Westin Casuarina Resort & Spa, Grand Cayman

Chile

*Casino Hotel, Prop., San Francisco de Mostazal

Costa Rica

Rip Jack Inn Hotel, Playa Grande, Guanacaste
 Four Seasons Resort Costa Rica, Papagayo

Curacao

Hard Rock Hotel, Proposed Curacao
 *Renaissance Curacao Resort & Casino, Willemstad

Fiji

Jean-Michele Cousteau Resort, Savusavu
 Taunovo Bay Resort Hotel, Proposed, Taunovo Bay

France

Le Mélézin Hotel, Courcheval 1850
 Marriott Champs Elysée, Paris

French Polynesia

Four Seasons Resort, Bora Bora

Indonesia

St. Regis Bali Resort, Bali

Ireland

Proposed Mixed-Use Development, Tipperary

Japan

Westin, Tokyo

Macau, S.A.R., China

Altira Macau
 *City of Dreams Hotel & Casino, Prop. & Existing
 *Crown Macau Hotel & Casino
 *Grand Waldo Casino-Hotel
 *New Century Hotel & Casino, Macau
 *Sands Casino Macao
 Sands China Limited Parcels 5 & 6
 Studio City Macao
 Venetian Resort Macao, Proposed

Maldives

One & Only Reethi Rah Resort, Reethi Rah
 Soneva Jani, Medhufaru Island, Noonu Atoll

Mauritius

One & Only Le Saint Geran Hotel

Mexico

Trump Ocean Resort, Prop., Rosarito Beach, BC
 Rancho La Puerta, Tecate, BC
 Hotel, Proposed, Tijuana, BCN
 400-Room Hotel, Prop., Cabo San Lucas, BCS
 Capella Pedregal Resort, Prop., Cabo San Lucas, BCS
 Chileno Bay Development, Cabo San Lucas, BCS
 Hilton Los Cabos Beach & Golf Resort, San Jose del Cabo, BCS
 Hotel & Timeshare Development, Prop., Cabo San Lucas, BCS
 Esperanza Resort & Fractionals, Cabo San Lucas, BCS
 One&Only Palmilla, San Jose del Cabo, BCS
 Luxury Hotel Submarket, Los Cabos, BCS
 Las Hadas Resort, Manzanillo, Colima
 Four Seasons Mexico D.F., Mexico City, DF
 Sheraton Centro Historico Hotel & Convention Center, Mexico City, DF
 Barcelo La Jolla de Mismaloya, Puerto Vallarta, Jalisco
 Puerto Vallarta Casa Magna Marriott Resort, Puerto Vallarta, Jalisco
 Four Seasons Resort Punta Mita, Bahia de Banderas, Nayarit

Cancun Casa Magna Marriott Resort, Cancun, QR

Hilton Cancun Beach & Golf Resort, Cancun, QR
 Sandos Cancun Luxury Experience Resort & Spa, Cancun, QR

Netherlands

Swissôtel Amsterdam, Amsterdam

Panama

*Convention-Oriented Hotel and Casino, Proposed, Panama City

Russia

*Casino Component Proposed Resort, Moscow

Singapore

Marina Bay Sands Development, Marina Bay

Spain

Proposed LVS Spain Development Project

Sri Lanka

Proposed Lost City of Shanhala

Thailand

Capella, Proposed, Bangkok
 Four Seasons, Proposed, Bangkok
 Waldorf Astoria, Bangkok

United Arab Emirates

Atlantis The Palm, Dubai

Virgin Islands

Pond Bay Saint John, Saint John

West Indies

Grand Princess Entertainment Center, Jolly Harbour, Antigua
 Four Seasons Resort, Nevis

VARIOUS PROPERTIES AND PORTFOLIOS

Anglo-Irish Hotel Portfolio, Various Locations
 AppleCore/Provenance Hotel Portfolio, Various Locations
 ARC Hotel Portfolio, Various Locations
 Ashford Hospitality Assets, Various Locations
 Barclays Portfolio, Various Locations
 Boutique Hotel Portfolio, California
 Chelsea Portfolio, Various Locations
 City of Milpitas Occupancy Tax Study
 Cooper Hotel Portfolio, Various Locations
 Clarion Portfolio, Various Locations
 Competitive Luxury Hotel Performance, Los Angeles
 Cooper Hotel Portfolio, Various Locations
 Crossland Economy Suites & Extended Stay Americas, Various Locations
 Equity Inns Portfolio, Various Locations
 Extended Stay America Portfolio, Various Locations
 Fairmont Management Company
 Fairmont/Raffles/Swissôtel Portfolio
 Felcor Lodging Company Analysis, Various Locations
 G6 Hospitality – Motel 6 Portfolio, Various Locations

PROPERTIES - CONTINUED

** Denotes Gaming Property*

Hardage Hotels – Franchise Valuation, Various Locations, CA	Project Neptune, Various Locations	Silverwest Portfolio, Various Locations
Hilton/Blackstone Portfolio, Various Locations	Sage Hospitality Portfolio of 10 Hotels, Various Locations	Starwood Portfolio, Various Locations
HIT Portfolio, Various Locations	Project Wild Portfolio – Great Wolf Lodges, Various Locations	Strategic Portfolio, Various Locations
HMS Extended-Stay Hotel Portfolio	Red Roof Inn Portfolio, Various Locations	Summit Hotel Portfolio, Various Locations
KeyBank Hotel Portfolio, Various Locations	RLJ Portfolio, Various Locations	Tharaldson/CNL/Thunderbird Portfolio, Various Locations
La Quinta Portfolio, Various Locations	RREAF Holdings, LLC/Texas Hotel Portfolio	Valuation of AmericInn International, LLC
Larkspur Landing Portfolio, Various	San Francisco and Los Angeles Market	Valuation of Great Wolf Resorts Company
Motel 6 Portfolio, Various Locations	Snapshots	Value Place Portfolio, Various Locations
Noble House Management Portfolio	Schidler Hotel Portfolio, Various Locations	
Pacifica Hotel Portfolio, Various Locations	Semiahmoo Hotel Company	
Project Gateway, Various Locations		

Public Comment



235 Montgomery St., Ste. 760, San Francisco, CA
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January 29, 2020

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

Re: One Vassar Project – Planning Department Case No. 2012.1384

Dear Commission President Melgar and Planning Commissioners,

On behalf of the San Francisco Chamber of Commerce, I am pleased to submit our support of the One Vassar development. The San Francisco Chamber of Commerce is the only organization that champions all businesses across all industries in the City. We attract, support, and grow business through advocacy, economic development, and business development.

One Vassar exemplifies the Central SoMa Plan's objectives to create employment, offer housing, develop facilities to support the growing SoMa community and provide neighborhood serving amenities including a market hall; community friendly open spaces; large child care facility; and significant improvements to the public realm. Further, the project is making a \$120M impact fee investment in the Central SoMa community to support the much-needed infrastructure demands.

We also appreciate One Vassar's commitment to affordable housing by providing 110% of the citywide inclusionary requirement.

The San Francisco Chamber of Commerce feels that the One Vassar proposal supports goals to encourage housing affordability & density, transportation & infrastructure upgrades and workforce development. We strongly encourage the Planning Commission's approval of One Vassar.

Sincerely,

A handwritten signature in black ink that reads "Emily Abraham".

Emily Abraham
Manager, Public Policy

January xx, 2020

San Francisco Planning Commission
1650 Mission Street
San Francisco, CA 94103

Re: One Vassar Project – Planning Department Case No. 2012.1384

Dear Commission President Melgar and Planning Commissioners,

I am Clifford A. Leventhal, a full-time resident of the BLU Condominiums, 631 Folsom Street for over six years. I am writing you today to express my strong support for the proposed One Vassar mixed-use development.

The primary reason I purchased my condo was because of its excellent proximity to transit and the promise of an upgraded neighborhood, as detailed by the Central Soma Plan. The One Vassar mixed-use development will bring much needed housing and neighborhood-serving amenities including a variety of new retail uses, large community open spaces, child care center and most importantly better and safer streets.

I am aware that some members of my HOA Board, who had been opponents of the Central Soma Plan, and other condo owners and residents in the neighborhood have raised anti-growth concerns regarding congestion, pollution or views, even if the projects conformed to the Central SOMA Plan. This project was planned for jobs and housing density near transit and has been designed to be consistent with the area plan as analyzed and approved by this Commission in 2018.

I am strongly in favor of One Vassar and ask for your support to help improve my neighborhood.

Sincerely,

Cliff Leventhal



FOR YOUTH DEVELOPMENT
FOR HEALTHY LIVING
FOR SOCIAL RESPONSIBILITY

January 29, 2020

San Francisco Planning Commission
1650 Mission Street, 400
San Francisco, CA 94103

Re: One Vassar

Dear Commission President Koppel and Planning Commissioners,

The Chinatown YMCA is pleased to offer our support to One Vassar and its principles. We greatly appreciate One Vassar's generous support of our community and mission to provide quality programs for our members; honoring the legacy of our 100-year history as a vital anchor institution of the Chinese American community in the Bay Area.

We value our shared commitment in strengthening our communities and support the positive investments One Vassar is making in San Francisco.

Yours sincerely,

Andy Chu
Chinatown YMCA

Project Address: 657 Harrison Street, San Francisco, CA 94107

Project Sponsor: One Vassar

Date of SFHAC Review: 1/15/2020

Grading Scale

★ = The project meets the high standard set by local jurisdiction and/or SFHAC

★★ = The project exceeds SFHAC standards

★★★ = The project far exceeds SFHAC's standards and exhibits creativity in its proposed solutions

Criteria for SFHAC Endorsement

1. The Project must have been presented to the SFHAC Project Review Committee
2. The Project must score a minimum of ★ on any given guideline

<i>Guideline</i>	<i>Comments</i>	<i>Score</i>
Summary	SFHAC is proud to support One Vassar's proposed project at 657 Harrison Street.	★★
Land Use	The project team plans to rebuild this underutilized key site into a well-balanced mixed-use project including 489 new homes as well as a much needed childcare services for San Franciscans. In the context of our acute housing shortage, a mix of uses including infill housing is the best use of the site.	★★
Density	The project design maximizes density on the site according to the specifications of the Central SoMa Plan placing the 489 homes on 482,000 gross constructed square feet. The team achieved this by going above and beyond the base zoning of 130 feet to achieve 350 feet.	★★
Affordability	The proposal provides 110% of San Francisco's city-wide inclusionary requirement. To achieve this, the project team split their requirements between an inclusionary fee and a land dedication. Approximately half of their affordability program will be accomplished by paying a fee equivalent to 33% and approximately half will be a land dedication at 49.5%. Their total inclusionary contribution is valued at \$31.7M as of 2019.	★★★
Parking & Alternative Transportation	The project includes 128 subterranean parking spaces for residential, childcare, and retail use. This is a residential parking ratio of .25:1. While SFHAC encourages project teams to continue to be open to potential opportunities to reduce parking, we acknowledge that a lower parking ratio is aspirational due to the realities of financing and neighborhood demands. In addition, there will be 204 Class I, 33 Class II, and 25 cargo bicycle parking spaces implemented into the project. The site is also well-served by transit with access to the 8, 10, 12, 30, 45, and 81 MUNI lines as well as future access to two subway stations currently under construction. A new protected bike lane will be located along 2nd street and Transbay Terminal 2.5 blocks away. The proposed project exceeds TDM requirements.	★
Preservation	The project will rehabilitate the historically significant building on site which will be retained and seismically retrofitted as part of the multi-structure mixed-use development.	★★

Urban Design	The project plan includes strong urban design elements. The design features open space at the prominent corner of 2nd and Harrison Streets. It will also connect two dead-end allies (Perry Street and Vassar Place) to increase the block's porosity. Additional street improvements, such as the widening of sidewalks, complete a package of urban improvements. The Committee would like to commend the project team for their decision to include the market hall, a proven way to create community by providing restaurants, retail, and other services on site.	★★
Environmental Features	The project will meet San Francisco's high environmental standards. The project team expects the project to be designed to LEED Gold standards and comply with Title 24 and Green Point-rated standards.	★
Community Benefits	The project will include an 18,000 square foot childcare center, open space, including a new pedestrian mid-block connection, programmable community open spaces, \$7.5 Million in public art, 41,300 square feet of retail, and public realm improvements to create safer, more inviting streetscapes. Overall, the project contributes a value of approximately \$120 Million in impact fees and infrastructure investments, which will go toward improving the lives of San Franciscans.	★★
Community Input	The project sponsor has engaged the SoMa community by conducting several open house sessions. They have done additional outreach with key stakeholder groups, namely: Yerba Buena Alliance, Yerba Buena CBD, Good Jobs for All, SOMACC, SoMa Pilipinas, TODCO, SOMBA, SF Bicycle Coalition, South Beach Neighbors, SF Chamber of Commerce, West Bay, United Playaz, SOMCAN, SF Travel, Hotel Council, Local 2, YIMBYs, and SPUR. The project was also refined through the Central SoMa Plan evolution, which established specific goals and expectations from key sites, such as this one.	★★



January 30, 2020

San Francisco Planning Commission
1650 Mission Street, 400
San Francisco, CA 94103

Re: One Vassar Project – Planning Department Case No. 2012.1384

Dear Commission President Koppel and Planning Commissioners,

I am writing as the Executive Director of Mission Housing Development Corporation (Mission Housing), a nonprofit, community-based organization creating and preserving high-quality affordable housing, and providing supportive services for residents of low and moderate incomes in the Mission District and throughout San Francisco. As a leader in the San Francisco affordable housing community, I am pleased to submit this endorsement.

One Vassar will create sorely needed market rate and affordable housing for existing residents and generations of San Franciscans to come. The project has made a 110% inclusionary commitment, which would allow entities such as ours to access rare land opportunities while adding much need funding necessary to conduct small site acquisitions and gap financing for affordable housing development. We strongly support the proposed inclusionary strategy of combined land dedication and fee contribution as it addresses the most constrained resources needed to deliver affordable housing in San Francisco. In particular, the fee will allow non-profit developers like Mission Housing to leverage additional funding sources and financing structures that will ensure the maximum number of Permanent Low Income Units are built.

One Vassar will not only provide housing but also provide long term support and community development for one of the SRO community buildings we co-own at 88 Perry St, located on the subject block of One Vassar. We are excited to see the sorely needed proposed circulation improvements, neighborhood-serving amenities, large child care center, open space for community use and other significant enhancements to the public realm. Additionally, many new diverse employment opportunities will be created through the development of the projects' proposed hotel and array of diverse retail uses.

The One Vassar mixed-use development is critical to helping the City of San Francisco realize its vision for the Central SOMA district. We encourage your approval of this important project.

Sincerely,



Sam Moss
Executive Director
Mission Housing Development Corporation



SAN FRANCISCO PLANNING DEPARTMENT

Certificate of Determination Community Plan Evaluation

Date: February 5, 2020
Case No.: 2012.1384E
Project Address: 400 Second Street, 645, 653, 657, and 665 Harrison Street
Zoning: Central SoMa Mixed-Use Office (CMUO) District
130-CS/350-CS, 130-CS/200-CS, 350-CS, 45-X Height and Bulk Districts
Block/Lot: 3763/001, 078, 079, 080, 080A, 081, 099, 100, 101, 105, 113, and a portion of 112
Lot Size: 102,700 square feet (2.4 acres)
Plan Area: Central SoMa Plan
Project Sponsor: Sharon Lai, One Vassar, (415) 266-9858
Staff Contact: Josh Pollak, 415.575.8766; josh.pollak@sfgov.org

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

Reception:
415.558.6378

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415.558.6409

Planning
Information:
415.558.6377

PROJECT DESCRIPTION

The project site is located on the block bounded by Harrison Street to the north, Second Street to the east, Perry Street to the south, and Third Street to the west in the South of Market (SoMa) neighborhood. The 400 Second Street project (aka the One Vassar Project or proposed project) would construct new buildings at 400 Second Street and 657 Harrison Street. The existing building at 645 Harrison Street, constructed in 1947, would include a vertical addition set back from the façade of the existing four-story historic building. The project would provide a total of approximately 1.5 million square feet of mixed uses, including two subterranean parking garages and mechanical equipment space.

The proposed building at 400 Second Street would include construction of a 27-story, 350-foot-tall, approximately 538,100-square-foot office building with ground-floor retail and a subterranean parking garage. The proposed building addition at the rear of the existing 645 Harrison Street building would include construction of a 19-story, 200-foot-tall hotel tower (15-stories above the existing podium); together, the existing building and hotel tower would total approximately 391,200 square feet and include a hotel (up to 468 rooms), office uses (existing office space to be retained), and retail uses as well as production, distribution and repair (PDR) uses (existing PDR space to be retained and new PDR space) and a new basement. The proposed building at 657 Harrison Street would include construction of a 35-story, 350-foot-tall, approximately 586,700-square-foot residential building with up to 489 dwelling units, ground floor retail, a childcare facility and a subterranean parking garage. The two proposed subterranean parking garages (one at 400 Second Street and one at 657 Harrison Street) would provide a total of 326 vehicle parking spaces as well as 308 class I bicycle parking spaces and 78 class II bicycle parking spaces. The class I bicycle parking spaces would be located in the subterranean parking garages at 400 Second Street and 657 Harrison Street; the class II bicycle parking spaces would be located throughout the project site.

The proposed project would include demolition of four buildings at the project site, including the buildings at 400 Second Street (four stories), 653 Harrison Street (two stories), 657 Harrison Street (two stories), and 665 Harrison Street (two stories). The existing four-story building at 645 Harrison Street would be retained as part of the proposed project. The building at 400 Second Street currently contains office uses; the building at 645 Harrison Street contains office and PDR uses. The buildings at 653, 657, and 665 Harrison Street are vacant buildings that previously included office and industrial uses. The five existing buildings have a total area of approximately 239,000 square feet.

The proposed project would excavate approximately 102,000 cubic yards of material to a depth of up to 60 feet below grade for the subterranean parking garages, mechanical equipment, and building foundations, depending on the location within the site.

The proposed development would include approximately 40,770 square feet of open space in the form of common and private residential areas (e.g., terraces), privately owned public open spaces (POPOS), covered open space, and an outdoor area at the proposed childcare facility at 657 Harrison Street. The proposed project would add plantings, including new street trees adjacent to the sidewalks, widened sidewalks, sidewalk bulb-outs at various locations throughout the project site and passenger loading areas. In addition, the proposed project would include a new vehicular and pedestrian connection from Perry Street to Second Street (Perry Street is a two-way street that currently only connects to Third Street) and a new connection between Vassar Place and Third Street via an improved Perry Street. A project variant is also being analyzed that would not include a vehicular connection between Perry Street and Second Street, unlike the proposed project.

The duration of construction for the entire proposed project is estimated to be approximately 45 months.

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 400 Second Street project (aka the One Vassar Project) project, described above and incorporates by reference information contained in the Programmatic EIR for the Central SoMa Plan (PEIR).¹ Project-specific studies were prepared for the proposed project to determine if the project would result in any significant environmental impacts that were not identified in the Central SoMa PEIR.

FINDINGS

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

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

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

CEQA DETERMINATION

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

DETERMINATION

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



Lisa Gibson
Environmental Review Officer

2/5/2020

Date

¹ San Francisco Planning Department, *Central SoMa Plan Final Environmental Impact Report*, Planning Department Case Number 2011.1356E, https://sfplanning.org/environmental-review-documents?field_environmental_review_catag_target_id=214&items_per_page=10, accessed September 3, 2019.

ATTACHMENTS

- A. Initial Study – Community Plan Evaluation
- B. Mitigation Monitoring and Reporting Program

CC: Sharon Lai, project sponsor; Caroline Guibert Chase, attorney; Supervisor Matt Haney, District 6;
Esmeralda Jardines, Current Planning Division; Monica Huggins, M-Files



SAN FRANCISCO PLANNING DEPARTMENT

Attachment A

Initial Study – Community Plan Evaluation Checklist

Date: February 5, 2020
Case No.: 2012.1384E
Project Address: 400 Second Street, 645, 653, 657, and 665 Harrison Street
Zoning: Central SoMa Mixed-Use Office (CMUO) District; 130-CS/350-CS, 130-CS/200-CS, 350-CS, 45-X Height and Bulk Districts
Block/Lot: 3763/001, 078, 079, 080, 080A, 081, 099, 100, 101, 105, 113, and a portion of 112
Lot Size: 102,700 square feet (2.4 acres)
Plan Area: Central SoMa Plan
Project Sponsor: Sharon Lai, One Vassar, (415) 266-9858
Staff Contact: Josh Pollak, (415) 575-8766; josh.pollak@sfgov.org

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A. PROJECT DESCRIPTION

Project Overview

The project site is located on the block bounded by Harrison Street to the north, Second Street to the east, Perry Street to the south, and Third Street to the west in the South of Market (SoMa) neighborhood. The 400 Second Street project (aka the One Vassar Project or proposed project) would construct new buildings at 400 Second Street and 657 Harrison Street. The existing building at 645 Harrison Street, constructed in 1947, would include a vertical addition set back from the façade of the existing four-story historic building. The project would provide a total of approximately 1.5 million square feet of mixed uses, including two subterranean parking garages and mechanical equipment space.

The proposed building at 400 Second Street would include construction of a 27-story, 350-foot-tall, approximately 538,100-square-foot office building with ground-floor retail and a subterranean parking garage. The proposed building addition at the rear of the existing 645 Harrison Street building would include construction of a 19-story, 200-foot-tall hotel tower (15-stories above the existing podium); together, the existing building and hotel tower would total approximately 391,200 square feet and include a hotel (up to 468 rooms), office uses (existing office space to be retained), and retail uses as well as production, distribution and repair (PDR) uses (existing PDR space to be retained and new PDR space) and a new basement. The proposed building at 657 Harrison Street would include construction of a 35-story, 350-foot-tall, approximately 586,700-square-foot residential building with up to 489 dwelling units, ground floor retail, a childcare facility and a subterranean parking garage. The two proposed subterranean parking garages (one at 400 Second Street and one at 657 Harrison Street) would provide a total of 326 vehicle parking spaces as well as 308 class I bicycle parking spaces and 78

class II bicycle parking spaces. The class I bicycle parking spaces would be located in the subterranean parking garages at 400 Second Street and 657 Harrison Street; the class II bicycle parking spaces would be located throughout the project site.

The proposed project would include demolition of four buildings at the project site, including the buildings at 400 Second Street (four stories), 653 Harrison Street (two stories), 657 Harrison Street (two stories), and 665 Harrison Street (two stories). The existing four-story building at 645 Harrison Street would be retained as part of the proposed project. The building at 400 Second Street currently contains office uses; the building at 645 Harrison Street contains office and PDR uses. The buildings at 653, 657, and 665 Harrison Street are vacant mixed-use buildings that previously included office and industrial uses. The five existing buildings have a total area of approximately 239,000 square feet.

The proposed project would excavate approximately 102,000 cubic yards of material to a depth of up to 60 feet below grade for the subterranean parking garages, mechanical equipment, and building foundations, depending on the location within the site.

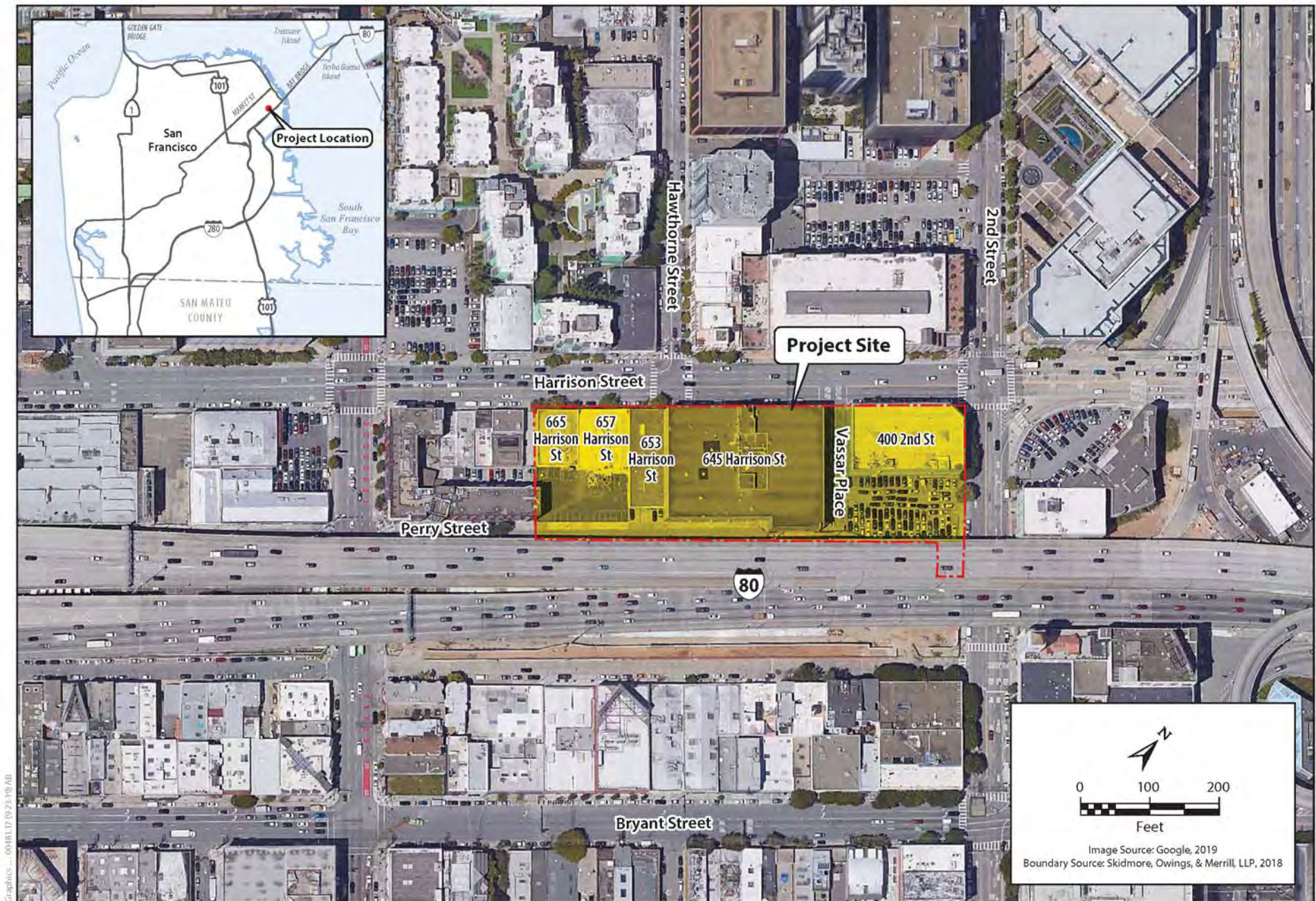
The proposed development would include approximately 40,770 square feet of open space in the form of common and private residential areas (e.g., terraces), privately owned public open spaces (POPOS), covered open space, and an outdoor area at the proposed childcare facility at 657 Harrison Street. The proposed project would add plantings, including new street trees adjacent to the sidewalks, widened sidewalks, sidewalk bulb-outs at various locations throughout the project site, and passenger loading areas. In addition, the proposed project would include a new vehicular and pedestrian connection from Perry Street to Second Street (Perry Street is a two-way street that currently only connects to Third Street) and a new connection between Vassar Place and Third Street via an improved Perry Street. A project variant is also being analyzed that would not include a vehicular connection between Perry Street and Second Street, unlike the proposed project.

The duration of construction for the entire proposed project is estimated to be approximately 45 months.

Project Location

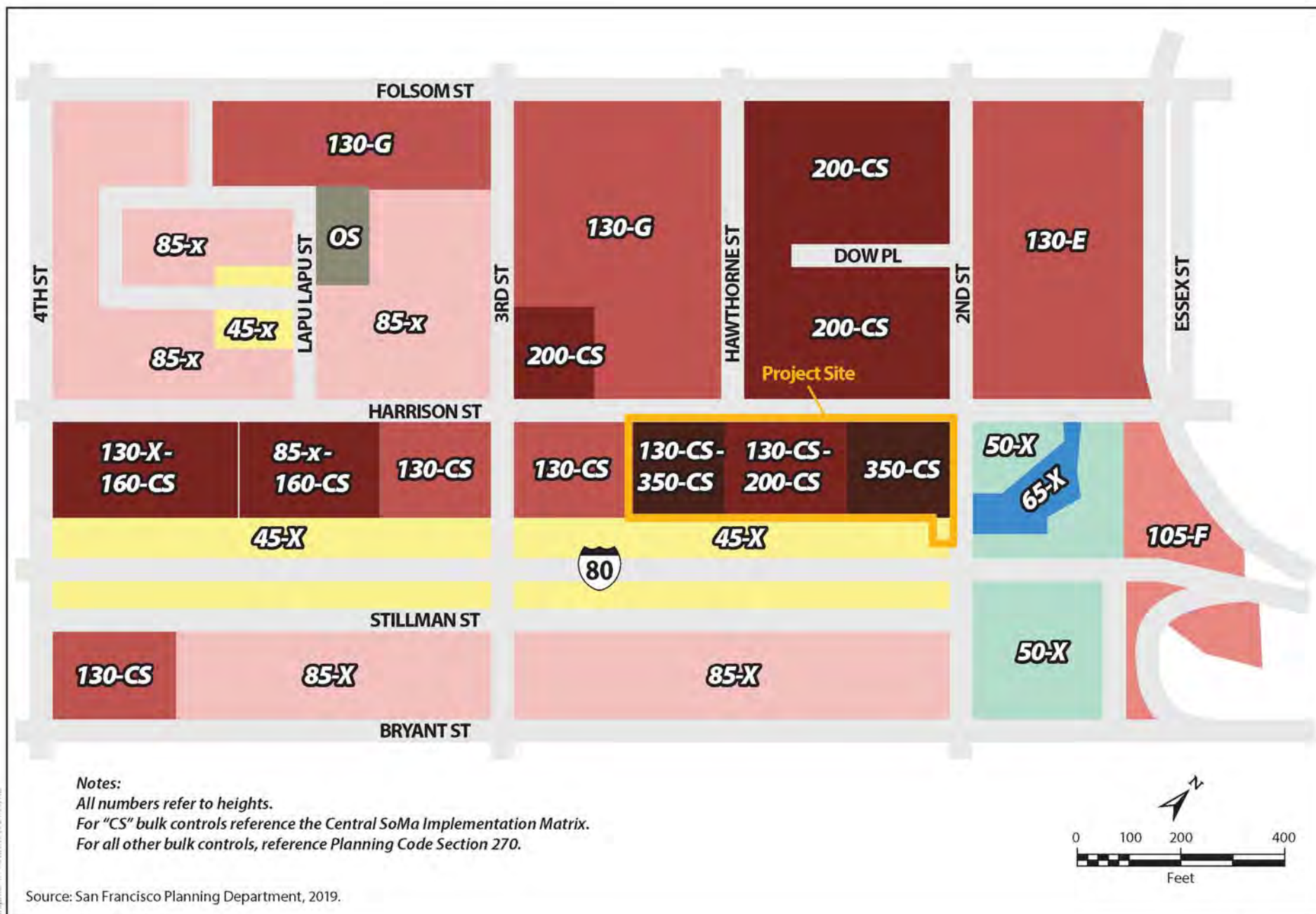
The project site at 400 Second Street and 645, 653, 657, and 665 Harrison Street is within the Central SoMa Plan boundary of the SoMa neighborhood in the northeast quadrant of San Francisco (**Figure 1**). AC Transit bus storage yards and an elevated bus ramp (with Interstate 80 above) are located south of the project site along Perry Street.

The project site is within the Central SoMa Plan area and identified in the Central SoMa Plan as a Key Development Site. The project site is also within the Central SoMa Mixed-Use Office (CMUO) District and the Central SoMa Special Use District. Pursuant to the San Francisco Planning Code, CMUO is a zoning designation that encourages a mix of residential and non-residential uses, including office, retail, and light industrial uses; art-related activities; nighttime entertainment; and tourist hotels. The project site is also in the 130-CS/350-CS, 130-CS/200-CS, and 350-CS Height and Bulk Districts, with height limits ranging from 130 to 350 feet, depending on the location within the project site and factoring in special planning code height provisions for a hotel use on this Key Development Site. In addition, the California Department of Transportation (Caltrans) property under Interstate 80, a portion of which is part of the project site because of the proposed extension of Perry Street, is in the 45-X Height and Bulk District. **Figure 2**, p. 4, shows the height and bulk limits for the project site and the vicinity.



One Vassar Project
Case No. 2012.1384E

Figure 1
Project Location



One Vassar Project
 Case No. 2012.1384E

Figure 2
Height and Bulk Limits

Existing Site Conditions

The rectangular project site is approximately 160 feet wide and 607 feet long, covering an area of approximately 102,700 square feet (about 2.4 acres).¹ The site is approximately 50 feet above mean sea level and slopes gradually southwest. The project site is fully developed and occupied by five buildings, as described above and below.

- The building at 400 Second Street is a four-story, approximately 65,100-square-foot office building that was constructed in 1917. An existing surface parking lot south of the building has approximately 90 parking spaces. The building at 400 Second Street was not evaluated for historic register eligibility as part of the South of Market Area Historic Survey;² however, the building was assigned a California Historical Resources Status code of 3CS, which indicates that it appears eligible for the California Register of Historic Resources as an individual property through survey evaluation.
- The building at 645 Harrison Street is a four-story, approximately 148,000-square-foot industrial building. The first three floors of the 645 Harrison Street building were constructed in 1947; the fourth floor was subsequently added as an addition. The building contains approximately 113,500 gross square feet of office space (pursuant to Planning Commission Motion No. 19524), 33,000 gross square feet of PDR space, and 1,500 square feet of bicycle storage space.³ The building at 645 Harrison Street was previously determined eligible for listing in the National Register of Historic Places and assigned a California Historical Resources status code of 3S.⁴
- The building at 653 Harrison Street is a vacant two-story, approximately 8,500-square-foot mixed-use building with a four-space surface parking lot. The building was constructed in 1955.
- The building at 657 Harrison Street is a vacant two-story, approximately 9,900-square-foot mixed-use building with a 12-space surface parking lot. The building was constructed in 1946.
- The building at 665 Harrison Street is a vacant two-story, approximately 7,500-square-foot mixed-use building with a 16-space surface parking lot. The building was constructed in 1946.

¹ The calculation of the project site's area does not include the Caltrans property under Interstate 80, which covers an area approximately 4,300 square feet (0.1 acre).

² San Francisco Planning Department, *Final Historic Context Statement – South of Market Area, San Francisco, California*, 2009, adopted February 16, 2011, https://sfgov.org/sfplanningarchive/sites/default/files/FileCenter/Documents/372-SOMA_Historic_Context_Statement_06-30-2009.pdf, prepared by Page & Turnbull, Inc.

³ Gross square footage is the total square footage of a building, including square footage that is both usable and non-usable. Gross square footage includes non-usable space (e.g., elevator shafts, equipment areas, stairwells, areas used for maintenance and operations) and usable space (i.e., areas occupied by or available to tenants), calculated pursuant to the Planning Code Section 102 definition of Gross Floor Area.

⁴ The Office of Historic Preservation created the National Register of Historic Places status codes to simplify the identification, evaluation, and understanding of California's historic resources under CEQA and the National Register of Historic Places. A code of 3S indicates that a resource appears to be eligible for listing in the National Register of Historic Places as an individual property through survey evaluation.

Existing onsite development totals approximately 239,000 gross square feet. The floor area ratio (FAR) for the existing buildings ranges from 1.06:1 to 4.18:1, with an overall FAR of 2.33:1.⁵ **Table 1** summarizes existing site conditions.

Existing vehicle and pedestrian access to the site is provided from Harrison and Second streets. A total of three curb cuts/driveways currently exist on the project site: two on Perry Street and one on Second Street. Vassar Place, a two-lane street within the project site, is located between 400 Second Street and 645 Harrison Street, providing access to the existing surface parking lot south of 400 Second Street. Vassar Place currently terminates at a fence below Interstate 80. Perry Street is a narrow two-lane street along the southern boundary of the project site, providing access from Third Street. Perry Street terminates at the rear of the 645 Harrison Street building and does not connect to Third Street.

The sidewalks surrounding the project site have a total of nine street trees, all of which are on Harrison Street.

Project Characteristics

The proposed project would demolish four buildings at the project site, including the buildings at 400 Second Street and 653, 657, and 665 Harrison Street, and retain the historic building at 645 Harrison Street. The proposed project would provide a total of approximately 1.5 million square feet of mixed uses, including new buildings at 400 Second Street and 657 Harrison Street, as well as a vertical addition set back from the façade of the existing four-story historic building at 645 Harrison Street. **Figure 3**,^{6,7} p. 8, shows the project site plan and surrounding structures. **Figure 4**, p. 9, provides project bulk diagrams. **Table 2**, p. 10, summarizes the features of the proposed project.

400 Second Street Building

The proposed development at 400 Second Street would include construction of a 27-story, 350-foot-tall, approximately 538,100-gross-square-foot office building with ground-floor retail and a subterranean parking garage. **Figure 5**, p. 12, shows the ground-floor building plan for 400 Second Street, and **Figure 6**, p. 13, shows the building plan for a typical floor, including the podium and lower tower for 400 Second Street. **Figure 7**, p. 14, and **Figure 8**, p. 15, illustrate the building elevations for 400 Second Street.

⁵ Floor area ratio (FAR) is the ratio of building square footage to land square footage (this calculation excludes the Caltrans property under Interstate 80 and the area for the proposed extension of Perry Street access to Second Street; both areas are part of the project site). For example, a three-story, 60,000-square-foot building on a 30,000-square-foot lot would have a FAR of 2.0.

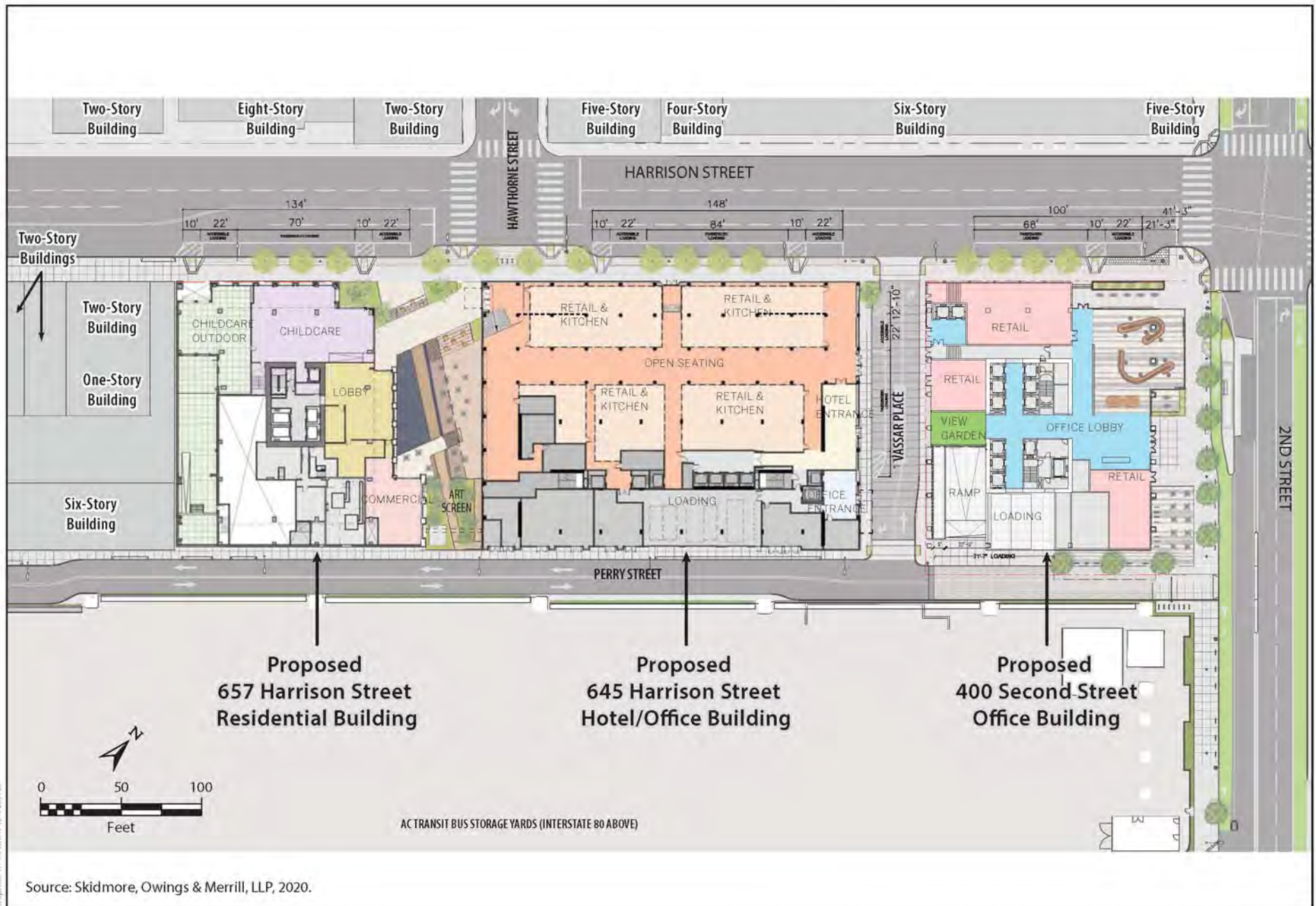
⁶ The project site boundary shown in Figures 3, 4, 5, 9, 14 and 18 does not include some of the proposed project elements, including the proposed changes along the Harrison Street sidewalk, the Perry Street extension, and the area under Interstate 80.

⁷ The project site plan shown in Figure 3 differs slightly from the project site plan included in the transportation impact study. Subsequent to the preparation of the figure for the CPE initial study checklist, one of the proposed new curb cuts on Perry Street for the 657 Harrison Street building was lengthened to 31 feet. The project site plan included in the transportation impact study reflects the lengthened curb cut and, thus, the conclusions would not be affected by this slight change. The conclusions throughout the rest of the CPE initial study checklist would not change due to the slight change to one curb cut.

Table 1. Existing Site Conditions

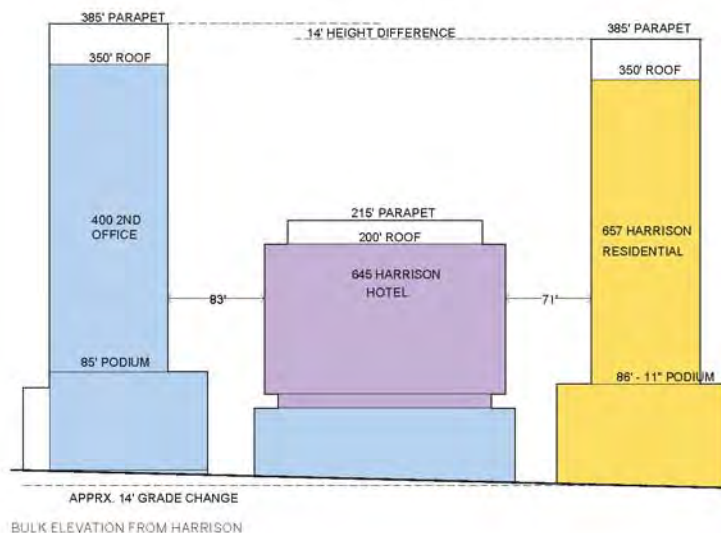
Existing Building Address	Block/Lot	Existing Use	Square Footage ^a	Number of Stories	Floor Area Ratio	Year Constructed	Building Construction
400 Second Street	3763/001, 113, portion of 112	Office (Sony), valet parking lot, and AC Transit bus storage	65,100	4	4.18:1	1917	Reinforced concrete
645 Harrison Street	3763/105	Office and production, distribution, and repair (Sony and Planet Labs)	148,000	4	3.87:1	1947	Reinforced concrete, standing on a concrete foundation
653 Harrison Street	3763/101	Industrial/office (vacant)	8,500	2	1.06:1	1955	Reinforced concrete
657 Harrison Street	3763/100, 078, 079	Industrial/office (vacant)	9,900	2	1.47:1	1946	Reinforced concrete, standing on a concrete foundation
665 Harrison Street	3763/080, 080A, 081, 099	Industrial/office (vacant)	7,500	2	1.62:1	1946	Reinforced concrete, with a bow truss roof and concrete foundation

Sources: One Vassar, LLC., *Supplement to 2012 Environmental Evaluation Application*, May 2019; ICF, *Revised Draft One Vassar, San Francisco Historic Resource Evaluation Part 1*, April 2019.

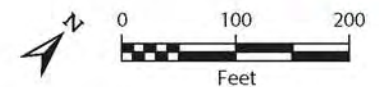


One Vassar Project
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Figure 3
Proposed Project Site Plan and Surrounding Uses



Note: SF = square feet; ' = feet; " = inches
Source: Skidmore, Owings & Merrill, LLP, 2020.



One Vassar Project
Case No. 2012.1384E

Figure 4
Proposed Project Bulk Diagrams

Table 2. Proposed Project Features

	400 Second Street	645 Harrison Street	657 Harrison Street	Total
Proposed Uses^a				
Residential ^b	—	—	482,000 gsf/up to 489 units (105 studio units, 187 one-bedroom, 185 two-bedroom, and 12 three-bedroom units)	482,000 gsf/up to 489 units
Hotel	—	221,800 gsf/up to 468 rooms	—	221,800 gsf/up to 468 rooms
Office	445,800 gsf	64,800 gsf	—	510,600 gsf
Production, Distribution, and Repair	—	44,200 gsf	—	44,200 gsf
Childcare (interior space only)	—	—	14,000 gsf	14,000 gsf
Retail	5,100 gsf	33,700 gsf	1,700 gsf	40,500 gsf
Shared Service ^c	—	13,200 gsf	—	13,200 gsf
Basement	84,000 gsf	13,500 gsf (in the proposed subterranean parking garage at 400 Second Street)	89,000 gsf	186,500 gsf
Indoor Privately Owned Public Open Space	3,200 gsf (indoor community space)	—	—	3,200 gsf
Total	538,100 gsf	391,200 gsf	586,700 gsf	1,516,000 gsf
Building Height ^d	350 feet (385 feet)	200 feet (220 feet)	350 feet (385 feet)	—
Number of Stories	27	19	35	—
Vehicle Parking (not including car-share spaces)	102 spaces (including eight ADA-compliant accessible spaces, 12 EV charging spaces, and five car-share spaces)	96 spaces (in the proposed subterranean parking garage at 400 Second Street)	128 spaces (including seven ADA-compliant accessible spaces, 13 EV charging spaces, and seven car-share spaces)	326

	400 Second Street	645 Harrison Street	657 Harrison Street	Total
Car-share Spaces	3	2	7	12
Bicycle Parking ^e	Class I: 69 Class II: 12	Class I: 35 Class II: 33	Class I: 204 Class II: 33 (including 25 cargo bicycle parking)	Class I: 308 Class II: 78
Street Trees	—	—	—	38 trees
Open Space^a				
Private	—	8,550 sf	300 sf	8,850 sf
Common and Private Residential	—	—	11,670 sf	11,670 sf
Privately Owned Public Open Space (POPOS)	6,300 sf (indoor space: 3,220 sf; outdoor community space: 1,740 sf; outdoor space along Perry Street: 1,340 sf)	—)	8,360 sf (outdoor space at Hawthorne Street Plaza)	14,660 sf
Additional Covered Open Space ^f	1,390 sf	—	—	1,390 sf
Childcare ^f	—	—	4,200 sf	4,200 sf
Total	7,690 sf	8,550 sf	24,530 sf	40,770 sf

Source: One Vassar, LLC., *Revised Plan Set*, January 2020.

^a. Gross square feet and square feet have been rounded.

^b. Residential space refers to rentable residential gross square footage as well as lobbies, corridors, and stairways.

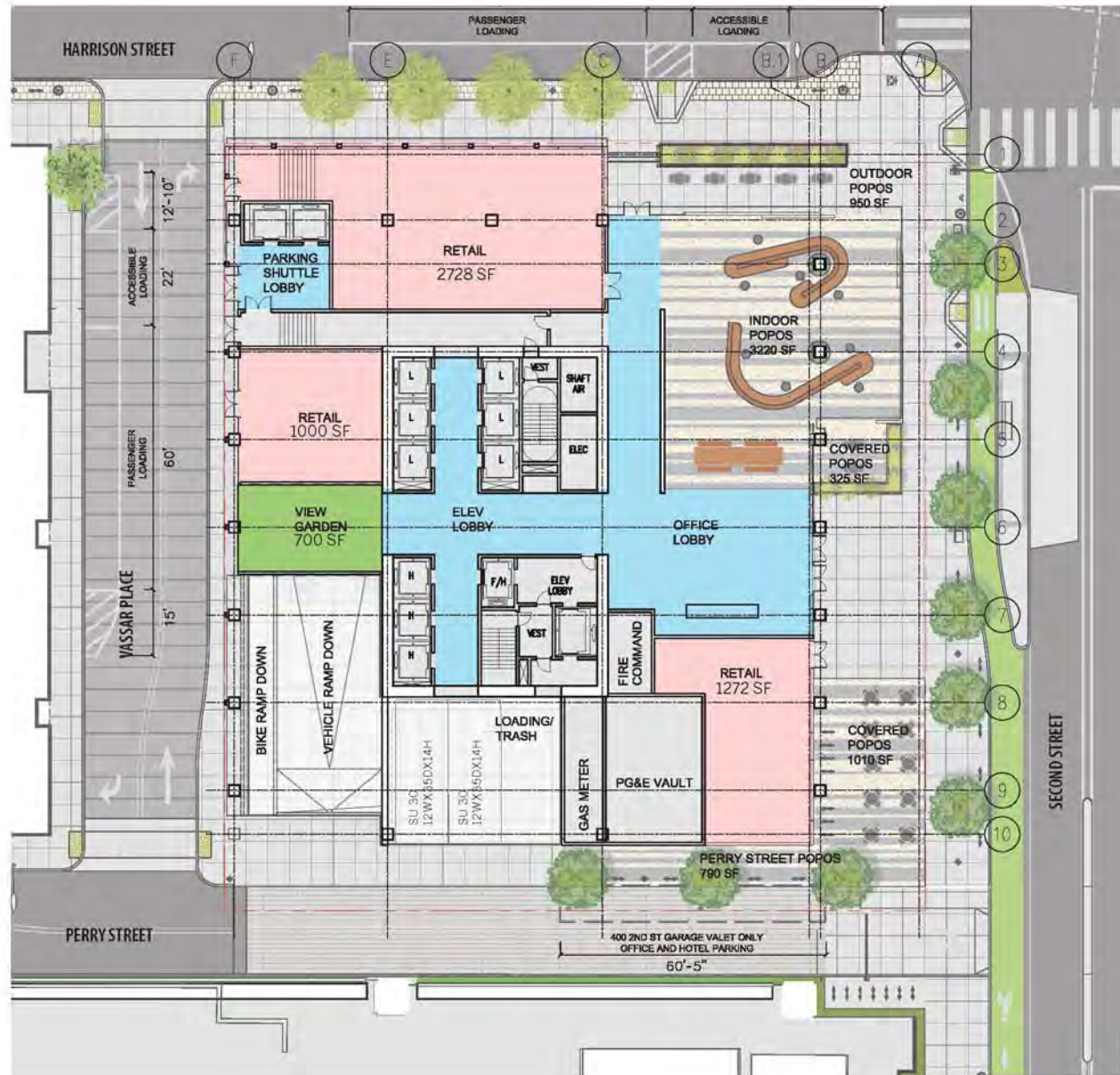
^c. The proposed shared service space would consist of mechanical, electrical, and plumbing spaces (e.g., emergency generator, electrical room, electrical vault, fire pump room, water booster pump room) as well as required loading spaces for the proposed retail, office and hotel uses.

^d. The height provided in parentheses includes the proposed height of the building, including the top of the elevator and mechanical appurtenances, which are exempt from the measurement of building height under the planning code.

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

^f. This proposed open space would be provided in addition to the required privately owned public open space, the required residential usable open space, and the childcare open space.

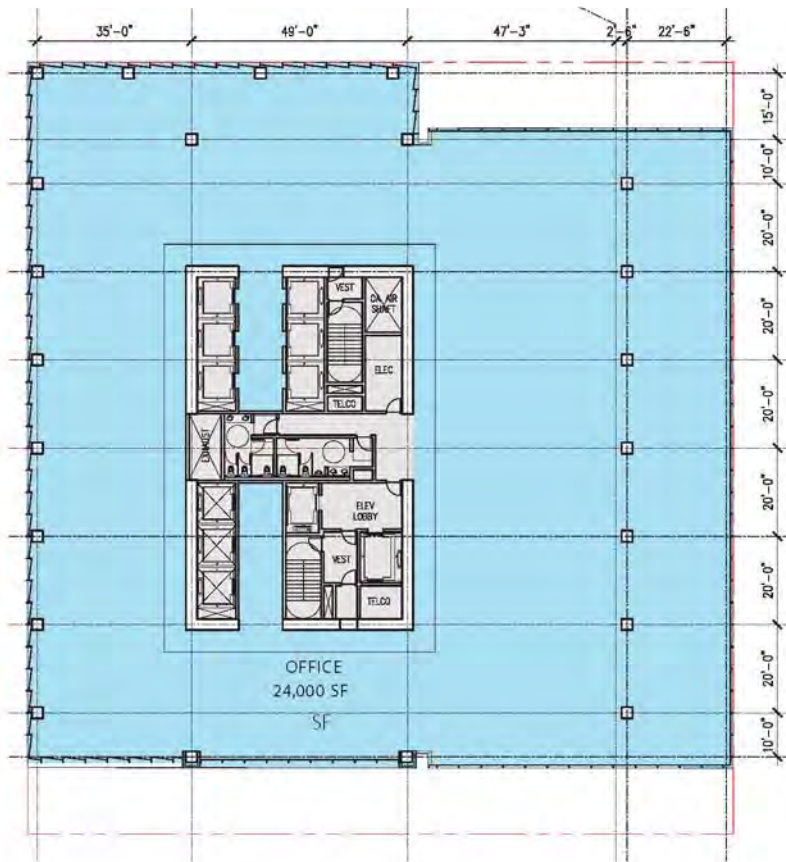
gsf = gross square feet; sf = square feet; ADA = Americans with Disabilities Act; EV = electric vehicle



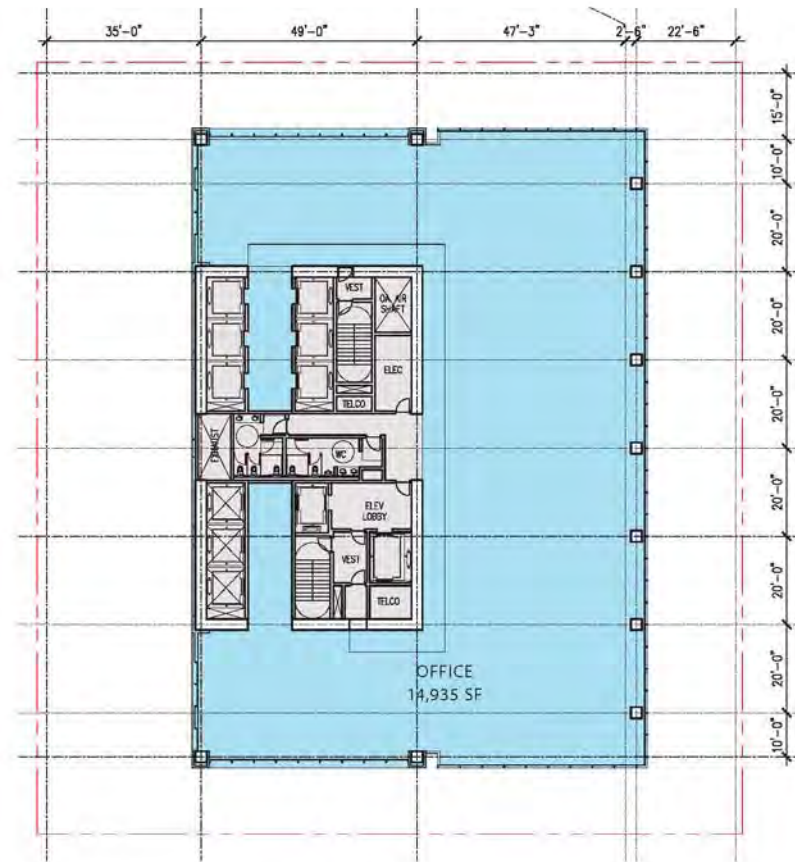
Note: SF = square feet; ' = feet; " = inches;
 POPOS = Privately Owned Public Open Spaces
 Source: Skidmore, Owings & Merrill, LLP, 2020.

One Vassar Project
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Figure 5
Proposed Ground-Floor Building Plan (400 Second Street)



TYPICAL PODIUM PLAN



TYPICAL LOWER TOWER PLAN

Note: SF = square feet; ' = feet; " = inches; WC = water closet
Source: Skidmore, Owings & Merrill, LLP, 2019.



One Vassar Project
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Figure 7
Proposed Building Elevations from Second Street
and Harrison Street (400 Second Street)



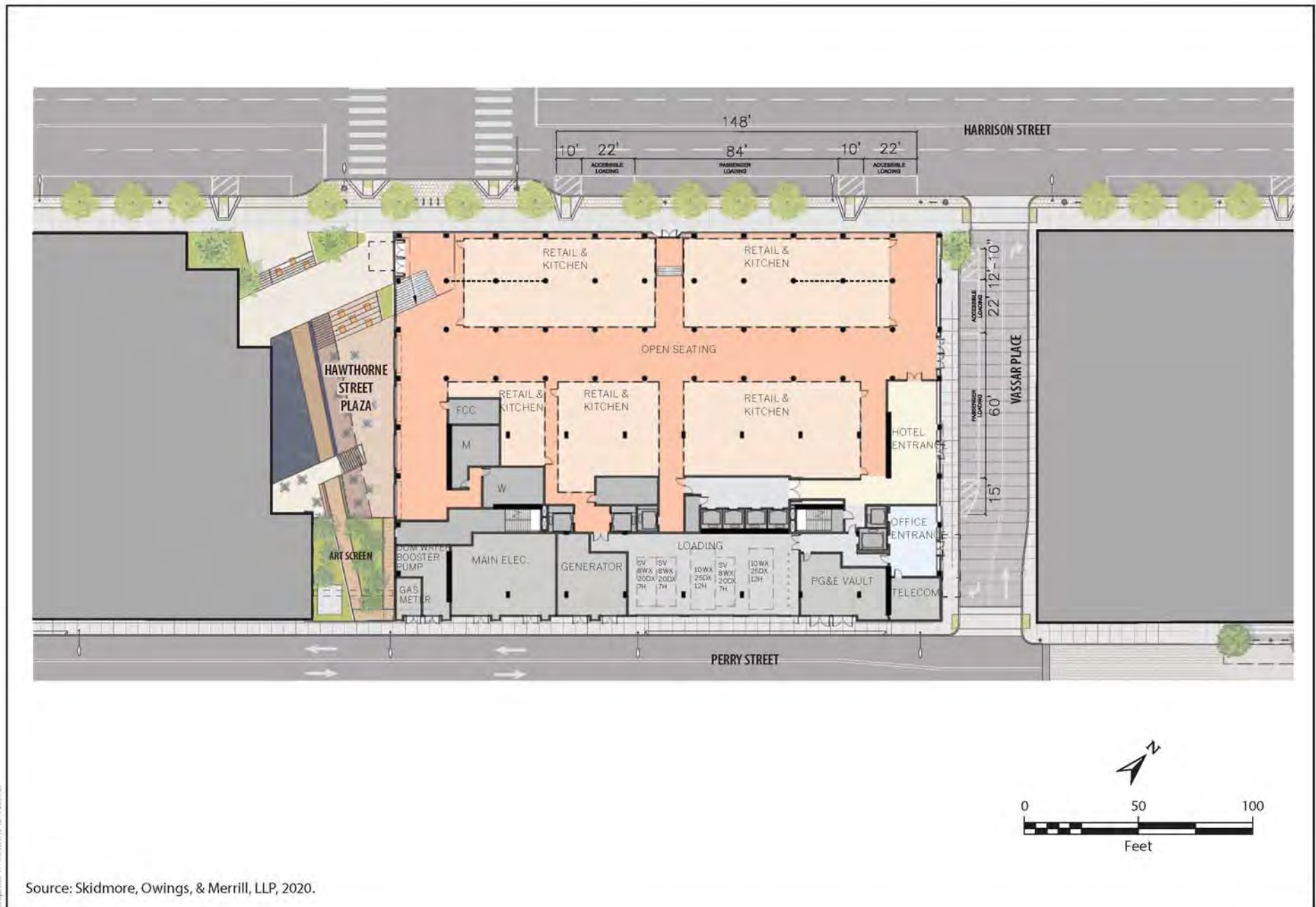
One Vassar Project
Case No. 2012.1384E

Figure 8
Proposed Building Elevations from Vassar Place
and Perry Street (400 Second Street)

The 400 Second Street building would include approximately 445,800 gross square feet for office uses (approximately 317,000 net new gross square feet, factoring in the existing office space at 400 Second Street and 645 Harrison Street) and 5,100 gross square feet for retail uses. Office amenities would include a view garden and lobbies. The building would also include approximately 6,300 square feet of POPOS, including 3,220 square feet of indoor space, 1,740 square feet of outdoor POPOS at the corner of Harrison and Second streets, and 1,340 square feet of outdoor POPOS along the Perry Street sidewalk (discussed below). The building would also include 1,390 square feet of covered open space, which is not counted toward open space planning code POPOS requirements. In addition, the proposed subterranean parking garage would include 102 vehicle parking spaces and 71 class I bicycle parking spaces for the proposed 400 Second Street building as well as 96 vehicle parking spaces and 35 class I bicycle parking spaces for the proposed 645 Harrison Street building. The 78 proposed class II bicycle parking spaces would be located along the sidewalks on Harrison, Second, and Perry streets and Vassar Place. Primary pedestrian access to the office space would be from the two office entrances on Harrison Street and Second Street. Primary pedestrian access to the retail space would be provided from entrances on Vassar Place, Harrison Street, and Second Street. Along the sidewalk on Second Street, south of Perry Street and under Interstate 80, the proposed project would include streetscape improvements (e.g., landscaping). The project would also include a large, suspended art feature on Hawthorne Plaza to screen pedestrian views of Interstate 80 from the project site (as discussed below).

645 Harrison Street Building

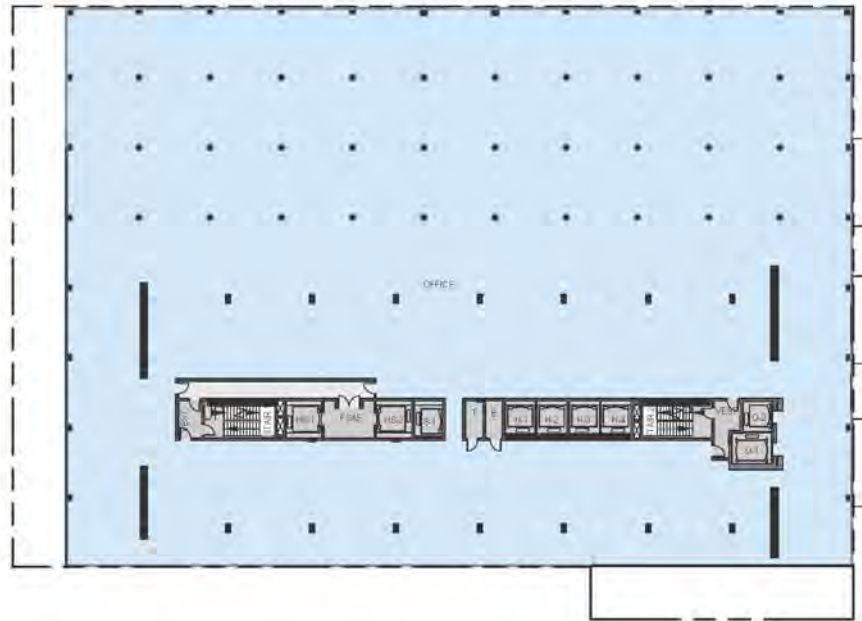
The proposed development at 645 Harrison Street would include construction of a 19-story, 200-foot-tall hotel addition (15 stories above the existing four-story podium building), including approximately 221,800 gross square feet of hotel use (up to 468 rooms). Together, the existing building and hotel addition would total approximately 391,200 gross square feet. The vertical addition above the existing four-story historic podium building would be set back from the façade by approximately 75 feet. **Figure 9** shows the proposed interior configuration for the ground-floor of the existing building, and **Figure 10**, p. 18, shows a typical interior configuration for a typical podium floor and amenity level floor for 645 Harrison Street. At the amenity level, an approximately 4,000-square-foot outdoor terrace would be defined by landscape paving, a landscape border, and rails. **Figure 11**, p. 19, shows a building plan for a typical floor in the hotel as well as floor 19 at 645 Harrison Street. **Figure 12**, p. 20, and **Figure 13**, p. 21, illustrate the building elevations for 645 Harrison Street. A total of 33,700 gross square feet of retail is proposed. The ground floor of the existing historic building, which would be retained, would include approximately 23,900 gross square feet of mixed-use retail space, which is proposed as a market hall with various general retail and food and beverage uses. In addition, approximately 9,800 gross square feet of retail is proposed at floor 19 as a rooftop bar, and approximately 4,700 gross square feet of retail is proposed at floor 5 as a terrace restaurant and bar. Some of the existing 76,000 gross square feet of office space and all of the existing 33,000 gross square feet of PDR space would be retained within the existing four-story podium building. Approximately 48,700 gross square feet of the existing office space would be relocated to 400 Second Street to allow for ground-floor retail and the consolidation of existing and proposed PDR space as part of the proposed development at 645 Harrison Street, which would total approximately 44,200 gross square feet. Approximately 64,800 gross square feet of office space would be retained within the existing four-story podium building.



Source: Skidmore, Owings, & Merrill, LLP, 2020.

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Figure 9
Proposed Ground-Floor Building Plan (645 Harrison Street)

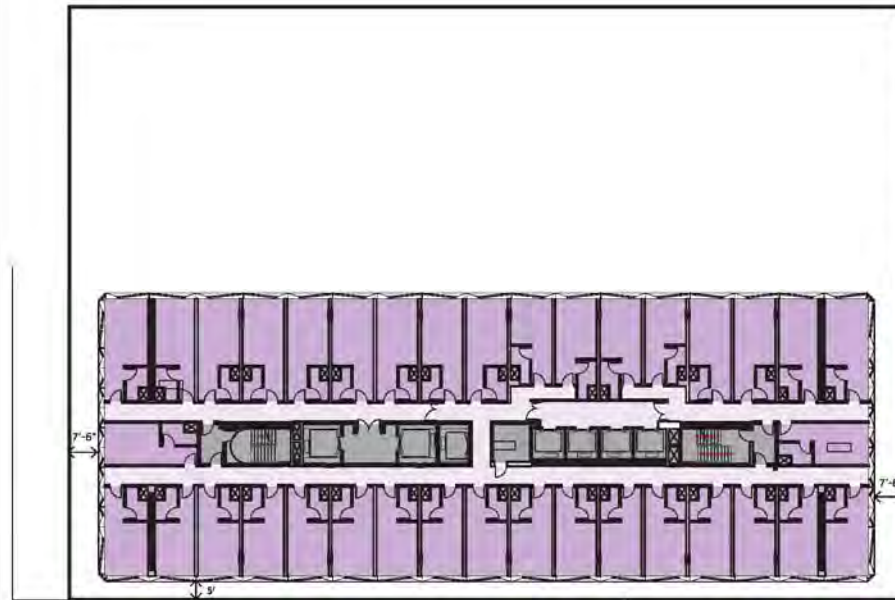


TYPICAL PODIUM PLAN



AMENITY LEVEL PLAN (FLOOR 5)

Note: VRF = Variable Refrigerant Flow
Source: Skidmore, Owings, & Merrill, LLP, 2020.

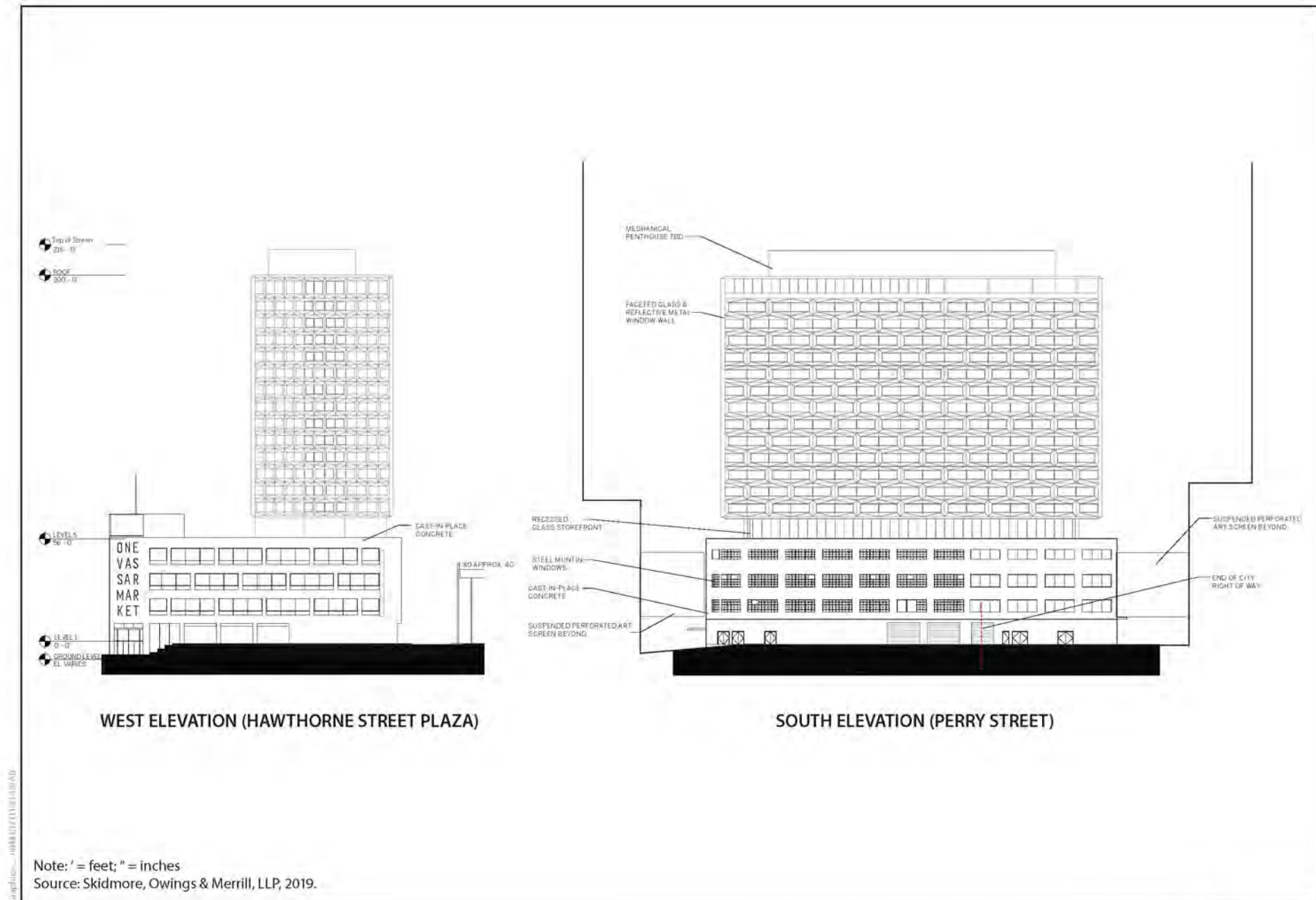


TYPICAL HOTEL FLOOR PLAN



FLOOR 19 PLAN

Source: Skidmore, Owings, & Merrill, LLP, 2020.



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Figure 13
Proposed Building Elevations from Hawthorne Street Plaza
and Perry Street (645 Harrison Street)

At the existing building at 645 Harrison Street, the proposed project would include seismic improvements and exterior rehabilitation of the historic building, as well as construction of a new vertical addition. The lateral-force resisting system for the vertical addition would extend through the existing building and tie in to the existing structure, thereby buttressing the existing building with the new construction. In addition, buckling-restrained braced frames would be added at select locations in the existing structure to complete the seismic upgrade. The seismic evaluation and upgrade of the existing structure would be performed in accordance with the *California Existing Building Code* (2019 edition), with reference to the American Society of Civil Engineers *Seismic Evaluation and Retrofit of Existing Buildings* (2017 edition – ASCE 41-17).

Hotel amenities in the hotel addition would include a terrace, fitness center, restaurant and bars (see **Figure 10**, p. 18, for an amenity-level floor plan for floor 5 that shows the location of the restaurant and bar; see **Figure 11**, p. 19, for plan of floor 19 that shows the location of the rooftop bar). Floor 5 would include approximately 2,200 gross square feet of restaurant and bar space as well as approximately 2,500 gross square feet of outdoor terrace space. The restaurant and bar on floor 5 would be open seven days per week. Amplified music would play until 12 a.m. seven days a week. No live bands or DJs would play at the floor 5 restaurant and bar. The 9,800 gross-square-foot rooftop bar on floor 19 would include approximately 3,900 gross square feet of indoor bar space, approximately 3,300 gross square feet of outdoor terrace space, and 2,600 gross square feet of space for back-of-house uses and bathrooms. The rooftop bar would be open seven days a week. On weekdays, amplified music would play until 12 a.m. On weekends, DJ music could play at the rooftop bar until 2 a.m. No live bands would play at the rooftop bar. The maximum occupancy for each level of the 645 Harrison Street building is estimated to be 500 persons, including hotel guests.

The building would also include 8,550 square feet of private open space (including the terraces mentioned above, which could be accessed by hotel guests and bar and restaurant patrons). The 96 proposed vehicle parking spaces and 35 class I bicycle parking spaces for the building would be located in the proposed subterranean parking garage at 400 Second Street, as discussed above. As also discussed above, the proposed class II bicycle parking spaces would be located throughout the project site. Primary pedestrian access to the hotel portion of the building would be provided from the hotel entrance on Vassar Place. Primary pedestrian access to the ground floor retail space would be provided from entrances on the proposed Hawthorne Street Plaza (discussed below), Harrison Street, and Vassar Place. Some of the existing building features would be retained as part of the proposed project, including the Indian head inlay, the primary entry stairs, the majority of the mushroom columns throughout, and the building exterior.

657 Harrison Street Building

The proposed development at 657 Harrison Street would include construction of a 35-story, 350-foot-tall, approximately 586,700-gross-square-foot residential building with up to 489 dwelling units, ground floor retail and a subterranean parking garage. **Figure 14** shows a typical ground-floor building plan, and **Figure 15**, p. 24, shows the building plan for a typical floor, including the podium and lower tower for 657 Harrison Street. **Figure 16**, p. 25, and **Figure 17**, p. 26, illustrate the building elevations for 657 Harrison Street. The proposed dwelling units would consist of 105 studio units (approximately 22 percent of the total number of units), 187 one-bedroom units (approximately 38 percent of the total number of units), 185 two-bedroom units (approximately 38 percent of the total number of units), and 12 three-bedroom units (approximately 2 percent of the total number of units). The dwelling units would be



LOWER GROUND LEVEL B1 PLAN

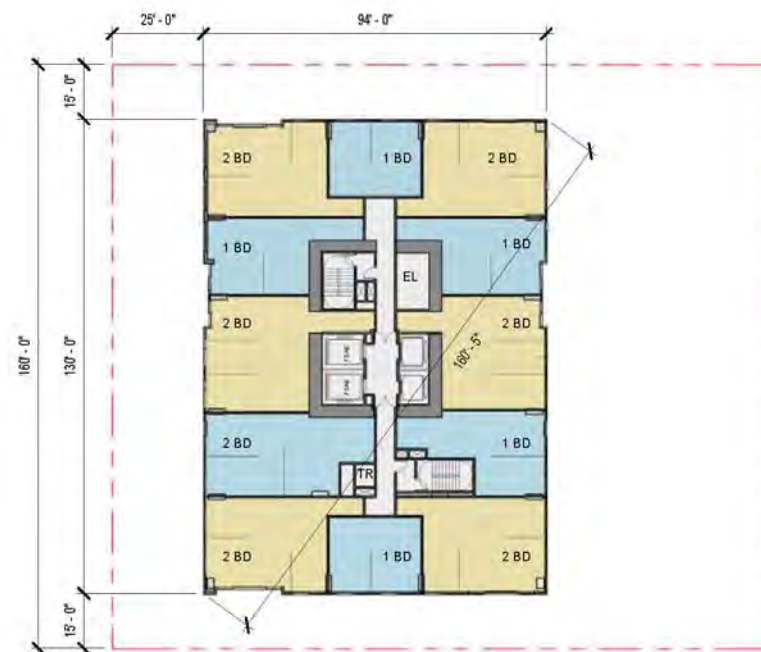


GROUND FLOOR PLAN

Note: ' = feet; " = inches
Source: Solomon Cordwell Buenz, 2020.



TYPICAL PODIUM LEVEL PLAN



TYPICAL TOWER LEVEL PLAN

Note: ' = feet; " = inches; BD = bedroom(s); ST = studio
Source: Solomon Cordwell Buenz, 2019.



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Figure 16
Proposed Building Elevations from Harrison Street
and the West (657 Harrison Street)



One Vassar Project
Case No. 2012.1384E

Figure 17
Proposed Building Elevations from Perry Street
and Hawthorne Street Plaza (657 Harrison Street)

located primarily on floors 2 through 34. Residential amenities would include a lobby, bicycle storage space, a club lounge, fitness space, co-working space, and rooftop terrace. In addition, the building would include an approximately 14,000-square-foot onsite indoor childcare facility on the ground floor and second story and 1,700 gross square feet of retail uses on the ground floor. The building would also include 11,970 square feet of common and private residential open space, 8,360 square feet of outdoor POPOS at the Hawthorne Street Plaza (discussed below), and 4,200 square feet of open space associated with the proposed childcare facility. The proposed subterranean parking garage would include 128 vehicle parking spaces and 204 class I bicycle parking spaces. As discussed above, the proposed class II bicycle parking spaces would be located throughout the project site. Primary pedestrian access to the building would be provided from the lobby of the proposed Hawthorne Street Plaza (discussed below).

Open Space and Trees

The proposed project would include approximately 40,770 square feet of common useable open space in the form of private areas, common residential areas, POPOS, covered open space, and an outdoor area at the proposed childcare facility at 657 Harrison Street. The two largest proposed POPOS are the 4,960-square-foot community space at the 400 Second Street building (including both indoor and outdoor space) and the 8,360-square-foot outdoor Hawthorne Street Plaza between the 645 Harrison Street building and the 657 Harrison Street building. The open space at the 400 Second Street building would be at the corner of Harrison and Second streets and include both indoor and outdoor spaces with benches, landscaping, and access to Harrison Street retail. The proposed Hawthorne Street Plaza would create a new pedestrian connection from Hawthorne Street and Harrison Street to Perry Street, which would in turn connect to Second and Third streets. The plaza would include bleacher stairs and seating, a trellis, water features, a garden walk, and landscaping. Vassar Place would be redesigned to provide sidewalks and passenger loading for hotel valet and retail guests. In addition, Vassar Place would be extended to Perry Street, which would be improved to extend to Second Street through a private driveway as part of the project, as discussed below.

A large suspended art feature is proposed to be installed along Perry Street at the proposed Hawthorne Street Plaza to help screen pedestrian views of Interstate 80 from the project site. The art feature would be perforated and suspended, starting approximately 15 feet above grade to a maximum height of approximately 30 feet. In addition, vine walls would be added to new and existing blank sound walls along the AC Transit bus storage yards along Perry Street below Interstate 80.

The proposed project would remove the nine existing street trees within the project site and would plant a total of 38 new trees and additional landscaping. Fifteen new street trees would be planted along Harrison Street, seven new street trees would be planted along Second Street, three new street trees would be planted along the private driveway extension of Perry Street, one new street tree would be planted along Vassar Place, and 12 new street trees would be planted at the proposed Hawthorne Street Plaza. Along the sidewalk on the south side of Second Street, under Interstate 80, the project could include approximately 600 square feet of streetscape improvements (e.g., landscaping, public art, lighting).

Mechanical Equipment

The proposed project would include three life-safety diesel generators with appropriate diesel particulate filters for the engine exhaust; one generator would be located in each building. One 1,500-kilowatt (kW) generator would be located on the second floor of the 400 Second Street building. One 1,250 kW generator would be located on the second floor of the 645 Harrison Street building. One 1,250 kW generator would be

located on the ground floor of the 657 Harrison Street building. Each generator would be located on the south side of each building. It is anticipated that generator testing would consist of 30 minutes of testing per generator each month.

The mechanical systems for 400 Second Street would include variable refrigerant flow⁸ (VRF) air-cooled condensing units located on the podium roof within a screened enclosure and within louvered balconies for the building. The roof would also include two dedicated outside air handling units to provide ventilation air to the office floors. Two roof-mounted exhaust fans would provide general relief air and restroom exhaust from the office floors. Stair pressurization fans would be provided on the roof for each stairwell.

The mechanical systems for 645 Harrison Street would include VRF air-cooled condensing units located on the high roof and podium roof within screened enclosures. The high roof and podium roof would also each include a dedicated heat recovery air handling unit to provide ventilation air and bathroom exhaust for the hotel rooms. The air handling units would be located within screened enclosures. The restaurant exhaust systems from the ground-floor retail and fifth floor hotel kitchen would be discharged at the rear of the project site onto Perry Street adjacent to Interstate 80. Stair pressurization fans would be provided on the roof for each stairwell.

The mechanical systems for 657 Harrison Street would include cooling towers, pumps, heat exchangers and gas fired boilers located on the roof within a screened enclosure and enclosed penthouse. The residential units would be provided with closet style water-source heat pumps for heating and cooling. Outside air for ventilation and bathroom/kitchen exhaust for each unit would be ducted horizontally to louvers in the building façade. In addition, a dedicated air handling unit and roof mounted exhaust fan would be located on the roof to provide ventilation and exhaust for the residential corridors. The garage would be provided with a ventilation/exhaust system with fans located inside the building and terminating at louvers on the building façade on Perry Street adjacent to Interstate 80. Stair pressurization fans would be provided on the roof for each stairwell.

Sustainability Features

The proposed buildings would be constructed of approximately 60 percent non-transparent glass⁹ and include water-source heat pumps¹⁰ and air-conditioning units, ventilation systems,¹¹ greywater treatment facilities onsite, Energy Star appliances (e.g., washers and dryers), and approximately 25 electric-vehicle

⁸ *Variable refrigerant flow* refers to a rooftop fan system that allows multiple rooftop fan units to be connected to one condensing unit to optimize energy efficiency and comfort.

⁹ Forty percent would be *vision glass*, which refers to transparent glass surfaces (e.g., windows), as opposed to *spandrel glass*, which refers to glass surfaces which are opaque and non-transparent. A reduction in transparent vision glass typically reduces energy consumption in a building.

¹⁰ *Water-source heat pumps* refers to pumps that extract heat from water rather than air by cycling water through a system of pipes, which is connected to a suitable local water source, such as a borehole or a river. As the water cycles through the pipes, it gathers more heat, allowing it to heat a building or home.

¹¹ Additional ventilation for residential units would be available from operable windows and *Juliette balconies*, which refers to a false balcony.

charging stations, with the objective of achieving a GreenPoint rating. The project sponsor would also be required to comply with Central SoMa Special Use District provisions¹² related to renewable electricity. Specifically, on-site electricity demands must be met through either the generation or purchase of 100 percent greenhouse-gas-free electricity for a period of not less than 25 years from project approval.

Residents and Employees

Currently, there are no residents at the project site, and there are approximately 822 employees at the project site. The proposed project would result in approximately 1,150 residents at the project site.¹³ The proposed project would result in a total of approximately 2,946 employees working at the project site, including an estimated 2,248 employees at 400 Second Street; 648 employees at 645 Harrison Street, including the 308 existing employees that would remain; and 50 employees at 657 Harrison Street.¹⁴

Project Site Circulation and Access

The proposed project would include three on-street passenger loading zones (white curbs) along the south side of Harrison Street: a 134-foot passenger loading zone adjacent to the 657 Harrison Street building frontage, a 148-foot passenger loading zone adjacent to the 645 Harrison Street building frontage, and a 100-foot passenger loading zone adjacent to the 400 Second Street building frontage. The 100-foot passenger loading zone would terminate prior to the right turn onto Second Street and would include a 6-foot bulb-out, consistent with City and County of San Francisco (City) design standards. Another 109-foot, 9-inches long passenger loading zone on the west side of Vassar Place would serve as a loading zone for valet operations and transportation network company (TNC) (e.g., Uber and Lyft) passenger loading for the hotel at 645 Harrison Street. All other office, PDR, and retail uses would access a separate valet stand located within the 400 Second Street garage. **Figure 18** shows the proposed project circulation plan, including the proposed passenger loading zones. For commercial loading activities, there would be two loading spaces and one trash dock at the 400 Second Street building on the ground level and three service vehicle loading spaces on basement level 1, five loading spaces (including service vehicle loading) and one trash dock at the 645 Harrison Street building, and three loading spaces (including service vehicle loading) and trash docks at the 657 Harrison Street building. Each loading zone would be near the respective ground-level garage entry and exit points. The passenger and commercial loading zones would accommodate weekly trash and recycling pickups, daily deliveries (e.g., FedEx, UPS, postal service), hotel guest arrivals and departures (for the 645 Harrison Street building), and residents while moving in/moving out (for the 657 Harrison Street building). In addition, the project would modify the signal at the intersection of Harrison and Second streets to reduce lagging at the westbound left-turn from Harrison to Second Street.

¹² See Planning Code section 249.78.

¹³ Estimate of residents based on San Francisco's average household size of 2.35 persons/household (<https://www.census.gov/quickfacts/fact/table/sanfranciscocountycalifornia/PST045217>).

¹⁴ Estimate of employees based on information provided by the project sponsor.



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Figure 18
Proposed Traffic Circulation Plan

There are three existing curb cuts/driveways (two on Perry Street and one on Second Street) which would be removed and replaced with sidewalks. The proposed new sidewalk along Perry Street would be at a lower elevation and would introduce new curb cuts. The existing Second Street curb cut would be relocated south to align with the Perry Street private driveway extension. Vassar Place currently has vehicular access flush curbs and would be improved to include sidewalks. No new curb cuts are proposed along Vassar Place. All of the new proposed driveway cuts would be on Perry Street. The existing curb cut on Second Street would be relocated south of the Second Street and Harrison Street Muni bus stop. The 645 Harrison Street building would include one new driveway cut (approximately 60 feet in length). The 657 Harrison Street building would include two new driveway cuts (one approximately 18 feet in length and one approximately 16 feet in length). The 400 Second Street building would be accessed by a 20-foot wide private driveway extending from Perry Street. There would be an approximately 72-foot curb cut along the private driveway extension from Perry Street, which would include new curb cuts to accommodate the bicycle ramp, driveway to subterranean parking, and access to the at-grade loading and trash area.

Perry Street currently terminates midway along the property behind and at the 645 Harrison Street building. The proposed project would extend Perry Street to Second Street through a private driveway (pursuant to a lease or lease amendment with Caltrans) and make various other improvements to Perry Street (e.g., regrading and paving to distinguish the extended portion of Perry Street from the rest of the street). Perry Street would be one-way in the eastbound direction between the 400 Second Street building's loading dock and Second Street. Vehicles exiting Perry Street would be prohibited from making left turns onto Second Street, and the proposed project would also install an approximately 60-foot-long median on Second Street between Harrison Street and Stillman Street to reinforce this turn restriction. A vehicle gate would be installed along the private driveway near the intersection of Second Street to limit the frequency of vehicles turning onto Second Street to no more than 25 vehicles during any 60-minute consecutive period of any day. Signage discouraging vehicles from using the private drive would also be posted. As previously discussed, Vassar Place and Perry Street would be redesigned to provide sidewalks, some of which would be located on the private project site. In addition, Vassar Place would be extended to Perry Street through a private driveway. Vehicles exiting Vassar Place would be prohibited from making left turns onto Harrison Street. The proposed project would widen the sidewalk on the south side of Harrison Street between Second and Third streets from 8 feet to approximately 15 feet and would add a bulb-out on the south side of Harrison Street at the Hawthorne Street intersection. Along the project's Second Street frontage, the proposed project would widen portions of the sidewalk to approximately 15 feet.

The proposed project would modify the traffic signal at the intersection of Harrison Street and Second Street to remove the eastbound left-turn lane on Harrison Street and add a lagging westbound left-turn phase from westbound Harrison Street to southbound Second Street.

The project would include modifications to existing sound walls as well as the installation of five sound walls along Perry Street and a private driveway (a total of 570 linear feet and approximately 20 feet tall) (see **Figure 3**, p. 8, for the location of the sound walls). One of the existing sound walls along Perry Street would be demolished and rebuilt south of its existing location to provide emergency vehicle access clearance on Perry Street. One existing sound wall would remain in place.

In addition, the proposed project would be required to comply with San Francisco Planning Code Section 155(u), Driveway Loading and Operations Plan (DLOP) in the Central SoMa Special Use District. The proposed project's DLOP would include the following measures:

- Project Vehicle Queue Abatement;
- Driveway and Off-Street Loading Attendant and Loading Dock Management;
- Valet Operations;
- Large Truck Access;
- Signage and Warning Devices;
- Metering System at Perry Street Access to Second Street;
- Trash, Recycling, and Compose Collection Design and Management; and
- Passenger Loading Plan.

Project Variant

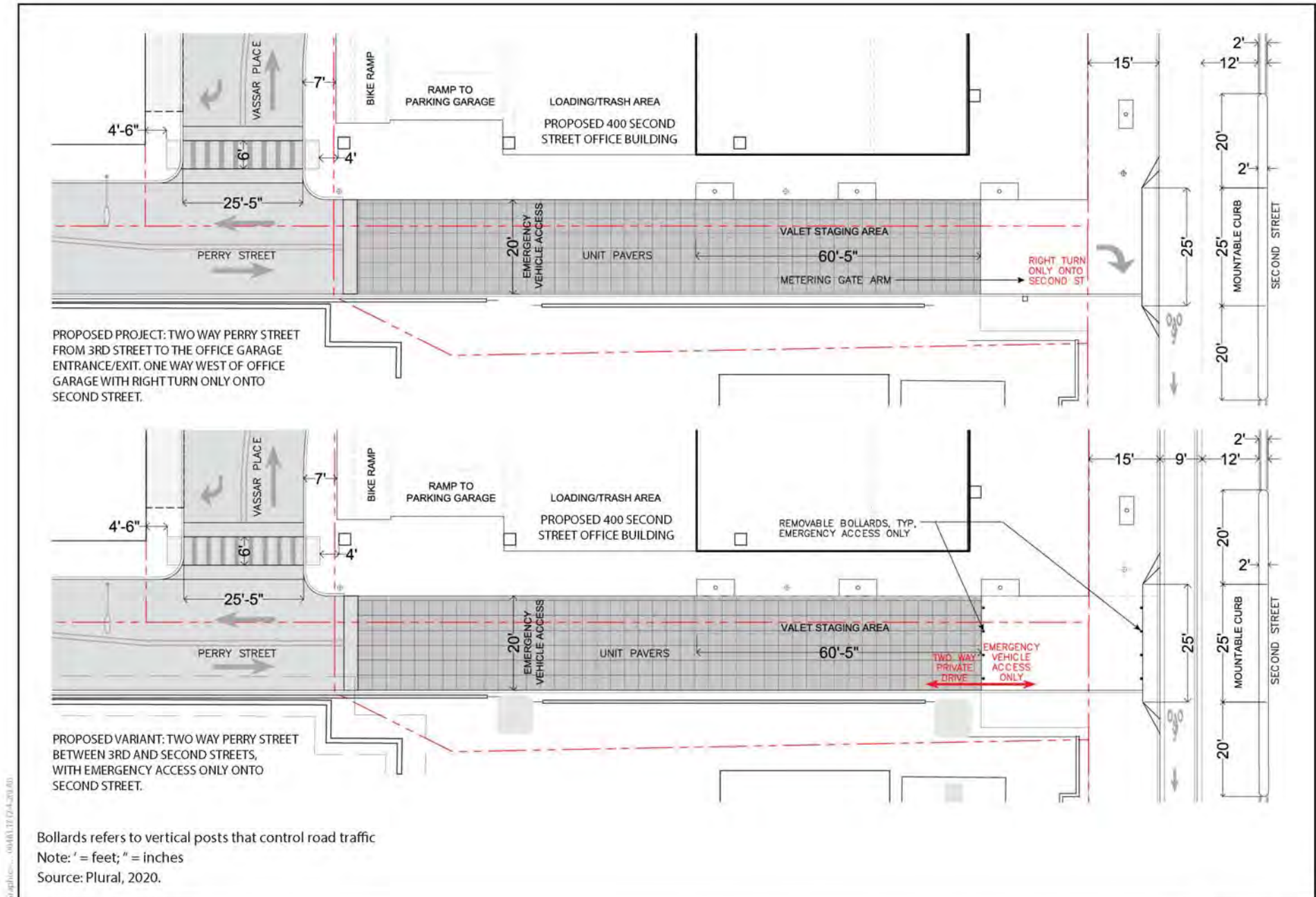
A project variant is also being considered that would not include a vehicular connection between Perry Street and Second Street but would still include a two-way street between Third Street and Second Street. The project variant would allow only emergency vehicles to access Second Street from Perry Street; access would be controlled by removable bollards¹⁵ installed across the termination of the private driveway extension of Perry Street approximately 50 feet west of Second Street. **Figure 19** shows the circulation plan on Perry Street under the proposed project and the project variant.

Construction

Construction of the 400 Second Street building and the 657 Harrison Street building are each estimated to take 33 months, both beginning in mid-2021 and ending in late 2023. Construction of the 645 Harrison Street building is estimated to take 33 months, beginning in mid-2022 and ending in late 2024. The duration of construction for the entire project is estimated to be approximately 45 months. Construction activities would include demolition of existing uses (including foundation removal), excavation, installation of foundations, building erection, and interior construction. Project construction would begin with demolition of the four buildings at 400 Second Street and 653, 657, and 665 Harrison Street. Demolition would involve characterizing the contents of each building; abating any hazards that may be present, including asbestos-containing materials and lead-based paint; identifying and removing reusable and recyclable materials; demolishing and removing the existing structures; and removing the existing foundation slabs and underground utilities.

Construction would generally occur between the hours of 7 a.m. and 7 p.m. up to six days per week. The project sponsor anticipates between nine and 94 (maximum) occurrences of nighttime construction for short-term activities (e.g., public right-of-way closure; crane erection/dismantling, concrete pours, large steel deliveries). All equipment associated with the concrete pours would remain at least 25 feet from the building at 88 Perry Street during nighttime construction and would typically be farther than this

¹⁵ *Bollards* refers to vertical posts that control road traffic.



distance. Staging of construction equipment would mostly occur on the project site (e.g., on Vassar Place) or on Perry Street adjacent to the project site (between the project site and the AC Transit bus storage yards beyond). The proposed project could require closure of the sidewalk and parking lane adjacent to the northern boundary of the project site along Harrison Street as well as closures on Vassar Place and Perry Street. Vassar Place and Perry Streets are currently dead-end alleys. If sidewalks are required for construction staging, covered pedestrian walkways would be constructed in curb lanes.

The 400 Second Street building and the 657 Harrison Street building would both be constructed on mat-supported foundations. The 645 Harrison Street building would be constructed on spread footings and mat foundations, which would be retained. No impact pile driving would be required. The proposed project would excavate approximately 102,000 cubic yards of material, which would be hauled offsite.¹⁶ To accommodate the subterranean parking garages, mechanical equipment, and building foundations, the project would entail excavation to a maximum depth of 60 feet. Approximately 24,300 tons, or 15,000 cubic yards, of material would be hauled offsite. Construction activities for the proposed project would result in an average of 17 daily construction truck trips and 159 daily construction worker roundtrips.

Project Approvals

The proposed project would require the following approvals:

Actions by the Planning Commission

- Large project authorization, pursuant to Planning Code section 329, for new construction of more than 50,000 gross square feet, with exceptions pursuant to the following planning code sections that are specifically available to identified key development sites (including the project site, which is Key Development Site No. 3) in the Central SoMa Plan:
 - Section 132.4 – The separation between the proposed residential tower at 657 Harrison Street and the proposed hotel tower at 645 Harrison Street would only be 71 feet. In addition, the proposed residential tower at 657 Harrison Street would be approximately 63.5 feet from the eastern property line.
 - Section 261.1 – Planning Code section 270(h) requires "apparent mass reductions" on frontages on narrow streets. However, the north side of Perry Street is specifically excluded (see Table 270[h]) and Planning Code section 261.1(d)(1) controls apply instead, which require an upper story setback at least 10 feet at the property line above a height equivalent to 1.25 times the width of Perry Street. The proposed 86-foot high residential podium would not comply with that setback requirement from Perry Street.
 - Section 270(h) – The proposed project would not provide the required 80 percent reduction in floor plate in the upper one-third of the proposed residential tower at 657 Harrison Street.

¹⁶ Due to refinements to the proposed structural design, the required amount of excavation for the proposed project was reduced from 128,800 cubic yards of material to 102,000 cubic yards of material. The anticipated excavation required for the proposed project would be lower than what was analyzed in some of the technical reports prepared for the proposed project (e.g., the environmental noise and vibration assessment and the environmental air quality assessment), as noted therein.

- Section 270.1 -The proposed vertical addition at 645 Harrison Street has a building frontage longer than 200 feet without a horizontal break; therefore, a horizontal mass reduction exception is needed.
- Section 249.78 – The proposed project would require a wind exceedance exception for the one-hour wind hazard criterion, as authorized for Central SoMa Plan projects that do not result in new or net new exceedances of the 9-hour wind hazard criterion.
- Exceptions under section 329(e)(3)(B)(ii) that are specifically available to this Key Development Site No. 3 (per section 329(e)(3)(B)(ii), the Key Development Site identified in section 329(e)(2)(C), the Planning Commission may grant an exception for lot coverage, micro-retail, active use, and the ground-floor commercial use):
 - Section 249.78(c)(4) – This exception is required for the historic building at 645 Harrison Street, which cannot accommodate the otherwise required micro-retail units.
 - Sections 145.1 and 249.78(c)(1) – This exception is required for the Harrison Street frontage due to the proposed childcare facility in the 657 Harrison Street building, the proposed Hawthorne Street Plaza due to the mechanical space in the 645 Harrison Street building, the Perry Street frontage due to the mechanical and loading spaces in the 645 Harrison Street building and the 400 Second Street building as well as the off-street parking and bicycle ramp in the 400 Second Street building, the Vassar Place frontage due to the mechanical and office space in the 645 Harrison Street building and the off-street parking and bicycle ramp in the 400 Second Street building, and the Second Street frontage due to location of the POPOS. The proposed project would meet the 60 percent transparency requirement at ground level along Harrison Street and the proposed Hawthorne Street Plaza but not along Perry Street or the childcare portion of the frontage along Harrison Street.
- Satisfaction of the requirements of sections 135(h) and 135.3 by the indoor POPOS at the 400 Second Street building, as specifically contemplated for Key Development Site No. 3 under section 329(e)(3)(B)(ii).
- An exception for ground floor commercial along 2nd Street. Commercial uses are proposed along 2nd Street; however, not for the entirety of that street frontage. Therefore, a ground floor commercial exception is required.
- Section 249.78 (d)(6)-For residential uses, lot coverage is limited to 80% at all residential levels and the unbuilt portion of the lot shall be open to the sky except for those obstructions permitted in yards pursuant to PC 136(c). The project is proposing 70.7% lot coverage and therefore, not exceeding the maximum coverage; however, the unbuilt portion has an Art Screen that is not considered a permitted obstruction. Therefore, a lot coverage exception is needed.
- Approval of the proposed project's Transportation Demand Management Plan, as required by Planning Code section 169.
- Conditional use authorization for the proposed hotel use at the 645 Harrison Street building, which is a city-wide requirement.
- Section 321 Office Allocation – Section 321 establishes standards for San Francisco's Office Development Annual Limit. In determining if the proposed project would promote the public welfare, convenience, and necessity, the Commission must consider the seven criteria established by Planning Code section 321 (b)(3).

Actions by the Zoning Administrator:

- Variance for ground floor ceiling height. Planning Code section 145.1(c)(4) provides that a minimum floor-to-floor height of 14 feet is required on the ground floor for non-residential uses in the CMUO zoning district. The project proposes a 12-foot floor-to-floor height in one of the small retail spaces at the rear of the proposed 657 Harrison Street building due to the change in grade and related stepping of the adjacent POPOS to allow for direct access to the proposed retail spaces.
- Variance for an above-grade parking setback. Planning Code section 145.1(c)(1) provides that off-street parking at street grade must be setback at least 25 feet on the ground floor from any façade facing a street at least 30 feet in width. The proposed 657 Harrison Street building would include three drop-off parking spaces along Perry Street for the proposed childcare facility, which would not be setback from the facade.
- Variance for parking and loading entrances. Planning Code section 145.1(c)(2) provides that no more than one-third of the width or 20 feet, whichever is less, of any given street frontage of a new or altered structure parallel to and facing a street shall be devoted to parking and loading ingress or egress. The proposed parking and loading egress from Perry Street would exceed the maximum dimension.
- Variance for enclosure of off-street loading. Planning Code section 155(d) requires off-street loading and service vehicles spaces to be completely enclosed and access from a public Street or Alley shall be provided by means of a private service driveway that is totally contained within the structure. The off-street loading access for 400 2nd Street from Perry Street does not comply.
- Variance for curb cut on Second Street. Section 155(r)(2)(Y) prohibits a curb cut along Second Street between Market and Townsend Street; therefore, the proposed curb cut would require a variance application.
- Variance for projection into required open area (for an art screen on Hawthorne Plaza to screen views of the bus ramp leading to Interstate 80). Sections 270.2(e)(4) and 136 identify permitted obstructions for mid-block pedestrian alleys and other required open areas. The proposed art screen would exceed the maximum dimension for standard permitted horizontal obstructions (e.g., cornices); therefore, a permitted obstruction variance application would be required.
- A Zoning Administrative Waiver from PC 155.2 is requested for Class 1 bicycle parking location. A Zoning Administrator Exemption is requested from PC 155.4 for shower facilities and lockers for 645 Harrison which are instead provided at 400 2nd Street.
- A Zoning Administrative Waiver from PC 161(e) is requested for off-street freight loading location requirements.

Actions by the Board of Supervisors

- Approval of an encroachment permit for the portion of the proposed canopy along Second Street and the aforementioned art screen(s) that would project into the public right-of-way, including related general plan referral and priority policy findings.
- Any change to the curb line along Perry Street between Vassar Place and 3rd Street will require Sidewalk Legislation

Actions by Other City Departments

- San Francisco Public Works (Public Works) and San Francisco Municipal Transportation Agency (SFMTA) – Approval of the proposed project extension of Perry Street to Second Street.
- Public Works – Encroachment permit for the portion of the proposed art screens that would project into the public right-of-way (recommendation to the board of supervisors).
- Public Works – Lot line adjustment approvals for merging the lots on the project site.¹⁷
- Public Works – Street and sidewalk permits for modifications to public sidewalks, street trees, and curb cuts.
- Public Works Bureau of Street Use and Mapping – Approval of a street space permit if sidewalk(s) would be used for construction staging and pedestrian walkways are constructed in the curb lane(s).
- Public Works Bureau of Street Use and Mapping – a right to pass pedestrian easement to provide public access sidewalk on the privately-owned segment of Perry Street. Public Works and SFMTA – Approval of construction within the public right-of-way (e.g., bulb-outs and sidewalk extensions) to ensure consistency with the Better Streets Plan.
- SFMTA – Approval of modifications to on street loading zones and other new colored curb zones.
- SFMTA Sustainable Streets Division – Approval of a special traffic permit if any portion of the public right-of-way is used for construction staging and pedestrian walkways are constructed in the curb lane(s).
- Department of Building Inspection (DBI) – Demolition and building permits for demolition of the buildings and construction of the new structures.
- DBI – Approval of a permit for nighttime construction if any night construction work will result in noise greater than 5 A-weighted decibels above ambient noise levels.
- San Francisco Public Utilities Commission (SFPUC) – Approval of changes to sewer laterals.
- SFPUC – Approval of a Stormwater control plan that complies with the City's Stormwater Management Requirements and Design Guidelines because the proposed project would result in ground disturbance of an area greater than 5,000 square feet.
- SFPUC – Approval of an Erosion and Sediment Control Plan, in accordance with article 4.1 of the San Francisco Public Works Code.
- SFPUC - Approval of any changes to existing and any proposed new: fire hydrants, water service laterals, water meters, water mains, and irrigation and/or recycled water service laterals.
- SFPUC – Approval of the landscape plan per the Water Efficient Irrigation Ordinance.
- SFPUC – Approval of the use of any dewatering wells pursuant to article 12B of the Health Code (joint approval by the San Francisco Department of Public Health [DPH]).

¹⁷ The project site, which is Key Development Site No. 3 in the Central SoMa Area Plan, is exempt under the Special Use District provisions from otherwise applicable lot merger restrictions.

- SFPUC – Approval of a Water Supply Assessment (WSA).
- Approval of required documentation per the Non-potable Water Ordinance (joint approval by DPH).
- DPH – Approval of an Enhanced Ventilation Proposal as required pursuant to article 38 of the Health Code.
- DPH – Approval of a Work Plan for Soil and Groundwater Characterization and, if determined necessary by DPH, a Site Mitigation Plan, pursuant to article 22A of the Health Code (the Maher Ordinance).
- DPH – Approval of a Dust control plan meeting the requirements of San Francisco Health Code article 22B.
- San Francisco Arts Commission – Approval of the portion of the proposed art screen(s) that would project into the public right-of-way.
- San Francisco Entertainment Commission – Permit for outdoor amplified sound (and possibly also DJ music).

Actions by Other Agencies

- Caltrans approval of:
 - An encroachment permit for any work or traffic control that encroaches into state right-of-way;
 - The proposed grading and street design along Perry Street;
 - The proposed column/bent offsets to the proposed curb alignment, the proposed vine walls on the sound walls on Caltrans property, the proposed replacement of existing fencing with new sound walls, and the proposed earthwork around Caltrans columns/bents;
 - The proposed beautification under Interstate 80 along Second Street south of Perry Street on Caltrans property that the project sponsor would lease; and
 - The extension of Perry Street to Second Street and related lease or lease amendment.
- Bay Area Air Quality Management District (BAAQMD) – Approval of any necessary air quality permits for installation, operation, and testing (e.g., Authority to Construct/Permit to Operate) of individual air pollution sources (e.g., boilers).

Approval Action

The proposed project would be subject to large project authorization, an office allocation, and conditional use authorization by the Planning Commission, among other approvals (discussed above). Approval of the large project authorization under Planning Code section 329 is the approval action for the proposed project. The approval action date establishes the start of the 30-day appeal period for this California Environmental Quality Act (CEQA) exemption determination, pursuant to section 31.04(h) of the San Francisco Administrative Code.

B. COMMUNITY PLAN EVALUATION OVERVIEW

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

This community plan evaluation (CPE) initial study checklist evaluates the potential project-specific environmental effects of the proposed One Vassar Project described above and incorporates by reference information contained in the programmatic EIR for the Central SoMa Plan Final Programmatic Environmental Impact Report (Central SoMa PEIR).¹⁸

The following project-specific studies were prepared, or reviews were conducted, for the proposed project to determine if the project would result in any significant environmental impacts that were not identified in the Central SoMa PEIR:¹⁹

- Air quality analysis
- Archeology review
- Geotechnical report
- Greenhouse gas compliance checklist
- Historic resources evaluation report
- Noise and vibration analysis
- Pedestrian wind study
- Phase I environmental site assessment
- Shadow analysis
- Transportation impact study
- Water supply assessment

C. PROJECT SETTING

Site Vicinity

The parcels adjacent to the project site to the west (on the block bounded by Harrison Street to the north, Third Street to the west, and Perry Street to the south) are within the CMUO District, Central SoMa Special Use District, and the 130-CS Height and Bulk District. The parcels north of the project site (across Harrison Street) are in the CMUO and Downtown Office (C-3-O) districts as well as the 130-G and the

¹⁸ San Francisco Planning Department, *Central SoMa Plan Final Environmental Impact Report*, Planning Department Case Number 2011.1356E, https://sfplanning.org/environmental-review-documents?field_environmental_review_catag_target_id=214&items_per_page=10, accessed January 22, 2019.

¹⁹ Project-specific studies prepared for the One Vassar Project are available for public review at the San Francisco Planning Department, 1650 Mission Street, Fourth Floor, San Francisco, CA 94103 as part of case file number 2012.1384E. These documents are also available for review from the San Francisco Property Information Map, which can be accessed at <https://sfplanninggis.org/PIM/>. Individual files can be viewed by clicking on the “Planning Applications” link, clicking the “More Details” link under the project’s environmental case number (2012.1384E), then clicking on the “Related Documents” link.

200-CS Height and Bulk District. The parcels east of the project site (across Second Street) is in the C-3-O (SD) District and the 50-X and 65-X Height and Bulk District. The parcel south of the project site (under Interstate 80) is within the Public (P) District and the 45-X Height and Bulk District. Other height and bulk districts within a one-block radius of the project site include 130-E and 85-X.

Existing development in the vicinity of the project site consists of primarily high-rise office buildings, interspersed with low-rise mixed-use and residential buildings. The buildings adjacent to the project site, to the west, include a two-story industrial building at 681 Harrison Street, a vacant paved lot, and an L-shaped, six-story mixed-use building at the corner of Harrison Street and Third Street that extends along Perry Street. The buildings north of the project site (across Harrison Street) include a two-story industrial building at 674 Harrison Street; an eight-story residential building at 666 Harrison Street; a two-story, industrial building (currently occupied by Fast Signs) at 650 Harrison Street; a five-story, industrial and office building at 642 Harrison Street; a four-story building; and a five- to six-story office building at 600 Harrison Street. East of the project site (across Second Street) is a six-story office building at 425 Second Street and a triangular-shaped surface parking lot at the corner of Harrison Street and Second Street.

The project site is near Third and Fourth streets, which are designated as arterial streets. In the vicinity of the project site, San Francisco Municipal Railway (Muni) route 10 Townsend operates along Second Street; route 12 Folsom/Pacific operates along Harrison Street; and routes 8 Bayshore, 8AX Bayshore A Express, 8BX Bayshore B Express, 30 Stockton, 45 Union/Stockton, and 81X Caltrain Express operate along Third Street. In addition, regional transit provider Golden Gate Transit operates routes along Third and Fourth streets. The project is also located near the Transbay Transit Center, which currently provides bus service for Muni, AC Transit, Golden Gate Transit, Westcat, Greyhound, SamTrans, and Amtrak Thruway bus operations. An existing class III bike route is located along Second Street in both the northbound and southbound direction, between Folsom and King streets.²⁰

There are several high-rise development projects under construction within the vicinity of the project site. At the time this document was prepared, four projects in the immediate two-block vicinity of the project site were under construction. Specifically, the 250 Fourth Street project (case no. 2011.0038) will demolish an existing three-story office building and construct a hotel. The Transbay Block 9 project (case no. 2007.0558E) at 500 Folsom Street will include a 56-story tower with 546 residential units, shared open space, retail space, and below ground parking. The 15 Guy Place project (case no. 2015-000943PRJ) will demolish an existing single-family dwelling and construct a new two-family dwelling unit. The 390 First Street Project (case no. 2014.1041), which is currently under construction, will demolish an existing automobile service station and construct a 13-story, 130-foot tall residential building. The 671 Harrison Street Project (case no. 2011.1437E), which is currently under construction, will replace an existing vacant parcel and construct a 5-story, 65-foot tall office building. As of December 2019, the 725 Harrison project (case no. 2005.0759E) was approved, which will construct a 185-foot tall office building above an 81-foot tall podium, totaling approximately 883,300 square feet.

²⁰ The term *class III bike route* refers to shared streets (i.e., a dedicated lane for bicyclists is not provided). The term is used to designate preferred routes for bicyclists or provide continuity to other bicycle facilities. Bike routes are intended for streets with low motorized traffic volumes and speeds that are suitable for shared use between bicyclists and motor vehicles.

There are several transportation improvement projects under construction within the vicinity of the project site. At the time this document was prepared, the Folsom-Howard Streetscape project is under construction and anticipated to be complete in 2023. The project will include several bicycle and pedestrian improvements (e.g., new signalized mid-block crossings, corner bulb-outs, improved signal timing and raised bikeway crossings). The Central Subway Project along Fourth Street, which extends the Muni Metro T Third Line through South of Market, Union Square and Chinatown is also currently under construction, with revenue service expected to begin in summer 2021. The nearest proposed station to the proposed project site is located at 4th and Folsom streets and 4th and Brannan streets. In addition, the Second Street Improvement project is under construction and anticipated to be complete by late 2019. The project site, on Second Street between Market and King streets, will include pedestrian and bicyclist improvements (e.g., widened sidewalks, inclusion of one-way cycle track bicycle facilities, transit boarding islands and upgraded traffic signal systems).

Cumulative Setting

CEQA Guidelines section 15130(b)(1)(A) defines cumulative projects as past, present, and reasonably foreseeable projects producing related or cumulative impacts. CEQA Guidelines section 15130(b)(1) provides two methods for cumulative impact analysis: the “list-based approach” or 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 contribute to significant cumulative impacts. The projections-based approach uses projections contained in a general plan or related planning documents to evaluate the potential for cumulative impacts. The 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 cumulative analysis for certain localized impact topics (e.g., cumulative shadow and wind effects) uses the list-based approach. The following is a list of reasonably foreseeable projects within the project vicinity (approximately one-quarter mile) that may be included in the cumulative analysis for individual topics as appropriate (i.e., when impacts of the project would combine with those of cumulative projects):

- 136 South Park Street (case no. 2005.0418E), which would demolish an existing one-story light industrial building and, in its place, construct a three-story building;
- 655 Folsom Street (case no. 2013.0253ENV), which would demolish the existing two-story commercial building and construct a new, 14-story, mixed-use building with 63 residential units, 42 parking spaces in a below-ground parking garage, and 6,971 square feet of ground level retail space;
- 85 Federal Street (case no. 2012.1410E), which would demolish the two existing two-story buildings and construct a five-story building in its place with 50,000 square feet of office space, 23,000 square feet of retail space, and 26 vehicle parking spots;
- 421 Bryant Street (case no. 2017-011206PRJ), which would convert an existing warehouse building to an office building;
- 633 Folsom Street (case no. 2019-007067PRL), which would involve minor aesthetic modifications to the existing restaurant and lounge on the ground-level of the building;

- 667 Folsom Street, 120 & 126 Hawthorne Street (case no. 2015-002604ENV), which would combine the existing three parcels to form a singular, irregularly shaped, approximately 19,590 square foot lot, and construct a 13-story, 130-foot tall, mixed-use residential building in its place;
- 525 Harrison Street (case no. 2013.0159E), which would demolish the existing commercial building onsite and construct a 16-story residential building with 184 residential units, up to 280 parking spaces in a basement garage, and 2,520 square feet of retail space on the ground floor;
- 95 Hawthorne Street (case no. 2016-00179ENV), which would demolish the existing office building and construct a new, 42-story, approximately 444-foot-tall mixed-use residential building with approximately 392 residential units and 4,000 square feet of retail space on the ground floor;
- 531 Bryant Street (case no. 2016-004392PRJ), which would demolish the existing building onsite, and construct a new, six-story, approximately 58,200 square foot mixed-use retail and office building in its place;
- 744 Harrison Street (case no. 2016-004823ENV), which would demolish and existing two-story office building and construct an eight-story, mixed-use building with nine group housing units, up to 55 hotel rooms, restaurant and storage space, as well as two roof top decks;
- 462 Bryant Street (case no. 2015-010219ENV), which would add five stories of office space, as well as a green roof and a commonly accessible rooftop deck to an existing office building for a total of 62,239 gross square feet of office space;
- 443 Folsom Street (case no. 2017-013745PRJ), which includes rehabilitation and tenant improvements to an existing Blacksmith Shop (Landmark No. 149) to accommodate a change of use from Industrial to Cannabis retail;
- 650 Harrison Street (case no. 2017-004921ENV), which would demolish the existing two-story building and construct an approximately 14-story-over-basement-garage, and 130-foot-tall, 118 residential unit mixed-use building with approximately 928 square feet of ground floor retail space and 29 below-grade parking spaces with a vehicle elevator;
- 350 Second Street (case no. 2018-00497PRJ), which would construct a new 130-foot-tall, 14-story building with 297 guest hotel rooms, 2,975 square feet of ground floor restaurant and bar space, 2,350 square feet of ground-floor POPOS, and 9,100 square feet of off-street parking;
- 108 South Park (case no. 2018-008840PRJ), which would involve the restoration of one residential unit, a two-bedroom unit, two studio lofts, and modification of the first floor into commercial space;
- 701 Harrison Street (case no. 2018-008661ENV), which would involve the construction of a seven-story, mixed-use office building that would include 8,407 square feet of ground floor retail space and 49,801 square feet of office space on a currently vacant lot that is used for parking;
- 432 Bryant Street (case no. 2019-001507PRJ), which is a small project that would involve the change of occupancy from warehouse to office space;
- 345 4th Street (case no. 2017-015964PRV), which would demolish an existing two-story retail space with an accessory office, and in its place, construct a seven-story office building with one level of retail space and usable open space at grade, and a roof terrace;

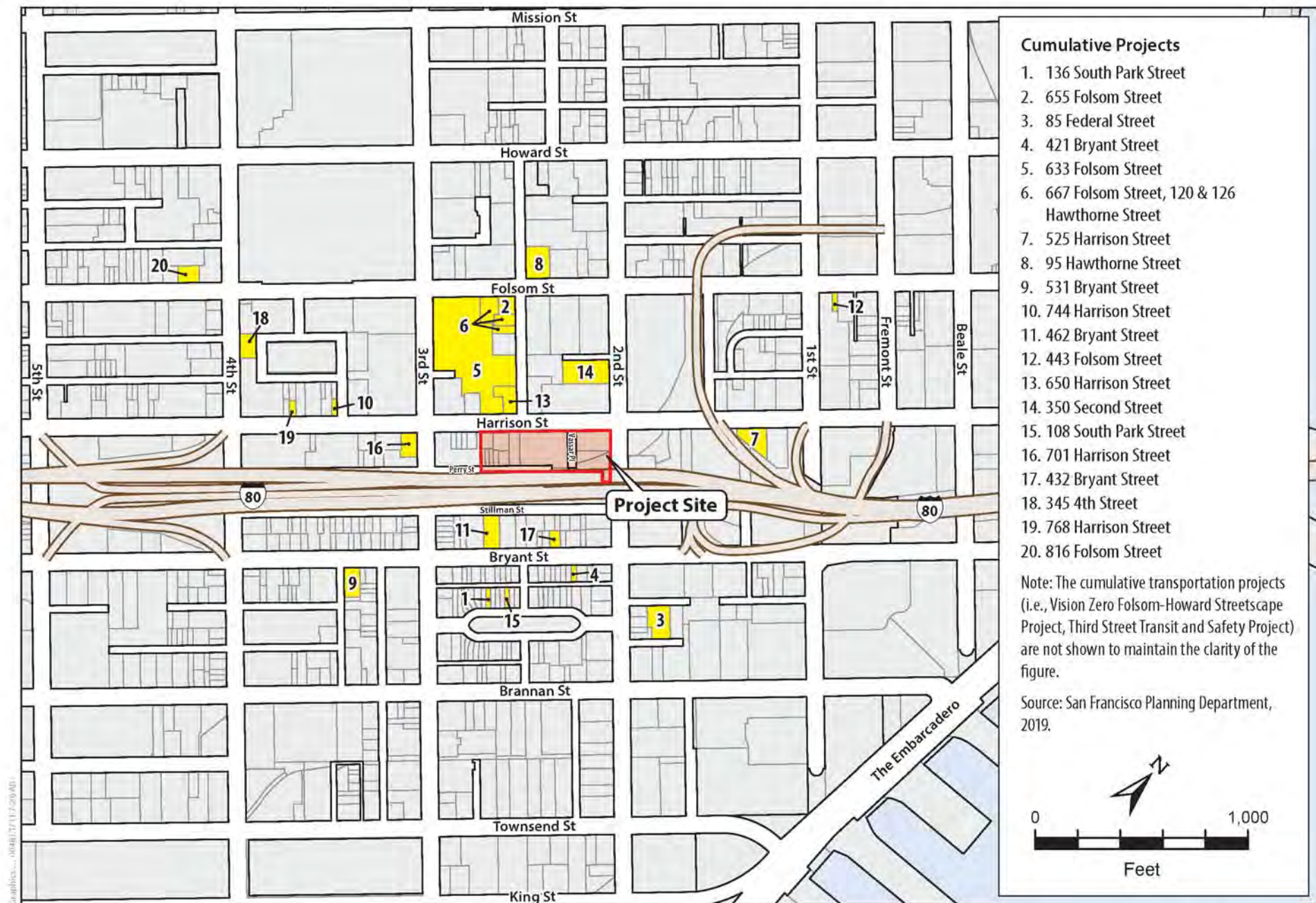
- 768 Harrison Street (case no. 2018-014823LLA), which is a lot line adjustment for an existing condominium; and
- 816 Folsom Street (case no. 2017-01377PRV), which would demolish an existing commercial building and construct a 180-foot tall, 18-story over basement hotel.

The cumulative projects discussed above projects are mapped in **Figure 20**.

The following transportation projects were not analyzed in the cumulative analysis of the PEIR but are within 0.25 mile of the project site and are therefore included in the cumulative analysis for the proposed project:

- **Vision Zero Folsom-Howard Streetscape Project:** The project is currently under construction and scheduled for completion in 2023. The project would include several bicycle and pedestrian improvements. These improvements include new signalized mid-block crossings, corner bulb-outs, improved signal timing, raised bikeway crossings, and a transit-only lane from Folsom and 10th streets to just after Fourth Street, with the objective of improving safety along Folsom and Howard streets.
- **Third Street Transit and Safety Project:** Phase I of the project is currently underway. The project would shift the existing transit-only lane on Third Street, between Howard and Brannan streets, from its current curbside location to the center of the street. The project includes the restriping of the roadway, on-street parking, and on-street loading between Howard and King streets. The project would add additional right-turn lane capacity at major intersections with Third, Bryant, and Folsom streets to accommodate vehicular access to the Bay Bridge. The added right-turn capacity would reduce the through-lanes from four northbound-through lanes to three northbound-through lanes, during the AM peak period (from three through-lanes to two through-lanes during off-peak periods). Fourteen commercial loading spaces and two passenger loading spaces would be relocated within a short distance on the same block face or immediately around the corner. The total number of loading spaces on Third Street would not be reduced, but rather the project would slightly increase the number of loading spaces in the corridor including on cross streets immediately adjacent to Third Street. On-street parking along Third Street would be reduced by 16 percent. Phase I of the Third Street Transit and Safety Project would include the segments of Third Street between Townsend and Mission streets, and would remove the existing colorized transit-only lanes, repave sections of the roadway, install new colorized transit-only lanes, and construct new bus boarding islands and temporary stop locations.

The nearest open spaces to the project site are South Park (on South Park Avenue between Second and Third streets), Rincon Hill Dog Park (at the northwest corner of Beale and Bryant streets), and Yerba Buena Gardens (on Howard Street between Third and Fourth streets). South Park is San Francisco Recreation and Park Department property, Rincon Hill Dog Park is co-owned by San Francisco Public Works and San Francisco Parks Alliance, and Yerba Buena Gardens is San Francisco Redevelopment Agency property. There are several other privately owned publicly accessible plazas, community gardens, and open spaces nearby.



D. SUMMARY OF ENVIRONMENTAL EFFECTS

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

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

E. EVALUATION OF ENVIRONMENTAL EFFECTS

The Central SoMa PEIR identified significant plan-level impacts related to, cultural resources, transportation and circulation, noise and vibration, air quality, and biological resources. Furthermore, 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 these impacts that would reduce impacts to biological resources and hazards and hazardous materials to less-than-significant levels. However, 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 CPE initial study checklist evaluates whether the environmental impacts of the proposed project are addressed in the Central SoMa PEIR. 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) were previously identified as significant effects but, as a result of substantial new information that was not known at the time that the Central SoMa PEIR was certified, 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 project-specific initial study in accordance with Public Resources Code section 21083.3 and CEQA Guidelines section 15183. As discussed below in this CPE initial study checklist, the proposed project would not result in new significant environmental effects, effects that would be peculiar to the project site, or effects of greater severity than those already analyzed and disclosed in the Central SoMa PEIR.

Mitigation measures identified in the PEIR are discussed under each topic area, and measures that are applicable to the proposed project are summarized in the relevant sections of this initial study checklist. Applicable project mitigation measures are denoted by topic code and number. For example, Project

Mitigation Measure M-CR-1a, Protect Historical Resources from Adjacent Construction Activities, refers to the first identified cultural resources mitigation measure that applies to the project.²¹ The full text of the mitigation measures that are applicable to the proposed project are included in the mitigation monitoring and reporting program in Attachment B of the CPE 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 to Appendix G of the CEQA Guidelines. The topics and questions in the department's revised checklist are reflected in this CPE initial study checklist.

Aesthetic 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 projects 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.²²

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 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

²¹ Note that the 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.

²² San Francisco Planning Department, *Eligibility Checklist: CEQA Section 21099 – Modernization of Transportation Analysis, One Vassar/400 Second Street Project*, October 25, 2019.

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:	<i>Significant Impact Peculiar to Project or Project Site</i>	<i>Significant Impact Not Identified in PEIR</i>	<i>Significant Impact Due to Substantial New Information</i>	<i>No Significant Impact Not Previously Identified in PEIR</i>
1. LAND USE AND PLANNING. Would the project:				
a) Physically divide an established community?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Cause a significant physical environmental impact due to a conflict with any land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Project-Specific Analysis

The proposed project would be built on 12 contiguous lots within the same block. Its construction would not result in physical barriers along major streets adjacent to the project site, including Second, Third, Harrison, and Perry streets and Vassar Place. The proposed project would: (1) create a new mid-block pedestrian walkway and privately owned publicly accessible open space (Hawthorne Street Plaza) that would connect pedestrians to the project site and surrounding streets, (2) connect Perry Street to Second Street through a private drive and pedestrian sidewalk, (3) improve Vassar Place with pedestrian sidewalk and connect Vassar Place to Perry Street, and (4) improve existing sidewalks adjacent to the project site, in accordance with the Better Streets Plan. Therefore, the proposed project would improve pedestrian and vehicular connections and would not physically divide an established community. There would be no impact related to this criterion.

The proposed project is consistent with the development density established in the Central SoMa Plan and must be compliant with all applicable regulations. Therefore, the proposed project would not cause a significant physical environmental impact due to a conflict with applicable land use plans, policies, or regulations adopted for the purpose of avoiding or mitigating an environmental effect.

The requirements of Central SoMa PEIR Mitigation Measure M-NO-1a, Transportation Demand Management for New Development Projects, have been incorporated into Planning Code section 169. As discussed in the project description, the project would include various measures to meet the transportation demand management requirement of the planning code. With regard to Central SoMa PEIR Mitigation Measure M-NO-1b, Siting of Noise Generating Uses, the planning department conducted a noise analysis of the proposed project's noise-generating uses (i.e., traffic and stationary equipment), which is described in Topic E.6, Noise, of this initial study checklist.

Therefore, the proposed project would not result in physical environmental effects beyond those disclosed in the Central SoMa PEIR related to physically dividing an established community, nor would it 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 cumulative land use and planning analysis. The only additional cumulative projects not evaluated in the Central SoMa PEIR are the Vision Zero Folsom Howard Street Project and the Third Street Transit and Safety Project, both of which would not divide an established community as they would primarily increase the safety of associated streets for all users. 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 those that were previously identified in the Central SoMa PEIR.

Conclusion

For the reasons discussed above, the proposed project would have no additional impacts related to land use and planning 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 related to 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.

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

Project-Specific Analysis

The proposed project would include demolition of four buildings at the project site, including the buildings at 400 Second Street (four stories), 653 Harrison Street (two stories), 657 Harrison Street (two stories), and 665 Harrison Street (two stories). None of these buildings contain existing housing units. The existing four-story building at 645 Harrison Street would be retained as part of the proposed project. The project would provide a total of approximately 1.5 million square feet of mixed uses, including approximately 510,600 gross square feet of office space, approximately 221,800 gross square feet of hotel space (up to 468 rooms), approximately 44,200 gross square feet of PDR space, approximately 482,000 gross square feet of residential space (up to 489 units), and approximately 40,500 gross square feet of retail space as well as two subterranean parking garages, childcare and associated open space, privately owned publicly accessible open space, and mechanical equipment space. The proposed project would result in a total of approximately 2,946 employees working at the project site, including an estimated 2,248 employees at 400 Second Street; 648 employees at 645 Harrison Street (including the 308 existing employees that would remain); and 50 employees at 657 Harrison Street.

The direct effects of the proposed project on population and housing are within the scope of the population growth anticipated under the Central SoMa Plan and evaluated in the Central SoMa PEIR. No housing units are located on the site; therefore, the proposed project would not directly displace any housing or necessitate construction of replacement housing elsewhere. Currently, there are approximately 822 employees at the project site; 308 existing employees at 645 Harrison Street would remain under the proposed project and would be reasonably expected to remain in their current housing. The 514 existing employees that would be displaced with implementation of the proposed project would most likely seek similar or other work elsewhere in the city and not have to seek replacement housing. Additionally, the proposed project would be required to pay fees for new housing, including the Jobs Housing Linkage Fee and Inclusionary Affordable Housing Fee. For these reasons, and because the proposed project would be within the development density evaluated in the PEIR, the proposed project would result in a less-than-significant impact with regard to the displacement of housing units or a substantial number of people, and therefore would not necessitate the construction of replacement housing elsewhere.

Currently, there are no residents at the project site. The proposed project would result in approximately 1,150 residents at the project site,²³ representing less than 1 percent of total citywide population growth and approximately 5 percent of total projected plan area population growth through 2040.²⁴ The proposed project would result in a total of approximately 2,946 employees working at the project site, including an estimated 2,248 employees at 400 Second Street; 648 employees at 645 Harrison Street, including the 308 existing employees that would remain; and 50 employees at 657 Harrison Street.²⁵ The anticipated increase in employment at the project site associated with the proposed project (i.e., about 2,432 more employees compared to existing conditions when considering the 308 employees that would remain under the proposed project) would represent less than 1 percent of both projected citywide job growth and approximately 3 percent of projected plan area job growth through 2040.²⁶ Although the 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 in the Central SoMa Plan, other city area plans, and regional growth plans; furthermore, the environmental effects of this growth have been evaluated in the PEIR. Therefore, the proposed project would not result in the need for replacement housing and would not induce substantial unplanned growth in the area.

Cumulative Analysis

There are no cumulative development projects nearby that were not encompassed in the Central SoMa PEIR's cumulative population and housing analysis. The only additional cumulative projects not evaluated in the Central SoMa PEIR are the Vision Zero Folsom Howard Street Project and the Third Street Transit and Safety Project, neither of which would result in direct population growth or housing demand as they would primarily increase the safety of associated streets for all users. 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 those that were previously identified in the Central SoMa PEIR.

Conclusion

For the reasons discussed 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 related to population and housing.

²³ Estimate of residents based on San Francisco's average household size of 2.35 persons/household (<https://www.census.gov/quickfacts/fact/table/sanfranciscocountycalifornia/PST045217>).

²⁴ This calculation is based on the projected population growth in the plan area provided in the Central SoMa Plan Initial Study. Source: San Francisco Planning Department, *Central SoMa Plan Initial Study*, Planning Department Case Number 2011.1356E, https://sfmea.sfplanning.org/2011.1356E_IS.pdf, accessed December 3, 2019.

²⁵ Estimate of employees based on information provided by the project sponsor.

²⁶ This calculation is based on the projected employee growth in the plan area provided in the Central SoMa Plan Initial Study. Source: San Francisco Planning Department, *Central SoMa Plan Initial Study*, Planning Department Case Number 2011.1356E, https://sfmea.sfplanning.org/2011.1356E_IS.pdf, accessed December 3, 2019.

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), historic architectural resources are buildings, structures, objects, sites, and districts 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 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 historic architectural 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 Archeological Program; and M-CP-1e, Video Recordation.**

The Central SoMa PEIR also determined that construction could adversely affect historical resources through construction damage to adjacent 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. Central SoMa PEIR Mitigation Measure M-CP-3a requires use of construction techniques that reduce vibration levels to historic architectural resources 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 architectural 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 6, 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. 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 Archeological 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. Central SoMa PEIR 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 Central SoMa PEIR Mitigation Measure M-CP-4a.

<i>Topics:</i>	<i>Significant Impact Peculiar to Project or Project Site</i>	<i>Significant Impact Not Identified in PEIR</i>	<i>Significant Impact Due to Substantial New Information</i>	<i>No Significant Impact Not Previously Identified in PEIR</i>
3. CULTURAL RESOURCES. Would the project:				
a) Cause a substantial adverse change in the significance of a historical resource pursuant to section 15064.5, including those resources listed in article 10 or article 11 of the San Francisco Planning Code?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Cause a substantial adverse change in the significance of an archeological resource pursuant to section 15064.5?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Disturb any human remains, including those interred outside of formal cemeteries?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Project-Specific Analysis

Historic Architectural Resources

The project site contains the following five buildings: (1) 400 Second Street (block 3763, lot 001), constructed 1917; (2) 645 Harrison Street (block 3763, lot 105), constructed 1947; (3) 653 Harrison Street (block 3763, lot 101), constructed 1955; (4) 657 Harrison Street (block 3763, lot 100), constructed 1946; and (5) 665 Harrison Street (block 3763, lot 009), constructed 1946. All five buildings are more than 45 years old and, per the planning department's CEQA review procedures, have reached the age at which

they must be evaluated for qualification as historical resources under CEQA. Between 2007 and 2009, three buildings within the project site were evaluated for eligibility for listing in the California Register of Historical Resources (California Register) as part of the South of Market Area Historic Resource Survey (SoMa Survey). The SoMa Survey determined that 645 Harrison Street and 665 Harrison Street are eligible for listing in the National Register of Historic Places (National Register) and assigned both buildings a California Historical Resource Status (CHRS) code of 3S (i.e., appears eligible for the National Register as an individual property through survey evaluation). The building at 400 Second Street was assigned a CHRS code of 3CS (i.e., appears eligible for the California Register as an individual property through survey evaluation) in the SoMa Survey. In addition, the SoMa Survey determined that 653 Harrison Street and 657 Harrison Street are not eligible for listing in the California Register and assigned the buildings a CHRS code of 6Z (i.e., found ineligible for National Register, California Register, or local designation through survey evaluation).

The planning department issued Historic Resource Evaluation Response Part I (HRER Part I) on May 22, 2019, which affirmed that 400 Second Street, 645 Harrison Street, and 665 Harrison Street meet the eligibility requirements for listing in the California Register. HRER Part I also affirmed that 653 Harrison Street and 657 Harrison Street are ineligible for listing in the California Register and consequently do not qualify as CEQA historical resources. Therefore, for the purposes of CEQA review, the project site contains three historical resources. The significance of each of the three historical resources within the project site is summarized below.

- The building at 400 Second Street is a four-story industrial building that was constructed in 1917 for the United States Envelope Company. The building, designed by Bay Area master architect William Crim, Jr., is characterized by Classical Revival architectural details and an unenclosed ground-floor loading bay that historically accommodated a railroad spur. The building is eligible for listing in the California Register under Criterion 3 (architecture/design) as a good example of an industrial building constructed following the 1906 Earthquake and Fire with handsome architectural ornamentation. The building's period of significance is 1917, its year of construction.
- The building at 645 Harrison Street is a four-story industrial building. The three lower stories were designed by architect Herman C. Baumann, with construction beginning in 1947. The building housed A. Carlisle & Co., a lithography and printing company. The business expanded in 1960 by adding a fourth-story addition that replicated the cladding and fenestration pattern of the original lower stories. The building is eligible for listing in the California Register under Criterion 1 (events) for its association with A. Carlisle & Co., an early San Francisco business that absorbed a number of other businesses to become one of the prominent printing and lithography enterprises in the western United States after World War II. The building is also eligible for listing in the California Register under Criterion 3 as a SoMa industrial building with the distinctive characteristics of the International Style and high artistic value. The period of significance for 645 Harrison Street is 1947 to 1977, the period spanning its postwar construction and use by A. Carlisle & Co.
- The building at 665 Harrison Street is a two-story, reinforced-concrete commercial building that was constructed in 1946. Beginning in the late 1960s, it housed Golden State Recorders, a studio operated by Leo De Gar Kulka. The building is eligible for listing in the California Register under Criterion 1 because of its significant role within the context of the Bay Area music industry. Golden State

Recorders pioneered Hollywood-style high-tech audio recording in the Bay Area, recording numerous artists as they emerged in the popular music scene of the era. The building is also eligible for listing in the California Register under Criterion 2 (persons) for its associations with Kulka, a pioneering audio recording professional in post-World War II California. The period of significance is 1964 to 1974, corresponding with the building's use as Kulka's recording studio.

The project site is not within an existing or proposed historic district.

Of the three historical resources within the project site, the historical resources at 400 Second Street and 665 Harrison Street would be demolished as part of the proposed project. The third historical resource, 645 Harrison Street, would be retained, rehabilitated, and enlarged through a vertical addition toward the rear of the building. Rehabilitation of 645 Harrison Street would involve retention and repair of the building's concrete construction, stucco cladding, and central entrance tower with glass-block windows as well as the majority of the horizontal bands of industrial steel-sash windows with scored speed lines, conveying the building's International Style architectural design. A rear projection would be removed to allow for the connection of Perry Street to Second Street, and new ground-floor storefronts and pedestrian and vehicular doors would be constructed at the Vassar Place (east) and Perry Street (rear) façades. Furthermore, new ground-story storefronts and upper-story windows would be inserted on the west façade, which currently lacks fenestration. The 15-story vertical addition would be constructed on top of the four-story historic building volume. The vertical addition would be set back approximately 75 feet from the Harrison Street façade and at least 5 feet from the west, south, and east façades of the historic building. The new architecture would be distinctly contemporary in material and fenestration, with glass, aluminum, and metal cladding or a precast curtain or window wall. At the interior of the building, the project would remove non-historic lobby walls but retain character-defining terrazzo flooring, steps, and the baseboard as well as an inlaid decorative motif at the center of the lobby floor. Reuse of the building would require reconfiguration of partition walls throughout the interior. Under the footprint of the vertical addition, interior floor slabs and columns in the building would be removed to allow the new structure to continue down to a new foundation. Reinforced-concrete columns with mushroom caps would be retained in the first 75 feet of the interior from the Harrison Street façade.

Historic Resource Evaluation (HRE) Part II was prepared in 2019 to address the project's potential to materially impair 400 Second Street, 645 Harrison Street, and 665 Harrison Street. To inform this analysis, HRE Part II considered the proposed project in relation to the Secretary of the Interior's Standards for the Treatment of Historic Properties (secretary's standards).²⁷ The secretary's standards for rehabilitation provide guidance for reviewing proposed work on historic properties, with the stated goal of making possible "a compatible use for a property through repair, alterations, and additions while preserving those portions or features that convey its historical, cultural, or architectural values."²⁸ As described under CEQA, proposed projects that are found to comply with the secretary's standards are presumed to

²⁷ ICF, *One Vassar Project, Historic Resource Evaluation, Part II*, January 2020.

²⁸ National Park Service, *Standards for Rehabilitation*, Technical Preservation Services, <https://www.nps.gov/tps/standards/four-treatments/treatment-rehabilitation.htm>, accessed January 23, 2020.

have a less-than-significant impact on historical built-environment resources. Proposed projects that comply with some, but not all, of the secretary's standards require further analysis to determine whether those projects would materially impair the significance of historical built-environment resources.

HRE Part II determined that the proposed project would not adhere to the secretary's standards, specifically because the project proposes to demolish the historical built environment resources at 400 Second Street and 665 Harrison Street and would destroy the characteristics that qualify those resources for inclusion in the California Register. However, the rehabilitation of 645 Harrison Street would comply with the secretary's standards because it would preserve the majority of the historical resource's character-defining materials, features, spaces, and spatial relationships such that 645 Harrison Street would still be able to convey its historical significance and remain eligible for listing in the California Register.

HRE Part II informed HRER Part II, issued by the planning department on January 29, 2020, which determined that the proposed project would impair the significance of historical built-environment resources. Although the proposed project would have a less-than-significant impact on the building at 645 Harrison Street under CEQA because its rehabilitation would generally comply with the secretary's standards, demolition of 400 Second Street and 665 Harrison Street would be considered a substantial adverse change in the significance of these historical resources because all character-defining features of the buildings would be destroyed. Therefore, the project would result in significant impacts on 400 Second Street and 665 Harrison Street pursuant to CEQA. Central SoMa PEIR Mitigation Measure M-CP-1a establishes a protocol by which the sponsor of a subsequent development project must consult with the planning department to determine if feasible means exist to redesign the project and reduce project impacts on historical resources to a less-than-significant level. To comply with Central SoMa PEIR Mitigation Measure M-CP-1a, the project sponsor explored the feasibility of altering the project design at 400 Second Street to retain all or a portion of the historical resource. As determined in consultation with the planning department, none of the full or partial preservation design options developed to meet the requirements outlined in Central SoMa PEIR Mitigation Measure M-CP-1a were found to be feasible, because they failed to meet the objectives of the project as well as the goals, policies, and objectives of the Central SoMa Plan. The design options considered with respect to Central SoMa PEIR Mitigation Measure M-CP-1a, as well as the reasons for their lack of feasibility, are described in the memorandum "One Vassar Project: Historical Resources Impacts on 400 Second Street Minimization," dated December 23, 2019.

The planning department's preservation staff determined that Central SoMa PEIR Mitigation Measure M-CP-1a is not applicable to 665 Harrison Street because it is not significant for its architectural characteristics and applying the mitigation would not lessen the impacts of the project.²⁹

As stated in the Central SoMa PEIR, Central SoMa PEIR Mitigation Measure M-CP-1a may not be effective with respect to altering the design of a proposed project to avoid materially impairing the significance of a historical resource. In instances when redesigning a project is determined to be infeasible, implementation of Central SoMa PEIR Mitigation Measures M-CP-1b, Documentation of Historical Resource(s); M-CP-1c, Oral Histories; M-CP-1d, Interpretive Archeological Program; and M-CP-1e, Video Recordation, would be required. These mitigation measures would be required for the

²⁹ ICF, *One Vassar Project: Historical Resources Impacts on 400 Second Street Minimization*, December 23, 2019.

proposed project as Project Mitigation Measure M-CR-1c, Documentation of Historical Resources (implementing Central SoMa PEIR Mitigation Measure M-CP-1b); Project Mitigation Measure M-CR-1d, Oral Histories (implementing Central SoMa PEIR Mitigation Measure M-CP-1c); Project Mitigation Measure M-CR-1e, Interpretive Archeological Program (implementing Central SoMa PEIR Mitigation Measure M-CP-1d); and Project Mitigation Measure M-CR-1f, Video Recordation (implementing Central SoMa PEIR Mitigation Measure M-CP-1e); however, implementation of the mitigation measures will not reduce the impact on 400 Second Street and 665 Harrison Street to a less-than-significant level. Consequently, the proposed project's impact on historical resources remain significant and unavoidable with mitigation, consistent with the conclusions in the Central SoMa PEIR.

The nearest known offsite historical resource to the project site is the building at 425 Second Street, across Second Street and approximately 80 feet west of the project site's eastern boundary. Although this building is proximate to the project site (less than 100 feet away), the proposed project would not require pile driving, which would generate the highest levels of ground-borne vibration and have the highest likelihood of causing structural or ornamental damage at nearby historical resources. It is not expected that ground-borne vibration generated by construction occurring at the project site would reach a peak particle velocity (PPV) of 0.25 inch per second, the damage criterion for "historic and some old buildings" established by the California Department of Transportation and presented in the *Environmental Noise and Vibration Assessment for the One Vassar Project in San Francisco, California*.³⁰ Therefore, 425 Second Street is not close enough to the project site to sustain vibration-related damage caused by construction equipment.

However, under the proposed project, vibratory and vibration-generating construction equipment, including a large bulldozer or auger drill, is anticipated to be used as close as 1 to 3 feet away from 645 Harrison Street, the onsite historic architectural resource that would be retained and rehabilitated under the project. The use of such construction equipment would be expected to generate ground-borne vibration levels with a PPV in excess of 0.25 inch per second; therefore, the project could directly affect the character-defining features and structural integrity of this historic architectural resource.³¹ Construction-related vibration would furthermore exceed the PPV threshold of 0.2 inch per second used in the vibration analysis of the Central SoMa PEIR. Therefore, as discussed under Topic E.6, Noise, of this initial study checklist, 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 (implementing Central SoMa PEIR Mitigation Measures M-CP-3a and M-CP-3b), would apply to proposed project construction activities at 645 Harrison Street, thereby ensuring that the 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 related to historic architectural resources.

³⁰ ICF, *Environmental Noise and Vibration Assessment for the One Vassar Project in San Francisco, California*, January 2020.

³¹ 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, because some impact driving may be required, the analysis presented in Section 6, Noise, conservatively assumes the use of impact pile driving.

Archeological Resources

Given that the proposed project would involve excavation down to approximately 60 feet below the ground surface, generating approximately 128,800 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, which requires archeological assessment of any project that would include soil disturbance to greater than 5 feet depth.³² The PAR determined the project site has high sensitivity for the presence of prehistoric resources at or near the native ground surface, but little to no sensitivity for resources that were buried, or submerged by the rising bay, during the prehistoric period. The project site also may be sensitive for archeological features and deposits dating to as early as the 1860s. The PAR determined that the potential of the project to adversely affect these potential archeological resources may be avoided through archeological monitoring during construction. Project Mitigation Measure M-CR-2, Archeological Monitoring (implementing Central SoMa PEIR Mitigation Measure M-CP-4a), therefore is included in the proposed project. Project Mitigation Measure M-CR-2 would require preparation of an archeological monitoring program as an addendum to the West Approach Archeological Research Design and Testing Plan, and implementation of this program during construction. The archeological monitoring program would outline procedures for archeological monitoring of ground-disturbing activities in areas determined to be archeologically sensitive. In addition, the archeological monitoring program would include protocols for treatment of any inadvertent archeological resources that may be discovered during project construction. With the inclusion of these measures, the proposed project would not result in significant impacts on archeological resources that were not identified in the Central SoMa PEIR. Furthermore, the proposed project would not result in any potentially significant offsite impacts or impacts peculiar to the project site related to archeological resources.

Cumulative Analysis

The Central SoMa PEIR determined that cumulative impacts on historic architectural resources would be significant and unavoidable, even with implementation of Central SoMa PEIR Mitigation Measures M-CP-1a, M-CP-1b, M-CP-1c, M-CP-1d, and M-CP-1e. Cumulative projects identified for the proposed project include development projects within 0.25 mile of the project site that involve either retention and reuse of existing buildings or the demolition of existing buildings and construction of new buildings. The cumulative projects would introduce new buildings between three and 42 stories in height. The majority of the cumulative development projects nearby were considered in the Central SoMa PEIR's analysis. The additional cumulative projects outside the area for the Central SoMa Plan and not evaluated in the Central SoMa PEIR are the development projects at 85 Federal Street, 525 Harrison Street, 95 Hawthorne Street, and 443 Folsom Street. In addition, the transportation improvement projects Vision Zero Folsom Howard Street Project and the Third Street Transit and Safety Project were not evaluated in the Central SoMa PEIR. The proposed project and these other cumulative projects are geographically dispersed across several city blocks. They would not act in combination with one another to cause new cumulative

³² San Francisco Planning Department, *Environmental Planning Preliminary Archeological Review: 400 2nd Street*, November 19, 2019.

impacts on cultural resources that were not disclosed in the Central SoMa PEIR because they would not directly affect a historic architectural resource. In addition, impacts on archeological resources are typically site specific and do not generally combine with other projects to result in cumulative archeological resource impacts. Therefore, the project would not result in more-severe cumulative cultural resource impacts than those that were previously identified in the Central SoMa PEIR.

Conclusion

Based on the foregoing, even with implementation of Project Mitigation Measure M-CR-1a, Protect Historical Resources from Adjacent Construction Activities (implementing Central SoMa PEIR Mitigation Measure M-CP-3a); Project Mitigation Measure M-CR-1b, Construction Monitoring Program for Historical Resources (implementing Central SoMa PEIR Mitigation Measure M-CP-3b); Project Mitigation Measure M-CR-1c, Documentation of Historical Resources (implementing Central SoMa PEIR Mitigation Measure M-CP-1b); Project Mitigation Measure M-CR-1d, Oral Histories (implementing Central SoMa PEIR Mitigation Measure M-CP-1c); Project Mitigation Measure M-CR-1e, Interpretive Archeological Program (implementing Central SoMa PEIR Mitigation Measure M-CP-1d); and Project Mitigation Measure M-CR-1f, Video Recordation (implementing Central SoMa PEIR Mitigation Measure M-CP-1e), the proposed project would result in significant impacts on historical architectural resources, consistent with what was identified in the Central SoMa PEIR. These significant impacts were disclosed in the Central SoMa PEIR and the proposed project would not result in substantially more severe impacts than those identified in the PEIR. With implementation of Project Mitigation Measure M-CR-2, Archeological Monitoring (implementing Central SoMa PEIR Mitigation Measure M-CP-4a), the proposed project would not result in significant impacts on archeological resources that were not identified in the Central SoMa PEIR. The project would not result in significant cumulative impacts on cultural resources that would be more severe than those identified in the Central SoMa PEIR or peculiar to the project site.

E.4 Tribal Cultural Resources

Central SoMa PEIR Analysis

Based on discussions with Native American tribal representatives in San Francisco, while there are no other known or potential tribal cultural resources in San Francisco, any prehistoric archeological resources are presumed to be potential tribal cultural resources. The Central SoMa PEIR therefore identified a potentially significant impact to prehistoric archaeological resources that also may be tribal cultural resources as a result of plan implementation and included **Central SoMa PEIR Mitigation Measure M-CP-5, Project-Specific Tribal Cultural Resource Assessment** to address this impact. Under this mitigation measure, a project-specific archaeological assessment may identify additional archaeological testing or monitoring required to assess the potential for impacts to tribal cultural resources at the project site. This mitigation measure applies to any project involving soil disturbance of 5 feet or greater below ground surface. These projects are required to be reviewed as part of the project-specific preliminary archaeological evaluation to determine if they may have significant effects on tribal cultural resources. If it is determined that a project may have a significant effect on a tribal cultural resource, the project is required to develop and implement an archaeological resource preservation plan or, if the resource cannot feasibly be

preserved, an interpretive plan. The Central SoMa PEIR concluded that with implementation of Mitigation Measure M-CP-5, impacts of subsequent development projects on tribal cultural resources would be reduced to less-than-significant levels.

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:				
i) Listed or eligible for listing in the California Register or in a local register of historical resources, as defined in Public Resources Code section 5020.1(k), or	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
ii) A resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of Public Resources Code section 5024.1? In applying the criteria set forth in subdivision (c) of Public Resources Code section 5024.1, the lead agency shall consider the significance of the resource to a California Native American tribe.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Project-Specific Analysis

No recorded prehistoric archeological sites have been identified within the project site. However, as discussed in Topic E.3, Cultural Resources, of this initial study checklist, the PAR determined that the project site has high sensitivity for prehistoric resources, given its distance to water and proximity to known sites in the area.³³ Excavations for the proposed project could encounter prehistoric archeological resources that could be determined to be tribal cultural resources. Therefore, as discussed above, Project Mitigation Measure M-CR-2, Archeological Monitoring (implementing Central SoMa PEIR Mitigation Measure M-CP-4a), would be implemented to ensure that impacts on previously unidentified buried archeological material would not occur. In addition, Project Mitigation Measure M-TCR-1, Tribal Cultural Resources Preservation and/or Interpretation (implementing Central SoMa PEIR Mitigation Measure M-CP-5), would apply to the proposed project.

³³ San Francisco Planning Department, *Environmental Planning Preliminary Archeological Review: 400 2nd Street*, November 19, 2019.

Under this mitigation measure, if a prehistoric resource is identified during construction, in additional archeological data recovery under M-CR-2, the potential to preserve the resource in place will be assessed and the resource will be preserved if feasible. If preservation is not feasible, an interpretive plan for the resource will be developed and implemented in consultation with Native American representatives. Implementation of Project Mitigation Measure TCR-1 would reduce potential significant impacts on tribal cultural resources 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 the project result in more-severe impacts than those identified in the Central SoMa PEIR or significant impacts peculiar to the project site.

Cumulative Analysis

As explained in the Central SoMa PEIR and above, impacts on 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 impacts on tribal cultural resources than those that were previously identified in the Central SoMa PEIR.

Conclusion

As demonstrated above, with implementation of Project Mitigation Measure M-CR-2, Archeological Monitoring (implementing Central SoMa PEIR Mitigation Measure M-CP-4a), and Project Mitigation Measure M-TCR-1, Tribal Cultural Resources Preservation and/or Interpretation (implementing Central SoMa PEIR Mitigation Measure M-CP-5), 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 on tribal cultural resources that would be more severe than those identified in the Central SoMa PEIR or peculiar to the project site.

E.5 Transportation and Circulation

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 11 corresponding mitigation measures. The PEIR concluded that all impacts would (or may) not be fully mitigated and would remain significant and unavoidable with mitigation, with the exception of those related to emergency vehicle access. 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.

Implementation of the Central SoMa Plan will result in various changes to the street network in the plan area. Harrison Street will be reconfigured between Second and 11th streets. There are currently three westbound lanes and two eastbound lanes between Second and Third streets. Harrison Street would be reconfigured to have a transit-only lane for Muni 8X Bayshore Express in the westbound direction, and sidewalks would be widened between Second and Sixth streets. The length of the transit-only lane would vary under the one-way and two-way Howard/Folsom options, which are described in more detail in the

Central SoMa Plan. Under the one-way option, Harrison Street between Second and Third streets would have one westbound transit-only lane, two westbound travel lanes, two eastbound travel lanes, and no parallel parking during peak travel periods. Under the two-way option, Harrison Street between Seventh and 10th streets would have angled parking and fewer travel lanes.

As discussed in Section C, Project Setting, of the project description, two additional cumulative transportation projects are planned near the project site that were not analyzed in the cumulative analysis of the PEIR. The Vision Zero Folsom-Howard Streetscape Project would include new signalized mid-block crossings, corner bulb-outs, improved signal timing, raised bikeway crossings, and a transit-only lane from Folsom and 10th streets to just after Fourth Street. The Third Street Transit and Safety Project would shift the existing transit-only lane on Third Street, between Howard and Brannan streets, from its current curbside location to the center of the street.

This initial study reflects two changes because of state and local guidance. In February 2019, the department updated its Transportation Impact Analysis Guidelines (2019 guidelines). With that update, the department deleted transit capacity and sidewalk capacity as significance criteria. These deletions are consistent with state guidance about not treating addition of new users as an adverse impact, the environmental benefits of new transit riders, and to reflect funding sources for and policies that encourage additional transit ridership.³⁴ Accordingly, this initial study does not evaluate the project's impact on transit capacity or sidewalk capacity.

<i>Topics:</i>	<i>Significant Impact Peculiar to Project or Project Site</i>	<i>Significant Impact Not Identified in PEIR</i>	<i>Significant Impact Due to Substantial New Information</i>	<i>No Significant Impact Not Previously Identified in PEIR</i>
5. TRANSPORTATION AND CIRCULATION. Would the project:				
a) Involve construction that would require a substantially extended duration or intensive activity, the effects of which would create potentially hazardous conditions for people walking, bicycling, or driving or public transit operations; interfere with emergency access or accessibility for people walking or bicycling; or substantially delay public transit?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Create potentially hazardous conditions for people walking, bicycling, or driving or public transit operations?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Interfere with accessibility of people walking or bicycling to and from the project site, and adjoining areas, or result in inadequate emergency access?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Substantially delay public transit?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

³⁴ San Francisco Planning Department, "Transportation Impact Analysis Guidelines Update: Summary of Changes Memorandum", February 14, 2019.

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
e) Cause substantial additional vehicle miles traveled or substantially induce additional automobile travel by increasing physical roadway capacity in congested areas (i.e., by adding new mixed-flow travel lanes) or by adding new roadways to the network?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
f) Result in a loading deficit, the secondary effects of which would create potentially hazardous conditions for people walking, bicycling, or driving or substantially delay public transit?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
g) Result in a substantial vehicular parking deficit, the secondary effects of which would create potentially hazardous conditions for people walking, bicycling, or driving; interfere with accessibility for people walking or bicycling; result in inadequate access for emergency vehicles; or substantially delay public transit?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Project-Specific Analysis

A transportation impact study was prepared for the proposed project to evaluate potential project-specific effects and is summarized below along with a more comprehensive discussion of the Central SoMa PEIR findings for each transportation subtopic.³⁵ The transportation impact study analyzed transportation conditions under 2021 Baseline Conditions (referred to as “near-term baseline conditions” throughout this section), which takes into account future transportation network changes and development projects that would be present at project implementation. The transportation impact study estimated the net new person trips 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.

Project Travel Demand

Estimated project person trip generation was prepared pursuant to methodologies outlined in the San Francisco Planning Department’s Transportation Impact Analysis Guidelines (SF Guidelines). The proposed project is expected to generate approximately 22,392 daily person trips. **Table 3** shows the mode split for the proposed project’s estimated 2,144 p.m. peak hour person trips.

³⁵ CHS, 400 Second Street Mixed-Use Project Transportation Impact Study, February 2020.

Table 3: Estimated Project Person Trip Generation by Mode – PM Peak Hour

Land Use	PM Peak Hour					
	Auto	Transportation Network Company/Taxi	Transit	Bike	Walk	Total
Residential	70	17	78	8	106	279
Office	132	44	206	27	303	712
Retail	63	26	142	21	306	558
Hotel	50	55	17	0	154	276
Production, Distribution and Repair	11	4	19	2	26	62
Childcare	48	16	75	9	109	257
Total	374	162	537	67	1,004	2,144

Sources: SF Guidelines, February 2019, Appendix F; CHS Consulting Group, 2019.

Notes: Numbers presented in table may differ (± 1) from travel demand calculations in Appendix H of the transportation impact study due to rounding.

The proposed project would generate approximately 165 daily truck trips, which correspond to a demand of approximately 14 truck trips during the peak hour of loading activities, as shown in **Table 4**.

Table 4: Project Freight Loading Demand

Land Use	Size (gross square feet)	Daily Rate (per 1,000 gross square feet)	Daily Demand	Peak-Hour Rate (per 1,000 gross square feet)	Peak-Hour Demand
Residential	586,700	0.03	15	0.002	2
Office	511,000	0.21	108	0.012	7
Retail	41,300	0.22	10	0.013	1
Hotel	221,800	0.09	20	0.005	2
Production, Distribution and Repair	44,200	0.21	10	0.012	1
Childcare	14,000	0.1	2	0.006	1
Project Total			165	—	14

The proposed project would generate demand for approximately 14 passenger loading spaces during the peak 15 minutes of the p.m. peak hour, as shown in **Table 5**.

Table 5: Project Passenger Loading Demand – PM Peak Hour

400 Second Street (Office) – Harrison Street Loading Zone							
Land Use	Size		PM Peak-Hour Person Trips	Passenger Loading Rate¹	PM Peak-Hour Passenger Loading Person Trips	Peak-Hour Demand	Peak 15-Minute Demand
Office	446,200 gross square feet		624	7.30%	46	1	2
Retail	5,900 gross square feet		80	5.50%	4	1	1
Total Passenger Loading Demand						2	3
645 Harrison Street – Harrison Street Loading Zone							
Land Use	Size	Unit	PM Peak-Hour Person Trips	Passenger Loading Rate¹	PM Peak-Hour Passenger Loading Person Trips	Peak-Hour Demand	Peak 15-Minute Demand
Office	64,800	GSF	91	7.30%	7	1	1
Retail	33,700	GSF	454	5.50%	25	1	1
PDR	44,200	GSF	62	7.30%	5	1	1
Total Passenger Loading Demand						3	3
645 Harrison Street (Hotel) – Vassar Place Loading Zone (auto trips to hotel valet and transportation network company/taxi)							
Land Use	Size	Unit	PM Peak-Hour Vehicle Trips	Passenger Loading Rate¹	PM Peak-Hour Passenger Loading Person Trips	Peak-Hour Demand	Peak 15-Minute Demand
Hotel Transportation Network Company/Taxi	468	Rooms	247	21.80%	54	1	2
Hotel Valet Inbound			11	—	11	1	1
Hotel Valet Outbound			19	—	19	1	1
Total Passenger Loading Demand						3	4

657 Harrison (Residential) – Harrison Street Loading Zone							
Land Use	Size	Unit	PM Peak-Hour Person Trips	Passenger Loading Rate ¹	PM Peak-Hour Passenger Loading Person Trips	Peak-Hour Demand	Peak 15-Minute Demand
Residential	489	Units	279	8.80%	25	1	1
Retail	1,700	GSF	23	5.50%	1	1	1
Childcare ¹	14,000	GSF	257	Program	50	1	2
Total Passenger Loading Demand						3	4

Source: SF Guidelines, Appendix F, February 2019.

Notes:

¹. Passenger loading demand rate includes the travel demand rate of transportation network company/taxis plus private vehicle drop-off (50% of HOV passenger mode) by place type for each land use.

Peak-hour and peak 15-minute demand was rounded up for each land use for conservative analysis purposes.

Numbers presented in table may differ (±1) from travel demand calculations in Appendix H of the transportation impact study due to rounding.

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 operations due to delays to transit vehicles. The PEIR identified three mitigation measures (**Central SoMa PEIR Mitigation Measures M-TR-3a, Transit Enhancements; M-TR-3b, Boarding Improvements, and M-TR-3c, Signalization and Intersection Restriping at Townsend/Fifth Streets**) 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. Muni operates several transit routes near the project site. Muni routes 8-Bayshore, 8AX-Bayshore A Express, and 8BX-Bayshore B Express, 30-Stockton, 45-Union/Stockton, 47 Van Ness, and 81X-Caltrain Express provide bus service in the northbound direction along Third Street. Muni route 10-Townsend provides inbound and outbound

bus service along Second Street in both directions. Muni route 12-Folsom/Pacific provides outbound bus service along southbound Second Street before turning westbound onto Harrison Street.

Regional public transit service is provided by a variety of transit operations including Bay Area Rapid Transit (BART); the Alameda-Contra Costa Transit District; the Golden Gate Bridge, Highway & Transportation District; the Peninsula Corridors Joint Powers Board; and the San Mateo County Transit District. Regional transit services not within walking or biking distance of the project site can also be accessed by connecting local transit service. Golden Gate Transit (GGT) operates routes along Third Street with a stop location on the east side of Third Street directly south of the Third and Perry streets intersection. AC Transit also operates bus storage and staging facilities under I-80 with bus access via a driveway directly south of the Third and Perry streets intersection.

The project would generate approximately 537 transit trips (176 inbound transit person-trips and 361 outbound transit person-trips) and 506 vehicle trips³⁶ (private cars, taxis, and TNCs combined) during the weekday p.m. peak hour. Project vehicle trips would add vehicle traffic to surrounding roadways.

The proposed project would have three primary access points: The Third Street and Perry Street intersection, the Vassar Place and Harrison Street intersection, and the private driveway at Perry Street and Second Street. Left turns would be prohibited at each of these locations and vehicles would not be permitted to enter the site via the private driveway at Perry and Second streets. The proposed Perry Street right turn onto Second Street would be further restricted to a maximum of 25 vehicles per consecutive 60-minute period of any day,³⁷ further limiting potential conflicts at that driveway. These turn restrictions would reduce the potential for vehicle queues to occur at these locations. The turn restrictions at the Perry Street/Second Street private driveway would reduce conflicts between vehicles exiting the project site and transit vehicles headed southbound on Second Street.

There are no public transit routes on Harrison Street in the eastbound direction (i.e., on the south side of the street near the project site).

Access to the proposed project's parking garages and freight loading spaces would be located on Perry Street, which does not have any transit facilities. The vehicle ramps for the 400 Second Street and 657 Harrison Street garages would provide adequate space for vehicles to queue internally, reducing the potential for queues to spillover onto Perry Street or streets that intersect with Perry Street (i.e., Second Street, Third Street, and Vassar Place). Additionally, on Third Street transit operates in a bus-only lane to limit potential conflicts between project turning vehicles and transit.

³⁶ This value differs from the total shown above in Table 3, as the table shows auto person trips, which doesn't account for multiple people using the same vehicle.

³⁷ The project sponsor would install a metering system that limits the number of vehicles exiting Perry Street to no more than 25 vehicles during any 60-minute consecutive period of any day. The system would require outbound vehicles to stop before crossing the Second Street sidewalk and southbound bike lane. The gate arm would also prevent vehicles from turning into Perry St from Second Street. Design and construction of the proposed metering system will be subject to San Francisco Municipal Transportation Agency (SFMTA) review. In addition, the project sponsor will submit a monthly log of compliance to the SFMTA.

Furthermore, the proposed project would not result in the permanent relocation or removal of any existing transit facilities or other changes that would impede transit service. For these reasons, the proposed project is not expected to result in potentially hazardous conditions for people riding transit or substantial transit delay. Thus, the proposed project would result in a less-than-significant impact on public transit.

One portion of Central SoMa PEIR Mitigation Measure M-TR-3a requires projects with 20 or more vehicular parking spaces to implement queue abatement measures. The proposed project meets this criterion. Pursuant to planning code section 155(u), the proposed project is required to implement a Driveway Loading and Operations Plan (DLOP) that includes queue abatement measures, which satisfies the queue abatement requirement of Central SoMa PEIR Mitigation Measure M-TR-3a.

Cumulative Analysis

The Central SoMa Plan EIR identified significant cumulative transit delay impacts affecting Muni routes 8 Bayshore, 8AX Bayshore Express, 8BX Bayshore Express, 10 Townsend, 30 Stockton, 45 Union, and 47 Van Ness. The Plan EIR also identified transit delay impacts affecting SamTrans and GGT routes. The nearest stop for the 8 Bayshore, 8 AX and 8 BX Bayshore Express, 30 Stockton, and 45 Union is located at the southeast corner of the Third and Perry streets intersection.

The nearest 47 Van Ness stop to the project site is located at the northwest corner of the Harrison and Third street intersection. The nearest stop for the 10 Townsend is located at the southwest corner of the Second and Harrison streets intersection, adjacent to the project site. The nearest GGT stop is located at the southeast corner of the Third and Perry streets intersection. GGT and SamTrans routes that travel along Third and Harrison streets would be affected by increased congestion in the Plan area, including from the proposed project and cumulative projects. Thus, impacts to transit delay would be significant under cumulative conditions.

The project is one of the key development sites in the Central SoMa Plan and represents a substantial portion of the overall vehicle trips, and thus congestion, generated by the Plan. The proposed project would contribute between 3 and 18 percent of the total approach volume at the intersections adjacent to the project site. Therefore, the proposed project would contribute considerably to the previously identified significant cumulative transit delay impacts.

The project would not relocate or remove any existing transit stops or result in other changes that would substantially alter transit service. Local roadway improvements in the project study area, such as those identified in the Central SoMa Plan and the Third Street Transit and Safety Improvement Project, would generally reduce the number of travel lanes on Second and Harrison streets and improve facilities for people walking, bicycling, and taking transit on Second, Third, Fourth, and Harrison streets. Thus, the proposed project would not result in potentially hazardous conditions for public transit operations.

For these reasons, cumulative impacts on public transit would be significant, but not be more severe than were disclosed in the Central SoMa PEIR.

Pedestrians

Central SoMa PEIR Analysis

The Central SoMa PEIR determined that development under the plan would not result in pedestrian safety hazards.

Project-Specific Analysis

The proposed project would generate approximately 1,211 a.m. and 1,541 p.m. peak hour walking person trips, including people walking to nearby transit stops. The proposed project's pedestrian access points are primarily located along Vassar Place, Harrison Street, and Second Street, away from the project's garage and loading dock driveways along Perry Street. The proposed project would widen the south sidewalk along Harrison Street from 8 feet to 15 feet (with an effective width of 10 feet); widen portions of the west sidewalk of Second Street from 12 feet to 15 feet (with an effective width of 11 feet); and construct new sidewalks on Vassar Place (8 feet wide on the west side and 4 feet, 6 inches wide on the east side).

The proposed project would install a new high-visibility crosswalk across the south leg of the Harrison Street/Vassar Place intersection and construct a bulb-out at the southwest corner of this intersection to reduce the crossing distance for people walking across Vassar Place. As previously discussed, vehicles would be prohibited from making left turn into or out of the site. The private driveway at the Perry Street/Second Street intersection would be metered with a gate arm limiting traffic to no more than 25 vehicles per hour at any time. These features would reduce potential conflicts between people walking and people driving.

For the reasons described above, the proposed project would not generate any activities or include any design features that would create potentially hazardous conditions or interfere with accessibility for people walking. Thus, the proposed project would have a less-than-significant impact on people walking.

Cumulative Analysis

Under cumulative conditions, the Third Street Transit and Safety Improvement Project would implement roadway and traffic signal modifications proposed by the Central SoMa Plan, including traffic signal modifications along Third Street to include separate signal phases for vehicles, transit, people bicycling and people walking. With the addition of separate signal phases for pedestrians and turning vehicles, the existing conflict between people walking and people driving at this intersection would be removed.

The 650 and 725 Harrison Street projects are not expected to introduce any design features that would create potentially hazardous conditions for people walking. The 725 Harrison Street project would improve walking conditions through the addition of a mid-block alley and setbacks along Harrison and Perry streets, which would increase the width of the usable space on the sidewalks adjacent to those streets. The 650 Harrison Street project would construct bulb-outs at the intersection of Harrison and Hawthorne streets, which would reduce the crossing distance for people walking at that intersection.

The Central SoMa Plan's combined improvements to walking facilities and other transportation changes would improve safety conditions and accessibility for people walking to and from the project

site. Therefore, the proposed project would not combine with cumulative projects to result in a significant cumulative impact on people walking, and impacts would not be more severe than were disclosed 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

There are multiple bikeways in the vicinity of the project site, operating along Folsom Street, Howard Street, and Second Street. The proposed project's 400 Second Street building fronts Second Street, which will have Class IV bike lanes in both directions under near-term baseline conditions. People bicycling to and from the project site would use the bike lanes on Second Street to access other bicycle facilities in the bicycle network.

The proposed project would add new vehicle trips to the surrounding roadway networks, including intersections that cross the bike lane on Second Street (the Harrison Street and Second Street intersection and the private driveway at Perry and Second streets). However, the Harrison Street and Second Street intersection is signal controlled and during a red signal phase turning vehicles would be required to yield to any bicycle traffic. As described above, left turns would be prohibited at the private driveway at Perry and Second streets, and vehicle traffic would be metered to allow no more than 25 vehicles per any consecutive 60-minute period of any day to cross the southbound bike lane on Second Street. Project vehicle trips would be added to the other streets adjacent to the project site: Harrison Street, Third Street, Vassar Place, and Perry Street. While bicycles would mix with vehicle traffic along Vassar Place and Perry Street, these roadways would be relatively low volume roadways with low travel speeds. Project vehicle trips would also access the site from Harrison and Third streets where there are no bicycle facilities, reducing the potential for conflicts between people driving and people bicycling, as people bicycling would more likely take routes to or from the project site that include dedicated bicycle facilities. Therefore, the proposed project would have a less-than-significant impact to people bicycling.

Cumulative Analysis

Under cumulative conditions, enhancements to area bicycle facilities in the study area as part of the Central SoMa Plan and other SFMTA projects would improve bicycle conditions. While there would be an increase in vehicle and bicycle trips due to implementation of the proposed project and cumulative projects, local improvements to the bicycle network would increase safety and accessibility for people bicycling. The projects at 650 Harrison Street and 725 Harrison Street would not introduce any new curb

cuts or other design features adjacent to bicycle facilities that could create potentially hazardous conditions for people bicycling to and from the project site or interfere with bicycle accessibility. Therefore, the proposed project in combination with cumulative projects, would not result in significant cumulative impacts to people bicycling, and cumulative impacts would not be more severe than those disclosed 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 proposed project would result in a general increase in vehicle traffic activity on the surrounding roadway network, including several of the streets in the vicinity of the project site. The proposed project would generate approximately 506 new vehicle trips (including auto and TNC/taxi vehicle trips) during the weekday p.m. hour.

Vehicle trips generated by the proposed project would be concentrated along Third and Harrison streets before dispersing onto the surrounding roadway network. The proposed project would provide vehicle ingress and egress via the intersections of Third and Perry streets and Harrison Street and Vassar Place, and would provide vehicle egress only at the proposed private driveway at Second and Perry streets. Left turns would not be permitted at these locations. These restrictions would reduce the potential for vehicles to queue and vehicles would not be allowed to cross any travel lanes with opposing vehicular traffic.

Entrances to the proposed project's parking garages and on-site freight loading facilities would be located on Perry Street. The garage ramps would provide adequate space for vehicles to queue internally without extending onto the right-of-way. The proposed freight loading spaces would accommodate 30-foot-single unit trucks so that delivery trucks would not block the sidewalk on Perry Street, obstructing driver sightlines. In addition, the supply of freight loading spaces would be managed by a loading dock attendant such that delivery trucks would not be expected to double park on the streets adjacent to the project site. For the reasons described above, the proposed project's design would not create potentially hazardous conditions for people driving, bicycling, or walking. Therefore, the proposed project would result in less-than-significant traffic hazards impacts.

Cumulative Analysis

Under cumulative conditions, vehicle activity on the surrounding street network would likely increase as a result 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). 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.

A general increase in background traffic associated with local and regional growth, along with changes to the local roadway network would increase congestion and generally reduce traffic speeds. Local roadway improvements in the project study area, such as those identified in the Central SoMa Plan and the Third Street Transit and Safety Improvement Project, would generally reduce the number of travel lanes on Second and Harrison streets and improve facilities for people walking, bicycling, and taking transit on Second, Third, Fourth, and Harrison streets. However, the proposed project and cumulative projects 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 in combination with cumulative projects would not result in significant cumulative impacts related to traffic hazards, and cumulative impacts would not be more severe than those disclosed 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 may not be accommodated within the on-street loading supply; could affect existing passenger loading/unloading zones; and may create potentially hazardous conditions or result in significant delays that may affect transit. **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 impacts 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

Freight Loading

The proposed project would remove an existing 30-foot-long commercial (yellow curb) loading zone along the Harrison Street frontage to accommodate project-provided curbside passenger loading. The proposed project would provide a total of seven on-site loading spaces, one in each of the residential and office buildings, and five in 645 Harrison Street. The proposed project would generate a freight loading/service vehicle demand of 14 delivery truck trips during peak loading activities, including up

to nine service vehicle deliveries and four 30-foot single unit truck vehicle deliveries. The proposed project's supply of commercial loading spaces would not accommodate the project's freight loading demand during the peak loading hour.

Delivery vehicles that cannot be accommodated within the project's on-site commercial loading spaces, including those larger than SU-30, may apply for a permit from the SFMTA to use one of the three curbside passenger loading zones along the south side of Harrison Street, directly adjacent to the project site. The permit would limit trucks who use those loading zones to times outside of the typical a.m. and p.m. peak passenger loading periods. The proposed passenger loading zones would have adequate space to accommodate delivery trucks that cannot use the on-site loading spaces.

As described in the DLOP for the proposed project, freight deliveries would be scheduled and coordinated with the onsite loading dock attendant so that up to 30-foot single unit trucks would be directed to use the Third and Perry streets intersection to access onsite loading spaces, 30-foot or larger single units delivery trucks would be directed to appropriate on-street spaces and permit processes. In this way, deliveries would not create queues. The loading dock attendant would help direct and guide vehicles into their proper loading spaces so that delivery vehicles would not block access to pedestrians, bicyclists, and vehicles along Perry Street. Deliveries would be limited to the hours outside of the peak weekday commute periods.

If delivery trucks could not be accommodated on site or obtain a permit for the passenger loading spaces on Harrison Street, it is possible that the delivery truck drivers would double park on Perry Street or Harrison Street to make their deliveries. If that were to occur, it is not anticipated that this would create potentially hazardous conditions for people walking, bicycling, or driving or substantially delay public transit as described below.

Double-parked delivery trucks drivers would conduct most of their loading activities behind their trucks and the sidewalk, like what would occur if the trucks were parked curbside. There are no bicycle facilities on Harrison or Perry Streets and most bicyclists are expected to use the Class IV bicycle lane on Second Street to access the site. Thus, double-parked delivery vehicles would not result in a substantial amount of loading activity in sidewalks, crosswalks, or bicycle facilities used by a substantial number of people walking or bicycling.

There would be two travel lanes on eastbound Harrison Street under baseline-plus-project conditions, which would provide vehicles adequate room to maneuver around trucks double parked on Harrison Street. As this circumstance would occur during the peak freight loading period when passenger loading demand is lower (i.e., midday), there would be adequate room from vehicles loading/unloading in the passenger loading zone to maneuver around delivery trucks stopped in the travel lane and enter traffic. Vehicles loading/unloading in the passenger loading zones would need to maneuver around delivery trucks stopped in the travel lane and enter traffic. The only public transit route that operates on this segment of Harrison Street, Muni route 12-Folsom/Pacific operates, travels in the westbound direction only (i.e., on the opposite side of the street at the passenger loading zones). Thus, double-parked delivery trucks on Harrison Street would not delay public transit vehicles.

Perry Street is one-way in each direction, but estimated project-generated vehicle trips during the freight loading period would be low and as Perry Street is an alley vehicle speeds are also expected to be low. Thus, vehicles on Perry Street would have adequate room to maneuver around double-parked trucks.

For these reasons, though the project's estimated freight loading supply would not be met by on-site or conveniently located curbside commercial loading spaces the unmet demand is not anticipated to result in potentially hazardous conditions for people walking, bicycling, or driving or substantially delay public transit.

Passenger Loading

Project-generated passenger loading activities include those associated with building occupant vehicles and for-hire services (e.g., taxis, transportation network company vehicles). The passenger loading demand was estimated for each project buildings during the peak 15 minutes of demand during the p.m. peak hour. For the building at 400 Second Street passenger loading demand would be up to three passenger loading spaces which would be accommodated by the four passenger loading spaces at the loading zone in front of the 400 Second Street building. The building at 645 Harrison Street would generate demand for up to three passenger loading spaces which would be accommodated by the six passenger loading spaces located in front of the 645 Harrison Street lobby entrance. The building at 657 Harrison Street would generate demand for up to three passenger loading spaces, which would be accommodated by the five passenger loading spaces located adjacent to the 657 Harrison Street building entrance. Therefore, the proposed project is expected to accommodate all passenger loading demand.

The proposed passenger loading zones along the south side of Harrison Street would not conflict with any nearby public transit facilities, as the only Muni route that operates on this segment of Harrison Street travels in the westbound direction and makes stops along the north side of Harrison Street. Additionally, the proposed passenger loading zones is not expected to conflict with people bicycling, as Harrison Street does not have bicycle facilities. Passenger loading is also not anticipated to conflict with freight loading activities, as most freight loading for the proposed project would occur onsite along Perry Street and away from the Harrison Street passenger loading zones. In the event freight loading vehicles need to use the on-street passenger loading zones, those deliveries would be limited to hours outside of the peak passenger loading periods and would be required to obtain a permit from the SFMTA.

Even if passenger loading could not be accommodated by convenient zones, and the DLOP would not be implemented, it is possible that drivers would double park on Perry Street or Harrison Street to make pick ups and drop offs. If that were to occur, it is not anticipated that this would create potentially hazardous conditions for people walking, bicycling, or driving or substantially delay public transit for similar reasons as described for freight loading above.

Based on these findings, the proposed project's impacts on freight and passenger loading would be less than significant.

Cumulative Analysis

Freight Loading

The proposed project's peak commercial loading demand would not be fully accommodated by the onsite loading docks and on-street loading spaces. However, the unmet loading demand would not result in potentially hazardous conditions or substantial delays to public transit. In the immediate vicinity of the

project site, the 650 Harrison Street development project would generate demand for one freight loading space during the peak of loading demand, which would be accommodated by the project's one onsite loading space. However, the project would remove two 20-foot on-street freight loading spaces along the project's Hawthorne Street frontage. In addition, the 725 Harrison Street project accommodates project-generated loading demand within its onsite loading dock and service vehicle loading spaces in the below-grade parking garage. However, the 725 Harrison Street project would similarly remove a 95-foot commercial loading space along the south side of Harrison Street. The proposed project would remove the existing 30-foot commercial loading zone along the project's Harrison Street frontage.

The Central SoMa PEIR identified a significant cumulative loading impact due to several reasons, including street network changes that could reduce the loading supply in the plan area and competition between subsequent development projects. The cumulative context for this project's freight loading analysis is more local than the plan area analysis as delivery drivers typically look for convenient locations to park and make their deliveries.

The 650 Harrison Street project is approximately 350 feet away from the project site and on the other side of Harrison Street. The 725 Harrison Street project is approximately 0.2-mile from the project site. Given the distance between the proposed project and these cumulative projects, it is not expected that these projects would compete for the same on-street loading spaces. In addition, the 650 Harrison Street and 725 Harrison Street projects are currently designed to accommodate their freight loading demand with their proposed on-site loading space. Furthermore, like the proposed project, these cumulative projects would be required to implement a DLOP which would include measures for managing loading operations and vehicle queues. No cumulative projects that affect the street network would affect the on-street spaces that may be convenient for this project's deliveries. For these reasons, the proposed project would not combine with cumulative projects to result in a significant cumulative impact on freight loading, and impacts would not be more severe than that disclosed in the Central SoMa PEIR.

Passenger Loading

The Central SoMa PEIR identified potential imbalance in on-street passenger loading supply with the addition of nearby cumulative developments with ground-level retail and restaurant uses. The proposed project's peak passenger loading demand would be accommodated by the proposed on-street passenger loading zones on Harrison and Second streets, and Vassar Place. Furthermore, the project's proposed supply of 19 passenger loading spaces within the four on-street zones would accommodate all peak passenger loading demand (14 spaces during the a.m. and p.m. peak hours), thereby allowing for other nearby developments to use passenger loading spaces during peak period.

The 650 Harrison Street development project would install a new 39-foot, 6-inch-long passenger loading zone along the project's Hawthorne Street frontage and a new 18-foot-long passenger loading zone along the project's Harrison Street frontage. The project's passenger loading demand of one passenger loading space during the p.m. peak hour would be accommodated by the four passenger loading spaces proposed. The 725 Harrison Street development project would install a new 240-foot passenger loading zone (nine loading spaces) along the project's Harrison Street frontage, which would accommodate the six passenger loading spaces the project would demand during the p.m. peak hour.

As discussed above, the Central SoMa PEIR identified a significant cumulative loading impact that, in part, would be due to a reduce the loading supply in the plan area and competition between subsequent development projects for those loading spaces. The cumulative context for this project's passenger loading analysis is more local than the plan area analysis as people arriving at or leaving a building or other destination typically do so as close to the entrance as possible.

Given the distance between the proposed project and the cumulative projects at 650 Harrison Street (approximately 350 feet away) and 725 Harrison Street (approximately 0.2-mile away), it is not expected that these projects would compete for the same on-street passenger loading spaces. In addition, as discussed above, the 650 Harrison Street and 725 Harrison Street projects are currently designed to accommodate their passenger loading demand with their proposed on-street loading spaces. These cumulative projects, like the proposed project, would be required to implement a DLOP, which would include measures for managing loading operations and vehicle queues. No cumulative projects that affect the street network would affect the on-street spaces that may be convenient for this passenger loading. For these reasons, the proposed project would not combine with cumulative projects to result in a significant cumulative impact on passenger loading, and impacts would not be more severe than that disclosed 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. Although Central SoMa PEIR Mitigation Measures M-TR-3a, M-TR-8, and M-AQ-5e would be implemented by the City and would not be applicable to subsequent development projects, projects would be required to implement M-NO-1a. As discussed previously, Central SoMa PEIR Mitigation Measure M-NO-1a is now implemented by Planning Code section 169. No further implementation of Central SoMa PEIR Mitigation Measure M-NO-1a is required beyond compliance with the planning code.

Project-Specific Analysis

The proposed project would not result in any changes to the road network or other design features that would hinder emergency access. The proposed project would continue to provide adequate emergency access to the project site via Harrison and Third streets. Although the proposed project would generate additional vehicle trips in the area, such an increase in vehicle trips would not impede or hinder the movement of emergency vehicles in the project area from, for example, neighboring fire stations. The proposed project would modify the traffic signal at the Harrison Street/Second street intersection to remove the eastbound left turn signal phase and add a lagging westbound left turn signal phase. However, the signal modifications would not impede the ability of emergency vehicles to maneuver through this intersection and the project is not proposing any changes to the number of mixed-flow travel lanes in the project study area. In addition, emergency vehicles would be able to use the new curb cut at

Perry Street and Second Street to access the site. For these reasons, impacts of the proposed project on emergency vehicle access would be less than significant.

Cumulative Analysis

The project's vehicle trips, combined with vehicle trips from other cumulative projects, could result in a significant cumulative impact on emergency access as described in the Central SoMa EIR.

The project is one of the key development sites in the Central SoMa Plan and represents a substantial portion of the overall vehicle trips, and thus congestion, generated by the Plan. Therefore, the project would contribute considerably to the significant emergency access impacts. The city's implementation of Mitigation Measure M-TR-8 (Emergency Vehicle Access Consultation) would reduce this impact to less-than-significant levels through the measures described above. Given these considerations, the project in combination with cumulative projects, cumulative impacts would not be more severe than those disclosed in the Central SoMa PEIR.

Vehicle Miles Traveled

Central SoMa PEIR Analysis

The Central SoMa Plan EIR concluded that development under the Plan, including street network changes and open space improvements, would not result in a substantial increase in per-capita vehicle miles traveled (VMT), and that traffic impacts would therefore be less than significant under existing plus Plan conditions and under cumulative conditions. Therefore, no mitigation measures were identified in the Plan EIR to reduce VMT.

Project-Specific Analysis

According to San Francisco-specific modeling (SF-CHAMP model), the daily VMT for office, residential, and retail land uses for the area in which the project site is located is 692.

The SF guidelines set forth screening criteria for types of projects that would typically not result in significant VMT impacts. The project site is an area where existing VMT per capita and per employee is more than 15 percent below the existing regional per capita and per employee average. The project meets this locational screening criterion and the project would have a less-than-significant VMT impact.

The project also meets the proximity to transit screening criterion. The project site is within one-half mile of an existing major transit stop or an existing stop along a high-quality transit corridor and the project meets other characteristic requirements. This screening criterion also indicates the project would not cause substantial additional VMT.

Cumulative Analysis

VMT by its nature is largely a cumulative impact. As described above, the project would not exceed the project-level quantitative thresholds of significance for VMT. Furthermore, the project site is an area where projected year 2040 VMT per capita and per employee is more than 15 percent below the future regional per capita and per employee average. Therefore, the project, in combination with cumulative projects, would not result in a significant cumulative VMT impact.

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 anticipated to last approximately 45 months. Construction work is expected to generally occur Monday through Saturday from 7:00 a.m. to 7:00 p.m. Up to 30 instances of evening and Sunday construction work may occur for short-term activities. The project's construction activities would primarily occur onsite and would not require the closure of any travel lanes. Required sidewalk closures would be accommodated with a covered walkway within the adjacent curbside parking lane. The project would require the temporary closure of Vassar Place, which is not a through street and is part of the project site.

Based on anticipated construction activities, there may be up to 293 daily construction workers on the site which equates to up to 586 daily construction worker trips. Construction workers that drive to the site would be able to park in public parking facilities or available on-street spaces near the project site, or at a designated off-site location yet to be determined. To reduce worker-vehicle demand, construction workers would be encouraged to carpool, walk, bike, or take public transportation.

The proposed project would generate up to 46 daily truck haul trips (including inbound and outbound trips) depending on the construction phase. Construction staging areas would be at an off-site location that is yet to be determined. It is also assumed that some construction equipment and related machinery may be located on the project site and/or within the temporarily closed sidewalk areas adjacent to the project site.

Although the proposed project would result in a 45-month construction duration and generate up to 586 daily construction worker trips and 46 daily truck haul trips, these trips would primarily be generated outside of the typical commute periods. Construction workers would be working onsite between 7:00 a.m. and 7:00 p.m. and would arrive to the project site before the a.m. commute peak and would depart the site after the p.m. commute peak. Similarly, the truck haul trips would be confined to the midday period between the a.m. and p.m. peak periods. However, Vassar Place is not a through street and is part of the project site. Additionally, Perry Street would require temporary closure adjacent to the project site. However, Perry Street is currently a dead-end street and closures would be limited to the project site and would not impede access to adjacent properties. For the above reasons, the proposed project's transportation-related construction impacts would be less than significant.

Cumulative Analysis

Although the Central SoMa PEIR identified significant impacts related to construction at the plan level, which is the cumulative context for subsequent development projects.

The construction of the proposed project may overlap with the construction of other projects, particularly the 650 Harrison Street project, located at the northeast corner of Harrison and Hawthorne streets, and the 725 Harrison Street project, located on the southeast corner of Harrison and Fourth streets. Construction activities associated with the 650 and 725 Harrison Street projects would affect traffic, transit, and pedestrians on streets used as access routes to and from the project site (e.g., Harrison and Third streets). The construction duration of the proposed project is 45 months, which would increase the potential overlap with other nearby construction projects. The proposed project would also require up to 293 construction workers per day (586 round trips per day), and up to 46 truck haul trips per day (inbound and outbound) during the height of construction activities.

Given the estimated length and intensity of construction for the proposed project there is a high likelihood that construction could overlap with that of other cumulative projects, such as those at 650 and 725 Harrison Street. Therefore, the proposed project's worker trips and truck haul trips are likely to combine with those of the nearby projects. Should construction of the proposed project overlap with that of other cumulative projects, it could result in a high volume of haul trucks and construction worker vehicles and travel lane or sidewalk closures on Third and Harrison streets that could create potentially hazardous conditions for people walking, bicycling, driving or taking public transit, interfere with accessibility for people walking and bicycling, or substantially delay public transit. Under these circumstances, cumulative construction-related transportation impacts could be significant.

Given the proposed project's contribution of 586 daily construction worker trips and 46 truck haul trips and potential closure of sidewalks adjacent to the project site, the proposed project would represent a considerable contribution to the significant cumulative construction-related impacts.

Implementation of Project Mitigation Measure M-TR-1, Construction Management Plan and Construction Coordination (Implementing Central SoMa Plan EIR Mitigation Measure M-TR-9), would reduce the proposed project's contribution to the significant cumulative transportation-related construction impact. However, given the uncertainty about the number and location of nearby projects with overlapping construction, the cumulative construction-related transportation impacts would remain significant and unavoidable with mitigation.

Project Variant Impacts

The project sponsor is also proposing a project variant that would not include a vehicular connection between Perry Street and Second Street, unlike the proposed project. The project variant would consist of construction activities that are like the proposed project and would require the same overall 45-month work duration.

Under the project variant design, the 5 a.m. and 10 p.m. peak hour vehicle trips exiting the project site from Perry Street onto Second Street would be diverted to Harrison Street via Vassar Place. This would result in a slight increase in vehicle trips making a northbound right-turn from Vassar Place onto Harrison Street and no vehicles would make the right-turn from Perry Street onto southbound Second

Street. However, Harrison Street does not have any dedicated bicycle facilities that would be affected by this slight increase in vehicle traffic. The low volume of vehicle trips being diverted would not result in potentially hazardous conditions or interfere with pedestrian circulation along Harrison Street. Further, the project variant would have one fewer curb-cut, resulting in fewer conflict points between users. The variant also would have a minimal differential effect on Harrison Street and Second Street operations relative to transit when compared to the proposed project. Although there would be one fewer egress points for delivery vehicles exiting the on-site loading spaces via Perry Street, the remaining route via westbound Perry Street at Third Street would adequately accommodate the turning movements of for all delivery vehicles accessing the onsite loading spaces. Therefore, the proposed project variant would have the same impacts as the proposed project under baseline and cumulative conditions.

Conclusion

For the reasons described above, the proposed project and project variant would not result in new or more severe significant project or cumulative transportation impacts than identified in the Central SoMa PEIR.

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**, which requires project sponsors to implement construction noise control measures within 100 feet of noise-sensitive receptors, 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. 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 Central SoMa PEIR 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, 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. 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-2a 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 Central SoMa PEIR determined that implementation of the plan would result in a substantial permanent increase in ambient traffic noise levels as a result of growth in jobs and residents anticipated under the plan and changes to the street network proposed by the plan. Although this impact would be reduced by Central SoMa PEIR Mitigation Measure M-NO-1a (now implemented by planning code section 169), which requires the project sponsor and subsequent property owners to develop and implement transportation demand management as part of project approval, the Central SoMa PEIR concluded that existing sensitive receptors (residences, schools, and childcare centers) would be adversely affected by increased traffic noise generated by Central SoMa Plan traffic and street network changes and under cumulative conditions, and that the impact would remain significant and unavoidable. Central SoMa PEIR Mitigation Measure M-NO-1a 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.

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, which requires the preparation of a noise analysis, 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) Generate a substantial temporary or permanent increase in ambient noise levels in the vicinity of the project in excess of standards established in the local general plan or noise ordinance or applicable standards of other agencies?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Generate excessive ground-borne vibration or ground-borne noise levels?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) For a project located within the vicinity of a private airstrip or an airport land use plan area or, where such a plan has not been adopted, in an area within 2 miles of a public airport or public use airport, expose people residing or working in the area to excessive noise levels?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Project-Specific Analysis

An environmental noise and vibration assessment^{38,39} was prepared to evaluate potential project-specific noise impacts resulting from the proposed project. The findings of this analysis are summarized below along with a comparison against the Central SoMa PEIR findings for each noise subtopic.

Construction Noise

The proposed project would not require the use of pile drivers during project construction. Therefore, Central SoMa PEIR Mitigation Measure M-NO-2b would not be applicable to the project because no pile driving is proposed. However, the potential for other construction equipment to result in significant noise impacts was assessed. Project construction would occur over an approximately 45-month construction period, with an approximately 33 months of construction required for each building.

The nearest sensitive receptors to construction of the proposed project would be the residential units inside the building directly southwest of the project site (88 Perry Street); these adjacent receptors would be as close as 1 foot away. Although construction equipment could technically be as close as 1

³⁸ ICF, *Environmental Noise and Vibration Assessment for the One Vassar Project in San Francisco, California*, January 2020.

³⁹ The environmental noise and vibration assessment prepared for the proposed project is based on a project design that has subsequently been slightly revised. The revised project design is consistent with the proposed project analyzed in this initial study checklist and described in Section A, Project Description. As discussed under Topic 5, Transportation and Circulation, the revised project design would not increase the traffic volumes (which were used in the environmental noise assessment) or affect the conclusions in the transportation impact study prepared for the project. In addition, the construction assumptions (e.g., construction schedule, construction equipment) would not change. The results of the environmental noise and vibration analysis and conclusions would not change with the revised project design.

foot from the edge of the occupied residential building, two pieces of equipment operating simultaneously would typically be farther away. The analysis considers both a 1-foot distance and a 5- to 10-foot distance. Construction noise at a distance of 5 to 10 feet from the closest edge of the project site could be up to 94 to 100 dBA L_{eq} . At a distance of 1 foot, construction noise could be up to 114 dBA L_{eq} . At about 100 feet from the project site, construction noise would attenuate to about 74 dBA L_{eq} .

As shown in **Table 6**, noise levels from individual pieces of equipment may exceed 90 dBA at very close distances (e.g., 5 or 10 feet), without taking into consideration combined noise levels from multiple pieces of equipment.

Table 6. Construction Equipment Noise Levels from Individual Equipment

Equipment	Noise Level at 50 Feet	Noise Level at 10 Feet (L_{max})	Acoustical Use Factor	One-hour L_{eq} Noise Level at 10 feet	One-hour L_{eq} Noise Level at 5 feet
Backhoe	78	92.0	40%	88.0	94.0
Excavator	81	95.0	40%	91.0	97.0
Dump/haul truck	76	90.0	40%	86.0	92.0
Loader	79	93.0	40%	89.0	95.0
Auger drill rig	84	98.0	20%	91.0	97.0
Crane	81	95.0	16%	87.0	93.0
Concrete pump truck	81	95.0	20%	88.0	94.0
Concrete mixer truck	79	93.0	40%	89.0	95.0
Gradall	83	97.0	40%	93.0	99.0

Source: ICF, *Environmental Noise and Vibration Assessment for the One Vassar Project in San Francisco, California*, January 2020.

Because of the proximity of sensitive receptors to project construction areas, construction noise levels from project construction would very likely be in excess of 90 dBA for at least some of the 45-month project construction period.

In the City of San Francisco, noise from the simultaneous operation of the two loudest pieces of equipment must also be assessed to determine whether construction noise levels would exceed 10 dB above the existing ambient noise level at sensitive receptor locations. The existing ambient noise level in the project vicinity ranges from approximately 73 to 77 dBA, as shown in **Table 7**. Therefore, the overall construction noise levels of 94 to 100 dBA L_{eq} (at 88 Perry Street) would have the potential to increase the overall ambient noise levels in the project area by 17 to 27 dB during daytime hours. Thus, project construction would result in a substantial temporary increase in daytime ambient noise levels.

Table 7. Long-Term Noise Level Measurements in and Around the Project Site

Site	Site Description	Date and Time	Measured L_{dn}	Highest-hour L_{eq}	Lowest-hour L_{eq}	Measured 12-hour Daytime L_{eq}^a
			Tues.–Wed. 07/23–07/24	Tues.–Wed. 07/23–07/24	Tues.–Wed. 07/23–07/24	Tues.–Wed. 07/23–07/24
LT-1	Located at apartment complex across Harrison Street from the proposed project site, southwest of the intersection of Hawthorne Street and Harrison Street.	Start: Tuesday July 23, 2019, at ~10:15 a.m. End: Wednesday July 24, 2019, at ~2:10 p.m.	78.9	76.2	68.4	73.1
LT-2	Located southeast of Interstate 80 near multi-family residential land uses on Stillman Street, south of Second Street.	Start: Tuesday July 23, 2019, at ~9:43 a.m. End: Wednesday July 24, 2019, at ~1:42 p.m.	80.4	76.2	65.6	73.5
LT-3	Located on Harrison Street at the approximate southwest corner of the project site, between Third Street and Hawthorne Street.	Start: Tuesday July 23, 2019, at ~10:05 a.m. End: Wednesday July 24, 2019, at 2:04 p.m.	78.3	75.6	67.8	73.4
LT-4	Located at the approximate southeast corner of the project site along Perry Street, northeast of Third Street.	Start: Tuesday July 23, 2019, at ~9:30 a.m. End: Wednesday July 24, 2019, at 1:28 p.m.	85.2	81.3	67.8	77.2
LT-5	Located at the approximately northeast corner of the project site at the intersection of Harrison Street and Second Street.	Start: Tuesday July 23, 2019, at ~9:51 a.m. End: Wednesday July 24, 2019, at ~1:42 p.m.	80.4	76.2	65.7	73.5

Source: ICF, *Environmental Noise and Vibration Assessment for the One Vassar Project in San Francisco, California*, January 2020.

Note: Refer to Appendix A of the environmental noise and vibration assessment for detailed noise data.

LT = long-term (24-hour/multi-day) ambient noise measurement.

^a Measured 12-hour daytime L_{eq} is for the 12 normal construction hours for this project (7 a.m. to 7 p.m.), based on information received by the project sponsor.

Although most construction for the proposed project would occur during daytime hours, some limited activities (including crane erection and dismantling and concrete pours) would occur during nighttime hours. Equipment used for concrete pours would typically include concrete mixer trucks and concrete pumps, and equipment used for crane erection and dismantling would typically include a tower crane and a crawler crane. During the 45-month construction period, there would be between nine and 94 (maximum) occurrences of nighttime construction. Concrete pours, which would occur during nighttime hours for up to 88 days out of a 45-month construction period, would be the loudest proposed nighttime construction activity and could occur relatively close to the nearest residential land use at 88 Perry Street. According to the project description, all equipment associated with the concrete pours would remain at least 25 feet from the building at 88 Perry Street during nighttime construction and typically would be farther than this distance.

Noise from concrete pour activity at a distance of 25 feet would be approximately 84 dBA L_{eq} . An assumption of a 25 dB noise reduction with windows closed is reasonable for typical residential buildings that exist within the city. Therefore, a nighttime noise level of 84 dBA at 25 feet during concrete pours would be reduced to approximately 59 dBA with windows closed. As mentioned above, construction equipment during nighttime activities would typically be located even farther away than this distance, resulting in lower noise levels. Construction noise from other activities that occur during nighttime hours would be similar but may differ slightly, depending on the exact equipment being used. For example, construction noise levels from the use of a tower crane and a crawler crane during crane erection would be approximately 82 dBA L_{eq} at 25 feet, which is similar to (but slightly less than) the noise that would be generated during a concrete pour.

Although nighttime construction activities would sometimes occur farther away from 88 Perry Street when work is conducted for the office or hotel tower or the northeast portion of the residential tower, if equipment is used within 120 feet from the nearest sensitive land use, exterior noise could be up to approximately 70 dBA L_{eq} . These exterior noise levels could result in interior noise levels in excess of 45 dBA and could therefore result in potential sleep disturbance. Additional residential land uses are located across Harrison Street at 666 Harrison Street (approximately 80 feet away), and these residential land uses may also be exposed to interior noise levels in excess of 45 dBA, depending on the location of the nighttime construction activities. Approximately 94 nights of nighttime construction would take place; thus, it is possible that nighttime construction activities for the proposed project could result in sleep disturbance in the project vicinity 94 times. Therefore, nighttime construction noise impacts would be potentially significant.

In summary, because elevated daytime construction noise levels would continue for approximately 45 months and result in construction noise levels of up to 114 dBA L_{eq} , daytime construction noise impacts from the proposed project would be significant, consistent with the conclusions in the Central SoMa PEIR. Similarly, nighttime construction activities for the proposed project could result in sleep disturbance up to 94 times in the project vicinity, and therefore could result in significant nighttime construction noise impacts. Implementation of Project Mitigation Measure M-NO-1, Construction Noise Control Measures, (implementing Central SoMa PEIR Mitigation Measure M-NO-2a) would be required to reduce and manage construction noise. Project Mitigation Measure M-NO-1 would require the construction team to implement a series of best management practices to reduce construction noise during both daytime and nighttime hours.

Traffic Noise

Because the proposed project would increase vehicle trips on the regional roadway network, traffic noise levels would increase as a result of project implementation. The noise study analyzed traffic noise for nine roadway segments in the project area under baseline, baseline-plus-project, cumulative-no-project, and cumulative-plus-project conditions using the Federal Highway Administration's Traffic Noise Model. To assess the potential for the proposed project to directly result in a significant traffic noise increase, modeled baseline traffic noise levels were compared to modeled baseline-plus-project noise levels.

The analysis found that the largest project-related traffic noise increase would be 0.5 dB. For comparison, a 3 dBA increase is considered to be barely perceptible. Because all project-related increases would be below 0.5 dB, any noise increases attributable to the project would not be considered substantial. As a result, the project would result in less than significant impacts related to traffic noise.

HVAC Equipment Noise

The proposed project would include the use of an HVAC system, boilers, and associated pumps to provide heating and cooling to project buildings. All components of the HVAC system that would be located outside (e.g., on the roof) would be screened from view with solid walls or screens that would block the line of sight between the property plane and the equipment. Effective noise barriers typically reduce noise levels by 5 to 10 dB. For this reason, the noise analysis assumed that a solid wall or screen would reduce noise from HVAC equipment by at least 5 dB.⁴⁰

Noise from HVAC equipment can vary, depending on the size of the equipment. Although it is known that VRF systems would be used for the office and hotel uses and that water-sourced heat pumps would be used for the residential building, the exact HVAC equipment proposed for use has not yet been determined. In addition, some of the components of the project heating and cooling equipment (e.g., boilers and residential water-source heat pumps) would be on the interior of the project buildings. Noise from components of the HVAC equipment located inside the buildings would not be expected to exceed any applicable standards because of the noise reduction provided by the physical building.

All project buildings would have condensing units and/or cooling towers and fans on the roof, which would generate noise. The possibility of rooftop HVAC equipment exceeding the noise ordinance, sections 2909(b) and (d), must therefore be assessed. A typical HVAC unit, which includes condensing units and fans, produces sound levels in the range of 70 to 75 dBA at 50 feet.⁴¹ Similarly, a typical 100-horsepower propeller-driven cooling tower can generate noise levels of approximately 74 dBA at 50 feet.⁴² Therefore, noise levels from HVAC units and rooftop cooling towers would be similar.

⁴⁰ Federal Highway Administration, *Highway Traffic Noise Barriers at a Glance*, https://www.fhwa.dot.gov/environment/noise/noise_barriers/design_construction/keepdown.cfm, accessed January 14, 2020.

⁴¹ Hoover and Keith, *Noise Control for Buildings, Manufacturing Plants, Equipment, and Products*, 2000, Houston, TX.

⁴² Ibid.

The residential project building (657 Harrison Street, which would be closest to offsite residences) would be adjacent to the existing residential uses at 88 Perry Street. This proposed residential building is expected to be 35 stories, or approximately 350 feet high. The adjacent residential use (88 Perry Street) is six stories, or approximately 84 feet high. Therefore, project rooftop HVAC equipment at 657 Harrison Street would be approximately 266 feet away from the nearest existing offsite residence.

The noise analysis determined that HVAC noise levels from a single unit at a distance of 266 feet would be up to 61 dBA (based on a source noise level of 75 dBA at 50 feet and point-source noise reduction of 6 dB per doubling of distance). However, it is likely that more than one unit would be installed on the rooftop to service all of the uses located within the project building. Although it is not known with certainty at this time, it is possible numerous units would be located adjacent to each other on the project roof, which would result in greater noise levels than a single HVAC or cooling tower unit. According to the Noise Technical Report, noise from 10 HVAC units would be 10 dB louder than noise from one HVAC unit and expected to be up to 71 dBA at 266 feet, without accounting for shielding. The noise level from these assumed 10 units would, however, be reduced by about 5 dB⁴³ because of the solid screens or walls that would be constructed around the rooftop HVAC equipment, resulting in exterior noise levels of up to 66 dBA at 88 Perry Street.

Because section 2909(d) of the noise ordinance pertains to interior noise, a 15 dB reduction in HVAC noise levels can be applied to interior noise with windows open to determine what the interior noise level from HVAC equipment would be at the adjacent building. Conservatively assuming that windows would be open, exterior noise levels of 66 dBA from 10 HVAC or cooling tower units would be reduced to approximately 51 dBA. Therefore, based on this example, it is possible that noise levels at the nearby noise-sensitive land uses may be below the daytime interior noise standard of 55 dBA but could exceed the nighttime interior noise standard of 45 dBA, depending on the number of units proposed and the types of equipment and attenuation features selected. In addition, noise levels could be even greater, and potentially exceed daytime noise limits, if more units are located on the residential tower rooftop.

With regard to HVAC compliance with section 2909 (b) of the noise ordinance, because the building at 657 Harrison would have commercial and childcare uses on the ground floors, it is considered to be a mixed-use building, and the 8 dB increase in ambient noise levels at the property plane would apply. According to the noise analysis, and per the example described previously, noise from up to 10 units running simultaneously would be estimated to be approximately 99 dBA, based on the assumption that HVAC units would be set back from the edge of the roof by approximately 10 feet.⁴⁴ With inclusion of 5 dB of reduction from the solid wall or screen that would shield the equipment, noise levels at 10 feet could be up to 94 dBA for 10 HVAC units. However, it is likely that HVAC equipment would be located even farther from the property plane than this distance, which would reduce noise.

The 24-hour ambient noise level near the project site was estimated to be approximately 85 dBA Ldn, with a nighttime lowest hourly average noise level of 67.8 dBA recorded during the measurement window. At a distance of 10 feet, the upper limits of the estimated HVAC noise from 10 simultaneously

⁴³ Ibid.

⁴⁴ Ibid.

operating units (94 dBA) would exceed the lowest ambient noise level (of approximately 68 dBA) by about 26 dB. This noise level would also exceed the highest hourly L_{eq} recorded at this location, 81.3 dB, by almost 13 dB. For this reason, rooftop HVAC and cooling tower noise may exceed the ambient noise level at the property plane by more than 8 dB.

Specific equipment for this project has not been selected at this time; therefore, the above analysis is intended to provide estimated noise levels from project HVAC equipment. However, according to this analysis, noise impacts from rooftop mechanical equipment may be significant, consistent with the conclusions in the Central SoMa PEIR. Implementation of Project Mitigation Measure M-NO-2, Operational Noise Controls, (implementing Central SoMa PEIR Mitigation Measure M-NO-1b) would be required to ensure HVAC noise is consistent with the allowable noise levels in the City and would reduce HVAC noise to a less-than-significant level.

Emergency Generator Noise

Each building to be constructed under the project would have a single emergency generator inside the respective building, resulting in a total of three emergency generators for the proposed project. The generators inside the office and residential buildings would be on the second floor of the buildings; the generator in the hotel would be on the ground floor. All generators would be facing toward the southeast side of the respective buildings (facing Interstate 80). The generator for the office building would be a 1,500-kilowatt (kW) generator, and the generators for the residential and hotel uses would be 1,250 kW generators. Each generator would be vented to the outside. All proposed generators would be tested monthly during daytime hours for approximately 30 minutes per month.

Although the specific model of the generators has not yet been determined, it is expected that one 1,500 kW and two 1,250 kW generators would be installed. According to the noise analysis, a 1,500 kW Cummins generator generates a noise level of 74 dBA at a distance of 23 feet,⁴⁵ without accounting for any attenuation features that may be incorporated. Assuming the generator was approximately 3 to 5 feet from the property plane (e.g., 5 feet back from the wall in the generator room), and that generators would be located inside the proposed buildings, generator noise at the property plane would be about 82 to 87 dB. According to the project sponsor, the generators would be outfitted with critical-grade silencers that would be expected to reduce generator exhaust noise by 25 to 35 dBA. The noise analysis therefore assumed that at least 25 dB of attenuation from a silencer would occur. This 25 dB of reduction would bring generator noise levels at the property plane down to 57 to 62 dBA. Therefore, noise from generator testing would not be expected to exceed 75 dBA at the property line during the intermittent and short-term daytime tests.

As shown in **Table 7**, p. 83, the 24-hour average noise level in this area was measured to be approximately 85 dBA L_{dn} , and daytime L_{eq} noise levels (12-hour daytime L_{eq}) at the nearest residence (88 Perry Street) were measured to be approximately 77 dBA. Therefore, noise from generator testing would be more than 10 dB below the ambient noise levels in the area and would not increase the overall ambient noise level in the project vicinity.

⁴⁵ Cummins, *Power Generation Specification Sheet*, Mobile Power, 1,500 KW, 2013.

With regard to the potential for interior noise limits at nearby residences to be exceeded, the nearest offsite residence is essentially adjacent to the project site, to the west (88 Perry Street). The nearest generator is expected to be located inside the proposed residential building along the southeast perimeter of the project site (facing Interstate 80), and approximately 100 feet away from this residential building. The generator rooms in the other two proposed buildings would be even farther from existing residences.

Because the generator room would be approximately 100 feet from the nearest residence, unshielded noise at this land use would be reduced to approximately 61 dBA (based on the source noise level of 74 dBA at 23 feet, described above). Based on the standard 15 dB reduction for interior to exterior noise (with windows open) at a receiving land use, interior noise at 88 Perry Street resulting from project generator testing would approximately 46 dBA without accounting for attenuation from the building shielding and from the proposed critical grade silencers. This noise level is below the allowable interior noise level during daytime hours of 55 dBA (when the generator would most likely be tested). In addition, because the generators would be internal to the buildings (which would provide noise attenuation in the form of shielding) and would be outfitted with critical-grade silencers that would reduce noise by at least 25 dB, noise from generator testing would be even lower at nearby residences, and would not exceed the applicable noise criteria.

Noise from the intermittent testing of the onsite generators would be temporary and infrequent and would not result in substantial noise increases or noise levels in excess of thresholds. Impacts related to noise from generator testing would be less than significant.

Amplified 5th-Floor and 19th-Floor Bar Music

The fifth floor restaurant and bar and the 19th-floor rooftop bar would generate noise in the form of amplified recorded music playing and persons talking. The terrace associated with (and located adjacent to) the restaurant and bar, along with the fifth floor hotel lobby, would face Harrison Street. The terrace area would be open seven days per week and have amplified music (which would be similar to the background music in typical bar environments) playing until 12 a.m.

The terrace associated with the 19th-floor bar, which would primarily face Perry Street,⁴⁶ would also be open seven days per week. During weekdays, amplified background-type music would play at the 19th-floor bar until 12 a.m. During weekends, amplified music and/or DJ music could play at the rooftop bar until 2 a.m. It is anticipated that DJ music played at the 19th-floor bar on weekends would be louder than the background-type amplified music played during weekdays.

The maximum occupancy for each level of the building would be 500 persons, and it is conservatively assumed that all 500 persons could be accessing either bar at a given time. Both the fifth floor and 19th floor bar/restaurants would require permits for outdoor amplified sound from the San Francisco Entertainment Commission.

⁴⁶ A small section also fronts towards Harrison Street, at the northeast corner of the restaurant terrace. However, due to the setback distance between the hotel addition and the Harrison Street property plane of about 78 feet, the line of sight between receptors on Harrison Street and the limited portion of the bar that fronts that direction would be fully blocked.

Because the noise level resulting from amplified music (including DJ music) at the two bars (including outdoor space) cannot be known with certainty at this time, estimated noise levels from similar sources are used to approximate the noise from these uses. Amplified speakers in a dance club setting can expose persons within the dance club to noise levels ranging from 84 dBA to 104 dBA.⁴⁷ This is the range of sound-level exposure for workers throughout a club and patrons on a dance floor. Because it is unlikely that workers or patrons would be closer than 3.3 feet from the sources of amplified music, a distance of 3.3 feet is assumed for these source noise levels.

In addition to potential noise effects of music from the rooftop bars, the bars would also generate crowd noise, depending on the number of people occupying the bar at a given time. Bar activity is generally greater on weekends; therefore, it is expected that crowd noise from the rooftop bars may be louder during the weekend. Noise from one person talking with a “raised” voice at 3.3 feet has been estimated to be approximately 65 dBA.⁴⁸ Although the maximum capacity of each level in the building, and the conservatively assumed maximum capacity of each bar (including interior areas) is 500 people, it is unlikely that 500 people would be outside on the terrace of either rooftop bar/restaurant at the same time. However, depending on the weather, people may prefer to be outside. For this analysis, it is assumed that more than half of the potential bar clientele, or up to approximately 300 persons, could be in the outdoor portion of either bar on a reasonable worst-case (loudest) day. Using the source noise level (of one person talking) of 65 dBA at 3.3 feet described above, noise from 300 people simultaneously talking with a “raised voice” would be approximately 90 dBA L_{max} at 3.3 feet. If outdoor bar patrons were, on average, talking about 40 percent of the time, this would result in an approximate average noise level of 86 dBA L_{eq} at a distance of 3.3 feet. As mentioned above, there may be fewer people visiting the bar during weeknights, which could result in somewhat lower crowd noise levels.

It is possible that noise from the two sources (amplified music and people talking) at each bar/restaurant could combine to increase overall noise in the immediate project area. However, when combining two noise sources, if the difference between noise levels is 10 dB or more, the combined noise level is equal to the louder noise level of the two. Because noise from outdoor bar patrons would be approximately 86 dBA L_{eq} at 3.3 feet and noise from amplified DJ music in the 19th-floor bar is expected to be more than 10 dB above than this level (up to 104 dBA L_{eq}), the combined noise level would also be approximately 104 dBA L_{eq} at a distance of 3.3 feet for the 19th-floor bar. Because the terrace of the 19th-floor bar would be at the edge of the property plane facing Perry Street, the noise level at 3.3 feet from the bar noise sources of 104 dBA L_{eq} can be used as a reasonable worst case-estimate of noise at the property plane of the bar (at Perry Street facing Interstate 80).

⁴⁷ Sound Advice, *Note 11*, Pubs and Clubs, Amplified Music Played in Nightclubs, Bars, Pubs and Restaurants, 2007, <http://www.soundadvice.info/thewholestory/san11.htm>, accessed January 14, 2020. Sound Advice has been produced by a working group of industry stakeholders, with support from the Health and Safety Executive (United Kingdom). It provides practical guidance on the control of noise in music and entertainment.

⁴⁸ Harris, Cyril M. *Handbook of Noise Control*, Second Edition, page 14-2, 1979.

Noise levels from amplified music would most likely be lower at the fifth-floor bar because no DJ music would play at the fifth floor bar. Assuming that music noise would be up to 84 dBA (the lowest level cited for a dance club⁴⁹) and noise from individuals talking would be approximately 86 dBA L_{eq} , combined noise from music and persons talking would be approximately 88 dBA L_{eq} at a distance of 3.3 feet. Because noise at a distance of 3.3 feet from bar noise sources can be used as a reasonable worst-case estimate for noise at the property plane of the bar, noise at the edge of the fifth-floor terrace would therefore also be approximately 88 dBA L_{eq} .

To assess the potential for bar/restaurant noise to result in a substantial temporary increase in noise, the City of San Francisco recommends assessing the potential for an increase in ambient noise levels of more than 10 dB at nearby sensitive land uses to occur. In addition, the potential for bar noise to result in interior noise levels at nearby sensitive land uses in excess of the 45 dBA nighttime criterion for sleep disturbance also must be analyzed. For this reason, noise levels from the two bars at the nearest noise-sensitive receptors must be estimated.

The nearest noise-sensitive land use to the fifth-floor bar is at 666 Harrison Street, which is an approximately nine-story residential building located at least 80 feet from the proposed hotel tower and approximately 120 feet from the proposed fifth-floor bar. The combined noise from persons talking and amplified music at the fifth-floor bar at the property plane was estimated to be 88 dBA L_{eq} . Therefore, noise levels from the fifth-floor bar at 666 Harrison Street would be reduced to 57 dBA L_{eq} , based on distance alone. The lowest existing nighttime noise level at this location from the hours of 8 p.m. to 2 a.m. was 68.7 dBA L_{eq} (refer to LT-1 in **Table 7**, p. 83). Therefore, the bar/restaurant noise at this location would not result in an increase in ambient noise at the nearest receptor. With regard to interior noise levels, a 15 dB reduction can be applied to interior noise with windows open. A 15 dB reduction in noise would result in interior noise levels of up to approximately 42 dBA, which is below the 45 dBA L_{eq} criterion for sleep disturbance.

Note that these are estimated noise levels based on the preliminary information that is available. In order to ensure interior noise at the nearest residential land use from the fifth story bar (located 120 feet from the terrace perimeter) would be below the 45 dBA criterion, noise levels from the bar (including crowd noise and amplified music noise) must be limited to 60 dBA L_{eq} at this location. To ensure that combined noise from persons talking and amplified music at the nearest receptor is limited to 60 dBA L_{eq} , noise from amplified music alone at the perimeter of the property plane for the fifth floor terrace must be limited to 90 dBA L_{eq} .

The nearest noise-sensitive land use to the 19th-floor bar is more than 200 feet southeast, near measurement location LT-2 (on Stillman Street, across Perry Street and past Interstate 80). The 19th-floor bar would also be approximately 16 stories higher than the three-story residential building at this location (location LT-2). Assuming that each story is at least 10 feet in height, the bar would therefore

⁴⁹ Sound Advice, *Note 11*, Pubs and Clubs, Amplified Music Played in Nightclubs, Bars, Pubs and Restaurants, 2007, <http://www.soundadvice.info/thewholestory/san11.htm>, accessed January 14, 2020. Sound Advice has been produced by a working group of industry stakeholders, with support from the Health and Safety Executive (United Kingdom). It provides practical guidance on the control of noise in music and entertainment.

be approximately 160 feet higher than the nearest receptor. Based on a height difference of 160 feet, and a horizontal distance between the buildings of 200 feet, the diagonal distance between the bar terrace and this receptor would be approximately 256 feet. The lowest measured nighttime L_{eq} at LT-2 was 65.6 dBA L_{eq} . The estimated combined worst-case noise for the 19th-floor bar (104 dBA per above) would be reduced to approximately 66 dBA L_{eq} at this location, based on distance alone. For this reason, the bar noise at this residential land use (located on Stillman Street, south of Second Street) would not be expected to result in a 10 dB or more increase in ambient noise. With regard to interior noise, assuming a 15 dB reduction in interior noise levels with windows open, estimated interior noise levels at this location (from the 19th-floor bar) would be approximately 51 dBA L_{eq} . Therefore, although rooftop bar noise from the 19th-floor terrace would be unlikely to result in a 10 dB increase in ambient noise at nearby receptors, interior noise levels resulting from this bar noise at nearby residential land uses may be in excess of the 45 dBA criterion for sleep disturbance.

In order to ensure interior noise at the nearest residential land use to the 19th story bar (located at a distance of 256 feet from the terrace perimeter) would be below the 45 dBA criterion, exterior noise at this land use must be limited to 60 dBA L_{eq} . To ensure that combined noise from persons talking and amplified music at the nearest receptor is limited to 60 dBA L_{eq} , noise from amplified music alone at the perimeter of the property plane for the 19th floor bar must be limited to 98 dBA L_{eq} . If noise from amplified music is limited to a maximum of 98 dBA at the property line plane fronting Perry Street, noise from the rooftop bar (including both crowd noise and amplified music noise) would not be expected to result in interior noise levels in excess of 45 dBA L_{eq} (with an assumption of 15 dB of reduction for windows open), or to result in sleep disturbance to nearby residents. Although the exact noise levels from actual operation of the rooftop bars are not known at this time, this analysis indicates that the fifth-floor bar would be unlikely to result in substantial noise increases or excessive interior noise at nearby receptors. However, this analysis indicates that amplified music and crowd noise from the 19th-floor bar, which would not be expected to result in a substantial noise increase over ambient levels at noise sensitive land uses, could still result in sleep disturbance at nearby receptors.

In May 2015, Ordinance 70-15 was signed into law, which made amendments to the San Francisco Building Code, Administrative Code, Planning Code, and Police Code. This ordinance, in part, authorizes the San Francisco Entertainment Commission to impose noise conditions on a permit for a place of entertainment, including noise limits that would be "lower or higher than those set forth in article 29" of the Police Code. The applicant will seek approvals and permits from the San Francisco Entertainment Commission for outdoor amplified sound and possibly music played by a DJ. Prior to the receipt of permits, it is expected that consultation with San Francisco Entertainment Commission staff would occur, per this ordinance.

Since rooftop bar noise from the 19th floor terrace could result in interior noise levels in excess of the allowable 45 dBA nighttime limit at nearby receptors, potential noise impacts from bar noise for the proposed project would be significant, consistent with the conclusions in the Central SoMa PEIR. Project Mitigation Measure M-NO-3, Siting of Noise-Generating Uses: Rooftop Bar Sound System Control Measures, (implementing Central SoMa PEIR Mitigation Measure M-NO-1b) would be required to ensure noise levels from the rooftop bars are consistent with the allowable noise levels in the City and would ensure impacts to sensitive receptors remain less than significant.

Loading Dock Noise

All project loading docks would be located inside project buildings (e.g., inside the garage for a given building), with the exception of 400 Second Street where loading areas would be partially enclosed by perforated screens. Loading activity at the project site is expected to be relatively limited. According to the transportation impact study prepared for the project, the proposed project would generate approximately 163 daily truck trips; this corresponds to demand from approximately 10 truck trips during the peak hour of loading activities. A limited amount of loading dock activity is expected to occur at the proposed project buildings, including at existing 645 Harrison Street. Since the majority of loading dock activity would occur inside project garages and buildings, and since the total number of trips per hour would be limited (e.g. 10 truck trips during a peak hour of loading activity), noise from project loading dock activity would not be substantial and impacts are less than significant.

Vibration

Construction of the proposed project would involve the use of construction equipment that could generate ground-borne vibration that could potentially result in damage to structures or annoyance in the form of sleep disturbance. Typical vibration levels associated with heavy-duty construction equipment at a reference distance of 25 feet and other distances are shown in **Table 8** in the environmental noise and vibration assessment. The most vibration-intensive types of construction equipment proposed for the project are an auger drill and an excavator. An excavator can result in vibration levels similar to those of a large bulldozer.

Table 8. Vibration Levels for the Proposed Project Construction Equipment

Equipment	PPV at 1 Foot	PPV at 3 Feet
Drill	11.13	2.14
Large bulldozer	11.13	2.14
Loaded trucks	9.50	1.83
Jackhammer	4.375	0.84
Small bulldozer	0.375	0.07

Source: Federal Transit Administration, *Transit Noise and Vibration Impact Assessment*, FTA Report No. 0123, 2018, https://www.transit.dot.gov/sites/fta.dot.gov/files/docs/research-innovation/118131/transit-noise-and-vibration-impact-assessment-manual-fta-report-no-0123_0.pdf, accessed: January 14, 2020.

Most of the nearby structures are located across either Harrison Street or Second Street from the proposed project's construction areas, and a few structures are on the same side of Harrison Street west of the project site. The closest building is a residential building directly adjacent to the project site at 88 Perry Street. The building was built in 1997 and is likely built to modern building standards. For this reason, it would not be expected to be particularly susceptible to vibration-related damage.

The proposed project would retain the historic four-story building at 645 Harrison Street. This building, which stands on a concrete foundation and was built in 1947 and constructed of reinforced concrete, was determined eligible for listing in the National Register of Historic Places and assigned a California Historical Resources status code of 3S. Although this structure is not expected to be fragile, it could be categorized under the "historic and some old buildings" Caltrans vibration category

because of the age of the structure. The damage criterion for structures in this category is a PPV of 0.25 inch per second (refer to Table B-5 in Appendix B of the environmental noise and vibration assessment).

It is possible that construction activities could occur as close as 1 to 3 feet away from the neighboring property located directly west of the project site (88 Perry Street) or the onsite building that would remain (645 Harrison Street), potentially resulting in high vibration levels at both buildings. For example, a large bulldozer or auger drill could result in a PPV of 2.141 inch per second at a distance of 3 feet. This would be in excess of the damage criterion for new residential or modern industrial/commercial buildings (PPV of 0.5 inch per second), the criterion for older residential structures (PPV of 0.3 inch per second), and the criterion for “historic and some old buildings” (PPV of 0.25 inch per second), which is the expected category for the onsite building at 645 Harrison Street. Should vibration-generating construction equipment be used even closer (according to the project sponsor, an excavator may be used as close as 1 foot from the adjacent structure), vibration levels would be even greater (refer to **Table 8**, p. 92, for the expected vibration levels from construction equipment proposed for use at a distance of 1 foot and at a distance of 3 feet).

With regard to buildings located further from project construction areas, as long as the construction equipment operates at least 13 feet from nearby buildings, based on the equipment list received by the project sponsor, the vibration level is expected to be slightly below the building damage criterion for “historic and some old buildings” (PPV of 0.25 inch per second), with PPV levels of 0.24 inch per second at a distance of 13 feet for a large bulldozer, excavator, or drill. This level would also be below the vibration damage criteria for all other types of buildings that may be located in the project area (extremely fragile historic buildings or fragile buildings are not expected in the area). For this reason, all buildings located more than about 13 feet from proposed construction areas (which is the majority of buildings in the project area) are not expected to be exposed to vibration levels in excess of the building damage criteria. However, and as described above, vibration from equipment proposed for project construction is estimated to result in ground-borne PPV levels as high as 2.1 inch per second at a distance of 3 feet, and even higher at closer distances to the adjacent building (e.g., 1 foot). These vibration levels from project construction would be expected to exceed the damage criteria for all building types at the adjacent structures located at 88 Perry Street and onsite at 645 Harrison Street.

Project Mitigation Measure M-CR-1a, Protect Historical Resources from Adjacent Construction Activities (implementing Central SoMa PEIR Mitigation Measure-CP-3a); Project Mitigation Measure M-CR-1b, Construction Monitoring Program for Historical Resources (implementing Central SoMa PEIR Mitigation Measure M-CP-3b); Project Mitigation Measure M-NO-1, Construction Noise Control Measures (implementing Central SoMa PEIR Mitigation Measure M-NO-2a); Project Mitigation Measure M-NO-2, Operational Noise Controls (implementing Central SoMa PEIR Mitigation Measure M-NO-1b); and Project Mitigation Measure M-NO-3, Siting of Noise-Generating Uses: Rooftop Bar Sound System Control Measure (implementing Central SoMa PEIR Mitigation Measure M-NO-1b) would be applicable to the proposed project and would reduce impacts to a less-than-significant level.

With regard to the potential for vibration-related sleep disturbance, construction activities for the proposed project would occur mostly during daytime hours, with few activities (such as concrete pours and crane erection) occurring during nighttime hours. The project construction activities proposed for nighttime hours would typically result in less vibration than those during daytime hours. This is because equipment proposed for use during nighttime activities, including concrete mixers, concrete

pumps, and a mobile crane, would generate lower levels of vibration. These types of equipment do not typically generate high levels of vibration, unlike ground-disturbing equipment. Ground-disturbing equipment, such as a bulldozer, imparts energy into the ground when it is being used and can create seismic waves that radiate along the surface and downward into the ground. Concrete pumps and mixers do not typically disturb the ground in that way. In addition, construction equipment used during nighttime hours would be expected to be at least 25 feet away (and usually much farther) from adjacent structures where people sleep during nighttime hours. For these reasons, nighttime construction activities for the proposed project would not be expected to result in strongly perceptible vibration at adjacent residential land uses and impacts are considered less than significant.

Cumulative Analysis

There are no cumulative development projects nearby that were not encompassed in the Central SoMa PEIR's cumulative noise and vibration analysis. The only additional cumulative project not evaluated in the Central SoMa PEIR's cumulative analysis are the Vision Zero Folsom-Howard Streetscape Project and the Third Street Transit and Safety Project, which would not combine with the project to result in a cumulative impact on noise and vibration. The proposed project is within the scope of development projected under the Central SoMa Plan and would not result in more severe noise and vibration impacts than those that were previously identified in the Central SoMa PEIR.

Conclusion

For the reasons discussed above, the proposed project would not result in new or more severe physical environmental impacts related to noise and vibration with implementation of Project Mitigation Measure M-NO-1, Construction Noise Control Measures (implementing Central SoMa PEIR Mitigation Measure M-NO-2a); Project Mitigation Measure M-NO-2, Operational Noise Controls (implementing Central SoMa PEIR Mitigation Measure M-NO-1b); Project Mitigation Measure M-NO-3, Siting of Noise-Generating Uses: Rooftop Bar Sound System Control Measures (implementing Central SoMa PEIR Mitigation Measure M-NO-1b); Project Mitigation Measure M-CR-1a, Protect Historical Resources from Adjacent Construction Activities (implementing Central SoMa PEIR Mitigation Measure M-CP-3a); and Project Mitigation Measure M-CR-1b, Construction Monitoring Program for Historical Resources (implementing Central SoMa PEIR Mitigation Measure M-CP-3b). The project would not result in any significant project or cumulative impacts peculiar to the site, beyond those analyzed in the Central SoMa PEIR.

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 Measures M-NO-1a, Transportation Demand Management;⁵⁰ **M-AQ-3a, Education for Residential and Commercial Tenants Concerning Low-VOC Consumer Products;** and **M-AQ-3b, Reduce Operational**

⁵⁰ PEIR Mitigation Measure M-NO-1a is implemented by Planning Code section 169, Transportation Demand Management Program.

Emissions, to reduce these air quality impacts to the extent feasible. These measures would implement strategies to reduce criteria air pollutant emissions by reducing VMT, 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 also 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 Measures M-NO-1a; **M-AQ-5a, Best Available Control Technology for Diesel Generators and Fire Pumps**; **M-AQ-5b, Siting of Uses that Emit Particulate Matter (PM_{2.5}), Diesel Particulate Matter, or Other Toxic Air Contaminants**; **M-AQ-5c, Update Air Pollution Exposure Zone for San Francisco Health Code Article 38**; and **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. 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 Measures M-AQ-4a, Construction Emissions Analysis**, and **M-AQ-4b, Construction Emissions Minimization Plan**, which requires use of the cleanest available off-road equipment during construction, as mitigation measures that would reduce criteria 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 Measures M-AQ-6a, Construction Emissions Minimization Plan**, and **M-AQ-6b, Implement Clean Construction Requirements**, which are applicable to City-sponsored projects only. These mitigation 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.

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

Project-Specific Analysis

An environmental air quality assessment^{51,52} was prepared to evaluate potential project-specific air quality impacts resulting from the proposed project. The findings of this analysis are summarized below along with a comparison against the Central SoMa PEIR findings for each air quality subtopic.

The most recently adopted air quality plan for the air basin is the Bay Area Air Quality Management District's 2017 Clean Air Plan. The primary goals of the clean air plan are to: (1) protect air quality and health at the regional and local scale; (2) eliminate disparities among Bay Area communities in cancer health risk from toxic air contaminants; and (3) reduce greenhouse gas emissions. The clean air plan recognizes that to a great extent, community design dictates individual travel mode, and that a key long-term control strategy to reduce emissions of criteria pollutants, air toxics, and greenhouse gases from motor vehicles is to channel future Bay Area growth into vibrant urban communities where goods and services are close at hand, and people have a range of viable transportation options. The compact development of the proposed project and the availability of non-auto transportation options in the project area would ensure that the project would avoid substantial growth in automobile trips and consequent air pollutant emissions. Channeling development within such areas is a key land use strategy under Plan Bay Area to meet statewide greenhouse gas reduction goals pursuant to Senate Bill 375. Furthermore, for the reasons described below, the proposed project would not result in

⁵¹ ICF, *Environmental Air Quality Assessment for the One Vassar Project in San Francisco, California*, January 2020.

⁵² The environmental air quality assessment prepared for the proposed project is based on a project design that has subsequently been slightly revised. The revised project design is consistent with the proposed project analyzed in this initial study checklist and described in Section A, Project Description. As discussed under Topic 5, Transportation and Circulation, the revised project design would not increase the traffic volumes (which were used in the environmental air quality assessment) or affect the conclusions in the transportation impact study prepared for the project. In addition, the construction assumptions (e.g., construction schedule, construction equipment) would not change and the operational energy usage would not increase with the revised project design. The results of the environmental air quality assessment would not change with the revised project design.

significant air pollutant emissions or expose sensitive receptors to substantial pollutant concentrations. Therefore, the proposed project would not obstruct implementation of the 2017 Clean Air Plan.

In accordance with the state and federal Clean Air Acts, air pollutant standards are identified for the following six criteria air pollutants: ozone, carbon monoxide (CO), particulate matter (PM_{2.5}, and PM₁₀⁵³), nitrogen dioxide (NO₂), sulfur dioxide (SO₂), 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. The bay area air basin is designated as either in attainment or unclassified for most criteria pollutants except for ozone, PM_{2.5}, and PM₁₀. For these pollutants, the air basin is 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.⁵⁴ Regional criteria air pollutant impacts resulting from the proposed project are evaluated below.

Construction Dust Control

Project-related construction activities would result in construction dust, primarily from ground-disturbing activities. The board of supervisors adopted the San Francisco Construction Dust Control Ordinance (codified in Health Code article 22B and Building Code section 106.A.3.2.6) with the intent of reducing the quantity of fugitive dust generated during site preparation, demolition, and construction work, in order to protect the health of the general public and of on-site workers and to minimize public nuisance complaints. The project would be required to comply with construction dust control ordinance, which requires the project sponsor and the contractor responsible for construction activities at the project site to implement a number of practices to control construction dust on the site or other practices that result in equivalent dust control that are acceptable to the director of the building department. For projects more than 0.5 acres in size, such as the proposed project, the ordinance requires that the project sponsor submit a dust control plan for approval by the San Francisco Department of Public Health. The building department will not issue a building permit without written notification from the director of public health that the applicant 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.

⁵³ PM₁₀ is often termed "coarse" particulate matter and is made of particulates that are 10 microns in diameter or smaller. PM_{2.5}, termed "fine" particulate matter, is composed of particles that are 2.5 microns or less in diameter.

⁵⁴ Bay Area Air Quality Management District, *California Environmental Quality Act Air Quality Guidelines*, May 2017, page 2-1.

Compliance with the regulations and procedures set forth by the San Francisco Construction Dust Control Ordinance would ensure that construction dust impacts would be less than significant.

Construction Criteria Air Pollutants

The Central SoMa PEIR requires that subsequent development projects with emissions that would exceed the San Francisco Planning Department's screening criteria would be required to implement Central SoMa PEIR Mitigation Measure M-AQ-4a, which would require a quantitative analysis of construction emissions. The screening criteria identified by the planning department pertain to residential developments in excess of 500 units and general office developments in excess of 825,000 square feet.⁵⁵ The proposed project would develop approximately 1.5 million square feet of mixed uses, including up to 500 dwelling units. Therefore, the proposed project's size would exceed the planning department's screening criteria. Per Central SoMa PEIR Mitigation Measure M-AQ-4a, a quantitative analysis of construction emissions would be required, and the project has complied with this requirement by quantifying the project's construction criteria air pollutants. The methodology and data use for, and the results of the construction criteria pollutant analysis are detailed in the environmental air quality assessment.⁵⁶

Project construction has the potential to create air quality impacts from heavy-duty equipment use, vehicle trips made by construction workers who commute, travel on roads to haul away or deliver material, and the application of architectural coatings on buildings and surfaces. In addition, fugitive dust emissions would result from earthmoving activities and the demolition of structures. Criteria pollutant emissions generated by each of these sources were quantified using a combination of emission factors and methodologies from the California Emissions Estimator Model (CalEEMod), version 2016.3.2, and the California Air Resources Board's (CARB's) Emission Factors 2017 (EMFAC2017) model. Assumptions related to construction activity and scheduling (i.e., construction phase start and end dates) were based on project-specific information provided by the project sponsor and model defaults where project-specific information was not available. Phase lengths for each construction activity differ for each building. Furthermore, construction phases are anticipated to overlap, both for each proposed building (e.g., building erection would overlap with interior construction at the residential building) and between each proposed building (e.g., construction activities for all three proposed buildings could occur on the same day). Data used in the construction analysis are provided in Appendix A and Appendix B of the environmental air quality assessment.⁵⁷

Table 9 summarizes the proposed project's estimated construction emissions by year (i.e., the year in which construction would occur). As shown in **Table 9**, unmitigated project construction emissions would be above the threshold of significance established by BAAQMD for NO_x.

⁵⁵ City of San Francisco, *Central SoMa Plan Draft Environmental Impact Report*, page IV.F-40, 2016, https://sfmea.sfplanning.org/CentralSoMaPlanDEIR_12-iv-f-air-quality.pdf, accessed October 30, 2019.

⁵⁶ ICF, *Environmental Air Quality Assessment for the One Vassar Project in San Francisco, California*, January 2020.

⁵⁷ Ibid.

Table 9. Unmitigated Average Daily Construction Criteria Pollutant Emissions

Construction Year ^a	ROG (pounds per day)	NO _x (pounds per day)	PM10 Exhaust (pounds per day)	PM2.5 Exhaust (pounds per day)
2021 (236 working days)	5.69	67.22	2.27	2.12
2022 (313 working days)	18.80	50.33	1.95	1.83
2023 (312 working days)	44.02	14.76	0.53	0.50
2024 (313 working days)	13.97	1.11	0.01	0.01
Maximum average daily emissions	44.02	67.22	2.27	2.12
BAAQMD Daily Thresholds of Significance	54	54	82	54
Threshold Exceedance?	No	Yes	No	No

Source: ICF, *Environmental Air Quality Assessment for the One Vassar Project in San Francisco, California*, January 2020.

Emissions calculation files prepared by ICF (refer to Appendix B of the environmental air quality assessment).

^a Average daily emissions are calculated by dividing annual emissions by the number of working days in the construction year.

ROG = reactive organic gas; NO_x = nitrogen oxides; PM10 = particulate matter 10 microns or less in diameter; PM2.5 = particulate matter 2.5 microns or less in diameter

NO_x emissions shown in **Table 9** would be caused by exhaust emissions generated during the operation of off-road equipment (e.g., cranes, excavators, drill rigs); on-road vehicle trips are another cause.

Central SoMa PEIR Mitigation Measure M-AQ-4b stipulates that project sponsors must submit a Construction Emissions Minimization Plan to reduce air pollutant emissions, and thus, because of the project's NO_x exceedance, Project Mitigation Measure M-AQ-1, Construction Emissions Minimization Plan, is required. **Table 10** shows the construction emissions of the proposed project with implementation of Project Mitigation Measure M-AQ-1.

Table 10. Average Daily Construction Criteria Pollutant Emissions Assuming Project Mitigation Measure AQ-1 (Central SoMa PEIR Mitigation Measure M-AQ-4b)

Construction Year ^a	ROG (pounds per day)	NO _x (pounds per day)	PM10 Exhaust (pounds per day)	PM2.5 Exhaust (pounds per day)
2021 (236 working days)	3.08	37.12	0.69	0.67
2022 (313 working days)	15.28	19.47	0.19	0.19
2023 (312 working days)	43.03	7.66	0.07	0.07
2024 (313 working days)	13.97	1.11	0.01	0.01
Maximum average daily emissions	43.03	37.12	0.69	0.67
BAAQMD Daily Thresholds of Significance	54	54	82	54
Threshold Exceedance?	No	No	No	No

Source: ICF, *Environmental Air Quality Assessment for the One Vassar Project in San Francisco, California*, January 2020.

Emissions calculation files prepared by ICF (refer to Appendix A-2 of the environmental air quality assessment).

^a Average daily emissions are calculated by dividing annual emissions by the number of working days in the construction year.

ROG = reactive organic gas; NO_x = nitrogen oxides; PM10 = particulate matter 10 microns or less in diameter; PM2.5 = particulate matter 2.5 microns or less in diameter

As shown in **Table 10**, p. 99, with implementation of Project Mitigation Measure M-AQ-1, Construction Emissions Minimization Plan, construction of the proposed project would generate criteria air pollutant emissions below the applicable thresholds. Therefore, individual and cumulative construction criteria air pollutant impacts result from the proposed project would be less than significant.

Operation Criteria Air Pollutants

Operation of the project would generate criteria pollutant emissions from area sources (consumer products, paint applications, and landscaping equipment), energy sources (natural gas combustion), mobile sources (vehicle trips to and from the project site), and stationary sources (emergency generator testing). Criteria pollutant emissions generated by ongoing operational activities were quantified using CalEEMod, version 2016.3.2. The data used in the operational analysis as well as the CalEEMod output files are provided in Appendix B of the environmental air quality assessment.⁵⁸

For the analysis of operational criteria pollutant emissions, it was assumed that all currently vacant buildings do not generate emissions; therefore, only emissions from the buildings located at 400 Second Street and 645 Harrison Street, which are currently occupied, were included in the baseline, existing conditions analysis. CalEEMod was used to calculate annual emissions. Average daily emissions were calculated by dividing annual emissions by 365 days per year. Because the project is located in the air pollutant exposure zone, Project Mitigation Measure M-AQ-2, Best Available Control Technology for Diesel Generators, (implementing Central SoMa PEIR Mitigation Measure M-AQ-5a) would be required regardless of whether the project's emissions exceed any thresholds. Thus, for stationary source emissions, the default generator emission factors were replaced with Tier 4 values for those pollutants that have corresponding Tier 4 emission factors from the CalEEMod user's guide.⁵⁹

Table 11 shows emissions by proposed building and source type (i.e., area, energy, mobile, or stationary) for ROG, NO_x, PM₁₀, and PM_{2.5}.

As shown in **Table 11**, the proposed project would not exceed any of the criteria air pollutant thresholds of significance established by BAAQMD. Therefore, individual and cumulative operational criteria air pollutant impacts resulting from the proposed project would be less than significant with mitigation. As discussed above, Project Mitigation Measure M-AQ-2, Best Available Control Technology for Diesel Generators, is required regardless of whether the project's operational emissions exceed the BAAQMD thresholds, because it is located in the air pollutant exposure zone.

The proposed project would not result in significant project or cumulative air quality impacts that were not identified in the Central SoMa PEIR, nor would the project result in air quality impacts that are substantially more severe than those identified in the Central SoMa PEIR.

⁵⁸ Ibid.

⁵⁹ California Air Pollution Control Officers Association, *Appendix D – Default Data Tables*, 2017, http://www.aqmd.gov/docs/default-source/caleemod/05_appendix-d2016-3-2.pdf?sfvrsn=4, accessed October 30, 2019.

Table 11. Operational Criteria Pollutant Emissions^a

Source by Building	ROG	NO _x	PM10 Exhaust	PM2.5 Exhaust
<i>400 Second Street – tons per year</i>	2.73	2.68	0.03	0.03
Area	2.02	< 0.01	< 0.01	< 0.01
Energy	< 0.01	0.04	< 0.01	< 0.01
Mobile	0.61	2.43	0.03	0.03
Stationary	0.09	0.20	< 0.01	< 0.01
<i>645 Harrison Street – tons per year</i>	2.03	1.35	0.03	0.02
Area	1.67	< 0.01	< 0.01	< 0.01
Energy	0.02	0.15	0.01	0.01
Mobile	0.26	1.04	0.01	0.01
Stationary	0.08	0.17	< 0.01	< 0.01
<i>657 Harrison Street – tons per year</i>	2.65	1.11	0.06	0.06
Area	2.41	0.04	0.02	0.02
Energy	0.05	0.45	0.04	0.04
Mobile	0.11	0.46	< 0.01	< 0.01
Stationary	0.08	0.17	< 0.01	< 0.01
<i>Existing Buildings – tons per year^b</i>	1.27	1.38	0.03	0.02
Area	0.94	< 0.01	< 0.01	< 0.01
Energy	0.01	0.09	< 0.01	< 0.01
Mobile	0.32	1.29	0.02	0.02
Stationary	-	-	-	-
<i>Net Project Emissions – tons per year^c</i>	6.13	3.77	0.10	0.10
Area	5.16	0.04	0.02	0.02
Energy	0.06	0.54	0.04	0.04
Mobile	0.67	2.64	0.03	0.03
Stationary	0.25	0.54	< 0.01	< 0.01
<i>Net Project Emissions – pounds per day^d</i>	33.62	20.64	0.54	0.53
Area	28.27	0.23	0.11	0.11
Energy	0.34	2.98	0.24	0.24
Mobile	3.66	14.46	0.16	0.15
Stationary	1.35	2.96	0.03	0.03
BAAQMD Daily Thresholds of Significance	54	54	82	54
Threshold Exceedance?	No	No	No	No

Source: ICF, *Environmental Air Quality Assessment for the One Vassar Project in San Francisco, California*, January 2020. CalEEMod Output files (refer to Appendix B of the environmental air quality assessment).

Notes:

^a The modeling output files are included in Appendix B of the Air Quality Technical Report.

^b Existing buildings' emissions include emissions from the buildings at 400 Second Street and 645 Harrison Street. All other existing buildings at the project site are assumed to be vacant and therefore not currently generating emissions.

^c Net project emissions are the difference between the sum of the three project buildings and the existing buildings.

^d Average daily emissions are calculated by dividing annual emissions by 365 days per year.

ROG = reactive organic gas; NO_x = nitrogen oxides; PM10 = particulate matter 10 microns or less in diameter; PM2.5 = particulate matter 2.5 microns or less in diameter

Health Risk

The project site is within an air pollutant exposure zone. As defined in Health Code 38, the air pollutant exposure zone consists of areas that, based on modeling of all known air pollutant sources, exceed health protective standards for cumulative PM_{2.5} concentrations or cumulative excess cancer risks. The zone also incorporates health vulnerability factors and considers proximity to freeways. For sensitive-use projects within the air pollutant exposure zone, such as the proposed project, article 38 requires the project sponsor to submit an enhanced ventilation proposal for approval by the health department that achieves protection from PM_{2.5} (fine particulate matter) equivalent to that associated with Minimum Efficiency Reporting Value 13. The building department will not issue a building permit without written notification from the director of the health department that the applicant has an approved enhanced ventilation proposal. In compliance with article 38, the project sponsor has submitted an initial application to DPH.⁶⁰ The regulations and procedures set forth by article 38 would reduce exposures of sensitive receptors to substantial pollutant concentrations.

Projects within the air pollutant exposure zone also require special consideration to determine whether the project's activities would expose sensitive receptors to substantial air pollutant concentrations or add emissions to areas already adversely affected by poor air quality. The closest sensitive receptors to the project site are within the L-shaped, six-story mixed-use building (containing multi-family residential uses) at the corner of Harrison Street and Third Street that extends along Perry Street. This building is directly adjacent to the project site. A residential apartment building is located at 666 Harrison Street, across Harrison Street from the project site (approximately 80 feet away). One daycare center, Bright Horizons (at Second Street), is north of the intersection of Harrison Street and Second Street (approximately 160 feet away). No schools are within 1,000 feet of the project site. Therefore, multi-family residential uses are the primary air quality-sensitive receptors in the vicinity of the project site.

Construction Health Risks

The Central SoMa PEIR found that subsequent development projects requiring the use of diesel powered equipment and vehicles during construction within the air pollutant exposure zone would result in a significant impact to nearby sensitive receptors and determined that with implementation of **Central SoMa PEIR Mitigation Measure M-AQ-6a, Construction Emissions Minimization Plan**, construction period health risks from subsequent development projects would be reduced to less than significant. Because the project site is located within an identified air pollutant exposure zone and would require heavy-duty off-road diesel vehicles and equipment throughout the anticipated 45-month construction period, Central SoMa PEIR Mitigation Measure M-AQ-6a, referred to as Project Mitigation Measure M-AQ-1, Construction Emissions Minimization Plan, is required. As discussed above, Project Mitigation Measure M-AQ-1 would also be required due to the project's construction emissions exceeding the BAAQMD thresholds.

Project Mitigation Measure M-AQ-1 requires that diesel engines powering construction equipment meet all of the following minimum standards: (1) comply with U.S. Environmental Protection Agency (USEPA)

⁶⁰ 657 Harrison Street Enhanced Ventilation Requirement under article 38, January 7, 2020.

Tier 4 emissions standards, and (2) use renewable diesel. The USEPA estimates that by implementing the federal Tier 4 standards, NO_x and PM emissions will be reduced by more than 90 percent.⁶¹ Therefore, with implementation of Project Mitigation Measure M-AQ-1, health risk impacts to sensitive receptors from the project's construction activities would be reduced to less than significant.

Siting New Sources

With respect to siting new sources of air pollutant emissions, the project would include three emergency diesel generators, which would emit diesel particulate matter. Therefore, Project Mitigation Measure M-AQ-2, Best Available Control Technology for Diesel Generators, would apply to the proposed project to reduce potential effects of new sources of emissions (diesel generators) to a less than significant level. The proposed project includes the construction of an office building, hotel, and residential building, all of which would include the use of loading docks where truck loading and unloading would occur, and thus the project would result in emissions of diesel particulate matter from truck idling. However, the project's design and land use placement complies with Central SoMa PEIR Mitigation Measure M-AQ-5d, Land Use Buffers around Active Loading Docks. At 657 Harrison Street, the loading docks would be located on the lower ground level on the Perry Street side of the building. The first floor of the childcare facility would be on the Harrison Street side of the building and on the same level as the loading docks, while the second level of the childcare facility and the childcare outdoor area would be one level above the loading docks. The nearest residents would be located two levels above the loading docks. The loading docks would be located at the ground level and, thus, at least one level below where residents would reside. Although a portion of the childcare facility at 657 Harrison Street would be located on the same level as the loading docks, the two uses would be on opposite sides of the building. Additionally, loading docks would be located inside of the buildings, and there would be walls and ceilings buffering idling trucks from the childcare facility occupants and residents. Thus, the project would comply with Central SoMa PEIR Mitigation Measure M-AQ-5d for all new sensitive receptors. In addition, effects from emissions during truck idling would be reduced to a less than significant level. Central SoMa PEIR Mitigation Measure M-AQ-5b would not apply to the proposed project, because that measure only applies to projects that propose stationary or area sources of emissions excluding diesel generators. The proposed project would not include any other sources that would emit DPM or other TACs as part of everyday operations. The project would not generate more than 10,000 vehicle trips per day or, 1,000 truck trips per day, and thus vehicle traffic would not be an appreciable source of TAC emissions. With implementation of Project Mitigation Measure M-AQ-2, project operations would not result in significant health risk impacts.

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 implementation of Project Mitigation Measure M-AQ-1, Construction Emissions Minimization Plan (implementing Central SoMa PEIR Mitigation Measures M-AQ-4b and M-AQ-6a).

⁶¹ USEPA, "Clean Air Nonroad Diesel Rule: Fact Sheet," May 2004.

With respect to localized health risks, project would be subject to Project Mitigation Measure M-AQ-2, Best Available Control Technology for Diesel Generators (implementing Central SoMa PEIR Mitigation Measure M-AQ-5a), which would reduce potential effects of new sources of emissions (diesel generators), in addition to Project Mitigation Measure M-AQ-1, which requires a construction emissions minimization plan, thereby reducing construction 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 with implementation of Project Mitigation Measure M-AQ-1, Construction Emissions Minimization Plan (implementing Central SoMa PEIR Mitigation Measures M-AQ-4b and M-AQ-6a) and Project Mitigation Measure M-AQ-2, Best Available Control Technology for Diesel Generators (implementing Central SoMa PEIR Mitigation Measure M-AQ-5a). The project would not 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 Assembly Bill (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,⁶² 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

⁶² San Francisco Planning Department, *Greenhouse Gas Reduction Strategy Update*, 2017, https://sfmea.sfplanning.org/GHG/GHG_Strategy_October2017.pdf, accessed October 15, 2019.

compared to 1990 levels,⁶³ exceeding the year 2020 reduction goals outlined in the air district's 2017 Clean Air Plan,⁶⁴ Executive Order S-3-05,⁶⁵ and Assembly Bill 32 (also known as the Global Warming Solutions Act).^{66,67} 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-3-05⁶⁸ and B-30-15^{69,70} Assembly Bill 32, Senate Bill 32^{71,72} 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.

⁶³ San Francisco Department of the Environment, *San Francisco's Carbon Footprint*, April 2019, <https://sfenvironment.org/carbon-footprint>, accessed October 15, 2019.

⁶⁴ Bay Area Air Quality Management District, *Clean Air Plan*, April 2017, <http://www.baaqmd.gov/plans-and-climate/air-quality-plans/current-plans>, accessed October 15, 2019.

⁶⁵ Office of the Governor, *Executive Order S-3-05*, June 1, 2005, <http://www.climatestrategies.us/library/library/view/294>, accessed October 15, 2019.

⁶⁶ California Legislative Information, *Assembly Bill 32*, September 27, 2006, http://www.leginfo.ca.gov/pub/05-06/bill_asm/ab_0001-0050/ab_32_bill_20060927_chaptered.pdf, accessed October 15, 2019.

⁶⁷ 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 2020.

⁶⁸ 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 MTCO₂E); by 2020, reduce emissions to 1990 levels (approximately 427 million MTCO₂E); and by 2050, reduce emissions to 80 percent below 1990 levels (approximately 85 million MTCO₂E).

⁶⁹ Office of the Governor, *Executive Order B-30-15*, April 29, 2015, <https://www.ca.gov/archive/gov39/2015/04/29/news18938/>, accessed October 15, 2019. Executive Order B-30-15 sets a state GHG emissions reduction goal of 40 percent below 1990 levels by 2030.

⁷⁰ San Francisco's GHG reduction goals are codified in section 902 of the Environment Code and include (i) by 2008, determine city GHG emissions for 1990; (ii) by 2017, reduce GHG emissions to 25 percent below 1990 levels; (iii) by 2025, reduce GHG emissions to 40 percent below 1990 levels; and by 2050, reduce GHG emissions to 80 percent below 1990 levels.

⁷¹ SB 32 amends the 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 GHG emissions are to be reduced to 40 percent below 1990 levels by 2030.

⁷² SB 32 was paired with AB 197, which modifies the structure of the California Air Resources Board, institutes requirements for the disclosure of GHG-related criteria pollutants and toxic air contaminants, and establishes requirements for review and adoption of rules, regulations, and measures for the reduction of GHG emissions.

<i>Topics:</i>	<i>Significant Impact Peculiar to Project or Project Site</i>	<i>Significant Impact Not Identified in PEIR</i>	<i>Significant Impact Due to Substantial New Information</i>	<i>No Significant Impact Not Previously Identified in PEIR</i>
8. GREENHOUSE GAS EMISSIONS. Would the project:				
a) Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Conflict with any applicable plan, policy, or regulation adopted for the purpose of reducing the emissions of greenhouse gases?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Project-Specific Analysis

The proposed project would develop higher-density land uses at 400 Second Street and 645 and 657 Harrison Street than currently exist at the site. It would include construction of three 19- to 35-story buildings with approximately 1.5 million square feet of mixed uses, including subterranean parking and mechanical equipment space. The proposed building at 400 Second Street would include approximately 445,800 square feet of office space, with 5,100 square feet of ground-floor retail space, 3,200 square feet of indoor POPOS, and a subterranean parking garage. The proposed building at 645 Harrison Street would include approximately 221,800 square feet of hotel space as part of a proposed addition, with up to 468 rooms, 64,800 square feet of office space, existing office space to be retained, 44,200 square feet of PDR space (existing and new), 33,700 square feet of ground-floor retail space in the form of a market hall, and a new basement. Finally, the proposed building at 657 Harrison Street would include approximately 482,000 square feet of residential space with up to 489 dwelling units, a 14,000-square-foot childcare center, 1,700 square feet of retail space (ground-floor and restaurant/bar uses above), and a subterranean parking garage. Therefore, the proposed project would contribute to annual long-term increases in GHGs as a result of additional vehicle trips (i.e., mobile sources) as well as residential and commercial operations that would increase energy use, water use, wastewater treatment requirements, and solid waste disposal. Construction activities would also result in temporary increases in GHG emissions.

The proposed project would be subject to the regulations adopted to reduce GHG emissions, as identified in the City's 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, and Jobs-Housing Linkage Program, as well as transportation management programs, the transportation sustainability fee, parking requirements for bicycles, parking requirements for low-emission cars, and car-sharing requirements, would reduce the proposed project's transportation-related emissions. These regulations would 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.⁷³ In addition, 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 project sponsor would also be required to comply with Central SoMa Special Use District provisions⁷⁴ related to renewable electricity. Specifically, on-site electricity demands must be met through either the generation or purchase of 100 percent greenhouse gas-free electricity for a period of not less than 25 years from project approval.

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 would reduce the amount of materials sent to landfills, thereby reducing GHGs emitted by landfill operations. These regulations also promote the reuse of materials, conserving their embodied energy⁷⁵ 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 that limit refrigerant emissions and the Wood-Burning Fireplace Ordinance, would reduce emissions of GHGs and black carbon. Regulations that require low-emitting finishes would reduce volatile organic compounds (VOCs).⁷⁶ Therefore, the proposed project was determined to be consistent with San Francisco's GHG reduction strategy.⁷⁷

In light of the above, the proposed project's GHG emissions would not conflict with state, regional, or local GHG reduction plans and regulations. Furthermore, the proposed project would be 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.

⁷³ Compliance with water conservation measures would reduce the energy required to convey, pump, and treat the water required for the project; GHG emissions would also be reduced.

⁷⁴ See Planning Code section 249.78.

⁷⁵ Embodied energy is the total energy required for the extraction, processing, manufacture, and delivery of building materials to the building site.

⁷⁶ Although 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 could result in added health effects locally. Reducing VOC emissions would reduce the anticipated local effects of global warming.

⁷⁷ San Francisco Planning Department, *Greenhouse Gas Analysis: Compliance Checklist for 400 Second Street*, December 13, 2019.

Cumulative Analysis

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

Conclusion

For the reasons described above, the proposed project would not result in new significant or more-severe GHG impacts that were not identified in the Central SoMa PEIR or impacts 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.⁷⁸ This wind speed is equivalent to a one-minute average wind speed of 36 mph.⁷⁹ A significant wind impact would result if individual buildings would cause new exceedances 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 applies only within the C-3 Use Districts, for CEQA purposes, the planning department considers an exceedance of the wind hazard criterion to 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

⁷⁸ 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.

⁷⁹ 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 were collected with 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.)

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 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. The comfort criteria included in section 249.78(d)(9) are that wind speeds will not exceed, more than 15 percent of the time, 11 mph in substantial pedestrian use areas, and 7 mph in public seating areas. 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 or more of the time, where the resulting wind speed exceeds the applicable comfort criterion. Exceptions may be granted by the planning commission 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 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 not identified on or around the project site. Under the plan, the nearest existing exceedance of the wind hazard criterion, at the corner of Fourth and Freelon streets (south of the project site), would be eliminated and shifted southward half a block to a new exceedance at the corner of Fourth and Brannan streets. Although this is not a substantial change to existing conditions, the eliminated wind exceedance would occur one hour per year; the new exceedance would occur two hours per year. 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 **Central SoMa PEIR 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 and again 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 or more 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 are on the project site; two of these locations are across the street from the project site (one is across Second Street and one is across Perry Street). However, none of these were identified as exceeding the one-hour wind hazard criterion.

<i>Topics:</i>	<i>Significant Impact Peculiar to Project or Project Site</i>	<i>Significant Impact Not Identified in PEIR</i>	<i>Significant Impact Due to Substantial New Information</i>	<i>No Significant Impact Not Previously Identified in PEIR</i>
9. WIND. Would the project:				
a) Create wind hazards in publicly accessible areas of substantial pedestrian use?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Project-Specific Analysis

Based on the height and location of the proposed three 200- to 350-foot-tall buildings, and consistent with Central SoMa Plan PEIR Mitigation Measure M-WI-1, wind-tunnel testing was undertaken for the proposed project by a qualified wind consultant.^{80,81} 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.

⁸⁰ Rowan Williams Davies & Irwin Inc., *One Vassar, San Francisco CA, Pedestrian Wind Study*, January 6, 2020.

⁸¹ The wind-tunnel testing prepared for the proposed project is based on a project design that has subsequently been slightly revised. The revised project design is consistent with the proposed project analyzed in this initial study checklist and described in Section A, Project Description. Based on a review of the revised project design (but not conducting additional wind-tunnel testing), the changes are considered minor, and would not have an impact on the predicted wind conditions in the wind tunnel test. The results would most likely stay the same with the revised project design. Thus, the wind-tunnel test results and the conclusions therein apply to the revised project design.

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. A total of 69 test points were evaluated under existing conditions, 80 test points were evaluated under existing plus project conditions, and 80 test points were evaluated under project plus cumulative conditions.⁸²

The wind tunnel testing followed an iterative process; a preliminary design for the proposed project identified eight wind hazard exceedance locations for the 1-hour hazard criteria and six wind hazard locations for the 9-hour hazard criteria under existing plus project conditions. Then, the project design was modified through a series of wind-tunnel tests that incorporated various changes in order to reduce wind effects. These included adding a solid canopy at the 645 Harrison Street building, modifying the ground level building envelope and adding screen walls at the 400 Second Street building, and adding on-site trees. The iterative wind-tunnel testing process resulted in the current design for the proposed project.

Hazards

Table 12 provides a summary of the results of the wind tunnel testing with respect to the 1-hour wind hazard criterion for each of the three scenarios because this is the criterion used in CEQA review for determining whether a significant wind impact would occur.

Existing Conditions

Wind testing of existing conditions indicated that existing wind speeds comply with the 1-hour wind hazard criterion (see **Table 12** and **Figure 21**, p. 113) and the 9-hour wind hazard criterion in all locations tested.

Existing Plus Project Conditions

The existing plus proposed project condition (including the wind reduction features described above) would result in two locations with wind hazard exceedances based on the 1-hour criterion; that is, two locations would exceed wind speeds of 26 miles per hour over a 1-hour period as a result of the proposed project (see **Table 12** and **Figure 22**, p. 114). No locations were identified within the project site that would exceed the 9-hour wind hazard criterion. Although the proposed project would incorporate all feasible wind reduction measures in compliance with the planning code, the project would still result in two exceedances of the 1-hour hazard criterion; therefore, the proposed project would result in a significant and unavoidable wind impact, consistent with the findings of the Central SoMa PEIR.

Pedestrian Comfort

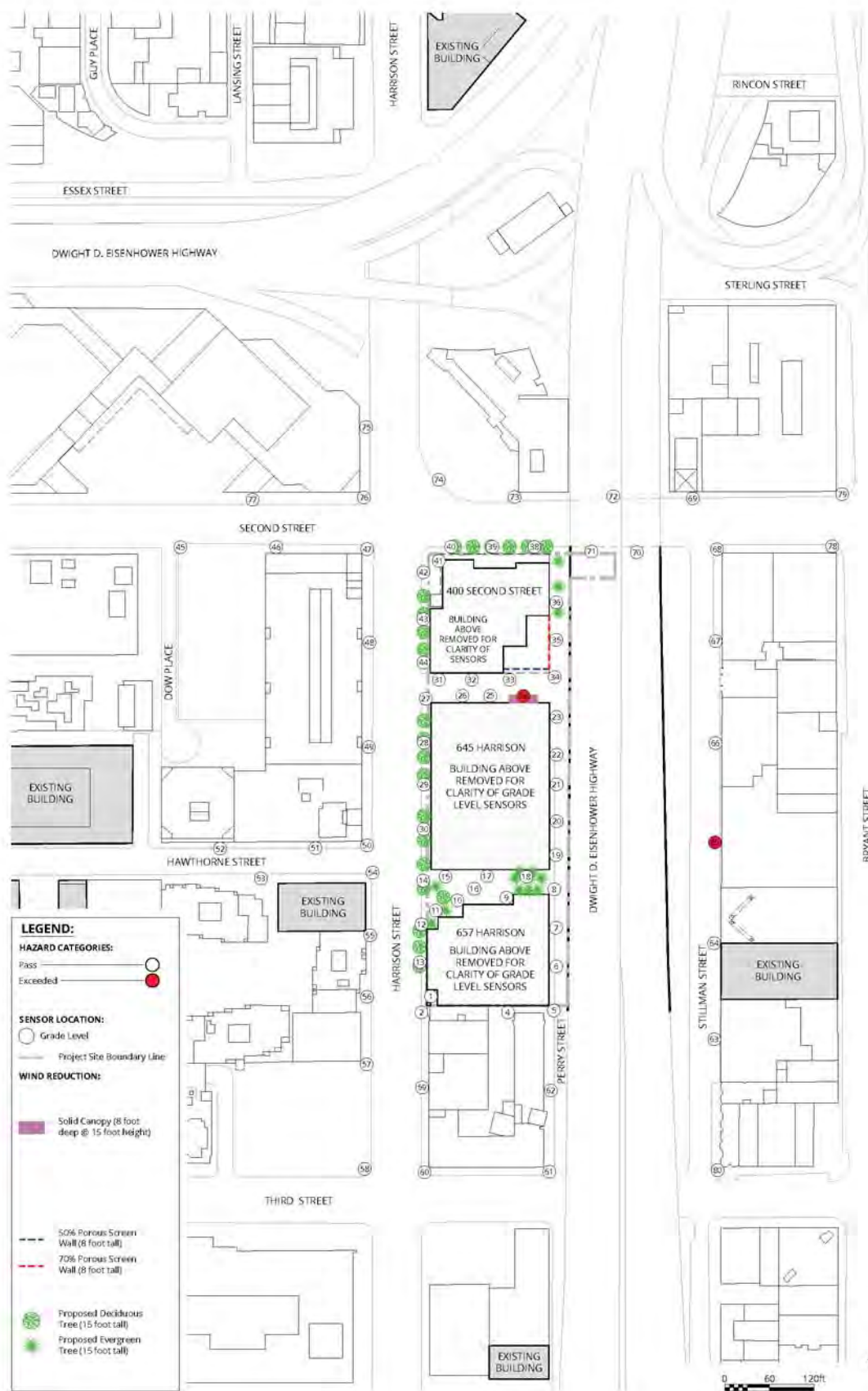
For the existing condition, wind speeds at 26 of 69 tested locations exceeded the 11-mph pedestrian comfort criterion. For the existing plus proposed project condition, wind speeds would average 12 mph across all tested locations, and wind speeds at 43 of 78 test locations are anticipated to exceed the 11-mph comfort criterion. Compared to the existing configuration, the addition of the project would result in slightly higher average wind speeds around the project site.

⁸² The variation in the number of test points is due to some test points not presented in the existing conditions scenario because they are covered by the existing surroundings and do not currently exist.

Table 12. Summary of Wind Hazard Conditions (1-Hour Wind Hazard Criterion)

Existing Conditions			Existing + Project Conditions				Project + Cumulative Conditions			
Average Wind Speed (miles per hour)	Total Hours per Year Wind Speed Exceeds Hazard Criteria	Number of Exceedances/ Total Test Locations	Average Wind Speed (miles per hour)	Total Hours per Year Wind Speed Exceeds Hazard Criteria	Hours Change Relative to Existing Conditions	Number of Exceedances/ Total Test Locations	Average Wind Speed (miles per hour)	Total Hours per Year Wind Speed Exceeds Hazard Criteria	Hours Change Relative to Existing Conditions	Number of Exceedances/ Total Test Locations
21	0	0/69	24	4	4	2/78	24	22	22	3/78

Source: Rowan Williams Davies & Irwin Inc., *One Vassar, San Francisco CA, Pedestrian Wind Study*, January 6, 2020.



Source: RWDI, 2020.

One Vassar Project
Case No. 2012.1384E

Figure 22
Pedestrian Wind Hazard Conditions –
1 hour Exceedance (Existing + Project)

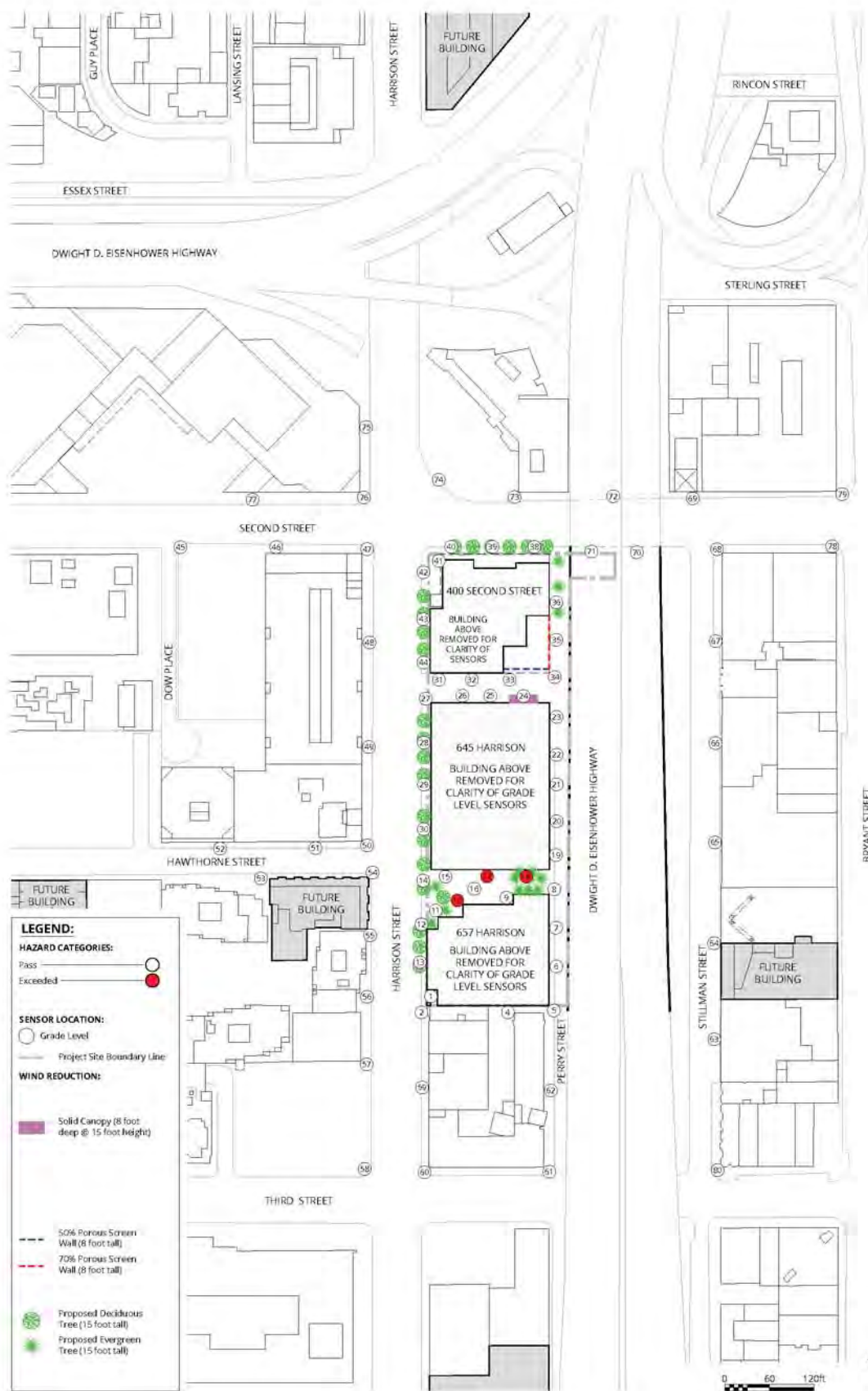
Cumulative Analysis

A cumulative scenario, including the proposed project including the proposed wind reduction features, as well as cumulative projects in the area (anticipated development that would occur as a result of the plan within an approximately 1,200-foot radius of the project site), was also analyzed. The cumulative scenario did not identify any new relevant 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 40 locations exceeding the comfort criterion. Winds would exceed the 11-mph comfort criterion approximately 51 percent of the time. Under project plus cumulative conditions, the total number of locations exceeding the 1-hour wind hazard criterion would be three for a total of 22 hours per year (see **Table 12**, p. 112, and **Figure 23**). For all locations, the average wind speed would be 24 mph. Under project plus cumulative conditions, all 78 test locations would comply with the 9-hour wind hazard criterion, with the exception of one location (test location 17 at the proposed Hawthorne Street Plaza). High wind activity at Hawthorne Street Plaza is likely caused by the addition of a future 650 Harrison Street development west of the proposed 657 Harrison Street building, as winds from predominant directions are redirected from the tall building towards the proposed open space on the project site.

Conclusion

The proposed project would result in hazardous wind speeds, consistent with the findings of 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. Consistent with the findings of the Central SoMa PEIR, the proposed project would result in significant and unavoidable project-level and cumulative wind impacts. The proposed project would not result in new impacts that were not previously identified or impacts that are more severe than those identified in the Central SoMa PEIR.



Source: RWDI, 2020.

One Vassar Project
Case No. 2012.1384E

Figure 23
Pedestrian Wind Hazard Conditions –
1 hour Exceedance (Project + Cumulative)

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 limit⁸³ 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, Second, Brannan, and Third streets); Victoria Manalo Draves Park (between Folsom and Harrison streets and Columbus Square and Sherman Street), 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 POPOS at 303 Second Street, 235 Second Street, 611 Folsom Street, and the Marriott Courtyard at 299 Second 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 Second 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, the PEIR concluded that 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.

⁸³ 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.

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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Project-Specific Analysis

The proposed building heights of 350 feet (385 with rooftop appurtenances) at 400 Second Street, 200 feet (220 with rooftop appurtenances) at 645 Harrison Street, and 350 feet (385 with rooftop appurtenances) at 657 Harrison Street would cast shadows on publicly accessible open spaces; therefore, a shadow analysis was prepared for the proposed project, the results of which are summarized below. The shadow analysis^{84, 85} was conducted for an existing setting, existing-plus-project scenario (net new), and a cumulative scenario. The cumulative scenario did not identify any new cumulative development projects that were not already included in the Central SoMa PEIR plan-level or cumulative analysis.

The shadow analysis was conducted over an entire year (January 1 to December 31), with calculations conducted at 15-minute intervals from sunrise plus one hour to sunset minus one hour. These calculations are contained in Appendix C of the shadow analysis.

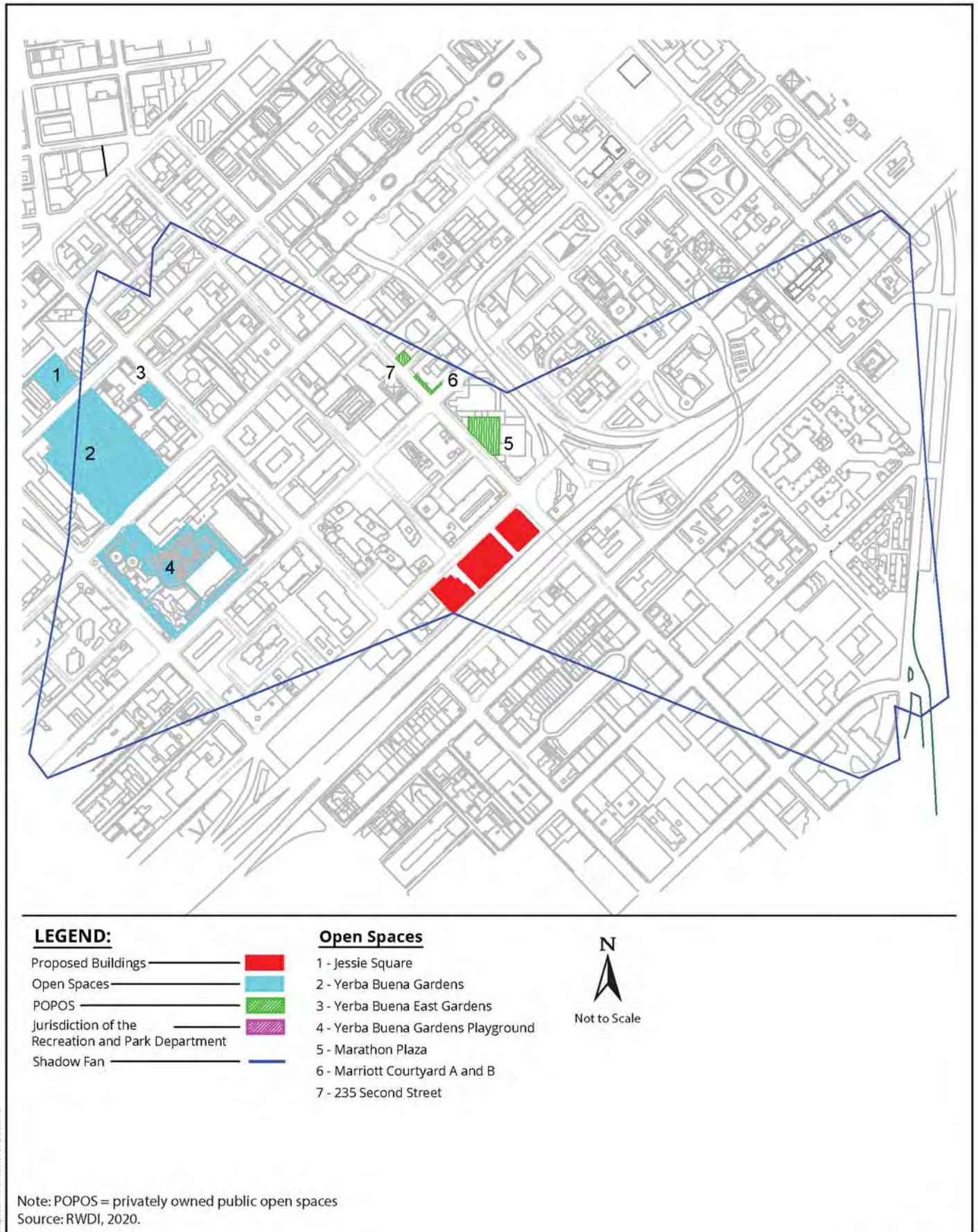
The proposed project would not cast new shadows on any park subject to section 295, including South Park, which was analyzed in detail in the shadow analysis.

As described in detail below, the proposed project would result in a small amount of net new shadow on the following non-section 295 spaces: Jessie Square, Yerba Buena Gardens Playground, Marathon Plaza, Marriott Courtyard A&B, and 235 Second Street. Yerba Buena Gardens and Yerba Buena East Gardens would experience minimal new shading as a result of the proposed project as described further below. The proposed project would also result in a minimal amount of shading on the following non-section 295 spaces: Bryant Street Parkette and Rincon Hill Dog Park.

Figure 24 shows the locations of parks and open spaces discussed in this section. The proposed project's shadow impact on each affected open space is summarized below.

⁸⁴ Rowan Williams Davies & Irwin Inc., *One Vassar, San Francisco CA, Shadow Analysis—Updated Draft Report*, January 6, 2020.

⁸⁵ The shadow analysis prepared for the proposed project is based on a project design that has subsequently been slightly revised. The revised project design is consistent with the proposed project analyzed in this initial study checklist and described in Section A, Project Description. Based on a review of the revised project design, the changes would not have an impact on the shadow analysis and the results would stay the same with the revised project design. Thus, the shadow analysis results and the conclusions therein apply to the revised project design.



Jessie Square

Jessie Square includes a water feature in the center of the plaza, multiple open spaces for public gatherings, and benches. The open space is frequently used for outdoor events and festivals. Under existing conditions, Jessie Square is currently shaded approximately half of the year.

Net new shadow from the proposed project on Jessie Square would occur in February and late October/early November, with an average duration of three minutes in the early morning, from approximately 7:30 to 8:30 a.m. The average size of the shadow would cover approximately 10 percent of the overall area of the park. The maximum duration of net new shadow would be five minutes, occurring on February 10, October 27 to 31, and November 1 and 2, between 7:30 to 8:30 a.m.

Under cumulative conditions, shading at Jessie Square would occur in the spring and late fall, with an average duration of 13 minutes, during the morning hours, from approximately 7:00 to 8:30 a.m.

Project-generated net new shadow would be cast over a small portion of Jessie Square under project and cumulative conditions in the early morning hours during the winter. Given the average 3-minute duration of project-generated shadows, the new shading resulting from the project would not likely be noticeable to users of the square and impacts are considered less than significant. Furthermore, cumulative impacts are considered less than significant given the overall small increase in shadow resulting from the project and reasonably foreseeable projects.

Yerba Buena Gardens Playground

Yerba Buena Gardens Playground contains a playground with a sunken play circle, sand circle, xylophone, maze, outdoor amphitheater, a slide and a covered hand-carved antique carousel as well as an elevated pedestrian bridge on the northwest side of the playground that connects to Yerba Buena Gardens. The playground is open daily from 6 a.m. to 10 p.m., with most areas used for both passive and active recreational activities. Under existing conditions, the playground is currently shaded approximately one-third of the year.

Net new shadow from the proposed project would occur between mid-March and early May, and early August to late September, with an average duration of approximately 25 minutes, between approximately 6:30 a.m. to 8:30 a.m. The average size of the shadow would cover approximately five percent of the overall area of the park.

Under cumulative conditions, shading at Yerba Buena Gardens Playground would occur over half of the year, with an average duration of 17 minutes. Cumulative shading would occur during the morning hours, between approximately 6:30 a.m. to 9:00 a.m.

A small net increase in shadow would occur at Yerba Buena Gardens Playground in the early morning under project and cumulative conditions in the early morning hours. Shading may be noticeable to users of the playground; however, given the small increase in the amount of shading and the early time of day under project and cumulative conditions, the net new shadow would not substantially impair the use and enjoyment of the playground. Therefore, the proposed project would result in a less-than-significant individual and cumulative shadow impact on Yerba Buena Gardens Playground.

Marathon Plaza

Marathon Plaza, a POPOS located at 303 Second Street, is approximately 0.1 miles north of the proposed project site. It is a large triangular paved plaza facing Second Street. Two sides of the plaza are bordered by midrise buildings. The south half of the plaza is an open paved space with a water fountain in the middle of the area. The north half of the plaza is mainly grass with multiple water features, architectural features and wooden benches. There are some large deciduous trees located on the edge of the open side of the plaza, along Second Street. There is deciduous landscaping along the perimeter of the plaza and small planters and flower beds in parts of the plaza. The plaza is open at all times and used primarily for passive activities. Under existing conditions, the plaza is shaded approximately half of the year.

Net new shadow resulting from the proposed project would occur in the fall between late September to late December, and in the winter and spring, from January through mid-March, with an average duration of approximately 2 hours, occurring between approximately 9:30 a.m. and 1:30 p.m. The average size of the shadow would cover approximately 30 percent of the overall area of the park. The maximum duration of net new shadow would be approximately 3 hours and 10 minutes, occurring on December 19, 21 and 23, between approximately 9:30 a.m. to noon, and again between approximately 12:30 and 1:30 p.m. The maximum area shaded would cover approximately 75 percent of the area of the park. The shading in late December would sweep over the park from the southwestern portion of the space, which contains the paved areas adjacent to the building at 303 Second Street, to the central and eastern portion of the park, containing the water features. The largest extent of shading would occur before noon, with a small amount of afternoon shading occurring adjacent to the sidewalk on Second Street.

A small net increase in shadow would occur at Marathon Plaza under the proposed project primarily in the late-morning winter hours. Shading may be noticeable to users of the plaza, particularly those in the seating areas. However, given that shading from the proposed project would primarily occur during the morning hours, would be transitory, and represents a relatively small increase in net new shading, shadow impacts are considered less than significant.

Under cumulative conditions, shading at Marathon Plaza would occur every day of the year for an average duration of approximately 4 hours, between the hours of approximately 9:30 a.m. and 6:00 p.m. The maximum duration of shading would occur on February 3, 4, 6 and November 6, lasting approximately 6.5 hours, which would be a substantial increase in shading.

Shading under cumulative conditions would occur every day of the year for an average duration of 4 hours. Thus, the cumulative impact would be significant. However, the proposed project's contribution to the significant cumulative impact would not be considerable, as the net new shading from the proposed project would represent approximately one-quarter of the net new cumulative shading and

would transition across the space. In sum, the proposed project would result in a less-than-significant individual shadow impact, and a less-than-significant contribution to a significant cumulative shadow impact on Marathon Plaza.

Marriott Courtyard A&B

Marriott Courtyard A&B is a concrete-paved outdoor seating POPOS, with small planters along the perimeter. The courtyard is a public open space open from 8 a.m. to 5 p.m. Umbrellas are provided over the seating areas, which are 4 feet below the sidewalk on Folsom Street adjacent to Second Street. Under existing conditions, the plaza is currently shaded approximately two-thirds of the year.

Net new shadow from the proposed project would occur in the winter months, between mid-November to late January, with an average duration of 50 minutes, between approximately 9:00 a.m. to 10:30 a.m. The average size of the shadow would cover approximately 40 percent of the overall area of the park. The maximum duration of net shading would be approximately 60 minutes occurring on December 21, and the shading would travel from the northwest edge of the space to the east.

Under cumulative conditions, shading at Marriott Courtyard A&B would occur for approximately 70 percent of the days of the year, with an average duration of the daily cumulative net new shadow of almost an hour and 20 minutes. The maximum duration of cumulative shadow would occur on March 14 and September 27 with an average duration of approximately 2 hours and 20 minutes.

A net increase in shadow on Marriott Courtyard A&B would occur under project and cumulative conditions and may be noticeable to users of the open space, particularly those using the seating areas. However, given the small increase in net new shading predicted to occur under project and cumulative conditions, and that shading from the project would occur in the morning hours during the winter months, it is unlikely that the new shadow would substantially impair use and enjoyment of the courtyard for most users because of its timing and transitory nature. Therefore, the proposed project would result in less-than-significant individual and cumulative shadow impacts on Marriott Courtyard A&B.

235 Second Street

The POPOS at 235 Second Street is comprised of stone pavement, stationary concrete benches with additional seating on moveable chairs and tables. This open space is used mainly for passive activities and is framed by a row of dense hedges approximately 10 feet high on the north edge, as well as deciduous trees along Second Street. Under existing conditions, 235 Second Street is shaded approximately two-thirds of the year.

Net new shadow from the proposed project would occur in the winter months, between late November to mid-January, with an average duration of about 30 minutes, between approximately 9:00 to 10:00 a.m. The average size of the shadow would cover approximately 25 percent of the area of the park. The maximum duration of the net new shadow would be approximately 45 minutes occurring in late December.

Under cumulative conditions, shading on 235 Second Street would occur in the winter months, between late November to mid-January, on March 19 and 20, and on September 22, with an average duration of approximately 30 minutes. The maximum duration of cumulative shading would be approximately 45 minutes occurring in late December.

A small net increase in shadow on 235 Second Street would occur under project and cumulative conditions. Shadows may be noticeable to users of the open space; however, given the small increase in net new shading predicted to occur under project and cumulative conditions, and that the shading would occur in the winter months in the morning, it is unlikely that net new shadow would substantially impair use and enjoyment of the open space for most users. Therefore, the proposed project would result in less-than-significant individual and cumulative shadow impacts on 235 Second Street.

Yerba Buena Gardens

Yerba Buena Gardens include the Yerba Buena Center for the Arts, the Martin Luther King Memorial Waterfall, an esplanade, a pool, and a circular pedestrian pathway surrounding the esplanade. The esplanade is the grassy middle portion of the gardens, which is used for active and passive recreation, including enjoying food, sunbathing, reading books, and other activities. The Martin Luther King Memorial Waterfall feature is located in the center of the gardens and is 20 feet tall and 50 feet wide, consisting of glass panels. There is a circular pedestrian walkway surrounding the esplanade. The upper terrace is located above the waterfall, along the southeast side of the gardens. The gardens are used for activities such as breakfasts, receptions, parties, and weddings, including gatherings for up to 500 people or buffet-style food services for up to 2,000 people. The gardens are bordered to the north by Mission Street, to the east by the Yerba Buena Center for the Arts gallery and theater space, to the south by Howard Street and the restaurants atop the Moscone North lobby, and to the west by the Metreon, a four-story building containing entertainment/retail space, including a Target store, a movie theater, and a food court. Under the existing conditions, the park is currently shaded about a third of the year.

Net new shadow from the project would occur between mid-February to mid-March, and early October to early November, with an average duration of nine minutes, between approximately 7:30 to 8:30 a.m. The average size of the shadow would cover approximately four percent of the area of the park. The maximum duration of net new shadow would be 16 minutes, occurring on February 21 and October 19. The maximum area of the shadow would cover approximately 13 percent of the area of the gardens. The area with the longest predicted duration of new shadow would occur in the northeast corner of the park, in the grassy areas with steps to the northwest of the garden, and over a small portion of the paved circular walkway.

Under cumulative conditions, shading on Yerba Buena Garden would occur in the late spring through late fall, for approximately two-thirds of the year, with an average duration of 41 minutes. Cumulative shading would occur during the morning hours, between approximately 6:15 to 8:30 a.m.

Given the timing and minor increase in net new shadow resulting from the project users would likely not notice substantial changes in shading at Yerba Buena Gardens and impacts are considered less than significant. Similarly, the new shading resulting from the project in combination with reasonably foreseeable projects is minor in comparison to the overall existing shadows. Cumulative impacts would, thus, be less than significant.

Yerba Buena East Gardens

Yerba Buena East Gardens is comprised of open space surrounded by sycamore trees, a water feature, and seating areas. The gardens are used primarily for public gatherings such as breakfasts, receptions, weddings, and parties for up to 500 people. Under existing conditions, the park is shaded approximately one-third of the year.

Net new shadow from the proposed project would occur between late January and mid-February, and late October to mid-November, with an average duration of 10 minutes in the early morning, between approximately 7:45 to 8:30 a.m. The average size of the shadow would cover approximately 5 percent of the area of the gardens. The maximum duration of net new shadow would be 20 minutes, occurring on February 2, 3, and November 7. The maximum area of the shadow would cover approximately 13 percent of the area of the gardens. The annual increase in shading would be one-tenth of one percent (0.01 percent). Under cumulative conditions, shading at Yerba Buena East Gardens would occur in the winter and spring, and late fall for approximately one-fifth of the year, with an average duration of 10 minutes. Cumulative shading would occur during the morning hours, between approximately 7:45 to 8:45 a.m.

A small net increase in shadow would occur at Yerba Buena East Gardens under project and cumulative conditions in the early-morning hours. The areas that would be affected by new shadow under project conditions is towards the northern edge of gardens and is mainly used for passive activities. Many users are observed simply walking across the space. Given the timing and minor increase in net new shadow resulting from the project, users are not expected to notice substantial changes in shadow at Yerba Buena East Gardens and impacts are considered less than significant. Similarly, the new shading resulting from the project in combination with reasonably foreseeable projects is minor in comparison to the overall existing shadows; therefore, cumulative impacts are also less than significant, consistent with the conclusions in the Central SoMa PEIR.

Other Public Open Spaces

The proposed project would shade portions of nearby streets, sidewalks, and private properties in the vicinity at different times of the day throughout the year. Shadows on streets and sidewalks would be transitory in nature and would not exceed levels commonly expected in urban areas, resulting in a less-than-significant impact under CEQA.

Conclusion

The proposed project would not result in new or more-severe significant shadow impacts, or significant project or cumulative shadow impacts peculiar to the site, beyond those analyzed in the Central SoMa PEIR.

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 create 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 includes 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.

<i>Topics:</i>	<i>Significant Impact Peculiar to Project or Project Site</i>	<i>Significant Impact Not Identified in PEIR</i>	<i>Significant Impact Due to Substantial New Information</i>	<i>No Significant Impact Not Previously Identified in PEIR</i>
11. RECREATION. Would the project:				
a) Increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facilities would occur or be accelerated?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Include recreational facilities or require the construction or expansion of recreational facilities that might have an adverse physical effect on the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Project-Specific Analysis

The nearest open space to the project site under the jurisdiction of the San Francisco Recreation and Parks Department is South Park, which is on South Park Avenue between Second and Third streets, approximately 0.2 mile south of the project site. Rincon Hill Dog Park, at the northwest corner of Beale and Bryant streets, 0.2 mile east of the project site, is co-owned by San Francisco Public Works and the San Francisco Parks Alliance. In addition, Yerba Buena Gardens, on Howard Street between Third and Fourth streets, 0.3 mile northwest of the project site, is owned by the San Francisco Office of Community Investment and Infrastructure. In addition, there are other privately owned, publicly accessible plazas, gardens, and open spaces within 0.5 mile of the project site.

The Central SoMa Plan identified the project site as a location for potential development sites containing POPOS. **Figure 3**, p. 8, shows the proposed plan and the project’s various open space areas. The proposed project would include approximately 40,770 square feet of common useable open space in the form of private areas, common residential areas, covered open space, indoor and outdoor POPOS, and an outdoor area at the proposed childcare facility at 657 Harrison Street. The total amount of POPOS, approximately 14,660 square feet, would exceed the 14,104 square feet required by Planning Code section 138. The building at 657 Harrison Street would provide approximately 11,970 square feet of usable open space (including private open space as well as common and private residential open

space), which would exceed the 11,900 square feet required by Planning Code section 135. An additional 14,140 square feet of open space (including 1,390 square feet of covered open space, 8,550 square feet of private terraces at the 645 Harrison Street building, and 4,200 square feet of dedicated childcare open space), which would not count toward Planning Code compliance. The two largest POPOS proposed as part of the project are the 4,960-square-foot indoor open space (i.e., community space) at 400 Second Street and the 8,360-square-foot Hawthorne Street Plaza between the buildings at 645 Harrison Street and 657 Harrison Street. Although the proposed project's employees, visitors, and residents would increase the use of nearby public and private open spaces, the provision of POPOS and other publicly accessible open space would satisfy a portion of the new demand for open space. Residents of the project would also have access to private and common residential usable open space areas.

The proposed project would be consistent with the Central SoMa Plan. It 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 related to recreation.

Cumulative Analysis

There are no cumulative development projects nearby that were not encompassed in the Central SoMa PEIR's cumulative recreation analysis. The only relevant additional cumulative projects not evaluated in the Central SoMa PEIR's cumulative analysis are the Vision Zero Folsom-Howard Streetscape Project and the Third Street Transit and Safety Project, neither of which include uses that would impact recreation; thus, the two additional cumulative projects would not combine with the project to result in a cumulative impact on recreation. The proposed project is within the scope of development projected under the Central SoMa Plan and would not result in more-severe recreation impacts than those that were previously identified in the Central SoMa PEIR.

Conclusion

For the reasons discussed above, 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.^{86,87}

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 2035.⁸⁸ The study projected a small deficit (0.25 percent of demand) for a normal year and single dry year, and a deficit of 2 percent of demand during a multiple-year drought, as a result of development and occupancy of new projects in advance of improvements planned in the SFPUC's water supply. The SFPUC noted in the 2013 Water Availability Study that a 2 percent shortfall in water supplies "can be easily managed through voluntary conservation measures or rationing." Further, it stated that "retail" demand (water the SFPUC provides to individual customers within San Francisco), as opposed to "wholesale" demand (water the SFPUC provides to other water agencies supplying other jurisdictions), has declined by more than 10 percent in the last 10 years.⁸⁹ 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).⁹⁰

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

⁸⁶ 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>. Accessed: October 15, 2019. The 2013 Water Availability Study was prepared as an update to the 2010 Urban Water Management Plan to evaluate water demand based on updated growth projections completed by the planning department in 2012 in response to the Association of Bay Area Governments Sustainable Community Strategy Jobs-Housing Connections scenario.

⁸⁷ 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.

⁸⁸ SFPUC, *2013 Water Availability Study for the City and County of San Francisco*, May 2013.

⁸⁹ Ibid.

⁹⁰ Ibid.

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.

<i>Topics:</i>	<i>Significant Impact Peculiar to Project or Project Site</i>	<i>Significant Impact Not Identified in PEIR</i>	<i>Significant Impact Due to Substantial New Information</i>	<i>No Significant Impact Not Previously Identified in PEIR</i>
12. UTILITIES AND SERVICE SYSTEMS. Would the project:				
a) Require or result in the relocation or construction of new or expanded water, wastewater treatment, stormwater drainage, electric power, natural gas, or telecommunications facilities, the construction or relocation of which could cause significant environmental effects?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Have sufficient water supplies available to serve the project and reasonably foreseeable future development during normal, dry, and multiple dry years?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Result in a determination by the wastewater treatment provider that serves or may serve the project that it has inadequate capacity to serve the project's projected demand in addition to the provider's existing commitments?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Generate solid waste in excess of state or local standards, or in excess of the capacity of local infrastructure, or otherwise impair the attainment of solid waste reduction goals?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e) Comply with federal, state, and local management and reduction statutes and regulations related to solid waste?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Project-Specific Analysis

The project site is in an urban area. Development at the site would connect to existing utilities, including water, wastewater, electrical, 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. Furthermore, as described above, on-site electricity demands for the project would be met through either the generation or purchase of 100 percent greenhouse gas-free electricity for a period of not less than 25 years from issuance of entitlement. Consistent with the

findings in the Central SoMa PEIR, utility 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 the existing utilities are accounted for in the equipment and operating assumptions, which provide the basis for determining effects (e.g., noise and air quality effects) on various environmental resources. Therefore, this initial study accounts for environmental effects associated with providing connections to utilities.

Water Supply

The following analysis evaluates whether (1) sufficient water supplies are available to serve the proposed project and reasonably foreseeable future development in normal, dry, and multiple dry years and (2) the proposed project would require or result in the relocation or construction of new or expanded water supply facilities, the construction or relocation of which would have significant environmental impacts that were not identified in the Central SoMa PEIR. To support this analysis, the SFPUC prepared a project-specific water supply assessment based on updated water supply and demand projections.⁹¹ Background on the city's water system and the updated projections are described in the sections below.

Background on Hetch Hetchy Regional Water System

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

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 2018.⁹² The SFPUC's level of service goals for regional water supply are to meet customer water needs in non-drought and drought periods and to meet dry-year delivery needs while limiting rationing to a maximum of 20 percent system-wide. In approving the WSIP, the SFPUC established a supply limitation of up to 265 mgd to be delivered from its water supply resources in the Tuolumne, Alameda, and Peninsula watersheds in years with normal (average) precipitation.⁹³ 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

⁹¹ SFPUC, *Water Supply Assessment for the One Vassar Project*, approved January 14, 2020.

⁹² SFPUC Resolution No. 08-200, *Adoption of the Water System Improvement Program Phased WSIP Variant*, October 30, 2008.

⁹³ Ibid.

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

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

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

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

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

2015 Urban Water Management Plan

The California Urban Water Management Planning Act⁹⁴ 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.

⁹⁴ California Water Code, division 6, part 2.6, sections 10610 through 10656, as last amended in 2015.

Accordingly, the current urban water management plan for the City and County of San Francisco is the 2015 Urban Water Management Plan update.⁹⁵ 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 growth projections are based on the San Francisco Planning Department's Land Use Allocation 2012 (see 2015 Urban Water Management Plan, Appendix E, Table 5, p. 21), which in turn is based on the Association of Bay Area Governments growth projections through 2040.⁹⁶ The 2015 plan presents water demand projections in five-year increments over a 25-year planning horizon through 2040.

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

On December 11, 2018, by Resolution No. 18-0212, the SFPUC amended its 2009 Water Supply Agreement between the SFPUC and its wholesale customers. That amendment revised the Tier 1 allocation in the Water Supply Allocation Plan to require a minimum reduction of 5 percent of the regional water system supply for San Francisco retail customers whenever system-wide reductions are required due to dry-year supply shortages.⁹⁷ When accounting for the requirements of this recently amended agreement, existing and planned supplies would meet projected retail water system demands in all years except for an approximately 3.6 to 6.1 mgd or 5 to 6.8 percent shortfall during dry years through the year 2040. This relatively small shortfall is primarily due to implementation of the amended 2009 water supply agreement. In such an event, the SFPUC would implement the SFPUC's Retail Water Shortage Allocation Plan and could manage this relatively small shortfall by prohibiting certain discretionary outdoor water uses and/or calling for voluntary rationing among all retail customers. Based on experience in past droughts, retail customers could reduce water use to meet this projected level of shortfall. The required level of rationing is well below the SFPUC's regional water supply level of service goal of limiting rationing to no more than 20 percent on a system-wide basis.

⁹⁵ 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>.

⁹⁶ Association of Bay Area Governments, *Jobs-Housing Connection Strategy*, May 2012.

⁹⁷ SFPUC, Resolution No. 18-0212, December 11, 2018.

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 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 Amendments

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.⁹⁸ Among the goals of the adopted Bay-Delta Plan Amendments is to increase salmonid populations in the San Joaquin River, its tributaries (including the Tuolumne River), and the Bay-Delta. Specifically, the plan amendments require increasing flows in the Stanislaus, Tuolumne, and Merced rivers to 40 percent of unimpaired flow⁹⁹ 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 these plan amendments are 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 Amendments 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 amendments 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 Amendments 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 amendments to the Water Supply Agreement.

⁹⁸ 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.

⁹⁹ "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 state water board has stated that it intends to implement the plan amendments by the year 2022, assuming all required approvals are obtained by that time. However, at this time, the implementation of the Bay-Delta Plan Amendments 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 U. S. Environmental Protection Agency must approve the water quality standards identified in the plan amendments within 90 days from the date the approval request is received. It is uncertain what determination the U.S. Environmental Protection Agency will make, and its decision could result in litigation.

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

Third, the Bay-Delta Plan Amendments are 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 amendments merely provide a regulatory framework for flow allocation, which must be accomplished by other regulatory and/or adjudicatory proceedings, such as a comprehensive water rights adjudication or, in the case of the Tuolumne River, the Clean Water Act, section 401, certification process in the Federal Energy Regulatory Commission's relicensing proceeding for Don Pedro Dam. The license amendment process is currently expected to be completed in the 2022–2023 timeframe. This process and other regulatory and/or adjudicatory proceeding would likely face legal challenges and have lengthy timelines, and quite possibly could result in a different assignment of flow responsibility for the Tuolumne River than currently exists (and therefore a different water supply effect on the SFPUC).

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

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

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

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

Water Supply Assessment

Under sections 10910 through 10915 of the California Water Code, urban water suppliers like the SFPUC must prepare water supply assessments for certain large projects, as defined in CEQA Guidelines section 15155.¹⁰⁰ Water supply assessments rely on information contained in the water supplier's urban water

¹⁰⁰ 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.

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. The proposed project meets the CEQA Guidelines section 15155(a)(1)(G) threshold for projects that would demand an amount of water equivalent to, or greater than, the amount of water required by a 500-dwelling unit project. Accordingly, the SFPUC adopted a water supply assessment for the proposed project on January 14, 2020.^{101,102}

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

Both potable and non-potable demands for the project were estimated using the SFPUC's Non-potable Water Calculator and supplemented with additional calculations for the swimming pool and commercial laundry demands. According to the demand estimates, the project's total water demand would be approximately 43.2 million gallons per year (gpy), which would be comprised of approximately 34.7

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- (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.

¹⁰¹ SFPUC, *Water Supply Assessment for the One Vassar Project*, approved January 14, 2020.

¹⁰² The water supply assessment prepared for the proposed project, which was approved by the SFPUC on January 14, 2020, is based on a project design that has subsequently been slightly revised. The revised project design is consistent with the proposed project analyzed in this initial study checklist and described in Section A, Project Description. The revised project design includes reclassifying some of the office and retail space as POPOS. In addition, the revised project design includes increasing the number of studios and decreasing the number of one-bedroom residential units; no changes to the total number of residential units or the overall residential square footage is proposed. The revised project design would not change the number of proposed restrooms or other water-using features. For the occupancy factors used in the SFPUC Water Calculator, office uses and retail uses have higher water use demand per square foot than POPOS. Based on a review of the revised project design and updating the SFPUC Water Calculator to reflect the changes (but not revising the approved water supply assessment), the results of the water supply assessment would most likely decrease with the revised project design. Thus, the water supply assessment would apply to the revised project design.

million gpy of potable water and approximately 8.5 million gpy of non-potable water. Accordingly, approximately 20 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 0.095 mgd would contribute approximately 0.11 percent to the projected total retail demand of approximately 89.9 mgd in 2040. The project's total water demand of 0.118 mgd, which does not account for the 0.023 mgd savings anticipated through compliance with the non-potable water ordinance, would represent 0.13 percent of the City's 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 Amendments

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 Amendments 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 Amendments. 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 Amendments. The resulting regional water system supply shortfalls during dry years would be less than those under the Bay-Delta Plan Amendments and would require rationing of a lesser degree and closer in alignment to the SFPUC's adopted level of service goal for the regional water system of rationing of no more than 20 percent system-wide during dry years. SFPUC Resolution No. 19-0057, which authorized the SFPUC staff to participate in voluntary agreement negotiations, stated its intention that any final voluntary agreement allow the SFPUC to maintain both the water supply and sustainability level of service goals and objectives adopted by the SFPUC when it approved the WSIP. Accordingly, it is reasonable to conclude that if the SFPUC enters into a voluntary agreement, the supply shortfall under such an agreement would be of a similar magnitude to those that would occur under Scenario 1. In any event, the rationing that would be required under Scenario 2 would be of a lesser degree than under the Bay-Delta Plan Amendments as adopted.

Scenario 3 – Bay-Delta Plan Amendments

Under Scenario 3, the 2018 Bay-Delta Plan Amendments 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 amendments will be implemented. However, because implementation of the plan amendments cannot be ruled out at this time, an analysis of the cumulative impact of projected growth on water supply resources under this scenario is included in this document to provide a worst-case impact analysis.

Under this scenario, which is assumed to be implemented after 2022, water supplies would be available to meet projected demands through 2040 in wet and normal years with no shortfalls. However, under Scenario 3 the entire regional water system—including both the wholesale and retail service areas—would experience significant shortfalls in single dry and multiple dry years, which over the past 97 years occur on average just over once every 10 years. Significant dry-year shortfalls would occur in San Francisco, regardless of whether the proposed project is constructed. Except for the currently anticipated shortfall to retail customers of about 6.1 mgd (6.8 percent) that is expected to occur under Scenario 1 during years seven and eight of the 8.5-year design drought based on 2040 demand levels, these shortfalls to retail customers would exclusively result from supply reductions resulting from implementation of the Bay-Delta Plan Amendments. 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 Amendments, 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 single dry and multiple dry years, retail supply shortfalls of 15.6 to 49.8 percent could occur.

The SFPUC has indicated in its water supply assessment that as a result of the adoption of the Bay-Delta Plan Amendments 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 Amendments 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 retail water demand would represent approximately 0.13 percent of the total demand in San Francisco in 2040, whereas implementation of the Bay Delta Plan Amendments 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 Amendments.

Impacts Related to Rationing

Given the long lead times associated with developing additional water supplies, in the event the Bay-Delta Plan Amendments 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 Amendments could result in any cumulative impacts, and if so, whether the project would make a considerable contribution to these impacts.

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

High levels of rationing could, however, lead to adverse physical environmental effects, such as the loss of vegetation cover resulting from prolonged restrictions on irrigation. Prolonged high levels of rationing within the city could also make San Francisco a less desirable location for residential and commercial development compared to other areas of the state not subject to such substantial levels of rationing, which, depending on location, could lead in turn to increased urban sprawl. Sprawl

development is associated with numerous environmental impacts, including, for example, increased GHG emissions and air pollution from longer commutes and lower density development, higher energy use, loss of farmland, and increased water use from less water-efficient suburban development.¹⁰³ In contrast, as discussed in the transportation section, the proposed project is located in an area where VMT per capita is well below the regional average; projects in San Francisco are required to comply with numerous regulations that would reduce GHG emissions, as discussed in the GHG section of this initial study, and San Francisco's per capita water use is among the lowest in the state. Thus, the higher levels of rationing on a citywide basis that could be required under the Bay-Delta Plan Amendments could lead directly or indirectly to significant cumulative impacts. The question, then, is whether the project would make a considerable contribution to impacts that may be expected to occur in the event of high levels of rationing.

While the levels of rationing described above apply to the retail service area as a whole (i.e., 5 to 6.8 percent under Scenario 1, 15.6 to 49.8 percent under Scenario 3), the SFPUC may allocate different levels of rationing to individual retail customers based on customer type (e.g., dedicated irrigation, single-family residential, multi-family residential, commercial, etc.) to achieve the required level of retail (citywide) rationing. 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.¹⁰⁴ However, additional allocation methods that reflect existing drought-related rules and regulations adopted by the SFPUC during the recent drought are more pertinent to current and foreseeable development and water use in San Francisco and may be included in the SFPUC's update to its Retail Water Shortage Allocation Plan.¹⁰⁵ 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.

¹⁰³ Pursuant to the SFPUC 2015 Urban Water Management Plan, San Francisco's per capita water use is among the lowest in the state.

¹⁰⁴ 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>

¹⁰⁵ SFPUC, *2015-2016 Drought Program*, adopted by Resolution 15-0119, May 26, 2015.

The SFPUC anticipates that, as a worst-case scenario under Scenario 3, a mixed-used commercial project such as the proposed project, could be subject to up to 30-percent rationing during a severe drought.¹⁰⁶ 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 high levels of rationing that would occur under Scenario 3 could result in future development locating elsewhere, existing residents, office workers, and businesses occupying the proposed project would be expected to tolerate rationing for the temporary duration of a drought.

As discussed above, implementation of the Bay-Delta Plan Amendments 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 (0.11 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.

¹⁰⁶ This worst-case rationing level for San Francisco multi-family residential was estimated for the purpose of preparing comments on behalf of the City and County of San Francisco on the SWRCB's Draft Substitute Environmental Document in Support of Potential Changes to the Bay-Delta Plan, dated March 16, 2017. See comment letter Attachment 1, Appendix 3, Page 5, Table 3. The comment letter and attachments are available on the SWRCB website: https://www.waterboards.ca.gov/public_notices/comments/2016_baydelta_plan_amendment/docs/dennis_herrera.pdf The rationing estimates prepared for the comment letter apply to the first 6 years of the SFPUC's 8.5-year design drought as they reflect the 1987-92 drought. For the last 2.5 years of the design drought, a corresponding worst-case rationing level for San Francisco multi-family residential customers was not estimated. While the level of rationing imposed on the retail system will be higher for the outer years of the design drought compared to the first 6 years, it is reasonable to assume that commercial and industrial customers such as the proposed project would not have to conserve more than 30 percent due to the efficiency of water use in these developments compared to other commercial and industrial customers without onsite water systems.

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 Amendments, were it to occur.

Conclusion

As stated above, there is considerable uncertainty as to whether the Bay-Delta Plan Amendments will be implemented. If the plan amendments are 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 amendments 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 Amendments and any related environmental impacts would occur irrespective of the water demand associated with the proposed project. Given the long lead times associated with developing additional supplies, the SFPUC's expected response to implementation of the Bay-Delta Plan Amendments would be to ration in accordance with procedures in its Retail Water Shortage Allocation Plan.

Both direct and indirect environmental impacts could result from high levels of rationing. However, the project is a mixed-use urban infill development that would be expected to tolerate the level of rationing imposed on it for the duration of the drought, and thus would not contribute to sprawl development caused by rationing under the Bay-Delta Plan Amendments. The project itself would not be expected to contribute to a loss of vegetation because project-generated non-potable supplies would remain available for irrigation in dry years. Nor would the small increase in potable water demand attributable to the project compared to citywide demand substantially affect the levels of dry-year rationing that would otherwise be required throughout the city. Thus, the proposed project would not make a considerable contribution to a cumulative environmental impact caused by implementation of the Bay-Delta Plan Amendments. 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, which is covered by impervious surfaces, would be required to comply with the City's stormwater management ordinance. This ordinance would require the proposed project to decrease the amount of impervious surfaces on the 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 with existing conditions. Furthermore, wastewater volumes generated by the project would be minimal in comparison to stormwater flows. Therefore, 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 also adhere to the City's plumbing, water conservation, and waste diversion requirements.¹⁰⁷

Cumulative Analysis

Regarding stormwater, wastewater, and solid waste, there are no cumulative development projects nearby that were not encompassed in the Central SoMa PEIR's cumulative utilities and service systems analysis. The only relevant additional cumulative projects not evaluated in the Central SoMa PEIR's cumulative analysis are the Vision Zero Folsom-Howard Streetscape Project and the Third Street Transit and Safety Project, neither of which include uses that would substantially impact utilities and service systems; thus, the two additional cumulative projects would not combine with the project to result in a cumulative impact on utilities and service systems. 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 those that were 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 peculiar to the project site. Implementation would not result in more-severe project or cumulative impacts than those that 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 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.

¹⁰⁷ SFPUC, *Water Supply Assessment for the 400 Second Street Project*, approved January 14, 2020.

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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Project-Specific Analysis

The increase in employees, visitors, and residents resulting from the proposed project would increase the demand for police and fire protection, public schools, and parks. The proposed project, which would be within the development density assumptions for the project site analyzed in the Central SoMa PEIR, would account for a relatively small portion of increase in the overall demand for public services anticipated to occur under the Central SoMa Plan. Therefore, the proposed project would not result in a substantial increase in the demand for police or fire protection, 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, of this initial study checklist, the proposed project would not result in new or more-severe impacts on parks or recreational facilities.

The San Francisco Unified School District (SFUSD) operates San Francisco's public schools. In addition, some existing public school facilities accommodate public charter schools. During the 2016–2017 academic year, the SFUSD managed 117 schools (75 elementary schools, 16 middle schools, 18 high schools, six alternative schools, and two continuation schools), with a total enrollment of capacity for almost 63,400 students. Total enrollment in the district has decreased to about 52,763 in the 2017-2018 school year. The increase in the number of public school students attributable to development under the proposed project would total 49 students.¹⁰⁸ It is conservatively assumed that these public school students would be new to the district, though it is likely that a portion of the students would already be enrolled within the SFUSD. The SFUSD currently has adequate capacity within its existing facilities to accommodate new public school students generated by the project.

As discussed in the Central SoMa PEIR, the Leroy F. Greene School Facilities Act of 1998, or Senate Bill (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 for allowable developer fees per square foot of commercial and residential construction. These fees are

¹⁰⁸ Estimate of students based on a student generation rate of 0.10 student per market-rate dwelling unit. Source: Lapkoff & Gobalet Demographics Research, Inc., *Demographic Analyses and Enrollment Forecasts, San Francisco Unified School District*, February 16, 2018, <http://www.sfusd.edu/en/assets/sfusd-staff/about-SFUSD/files/demographic-analyses-enrollment-forecast.pdf>; C:\Users\36274\AHA Working Files\One Vassar\Final CPE\f, accessed February 3, 2020.

intended to contribute to local school facility needs resulting from new development. The proposed project would contribute the necessary fees to 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 facilities, 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's cumulative public services analysis. The only relevant additional cumulative projects not evaluated in the Central SoMa PEIR's cumulative analysis are the Vision Zero Folsom-Howard Streetscape Project and the Third Street Transit and Safety Project, neither of which include uses that would generate a demand for public services; thus, the two additional cumulative projects would not combine with the project to result in a cumulative impact on public services. 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 those that were 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 peculiar to the project site. Implementation would not result in more-severe project or cumulative impacts than those that 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. Therefore, 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**. Central SoMa PEIR 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.

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

Project-Specific Analysis

The proposed project would involve demolition of four buildings, ranging from two to five stories, which contain office, PDR, vacant industrial spaces, and associated surface parking. The bottom floors of the four-story office and PDR building at 645 Harrison Street would be retained for the proposed project. In total, the five buildings are approximately 239,000 square feet in area. Because the project is within the Central SoMa Plan area, it would not affect any natural vegetation communities, special-status plants, riparian corridors, estuaries, marshes, or wetlands. The sidewalks surrounding the project site have a total of 15 street trees, which are proposed for removal (i.e., five on Second Street [four Indian laurel fig trees and one London plane tree] and 10 on Harrison Street [four London plane trees and six southern magnolia trees]).

As noted in the project description, demolition and site preparation is anticipated to occur in mid-2021. Of the four buildings that will be demolished, three (located at 653, 657, and 665 Harrison Street) are currently vacant. It is unlikely that bats would take up residence at the 400 Second Street building after it becomes vacant and prior to demolition, or that bats would take up residence in 645 Harrison Street after it becomes vacant prior to construction because of the highly urban nature of the project site. As the proposed project would remove large trees and would demolish two buildings that have been vacant for longer than six months, the project would be subject to Central SoMa PEIR Mitigation Measure M-BI-1, Pre-Construction Bat Surveys, which would apply to the three vacant buildings (located at 653, 657, and 665 Harrison Street) and trees with a diameter at breast height equal to or greater than 6 inches which would be removed. Therefore, Project Mitigation Measure M-BI-1, Pre-Construction Bay Surveys (in compliance with Central SoMa PEIR Mitigation Measure M-BI-1) would apply to the proposed project. Implementation of Project Mitigation Measure M-BI-1 would reduce impacts to any special-status bat species that may be present to less than significant by requiring that pre-construction surveys are conducted to identify bats and protection measures are taken to limit any impacts during construction.

During tree removal, the proposed project could disturb nesting birds, including those protected by the federal Migratory Bird Treaty Act and the California Fish and Game Code. Therefore, if tree removal were to occur during the nesting bird season (January 15 through August 15) or the breeding season (March through August), nesting birds could be disturbed, and the project could result in a potentially significant impact. However, the proposed project would be required to comply with California Fish and Game Code section 3500 et al., including sections 3503, 3503.5, 3511, and 3513, which state that it is unlawful to take or possess any migratory or nongame bird or needlessly destroy nests of birds, except as otherwise outlined in the code. The California Department of Fish and Wildlife enforces the code by requiring projects to incorporate measures to minimize or avoid impacts on nesting birds if tree removal activities would occur during the nesting and/or breeding season. The nesting bird avoidance and minimization measures include the following:

- Working outside of the nesting bird season (August 16 to January 14), if possible.
- Conducting pre-construction nesting bird survey during the nesting period (January 15 to August 15) within 14 days of the start of construction to identify the location of active nests within the construction area.
- No disturbance buffer around each active nest (i.e., 100 feet for passerines and 250 feet for raptors) that may be disturbed by construction, as determined by a qualified biologist.
- Removal of inactive nests.
- Monitoring of active nests.

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 would remove the nine street trees within the project site but plant a total of 38 new trees and provide additional landscaping, which would offer new nesting opportunities for birds. Fifteen new street trees would be planted along Harrison Street, seven new street trees would be planted along Second Street, three new street trees would be planted along the private driveway extension of Perry Street, one new street tree would be planted along Vassar Place, and 12 new street trees would be planted at the proposed Hawthorne Street Plaza.

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 that reduce avian mortality rates associated with bird strikes.¹⁰⁹ 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 considerations, and bird-safe glazing would be required in compliance with Planning Code section 139. Even though incidental bird strikes may occur and involve special-status avian species, the proposed project would not significantly interfere with the movement of native resident or wildlife species or established native resident or migratory wildlife corridors, and would not result in a significant impact to native resident or migratory birds. However, to reduce the project's less-than significant impacts to resident and migratory birds, the project sponsor has agreed to implement Project Improvement Measure I-BI-1 (implementing Improvement Measure I-BI-2, to reduce the effects of nighttime bird strikes on buildings due to exterior lighting).

Through compliance with the California Fish and Game Code and the City-adopted regulations for bird-safe buildings and with implementation of the above mitigation and improvement measures, the proposed project would not result in any new or more-severe impacts on biological resources that were not identified in the Central SoMa PEIR, or any potentially significant offsite impacts, or impacts peculiar to the project site related to biological resources.

Cumulative Analysis

There are no cumulative development projects nearby that were not encompassed in the Central SoMa PEIR's cumulative biological resources analysis. The only relevant additional cumulative projects not evaluated in the Central SoMa PEIR's cumulative analysis are the Vision Zero Folsom-Howard Streetscape Project and the Third Street Transit and Safety Project, both of which would be primarily constructed in the right-of-way and sidewalks where the potential to impact biological resources is primarily limited to street trees. These projects must comply with all pertinent regulations related to protection of nesting birds during tree removal. Thus, the two additional cumulative projects would not combine with the project to result in a cumulative impact on biological resources. The project would be within the scope of development projected under the Central SoMa Plan and would not result in more-severe biological resources impacts than those that were previously identified in the Central SoMa PEIR.

Conclusion

For the reasons discussed above, 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 project-level or cumulative impacts on biological resources that would be more severe than those identified in the Central SoMa PEIR or peculiar to the project site, with

¹⁰⁹ San Francisco Planning Department, *Standards for Bird-Safe Buildings*, July 14, 2011, https://sfplanning.org/sites/default/files/documents/reports/bird_safe_bldgs/Standards%20for%20Bird%20Safe%20Buildings%20-%202011-30-11.pdf, accessed October 9, 2019.

implementation of Project Mitigation Measure M-BI-1, Pre-Construction Bat Surveys (implementing Central SoMa PEIR Mitigation Measure M-BI-1). The less-than-significant impacts on native resident and migratory birds would be reduced further with the implementation of Project Improvement Measure I-BI-1, Night Lighting Minimization (implementing Central SoMa PEIR 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. In addition, 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. 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.

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.¹¹⁰ 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.¹¹¹ 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 Information Sheet S-18 is also required. It provides Interim Guidelines

¹¹⁰ Non-prescriptive seismic design deviates from one or more of the specific standards contained in the San Francisco Building Code.

¹¹¹ Building Department Administrative Bulletins and Information Sheets are available at <http://sfdbi.org/administrative-bulletins> and <http://sfdbi.org/information-sheets>, respectively.

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, including the proposed project. With implementation of the recommendations provided in project-specific detailed geotechnical studies for subsequent development projects, subject to review and approval by the building department, impacts related to the potential for settlement and subsidence due to construction on soil that is unstable, or could become unstable as a result of such construction, would be less than significant. Thus, the Central SoMa PEIR concluded that implementation of the Central SoMa Plan would not result in significant impacts with regard to geology and soils, and no mitigation measures were identified in the Central SoMa PEIR.

The Central SoMa PEIR 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 affect paleontological resources would be less than significant.

<i>Topics:</i>	<i>Significant Impact Peculiar to Project or Project Site</i>	<i>Significant Impact Not Identified in PEIR</i>	<i>Significant Impact Due to Substantial New Information</i>	<i>No Significant Impact Not Previously Identified in PEIR</i>
15. GEOLOGY AND SOILS.				
Would the project:				
a) Directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving:	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
i) Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? Refer to Division of Mines and Geology Special Publication 42.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
ii) Strong seismic ground shaking?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
iii) Seismically related ground failure, including liquefaction?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
iv) Landslides?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Result in substantial soil erosion or the loss of topsoil?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Be located on geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in onsite or offsite landslide, lateral spreading, subsidence, liquefaction, or collapse?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial risks to life or property?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

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
e) Have soils incapable of adequately supporting the use of septic tanks or alternative wastewater disposal systems where sewers are not available for the disposal of wastewater?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
f) Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Project-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 because of liquefaction hazards.¹¹² Accordingly, site design and construction must comply with the Seismic Hazards Mapping Act of 1990, its implementing regulations, and the California Department of Conservation's guidelines for evaluating and mitigating seismic hazards. In addition to the Seismic Hazards Mapping Act, adequate investigation and mitigation of failure-prone soil is also required by the mandatory provisions of the California Building Code (California Code of Regulations, title 24). The San Francisco Building Code has adopted the California Building Code, with certain local amendments. The regulations for implementing the Seismic Hazards Mapping Act include criteria for approving projects within seismic hazard zones, which state that a project can be approved only when the nature and severity of the seismic hazards at the site have been evaluated in a subsurface investigation report and appropriate mitigation measures have been proposed and incorporated into the project, as applicable.¹¹³

A subsurface investigation report was prepared for the proposed project.¹¹⁴ The subsurface investigation report found that the site is underlain by three distinct geologic layers: fill at depths ranging from 0.5 to 15 feet, 2 to 5 feet of residual soil, and Franciscan Complex Mélange bedrock, consisting of Graywacke sandstone, Graywacke sandstone and shale, and shale to the maximum depth explored. The subsurface investigation report was not a complete geotechnical investigation that provides recommendations regarding foundations. However, as discussed in the subsurface investigation report, bedrock layers, which can support foundations, underlie the project site at depths as shallow as 20 feet. Groundwater was encountered on the project site at a depth of 9 feet below adjacent site grades, but groundwater levels could fluctuate seasonally. As excavation for the proposed project would reach depths of up to 60 feet, temporary dewatering during the construction period would be required.

¹¹² California Geological Survey, *Earthquake Zones of Required Investigation, San Francisco North Quadrangle*, http://gmw.conservacion.ca.gov/SHP/EZRIM/Maps/SAN_FRANCISCO_NORTH_EZRIM.pdf, November 17, 2000.

¹¹³ 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 CEQA to reduce or avoid the environmental impacts of a proposed project.

¹¹⁴ Langan Engineering and Environmental Services, Inc., *Subsurface Investigation and Conditions, Vassar Harrison Development Project, San Francisco, California*, Langan Project No. 731722201, July 22, 2019.

The proposed project would conform to state and local building codes and the department of building inspection's implementing procedures, which ensure the safety of all new construction in the city. The department of building inspection would review the required project-specific subsurface investigation report during its review of the building permit for the proposed project and may require additional site-specific soil reports through the building permit application process. Because the project site is within a liquefaction hazard zone, the Seismic Hazards Mapping Act of 1990 requires the measures identified in the subsurface investigation report for addressing liquefaction hazards, which focus primarily on susceptible fill removal, to be made conditions of the building permit.

The department of building inspection would consult the project-specific subsurface investigation report during its review of the building permit for the project. In addition, it may require additional site-specific soil reports during the building permit application process, as needed. Department of building inspection requirements for a subsurface investigation report and review of the building permit application, pursuant to implementation of the building code, would ensure that the proposed project would result in no significant impacts related to soil, seismic, or other geological hazards.

Paleontological Resources

The project site is 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 only relevant additional cumulative projects not evaluated in the Central SoMa PEIR's cumulative analysis are the Vision Zero Folsom-Howard Streetscape Project and the Third Street Transit and Safety Project. Impacts on geology and soils are typically site specific and do not generally combine to result in cumulative impact; thus, the two additional cumulative projects would not combine with the project to result in a cumulative impact on geology and soils. 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 those previously identified in the Central SoMa PEIR.

Conclusion

For the reasons discussed above, the proposed project would not result in a significant effect, potentially significant offsite impacts, or impacts peculiar to the project site related to geology and soils or 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 additional 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.

<i>Topics:</i>	<i>Significant Impact Peculiar to Project or Project Site</i>	<i>Significant Impact Not Identified in PEIR</i>	<i>Significant Impact Due to Substantial New Information</i>	<i>No Significant Impact Not Previously Identified in PEIR</i>
16. HYDROLOGY AND WATER QUALITY. Would the project:				
a) Violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or groundwater quality?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Substantially deplete groundwater supplies or interfere substantially with groundwater recharge such that the project may impede sustainable groundwater management of the basin?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, in a manner that would:	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
i) Result in substantial erosion or siltation onsite or offsite;	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
ii) Substantially increase the rate or amount of surface runoff in a manner that would result in flooding onsite or offsite;	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
iii) Create or contribute runoff water that would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff; or	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
iv) Impede or redirect floodflows?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) In flood hazard, tsunami, or seiche zones, risk release of pollutants due to project inundation?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e) Conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Project-Specific Analysis

Construction Water Quality and Stormwater Runoff

The project site is currently covered with impervious surfaces, as it is developed with five two- to five-story buildings and associated parking. The proposed project would be constructed in compliance with all applicable federal, state, and local regulations governing water quality and discharges to surface

water and groundwater. The proposed project would involve excavation to a depth of up to 60 feet below grade for the subterranean parking garages, mechanical equipment, and building foundations. Dewatering would be required, as groundwater is relatively shallow throughout the project site, and was encountered at a depth of 9 feet below grade.¹¹⁵ However, the groundwater level will most likely fluctuate seasonally, depending on rainfall infiltration and the time of year. Any groundwater encountered during construction of the proposed project would be subject to the requirements of the City's Sewer Use Ordinance (ordinance number 19-92, amended 116-97), as supplemented by public works order no. 158170, which require a permit from the Wastewater Enterprise Collection System Division of the SFPUC. A permit may be issued only if an effective pretreatment system is maintained and operated. Each permit for discharge would be required to contain specified water quality standards. Furthermore, it may require the project sponsor to install and maintain meters to measure the volume of the discharge to the combined sewer system. Although dewatering would be required during construction, any effects related to lowering the groundwater table would be temporary and would not be expected to substantially deplete groundwater resources.

During construction, 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 comply with the stormwater control plan prepared for the project. As a result, the proposed project would not increase stormwater runoff, alter 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 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 Water Pollution Control Plant or other wet-weather facilities and be discharged through an existing outfall or overflow structure in compliance with the SFPUC's current NPDES permit.¹¹⁶ Therefore, compliance with applicable permits would reduce water quality impacts. The proposed project would not result in new or more severe impacts related to a violation of water quality standards or degradation of water quality due to discharges of construction-related stormwater runoff.

Operational Water Quality and Stormwater Runoff

The proposed project would not increase the impervious surface area on the project site; the site is currently completely covered in impervious material. Rather, it would introduce partially permeable open space areas, such as Hawthorne Street Plaza, in the middle of the project site. In accordance with the

¹¹⁵ Langan Engineering and Environmental Services, Inc., *Subsurface Investigation and Conditions, Vassar Harrison Development Project, San Francisco, California*, Langan Project No. 731722201, July 22, 2019.

¹¹⁶ The SFPUC holds a NPDES permit (regional board order no. R2-2013-0029117) that covers all bayside wet-weather facilities, including combined sewer discharge structures 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 NPDES permitting program. It provides guidance on how communities with these systems can achieve compliance with the Clean Water Act.

City's Stormwater Management Ordinance (ordinance no. 83-10), the proposed project would be subject to requirements regarding low-impact design (LID) approaches and stormwater management systems, in compliance with stormwater design guidelines.¹¹⁷ The proposed project's LID features would include vegetated roofs and landscaped areas. Runoff from the project site not retained through LID approaches would drain to the City's combined stormwater/sewer system, ensuring that such runoff would be properly treated at the Southeast Water Pollution Control Plant before discharge to San Francisco Bay. As a result, the proposed project would not violate any water quality standards or waste discharge requirements, otherwise substantially degrade water quality, or conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan.

Groundwater

The proposed project would use potable water from the SFPUC and non-potable water from two onsite sources: greywater from the building that would be recycled onsite and rainwater that would be collected in an onsite catchment system. Groundwater from the Downtown San Francisco Groundwater Basin, which is in the area where the project site is located, is not used as drinking water. The proposed project would not result in additional impervious surfaces that would affect groundwater recharge because the site is currently completely impervious. 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, causing sewers to no longer drain freely during a storm (and sometimes during dry weather). Backups or flooding can occur near the sewers. The proposed project would be located in proximity to an area of the city that is prone to flooding of this type during storms, especially if the ground stories of buildings are below the hydraulic grade line or water level of the sewer. However, no streams or rivers are in proximity to the project site. Therefore, the proposed project would not alter the course of a stream or river or substantially alter the existing drainage pattern of the project site or area. Furthermore, as mentioned above, the proposed project would increase the amount of pervious surfaces throughout the project site and incorporate LID features such as vegetated roofs and landscaping; therefore, the project would not substantially increase the rate or amount of surface runoff such that substantial flooding, erosion, or siltation would occur onsite or offsite.

¹¹⁷ Information regarding low-impact development techniques and requirements under the City's Stormwater Management Ordinance is at <https://sfwater.org/modules/showdocument.aspx?documentid=9077>.

As identified in the Central SoMa PEIR, as well as the most recent 100-year Storm Flood Risk Map, the project site is not within the 100-year flood zone along the shoreline of San Francisco Bay and therefore would not expose people or structures to flooding, tsunami, or seiche risks or hazards.¹¹⁸ In addition, the project site is not in a dam failure area, nor is it in an area that has been determined to be vulnerable to sea-level rise without adaptation measures or actions.^{119,120}

The City has implemented a review process to avoid flooding problems caused by the relative elevation of a structure to the hydraulic grade line in the sewers. Building permit applicants for new construction, a change in use or occupancy, or major alterations or enlargements are referred to the SFPUC for a determination of whether the project would result in ground-level flooding during storms. As required, the project sponsor would coordinate with public works to determine if the project would result in ground-level flooding during storms. As necessary, the project sponsor would implement direction received from public works to lower the probability of drainage issues during rain events.

Cumulative Analysis

There are no cumulative development projects nearby that were not encompassed in the Central SoMa PEIR's cumulative hydrology and water quality analysis. The only relevant additional cumulative projects not evaluated in the Central SoMa PEIR's cumulative analysis are the Vision Zero Folsom-Howard Streetscape Project and the Third Street Transit and Safety Project, both of which would be primarily constructed in the right-of-way and sidewalks where the potential to alter drainage, runoff, and impervious surfaces would be limited; thus, the two additional cumulative projects would not combine with the project to result in a cumulative impact on hydrology and water quality. 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 those that were 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 impacts related to hydrology and water quality or any significant impacts peculiar to the project site 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 related to hydrology and water quality.

¹¹⁸ San Francisco Public Utilities Commission, *100-Year Flood Risk Map*, <https://sfwater.org/modules/showdocument.aspx?documentid=12369>, accessed October 9, 2019.

¹¹⁹ San Francisco Planning Department, *San Francisco General Plan, Community Safety Element Map 6*, October 2012, https://generalplan.sfplanning.org/Community_Safety_Element_2012.pdf, accessed October 16, 2019.

¹²⁰ City and County of San Francisco, *San Francisco Sea-Level Rise Action Plan*, March 2016, https://default.sfplanning.org/plans-and-programs/planning-for-the-city/sea-level-rise/160309_SLRAP_Final_ED.pdf, accessed October 16, 2019.

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 project site, is not located within an airport land use plan area. Therefore, the proposed project would not result in impacts related to these topics. In addition, 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 **Central SoMa PEIR 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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Emit hazardous emissions or involve handling hazardous or acutely hazardous materials, substances, or waste within 0.25 mile of an existing or proposed school?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Be located on a site that is included on a list of hazardous materials sites compiled pursuant to Government Code section 65962.5 and, as a result, create a significant hazard to the public or the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e) For a project located within an airport land use plan or, where such a plan has not been adopted, within 2 miles of a public airport or public use airport, result in a safety hazard or excessive noise for people residing or working in the project area?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
f) Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
h) Expose people or structures, either directly or indirectly, to a significant risk of loss, injury, or death involving wildland fires?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Project-Specific Analysis

Hazardous Building Materials

Buildings on the project site were constructed between approximately 1917 and 1947.¹²¹ Materials that were commonly used in older buildings could present a public health risk if disturbed during an accident, demolition, or renovation. Hazardous building materials addressed in the Central SoMa PEIR included asbestos; electrical equipment, such as transformers, fluorescent light ballasts that contain polychlorinated biphenyls (PCBs) or bis (2-ethylhexyl) phthalate (DEHP), and fluorescent lights that contain mercury vapor; and lead-based paints. Asbestos and lead-based paint may present a health risk to existing building occupants if the materials are in a deteriorated condition. These materials require special disposal procedures if removed during building demolition. Regulations are in place to address issues related to the proper removal and disposal of asbestos-containing building materials, lead-based paint, and other hazardous building materials. Therefore, as discussed above, Central SoMa PEIR Mitigation Measure M-HZ-3, Hazardous Building Materials Abatement, regarding proper removal and

¹²¹ Partner Engineering and Science, Inc., *Phase I Environmental Site Assessment Report, Harrison Street Properties, 400 Second Street and 645, 653, 657 and 665 Harrison Street, San Francisco, California 94107, Partner Project No. 19-238749.1*, March 14, 2019.

disposal of hazardous building materials, is not necessary to reduce impacts related to hazardous building materials. Compliance with these regulations would ensure that the proposed project would not result in significant impacts from the release of hazardous building materials.

Asbestos-containing building materials and lead-based paint may present a health risk to building occupants if the materials are in a deteriorated condition. If removed during demolition of a building, these materials require special disposal procedures. The California Department of Toxic Substances Control considers asbestos hazardous and removal is required. Asbestos-containing materials must be removed in accordance with local and state regulations as well as local air district, California Occupational Safety and Health Administration, and California Department of Health Services requirements. This includes materials that could be disturbed by 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 the potential exists for encountering hazardous materials. These are primarily industrial zoning districts, sites with industrial uses or underground storage tanks, sites with historic bay fill, and sites in 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 60 feet, resulting in about 128,000 cubic yards of soil that would be removed from the project site. In addition, the project site had previous industrial uses and appears on the Maher map.¹²² Therefore, the project is subject to the Maher Ordinance, which is administered and overseen by the San Francisco 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.

In compliance with the Maher Ordinance, the project sponsor submitted a Maher Application to DPH¹²³ and two phase I environmental site assessments were prepared to assess the potential for site contamination.^{124,125} Both phase I environmental site assessments found recognized environmental

¹²² City and County of San Francisco, *San Francisco Property Information Map, Environmental Information*, <https://sfplanninggis.org/pim/>, accessed October 4, 2019.

¹²³ Department of Public Health, *Maher Ordinance Application, One Vassar Project*, submitted December 18, 2019.

¹²⁴ Partner Engineering and Science, Inc., *Phase I Environmental Site Assessment Report, Harrison Street Properties, 400 Second Street and 645, 653, 657, and 665 Harrison Street, San Francisco, California, 94107, Partner Project No. 19-238749.1*, March 14, 2019.

¹²⁵ Partner Engineering and Science, Inc., *Phase I Environmental Site Assessment Report, Harrison Street Properties, 400 Second Street and 645, 653, 657 and 664 Harrison Street, San Francisco, California 94107, Partner Project No. 13-99771.1*, April 30, 2013.

conditions¹²⁶ related to past industrial operations on the project site. The recognized environmental conditions include past operations at 645 Harrison Street, which had a printing facility on the site, with associated potential for soil contamination and the presence of an existing or former underground storage tank. Therefore, DPH may require further subsurface investigation, including the identification of underground storage tanks at the site and soil and groundwater sampling. Specifically, the 2019 phase I environmental site assessment recommends conducting further studies to locate underground storage tanks using ground-penetrating radar and/or electromagnetic equipment at the 645, 657, and 665 Harrison Street properties. In addition, the 2019 and 2013 phase I environmental site assessments recommend conducting limited subsurface investigation to determine the presence or absence of soil and/or groundwater impacts at the subject property due to historical land uses. If concerns are identified during the investigations, a site mitigation plan would be required. The project sponsor would be required to remediate potential soil and groundwater contamination in accordance with Health Code article 22A. The removal of underground storage tanks would be required in accordance with Health Code article 21. Upon successful implementation of a site mitigation plan, DPH would provide notification of compliance with article 22A. Approval by DPH in compliance with the Maher Ordinance is required prior to issuance of approval from the department of building inspection to commence work on the site.

Cumulative Analysis

There are no cumulative development projects nearby that were not encompassed in the Central SoMa PEIR's hazards and hazardous materials analysis. The only relevant additional cumulative projects not evaluated in the Central SoMa PEIR's cumulative analysis are the Vision Zero Folsom-Howard Streetscape Project and the Third Street Transit and Safety Project. Impacts on hazards and hazardous materials are typically site specific and do not generally combine to result in cumulative impact; thus, the two additional cumulative projects would not combine with the project to result in a cumulative impact on hazards and hazardous materials. 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 those that were previously identified in the Central SoMa PEIR.

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 related to hazards and hazardous materials.

¹²⁶ A *recognized environmental condition* refers to the presence or likely presence of any hazardous substances or petroleum products in, on, or at a property due to a release to the environment under conditions indicative of a release to the environment or under conditions that pose a material threat of a future release to the environment.

E.18 Mineral Resources

Central SoMa PEIR Analysis

All land in San Francisco, including in the plan area, is designated by the California Geological Survey as Mineral Resource Zone 4 under the Surface Mining and Reclamation Act of 1975. The Mineral Resource Zone 4 designation indicates that adequate information does not exist to assign the area to any other Mineral Resource Zone; thus, the area is not one designated to have significant mineral deposits. The Central SoMa PEIR determined that the plan area has been designated as having no known mineral deposits, and it would not deplete any nonrenewable natural resources; therefore, the plan would have no effect on mineral resources.

<i>Topics:</i>	<i>Significant Impact Peculiar to Project or Project Site</i>	<i>Significant Impact Not Identified in PEIR</i>	<i>Significant Impact Due to Substantial New Information</i>	<i>No Significant Impact Not Previously Identified in PEIR</i>
18. MINERAL RESOURCES.				
Would the project:				
a) Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Result in the loss of availability of a locally important mineral resource recovery site delineated on a local general plan, specific plan, or other land use plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Project-Specific and Cumulative Analysis

The project site is in a highly developed urban area. It is not a mineral resource recovery site. There are no mines in the city that are regulated under the Surface Mining and Reclamation Act (AB 3098 List).¹²⁷ The proposed project would not require quarrying, mining, dredging, or extraction of locally important mineral resources on the project site. Therefore, it would not deplete non-renewable natural resources. Similarly, the proposed project would not result in any new or more-severe individual or cumulative impacts related to the availability of mineral resources than those that were identified in the Central SoMa PEIR.

Conclusion

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

¹²⁷ California Department of Conservation, *AB 3098 List*, 2019, <ftp://ftp.consrv.ca.gov/pub/omr/>, accessed September 27, 2019.

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.¹²⁸ 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.

<i>Topics:</i>	<i>Significant Impact Peculiar to Project or Project Site</i>	<i>Significant Impact Not Identified in PEIR</i>	<i>Significant Impact Due to Substantial New Information</i>	<i>No Significant Impact Not Previously Identified in PEIR</i>
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Conflict with or obstruct a state or local plan for renewable energy or energy efficiency?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Project-Specific Analysis

Development of the proposed project would not result in unusually large fuel, water, or energy consumption in the context of energy use throughout the city and region. Furthermore, the project would be required, as discussed above, to comply with the transportation demand management ordinance. Because the site is in an area with low VMT per capita, the project would not result in wasteful use of fuel.

The proposed buildings would be constructed of approximately 60 percent non-transparent glass and include water-source heat pumps and air-conditioning units, ventilation systems, greywater treatment facilities onsite, Energy Star appliances (e.g., washers and dryers), and approximately 25 electric-vehicle charging stations, with the objective of achieving a Green Point rating. The proposed sustainability features would reduce energy consumption throughout the project site. The project sponsor would also be required to comply with Central SoMa Special Use District provisions¹²⁹ related to renewable electricity. Specifically, on-site electricity demands must be met through either the generation or purchase of 100 percent greenhouse-gas-free electricity for a period of not less than 25

¹²⁸ 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 GHG emissions through maximizing energy efficiency in the built environment, minimizing water waste by increasing non-potable water use in buildings, and improving air quality by using greening to reduce pollution and heat, among others.

¹²⁹ See Planning Code section 249.78.

years from project approval. Demand from the proposed project would be typical for buildings 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.” Title 24 and the green building ordinance are enforced by the department building inspection. 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 energy efficiency standards set forth in the California Code of Regulations, title 24, and the San Francisco Green Building Ordinance. Projects in the Central SoMa Plan Area are also required to comply with the aforementioned Central SoMa Special Use District provisions related to renewable electricity. 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; therefore, it would not result in new or more-severe project or cumulative impacts than those that 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. As a result, 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.

<i>Topics:</i>	<i>Significant Impact Peculiar to Project or Project Site</i>	<i>Significant Impact Not Identified in PEIR</i>	<i>Significant Impact Due to Substantial New Information</i>	<i>No Significant Impact Not Previously Identified in PEIR</i>
20. AGRICULTURE AND FORESTRY RESOURCES. In determining whether impacts on 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 on 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 forestland, including the Forest and Range Assessment Project and the Forest Legacy Assessment project, and the 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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Conflict with existing zoning for agricultural use or a Williamson Act contract?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Conflict with existing zoning for, or cause rezoning of, forestland (as defined in Public Resources Code section 12220[g]), timberland (as defined by Public Resources Code section 4526), or timberland zoned Timberland Production (as defined by Government Code section 51104[g])?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Result in the loss of forestland or conversion of forestland to non-forest use?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e) Involve other changes in the existing environment that, because of their location or nature, could result in the conversion of farmland to non-agricultural use or forestland to non-forest use?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Project-Specific and Cumulative Analysis

The proposed project is located in the Central SoMa Plan area, which does not contain agricultural or forest resources, and therefore would have no impact on these resources, either individually or cumulatively.

Conclusion

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

E.21 Wildfire

Central SoMa PEIR Analysis

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

<i>Topics</i>	<i>Significant Impact Peculiar to Project or Project Site</i>	<i>Significant Impact Not Identified in Central SoMa PEIR</i>	<i>Significant Impact Due to Substantial New Information</i>	<i>No Significant Impact Not Previously Identified in Central SoMa PEIR</i>
21. WILDFIRE. If located in or near state responsibility areas or lands classified as Very High Fire Hazard Severity Zones, would the project:				
a) Substantially impair an adopted emergency response plan or emergency evacuation plans?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Due to slope, prevailing winds, and other factors, exacerbate wildfire risks and thereby expose project occupants to pollutant concentrations from a wildfire or the uncontrolled spread of a wildfire?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Require the installation or maintenance of associated infrastructure (such as roads, fuel breaks, emergency water sources, power lines, or other utilities) that may exacerbate fire risk or that may result in temporary or ongoing impacts on the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Expose people or structure to significant risks, including downslope or downstream flooding or landslides, as a result of runoff, post-fire slope instability, or drainage changes?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Project-Specific and Cumulative Analysis

As discussed above, the project site is not in or near a state responsibility area 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 those that 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 16, 2019, to adjacent occupants and owners of properties within 300 feet of the project site. Three comments were received in response to the notification. One comment expressed concern regarding the visual impacts as well as the transportation and circulation impacts of the proposed project in combination with other cumulative projects considered under the Central SoMa Plan. One comment requested all notices and copies of documents related to the proposed project. One comment stated that the proposed project cannot be properly analyzed under any streamlined CEQA environmental documentation because the proposed project’s scale and intensity of uses were not adequately addressed under the Central SoMa Plan. Overall, concerns and issues raised by the public in response to the notice were taken into consideration and incorporated in the environmental review as appropriate for CEQA analysis.

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

G. COMMUNITY PLAN EVALUATION PREPARERS

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ATTACHMENT B: MITIGATION MONITORING AND REPORTING PROGRAM

Mitigation Measures	Responsibility for Implementation	Mitigation Schedule	Monitoring/Report Responsibility	Status/Date Completed
Cultural Resources				
<p>Project Mitigation Measure M-CR-1a: Protect Historical Resources from Adjacent Construction Activities (Implementation of Central SoMa PEIR Mitigation Measure M-CP-3a)</p> <p>The project sponsor shall incorporate into construction specifications all feasible means to avoid damage to the historic building at 645 Harrison, which could be adversely affected by construction-generated vibration. Such methods may include maintaining a safe distance between the construction site and the historic buildings (as identified by the Planning Department Preservation staff), using construction techniques that reduce vibration (such as using concrete saws instead of jackhammers or hoe-rams to open excavation trenches, the use of non-vibratory rollers, and hand excavation), appropriate excavation shoring methods to prevent movement of adjacent structures, and providing adequate security to minimize risks of vandalism and fire.</p>	Project sponsor and Planning Department	Prior to issuance of site permits	Planning Department	Considered complete after incorporating a requirement that the construction contractor(s) use all feasible means to avoid damage to adjacent and nearby historic buildings into construction specifications
<p>Project Mitigation Measure M-CR-1b: Construction Monitoring Program for Historical Resources (Implementation of Central SoMa PEIR Mitigation Measure M-CP-3b)</p> <p>For the 645 Harrison building, the project sponsor shall undertake a monitoring program to minimize damage to the historic building and to ensure that any such damage is documented and repaired. The monitoring program shall include the following components. Prior to the start of any ground-disturbing activity, the project sponsor shall engage a historic architect or qualified historic preservation professional to undertake a pre-construction survey of the 645 Harrison building to document and photograph the building's existing conditions. Based on the construction and condition of the resource, the consultant shall also establish a standard maximum vibration level that shall not be exceeded, based on existing condition, character defining features, soils conditions, and anticipated construction practices (a common standard is 0.2 inch per second, peak particle velocity). To ensure that vibration levels do not exceed the established standard, the project sponsor shall monitor vibration levels at each structure and shall prohibit vibratory construction activities that generate vibration levels in excess of the standard.</p> <p>Should vibration levels be observed in excess of the standard, construction shall be halted and alternative construction techniques put in practice, to the extent feasible. (For example, pre-drilled piles could be substituted for driven piles, if feasible based on soils conditions; smaller, lighter equipment</p>	Project sponsor and historic architect/qualified historic preservation professional	Prior to the start of any ground-disturbing activity	Planning Department	Considered complete after a historic architect or qualified historic preservation professional is retained; construction vibration monitoring is complete; periodic building inspections have been conducted; and, if necessary, building damage has been remediated

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might be able to be used in some cases.) The consultant shall conduct regular periodic inspections of the building during ground-disturbing activity on the project site.				
<p>Project Mitigation Measure M-CR-1c: Documentation of Historical Resources (Implementation of Central SoMa PEIR Mitigation Measure M-CP-1b)</p> <p>The project sponsor shall undertake historical documentation prior to the issuance of demolition or site permits. To document the buildings more effectively, the sponsor shall prepare Historic American Buildings Survey (HABS)-level photographs and an accompanying HABS Historical Report, which shall be maintained on-site, as well as in the appropriate repositories, including but not limited to, the San Francisco Planning Department, San Francisco Architectural Heritage, the San Francisco Public Library, and the Northwest Information Center. The contents of the report shall include an architectural description, historical context, and statement of significance, per HABS reporting standards. The documentation shall be undertaken by a qualified professional who meets the standards for history, architectural history, or architecture (as appropriate), as set forth by the <i>Secretary of the Interior's Professional Qualification Standards</i> (36 Code of Federal Regulations, Part 61). HABS documentation shall provide the appropriate level of visual documentation and written narrative based on the importance of the resource (types of visual documentation typically range from producing a sketch plan to developing measured drawings and view camera (4x5) black and white photographs). The appropriate level of HABS documentation and written narrative shall be determined by the Planning Department's Preservation staff. The report shall be reviewed by the Planning Department's Preservation staff for completeness. In certain instances, Department Preservation staff may request HABS-level photography, a historical report, and/or measured architectural drawings of the existing building(s).</p>	Project sponsor and qualified historic preservation professional	Prior to the start of any demolition or adverse alteration on a designated historic resource	Planning Department (Preservation Technical Specialist)	Considered complete upon submittal of final HABS documentation to the Preservation Technical Specialist

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<p>Project Mitigation Measure M-CR-1d: Oral Histories (Implementation of Central SoMa PEIR Mitigation Measure M-CP-1c)</p> <p>The project sponsor shall work with Department Preservation staff or other qualified professional to undertake an oral history project prior to demolition or adverse alteration of the resource that includes interviews of people such as residents, past owners, or former employees. The project shall be conducted by a professional historian in conformance with the Oral History Association's Principles and Standards (http://alpha.dickinson.edu/oha/pub_eg.html). In addition to transcripts of the interviews, the oral history project shall include a narrative project summary report containing an introduction to the project, a methodology description, and brief summaries of each conducted interview. Copies of the completed oral history project shall be submitted to the San Francisco Public Library, Planning Department, or other interested historical institutions.</p>	Project sponsor and qualified historic preservation professional	Prior to the start of any demolition or adverse alteration on a designated historic resource	Professional historian, Planning Department (Preservation Technical Specialist)	Considered complete upon submittal of completed oral histories to the San Francisco Public Library or other interested historical institution
<p>Project Mitigation Measure M-CR-1e: Interpretive Program (Implementation of Central SoMa PEIR Mitigation Measure M-CP-1d)</p> <p>The project sponsor shall work with Department Preservation staff or other qualified professional to institute an interpretive program on-site that references the property's history and the contribution of the historical resource to the broader neighborhood or historic district. An example of an interpretive program is the creation of historical exhibits, incorporating a display featuring historic photos of the affected resource and a description of its historical significance, in a publicly accessible location on the project site. This may include a website or publicly accessible display. The contents of the interpretive program shall be determined by the Planning Department Preservation staff. The development of the interpretive displays should be overseen by a qualified professional who meets the standards for history, architectural history, or architecture (as appropriate) set forth by the <i>Secretary of the Interior's Professional Qualification Standards</i> (36 Code of Federal Regulations, Part 61). An outline of the format, location and content of the interpretive displays shall be reviewed and approved by the San Francisco Planning Department's Preservation staff prior to issuance of a demolition permit or site permit. The format, location and content of the interpretive displays must be finalized prior to issuance of any Building Permits for the project.</p>	Project sponsor and qualified historic preservation professional	Prior to the issuance of a site permit (prior to demolition, construction, or earthmoving)	Planning Department (Preservation Technical Specialist)	Considered complete upon installation of display

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<p>Project Mitigation Measure M-CR-1f: Video Recordation (Implementation of Central SoMa PEIR Mitigation Measure M-CP-1e)</p> <p>The project sponsor shall work with Department Preservation staff or other qualified professional, to undertake video documentation of the affected historical resource and its setting. The documentation shall be conducted by a professional videographer, preferably one with experience recording architectural resources. The documentation shall be narrated by a qualified professional who meets the standards for history, architectural history, or architecture (as appropriate), as set forth by the <i>Secretary of the Interior's Professional Qualification Standards</i> (36 Code of Federal Regulations, Part 61). The documentation shall use visuals in combination with narration about the materials, construction methods, current condition, historic use, and historic context of the historical resource.</p> <p>Archival copies of the video documentation shall be submitted to the Planning Department, and to repositories including but not limited to the San Francisco Public Library, Northwest Information Center, and California Historical Society. This mitigation measure would supplement the traditional HABS documentation and would enhance the collection of reference materials that would be available to the public and inform future research.</p> <p>The video documentation shall be reviewed and approved by the San Francisco Planning Department's Preservation staff prior to issuance of a demolition permit or site permit or issuance of any Building Permits for the project.</p>	<p>Project sponsor and qualified historic preservation professional</p>	<p>Prior to the issuance of a site permit (prior to demolition, construction, or earthmoving)</p>	<p>Qualified videographer, Planning Department (Preservation Technical Specialist)</p>	<p>Considered complete upon submittal of completed video documentation to the San Francisco Public Library or other interested historical institution</p>
<p>Project Mitigation Measure M-CR-2: Archeological Monitoring (Implementation of Central SoMa PEIR Mitigation Measure M-CP-4a)</p> <p>Based on a reasonable presumption that archeological resources may be present within the project site, the following measures shall be undertaken to avoid any potentially significant adverse effect from the proposed project on buried or submerged historical resources and on human remains and associated or unassociated funerary objects. The project sponsor shall retain the services of an archaeological consultant from the rotational Department Qualified Archaeological Consultants List (QACL) maintained by the Planning Department archaeologist. After the first project approval action or as directed by the Environmental Review Officer (ERO), the project sponsor shall contact the Department archaeologist to obtain the names and contact information for the next three archeological consultants on the QACL. The archeological consultant shall undertake an archeological testing program</p>	<p>Project sponsor, Planning Department's archeologist or qualified archaeological consultant, and Planning Department Environmental Review Officer (ERO)</p>	<p>Prior to issuance of site permits</p>	<p>Planning Department (ERO; Department's archeologist or qualified archaeological consultant)</p>	<p>Considered complete after archeological consultant is retained, archeological consultant has approved scope by the ERO for the archeological testing program, and program has been implemented</p>

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Mitigation Measures	Responsibility for Implementation	Mitigation Schedule	Monitoring/Report Responsibility	Status/Date Completed
<p>as specified herein. In addition, the consultant shall be available to conduct an archeological monitoring and/or data recovery program if required pursuant to this measure. The archeological consultant's work shall be conducted in accordance with this measure at the direction of the ERO. All plans and reports prepared by the consultant as specified herein shall be submitted first and directly to the ERO for review and comment, and shall be considered draft reports subject to revision until final approval by the ERO. Archeological monitoring and/or data recovery programs required by this measure could suspend construction of the project for up to a maximum of four weeks. At the direction of the ERO, the suspension of construction can be extended beyond four weeks only if such a suspension is the only feasible means to reduce to a less than significant level potential effects on a significant archeological resource as defined in CEQA Guidelines Sect. 15064.5 (a) and (c).</p> <p><i>Consultation with Descendant Communities:</i> On discovery of an archeological site¹ associated with descendant Native Americans, the Overseas Chinese, or other potentially interested descendant group an appropriate representative² of the descendant group and the ERO shall be contacted. The representative of the descendant group shall be given the opportunity to monitor archeological field investigations of the site and to offer recommendations to the ERO regarding appropriate archeological treatment of the site, of recovered data from the site, and, if applicable, any interpretative treatment of the associated archeological site. A copy of the Final Archaeological Resources Report shall be provided to the representative of the descendant group.</p> <p><i>Archeological Testing Program.</i> The archeological consultant shall prepare and submit to the ERO for review and approval an archeological testing plan (ATP). The archeological testing program shall be conducted in accordance with the approved ATP. The ATP shall identify the property types of the expected archeological resource(s) that potentially could be adversely affected by the proposed project, the testing method to be used, and the locations recommended for testing. The purpose of the archeological testing program will be to determine to the extent possible</p>				

¹ By the term "archeological site" is intended here to minimally include any archeological deposit, feature, burial, or evidence of burial.

² An "appropriate representative" of the descendant group is here defined to mean, in the case of Native Americans, any individual listed in the current Native American Contact List for the City and County of San Francisco maintained by the California Native American Heritage Commission and in the case of the Overseas Chinese, the Chinese Historical Society of America. An appropriate representative of other descendant groups should be determined in consultation with the Department archeologist.

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<p>the presence or absence of archeological resources and to identify and to evaluate whether any archeological resource encountered on the site constitutes an historical resource under CEQA.</p> <p>At the completion of the archeological testing program, the archeological consultant shall submit a written report of the findings to the ERO. If based on the archeological testing program the archeological consultant finds that significant archeological resources may be present, the ERO in consultation with the archeological consultant shall determine if additional measures are warranted. Additional measures that may be undertaken include additional archeological testing, archeological monitoring, and/or an archeological data recovery program. No archeological data recovery shall be undertaken without the prior approval of the ERO or the Planning Department archeologist. If the ERO determines that a significant archeological resource is present and that the resource could be adversely affected by the proposed project, at the discretion of the project sponsor either:</p> <p>A) The proposed project shall be re-designed so as to avoid any adverse effect on the significant archeological resource; or</p> <p>B) A data recovery program shall be implemented, unless the ERO determines that the archeological resource is of greater interpretive than research significance and that interpretive use of the resource is feasible.</p> <p><i>Archeological Monitoring Program.</i> If the ERO in consultation with the archeological consultant determines that an archeological monitoring program shall be implemented the archeological monitoring program shall minimally include the following provisions:</p> <ul style="list-style-type: none"> • The archeological consultant, project sponsor, and ERO shall meet and consult on the scope of the AMP reasonably prior to any project-related soils disturbing activities commencing. The ERO in consultation with the archeological consultant shall determine what project activities shall be archeologically monitored. In most cases, any soils- disturbing activities, such as demolition, foundation removal, excavation, grading, utilities installation, foundation work, site remediation, etc., shall require archeological monitoring because of the risk these activities pose to potential archaeological resources and to their depositional context; • The archeological consultant shall undertake a worker training program for soil-disturbing workers that will include an overview of 				

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<p>expected resource(s), how to identify the evidence of the expected resource(s), and the appropriate protocol in the event of apparent discovery of an archeological resource;</p> <ul style="list-style-type: none"> • The archeological monitor(s) shall be present on the project site according to a schedule agreed upon by the archeological consultant and the ERO until the ERO has, in consultation with project archeological consultant, determined that project construction activities could have no effects on significant archeological deposits; • The archeological monitor shall record and be authorized to collect soil samples and artifactual/ecofactual material as warranted for analysis; • If an intact archeological deposit is encountered, all soils-disturbing activities in the vicinity of the deposit shall cease. The archeological monitor shall be empowered to temporarily redirect demolition/excavation/construction activities and equipment until the deposit is evaluated. The archeological consultant shall immediately notify the ERO of the encountered archeological deposit. The archeological consultant shall make a reasonable effort to assess the identity, integrity, and significance of the encountered archeological deposit, and present the findings of this assessment to the ERO. <p>Whether or not significant archeological resources are encountered, the archeological consultant shall submit a written report of the findings of the monitoring program to the ERO.</p> <p><i>Archeological Data Recovery Program.</i> The archeological data recovery program shall be conducted in accord with an archeological data recovery plan (ADRP). The archeological consultant, project sponsor, and ERO shall meet and consult on the scope of the ADRP prior to preparation of a draft ADRP. The archeological consultant shall submit a draft ADRP to the ERO. The ADRP shall identify how the proposed data recovery program will preserve the significant information the archeological resource is expected to contain. That is, the ADRP will identify what scientific/historical research questions are applicable to the expected resource, what data classes the resource is expected to possess, and how the expected data classes would address the applicable research questions. Data recovery, in general, should be limited to the portions of the historical property that could be adversely affected by the proposed project. Destructive data recovery methods shall not be applied to portions of the archeological resources if nondestructive methods are practical.</p>				

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<p>The scope of the ADRP shall include the following elements:</p> <ul style="list-style-type: none"> • <i>Field Methods and Procedures.</i> Descriptions of proposed field strategies, procedures, and operations. • <i>Cataloguing and Laboratory Analysis.</i> Description of selected cataloguing system and artifact analysis procedures. • <i>Discard and Deaccession Policy.</i> Description of and rationale for field and post-field discard and deaccession policies. • <i>Interpretive Program.</i> Consideration of an on-site/off-site public interpretive program during the course of the archeological data recovery program. • <i>Security Measures.</i> Recommended security measures to protect the archeological resource from vandalism, looting, and non-intentionally damaging activities. • <i>Final Report.</i> Description of proposed report format and distribution of results. • <i>Curation.</i> Description of the procedures and recommendations for the curation of any recovered data having potential research value, identification of appropriate curation facilities, and a summary of the accession policies of the curation facilities. <p><i>Human Remains, Associated or Unassociated Funerary Objects.</i> If human remains and associated or unassociated funerary objects are discovered during any soils disturbing activity, all applicable State and Federal Laws shall be followed, including immediate notification of the Coroner of the City and County of San Francisco and in the event of the Coroner's determination that the human remains are Native American remains, notification of the California State Native American Heritage Commission (NAHC) who shall appoint a Most Likely Descendant (MLD) (Pub. Res. Code Sec. 5097.98). The ERO shall also be immediately notified upon discovery of human remains. The archeological consultant, project sponsor, ERO, and MLD shall make all reasonable efforts to develop an agreement for the treatment of human remains and associated or unassociated funerary objects with appropriate dignity (CEQA Guidelines. Sec. 15064.5(d)) within six days of the discovery of the human remains. This proposed timing shall not preclude the PRC 5097.98 requirement that descendants make recommendations or preferences for treatment within 48 hours of being granted access to the site. The agreement should take into</p>				

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<p>consideration the appropriate excavation, removal, recordation, analysis, curation, possession, and final disposition of the human remains and associated or unassociated funerary objects. Nothing in existing State regulations or in this mitigation measure compels the project sponsor and the ERO to accept recommendations of an MLD. The archeological consultant shall retain possession of any Native American human remains and associated or unassociated burial objects until completion of any scientific analyses of the human remains or objects as specified in the treatment agreement if such as agreement has been made or, otherwise, as determined by the archeological consultant and the ERO. If no agreement is reached State regulations shall be followed including the reinternment of the human remains and associated burial objects with appropriate dignity on the property in a location not subject to further subsurface disturbance (Pub. Res. Code Sec. 5097.98).</p> <p><i>Final Archeological Resources Report.</i> The archeological consultant shall submit a Draft Final Archeological Resources Report (FARR) to the ERO that evaluates the historical significance of any discovered archeological resource and describes the archeological and historical research methods employed in the archeological testing/monitoring/data recovery program(s) undertaken. The Draft FARR shall include a curation and deaccession plan for all recovered cultural materials. The Draft FARR shall also include an Interpretation Plan for public interpretation of all significant archeological features.</p> <p>Copies of the Draft FARR shall be sent to the ERO for review and approval. Once approved by the ERO, the consultant shall also prepare a public distribution version of the FARR. Copies of the FARR shall be distributed as follows: California Archaeological Site Survey Northwest Information Center (NWIC) shall receive one (1) copy and the ERO shall receive a copy of the transmittal of the FARR to the NWIC. The Environmental Planning division of the Planning Department shall receive one bound and one unlocked, searchable PDF copy on CD of the FARR along with copies of any formal site recordation forms (CA DPR 523 series) and/or documentation for nomination to the National Register of Historic Places/California Register of Historical Resources. In instances of public interest in or the high interpretive value of the resource, the ERO may require a different or additional final report content, format, and distribution than that presented above.</p>				

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Tribal Cultural Resources				
<p>Project Mitigation Measure M-TCR-1, Tribal Cultural Resources Preservation and/or Interpretation (Implementation of Central SoMa PEIR Mitigation Measure M-CP-5)</p> <p>In the event of the discovery of an archaeological resource of Native American origin, the Environmental Review Officer (ERO), the project sponsor, and the tribal representative, shall consult to determine whether preservation in place would be feasible and effective. If it is determined that preservation-in-place of the tribal cultural resource (TCR) would be both feasible and effective, then the archeological consultant shall prepare an archeological resource preservation plan (ARPP), which shall be implemented by the project sponsor during construction. If the ERO in consultation with the project sponsor and the tribal representative determines that preservation-in-place of the TCR is not a sufficient or feasible option, then the project sponsor shall prepare an interpretive program of the TCR in consultation with affiliated Native American tribal representatives. The plan shall identify proposed locations for installations or displays, the proposed content and materials of those displays or installation, the producers or artists of the displays or installation, and a long-term maintenance program. The interpretive program may include artist installations, preferably by local Native American artists, oral histories with local Native Americans, artifacts displays and interpretation, and educational panels or other informational displays. Upon approval by the ERO and prior to project occupancy, the interpretive program shall be prepared by the project sponsor.</p>	Project sponsor and tribal representative	Prior to issuance of site permits	Planning Department	Considered complete after preparation of an archeological resource preservation plan, implementation of the plan, and – if deemed necessary – preparation of an interpretive program.
Transportation and Circulation				
<p>Project Mitigation Measure M-TR-1: Construction Management Plan and Construction Coordination (Implementation of Central SoMa Mitigation Measure M-TR-9)</p> <p>The project sponsor shall develop and, upon review and approval by the SFMTA and Public Works, implement a Construction Management Plan, addressing transportation related circulation, access, staging, and hours of delivery. The Construction Management Plan would disseminate appropriate information to contractors and affected agencies with respect to coordinating construction activities to minimize overall disruption and ensure that overall circulation in the project area is maintained to the extent possible, with particular focus on ensuring transit, pedestrian, and</p>	Project sponsor and construction contractor(s)	Prior to the start of construction and throughout the construction period.	SFMTA, Public Works, and Planning Department	Considered complete upon approval of the construction management plan and the completion of construction activities.

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<p>bicycle connectivity. The Construction Management Plan would supplement and expand, rather than modify or supersede, and manual, regulations, or provisions set forth by the SFMTA, Public Works, other City departments and agencies, and Caltrans.</p> <p>If construction of the proposed project is determined to overlap with nearby adjacent projects as to result in transportation-related impacts, the project sponsor or its contractor(s) shall consult with various City departments such as the SFMTA and Public Works through ISCOTT, and other interdepartmental meetings as deemed necessary by the SFMTA, Public Works, and the Planning Department, to develop a Coordinated Construction Management Plan. The Coordinated Construction Management Plan shall address construction-related vehicle routing, detours, and maintaining transit, bicycle, vehicle, and pedestrian movements in the vicinity of the construction area for the duration of the construction period overlap. Key coordination meetings shall be held jointly between project sponsors and other project contractors for which the City departments determine construction impacts could overlap.</p> <p>The Construction Management Plan and, if required, the Coordinated Construction Management Plan, shall include, but not be limited to, the following:</p> <ul style="list-style-type: none"> • Restricted Construction Truck Access Hours - Limit construction truck movements to the hours between 9:00 a.m. and 4:00 p.m., or other times if approved by the SFMTA, to minimize disruption to vehicular traffic, including transit during the a.m. and p.m. peak periods. • Construction Truck Routing Plans - Identify optimal truck routes between the regional facilities and the project site, taking into consideration truck routes of other development projects and any construction activities affecting the roadway network. • Coordination of Temporary Lane and Sidewalk Closures - The project sponsor shall coordinate travel lane closures with other projects requesting concurrent lane and sidewalk closures through the ISCOTT and interdepartmental meetings process, to minimize the extent and duration of requested lane and sidewalk closures. Travel lane closures shall be minimized especially along transit and bicycle routes, so as to limit the impacts to transit service and 				

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<p>bicycle circulation and safety.</p> <ul style="list-style-type: none"> • Maintenance of Transit, Vehicle, Bicycle, and Pedestrian Access - The project sponsor/ construction contractor(s) shall meet with Public Works, SFMTA, SFFD, Muni Operations and other City agencies to coordinate feasible measures to include in the Coordinated Construction Management Plan to maintain access for transit, vehicles, bicycles and pedestrians. This shall include an assessment of the need for temporary transit stop relocations or other measures to reduce potential traffic, bicycle, and transit disruption and pedestrian circulation effects during construction of the project. • Carpool, Bicycle, Walk and Transit Access for Construction Workers - The construction contractor shall include methods to encourage carpooling, bicycling, walk and transit access to the project site by construction workers such as providing transit subsidies to construction workers and secure bicycle parking spaces, participating in free-to-employee ride matching program from www.511.org, participating in emergency ride home program through the City (www.sferh.org), and providing transit information to construction workers. • Construction Worker Parking Plan - The location of construction worker parking shall be identified as well as the person's responsible for monitoring the implementation of the proposed parking plan. The use of on-street parking to accommodate construction worker parking shall be discouraged. All construction bid documents shall include a requirement for the construction contractor to identify the proposed location of construction worker parking. If on-site, the location, number of parking spaces, and area where vehicles would enter and exit the site shall be required. If off-site parking is proposed to accommodate construction workers, the location of the off-site facility, number of parking spaces retained, and description of how workers would travel between off-site facility and project site shall be required. • Project Construction Updates for Adjacent Businesses and Residents - To minimize construction impacts on access for nearby institutions and businesses, the project sponsor shall provide nearby residences and adjacent businesses with regularly-updated information regarding project construction, including construction 				

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activities, peak construction vehicle activities (e.g., concrete pours), travel lane closures, and lane closures. At regular intervals to be defined in the Construction Management Plan and, if necessary, in the Coordinated Construction Management Plan, a regular email notice shall be distributed by the project sponsor that shall provide current construction information of interest to neighbors, as well as contact information for specific construction inquiries or concerns.				
Noise				
<p>Project Mitigation Measure M-NO-1: General Construction Noise Control Measures (Implementation of Central SoMa PEIR Mitigation Measure M-NO-2a)</p> <p>The project sponsor shall undertake the following:</p> <ul style="list-style-type: none"> Require the general contractor to ensure that equipment and trucks used for project construction use the best available noise control techniques (e.g., improved mufflers, equipment redesign, use of intake silencers, ducts, engine enclosures and acoustically attenuating shields or shrouds), wherever feasible. Require the general contractor to locate stationary noise sources (such as compressors) as far from adjacent or nearby sensitive receptors along the northwest site boundary as possible, to muffle such noise sources, and to construct barriers around such sources and/or the construction site, which could reduce construction noise by as much as 5 dBA. To further reduce noise, the contractor shall locate stationary equipment in pit areas or excavated areas, if feasible. Prohibit idling of inactive construction equipment for prolonged periods during nighttime hours (i.e., more than two minutes). During nighttime hours, require the general contractor to use electric motors rather than gasoline- or diesel-powered engines, when feasible, to avoid noise associated with compressed air exhaust from pneumatically powered tools. Where the use of pneumatic tools is unavoidable, an exhaust muffler on the compressed air exhaust could be used; this muffler can lower noise levels from the exhaust by about 10 dB. External jackets on the tools themselves could be used, which could achieve a reduction of 5 dB. Require all construction equipment that is powered by gasoline or diesel engines and used during nighttime hours to have sound control devices that are at least as effective as those originally 	Project sponsor and construction general contractor	During construction period	Planning Department, Department of Building Inspection (as requested and/or on complaint basis), Police Department (on complaint basis)	Considered complete upon submittal and implementation of construction noise control plan and completion of construction activities pursuant to the plan

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<p>provided by the manufacturer and operated and maintained to minimize noise generation.</p> <ul style="list-style-type: none"> Require the general contractor to use noise-reducing enclosures around noise-generating equipment, when feasible, during nighttime hours. Require the general contractor to use impact tools (e.g., jack hammers, pavement breakers, and rock drills) that are hydraulically or electrically powered wherever possible to avoid noise associated with compressed air exhaust from pneumatically powered tools. Where use of pneumatic tools is unavoidable, an exhaust muffler on the compressed air exhaust shall be used, along with external noise jackets on the tools. Include noise control requirements in specifications provided to construction contractors. Such requirements could include, but are not limited to, performing all work in a manner that minimizes noise to the extent feasible; use of equipment with effective mufflers; undertaking the most noisy activities during times of least disturbance to surrounding residents and occupants, as feasible; and selecting haul routes that avoid residential buildings to the extent that such routes are otherwise feasible. A third-party inspector shall be onsite during all nighttime construction work to monitor noise levels during nighttime construction activities, depending on the type of construction being conducted, the proximity of sensitive uses, or the filing of a noise complaint. A plan for noise monitoring and reporting must be provided to the City for review prior to the issuance of building permits. Prior to the issuance of each building permit, along with the submission of construction documents, submit to the Planning Department and Department of Building Inspection (DBI) a list of measures that shall be implemented and that shall respond to and track complaints pertaining to construction noise. These measures shall include (1) a procedure and phone numbers for notifying DBI and the Police Department (during regular construction hours and off-hours); (2) a sign posted on site describing noise complaint procedures and a complaint hotline number that shall be answered at all times during construction; (3) designation of an on-site construction complaint and enforcement manager for the project; and (4) notification of neighboring residents and nonresidential 				

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<p>building managers within 300 feet of the project construction area at least 30 days in advance of extreme noise generating activities (defined as activities generating anticipated noise levels of 80 dBA or greater without noise controls, which is the standard in the Police Code) about the estimated duration of the activity.</p> <ul style="list-style-type: none"> Two-Way Radio Use – During concrete pours, the construction team shall use electronic means (such as walkie talkies) to communicate over distances of 15 feet or more to reduce the team's need to yell. These devices should be used to the extent feasible. Back Up Alarms – Advanced back up alarms should be used on equipment to the extent feasible. Advanced back up alarms would either sense ambient noise levels and adjust the backup alarm level and/or would emit a broad band noise instead of the more common tonal alarm sounds. 				
<p>Project Mitigation Measure M-NO-2: Operational Noise Controls (Implementation of Central SoMa PEIR Mitigation Measure M-NO-1b)</p> <p>The project sponsor's acoustical engineer shall submit a detailed noise analysis documenting exterior mechanical equipment noise levels and demonstrating compliance with section 2909 of the noise ordinance. The analysis shall be based on the final Mechanical, Electrical, and Plumbing (MEP) equipment design prior to obtaining a building permit (or addenda thereto). Mitigation required to meet the noise ordinance (e.g., sound attenuators, lined ductwork, plenums, etc.) shall be implemented and shown on the drawings.</p>	Project sponsor and Planning Department	Prior to certificate of occupancy	Project sponsor and Planning Department	Ongoing during project operations
<p>Project Mitigation Measure M-NO-3: Siting of Noise-Generating Uses: Rooftop Bar Sound System Control Measures (Implementation of Central SoMa PEIR Mitigation Measure M-NO-1b)</p> <p>Prior to a certificate of occupancy, the project sponsor shall submit documentation to the planning department demonstrating that sound systems installed for the outdoor 19th-floor bar have been tested and have achieved a noise level no greater than 98 dBA at the property plane. Similarly, the project sponsor shall submit documentation to the planning department demonstrating that sound systems installed for the outdoor 5th-floor restaurant and bar have been tested and have achieved a noise level no greater than 90 dBA at the property plane.</p> <p>The results of this test shall be submitted to the planning department for review and approval. If the results of this testing indicate that noise levels</p>	Project sponsor and Planning Department	Prior to certificate of occupancy	Project sponsor and Planning Department	Ongoing during project operations

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<p>for the 19th-floor bar would exceed 98 dBA at the property plane or noise levels for the 5th-floor restaurant and bar would exceed 90 dBA at the property plane, additional measures shall be identified to reduce noise. These could include design modifications to the bar, such as installing the sound amplifying equipment as far as feasible from the property plane, installing the equipment indoors, or installing solid walls (such as walls made out of Plexiglas or another transparent material) around the entire outdoor bar. Alternative measures could include reducing the volume on the amplification equipment or restricting the hours of operation for the bar to times when persons may be less sensitive to noise (e.g., prior to 10 p.m.), unless the event permit obtained from the San Francisco Entertainment Commission allows for greater noise levels. After additional measures have been implemented to further reduce noise, an additional test shall be conducted to confirm that noise levels from the rooftop bar sound systems are no greater than 98 dBA at the property plane of the 19th-floor bar and 90 dBA at the property plane of the 5th-floor restaurant and bar.</p>				
Air Quality				
<p>Project Mitigation Measure M-AQ-1: Construction Emissions Minimization Plan (Implementation of Central SoMa PEIR Mitigation Measure M-AQ-4b)</p> <p>The project sponsor shall submit a Construction Emissions Minimization Plan (Plan) to the Environmental Review Officer (ERO) for review and approval by an Environmental Planning Air Quality Specialist. The Plan shall be designed to reduce air pollutant emissions to the greatest degree practicable.</p> <p>The Construction Emissions Minimization Plan shall detail project compliance with the following requirements:</p> <ol style="list-style-type: none"> 1. All off-road equipment greater than 25 horsepower and operating for more than 20 total hours over the entire duration of construction activities shall meet the following requirements: <ol style="list-style-type: none"> a) Where access to alternative sources of power are available, portable diesel engines shall be prohibited; b) All off-road equipment shall have: <ol style="list-style-type: none"> i. Engines that meet or exceed either U.S. Environmental Protection Agency or California Air Resources Board Tier 2 	<p>Project sponsor and Planning Department</p>	<p>Prior to the start of construction</p>	<p>Planning Department (ERO, Air Quality technical staff)</p>	<p>Considered complete upon Planning Department review and acceptance of Construction Emissions Minimization Plan, implementation of the plan, and completion of construction activities pursuant to the plan</p>

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<p>off-road emission standards, and</p> <p>ii. Engines shall be fueled with renewable diesel (at least 99 percent renewable diesel or R99).</p> <p>c) Exceptions:</p> <p>i. Exceptions to 1(a) may be granted if the project sponsor has submitted information providing evidence to the satisfaction of the ERO that an alternative source of power is limited or infeasible at the project site and that the requirements of this exception provision apply. Under this circumstance, the sponsor shall submit documentation of compliance with 1(b) for onsite power generation.</p> <p>ii. Exceptions to 1(b)(ii) may be granted if the project sponsor has submitted information providing evidence to the satisfaction of the ERO that a particular piece of off-road equipment with an ARB Level 3 VDECS (1) is technically not feasible, (2) would not produce desired emissions reductions due to expected operating modes, (3) installing the control device would create a safety hazard or impaired visibility for the operator, or (4) there is a compelling emergency need to use off-road equipment that are not retrofitted with an ARB Level 3 VDECS and the sponsor has submitted documentation to the ERO that the requirements of this exception provision apply. If granted an exception to 1(b)(ii), the project sponsor shall comply with the requirements of 1(c)(iii) and must demonstrate that average daily NOx emissions would not exceed 54 lbs/day at any point in time during construction.</p> <p>iii. If an exception is granted pursuant to 1(c)(ii), the project sponsor shall provide the next-cleanest piece of off-road equipment as provided by the step-down schedule in Table M-AQ-4.</p> <p>iv. Exceptions to 1(b)(iii) may be granted if the project sponsor has submitted information providing evidence to the satisfaction of the ERO that a renewable diesel is not commercially available in the San Francisco Bay Area Air Basin. If an exception is granted pursuant to this section, the project sponsor shall provide another type of alternative fuel, such as biodiesel (B20 or higher).</p>				

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<div>Table M-AQ-4B: Off-Road Equipment Compliance Step Down Schedule*</div> <table><tr><th>Compliance Alternative</th><th>Engine Emission Standard</th><th>Emissions Control</th></tr><tr><td>1</td><td>Tier 2</td><td>ARB Level 2 VDECS</td></tr><tr><td>2</td><td>Tier 2</td><td>ARB Level 1 VDECS</td></tr></table> <div>* How to use the table. If the requirements of 1(b) cannot be met, then the project sponsor would need to meet Compliance Alternative 1. Should the project sponsor not be able to supply off-road equipment meeting Compliance Alternative 1, then Compliance Alternative 2 would need to be met.</div>	Compliance Alternative	Engine Emission Standard	Emissions Control	1	Tier 2	ARB Level 2 VDECS	2	Tier 2	ARB Level 1 VDECS				
Compliance Alternative	Engine Emission Standard	Emissions Control											
1	Tier 2	ARB Level 2 VDECS											
2	Tier 2	ARB Level 1 VDECS											
<div>2. The project sponsor shall require the idling time for off-road and on-road equipment be limited to no more than two minutes, except as provided in exceptions to the applicable State regulations regarding idling for off-road and on-road equipment. Legible and visible signs shall be posted in multiple languages (English, Spanish, Chinese) in designated queuing areas and at the construction site to remind operators of the two-minute idling limit.</div> <div>3. The project sponsor shall require that construction operators properly maintain and tune equipment in accordance with manufacturer specifications.</div> <div>4. The Plan shall include estimates of the construction timeline by phase with a description of each piece of off-road equipment required for every construction phase. Off-road equipment descriptions and information may include, but is not limited to, equipment type, equipment manufacturer, equipment identification number, engine model year, engine certification (Tier rating), horsepower, engine serial number, and expected fuel usage and hours of operation. For the VDECS installed: technology type, serial number, make, model, manufacturer, ARB verification number level, and installation date and hour meter reading on installation date. For off-road equipment not using renewable diesel, reporting shall</div>													

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<p>indicate the type of alternative fuel being used.</p> <p>5. The Plan shall be kept on-site and available for review by any persons requesting it and a legible sign shall be posted at the perimeter of the construction site indicating to the public the basic requirements of the Plan and a way to request a copy of the Plan. The project sponsor shall provide copies of Plan as requested.</p> <p>6. <i>Reporting.</i> Quarterly reports shall be submitted to the ERO indicating the construction phase and off-road equipment information used during each phase including the information required in Paragraph 4, above. In addition, for off-road equipment not using renewable diesel, reporting shall indicate the type of alternative fuel being used.</p> <p>Within six months of the completion of construction activities, the project sponsor shall submit to the ERO a final report summarizing construction activities. The final report shall indicate the start and end dates and duration of each construction phase. For each phase, the report shall include detailed information required in Paragraph 4. In addition, for off-road equipment not using renewable diesel, reporting shall indicate the type of alternative fuel being used.</p> <p>7. <i>Certification Statement and On-site Requirements.</i> Prior to the commencement of construction activities, the project sponsor shall certify (1) compliance with the Plan, and (2) all applicable requirements of the Plan have been incorporated into contract specifications.</p>				
<p>Project Mitigation Measure M-AQ-2: Best Available Control Technology for Diesel Generators and Fire Pumps (Implementation of Central SoMa PEIR Mitigation Measure M-AQ-5a)</p> <p>All diesel generators and fire pumps shall have engines that (1) meet Tier 4 Final or Tier 4 Interim emission standards, or (2) meet Tier 2 emission standards and are equipped with a California Air Resources Board Level 3 Verified Diesel Emissions Control Strategy. All diesel generators and fire pumps shall be fueled with renewable diesel, R99, if commercially available. For each new diesel backup generator or fire pump permit submitted for the project, including any associated generator pads, engine and filter specifications shall be submitted to the San Francisco Planning Department for review and approval prior to issuance</p>	Project sponsor	For generator and fire pump specifications, prior to issuance of building permit for diesel generator or fire pump. For maintenance, ongoing	Planning Department (ERO, Air Quality technical staff)	Equipment specifications portion considered complete when equipment specifications approved by ERO. Maintenance portion is ongoing and records are subject to Planning Department review upon request

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of a permit for the generator or fire pump from the San Francisco Department of Building Inspection. Once operational, all diesel backup generators and Verified Diesel Emissions Control Strategy shall be maintained in good working order in perpetuity and any future replacement of the diesel backup generator, fire pumps, and Level 3 Verified Diesel Emissions Control Strategy filters shall be required to be consistent with these emissions specifications. The operator of the facility shall maintain records of the testing schedule for each diesel backup generator and fire pump for the life of that diesel backup generator and fire pump and provide this information for review to the Planning Department within three months of requesting such information.				
Biological Resources				
Project Mitigation Measure M-BI-1: Pre-Construction Bat Surveys (Implementation of Central SoMa PEIR Mitigation Measure M-BI-1) As part of the construction contract, the project sponsor shall include a requirement for pre-construction special-status bat surveys when trees with a diameter at breast height equal to or greater than 6 inches are to be removed or vacant buildings that have been vacant for six months or longer are to be demolished. If active day or night roosts are found, a qualified biologist (i.e., a biologist holding a California Department of Fish and Wildlife [CDFW] collection permit and a Memorandum of Understanding with the CDFW allowing the biologist to handle and collect bats) shall take actions to make such roosts unsuitable habitat prior to tree removal or building demolition. A no disturbance buffer shall be created around active bat roosts being used for maternity or hibernation purposes at a distance to be determined in consultation with CDFW. Bat roosts initiated during construction are presumed to be unaffected, and no buffer would necessary, unless the feature upon which the roost is located would be demolished.	Project sponsor, qualified biologist, and – if necessary – California Department of Fish and Wildlife	Prior to issuance of demolition or building permits when trees would be removed or demolition of existing buildings	Planning Department; CDFW if applicable	Considered complete upon issuance of demolition or building permits

Improvement Measures	Responsibility for Implementation	Mitigation Schedule	Monitoring/Report Responsibility	Status/Date Completed
<p>Project Improvement Measure I-BI-1: Night Lighting Minimization (Implementation of Improvement Measure I-BI-1)</p> <p>In compliance with the voluntary San Francisco Lights Out Program, the project sponsor should implement bird-safe building operations to prevent and minimize bird strike impacts, including but not limited to the following measures:</p> <ul style="list-style-type: none"> • Reduce building lighting from exterior sources by: <ul style="list-style-type: none"> ○ Minimizing the amount and visual impact of perimeter lighting and façade up-lighting and avoid up-lighting of rooftop antennae and other tall equipment, as well as of any decorative features; ○ Installing motion-sensor lighting; ○ Using minimum wattage fixtures to achieve required lighting levels. • Reduce building lighting from interior sources by: <ul style="list-style-type: none"> ○ Dimming lights in lobbies, perimeter circulation areas, and atria; ○ Turning off all unnecessary lighting by 11:00 p.m. through sunrise, especially during peak migration periods (mid-March to early June and late August through late October); ○ Using automatic controls (motion sensors, photo-sensors, etc.) to shut off lights in the evening when no one is present; ○ Encouraging the use of localized task lighting to reduce the need for more extensive overhead lighting; ○ Scheduling nightly maintenance to conclude by 11:00 p.m.; ○ Educating building users about the dangers of night lighting to birds. 	Project sponsor	Ongoing during project operation	Planning Department	Considered complete upon approval of building plans by Planning Department. Planning Department may engage in follow-up discussion with project sponsors, as applicable.