



SAN FRANCISCO PLANNING DEPARTMENT

Executive Summary Large Project Authorization & Office Development Authorization

HEARING DATE: JUNE 22, 2017

Date: June 12, 2017
Case No.: **2012.1410ABX**
Project Address: **77-85 FEDERAL STREET**
Zoning: MUO (Mixed Use-Office) Zoning District
South End Landmark District
65-X Height and Bulk District
Block/Lot: 3774/444
Project Sponsor: Adam Franch, Aralon Properties
482 Bryant Street
San Francisco, CA 94107
Staff Contact: Natalia Kwiatkowska – (415) 575-9185
natalia.kwiatkowska@sfgov.org
Recommendation: **Approval with Conditions**

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PROJECT DESCRIPTION

The project sponsor proposes to demolish the two existing two-story office buildings (collectively measuring approximately 17,166 square feet (sq ft)) and surface parking lot (containing approximately twenty (20) off-street parking spaces), and construct a new five-story-over-basement commercial building. The proposed project would construct approximately 49,840 sq ft of office space, approximately 22,631 sq ft of retail space (gym), approximately 4,057 sq ft of usable open space, twenty five (25) off-street parking spaces (including one car-share parking space), two (2) new service vehicle stalls, one hundred twenty four (124) new Class 1 bicycle parking spaces, ten (10) Class 2 bicycle parking spaces, and new showers and lockers. The proposed project would have street frontage onto Federal and De Boom Streets. The vehicular entry would be located off of De Boom Street.

SITE DESCRIPTION AND PRESENT USE

The project is located on a rectangular midblock through lot located on the southeast side of Federal Street between De Boom and 2nd Streets. The lot has approximately 107 ft of frontage on Federal Street and 87 ft 6 in of frontage on De Boom Street. The lot depth measures 160, while the lot area measures 16,047 sq ft. The subject lot is developed with two existing two-story office buildings, occupied by a short term tenant, and a surface parking lot.

SURROUNDING PROPERTIES AND NEIGHBORHOOD

The area surrounding the project site is largely occupied by offices with commercial establishments at ground floor. Buildings in the vicinity typically range from one to five stories in height. Directly to the northeast of the project site facing Federal Street is a surface parking lot, while directly to the southwest is a three-story office building. Facing De Boom Street, the adjacent properties include a two-story commercial building to the northeast and a two-story brewery and restaurant to the southwest of the project site. The project site is located within the South End Landmark District, which is significant for the high concentration of late-nineteenth century brick and early twentieth-century reinforced concrete warehouses and light industrial buildings. Other zoning districts in the vicinity of the project site include: SB-DTR (South Beach Downtown Residential); SLI (Service-Light Industrial); and, SPD (South Park District).

ENVIRONMENTAL REVIEW

Pursuant to the Guidelines of the State Secretary of Resources for the implementation of the California Environmental Quality Act (CEQA), on June 20, 2017, the Planning Department of the City and County of San Francisco determined that the proposed project would not have a significant effect on the environment. This finding is based upon the criteria of the Guidelines of the State Secretary for Resources, Sections 15064 (Determining Significant Effect), 15065 (Mandatory Findings of Significance), 15070 (Decision to prepare a Negative Declaration), and 15183 (Projects Consistent with a Community Plan or Zoning). The Project is consistent with the adopted zoning controls in the Eastern Neighborhoods Area Plan and was encompassed within the analysis contained in the Eastern Neighborhoods Area Plan Final EIR. Since the Final EIR was finalized, there have been no substantial changes to the Eastern Neighborhoods Area Plan and no substantial changes in circumstances that would require major revisions to the Final EIR due to the involvement of new significant environmental effects or an increase in the severity of previously identified significant impacts, and there is no new information of substantial importance that would change the conclusions set forth in the Final EIR.

HEARING NOTIFICATION

TYPE	REQUIRED PERIOD	REQUIRED NOTICE DATE	ACTUAL NOTICE DATE	ACTUAL PERIOD
Classified News Ad	20 days	June 2, 2017	June 2, 2017	20 days
Posted Notice	20 days	June 2, 2017	June 2, 2017	22 days
Mailed Notice	20 days	June 2, 2017	June 2, 2017	22 days

The proposal requires a Section 312 Neighborhood notification, which was conducted in conjunction with the required hearing notification for the Large Project Authorization and Office Development Authorization.

PUBLIC COMMENT/COMMUNITY OUTREACH

- To date, the Department has received approximately three public correspondences about the proposed project. The public correspondence expressed concern over increased traffic, overall scale and massing on a narrow street, and impact on the historic nature of the street and

neighborhood. Copies of this correspondence have been included within the Commissioner packets.

- The project sponsor has conducted outreach to the adjacent neighbors and interested community groups. The sponsors have hosted two pre-application meetings. The project sponsors have met with residents of the 355 Bryant Street Condominiums and adjacent neighbors. Major outcomes of the meeting were as follows: a) development team confirmed the primary entry for vehicle parking, trash, and deliveries will be located at De Boom Street in order to reduce traffic at Federal Street, b) development team will route majority of construction traffic and staging to De Boom street, and c) development team is working to minimize construction noise and will utilize a mat slab foundation to minimize pile driving noise. In addition, the Project Sponsor has worked closely with the owner at 75 Federal to coordinate the location of shared utilities and site access.

ISSUES AND OTHER CONSIDERATIONS

- Certificate of Appropriateness: Since the subject property is located within the South End Landmark District, the proposed project is required to obtain a Certificate of Appropriateness from the Historic Preservation Commission. The Historic Preservation Commission (HPC) reviewed the Certificate of Appropriateness on June 21, 2017. (See Case No. 2012.01410A)
- Large Project Authorization: As part of the Large Project Authorization (LPA), the Commission may grant exceptions from certain Planning Code requirements for projects that exhibit outstanding overall design and are complementary to the design and values of the surrounding area. The project is not seeking any exceptions from Planning Code requirements.
- Office Development Authorization: The proposed project would construct approximately 49,840 gsf of office space. Within the MUO (Mixed Use-Office) Zoning District, office use is permitted as of right, pursuant to Planning Code Section 842.66. As of May 2017, there is approximately 1.2 million square feet of “Small” Cap Office Development available under the Section 321 office allocation program.

REQUIRED COMMISSION ACTION

In order for the project to proceed, the Commission must grant a Large Project Authorization, pursuant to Planning Code Section 329, to allow the construction of a new five-story-over-basement commercial building (approximately 65-ft tall) with approximately 72,471 gross square feet (gsf). In addition, the Commission must authorize an Office Development Authorization of approximately 49,840 gsf of new office space pursuant to Planning Code Sections 321, 322, and 842.66.

BASIS FOR RECOMMENDATION

- The Project complies with the applicable requirements of the Planning Code.
- The Project is consistent with the objectives and policies of the General Plan.
- The Project is designed to be consistent with the surrounding neighborhood character and the surrounding landmark district (See Case No. 2012.1410A).

- The Project represents an allocation of approximately four percent of the small cap office space currently available for allocation.
- The authorization of the office space will allow for new businesses in the area, which will contribute to the economic activity in the neighborhood.
- The Project is located in a zoning district where office use is principally permitted.

RECOMMENDATION: Approval with Conditions
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Attachments:

Draft Motion – Large Project Authorization

Draft Motion – Office Allocation

HPC Motion – To Be Provided at Public Hearing on June 22

Exhibits:

- Parcel Map
- Sanborn Map
- Zoning Map
- Height & Bulk Map
- Aerial Photographs
- Site Photos

Project Sponsor submittal, including:

- Site Photographs
- Reduced Plans

Public Correspondence

Environmental Analysis

Attachment Checklist

- | | |
|---|--|
| <input checked="" type="checkbox"/> Executive Summary | <input checked="" type="checkbox"/> Project sponsor submittal |
| <input checked="" type="checkbox"/> Draft Motion | Drawings: <u>Existing Conditions</u> |
| <input checked="" type="checkbox"/> Environmental Determination | <input checked="" type="checkbox"/> Check for legibility |
| <input checked="" type="checkbox"/> Zoning District Map | Drawings: <u>Proposed Project</u> |
| <input checked="" type="checkbox"/> Height & Bulk Map | <input checked="" type="checkbox"/> Check for legibility |
| <input checked="" type="checkbox"/> Parcel Map | 3-D Renderings (new construction or significant addition) |
| <input checked="" type="checkbox"/> Sanborn Map | <input checked="" type="checkbox"/> Check for legibility |
| <input checked="" type="checkbox"/> Aerial Photo | <input type="checkbox"/> Wireless Telecommunications Materials |
| <input checked="" type="checkbox"/> Context Photos | <input type="checkbox"/> Health Dept. review of RF levels |
| <input checked="" type="checkbox"/> Site Photos | <input type="checkbox"/> RF Report |
| | <input type="checkbox"/> Community Meeting Notice |
| | <input type="checkbox"/> Housing Documents |
| | <input type="checkbox"/> Inclusionary Affordable Housing Program: Affidavit for Compliance |

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

NK
Planner's Initials



SAN FRANCISCO PLANNING DEPARTMENT

Subject to: (Select only if applicable)

- | | |
|---|---|
| <input type="checkbox"/> Affordable Housing (Sec. 415) | <input checked="" type="checkbox"/> First Source Hiring (Admin. Code) |
| <input checked="" type="checkbox"/> Jobs Housing Linkage Program (Sec. 413) | <input checked="" type="checkbox"/> Child Care Requirement (Sec. 414) |
| <input type="checkbox"/> Downtown Park Fee (Sec. 412) | <input checked="" type="checkbox"/> Other: EN Impact Fees, TSF, TIDF |

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Planning Commission Draft Motion

HEARING DATE: JUNE 22, 2017

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Project Address: **77-85 FEDERAL STREET**
Zoning: MUO (Mixed Use-Office) Zoning District
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ADOPTING FINDINGS RELATING TO THE APPROVAL OF LARGE PROJECT AUTHORIZATION PURSUANT TO SECTION 329 OF THE PLANNING CODE TO ALLOW CONSTRUCTION OF A NEW FIVE-STORY-OVER-BASEMENT COMMERCIAL BUILDING WITH APPROXIMATELY 72,500 GSF, LOCATED AT 77-85 FEDERAL STREET WITHIN THE MUO (MIXED USE-OFFICE) ZONING DISTRICT, SOUTH END LANDMARK DISTRICT, AND A 65-X HEIGHT AND BULK DISTRICT, AND ADOPTING FINDINGS UNDER THE CALIFORNIA ENVIRONMENTAL QUALITY ACT.

PREAMBLE

On June 5, 2014, Adam Franch of Aralon Properties (hereinafter “Project Sponsor”) filed an application with the Planning Department (hereinafter “Department”) for Large Project Authorization under Planning Code Section 329 to allow construction of a new five-story with basement commercial building containing approximately 22,631 sq ft of retail space (gym) and approximately 49,840 sq ft of office space at 77-85 Federal Street in San Francisco, California.

On June 22, 2017, the Planning Department/Planning Commission reviewed and considered the Community Plan Final Mitigated Negative Declaration (CP-FMND) and found that the contents of said report and the procedures through which the CP-FMND was prepared, publicized, and reviewed complies with the California Environmental Quality Act (California Public Resources Code Sections 21000 et seq.) (CEQA), Title 14 California Code of Regulations Sections 15000 et seq. (the “CEQA Guidelines”) and Chapter 31 of the San Francisco Administrative Code (“Chapter 31”); and

The Planning Department/Planning Commission found the CP-FMND was adequate, accurate and objective, reflected the independent analysis and judgment of the Department of City Planning and the Planning Commission, and approved the FMND for the Project in compliance with CEQA, the CEQA Guidelines and Chapter 31.

The Planning Department Commission Secretary is the custodian of records; the file for Case No. 2012.1410E is located at 1650 Mission Street, Fourth Floor, San Francisco, California.

Planning Department staff prepared a Mitigation Monitoring and Reporting program (MMRP), which material was made available to the public and this Commission for this Commission's review, consideration and action.

On June 22, 2017, the San Francisco Planning Commission (hereinafter "Commission") conducted a duly noticed public hearing at a regularly scheduled meeting on Large Project Authorization Application No. 2012.1410X.

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 requested in Application No. 2012.1410X, subject to the conditions contained in "EXHIBIT A" of this motion, based on the following findings:

FINDINGS

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

1. The above recitals are accurate and constitute findings of this Commission.
2. **Site Description and Present Use.** The project is located on a rectangular midblock through lot located on the southeast side of Federal Street between De Boom and 2nd Streets. The lot has approximately 107 ft of frontage on Federal Street and 87 ft 6 in of frontage on De Boom Street. The lot depth measures 160, while the lot area measures 16,047 sq ft. The subject lot is developed with two existing two-story office buildings, occupied by a short term tenant, and a surface parking lot.
3. **Surrounding Properties and Neighborhood.** The area surrounding the project site is largely occupied by offices with commercial establishments at ground floor. Buildings in the vicinity typically range from one to five stories in height. Directly to the northeast of the project site facing Federal Street is a surface parking lot, while directly to the southwest is a three-story office building. Facing De Boom Street, the adjacent properties include a two-story commercial building to the northeast and a two-story brewery and restaurant to the southwest of the project site. The project site is located within the South End Landmark District, which is significant for the high concentration of late-nineteenth century brick and early twentieth-century reinforced concrete warehouses and light industrial buildings. Other zoning districts in the vicinity of the project site

include: SB-DTR (South Beach Downtown Residential); SLI (Service-Light Industrial); and, SPD (South Park District).

4. **Project Description.** The project sponsor proposes to demolish the two existing two-story office buildings (collectively measuring approximately 17,166 square feet (sq ft)) and surface parking lot (containing approximately twenty (20) off-street parking spaces), and construct a new five-story-over-basement commercial building. The proposed project would construct approximately 49,840 sq ft of office space, approximately 22,631 sq ft of retail space (gym), approximately 4,057 sq ft of usable open space, twenty five (25) off-street parking spaces (including one car-share parking space), two (2) new service vehicle stalls, one hundred twenty four (124) new Class 1 bicycle parking spaces, ten (10) Class 2 bicycle parking spaces, and new showers and lockers. The proposed project would have street frontage onto Federal and De Boom Streets. The vehicular entry would be located off of De Boom Street.
- **Public Comment.** To date, the Department has received approximately three public correspondences about the proposed project. The public correspondence expressed concern over increased traffic, overall scale and massing on a narrow street, and impact on the historic nature of the street and neighborhood. Copies of this correspondence have been included within the Commissioner packets.
5. **Planning Code Compliance:** The Commission finds that the Project is consistent with the relevant provisions of the Planning Code in the following manner:
 - A. **Floor Area Ratio.** Planning Code Section 124 establishes a FAR (Floor Area Ratio) of 5:1 for properties within the MUO Zoning District and a 65-X Height and Bulk District.

The subject lot is 16,047 sq ft, thus resulting in a maximum allowable floor area of 80,235 sq ft. The proposed project would construct approximately 72,471 sq ft of non-residential space, and would comply with Planning Code Section 124.
 - B. **Usable Open Space.** Planning Code Section 135.3 requires one square foot of usable open space for every fifty (50) square feet of occupied floor area of new office use and one square foot of usable open space for every two hundred and fifty (250) square feet of occupied floor area of new retail within the MUO Zoning District.

For the proposed 43,102 sq ft of occupied floor area of office space, the proposed project is required to provide approximately 862 square feet of usable open space. For the proposed 19,493 sq ft of occupied floor area of retail space, the proposed project is required to provide approximately 78 square feet of usable open space. The project would construct approximately 940 sq ft of usable open space via a common roof deck; therefore, the project complies with Planning Code Section 135.3.

The proposed project also includes three optional roof decks (approximately 3,117 sq ft) accessible to the office use; however, the Project Sponsor is not using these optional roof decks to meet open space requirements.

- C. **Bird Safety.** Planning Code Section 139 outlines the standards for bird-safe buildings, including the requirements for location-related and feature-related hazards.

The subject lot is not located in close proximity to an Urban Bird Refuge. The proposed project meets the requirements of feature-related standards and does not include any unbroken glazed segments 24-sq ft and larger in size; therefore, the proposed project complies with Planning Code Section 139.

- D. **Street Frontage in Mixed Use Districts.** Planning Code Section 145.1 requires off-street parking at street grade on a development lot to be set back at least 25 feet on the ground floor; that 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 shall be devoted to parking and loading ingress or egress; that space for active uses be provided within the first 25 feet of building depth on the ground floor; that non-residential uses have a minimum floor-to-floor height of 14 feet; that the floors of street-fronting interior spaces housing non-residential active uses and lobbies be as close as possible to the level of the adjacent sidewalk at the principal entrance to these spaces; and that frontages with active uses that are not residential or PDR be fenestrated with transparent windows and doorways for no less than 60 percent of the street frontage at the ground level. The use of dark or mirrored glass shall not count towards the required transparent area. Any decorative railings or grillwork, other than wire mesh, which is placed in front of or behind ground floor windows, shall be at least 75 percent open to perpendicular view. Rolling or sliding security gates shall consist of open grillwork rather than solid material, so as to provide visual interest to pedestrians when the gates are closed, and to permit light to pass through mostly unobstructed. Gates, when both open and folded or rolled as well as the gate mechanism, shall be recessed within, or laid flush with, the building facade.

The proposed project is generally in conformance with Planning Code Section 145.1, and addresses the street frontage requirements by: providing active uses at the ground floor level via at-grade retail (gym) space and a lobby along Federal Street; providing below-grade parking; a garage entry (measuring approximately 13-ft wide) which is less than 20-ft wide; a ground floor floor-to-floor height of approximately 14-ft; and, by providing the necessary transparency and fenestration at the ground floor level.

- E. **Off-Street Parking.** Planning Section 151.1 of the Planning Code allows up to seven percent of the gross floor area of office use to be dedicated to off-street parking. The off-street parking area is subject to the pricing conditions of Section 155(g). Additionally, Planning Code Section 151.1 allows up to one off-street parking space for each 1,500 gross square feet of area of retail use.

The proposed project includes 49,840 square feet of office use, thus allowing up to 3,488 square feet of off-street parking use. Per Planning Code Section 151.1, the area of an individual parking space may not exceed 185 square feet, resulting in a maximum of 18 off-street parking spaces. The proposed project also includes 22,631 square feet of retail use (gym), allowing a maximum of 15 off-street parking spaces. Together, the proposed project allows for up to 33 off-street parking spaces.

The proposed project would provide a total of twenty five (25) off-street parking spaces including ten (10) stacker stalls accommodating twenty (20) individual spaces, four (4) surface stalls, and one (1) handicap van stall. Therefore, the proposed project complies with Planning Code Section 151.1.

- F. **Off-Street Freight Loading.** Section 152.1 of the Planning Code requires 0.1 off-street freight loading spaces for every 10,000 square feet of gross floor area of office use and 1 off-street freight loading space for retail uses with gross floor area between 10,001 and 30,000.

The proposed project includes 49,840 square feet of office use, thus no off-street freight loading spaces are required for the office use. The project also includes 22,631 square feet of retail (gym) use, thus requiring one off-street freight loading space for the retail use.

The project is proposing two service vehicle stalls. Per Planning Code Section 153(a)(6), each required off-street freight loading space may be substituted with two service vehicle spaces in the MUO district. Therefore, the proposed project complies with Planning Code Section 152.1.

- G. **Bicycle Parking Requirement in new buildings.** Section 155.2 of the Planning Code requires at least one Class 1 bicycle parking space for every 5,000 occupied square feet of office space and a minimum of two Class 2 bicycle parking spaces for any office uses greater than 5,000 gross square feet plus one Class 2 bicycle parking space for each additional 50,000 occupied square feet. Additionally, Planning Code Section 155.2 requires at least one Class 1 bicycle parking space for every 7,500 occupied square feet of retail use and one Class 2 bicycle parking space for every 2,500 square feet of occupied floor area, with a minimum of 2 Class 2 bicycle parking spaces for retail use.

The proposed project includes 43,102 square feet of occupied floor area of office use, thus requiring at least nine (9) Class 1 bicycle parking spaces, and two (2) Class 2 bicycle parking spaces. Additionally, the project includes 19,493 square feet of occupied floor area of retail use, requiring at least three (3) Class 1 bicycle parking spaces, and eight (8) Class 2 bicycle parking spaces.

The proposed project includes one-hundred-twenty-four (124) Class 1 bicycle parking spaces located at the basement through fifth levels and ten (10) Class 2 bicycle parking spaces; therefore, the proposed project complies with Planning Code Section 155.2.

- H. **Shower Facility and Clothes Locker Requirement in New Buildings.** Section 155.3 of the Planning Code requires at least two showers and twelve clothes lockers when the occupied floor area exceeds 20,000 square feet but is no greater than 50,000 square feet of the office use floor area. Additionally, there is no requirement for showers and lockers for retail uses with occupied floor area under 25,000 square feet.

The proposed project includes 43,102 square feet of occupied floor area office use, thus at least two showers and twelve clothes lockers are required. The project also includes 19,493 square feet of occupied floor area of retail use, thus no showers or lockers are required for the retail use.

The proposed project includes two (2) showers and twelve (12) clothes lockers at the second level; therefore, the proposed project would comply with Planning Code Section 155.3.

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

The proposed project includes 43,102 square feet of occupied floor area of office use, thus the Project Sponsor must execute an agreement to provide on-site transportation brokerage services. The agreement will be reviewed by the Planning Department prior to the issuance of a temporary certificate of occupancy, in accordance with Planning Code Section 163.

- J. **Car Share.** Section 166 of the Planning Code requires at least one car-share parking space where the number of parking provided for non-residential uses exceeds 24 spaces but is no greater than 49 spaces in newly constructed buildings.

The proposed project includes twenty five (25) off-street parking spaces, thus requiring one (1) car-share parking space. The project includes one (1) car-share parking space located at the basement level; therefore, the proposed project would comply with Planning Code Section 166.

- K. **Transportation Demand Management Program.** Pursuant to Planning Code Section 169 and the TDM Program Standards, the Project shall finalize a TDM Plan prior to Planning Department approval of the first Building Permit or Site Permit. As currently proposed, the Project must achieve a target of 14 points for the retail use and a target of 13 points for the office use.

The Project submitted a completed Environmental Evaluation Application prior to September 4, 2016. Therefore, the Project must only achieve 50 percent of the point target established in the TDM Program Standards, resulting in a target of 7 points for the retail use and a target of 6.5 points for the office use. As currently proposed, the Project will achieve its required points through the following TDM measures:

Office Use

- *Bicycle Parking (Option A)*
- *Showers and Lockers*
- *Car-share Parking (Option A)*
- *Parking Supply (Option D)*

Retail Use

- *Bicycle Parking (Option A)*
- *Car-share Parking (Option A)*
- *Parking Supply (Option G)*

- L. **Narrows Streets & Alleys. Narrow Streets.** Planning Code Section 261.1 outlines height and massing requirements for projects that front onto a “narrow street,” which is defined as a public right of way less than or equal to 40-ft in width. Federal and De Boom Streets measure approximately 35-ft wide, and are considered an east-west “narrow streets.” On the south side of an east-west street, all subject frontages shall have upper stories which are set back at the property line such that they avoid penetration of a sun access plane defined by angle of 45 degrees extending from the most directly opposite northerly property line. Subject frontage is defined as any building frontage more than 60-ft from an intersection with a street wider than 40-ft. The project site is located on the south side of an east-west “narrow street.” *The proposed project includes a 7 ft 8 in setback at the third floor and a 32 ft setback at the fourth and fifth floors from the front property line facing Federal Street, thus avoiding penetration of a sun access plane defined by angle of 45 degrees extending from the most directly opposite northerly property line. Therefore, the proposed project would comply with Planning Code Section 261.1*

- M. **Shadow Impact Analysis.** Planning Code Section 295 restricts net new shadow, cast by structures exceeding a height of 40 feet, upon property under the jurisdiction of the Recreation and Park Commission. Any project in excess of 40 feet in height and found to cast net new shadow must be found by the Planning Commission, with comment from the General Manager of the Recreation and Parks Department, in consultation with the Recreation and Park Commission, to have no adverse impact upon the property under the jurisdiction of the Recreation and Park Commission.

Based upon a detail shadow analysis, the proposed project does not cast any net new shadow upon property under the jurisdiction of the Recreation and Parks Commission.

- N. **Office Development Authorization.** Planning Code Section 321 outlines the requirements for an Office Development Authorization from the Planning Commission for new office space in excess of 25,000 gsf.

The proposed project has submitted an application for an Office Development Authorization. The proposed project will seek an office development authorization for approximately 49,840 sq ft of new office space from the Planning Commission. See Case No. 2012.1410B.

- O. **Transit Impact Development Fee.** Planning Code Section 411 applies the Transit Impact Development Fee (TIDF) to projects cumulatively creating more than 800 gross square feet of non-residential uses.

The proposed project includes 49,840 sq ft of office use and 22,631 sq ft of retail use, resulting in the creation of 72,471 gross square feet of non-residential use. The Project submitted a completed Environmental Evaluation Application prior to July 21, 2015. Therefore, the Project is subject to the Transit Impact Development Fee rates per the Transportation Sustainability Fee rules.

- P. **Transportation Sustainability Fee.** Planning Code Section 411A applies the Transportation Sustainability Fee (TSF) for projects including new construction of a non-residential use in excess of 800 gross square feet.

The proposed project includes new construction of 72,471 gross square feet; therefore, the TSF, as outlined in Planning Code Section 411A, applies. However, the Project submitted a completed Environmental Evaluation Application prior to July 21, 2015. Therefore, the Project is subject to the Transit Impact Development Fee rates per the Transportation Sustainability Fee rules.

- Q. Jobs-Housing Linkage Program.** Planning Code Section 413 applies the Jobs-Housing Linkage Fee to any project that increases by at least 25,000 gross square feet the total amount of any combination of entertainment use, hotel use, Integrated PDR use, office, research and development use, retail use, and/or Small Enterprise Workspace use.

The proposed project includes 49,840 sq ft of office use and 22,631 sq ft of retail use and is subject to the Jobs-Housing Linkage Program, as outlined in Planning Code Section 413. The Project Sponsor may elect between the Housing Requirement option, the Payment to Housing Developer option, the In-Lieu Fee Payment option or compliance by combination payment to Housing Developer and payment of In-Lieu Fee at the time of building permit issuance.

- R. Child Care Requirements for Office Development Projects.** Planning Code Section 414 applies the Child Care Requirements for Office Development Projects Requirement to any project that increases by at least 25,000 gross square feet the total amount of office space.

The proposed project includes 49,840 sq ft of office use and is subject to the Child Care Requirements for Office Development Projects Requirement. Prior to issuance of the first construction document, the Project Sponsor will elect between compliance by providing an on-site child-care facility, compliance in conjunction with the sponsors of other development projects to provide an on-site child care facility at another project, compliance in conjunction with the sponsors of other development projects to provide a child-care facility within one mile of the development projects, compliance by payment of an in-lieu fee, compliance by combining payment of an in-lieu fee with construction of a child care facility or compliance by entering into an arrangement with a non-profit organization.

- S. Eastern Neighborhood Infrastructure Impact Fees.** Planning Code Section 423 is applicable to any development project within the MUO (Mixed Use Office) Zoning District that results in the addition of gross square feet of non-residential space.

The proposed project includes 49,840 sq ft of office use and approximately 22,631 sq ft of retail use. These uses are subject to Eastern Neighborhood Infrastructure Impact Fees Tier 2, as outlined in Planning Code Section 423. These fees must be paid prior to the issuance of the building permit application.

- T. Retail Use in MUO Zoning Districts.** Planning Code Section 842.45 states that retail use up to 25,000 gross square feet is a permitted use within the MUO Zoning District.

The proposed project would construct new retail space of approximately 22,631 square feet within the MUO Zoning District; therefore, the proposed project complies with Planning Code Section 842.45

- U. Office Use in MUO Zoning Districts.** Planning Code Section 842.66 states that office use is a permitted use within the MUO Zoning District.

The proposed project would construct new office space within the MUO Zoning District; therefore, the proposed project complies with Planning Code Section 842.66.

6. **Large Project Authorization in Eastern Neighborhoods Mixed Use District.** Planning Code Section 329(c) lists nine aspects of design review in which a project must comply; the Planning Commission finds that the project is compliant with these nine aspects as follows:

A. Overall building mass and scale.

The proposed project's mass and scale are appropriate for the existing context as the area is characterized by larger, light industrial buildings that create strong street walls of multiple stories. In particular, the proposed project is consistent with the mass and scale of the South End Landmark District, which contains historic warehouses that range in height from one-to-six-stories tall. Like other properties in the vicinity, the proposed project has full lot coverage and a large rectangular massing. The proposed project includes setbacks of massing at the upper floors in order to comply with additional height limits for narrow streets and alleys in the Eastern Neighborhoods Mixed Use District as outlined in Planning Code Section 261.1. Thus, the project is consistent and compatible with the surrounding landmark district.

B. Architectural treatments, facade design and building materials:

The proposed project's architectural treatments, façade design and building materials include cement material, deeply-set aluminum-sash windows, and projecting sills. At both street elevations, the primary facades features a tri-partite façade organization with a base, shaft and cornice, which is illustrated by the project's bulkhead, central massing organized into bays of deeply recessed windows separated by pilasters and capped with a cornice. This regularized pattern is consistent with the surrounding neighborhood, which primarily features former light industrial property constructed of brick or reinforced-concrete. Overall, the proposed project offers a high quality architectural treatment, which is consistent and compatible with the surrounding landmark district.

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;

At both primary street elevations, the ground floor aligns with the front property line and adjacent buildings. At both street elevations, the ground floor features a glazed storefront for the lobby and adjacent ground floor retail space. A glazed ground floor area encourages interaction between the tenant space and the public realm. Off-street parking and freight loading are situated below grade with the entrance off of De Boom Street.

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 required usable open space for the office and retail use is provided at the fourth floor common roof deck, measuring approximately 939 sq ft. In addition to the required usable open space, the Project

Sponsor is providing approximately 3,117 sq ft of additional usable open space via roof decks for the office use at the upper floors. These roof decks provide a quality open space for the future tenants with ample access to light and air.

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

The project is not required to provide any mid-block alleys or pathways, as defined in Planning Code Section 270.2.

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

The proposed project would provide the six new street trees along Federal Street and one new street tree along De Boom Street. The project will also add bicycle parking along the sidewalk along Federal and De Boom Streets. The Department finds that these improvements would improve the public realm.

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

The proposed project has two street frontages along Federal and De Boom Streets. Federal Street façade features the main entry lobby serving the retail and office use and two additional retail entries along the ground floor; therefore, Federal Street façade is the focal point for pedestrian access. De Boom Street façade features an additional entry vestibule serving the retail and office use. Automobile access is provided exclusively through the De Boom Street façade. The automobile entry is located along the westernmost corner of the facade. This entry accommodates the limited amount of off-street parking spaces and freight loading parking spaces.

- H. Bulk limits;

The proposed project is within an 'X' Bulk District, which does not restrict bulk.

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

The proposed project, on balance, meets the Objectives and Policies of the General Plan.

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

NEIGHBORHOOD COMMERCE

Objectives and Policies

OBJECTIVE 1:

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

Policy 1.1:

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

Policy 1.2:

Assure that all commercial and industrial uses meet minimum, reasonable performance standards.

Policy 1.3:

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

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

OBJECTIVE 2:

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

Policy 2.1:

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

Policy 2.3:

Maintain a favorable social and cultural climate in the city in order to enhance its attractiveness as a firm location

The proposed office development will help attract new commercial activity to San Francisco as it provides a large quantity of vacant office and retail space for use. It also contributes to San Francisco's attractiveness as a firm location as it is within short walking distance of South Park, the amenities encircling South Park and the emerging 3rd Street Corridor near AT&T Park.

TRANSPORTATION ELEMENT

Objectives and Policies

OBJECTIVE 24:

IMPROVE THE AMBIENCE OF THE PEDESTRIAN ENVIRONMENT.

Policy 24.2:

Maintain and expand the planting of street trees and the infrastructure to support them.

The Project will install street trees at regular intervals along Federal and De Boom Street.

OBJECTIVE 28:

PROVIDE SECURE AND CONVENIENT PARKING FACILITIES FOR BICYCLES.

Policy 28.1:

Provide secure bicycle parking in new governmental, commercial, and residential developments.

Policy 28.3:

Provide parking facilities which are safe, secure, and convenient.

The project includes 124 Class 1 bicycle parking spaces in a secure, convenient location within the building along with required shower and locker facilities, as well as ten Class 2 bicycle parking spaces.

URBAN DESIGN ELEMENT

Objectives and Policies

OBJECTIVE 1:

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

Policy 1.3:

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

The design of the proposed commercial development complements the existing character of the surrounding area as its scale, massing and choice of façade materials draws inspiration from the light industrial and reinforced concrete buildings along Federal and De Boom Streets. The proposed development does not stand out, but rather contributes to a general sense of building type along the street. Further, the proposed project complements the surrounding South End Landmark District, which is recognized by the City of San Francisco for its unique and historic architectural character.

OBJECTIVE 3:

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

Policy 3.1:

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

Policy 3.2:

Avoid extreme contrasts in color, shape and other characteristics which will cause new buildings to stand out in excess of their public importance.

The proposed development successfully melds a new building into an area with an established presence of 19th and 20th century light industrial buildings. The proposed development does not clash with the existing

context as the selected building materials, massing and scale are typical of the buildings found in the surrounding area.

EAST SOMA PLAN AREA

Objectives and Policies

OBJECTIVE:

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

Policy 1.4.3:

Continue to allow larger research and development office-type uses that support the Knowledge Sector in the 2nd Street Corridor.

The proposed project will provide approximately 49,840 sq ft of new office space for new businesses located within the vicinity of the 2nd and 3rd Street corridors.

OBJECTIVE 3.1:

PROMOTE AN URBAN FORM THAT REINFORCES EAST SOMA’S DISTINCTIVE PLACE IN THE CITY’S LARGER FORM AND STRENGTHENS ITS PHYSICAL FABRIC AND CHARACTER.

Policy 3.1.6:

New buildings should epitomize the best in contemporary architecture, but should do so with full awareness of, and respect for, the height, mass, articulation and materials of the best of the older buildings that surrounds them.

The design of the proposed commercial development, a contemporary interpretation of early 20th Century reinforced concrete warehouse, complements the existing character of the surrounding area as its scale, massing and choice of façade materials draws inspiration from the light industrial and reinforced concrete buildings that line the street.

OBJECTIVE 3.2:

PROMOTE AN URBAN FORM AND ARCHITECTURAL CHARACTER THAT SUPPORTS WALKING AND SUSTAINS A DIVERSE, ACTIVE AND SAFE PUBLIC REALM.

Policy 3.2.3:

Minimize the visual impact of parking.

The off-street parking is located within an excavated basement level. The parking cannot be seen from the De Boom Street façade, which is the primary interface with the public realm.

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

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

The existing buildings do not contain any neighborhood-serving retail uses. The proposal would enhance the neighborhood-serving retail district by introducing a large number of new employees and potential patrons to the retail uses in the area. The proposed gym is a much-needed amenity to the surrounding neighborhood.

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

The proposal does not include any new housing. The existing neighborhood character will be preserved as the design of the proposal is in harmony with the building scale, massing and form found in the surrounding area. The Project is located in the East SoMa Area Plan and is located within a zoning district that allows office use. Other nearby properties function as either commercial or office spaces.

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

There is no existing affordable or market-rate housing on the Project Site. The development will contribute fees to the Jobs-Housing Linkage Program. Therefore, the Project is in compliance with this priority policy.

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

The area is served by a variety of transit options, including MUNI and Caltrain. It is also near several streets that are part of the City's growing bicycle network. It is not anticipated that commuter traffic will impede MUNI transit or overburden streets or neighborhood parking as the sole automobile entrance is on De Boom Street and the excavated basement provides a limited number of off-street parking spaces.

- 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 not displace any service or industry establishment. The project will not affect industrial or service sector uses or related employment opportunities. Ownership of industrial or service sector businesses will not be affected by this project.

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

The Project is designed and will be constructed to conform to the structural and seismic safety requirements of the City Building Code. This proposal will not impact the property's ability to withstand an earthquake.

- G. That landmarks and historic buildings be preserved.

Although the existing building is not historic, the subject lot is located within the South End Landmark District. As such, the proposed project obtained a Certificate of Appropriateness from the Historic Preservation Commission (See HPC Motion No. XXX).

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

The proposed project would not affect nearby parks or open space, nor would it cast shadow on any space owned or operated by the San Francisco Recreation and Parks Commission.

9. **First Source Hiring.** The Project is subject to the requirements of the First Source Hiring Program as they apply to permits for residential development (Section 83.4(m) of the Administrative Code), 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.

10. The Project is consistent with and would promote the general and specific purposes of the Code provided under Section 101.1(b) in that, as designed, the Project would contribute to the character and stability of the neighborhood and would constitute a beneficial development.
11. The Commission 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. 2012.1410X** subject to the following conditions attached hereto as "EXHIBIT A" in general conformance with plans on file, dated June 8, 2017, and stamped "EXHIBIT B", which is incorporated herein by reference as though fully set forth.

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

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

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

I hereby certify that the Planning Commission ADOPTED the foregoing Motion on June 22, 2017.

Jonas P. Ionin
Commission Secretary

AYES:

NAYS:

ABSENT:

ADOPTED: June 22, 2017

EXHIBIT A

AUTHORIZATION

This authorization is for a Large Project Authorization to allow new construction of a five-story-over-basement commercial building with 49,840 square feet of office use and 22,631 square feet of retail use located at 77-85 Federal Street, Block 3774, and Lot 444 pursuant to Planning Code Section 329 within the MUO District, South End Landmark District, and a 65-X Height and Bulk District; in general conformance with plans, dated **June 8, 2017**, and stamped "EXHIBIT B" included in the docket for Case No. 2012.1410X and subject to conditions of approval reviewed and approved by the Commission on June 22, 2017 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 June 22, 2017 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.** The Project Sponsor must obtain a Certificate of Appropriateness from the Historic Preservation Commission, pursuant to Planning Code Section 1006, and an Office Development Authorization under Planning Code Sections 321 and 322 to allocate office square footage to authorize 49,804 square feet of office use from the Office

Development Annual Limit and satisfy all the conditions thereof. The conditions set forth below are additional conditions required in connection with the Project. If these conditions overlap with any other requirement imposed on the Project, the more restrictive or protective condition or requirement, as determined by the Zoning Administrator, shall apply.

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

7. **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

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

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

DESIGN

9. **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

10. **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

11. **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

12. **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
13. **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. Since the project site is located within a landmark district, a Certificate of Appropriateness will be required for new signage.
For information about compliance, contact the Case Planner, Planning Department at 415-558-6378, www.sf-planning.org

PARKING AND TRAFFIC

14. **Car Share.** Pursuant to Planning Code Section 166, no fewer than **one (1)** 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
15. **Bicycle Parking.** Pursuant to Planning Code Sections 155.1 and 155.4, the Project shall provide no fewer than **twelve (12)** Class 1 and **ten (10)** Class 2 bicycle parking spaces. SFMTA has final authority on the type, placement and number of Class 2 bicycle racks within the public ROW. Prior to issuance of first architectural addenda, the project sponsor shall contact the SFMTA Bike Parking Program at bikeparking@sfmta.com to coordinate the installation of on-street bicycle racks and ensure that the proposed bicycle racks meet the SFMTA's bicycle parking guidelines. Depending on local site conditions and anticipated demand, SFMTA may request the project sponsor pay an in-lieu fee for Class II bike racks required by the Planning Code.
For information about compliance, contact Code Enforcement, Planning Department at 415-575-6863, www.sf-planning.org
16. **Showers and Clothes Lockers.** Pursuant to Planning Code Section 155.3, the Project shall provide no fewer than **2** showers and **12** clothes lockers.
For information about compliance, contact Code Enforcement, Planning Department at 415-575-6863, www.sf-planning.org.
17. **Parking Maximum.** Pursuant to Planning Code Section 151.1, the Project shall provide no more than **thirty-three (33)** off-street parking spaces.
For information about compliance, contact Code Enforcement, Planning Department at 415-575-6863, www.sf-planning.org
18. **Off-Street Loading.** Pursuant to Planning Code Section 152, the Project will provide **two (2)** service vehicle spaces to satisfy one required off-street loading space.

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

19. **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

PROVISIONS

20. **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

21. **Transportation Brokerage Services - C-3, EN, and SOMA.** Pursuant to Planning Code Section 163, the Project Sponsor shall provide on-site transportation brokerage services for the actual lifetime of the project. Prior to the issuance of any certificate of occupancy, the Project Sponsor shall execute an agreement with the Planning Department documenting the project's transportation management program, subject to the approval of the Planning Director.

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

22. **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

23. **Jobs-Housing Linkage Fee.** The Project is subject to the Jobs Housing Linkage Fee, as applicable, pursuant to Planning Code Section 413.

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

24. **Childcare Requirements - Office and Hotel Development.** The Project is subject to the Childcare Fee for Office and Hotel Development Projects, 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

25. **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

MONITORING

26. **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

27. **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

28. **Garbage, Recycling, and Composting Receptacles.** 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 Bureau of Street Use and Mapping, Department of Public Works at 415-554-.5810, <http://sfdpw.org>

29. **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>

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

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

31. **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



SAN FRANCISCO PLANNING DEPARTMENT

Subject to: (Select only if applicable)

- | | |
|---|---|
| <input type="checkbox"/> Affordable Housing (Sec. 415) | <input checked="" type="checkbox"/> First Source Hiring (Admin. Code) |
| <input checked="" type="checkbox"/> Jobs Housing Linkage Program (Sec. 413) | <input checked="" type="checkbox"/> Child Care Requirement (Sec. 414) |
| <input type="checkbox"/> Downtown Park Fee (Sec. 412) | <input checked="" type="checkbox"/> Other: EN Impact Fees, TSF, TIDF |

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Information:
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Planning Commission Draft Motion

HEARING DATE: JUNE 22, 2017

Case No.: **2012.1410B**
Project Address: **77-85 FEDERAL STREET**
Zoning: MUO (Mixed Use-Office) Zoning District
South End Landmark District
65-X Height and Bulk District
Block/Lot: 3774/444
Project Sponsor: Adam Franch, Aralon Properties
482 Bryant Street
San Francisco, CA 94107
Staff Contact: Natalia Kwiatkowska – (415) 575-9185
natalia.kwiatkowska@sfgov.org

ADOPTING FINDINGS RELATING TO AN ALLOCATION OF OFFICE SQUARE FOOTAGE UNDER THE 2017 – 2018 ANNUAL OFFICE DEVELOPMENT LIMITATION PROGRAM PURSUANT TO PLANNING CODE SECTIONS 321 AND 322 TO ALLOW NEW CONSTRUCTION OF APPROXIMATELY 49,840 GROSS SQUARE FEET OF OFFICE USE FOR A PROPOSED PROJECT LOCATED WITHIN THE MUO (MIXED USE OFFICE) ZONING DISTRICT, SOUTH END LANDMARK DISTRICT, AND A 65-X HEIGHT AND BULK DISTRICT.

PREAMBLE

On June 5, 2014 Adam Franch of Aralon Properties (hereinafter "Project Sponsor") filed an application with the Planning Department (hereinafter "Department") for an Office Development Authorization under Planning Code Section 321 and 322 to allow construction of a new five-story with basement commercial building containing approximately 22,631 sq ft of retail space (gym) and approximately 49,840 sq ft of office space at 77-85 Federal Street in San Francisco, California.

On June 22, 2017, the Planning Department/Planning Commission reviewed and considered the Community Plan Final Mitigated Negative Declaration (CP-FMND) and found that the contents of said report and the procedures through which the CP-FMND was prepared, publicized, and reviewed complies with the California Environmental Quality Act (California Public Resources Code Sections 21000 et seq.) (CEQA), Title 14 California Code of Regulations Sections 15000 et seq. (the "CEQA Guidelines") and Chapter 31 of the San Francisco Administrative Code ("Chapter 31"); and

The Planning Department/Planning Commission found the CP-FMND was adequate, accurate and objective, reflected the independent analysis and judgment of the Department of City Planning and the Planning Commission, and approved the FMND for the Project in compliance with CEQA, the CEQA Guidelines and Chapter 31.

The Planning Department Commission Secretary is the custodian of records; the file for Case No. 2012.1410E is located at 1650 Mission Street, Fourth Floor, San Francisco, California.

Planning Department staff prepared a Mitigation Monitoring and Reporting program (MMRP), which material was made available to the public and this Commission for this Commission's review, consideration and action.

On June 22, 2017, the Commission adopted Motion No. **XXXXX**, approving a Large Project Authorization for the Proposed Project (Large Project Authorization Application No. 2012.1410X), including a Mitigation, Monitoring, and Reporting Program for the Project, attached as Exhibit C, which are incorporated herein by this reference thereto as if fully set forth in this Motion.

On June 22, 2017, the San Francisco Planning Commission (hereinafter "Commission") conducted a duly noticed public hearing at a regularly scheduled meeting on Office Allocation Application No. 2012.1410B.

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

MOVED, that the Commission hereby authorizes the Office Development Authorization requested in Application No. 2012.1410B, subject to the conditions contained in "EXHIBIT A" of this motion, based on the following findings:

FINDINGS

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

1. The above recitals are accurate and constitute findings of this Commission.
2. **Site Description and Present Use.** The project is located on a rectangular midblock through lot located on the southeast side of Federal Street between De Boom and 2nd Streets. The lot has approximately 107 ft of frontage on Federal Street and 87 ft 6 in of frontage on De Boom Street. The lot depth measures 160, while the lot area measures 16,047 sq ft. The subject lot is developed with two existing two-story office buildings, occupied by a short term tenant, and a surface parking lot.
3. **Surrounding Properties and Neighborhood.** The area surrounding the project site is largely occupied by offices with commercial establishments at ground floor. Buildings in the vicinity typically range from one to five stories in height. Directly to the northeast of the project site facing Federal Street is a surface parking lot, while directly to the southwest is a three-story office building. Facing De Boom Street, the adjacent properties include a two-story commercial building

to the northeast and a two-story brewery and restaurant to the southwest of the project site. The project site is located within the South End Landmark District, which is significant for the high concentration of late-nineteenth century brick and early twentieth-century reinforced concrete warehouses and light industrial buildings. Other zoning districts in the vicinity of the project site include: SB-DTR (South Beach Downtown Residential); SLI (Service-Light Industrial); and, SPD (South Park District).

4. **Project Description.** The project sponsor proposes to demolish the two existing two-story office buildings (collectively measuring approximately 17,166 square feet (sq ft)) and surface parking lot (containing approximately twenty (20) off-street parking spaces), and construct a new five-story-over-basement commercial building. The proposed project would construct approximately 49,840 sq ft of office space, approximately 22,631 sq ft of retail space (gym), approximately 4,057 sq ft of usable open space, twenty five (25) off-street parking spaces (including one car-share parking space), two (2) new service vehicle stalls, one hundred twenty four (124) new Class 1 bicycle parking spaces, ten (10) Class 2 bicycle parking spaces, and new showers and lockers. The proposed project would have street frontage onto Federal and De Boom Streets. The vehicular entry would be located off of De Boom Street.
5. **Public Comment.** To date, the Department has received approximately three public correspondences about the proposed project. The public correspondence expressed concern over increased traffic, overall scale and massing on a narrow street, and impact on the historic nature of the street and neighborhood. Copies of this correspondence have been included within the Commissioner packets.
6. **Planning Code Compliance:** The Planning Code Compliance Findings set forth in Motion No. XXXXX, Case No. 2012.140X (Large Project Authorization, pursuant to Planning Code Section 329) apply to this Motion, and are incorporated herein as though fully set forth.
7. **Office Development Authorization.** Planning Code Section 321 establishes standards for San Francisco's Office Development Annual Limit. In determining if the proposed Project would promote the public welfare, convenience and necessity, the Commission considered the seven criteria established by Code Section 321(b)(3), and finds as follows:

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

Currently, there is more than 1.15 million gross square feet of available "Small Cap" office space in the City. Additionally, the proposed project is subject to various development fees that will benefit the surrounding community and the city. The Project is located in close proximity to many public transportation options, including a number of Muni and transit lines. Therefore, the Project will help maintain the balance between economic growth, housing, transportation and public services.

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

The proposed project is consistent with the General Plan, as outlined in Section 8 below.

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

The proposed project offers high quality design for the proposed office development, which is consistent and compatible with the neighborhood's overall massing and form. In particular, the proposed project is sensitive to the surrounding South End Landmark District, and addresses the architectural vocabulary and composition found among many of the older brick warehouses within the immediate vicinity, as noted in Historic Preservation Commission Motion No. XXX.

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

- a) Use. *The proposed project is located within the MUO (Mixed Use Office) Zoning District, which permits office use pursuant to Planning Code Sections 842.66. The subject lot is located in an area primarily characterized by commercial and light industrial development. There are several office use buildings in the surrounding area.*
- b) Transit Accessibility. *The area is served by a variety of transit options. The project site is within a quarter-mile of various Muni routes, including the 10-Townsend, 30-Stockton, 45-Union/Stockton, and 76X-Marin Headlands Express, as well as the N-Judah and KT-Ingleside/Third Street Rail Lines. Further, the project site is located within two blocks of the Caltrain Station on King and 4th Streets.*
- c) Open Space Accessibility. *The Project provides a code-complying roof deck to address the non-residential open space requirements. In addition, the project site is located within two blocks of a public open space at South Park.*
- d) Urban Design. *The proposed project reinforces the surrounding neighborhood character by providing a new project that is consistent and compatible with the surrounding area's mass, scale, size and architectural details. In particular, the proposed project is sensitive to the surrounding South End Landmark District, and references the district's brick material palette, massing and form, as noted by the Historic Preservation Commission in Motion No. XXX.*
- e) Seismic Safety. *The proposed project would be designed in conformance with current seismic and life safety codes as mandated by the Department of Building Inspection.*

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

- a) Anticipated Employment Opportunities. *The Project includes a total of 49,840 gross square feet of office space. As noted by the Project Sponsor, the additional office square footage will create new opportunities for employment. The Project Sponsor has not identified a proposed office tenant yet.*
- b) Needs of Existing Businesses. *The Project will supply office space in the East SoMa area, which allows office use within MUO Zoning District. The Project will provide office space with high ceilings*

and large floor plates, which are characteristics desired by emerging technology businesses. This building type offers flexibility for new businesses to further grow in the future.

- c) Availability of Space Suitable for Anticipated Uses. *The Project will provide large open floor plates, which will allow for quality office space that is suitable for a variety of office uses and sizes.*

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

The Project Sponsor has not determined the anticipated tenants.

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

The Project does not include any Transfer of Development Rights.

8. **General Plan Compliance.** The General Plan Compliance Findings set forth in Motion No. XXXXX, Case No. 2012.1410X (Large Project Authorization, pursuant to Planning Code Section 329) apply to this Motion, and are incorporated herein as though fully set forth.
9. **Planning Code Section 101.1(b)** establishes eight priority-planning policies and requires review of permits for consistency with said policies. On balance, the project does comply with said policies in that:

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

The existing buildings do not contain any neighborhood-serving retail uses. The proposal would enhance the neighborhood-serving retail district by introducing a large number of new employees and potential patrons to the retail uses in the area. The proposed gym is a much-needed amenity to the surrounding neighborhood.

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

The proposal does not include any new housing. The existing neighborhood character will be preserved as the design of the proposal is in harmony with the building scale, massing and form found in the surrounding area. The Project is located in the East SoMa Area Plan and is located within a zoning district that allows office use. Other nearby properties function as either commercial or office spaces.

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

There is no existing affordable or market-rate housing on the Project Site. The development will contribute fees to the Jobs-Housing Linkage Program. Therefore, the Project is in compliance with this priority policy.

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

The area is served by a variety of transit options, including MUNI and Caltrain. It is also near several streets that are part of the City's growing bicycle network. It is not anticipated that commuter traffic will impede MUNI transit or overburden streets or neighborhood parking as the sole automobile entrance is on De Boom Street and the excavated basement provides a limited number of off-street parking spaces.

- 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 not displace any service or industry establishment. The project will not affect industrial or service sector uses or related employment opportunities. Ownership of industrial or service sector businesses will not be affected by this project.

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

The Project is designed and will be constructed to conform to the structural and seismic safety requirements of the City Building Code. This proposal will not impact the property's ability to withstand an earthquake.

- G. That landmarks and historic buildings be preserved.

Although the existing building is not historic, the subject lot is located within the South End Landmark District. As such, the proposed project obtained a Certificate of Appropriateness from the Historic Preservation Commission (See HPC Motion No. XXX).

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

The proposed project would not affect nearby parks or open space, nor would it cast shadow on any space owned or operated by the San Francisco Recreation and Parks Commission.

10. **First Source Hiring.** The Project is subject to the requirements of the First Source Hiring Program as they apply to permits for residential development (Section 83.4(m) of the Administrative Code), 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.

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

DECISION

That based upon the Record, the submissions by the Applicant, the staff of the Department and other interested parties, the oral testimony presented to this Commission at the public hearings, and all other written materials submitted by all parties, the Commission hereby **APPROVES Office Development Application No. 2012.1410B** subject to the following conditions attached hereto as "EXHIBIT A" in general conformance with plans on file, dated June 8, 2017, and stamped "EXHIBIT B", which is incorporated herein by reference as though fully set forth.

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

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

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

I hereby certify that the Planning Commission ADOPTED the foregoing Motion on June 22, 2017.

Jonas P. Ionin
Commission Secretary

AYES:

NAYS:

ABSENT:

ADOPTED: June 22, 2017

EXHIBIT A

AUTHORIZATION

This authorization is for an Office Development Authorization to authorize 49,840 square feet of office use located at 77-85 Federal Street, Block 3774 Lot 444, pursuant to Planning Code Sections 321 and 322 within the MUO District, South End Landmark District, and a 65-X Height and Bulk District; in general conformance with plans, dated **June 8, 2017**, and stamped "EXHIBIT B" included in the docket for Case No. 2012.1410X and subject to conditions of approval reviewed and approved by the Commission on June 22, 2017 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 June 22, 2017 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.** The Project Sponsor must obtain a Certificate of Appropriateness from the Historic Preservation Commission, pursuant to Planning Code Section 1006, and a Large Project Authorization, pursuant to Planning Code Section 329, to allow construction of a new five-story-over-basement commercial building consisting of approximately

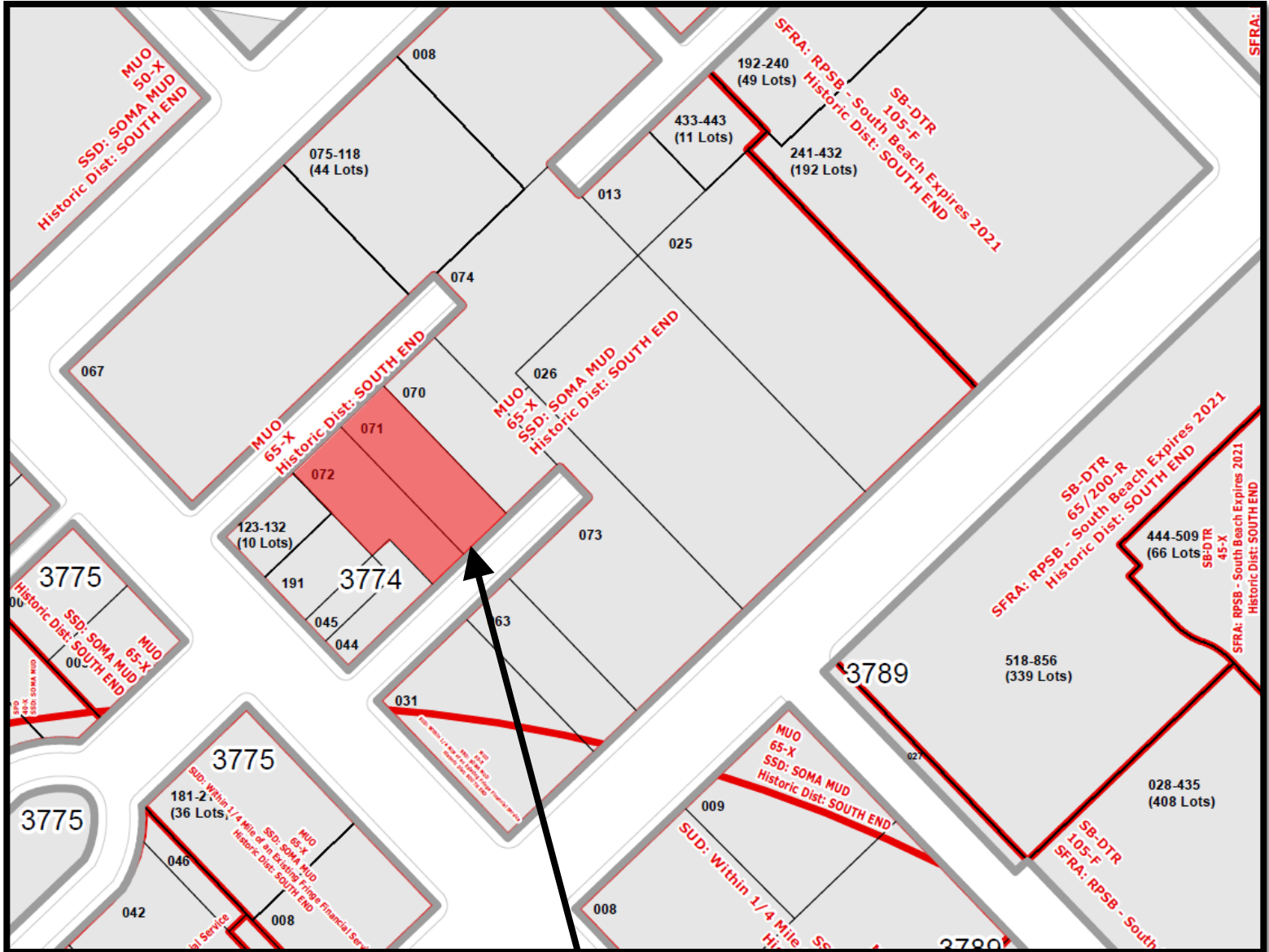
72,471 gross square feet. The conditions set forth below are additional conditions required in connection with the Project. If these conditions overlap with any other requirement imposed on the Project, the more restrictive or protective condition or requirement, as determined by the Zoning Administrator, shall apply.

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

7. **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

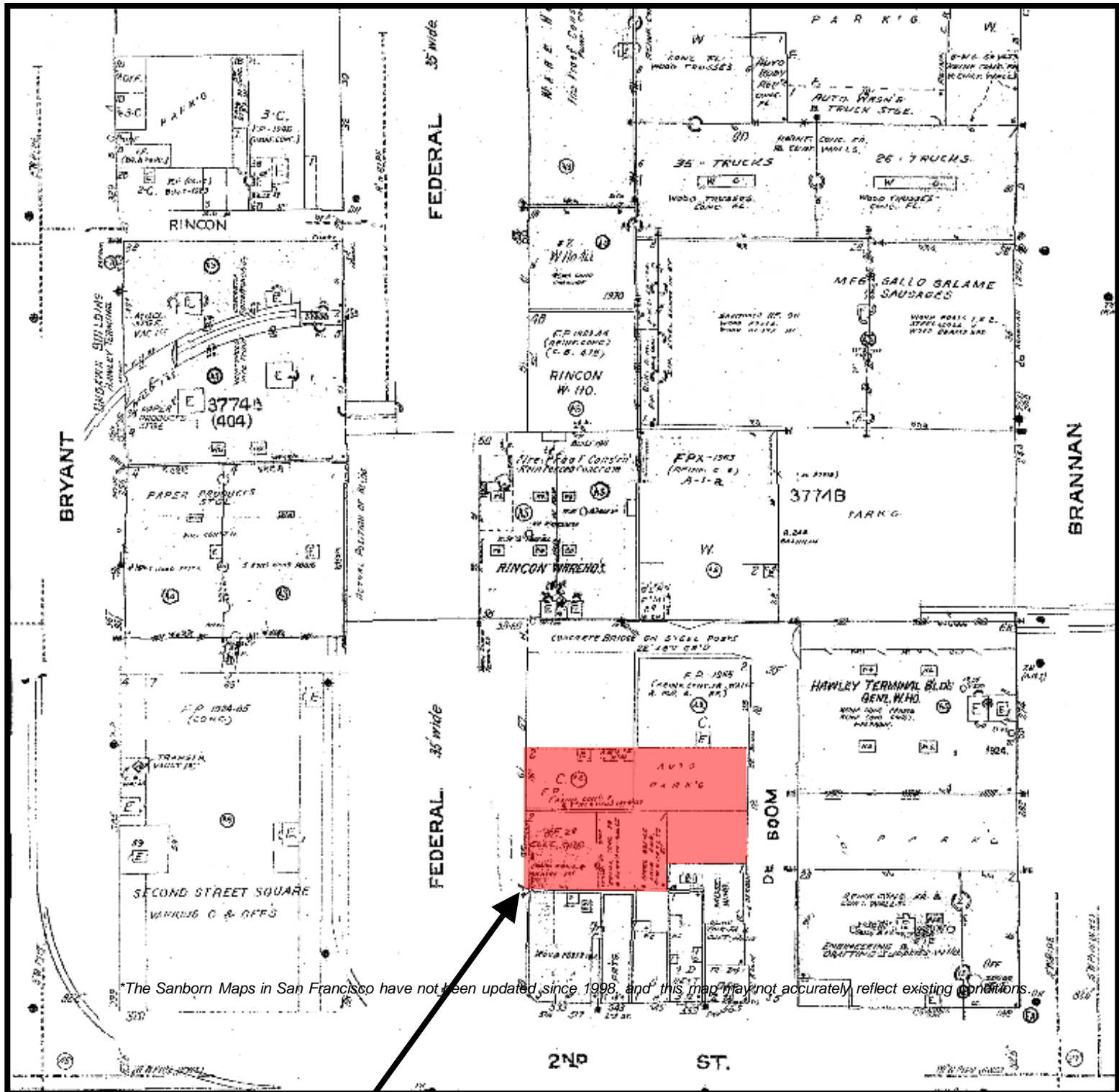
Parcel Map



SUBJECT PROPERTY



Sanborn Map*

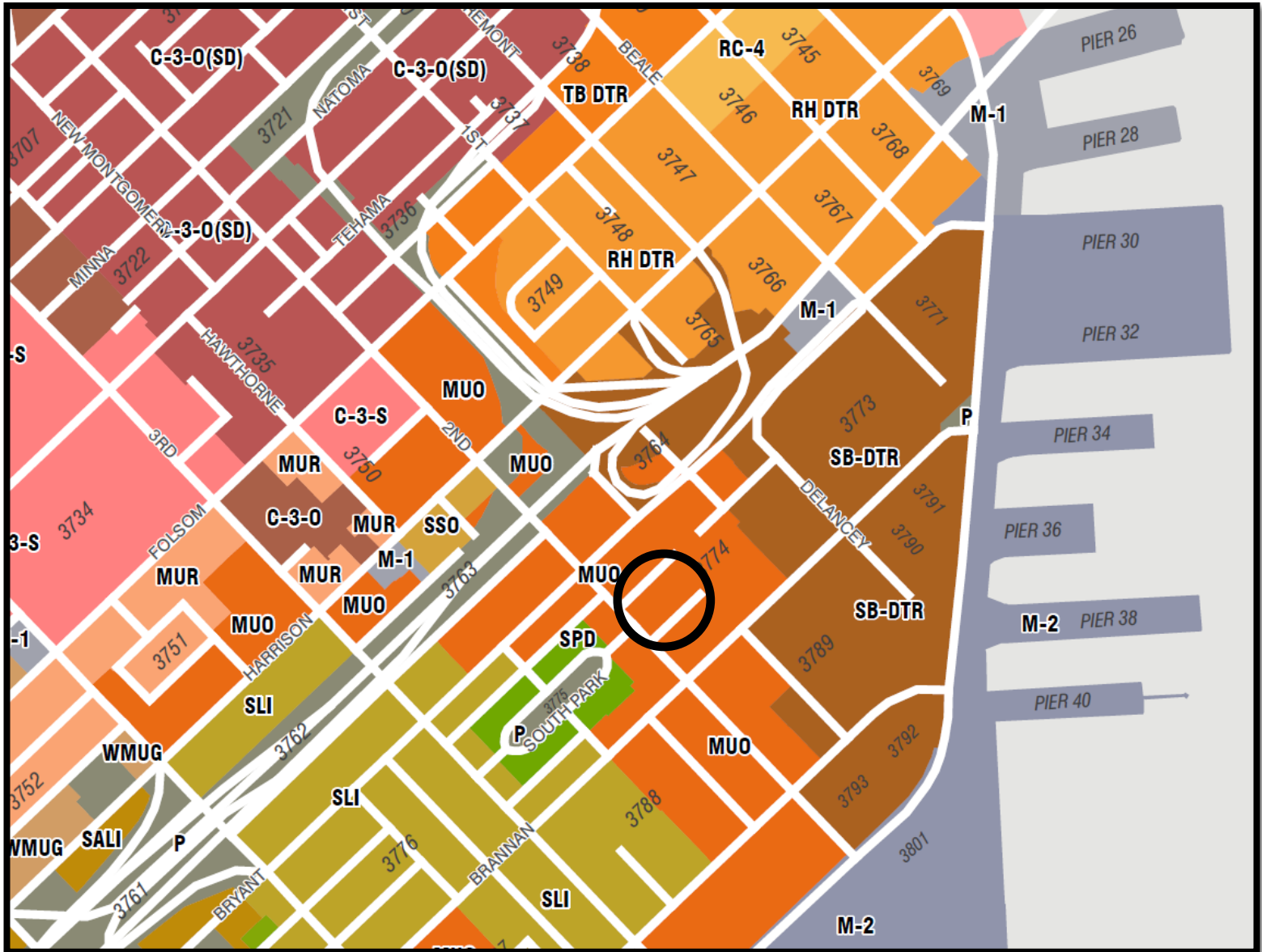


SUBJECT PROPERTY

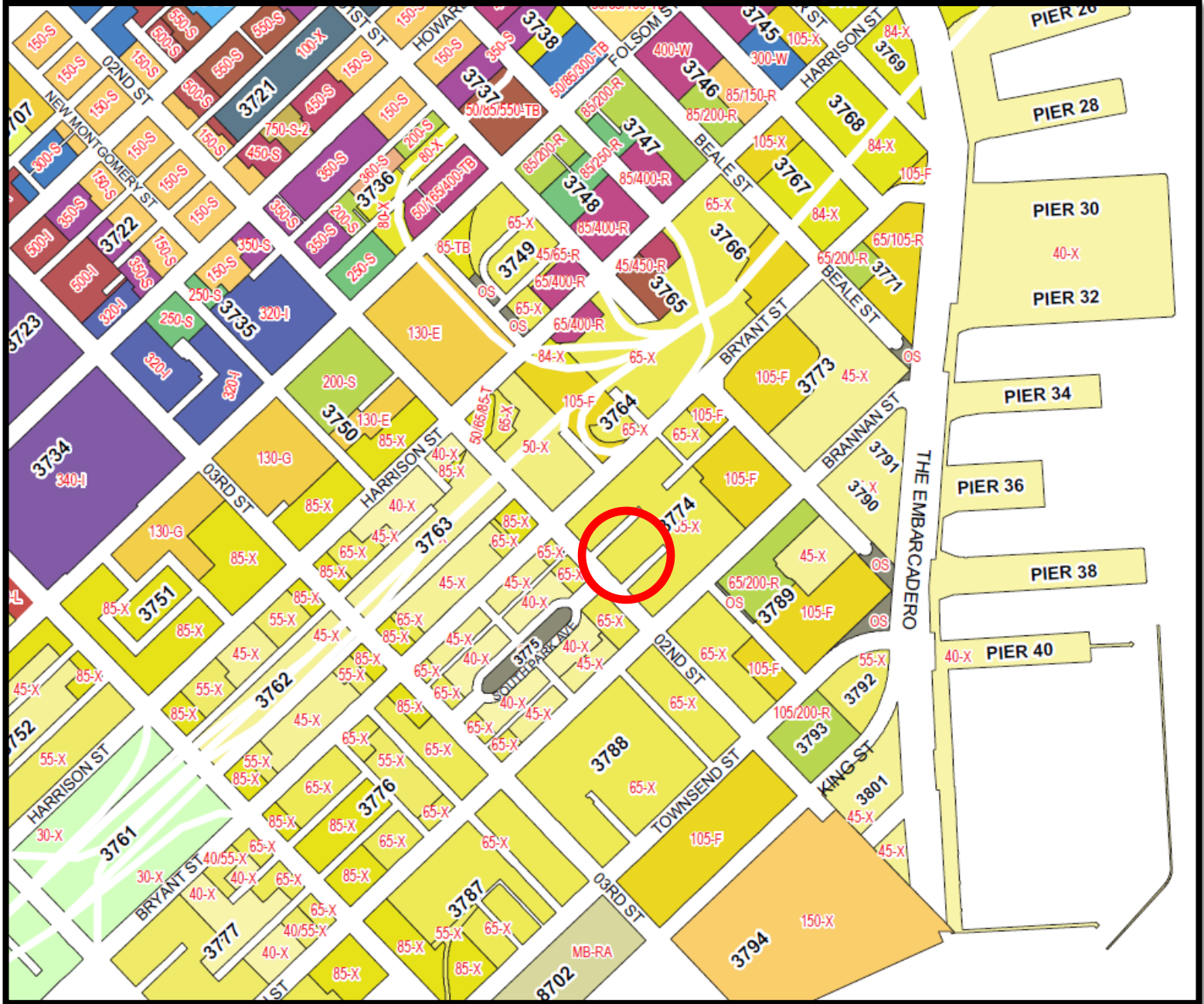


Large Project Authorization &
Office Development Authorization
Case Number 2012.1410ABX
77-85 Federal Street
Block 3774 Lot 444

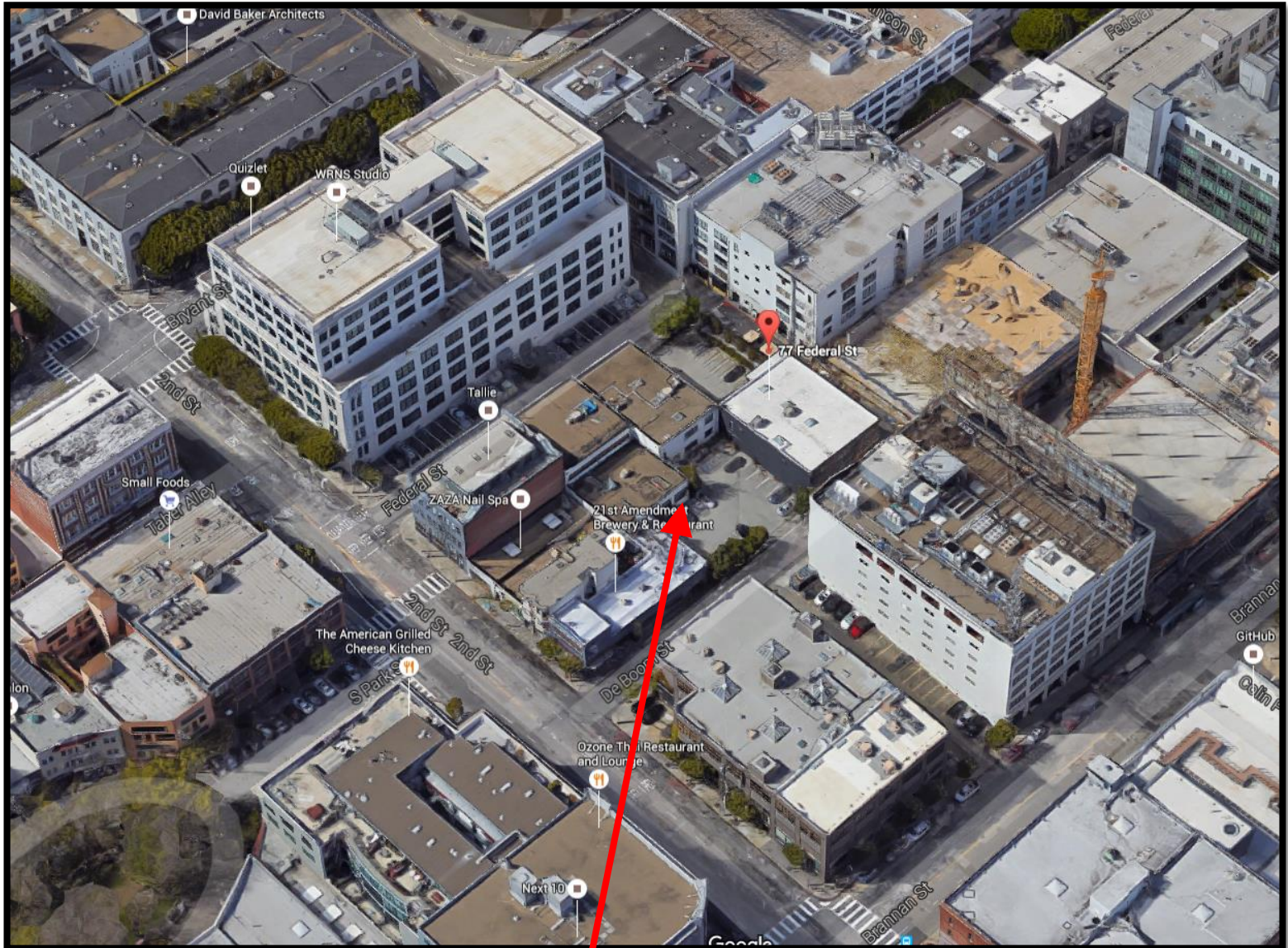
Zoning Map



Height & Bulk Map



Aerial Photo



SUBJECT PROPERTY



SAN FRANCISCO
PLANNING DEPARTMENT

Large Project Authorization &
Office Development Authorization
Case Number 2012.1410ABX
77-85 Federal Street
Block 3774 Lot 444

Site Photo

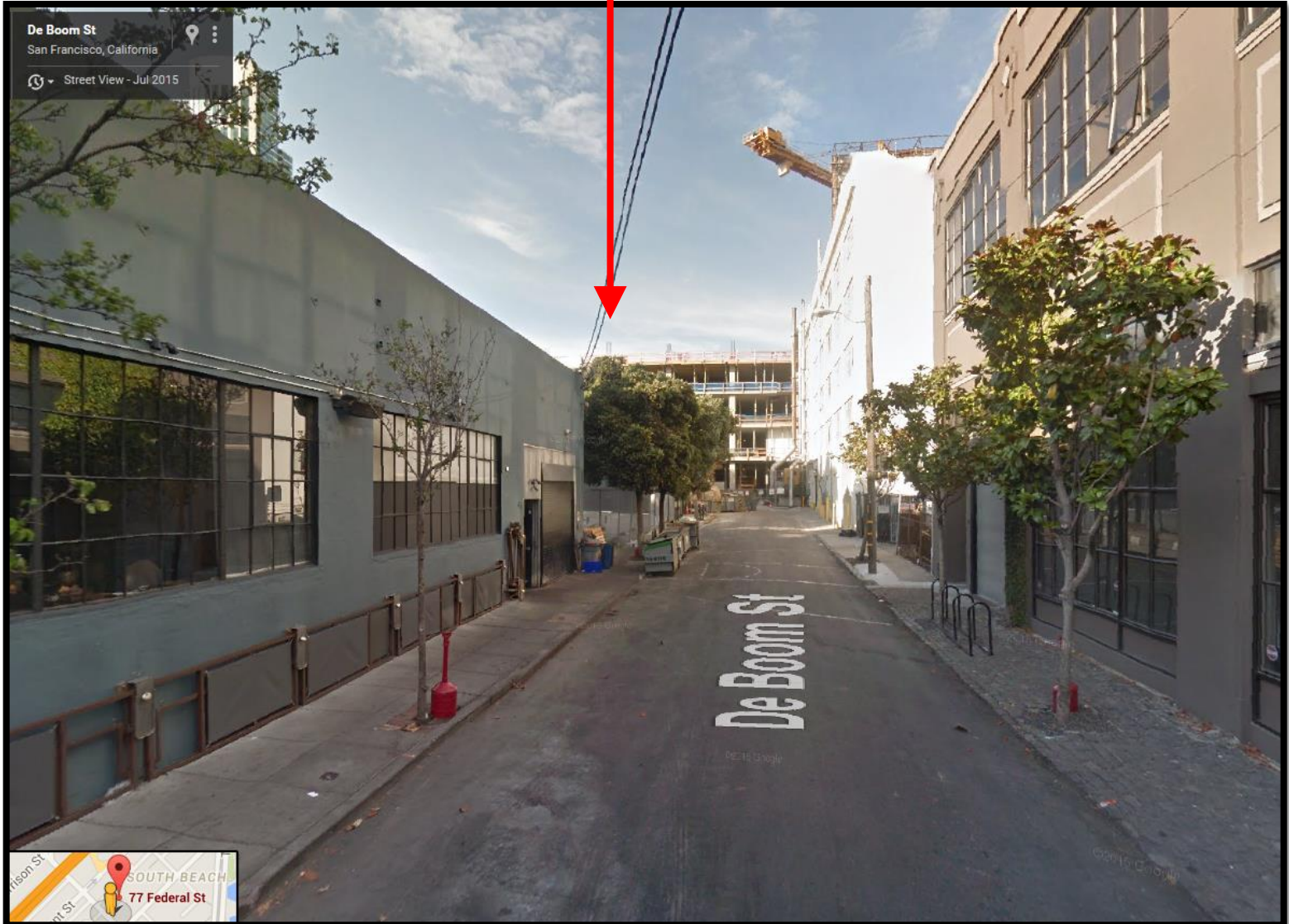
SUBJECT PROPERTY



77-85 Federal Street, View along De Boom Street

Site Photo

SUBJECT PROPERTY



77-85 Federal Street, View along De Boom Street from 2nd St

Large Project Authorization &
Office Development Authorization
Case Number 2012.1410ABX
77-85 Federal Street
Block 3774 Lot 444

Site Photo

SUBJECT PROPERTY



77-85 Federal Street, Existing Buildings along Federal St

Site Photo

SUBJECT PROPERTY



77-85 Federal Street, Existing Buildings along Federal St

FITNESS
001

7,645 GR. SQ. FT.

UP

REST
001

BATH CHANGING ROOM
007

365 GR. SQ. FT.

STAIR UP
004

725 GR. SQ. FT.

DRIVE RAMP
004

UP

4,903 GR. SQ. FT.

STAIR UP
005

LOADING
005

696 GR. SQ. FT.

STAIR UP
005

256 GR. SQ. FT.

341 GR. SQ. FT.

182 GR. SQ. FT.

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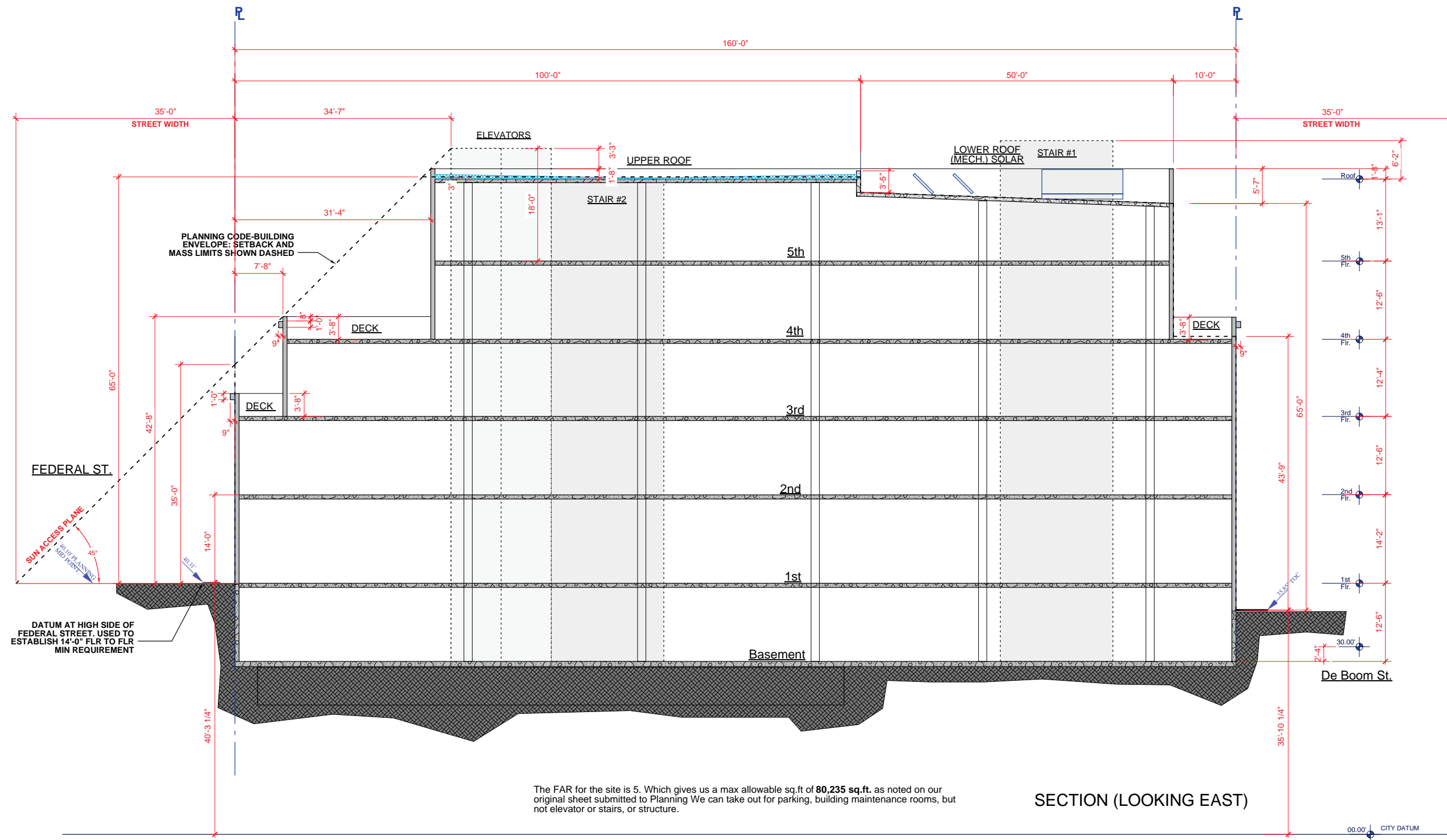
Detailed floor plan of the second floor office area. The plan includes several rooms and corridors, each labeled with its name and area in square feet (GR.SQ.FT.).

- 2ND FLOOR OFFICE:** 13,065 GR.SQ.FT.
- RECEPTION & SHOWERS:** 310 GR.SQ.FT.
- STORAGE & SHOWERS:** 297
- 575 GR.SQ.FT.**
- RESTROOMS:** 200
- 365 GR.SQ.FT.**
- 184 GR.SQ.FT.**
- 290 GR.SQ.FT.**
- 552 GR.SQ.FT.**
- 310 GR.SQ.FT.**
- 186 GR.SQ.FT.**

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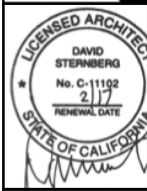
FIFTH FLOOR PLAN

P1.00



The FAR for the site is 5. Which gives us a max allowable sq.ft of **80,235 sq.ft.** as noted on our original sheet submitted to Planning We can take out for parking, building maintenance rooms, but not elevator or stairs, or structure.

SECTION (LOOKING EAST)



BUILDING ENVELOPE
SECTION
AT SITE MID POINT

FEDERAL & DE BOOM
SAN FRANCISCO, CA
BLOCK: 3774 LOT 444

Revision	Date
Pre App	12.17.2012.
EE	03.22.2013
NOPDR #1	11.02.2015
NOPDR #2	03.29.16
ARC Response	07.08.16

Date: 11.05.2012
Scale:
Drawn: ABM
Sheet:



1) FEDERAL STREET: VIEW LOOKING EAST



2) FEDERAL STREET: VIEW LOOKING WEST



3) FEDERAL STREET: VIEW LOOKING SOUTH EAST
(ADJANCET PROPERTY)



4) DE BOOM STREET: VIEW LOOKING NORTHWEST



5) DE BOOM STREET: VIEW LOOKING NORTH
(ADJACENT PROPERTY)



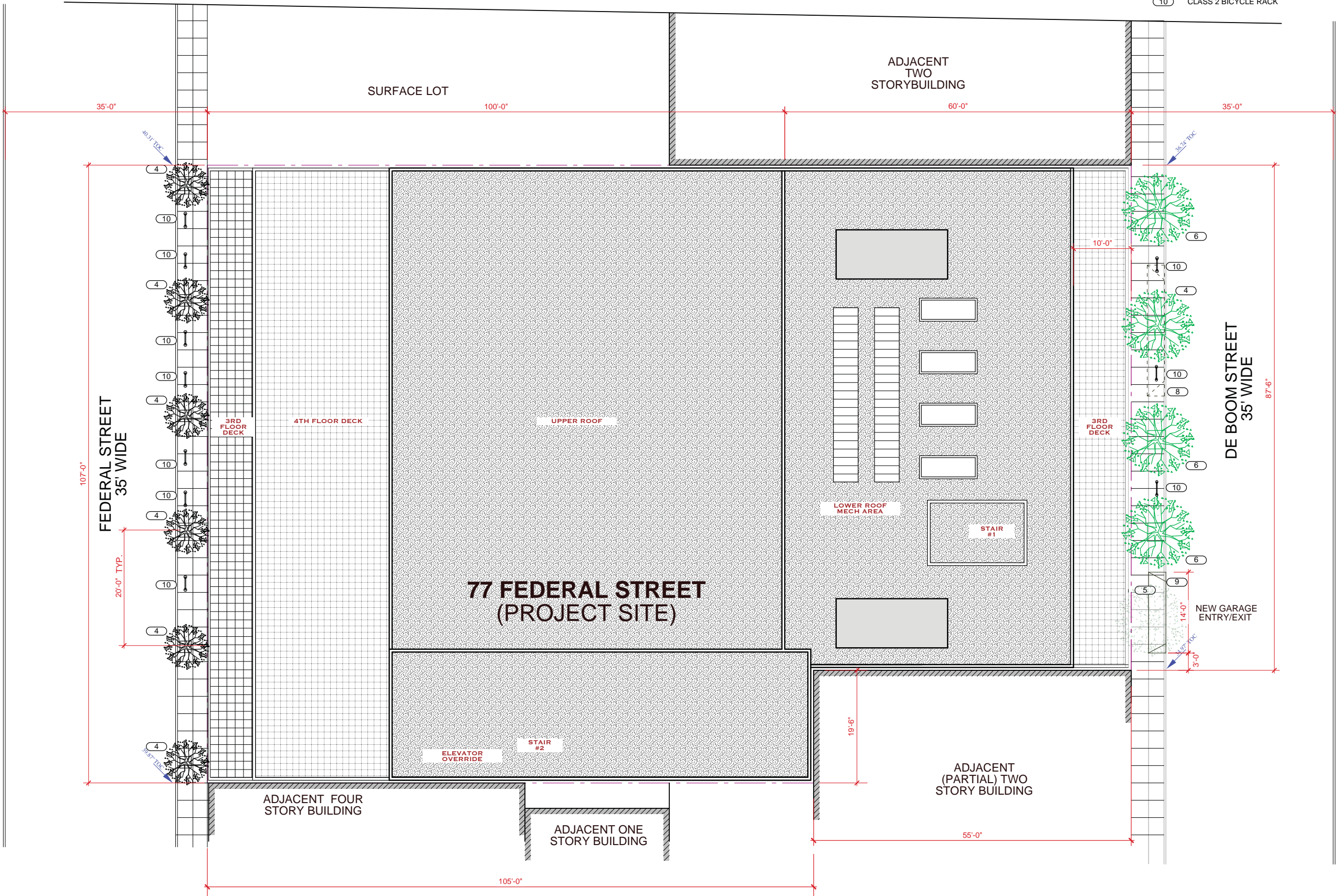
EXISTING SITE PLAN

Revision	Date
Pre App	12.17.2012
EE	03.22.2013
NOPDR #1	11.02.2015
NOPDR #2	03.29.16
ARC Response	07.08.16

Date:	11.05.2012
Scale:	
Drawn:	ABM
Sheet:	

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- KEYNOTES**
- 4 NEW STREET TREE TO BE PROVIDED
 - 5 EXISTING STREET TREE TO BE REMOVED
 - 6 EXISTING STREET TREE TO REMAIN
 - 7 NOT USED
 - 8 EXISTING CURB CUT TO BE REMOVED
 - 9 NEW CURB CUT AT DRIVEWAY ENTRY/EXIT
 - 10 CLASS 2 BICYCLE RACK



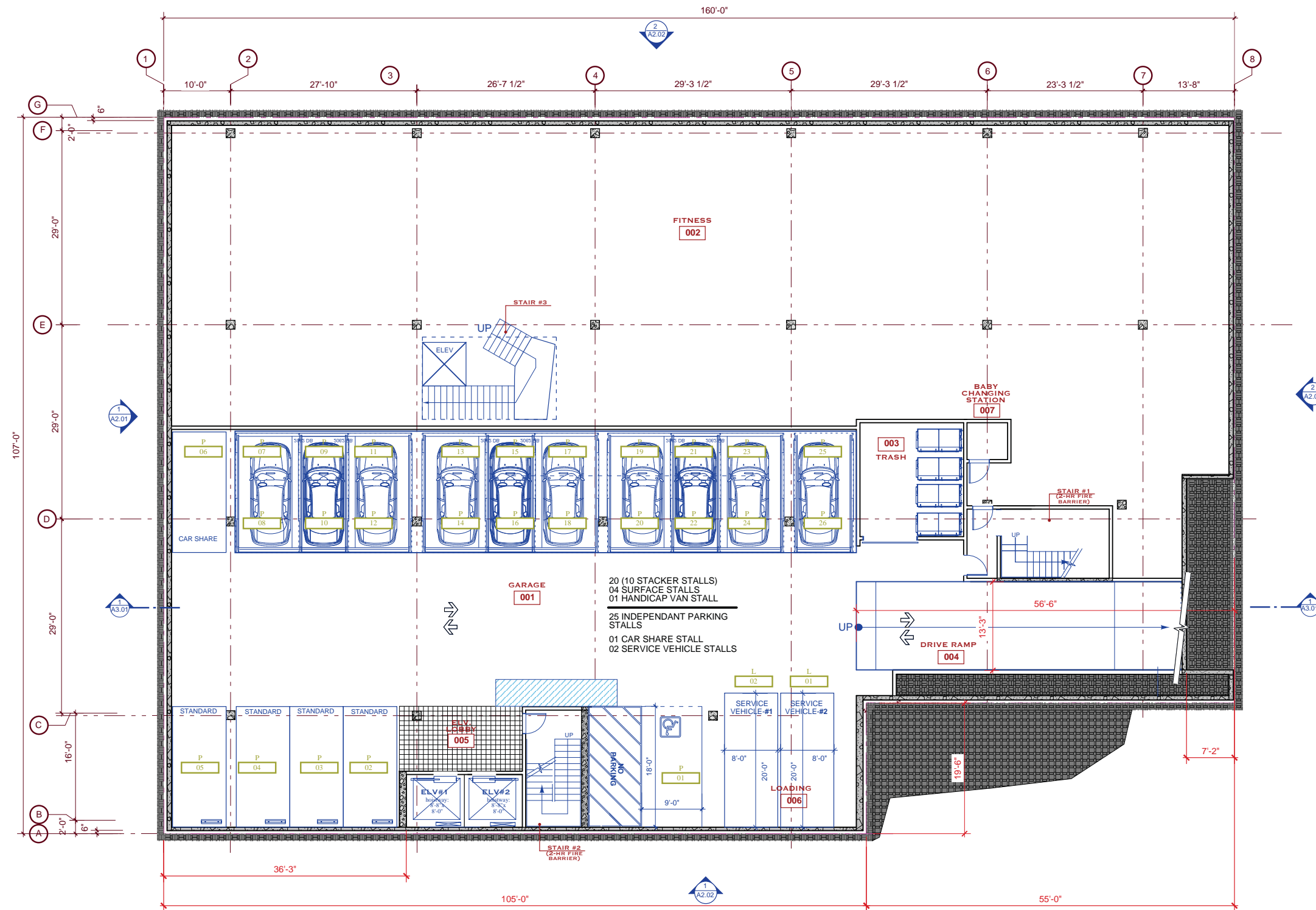
ARCHITECTURAL SITE
PLAN

FEDERAL & DE BOOM
SAN FRANCISCO, CA
BLOCK: 3774 LOT 444

Revision	Date
Pre App	12.17.2012.
EE	03.22.2013
NOPDR #1	11.02.2015
NOPDR #2	03.29.16
ARC Response	07.08.16
NOPDR #3	06.08.17

Date: 11.05.2012
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Drawn: ABM
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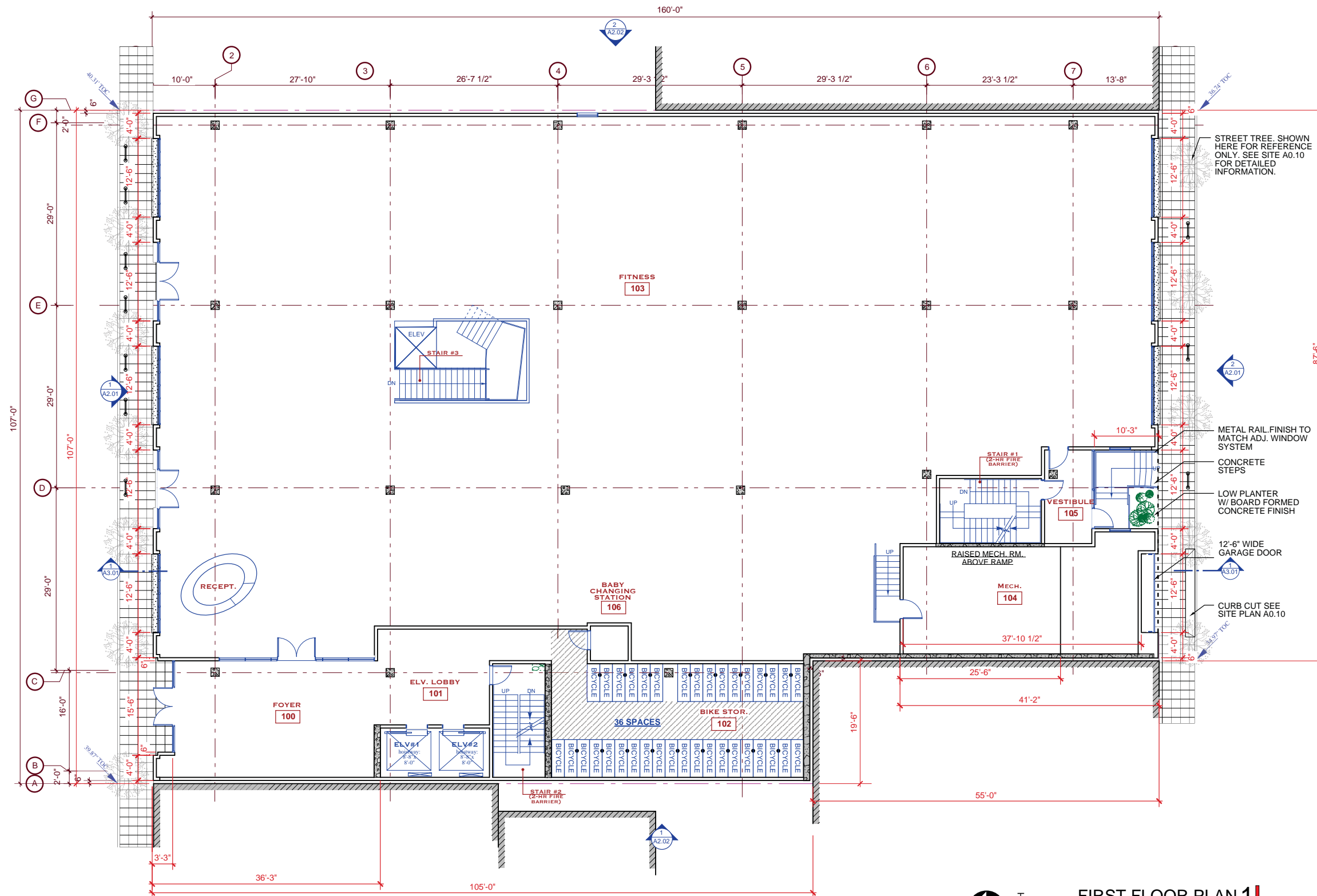


BASEMENT FLOOR PLAN 1

GARAGE FLOOR PLAN

FEDERAL & DE BOOM
SAN FRANCISCO, CA
BLOCK: 3774 LOT 444

Revision	Date
Pre App	12.17.2012.
EE	03.22.2013
NOPDR #1	11.02.2015
NOPDR #2	03.29.16
ARC Response	07.08.16
NOPDR #3	06.08.17



FIRST FLOOR PLAN 1

PLAN NORTH

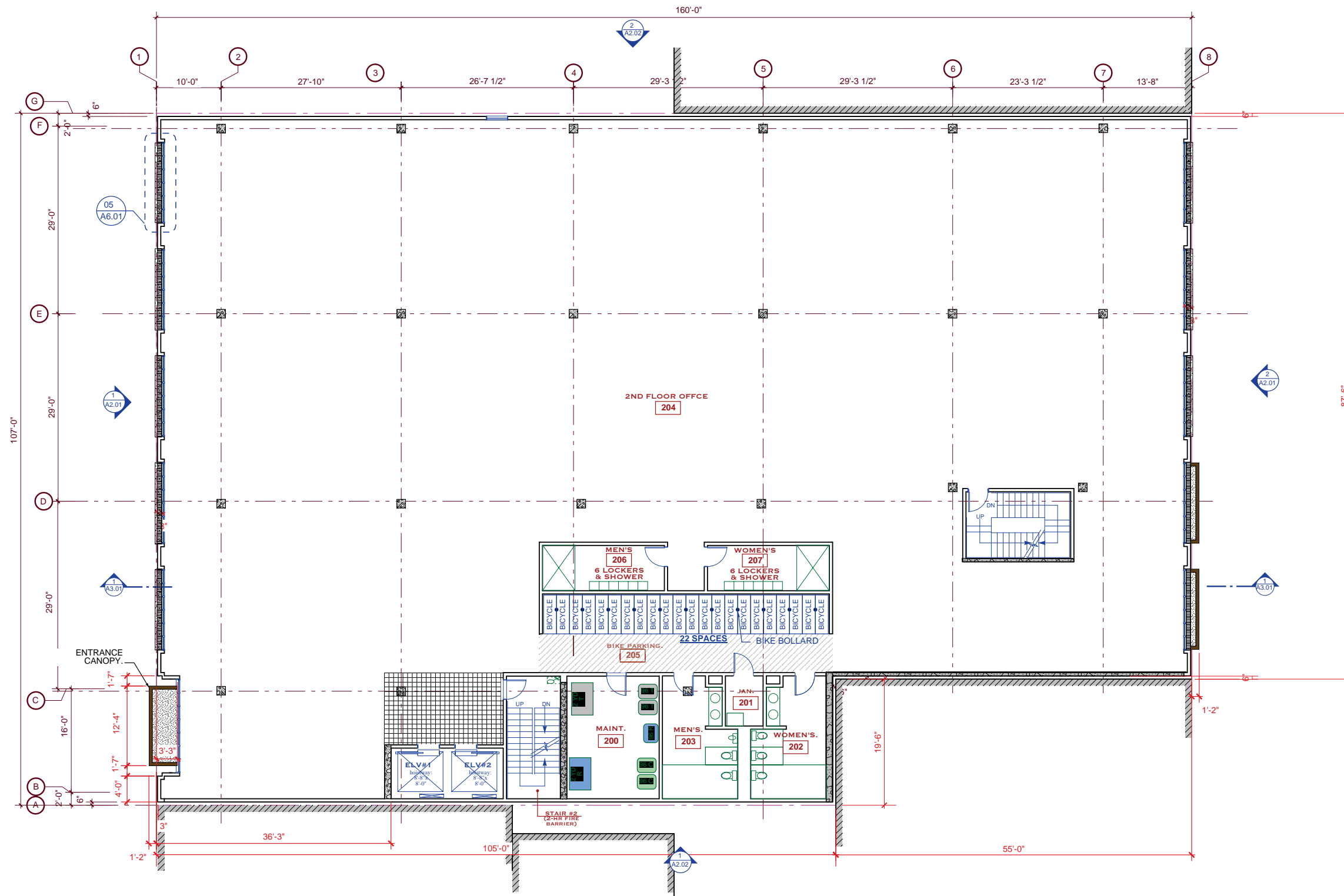
SCALE 1/8" = 1'-0"

FIRST FLOOR PLAN

FEDERAL & DE BOOM
SAN FRANCISCO, CA
BLOCK: 3774 LOT 444

Revision	Date
Pre App	12.17.2012
EE	03.22.2013
NOPDR #1	11.02.2015
NOPDR #2	03.29.16
ARC Response	07.08.16
NOPDR #3	06.08.17

Date:	11.05.2012
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SECOND FLOOR PLAN 1



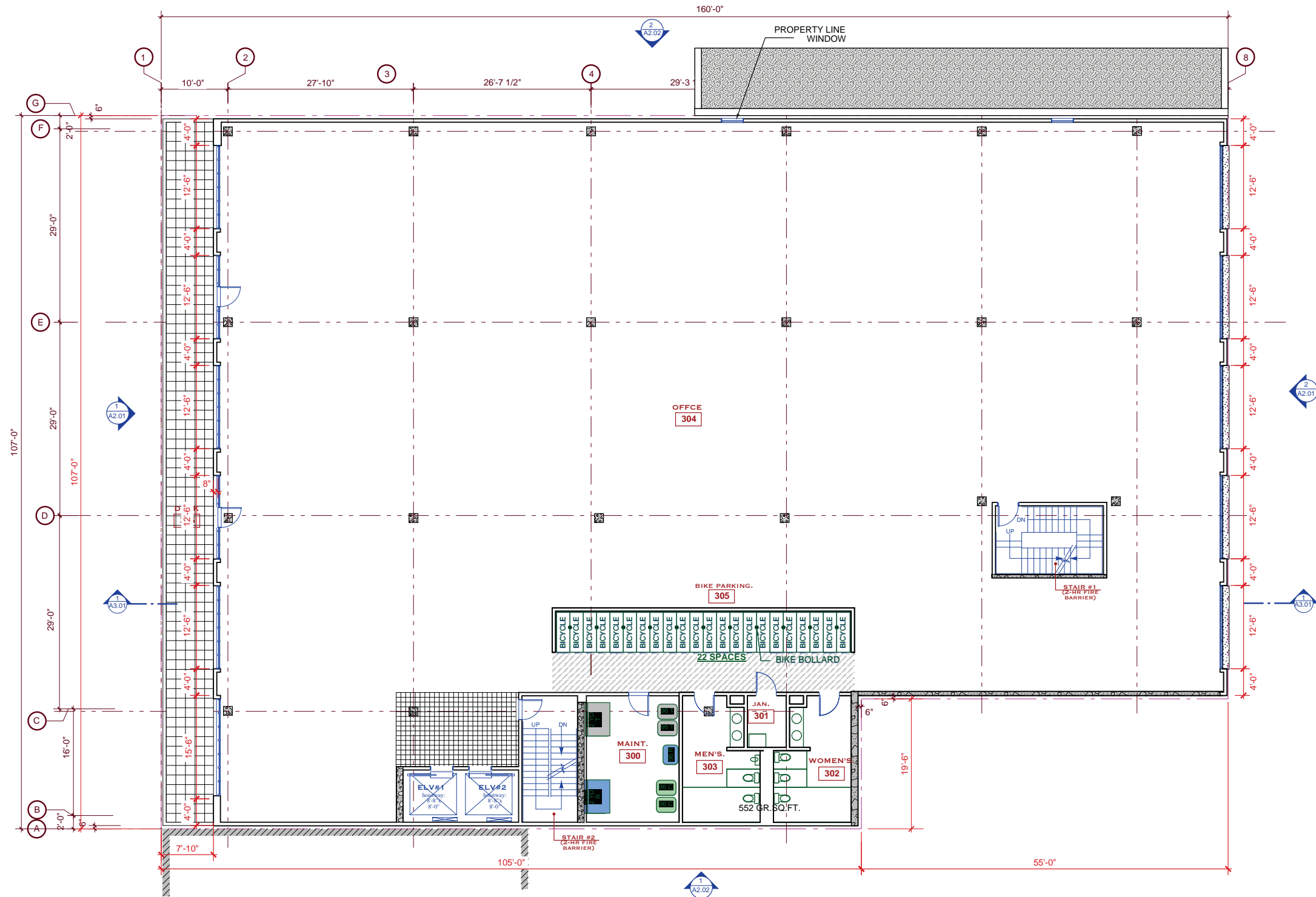
SECOND FLOOR PLAN

FEDERAL & DE BOOM
SAN FRANCISCO, CA
BLOCK: 3774 LOT 444

Revision	Date
Pre App	12.17.2012.
EE	03.22.2013
NOPDR #1	11.02.2015
NOPDR #2	03.29.16
ARC Response	07.08.16
NOPDR #3	06.08.17

Date: 11.05.2012
Scale: 1/8" = 1'-0"
Drawn: ABM

Sheet:
A1.02



THIRD FLOOR PLAN 1

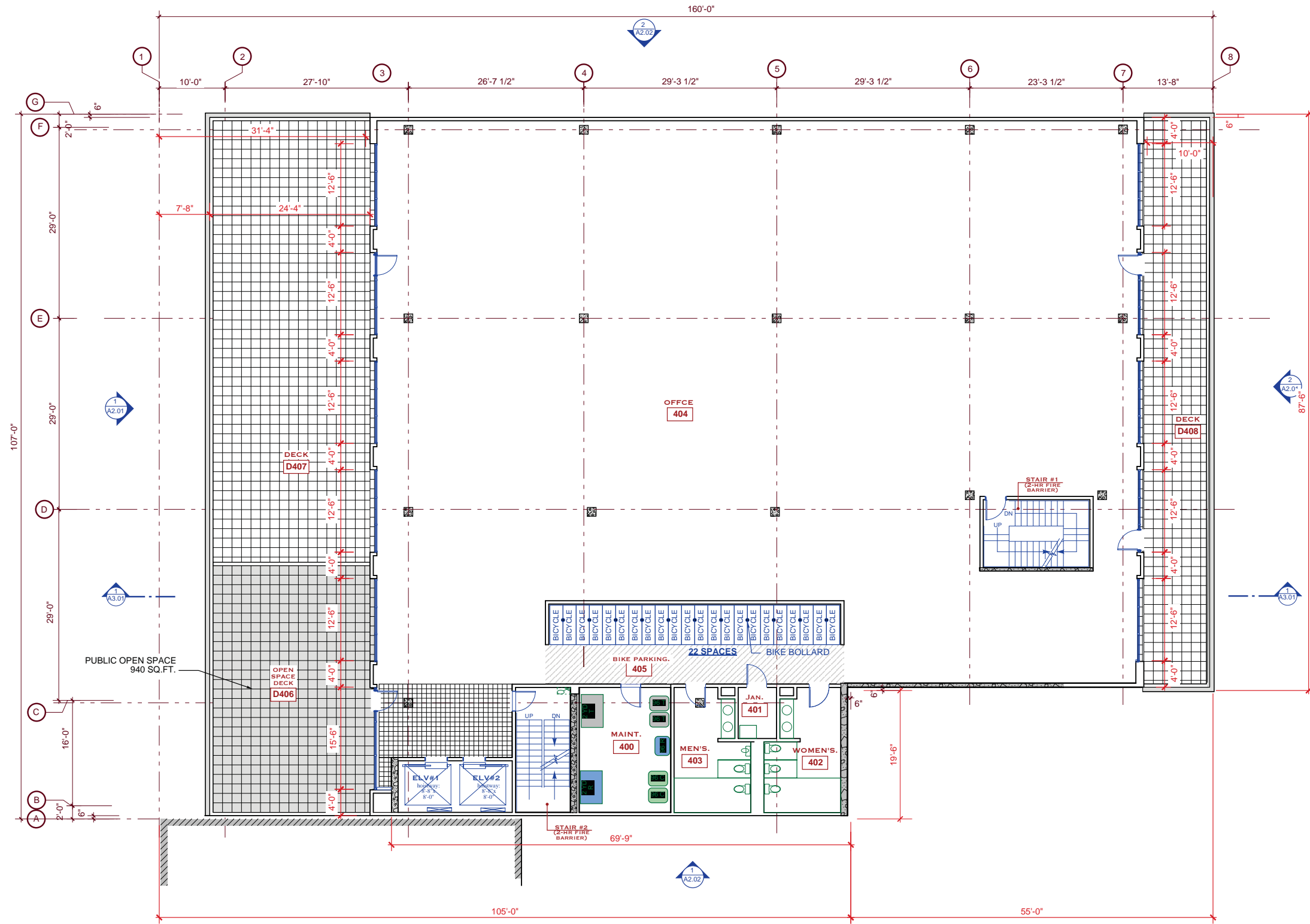


THIRDFLOOR PLAN

FEDERAL & DE BOOM
SAN FRANCISCO, CA
BLOCK: 3774 LOT 444

Revision	Date
Pre App	12.17.2012.
EE	03.22.2013
NOPDR #1	11.02.2015
NOPDR #2	03.29.16
ARC Response	07.08.16
NOPDR #3	06.08.17

Date: 11.05.2012
Scale:
Drawn: ABM
Sheet:



FOURTH FLOOR PLAN 1

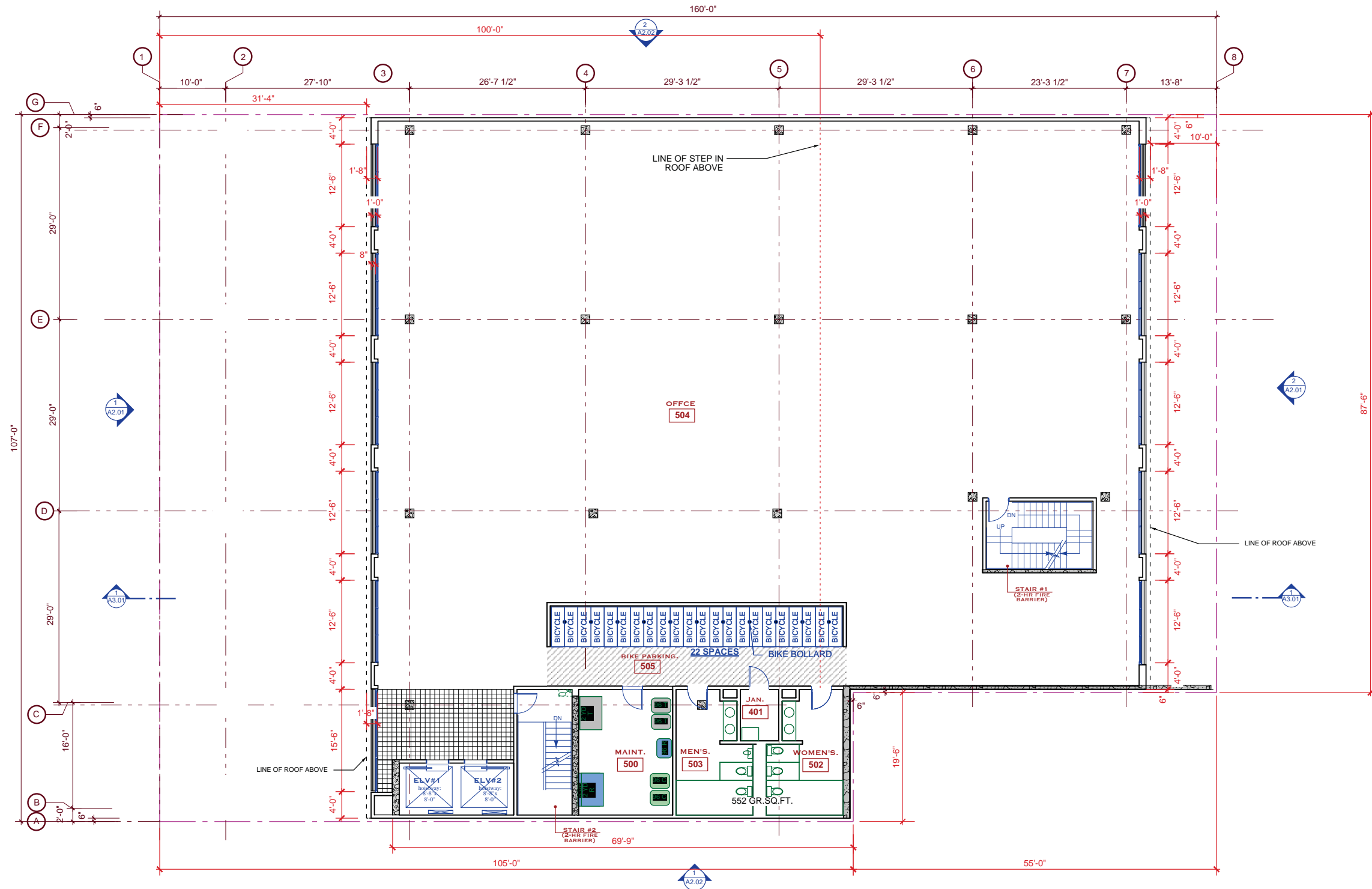


FOURTH FLOOR

FEDERAL & DE BOOM
SAN FRANCISCO, CA
BLOCK: 3774 LOT 444

Revision	Date
Pre App	12.17.2012
EE	03.22.2013
NOPDR #1	11.02.2015
NOPDR #2	03.29.16
ARC Response	07.08.16
NOPDR #3	06.08.17

Date: 11.05.2012
Scale:
Drawn: ABM
Sheet:



FIFTH FLOOR PLAN 1

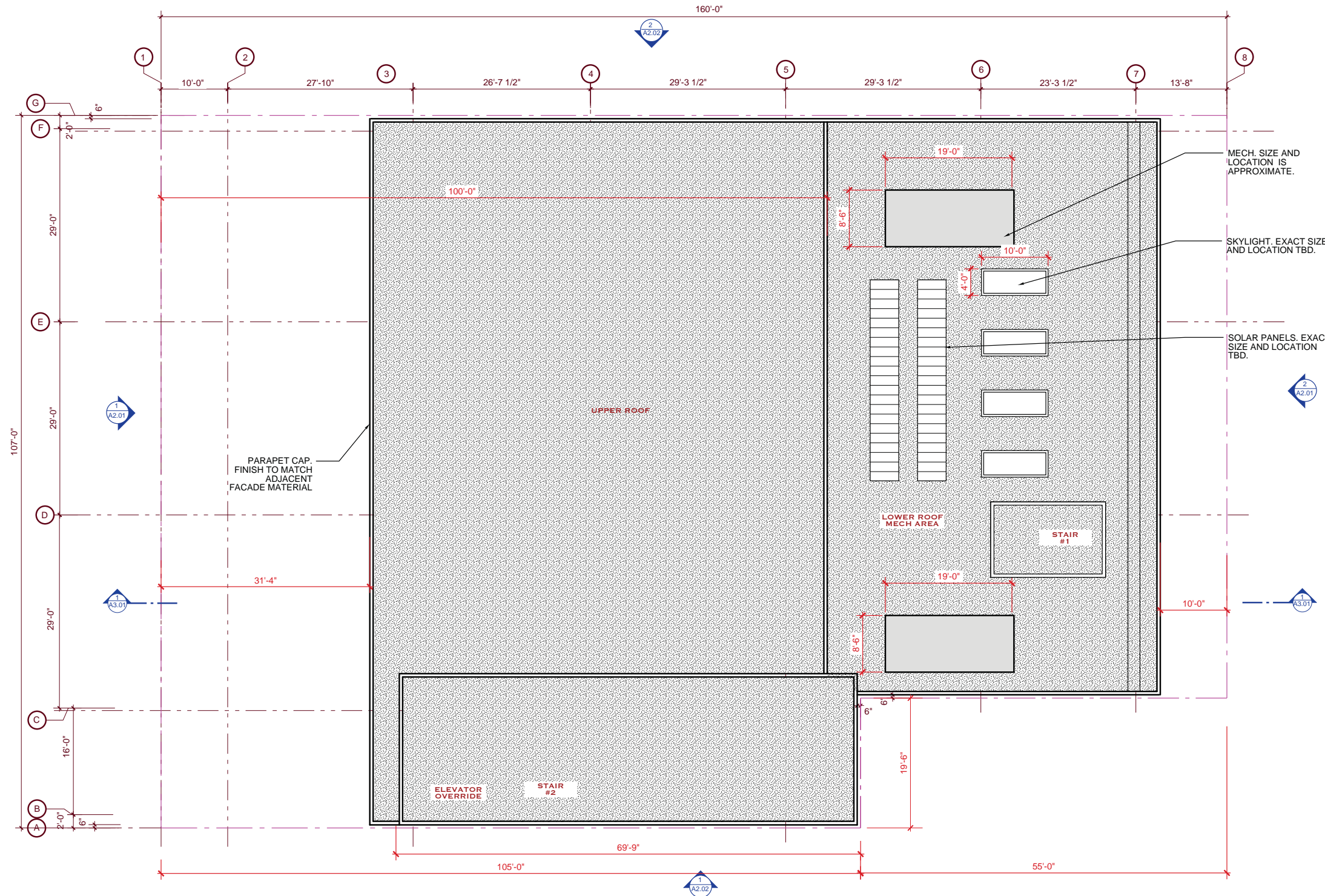


FIFTH FLOOR

FEDERAL & DE BOOM
SAN FRANCISCO, CA
BLOCK: 3774 LOT 444

Revision	Date
Pre App	12.17.2012.
EE	03.22.2013
NOPDR #1	11.02.2015
NOPDR #2	03.29.16
ARC Response	07.08.16
NOPDR #3	06.08.17

Date: 11.05.2012
Scale:
Drawn: ABM
Sheet:



MECH. SIZE AND LOCATION IS APPROXIMATE.

SKYLIGHT. EXACT SIZE AND LOCATION TBD.

SOLAR PANELS. EXACT SIZE AND LOCATION TBD.

ROOF PLAN

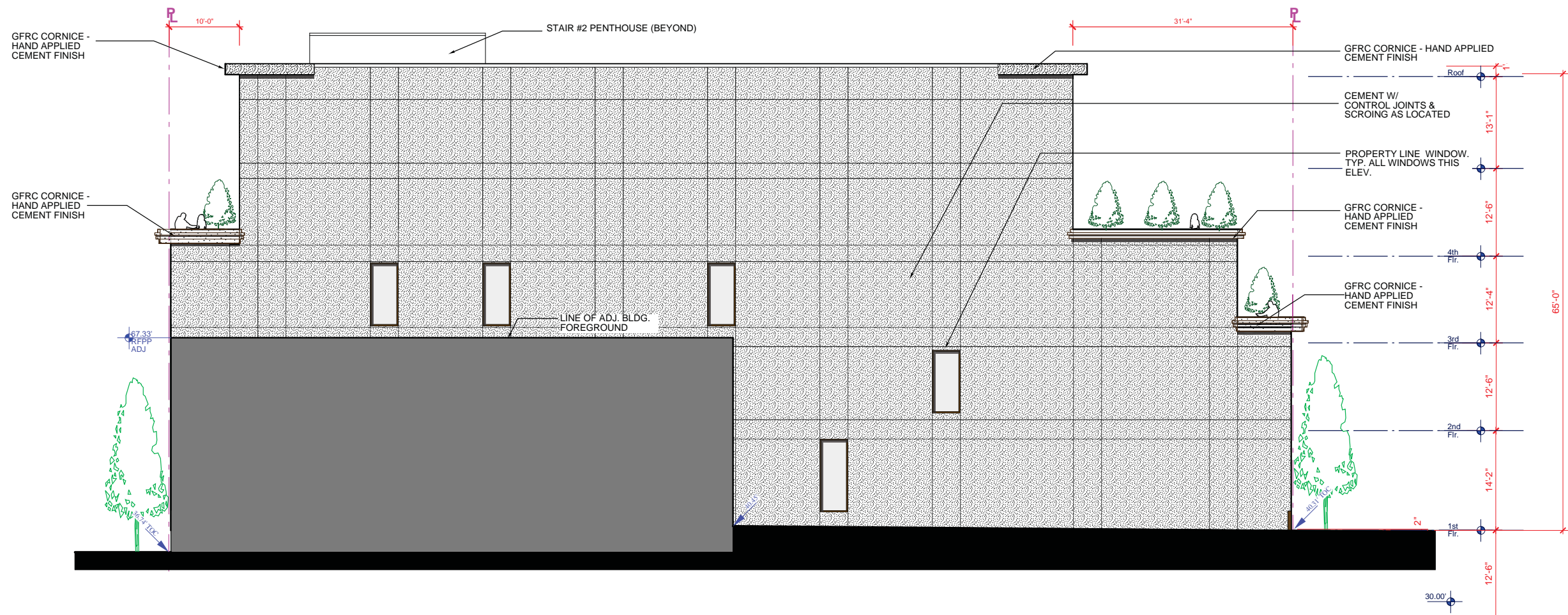
FEDERAL & DE BOOM
SAN FRANCISCO, CA
BLOCK: 3774 LOT 444

Revision	Date
Pre App	12.17.2012.
EE	03.22.2013
NOPDR #1	11.02.2015
NOPDR #2	03.29.16
ARC Response	07.08.16
NOPDR #3	06.08.17

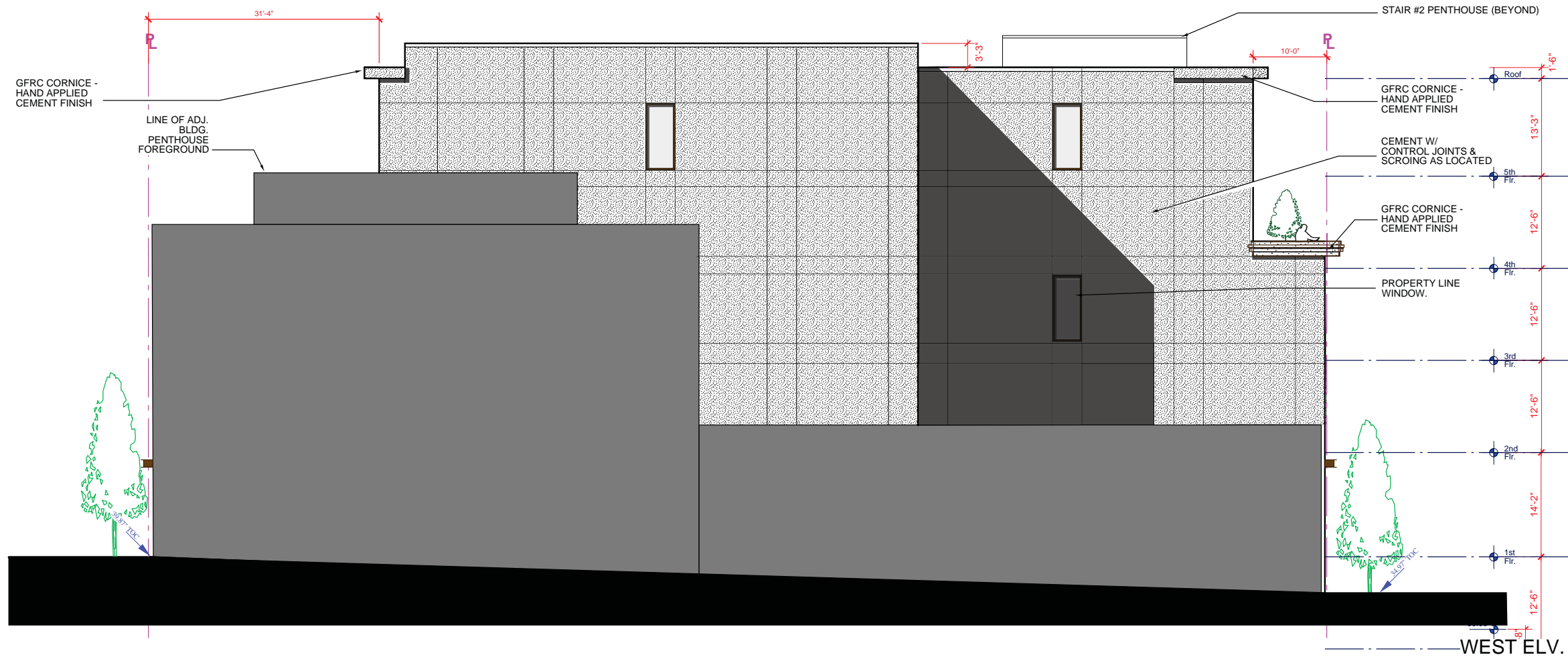
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Scale:
Drawn: ABM
Sheet:



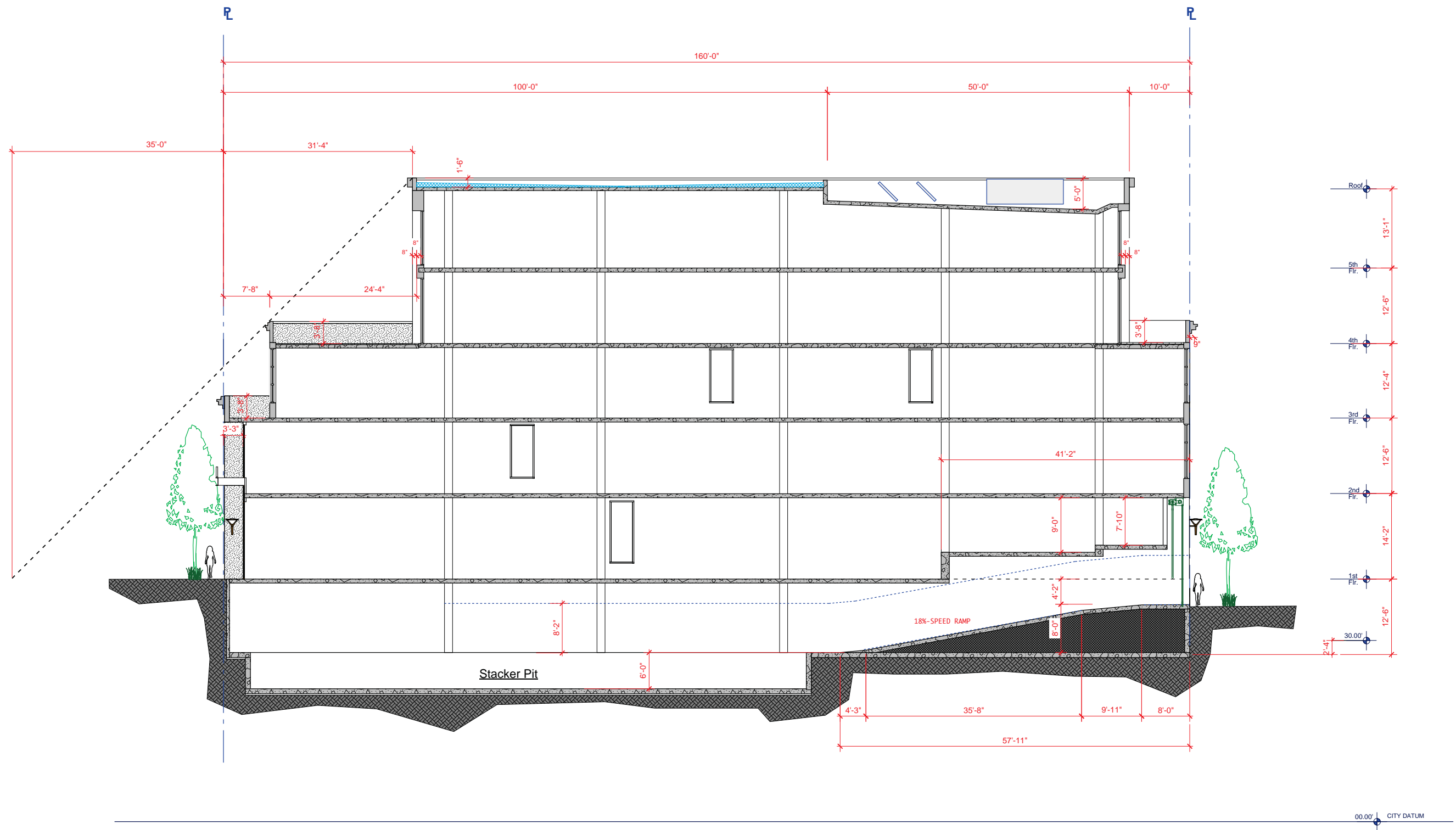
ROOF PLAN 1



EAST ELV. (PROPERTY LINE) 2

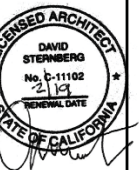


WEST ELV. (PROPERTY LINE) 1



SECTION THRU BUILDING

1



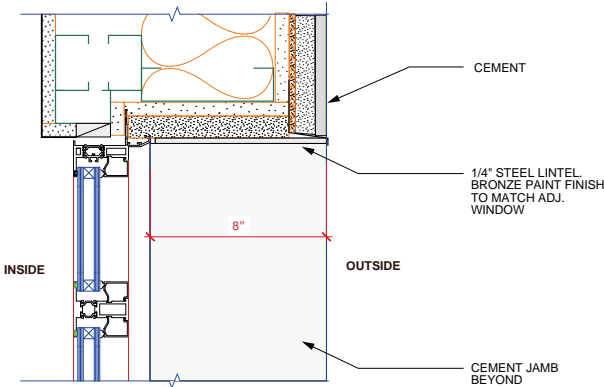
SECTION LOOKING
EAST

FEDERAL & DE BOOM
SAN FRANCISCO, CA
BLOCK: 3774 LOT 444

Revision	Date
Pre App	12.17.2012.
EE	03.22.2013
NOPDR #1	11.02.2015
NOPDR #2	03.29.16
ARC Response	07.08.16
NOPDR #3	06.08.17

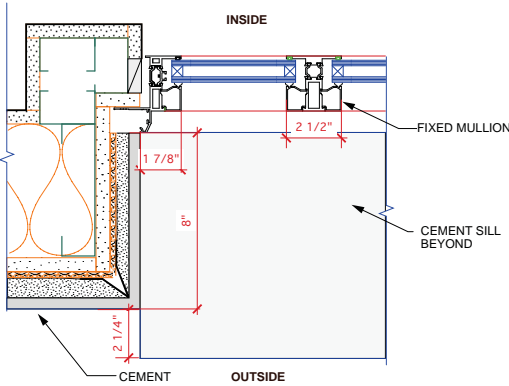
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Drawn: ABM
Sheet:

A3.01



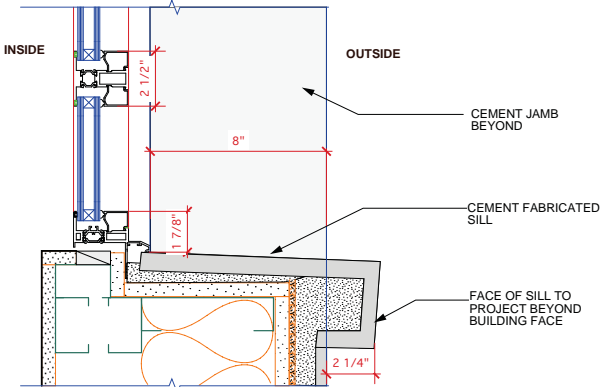
3 HEAD DETAIL AT CEMENT WALL

3" = 1'-0"



2 JAMB DETAIL AT CEMENT WALL

3" = 1'-0"



1 SILL DETAIL AT CEMENT WALL

3" = 1'-0"

ENLARGED EXTERIOR
DETAILS AT WINDOWS





FEDERAL & DE BOOM
SAN FRANCISCO, CA
BLOCK: 3774 LOT 444

Revision	Date
Pre App	12.17.2012.
EE	03.22.2013
NOPDR #1	11.02.2015
NOPDR #2	03.29.16
ARC Response	07.08.16
NOPDR #3	06.08.17

Date:	11.05.2012
Scale:	
Drawn:	ABM
Sheet:	

ADJ	ADJACENT BUILDING
ASP	ASPHALT
BK	BACK OF WALK
BLDG	BUILDING
CL	CENTER LINE
CNC	CONCRETE
COR	CORNER
ELB	ELECTRIC BOX
EL	ELEVATION
FL	FINISHED FLOOR
FL	FLOW LINE
GM	GAS METER
MH	MANHOLE
PACB	PACIFIC BELL
PG&E	PACIFIC GAS & ELECTRIC
RFPF	ROOF PARAPET
SDI	STORM DRAIN INLET
SSI	SANITARY SEWER
TC	TOP OF CURB
TEL	TELEPHONE BOX
UFB	UNIDENTIFIED BOX

	METAL FENCE
	CHAIN LINK FENCE
	GAS LINE
	SANITARY SEWER LINE
	OVERHEAD ELECTRIC LINE
	UNDERGROUND ELECTRIC WATER LINE
	BALLARD
	DIAMETER
	GAS VALVE
	HANDICAP PARKING
	PAINT STRIPE
	POWER POLE
	SANITARY SEWER CLEAN OUT/VENT
	SCRIBE
	SIGN
	SPOT ELEVATION

()	RECORD DATA IN DISCREPANCY WITH MEASURED
	STORM DRAIN INLET
	TREE
	WATER METER
	WATER VALVE

1. THAT ALL TITLE INFORMATION HEREON INCLUDING EASEMENTS WAS PREPARED SOLELY FOR AND IN STRICT CONFORMANCE WITH OUR CLIENT'S OR HIS AGENT'S REQUIREMENTS AND TITLE INFORMATION SUPPLIED TO FREDERICK T. SEHER & ASSOCIATES, INC.; FURTHERMORE, WE HEREBY DISCLAIM ANY AND ALL TITLE SEARCH RESPONSIBILITY ON THIS JOB.

2. NO PRELIMINARY TITLE REPORT WAS REVIEWED IN CONJUNCTION WITH THIS MAPPING. IT IS RECOMMENDED THAT A TITLE REPORT BE RECEIVED FROM THE OWNER TO VERIFY THE EXISTENCE OF ANY ADDITIONAL EASEMENTS OF RECORD OR LOT LINE ADJUSTMENTS THAT MAY HAVE ALTERED THE INFORMATION SHOWN HEREON PRIOR TO ANY DESIGN AND/OR CONSTRUCTION.

3. THAT THIS MAP WAS PREPARED AS A PROFESSIONAL INSTRUMENT OF SERVICE FOR THOMAS MURPHY AND THAT IT REMAINS THE PROPERTY OF FREDERICK T. SEHER & ASSOCIATES, INC. WHETHER THE PROJECT (IF ANY PROPOSED) ON THIS SITE IS CONSTRUCTED OR NOT.

4. THAT ANY INFORMATION ON THIS MAP AND ANY DOCUMENT(S) PREPARED BY FREDERICK T. SEHER & ASSOCIATES, INC. IN RELATION TO THIS PROJECT MAY NOT BE USED FOR ANY OTHER PURPOSE THAN FOR BUILDING PERMIT. FURTHERMORE, THE USE OF THIS MAP FOR ANY OTHER PURPOSES WHATSOEVER INCLUDING ENGINEERING DESIGNS OF OFFSITE OR ONSITE IMPROVEMENTS IS BEYOND THIS MAP'S PURPOSES, INTENT & CONTRACT. LIABILITY SHALL REST UPON THE PARTY USING OUR INFORMATION BEYOND THE ESTABLISHED LIMITATION ABOVE, IN WHICH CASE FREDERICK T. SEHER & ASSOCIATES, INC. DISCLAIMS ANY AND ALL RESPONSIBILITY.

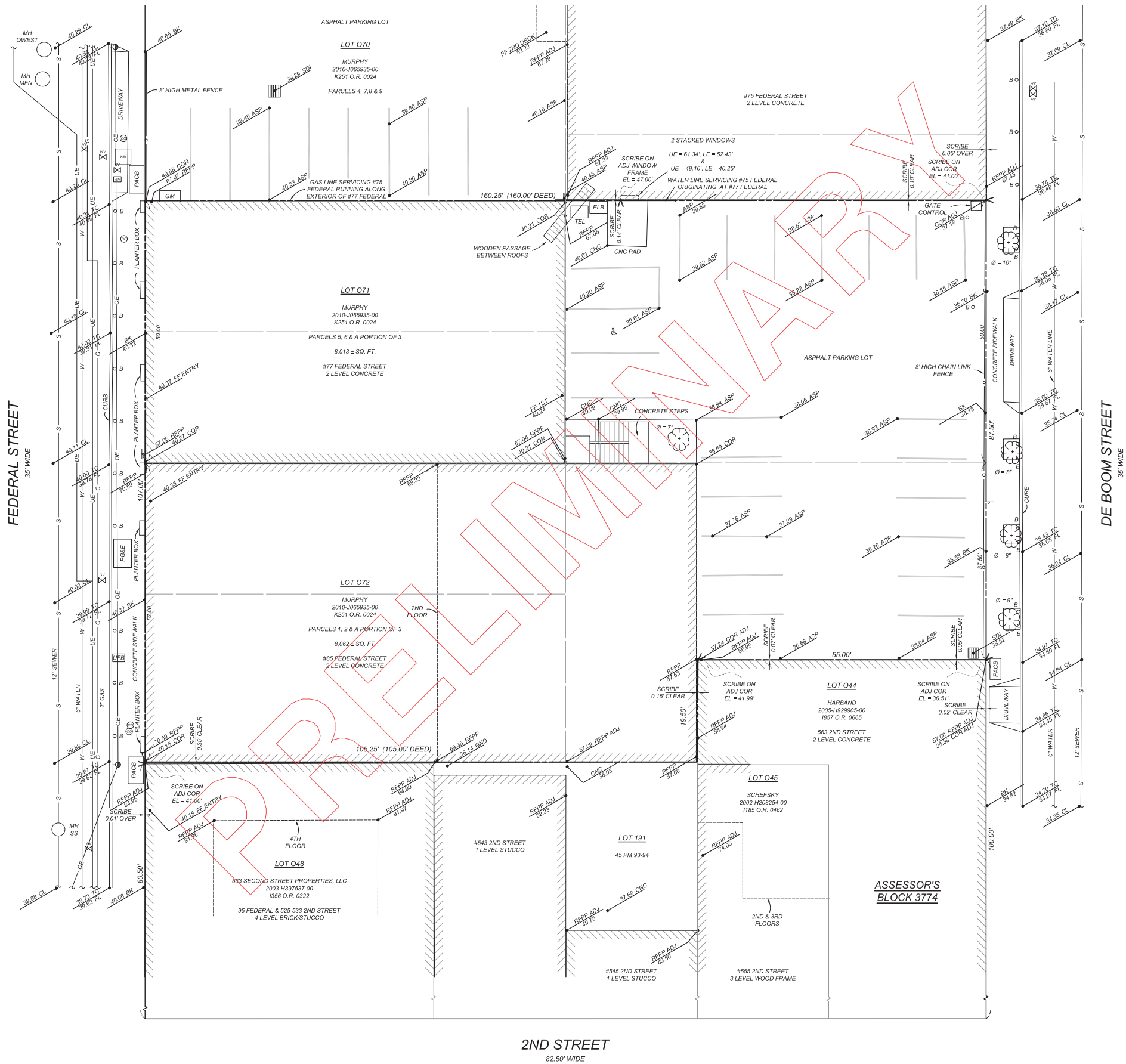
6. THAT ANY IMPROVEMENT CHANGES WITHIN THIS SITE OR THE ADJACENT SITE THEREOF AS WELL AS TITLE TRANSFERS OF THE PROPERTY IN QUESTION (EXCEPT FOR ALTA MAPS) AND/OR THE LAPSE OF 3 OR MORE YEARS FROM THE DATE OF THE MAP (WHICHEVER COMES FIRST) SHALL VOID ALL INFORMATION, HEREON UNLESS A RE-SURVEY IS ORDERED TO RECTIFY, UPDATE OR RE-CERTIFY THIS MAP.

6. THAT THIS INFORMATION SHALL NOT BE USED FOR ANY IMPROVEMENT STAKING UNLESS STATED IN ITEM NO. 3 ABOVE.

7. THAT THE USE OF THIS MAP BY OTHER CONSULTANTS OR CONTRACTORS ON BEHALF OF OUR CLIENT SHALL PROMPT THE IMMEDIATE FULFILLMENTS OF ALL CLIENT'S OBLIGATIONS TO FREDERICK T. SEHER & ASSOCIATES, INC. UNLESS OTHERWISE AGREED TO.

8. IT SHALL BE THE RESPONSIBILITY OF THE PROPERTY OWNERS INVOLVED TO RESOLVE ALL ISSUES REGARDING PROPERTY DISPUTES WHICH MAY ARISE OUT OF INFORMATION SHOWN HEREON.

9. THIS MAP WILL BE PROVIDED IN AN ELECTRONIC FORMAT AS A COURTESY TO THE CLIENT. THE DELIVERY OF THE ELECTRONIC FILE DOES NOT CONSTITUTE THE DELIVERY OF OUR PROFESSIONAL WORK PRODUCT. A SIGNED PRINT DELIVERED TO THE CLIENT OR CLIENT REPRESENTATIVE CONSTITUTES OUR PROFESSIONAL WORK PRODUCT, AND IN THE EVENT THE ELECTRONIC FILE IS ALTERED, THE PRINT MUST BE REFERRED TO FOR THE ORIGINAL AND CORRECT SURVEY INFORMATION. WE SHALL NOT BE RESPONSIBLE FOR ANY MODIFICATIONS MADE TO THE ELECTRONIC FILE, OR FOR ANY PRODUCTS DERIVED FROM THE ELECTRONIC FILE WHICH ARE NOT REVIEWED, SIGNED AND SEALED BY US.



1' 0" 4' 8' 12' 16' 20' 24'

SCALE: 1/8" = 1'-0"

PRELIMINARY
FOR REVIEW PURPOSES
ONLY

BOUNDARY NOTES:

PROPERTY AND RIGHT-OF-WAY LINES SHOWN HEREON ARE PREDICATED ON AN ANALYSIS OF EXISTING IMPROVEMENTS, RECORD DATA, FIELD TIES AND ASSESSOR'S PARCEL MAPS. IT IS NOT THE INTENT OF THIS MAP TO PROVIDE A FORMAL BOUNDARY RESOLUTION FOR THE SUBJECT PROPERTY SHOWN HEREON. SAID RESOLUTION WOULD REQUIRE THE SETTING OF PROPERTY CORNERS AND THE FILING OF A RECORD OF SURVEY UNDER CALIFORNIA STATE LAW. BOUNDARY INFORMATION SHOWN HEREON IS FOR PLANNING PURPOSES ONLY.

ALL ANGLES ARE 90° UNLESS OTHERWISE NOTED

ALL DISTANCES ARE MEASURED IN FEET AND DECIMALS THEREOF

DATE OF FIELD SURVEY:

TOPOGRAPHIC INFORMATION SHOWN HERE IS BASED UPON A FIELD SURVEY PERFORMED BY FREDERICK T. SEHER & ASSOCIATES INC. ON MAY 1, 2012.

SURVEY REFERENCE:

THE SURVEY HEREON IS BASED ON THE LEGAL DESCRIPTIONS DESCRIBED
IN THE FOLLOWING GRANT DEED:

LOTS 071 & 072: RECORDED OCTOBER 18, 2010, DOCUMENT NUMBER
2010-J065935-00, ON REEL K251 AT IMAGE 0024, PARCELS 1, 2, 3, 5 & 6.

UTILITY NOTE:

UNDERGROUND UTILITIES SHOWN HEREON WERE PLOTTED FROM A COMBINATION OF OBSERVED SURFACE EVIDENCE (CONDITIONS PERMITTING) AND RECORD INFORMATION OBTAINED FROM THE RESPECTIVE UTILITY COMPANIES, AND ARE NOT INTENDED TO REPRESENT THEIR ACTUAL LOCATIONS. THEREFORE, ALL UTILITIES MUST BE VERIFIED WITH RESPECT TO SIZES, HORIZONTAL AND VERTICAL LOCATIONS BY THE OWNER AND/OR CONTRACTOR PRIOR TO DESIGN OR CONSTRUCTION. NO RESPONSIBILITY IS ASSUMED BY THE SURVEYOR FOR THE LOCATION AND CAPACITY OF SAID UTILITIES.

PROJECT BENCHMARK - DESCRIPTION:

ELEVATIONS SHOWN HEREON WERE OBTAINED FROM A GROUP OF CITY BENCHMARKS, LOCATED AT THE INTERSECTION OF SECOND AND BRYANT STREETS. ELEVATIONS ARE BASED ON CITY AND COUNTY OF SAN FRANCISCO DATUM. N.W. CORNER, CROW CUT OUTER RIM SWI. ELEVATION = 44.508'

GENERAL NOTE:

THE FOLIAGE LINES OF ALL TREES PLOTTED HEREON ARE SHOWN IN A GRAPHICAL FORM ONLY, AND ARE NOT INTENDED TO REPRESENT ACTUAL DRIPLINES THEREOF.

SURVEYOR'S STATEMENT:

THIS MAP WAS PREPARED BY ME, OR UNDER MY DIRECTION, AND IS BASED UPON A FIELD SURVEY.

FREDERICK T. SEHER, PLS
LICENSE NO. 6216
LICENSE EXPIRES MARCH 31, 2014

DATE _____

DATE: MAY, 2012
SCALE: 1" = 8'
DRAWN BY: DPL
DRAWING NAME: 1619-12
SURVEYED BY: _____
CHECKED BY: _____
CHECKED BY: _____



FREDERICK T. SEHER & ASSOCIATES, INC.
PROFESSIONAL LAND SURVEYORS
SURVEYING & MAPPING
841 LOMBARD STREET, SAN FRANCISCO, CA 94133
(415) 921-7690 FAX (415) 921-7655

ARCHITECTURAL SITE SURVEY
75 & 85 FEDERAL STREET
ASSESSOR'S BLOCK 3774, LOTS 071 & 072

SHEET
1
1 SHEETS
FILE NO.
1619-12



Federal St. – Looking S.E. 100' Away



Federal St. – Looking E. 35' Away



Federal St. – Looking W. 35' Away



De Boom St. – Looking N.E. 80' Away



De Boom St. – Looking E. 35' Away



De Boom St. – Looking W. 35' Away



Looking Down Federal St. From 2nd St.



Looking Down De Boom St. From 2nd St.

From: [Sucre, Richard \(CPC\)](#)
To: [Kwiatkowska, Natalia \(CPC\)](#)
Subject: FW: 77/85 Federal St Development - Questions from Neighbor
Date: Monday, June 12, 2017 9:10:29 AM
Attachments: [image001.png](#)
[image002.png](#)
[image003.png](#)
[image004.png](#)
[image005.png](#)
[Mimecast Large File Send Instructions.msg](#)

Richard Sucre
Senior Planner/Team Leader, Southeast Quadrant-Current Planning Division
Preservation Technical Specialist

Planning Department | City and County of San Francisco
1650 Mission Street, Suite 400, San Francisco, CA 94103
Direct: 415-575-9108 | Fax: 415-558-6409
Email: richard.sucre@sfgov.org
Web: www.sfplanning.org



From: Siobhan Vignoles [<mailto:svignoles@swigco.com>]
Sent: Friday, February 10, 2017 10:04 AM
To: Julie Zaoui; Poling, Jeanie (CPC)
Cc: Sucre, Richard (CPC)
Subject: RE: 77/85 Federal St Development - Questions from Neighbor

I'm using Mimecast to share large files with you. Please see the attached instructions.

Hello Jeanie,

We appreciate your response. Federal Street has become very congested. Recently, the City notified the Academy of Art University that their vehicles can no longer stop on 2nd Street and must pick up & drop off on Federal Street. These vehicles park in the No Parking zones all along Federal Street and use our garage ramp to make the tricky U-turn. We are reviewing our options for installing a boom gate at the top of our ramp, leaving less room for the U-turn.

I attached a few videos showing the activity on an average day. With the 100s of new occupants expected at 77/85 Federal Street, there will only be an increased number of Ubers and deliveries to their front door on Federal.

Please review and advise us on how the City will handle traffic on Federal Street.

Thanks very much in advance,
Siobhan

Siobhan Vignoles

Sr. Property Manager
The Swig Company
501 Second Street, Suite 210
San Francisco, CA 94107
Office: 415.615.0501
Direct : 415.615.0355

From: Poling, Jeanie (CPC) [mailto:jeanie.poling@sfgov.org]
Sent: Friday, February 03, 2017 9:52 AM
To: Julie Zaoui
Cc: Siobhan Vignoles; Sucre, Richard (CPC)
Subject: RE: 77/85 Federal St Development - Questions from Neighbor

Hi Julie,

That's right. The memo is documentation that the project doesn't meet the threshold of requiring a transportation impact report.

While the project is expected to add vehicle trips, it's unlikely that there would be any additional traffic along Federal Street because vehicles would access the on-site parking via 2nd Street to De Boom Street and wouldn't enter Federal Street since it's a dead-end street with no vehicle access to the building.

Thanks,
Jeanie

From: Julie Zaoui [mailto:jzaoui@swigco.com]
Sent: Thursday, February 02, 2017 4:46 PM
To: Poling, Jeanie (CPC)
Cc: Siobhan Vignoles; Sucre, Richard (CPC)
Subject: RE: 77/85 Federal St Development - Questions from Neighbor

Thank you for this.

The memo doesn't discuss anything with regards to car traffic that would be increased along Federal St. due to the increased building SF. Do I understand correctly that under the ENV Case section, because the box "TIS / Memo is not required", that there won't be any further studies needed?

Sorry if I'm not reading this correctly – I'm just trying to understand. Thanks!

Julie Zaoui
Property Manager
The Swig Company
501 Second Street, Suite 210
San Francisco, CA 94107
O: (415) 615-0501
F: (415) 615-0596
jzaoui@swigco.com

From: Poling, Jeanie (CPC) [<mailto:jeanie.poling@sfgov.org>]
Sent: Thursday, February 02, 2017 3:16 PM
To: Julie Zaoui
Cc: Siobhan Vignoles; Sucre, Richard (CPC)
Subject: RE: 77/85 Federal St Development - Questions from Neighbor

Hi Julie,

I've attached the transportation memo. The project changed since 2013, and vehicle access to the garage is from De Boom Street and not from Federal Street. I will send you a link to the environmental document when it's published. Please let me know if you have any other questions.

Thanks,

Jeanie Poling

Environmental Planner

Planning Department, City and County of San Francisco
1650 Mission Street, Suite 400, San Francisco, CA 94103

Direct: 415-575-9072 **Fax:** 415-558-6409

Email: jeanie.poling@sfgov.org

Web: www.sfplanning.org



Planning Information Center (PIC): 415-558-6377 or pic@sfgov.org

Property Information Map (PIM): <http://propertymap.sfplanning.org>

From: Sucre, Richard (CPC)
Sent: Thursday, February 02, 2017 3:03 PM
To: Julie Zaoui
Cc: Siobhan Vignoles; Poling, Jeanie (CPC)
Subject: RE: 77/85 Federal St Development - Questions from Neighbor

Hi Julie,

Thanks for your email. We anticipate bringing this project to hearing in mid-May 2017. I am currently looking at Commission dates on May 17th for the Historic Preservation Commission and May 18th for the Planning Commission.

I've copied the environmental planner, Jeanie Poling, on this email. Jeanie can help address some of the questions on the transportation.

Rich

Richard Sucre

Senior Planner/Team Leader, Southeast Quadrant-Current Planning Division
Preservation Technical Specialist

Planning Department | City and County of San Francisco

1650 Mission Street, Suite 400, San Francisco, CA 94103
Direct: 415-575-9108 | Fax: 415-558-6409
Email: richard.sucre@sfgov.org
Web: www.sfplanning.org



From: Julie Zaoui [<mailto:jzaoui@swigco.com>]
Sent: Thursday, February 02, 2017 1:50 PM
To: Sucre, Richard (CPC)
Cc: Siobhan Vignoles
Subject: 77/85 Federal St Development - Questions from Neighbor

Hi Richard,

We're a neighbor of 77/85 Federal St, at 501 2nd Street. The back of our building is on Federal Street, which includes access to the 501 2nd parking spaces and garage.

We were contacted by Aralon a few months back and invited to a meeting at their building to discuss their upcoming/proposed development.

In looking at the PPA from 2013, I was curious about if any further transportation studies have been done for this project, in particular with regards to Federal Street.

Increasing the size of 77/85 Federal will increase the amount of traffic on Federal St, so we'd like to see what is going to be required of Aralon / what the City will do to help keep traffic flowing after the development is finished.

Also what is the current timeline of this project? Is there a date for commission hearing?

Thanks,

Julie Zaoui

Property Manager

The Swig Company

501 Second Street, Suite 210

San Francisco, CA 94107

O: (415) 615-0501

F: (415) 615-0596

jzaoui@swigco.com

From: [Sucre, Richard \(CPC\)](#)
To: [Kwiatkowska, Natalia \(CPC\)](#)
Subject: FW: 77-85 Federal Street | Case: 2012.1410
Date: Monday, June 12, 2017 9:10:10 AM
Attachments: [image003.png](#)
[image005.png](#)
[image002.png](#)
[image004.png](#)
[image001.png](#)
[2012.1410U_FederalStreet_Proposal.pdf](#)

FYI

Richard Sucre
Senior Planner/Team Leader, Southeast Quadrant-Current Planning Division
Preservation Technical Specialist

Planning Department | City and County of San Francisco
1650 Mission Street, Suite 400, San Francisco, CA 94103
Direct: 415-575-9108 | Fax: 415-558-6409
Email: richard.sucre@sfgov.org
Web: www.sfplanning.org



From: Shelley Parsons [mailto:shellstarrocks@gmail.com]
Sent: Sunday, July 27, 2014 8:14 AM
To: Range, Jessica (CPC)
Cc: MacPherson, Scott (PUC); Sucre, Richard (CPC)
Subject: Re: 77-85 Federal Street | Case: 2012.1410

Dear Jessica—

Thank you for your response with respect to the Environment Impact Report for the Proposal stated above. I would like a copy of the report once it has been completed. Additionally, I am hoping you can assist me with the following.

A group of concerned home owners from our building have been assessing the Preliminary Project Assessment dated February 15, 2013.
Attached PDF for your reference.

Point 17 refers to the Narrow Street Height Provision, and Planning Code Section 261.1 specifies that 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 the abutting narrow street. No part or feature of a building may penetrate the required setback plane. Please ensure that the project is in compliance with this requirement. This requirement is not variable.

Can you please provide me with an electronic copy of the building plans, including elevations, indicating that the proposed building complies with this Planning Department Code?

Thank you for your time,
Shelley Parsons

On Mon, Jun 23, 2014 at 8:22 AM, Range, Jessica (CPC) <jessica.range@sfgov.org> wrote:
Dear Ms. Parsons,

Thank you for your email. I am copying the environmental coordinator for this project, Scott MacPherson. The Planning Department is currently in the process of preparing the environmental document. Please let Scott know if you wish to receive a copy of this document. Scott can also assist you with questions pertaining to the schedule. You can reach Scott at [\(415\) 551-4525](tel:4155514525). While it is still early in the process, at this point the project may qualify for a Community Plan Exemption because the project is located within the East SoMa Plan area and is consistent with the zoning designations of this plan area.

Should you wish to appeal the environmental document once it has been prepared, the process for appealing an exemption is dictated by Chapter 31 of the San Francisco Administrative Code (http://www.amlegal.com/nxt/gateway.dll?f=templates&fn=default.htm&vid=amlegal:sanfrancisco_ca). Should you wish to comment on other aspects of the project, not related to the environmental review, please contact Rich Sucre at 575-9108 (also copied here).

If you have any further questions, feel free to contact me.

Regards,

Jessica Range
Senior Planner, Environmental Planning

Planning Department, City and County of San Francisco
1650 Mission Street, Suite 400, San Francisco, CA 94103

Direct: 415-575-9018 **Fax:** [415-558-6409](tel:4155586409)

Email: Jessica.Range@sfgov.org

Web: www.sfplanning.org



Planning Information Center (PIC): [415-558-6377](tel:4155586377) or pic@sfgov.org
Property Information Map (PIM): <http://propertymap.sfplanning.org>

From: Shelley Parsons [mailto:shellstarrocks@gmail.com]

Sent: Sunday, June 22, 2014 8:02 PM

To: Range, Jessica (CPC)

Subject: 77-85 Federal Street | Case: 2012.1410

Dear Jessica—

I am a concerned resident and owner who will be negatively affected by this proposed development, and am contacting you to understand the project status—and steps available to me for appealing and affecting any progress.

Any additional information will be greatly appreciated.

Kind regards,
Shelley

From: [Sucre, Richard \(CPC\)](#)
To: [Kwiatkowska, Natalia \(CPC\)](#)
Subject: FW: 77-85 Federal Street | Case: 2012.1410
Date: Monday, June 12, 2017 9:10:16 AM
Attachments: [image001.png](#)
[image002.png](#)
[image003.png](#)
[image004.png](#)

Richard Sucre
Senior Planner/Team Leader, Southeast Quadrant-Current Planning Division
Preservation Technical Specialist

Planning Department | City and County of San Francisco
1650 Mission Street, Suite 400, San Francisco, CA 94103
Direct: 415-575-9108 | Fax: 415-558-6409
Email: richard.sucre@sfgov.org
Web: www.sfplanning.org



From: Shelley Parsons [mailto:shellstarrocks@gmail.com]
Sent: Sunday, June 22, 2014 8:18 PM
To: Sucre, Richard (CPC)
Subject: 77-85 Federal Street | Case: 2012.1410

Dear Richard—

I am a resident and owner on Federal Street, and I have serious concerns about the impact of this proposed development on the historic nature of our street—and neighborhood.

I'm contacting you to understand the project status, and find out whether there are steps available to me to appeal—and affect—this development.

I'll follow up with a phone call this week, but any additional information will be greatly appreciated.

Kind regards,
Shelley Parsons



SAN FRANCISCO PLANNING DEPARTMENT

Community Plan Preliminary Mitigated Negative Declaration

Date: May 31, 2017
Case No.: **2012.1410E**
Project Title: **77-85 Federal Street**
BPA No: 201306200082
Zoning: MUO (Mixed Use-Office) District
65-X Height and Bulk District
South End Historic District
Block/Lot: 3774/444
Lot Size: 16,070 square feet
Plan Area: Eastern Neighborhoods (East SoMa)
Project Sponsor: Adam Franch, 77 Federal Street LLC
(415) 988-1080, adam@aralonproperties.com
Lead Agency: San Francisco Planning Department
Staff Contact: Jeanie Poling
(415) 575-9072, jeanie.poling@sfgov.org

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

Reception:
415.558.6378

Fax:
415.558.6409

Planning
Information:
415.558.6377

A. PROJECT DESCRIPTION

The project site is located on the block bounded by 2nd, Bryant, Delancey, and Brannan Streets in the South of Market neighborhood. With frontages on two dead end alleys accessed from 2nd Street (106-foot frontage along Federal Street and 86-foot frontage along De Boom Street), the project site is occupied by two two-story office buildings constructed in 1948, approximately 30 feet in height, totaling 17,116 square feet (sf) and surface parking for 18 vehicles.

The project would demolish the two existing two-story buildings containing 17,116 sf of office use and construct a five-story-over-basement, approximately 77,000 sf building containing approximately 50,000 sf of office use on floors 2-5; approximately 23,000 sf of retail use proposed to be a fitness center on the ground and basement levels; ground-floor parking for 124 bicycles; and below-grade parking for 26 vehicles in stacker pits. Two service vehicle loading spaces would be provided in the basement parking area.

An approximately 20-foot-long curb cut along De Boom Street would be removed and replaced with a 14-foot-wide curb along De Boom Street that would provide vehicle access to the below-grade garage. The proposed project would include eleven new street trees along the street frontages of the project site. The roof level would be 65 feet in height. An elevator penthouse would extend 4 feet, 11 inches above the roof, and a stair penthouse would extend 6 feet, 2 inches above the roof. Publicly accessible open space would be provided in a 939 sf roof deck on the fourth floor.

The project would be constructed on spread footings or a mat foundation. Construction is expected to last approximately 16 months, and would include approximately four months of excavation using heavy

equipment. The project would involve approximately 6,300 cubic yards of excavation to a depth of 19 feet below ground surface. No pile driving would be required or is proposed.

FINDING

This project could not have a significant effect on the environment. This finding is based upon the criteria of the Guidelines of the State Secretary for Resources, Sections 15064 (Determining Significant Effect), 15065 (Mandatory Findings of Significance), 15070 (Decision to prepare a Negative Declaration), and 15183 (Projects Consistent with a Community Plan or Zoning), and the following reasons as documented in the initial study – community plan evaluation for the project, which is attached.

Mitigation measures are included in this project to avoid potentially significant effects. See pp. 63–65.

cc:	Adam Franch, Project Sponsor	Supervisor Jane Kim, District 6
	Rich Sucre, Current Planning Division	Distribution List
	Natalia Kwiatkowska, Current Planning Division	Virna Byrd, M.D.F.

Initial Study – Community Plan Evaluation 77-85 Federal Street, Case No. 2012.1410E

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Initial Study – Community Plan Evaluation

77-85 Federal Street

Planning Department Case No. 2012.1410E

A. PROJECT DESCRIPTION

The project site is located on the block bounded by 2nd, Bryant, Delancey, and Brannan Streets in the South of Market neighborhood (see **Figure 1, Project Location** on p. 4). With frontages on two dead end alleys accessed from 2nd Street (106-foot frontage along Federal Street and 86-foot frontage along De Boom Street), the project site is occupied by two two-story office buildings constructed in 1948, approximately 30 feet in height, totaling 17,116 square feet (sf) and surface parking for 18 vehicles.

The project would demolish the two existing two-story buildings containing 17,116 sf of office use and construct a five-story-over-basement, approximately 77,000 sf building containing approximately 50,000 sf of office use on floors 2-5; approximately 23,000 sf of retail use proposed to be a fitness center on the ground and basement levels; ground-floor parking for 124 bicycles; and below-grade parking for 26 vehicles in vehicle stacker pits. Two service vehicle loading spaces would be provided in the basement parking area.

An approximately 20-foot-long curb cut along De Boom Street would be removed and replaced with a 14-foot-wide curb along De Boom Street that would provide vehicle access to the below-grade garage. The proposed project would include 11 new street trees along the street frontages of the project site. The roof level would be 65 feet in height. An elevator penthouse would extend 4 feet-11 inches above the roof, and a stair penthouse would extend 6 feet-2 inches above the roof. Publicly accessible open space would be provided in a 939 sf roof deck on the fourth floor.

The project would be constructed on spread footings or a mat foundation. Construction is expected to last approximately 16 months, and would include approximately four month of excavation using heavy equipment. The project would involve approximately 6,300 cubic yards of excavation to a depth of 19 feet below ground surface. No pile driving would be required or is proposed.

Figures 2 through 8 on pp. 5 through 11 show the proposed site plan, plans for all floors and elevations.

Project Approvals

The proposed project would require the following approvals (approving bodies noted in parentheses):

- Certificate of Appropriateness pursuant to Planning Code Section 1006. (*Historic Preservation Commission*)
- Large Project Authorization per Planning Code Section 329 (*Planning Commission*)
- Office Development Authorization per Planning Code Section 321 (*Planning Commission*)
- Site Mitigation Plan pursuant to Health Code Article 22A, also known as the Maher Ordinance (*Department of Public Health*)
- Demolition, Site and Building Permits (*Department of Building Inspection*)
- Stormwater Management Plan (*San Francisco Public Utilities Commission*)

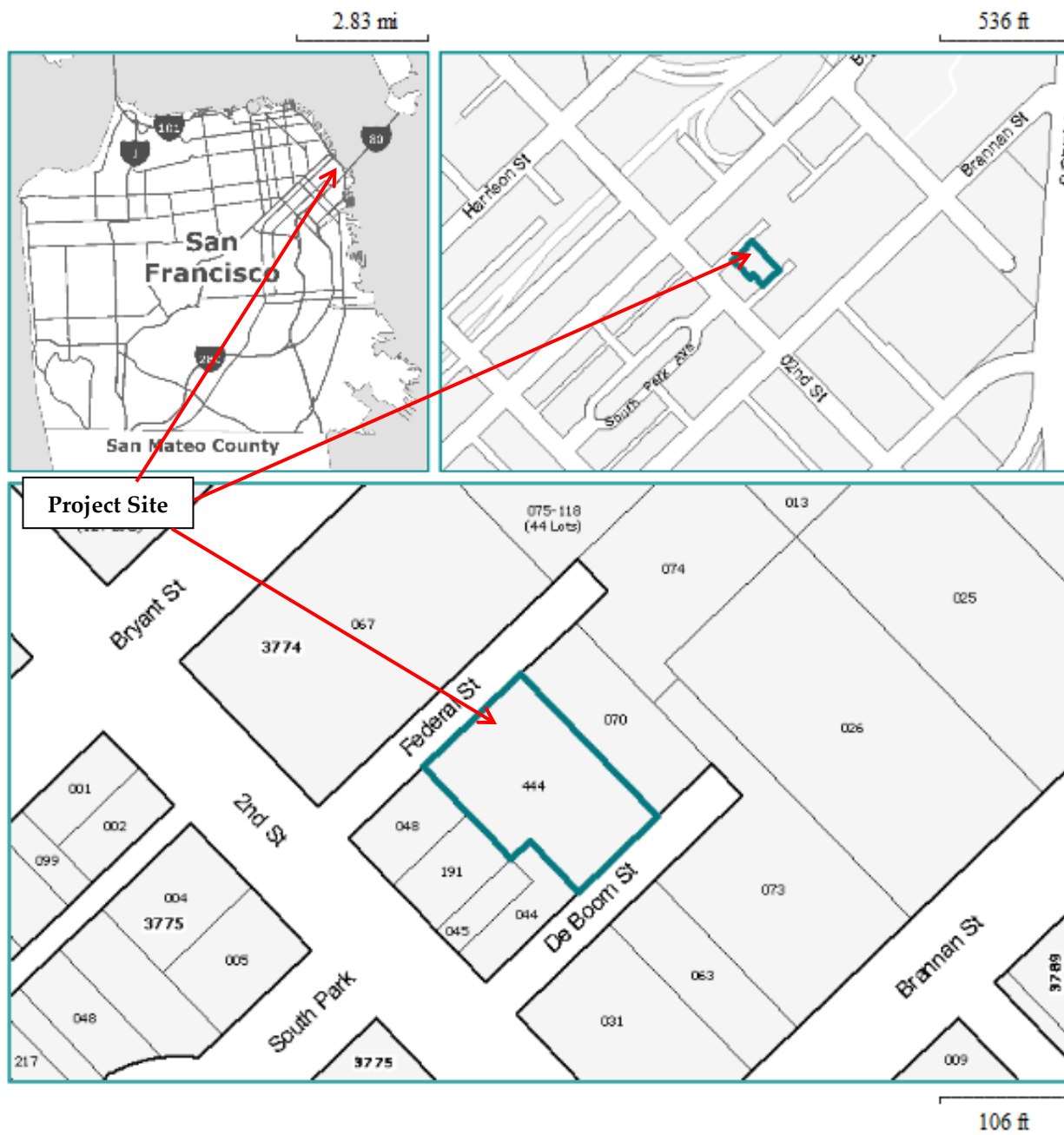


Figure 1: Project Location



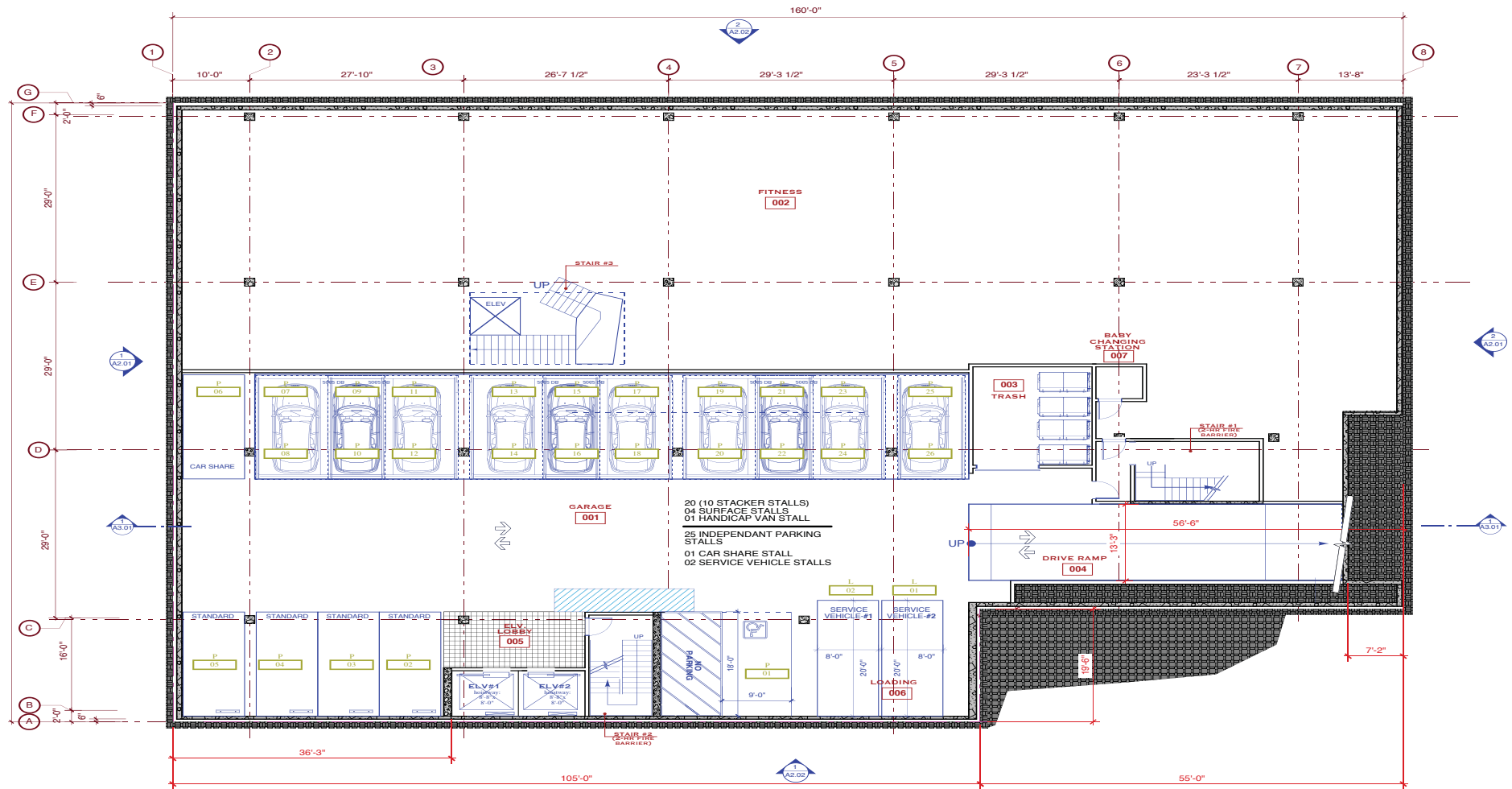


Figure 3: Proposed Basement Floor Plan





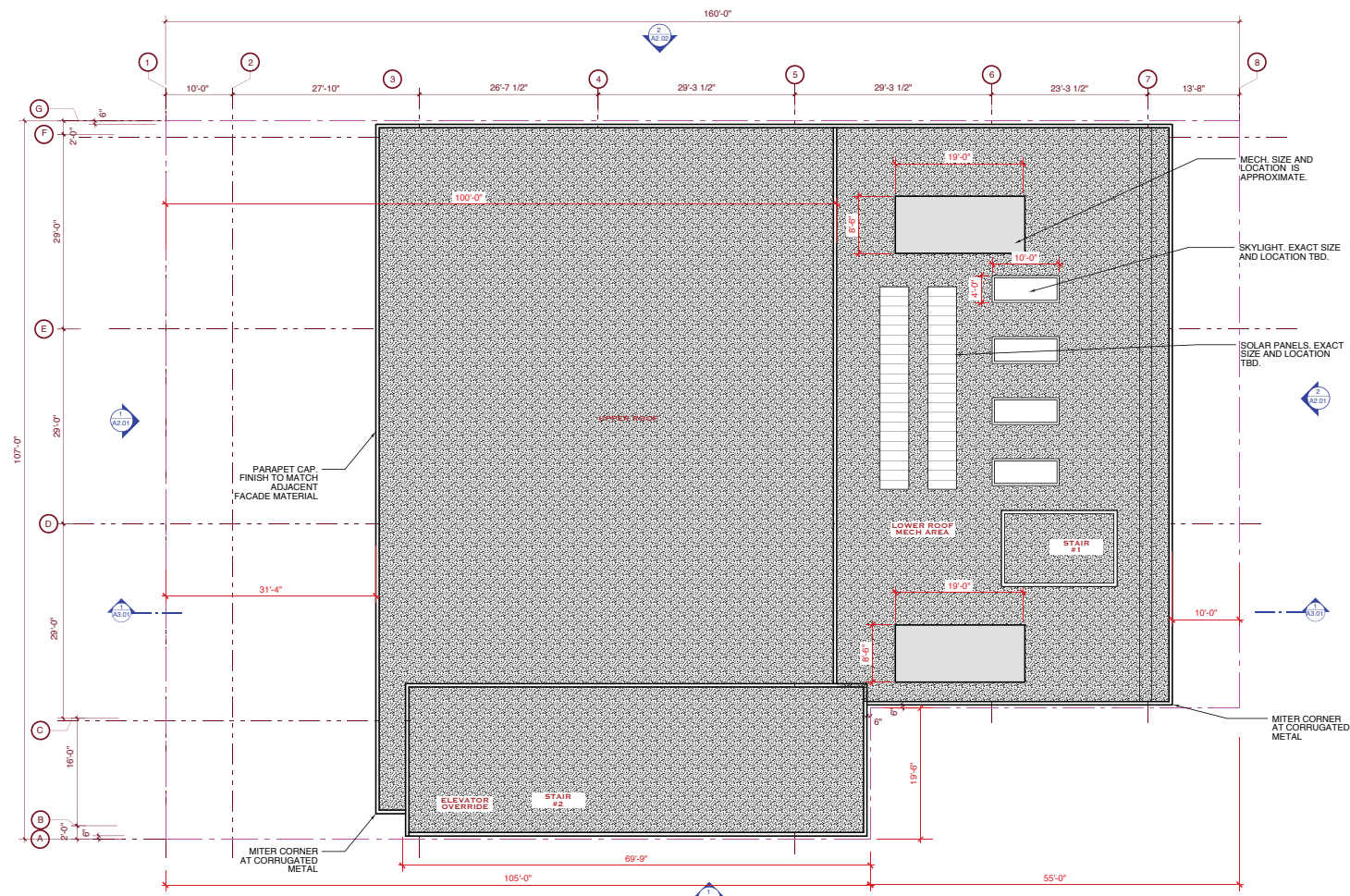
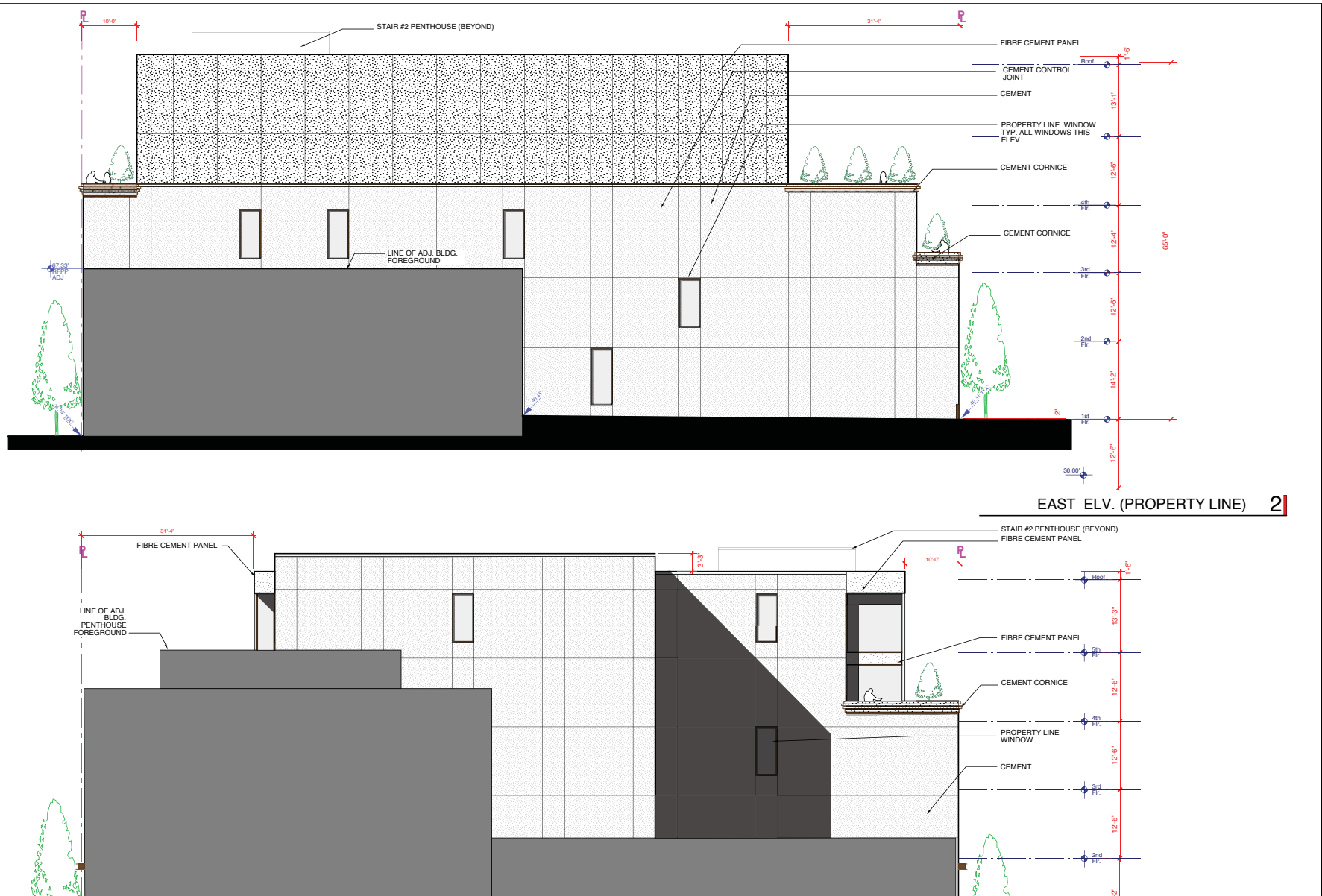


Figure 6: Proposed Roof Plan





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Approval of the large project authorization per Planning Code Section 329 would constitute the approval action for the proposed project pursuant to Section 31.04 (h) of the San Francisco Administrative Code.

B. PROJECT SETTING

The project site is located on an irregularly shaped through lot approximately 90 feet east of 2nd Street on the block bounded by 2nd, Bryant, Delancey, and Brannan Streets in the South of Market neighborhood. The project site fronts two 35-foot-wide dead-end streets, Federal and De Boom streets, which are both accessed from 2nd Street. (Federal Street runs between 2nd Street and Delancey Street but is interrupted mid-block by a five-story (85-foot-tall) building at 60 Federal Street, currently occupied by the Academy of Art University.) At the end of Federal Street (accessed from 2nd Street) is loading dock access to 60 Federal Street. At the end of De Boom Street is a pedestrian entrance to 270 Brannan Street, a six-story (65-foot-tall) office building.

Land uses within the project block include two- to six-story (20- to 85-foot-tall) office/commercial and PDR (Production, Distribution and Repair) uses, three- to eight-story (30- to 80-foot-tall) residential uses, two- to seven-story (20- to 70-foot-tall) office/retail, and PDR uses. West of the project block, across 2nd Street, are one- to six-story (12- to 75-foot-tall) office, PDR, retail, and residential uses surrounding South Park.¹ South of the project block are two- to 12-story (20- to 150-foot-tall) residential and commercial uses approaching AT&T Park, which is two blocks south and one block west of the project site. Further south is the Mission Bay neighborhood of residential, office, and institutional uses. North of the project block across Bryant Street is the I-80 freeway, with an on-ramp located one block north of Bryant Street, at the intersection of Harrison and Essex Streets. Further north and east of the project site are taller buildings of the downtown and the Rincon Hill Plan Area.

The project site is located within the boundaries of the South End Historic District and the East SoMa Plan Area and building on the site and adjacent to the site (at 533 2nd Street, 543-545 2nd Street, and 563 2nd Street) are contributing historic resources to the South End Historic District.

Within one-quarter mile of the project site, the San Francisco Municipal Railway (Muni) operates the 10-Townsend and the 12 Folsom/Pacific bus lines and the K-Ingleside/T-Third and N-Judah Muni Metro lines.

The following projects are under review or under construction within one-quarter mile of the project site and are considered in the cumulative analysis:

- The Central SoMa Plan (2011.1356E) is expected to be adopted and implemented in the fall of 2017. The plan area is adjacent to the 77-85 Federal Street project site and is bounded by Market Street, Townsend Street, 2nd Street, and 6th Street. Among other program elements, the plan removes land use restrictions to support a greater mix of uses while also emphasizing office uses in portions of the plan area. A draft Environmental Impact Report for the Central SoMa Plan was published on December 14, 2016.

¹ This document uses the convention that Federal Street runs east/west even though it actually runs northeast/southwest.

- 400 2nd Street (2012.1384ENV) – Demolition of four one- to-four story buildings and construction of one or more buildings including a 28-story office building, a 300-room hotel, 400 residences, and 80,000 sf of retail (relies on Central SoMa Plan rezoning, discussed above).
- 350 2nd St (2016-012031ENV) – Construction of a 200-foot-tall, 21-story building with 480 hotel rooms over ground-floor retail (relies on Central SoMa Plan rezoning).
- 462 Bryant St (2015-010219ENV) – A five-story addition of office use to an existing one-story office building (relies on Central SoMa Plan rezoning).
- 525 Harrison Street (2013.0159E) – A 23-story building containing 205 residences over ground-floor commercial uses (under construction).
- 633 Folsom St (2014.1063E) – A five-story addition to an existing seven-story office building (building permit issued in 2017).
- 671 Harrison Street (2011.1437E) – A five-story office building (building permit issued in 2013 but not constructed yet).

C. COMMUNITY PLAN EVALUATION OVERVIEW

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

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

The Planning Commission held public hearings to consider the various aspects of the proposed Eastern Neighborhoods Rezoning and Area Plans and related Planning Code and Zoning Map amendments. On

August 7, 2008, the Planning Commission certified the Eastern Neighborhoods PEIR by Motion 17659 and adopted the Preferred Project for final recommendation to the Board of Supervisors.^{2,3}

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

The Eastern Neighborhoods PEIR is a comprehensive programmatic document that presents an analysis of the environmental effects of implementation of the Eastern Neighborhoods Rezoning and Area Plans, as well as the potential impacts under several proposed alternative scenarios. The Eastern Neighborhoods Draft EIR evaluated three rezoning alternatives, two community-proposed alternatives which focused largely on the Mission District, and a “No Project” alternative. The alternative selected, or the Preferred Project, represents a combination of Options B and C. The Planning Commission adopted the Preferred Project after fully considering the environmental effects of the Preferred Project and the various scenarios discussed in the PEIR. The Eastern Neighborhoods PEIR estimated that implementation of the Eastern Neighborhoods Plan could result in approximately 7,400 to 9,900 net dwelling units and 3,200,000 to 6,600,000 square feet of net non-residential space (excluding PDR loss) built in the Plan Area throughout the lifetime of the Plan (year 2025). The Eastern Neighborhoods PEIR projected that this level of development would result in a total population increase of approximately 23,900 to 33,000 people throughout the lifetime of the plan.⁴

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

As a result of the Eastern Neighborhoods rezoning process, the project site’s zoning was reclassified from SSO (Service Secondary Office) to MUO (Mixed Use-Office). The MUO District runs predominantly along the 2nd Street corridor and is designed to encourage office uses and housing, as well as small-scale light industrial and arts activities. Office, general commercial, most retail, and PDR uses are principally permitted uses in the MUO District. Dwelling units and group housing are permitted and family-sized housing is encouraged. The 77-85 Federal Street project site is located in the 65-X Height and Bulk District, which allows a building up to 65 feet in height.

² San Francisco Planning Department. Eastern Neighborhoods Rezoning and Area Plans Final Environmental Impact Report (FEIR), Planning Department Case No. 2004.0160E, certified August 7, 2008. Available online at: <http://www.sf-planning.org/index.aspx?page=1893>, accessed August 17, 2012.

³ San Francisco Planning Department. San Francisco Planning Commission Motion 17659, August 7, 2008. Available online at: <http://www.sf-planning.org/Modules/ShowDocument.aspx?documentid=1268>, accessed August 17, 2012.

⁴ Table 2 Forecast Growth by Rezoning Option Chapter IV of the Eastern Neighborhoods Draft EIR shows projected net growth based on proposed rezoning scenarios. A baseline for existing conditions in the year 2000 was included to provide context for the scenario figures for parcels affected by the rezoning.

Individual projects that could occur in the future under the Eastern Neighborhoods Rezoning and Area Plans will undergo project-level environmental evaluation to determine if they would result in further impacts specific to the development proposal, the site, and the time of development and to assess whether additional environmental review would be required.

D. SUMMARY OF ENVIRONMENTAL EFFECTS

This initial study – community plan evaluation analyzes the potential project-specific environmental effects of the 77-85 Federal Street project described above, and incorporates by reference information contained in the programmatic EIR for the Eastern Neighborhoods Rezoning and Area Plans (PEIR).⁵ Project-specific studies were prepared for the proposed project to determine if the project would result in any significant environmental impacts that were not identified in the Eastern Neighborhoods PEIR.

This initial study – community plan evaluation indicates whether the proposed project would result in significant impacts that: (1) are peculiar to the project or project site; (2) were not identified as significant project-level, cumulative, or off-site effects in the PEIR; or (3) are previously identified significant effects, which as a result of substantial new information that was not known at the time that the Eastern Neighborhoods PEIR was certified, are determined to have a more severe adverse impact than discussed in the PEIR. Such impacts are addressed in this initial study – community plan evaluation. Items checked "Significant Impact Peculiar to Project or Project Site" identify topics for which the proposed project would result in a significant impact that is peculiar to the project, i.e., the impact is not identified as significant in the PEIR.

Mitigation measures identified in the PEIR are discussed under each topic area, and the complete text of measures that are applicable to the proposed project are provided in Section H, Mitigation Measures, on p. 63.

The Eastern Neighborhoods PEIR included analyses of environmental issues including: land use; plans and policies; visual quality and urban design; population, housing, business activity, and employment (growth inducement); transportation; noise; air quality; parks, recreation and open space; shadow; archeological resources; historic architectural resources; hazards; and other issues not addressed in the previously issued initial study for the Eastern Neighborhoods Rezoning and Area Plans. The Eastern Neighborhoods PEIR identified significant impacts related to land use, transportation, cultural resources, shadow, noise, air quality, and hazardous materials. Additionally, the PEIR identified significant cumulative impacts related to land use, transportation, and cultural resources. Mitigation measures were identified for the above impacts and reduced all impacts to less-than-significant levels except for those related to land use (cumulative impacts on PDR use), transportation (program-level and cumulative traffic impacts at nine intersections; program-level and cumulative transit impacts on seven Muni lines), cultural resources (cumulative impacts from demolition of historical resources), and shadow (program-level impacts on parks).

The proposed project would demolish two existing two-story buildings containing 17,116 sf of office use and construct a five-story-over-basement, 65-foot-tall, approximately 77,000 sf building containing approximately 50,000 sf of office use, approximately 23,000 sf of retail use, and parking for 124 bicycles

⁵ San Francisco Planning Department Case No. 2004.0160E and State Clearinghouse No. 2005032048. Available at <http://sf-planning.org/area-plan-eirs>.

and 26 vehicles. The proposed project is in conformance with the with the height, use and density for the site described in the Eastern Neighborhoods PEIR ^{6,7} and would represent a small part of the growth that was forecast for the Eastern Neighborhoods plan areas.

In regards to significant and unavoidable transportation impacts related to traffic and transit, project-generated vehicle and transit trips would not contribute considerably to significant and unavoidable cumulative traffic and transit impacts identified in the Eastern Neighborhoods PEIR and would not result in a substantial portion of the overall additional traffic and transit volume anticipated to be generated by Plan Area projects. The proposed project would not contribute to significant and unavoidable plan-level or cumulative shadow impacts or land use impacts related to the loss of PDR building space as the proposed project would not cast new shadow on South Park or any other nearby open space, or remove PDR building space.

This initial study – community plan evaluation concludes that the proposed project would result in a new, significant adverse environmental effect on historic resources that was not disclosed in the Eastern Neighborhoods PEIR and a mitigated negative declaration has been prepared to address this significant project-specific, peculiar impact. This initial study – community plan evaluation analyzes the environmental effects of the proposed project on historic architectural resources and includes a mitigation measure that would reduce this impact to historic architectural resources to a less-than-significant level. (See “Construction Impacts on Historic Resources” on p. 29 for this analysis.)

Thus, with the exception of historic architectural resources, the Eastern Neighborhoods PEIR considered the incremental impacts of the proposed 77-85 Federal Street project. The Eastern Neighborhoods PEIR identified feasible mitigation measures to address significant impacts related to noise, air quality, archeological resources, historic resources, hazardous materials and transportation. **Table 1** below lists the mitigation measures identified in the Eastern Neighborhoods PEIR and states whether each measure would apply to the proposed project.

Table 1: Eastern Neighborhoods PEIR Mitigation Measures

Mitigation Measure	Applicability	Compliance
E. Transportation		
E-1: Traffic Signal Installation	Not applicable. Automobile delay removed from CEQA analysis.	Not applicable.
E-2: Intelligent Traffic Management	Not applicable. Automobile delay removed from CEQA analysis.	Not applicable.
E-3: Enhanced Funding	Not applicable. Automobile delay removed from CEQA	Not applicable.

⁶ San Francisco Planning Department, Community Plan Exemption Eligibility Determination, Citywide Planning and Policy Analysis, Case No. 2012.1410E, 77-85 Federal Street, May 17, 2017.

⁷ San Francisco Planning Department, Community Plan Exemption Eligibility Determination, Current Planning Analysis, Case No. 2012.1410E, 77-85 Federal Street, January 9, 2017.

Mitigation Measure	Applicability	Compliance
	analysis.	
E-4: Intelligent Traffic Management	Not applicable. Automobile delay removed from CEQA analysis.	Not applicable.
E-5: Enhanced Transit Funding	Not applicable. Plan level mitigation to be implemented by the San Francisco Municipal Transportation Agency (SFMTA).	Not applicable.
E-6: Transit Corridor Improvements	Not applicable. Plan level mitigation to be implemented by the SFMTA.	Not applicable.
E-7: Transit Accessibility	Not applicable. Plan level mitigation to be implemented by the SFMTA.	Not applicable.
E-8: Muni Storage and Maintenance	Not applicable. Plan level mitigation by the SFMTA and the San Francisco County Transportation Authority.	Not applicable.
E-9: Rider Improvements	Not applicable. Plan level mitigation to be implemented by the SFMTA.	Not applicable.
E-10: Transit Enhancement	Not applicable. Plan level mitigation to be implemented by the SFMTA.	Not applicable.
E-11: Transportation Demand Management	Not applicable. Plan level mitigation to be implemented by the SFMTA, and in compliance with a portion of this mitigation measure, the City adopted a comprehensive Transportation Demand Management Program for most new development citywide.	Not applicable.
F. Noise		
F-1: Construction Noise – Pile Driving	Not applicable. Project construction would not involve pile driving.	Not applicable.
F-2: Construction Noise	Applicable. Temporary	The project sponsor has agreed

Mitigation Measure	Applicability	Compliance
	construction noise from use of heavy equipment.	to develop and implement noise attenuation measures during construction (see Project Mitigation Measure 3).
F-3: Interior Noise Levels	Not applicable. The project does not propose noise sensitive uses.	Not applicable.
F-4: Siting of Noise-Sensitive Uses	Not applicable. The project does not propose noise-sensitive uses.	Not applicable.
F-5: Siting of Noise-Generating Uses	Not Applicable. The project would not include noise-generating uses.	Not applicable.
F-6: Open Space in Noisy Environments	Not Applicable. The project does not propose noise-sensitive uses.	Not applicable.
G. Air Quality		
G-1: Construction Air Quality	Not applicable. The project site is not in an Air Pollutant Exposure Zone.	Not applicable.
G-2: Air Quality for Sensitive Land Uses	Not applicable. The project would not include sensitive land uses.	Not applicable.
G-3: Siting of Uses that Emit Diesel Particulate Matter	Not applicable. The project does not include uses that emit diesel particulate matter.	Not applicable.
G-4: Siting of Uses that Emit Other Toxic Air Contaminants	Not applicable. The project does not include uses that emit toxic air contaminants.	Not applicable.
J. Archeological Resources		
J-1: Properties with Previous Studies	Not Applicable. The project site is not located in an area for which a previous archeological study has been conducted.	Not applicable.

Mitigation Measure	Applicability	Compliance
J-2: Properties with no Previous Studies	Applicable. The project site is in an area for which no previous archeological study has been conducted.	The Planning Department conducted a preliminary archeological review, and the project sponsor has agreed to implement a mitigation measure related to the accidental discovery of archeological resources (see Project Mitigation Measure 2).
J-3: Mission Dolores Archeological District	Not applicable. The project site is not in the Mission Dolores Archeological District.	Not applicable.
K. Historical Resources		
K-1: Interim Procedures for Permit Review in the Eastern Neighborhoods Plan Area	Not Applicable. Plan-level mitigation completed by the Planning Department.	Not applicable.
K-2: Amendments to Article 10 of the Planning Code Pertaining to Vertical Additions in the South End Historic District (East SoMa)	Not applicable. Plan-level mitigation completed by the Planning Commission.	Not applicable.
K-3: Amendments to Article 10 of the Planning Code Pertaining to Alterations and Infill Development in the Dogpatch Historic District (Central Waterfront)	Not applicable. Plan-level mitigation completed by the Planning Commission.	Not applicable.
L. Hazardous Materials		
L-1: Hazardous Building Materials	Applicable. The project includes demolition of two existing buildings.	The project sponsor has agreed to remove and properly dispose of any hazardous building materials in accordance with applicable federal, state, and local laws prior to demolishing the existing building (see Project Mitigation Measure 4).

E. CHANGES IN THE REGULATORY ENVIRONMENT

Since the certification of the Eastern Neighborhoods PEIR in 2008, several new policies, regulations, statutes, and funding measures have been adopted, passed, or are underway that affect the physical

environment and/or environmental review methodology for projects in the Eastern Neighborhoods plan areas. As discussed in each topic area referenced below, these policies, regulations, statutes, and funding measures have implemented or will implement mitigation measures or further reduce less-than-significant impacts identified in the PEIR. These include:

- State legislation amending CEQA to eliminate consideration of aesthetics and parking impacts for infill projects in transit priority areas, effective January 2014 (see “Aesthetics and Parking”);
- State legislation amending CEQA and San Francisco Planning Commission resolution replacing level of service (LOS) analysis of automobile delay with vehicle miles traveled (VMT) analysis, effective March 2016 (see “Automobile Delay and Vehicle Miles Traveled”);
- San Francisco Bicycle Plan update adoption in June 2009, Better Streets Plan adoption in 2010, Transit Effectiveness Project (aka “Muni Forward”) adoption in March 2014, Vision Zero adoption by various City agencies in 2014, Proposition A and B passage in November 2014, and the Transportation Sustainability Program process (see “Transportation”);
- San Francisco ordinances establishing construction dust control, effective July 2008, and enhanced ventilation requirements for urban infill sensitive use developments, amended December 2014 (see “Air Quality”);
- San Francisco Clean and Safe Parks Bond passage in November 2012 and San Francisco Recreation and Open Space Element of the General Plan adoption in April 2014 (see “Recreation”);
- Urban Water Management Plan adoption in 2011 and Sewer System Improvement Program process (see “Utilities and Service Systems”); and
- Article 22A of the Health Code amendments effective August 2013 (see “Hazardous Materials”).

Aesthetics and Parking

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

- a) the project is in a transit priority area;
- b) the project is on an infill site; and
- c) the project is residential, mixed-use residential, or an employment center.

The proposed project meets each of the above criteria. The project site is located within one-half mile of a major transit stop and thus is in a transit priority area. The project site has been previously developed and is surrounded by lots developed with qualified urban uses and thus the project is on an infill site. The project involves the construction of a commercial building with a floor area ratio greater than 0.75⁸ thus meets the definition of an employment center. Therefore, this evaluation does not consider aesthetics

⁸ The total gross building area of the proposed project is approximately 77,000 gsf, and the area of the project site is 16,070 (0.37 acres). Therefore, the floor area ratio is 4.8, which is greater than 0.75.

or parking in determining the significance of project impacts under CEQA.⁹ Project elevations are included in the project description.

Automobile Delay and Vehicle Miles Traveled

CEQA Section 21099(b)(1) requires that the State Office of Planning and Research (OPR) develop revisions to the CEQA Guidelines establishing criteria for determining the significance of transportation impacts of projects that “promote the reduction of greenhouse gas emissions, the development of multimodal transportation networks, and a diversity of land uses.” CEQA Section 21099(b)(2) states that upon certification of the revised guidelines for determining transportation impacts pursuant to Section 21099(b)(1), automobile delay, as described solely by level of service or similar measures of vehicular capacity or traffic congestion, shall not be considered a significant impact on the environment under CEQA.

In January 2016, the OPR published for public review and comment a revised proposal on updates to the CEQA Guidelines on evaluating transportation impacts in CEQA, recommending that transportation impacts for projects be measured using a vehicle miles traveled (VMT) metric.¹⁰ On March 3, 2016, in anticipation of the future certification of the revised CEQA Guidelines, the San Francisco Planning Commission adopted the OPR’s recommendation to use the VMT metric instead of automobile delay to evaluate the transportation impacts of projects.¹¹ The VMT metric does not apply to the analysis of project impacts on non-automobile modes of travel such as riding transit, walking, and bicycling. Therefore, impacts and mitigation measures from the Eastern Neighborhoods PEIR associated with automobile delay are not discussed in this evaluation, including PEIR Mitigation Measures E-1: Traffic Signal Installation, E-2: Intelligent Traffic Management, E-3: Enhanced Funding, and E-4: Intelligent Traffic Management. Instead, a VMT analysis is provided in the Transportation section.

F. COMPATIBILITY WITH EXISTING ZONING AND PLANS

	<i>Applicable</i>	<i>Not Applicable</i>
Discuss any variances, special authorizations, or changes proposed to the Planning Code or Zoning Map, if applicable.	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Discuss any conflicts with any adopted plans and goals of the City or Region, if applicable.	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Discuss any approvals and/or permits from City departments other than the Planning Department or the Department of Building Inspection, or from Regional, State, or Federal Agencies.	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Consistency with the Planning Code and General Plan and with the development density established by the Eastern Neighborhoods zoning is addressed in “Community Plan Evaluation Overview” on p. 14 and in topic 1 on p. 23. The project requires large project authorization pursuant to Planning Code Section 321 because it would involve new construction of more than 25,000 sf in an Eastern Neighborhoods Mixed

⁹ San Francisco Planning Department, Eligibility Checklist for CEQA Section 21099: Modernization of Transportation Analysis for 77-85 Federal Street, December 29, 2016. This document (and all other documents cited in this report, unless otherwise noted) is on file and available for review as part of Case File No. 2012.1410E.

¹⁰ Available at: https://www.opr.ca.gov/s_sb743.php.

¹¹ Resolution No. 19579. Available at <http://sf-planning.org/meeting/planning-commission-march-3-2016-minutes>.

Use District, and it requires office development authorization pursuant to Planning Code Section 321 because it proposes more than 25,000 sf of office use, and it requires.

Due to the infill nature of the proposed project, the project would not conflict with regional plans, such as the following:

- *Plan Bay Area*, a long-range land use and transportation plan prepared by the Association of Bay Area Governments and the Metropolitan Transportation Commission that covers the period from 2010 to 2040. *Plan Bay Area* calls for concentrating housing and job growth around transit corridors, and specifies strategies and investments for maintaining, managing, and improving the region's multi-modal transportation network.
- The Bay Area Air Quality Management District's *2017 Clean Air Plan* which implements feasible measures to reduce ozone and provide a control strategy to reduce ozone, particulate matter (PM), air toxics, and greenhouse gas emissions throughout the region; and
- The San Francisco Regional Water Quality Control Board's *Water Quality Control Plan for the San Francisco Bay Basin (Basin Plan)*, which designates beneficial uses and water quality objectives for waters of the state, including surface waters and groundwater, and includes implementation programs to achieve water quality objectives.

Project approvals from other City agencies are listed on p. 3.

G. EVALUATION OF ENVIRONMENTAL EFFECTS

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

The 77-85 Federal Street project proposes new retail (fitness center) and expanded office use on a site that currently contains office use and surface parking. The project would not convert PDR space to non-PDR uses, however it would preclude an opportunity for development of PDR space, given that PDR uses are allowed in the MUO (Mixed Use-Office) Use District. The incremental loss of PDR opportunity would not be considerable due to the size of the project site (0.37 acres), the fact that the project site's previous zoning SLI (Service/Light Industrial) also allowed both PDR and office use, and because there is no existing PDR uses on the site or PDR cluster in the immediate vicinity of the project site. Thus, the project

would not contribute to any impact related to loss of PDR uses that was identified in the Eastern Neighborhoods PEIR.

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

The Citywide Planning and Current Planning Divisions of the Planning Department have determined that the 77-85 Federal Street project is consistent with the development density as envisioned in the East SoMa Plan. The Citywide Division of the Planning Department determined that the project would be consistent with the bulk, density, and land uses as envisioned in the Eastern Neighborhoods Area Plan and would comply with the Mixed Use-Office Zoning District of the Eastern Neighborhoods Area Plan. The Citywide Division further noted that the project takes into consideration many of the principles outlined in the Area Plan, including encouraging mixed-use development, and improving and expanding infrastructure for bicycling.¹² The Current Planning Division of the Planning Department determined that the project is eligible for a community plan evaluation because the five-story office building would be within the allowable floor area ratio (FAR) and the approximately 23,000 sf of ground floor retail space is principally permitted within the MUO District. The 49,832 sf of office space would be subject to an Office Allocation Pursuant to Planning Code Section 321. The project would not exceed the applicable 65-foot height limit, except for certain rooftop features such as open space features, mechanical screens, and stair and elevator penthouses, which are permitted to exceed the height limit per Planning Code Section 260(b). As proposed, the project is permitted in the MUO District and is consistent with the development density as envisioned in the East SOMA Plan.¹³

The project site is located in proximity to the proposed Central SoMa Plan. As discussed above, the Draft EIR for the Central SoMa Plan was published on December 14, 2016. The cumulative analysis in the Central SoMa Plan Draft EIR takes into consideration the effects of past, present, and reasonably foreseeable projects in the plan area. The Central SoMa Draft EIR identified significant impacts to land use and land use planning associated with conflicts with plans and policies adopted for the purpose of mitigating an environmental effect, specifically General Plan policies related to traffic-generated noise. The proposed project would not contribute considerably to traffic noise as discussed in Topic 5, below. Furthermore, the proposed project is consistent with the development density established in the Eastern Neighborhoods Rezoning and Area Plans. Therefore, implementation of the proposed project would not result in significant impacts that were not identified in the Eastern Neighborhoods PEIR related to land use and land use planning, and no mitigation measures are necessary.

¹² San Francisco Planning Department, Community Plan Exemption Eligibility Determination, Citywide Planning and Policy Analysis, 77-85 Federal Street, May 17, 2017.

¹³ San Francisco Planning Department, Community Plan Exemption Eligibility Determination, Current Planning Analysis, 77-85 Federal Street, January 9, 2017.

<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>
2. POPULATION AND HOUSING— Would the project:				
a) Induce substantial population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Displace substantial numbers of existing housing units or create demand for additional housing, necessitating the construction of replacement housing?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Displace substantial numbers of people, necessitating the construction of replacement housing elsewhere?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

One of the objectives of the Eastern Neighborhoods Rezoning and Area Plans was to identify appropriate locations for housing in the City's industrially zoned land to meet the citywide demand for additional housing. The PEIR assessed how the rezoning actions would affect housing supply and location options for businesses in the Eastern Neighborhoods and compared these outcomes to what would otherwise be expected without the rezoning. The PEIR assumed there would be a continuation of development trends and ad hoc land use changes, such as allowing housing within industrial zones through conditional use authorization, site-specific rezoning to permit housing, and other case-by-case approaches. The PEIR concluded that adoption of the rezoning and area plans "would induce substantial growth and concentration of population in San Francisco." The PEIR stated that the increase in population that was expected to occur as a result of the proposed rezoning and adoption of the area plans would not in and of itself result in adverse physical effects, and would serve to advance key City policy objectives, such as providing housing in appropriate locations next to downtown and other employment generators and furthering the City's transit first policies. It was anticipated that the rezoning would result in an increase in both housing development and population in all of the neighborhoods of the Eastern Neighborhoods Rezoning and Plan Areas. The Eastern Neighborhoods PEIR determined that the anticipated increase in population and density would not directly result in significant adverse physical effects on the environment; however, it identified significant impacts on the physical environment that would result indirectly from growth afforded under the rezoning and area plans, including impacts on land use, traffic and transportation, air quality, and noise. The PEIR contains detailed analyses of these secondary effects under each of the relevant resource topics and identified mitigation measures to address significant impacts where feasible.

The PEIR determined that implementation of the rezoning and area plans would not have a significant impact from the direct displacement of existing residents, and that each of the rezoning options considered in the PEIR would result in less displacement as a result of unmet housing demand than would be expected under the no project scenario because the addition of new housing would provide some relief to housing market pressure without directly displacing existing residents. However, the PEIR also noted that residential displacement is not solely a function of housing supply, and that adoption of the rezoning and area plans could result in indirect, secondary effects on neighborhood character through

gentrification that could displace some residents. The PEIR disclosed that the rezoned districts could transition to higher-value housing, which could result in gentrification and displacement of lower-income households, and stated moreover that lower-income residents of the Eastern Neighborhoods, who also disproportionately live in crowded conditions and in rental units, are among the most vulnerable to displacement resulting from neighborhood change.

Pursuant to CEQA Guidelines 15131 and 15064(e), economic and social effects such as gentrification and displacement are only considered under CEQA where these effects would cause substantial adverse physical impacts on the environment. Only where economic or social effects have resulted in adverse physical changes in the environment, such as “blight” or “urban decay” have courts upheld environmental analysis that consider such effects. But without such a connection to an adverse physical change, consideration of social or economic impacts “shall not be considered a significant effect” per CEQA Guidelines 15382. While the Eastern Neighborhoods PEIR disclosed that adoption of the Eastern Neighborhoods Rezoning and Area Plans could contribute to gentrification and displacement, it did not determine that these potential socioeconomic effects would result in significant adverse physical impacts on the environment.

The 77-85 Federal Street project would replace two buildings containing 17,116 sf of office use and an 18-space surface parking lot with a new approximately 77,000 sf building containing approximately 50,000 sf of office use and 23,000 sf of retail (fitness center) use and parking for 124 bicycles and 26 vehicles. Approximately 185 jobs would be added to the project site.¹⁴ These direct effects of the project would not result in new or substantially more severe significant impacts on population and housing beyond those identified in the Eastern Neighborhoods PEIR. The project’s contribution to indirect effects of population growth identified in the Eastern Neighborhoods PEIR on land use, traffic and transportation, air quality, and noise are evaluated under each of those topics below. Furthermore, as discussed above, the cumulative analysis in the Central SoMa Plan Draft EIR takes into consideration the effects of past, present and reasonably foreseeable projects. The Draft EIR similarly did not find significant cumulative impacts related to population and housing. Thus, the proposed project would not result in new significant cumulative impacts not identified in the Eastern Neighborhoods PEIR.

¹⁴ Estimated using San Francisco Planning Department’s Transportation Impact Analysis Guidelines for Environmental Review, October 2002, Appendix C, Table C-1: 276 gsf per employee for office use and 350 gsf for retail use. Proposed use: $(50,000/276) 181 + (23000/350) 66 = 277$ jobs. Existing use: $(17,116/276) = 62$ jobs. $276 - 62 = 185$ jobs.

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

Historic Architectural Resources

Pursuant to CEQA Guidelines Sections 15064.5(a)(1) and 15064.5(a)(2), historical resources are buildings or structures that are listed, or are eligible for listing, in the California Register of Historical Resources (CRHR) or are identified in a local register of historical resources, such as Articles 10 and 11 of the San Francisco Planning Code. The Eastern Neighborhoods PEIR determined that future development facilitated through the changes in use districts and height limits under the Eastern Neighborhoods Area Plans could have substantial adverse changes on the significance of both individual historical resources and on historical districts within the plan areas. The PEIR determined that approximately 32 percent of the known or potential historical resources in the plan areas could potentially be affected under the preferred alternative. The Eastern Neighborhoods PEIR found this impact to be significant and unavoidable. This impact was addressed in a statement of overriding considerations with findings and adopted as part of the approval of the Eastern Neighborhoods Rezoning and Area Plans on January 19, 2009.

Impacts to the South End Historic District

The project involves new construction within the South End Landmark District. Based on its location within in a locally designated historic district, the buildings at 77-85 Federal Street are considered Category A historic resources for the purposes of the Planning Department's CEQA review procedures because these buildings are contributors to the South End Landmark District. Planning preservation staff reviewed a historic resource evaluation report prepared for the proposed project¹⁵ and issued a historic resource evaluation response, the findings of which are summarized below.¹⁶

The project was evaluated for compliance with the Secretary of the Interior's Standards for Rehabilitation. Rehabilitation Standard #9 states:

¹⁵ Left Coast Architectural History, 77-85 Federal Street Historical Resource Evaluation, January 29, 2014.

¹⁶ Rich Sucre, Historic Resource Evaluation Response, 77-85 Federal Street, May 22, 2017.

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

Preservation staff finds that the project has been designed to be compatible with several elements of the historic district, including the district's massing, form, scale, materials and features, yet is differentiated by the nature of the project's construction, use and detailing.

The overall form of the project is organized into two distinct masses, which vary depending on the street frontage. The five-story building would be large in bulk with minimal setbacks, and would provide for an appropriate massing and scale relative to the adjacent context and larger landmark district. Along De Boom Street, the project would be three stories tall along the street frontage with a setback incorporated for the upper two floors. This massing would allow for a strong relationship to the two adjacent two-story buildings. Along Federal Street, the building would be two stories tall along the street frontage with a setback incorporated at the third floor and fourth/fifth floor levels. Within the South End Landmark District, the existing buildings are generally one to six stories in height, constructed of a typical warehouse design, large in bulk and regular in overall form. The project's overall form is boxy and rectangular in character, which relates strongly to the boxy and rectangular form and mass of the district's contributing resources, which are primarily brick masonry or reinforced concrete warehouses.

Within the South End Landmark District, the common material palette consists of standard brick masonry and reinforced concrete. The project would incorporate a cement plaster exterior finish and fibre cement panels, which provides for a compatible relationship to the concrete and cement plaster materials of the surrounding warehouses.

Within the South End Landmark District, the contributing properties commonly feature some type of roofline termination, which ranges from a simple projecting cornice to brick corbels. Arches, columns or pilasters with an articulated base are commonly found at the ground floor. In addition, existing buildings within the South End Landmark District feature industrial-sash fenestration that is rhythmically spaced and deeply recessed. The project would provide a regularized façade pattern with cement plaster pilasters and industrial-sash fenestration. This façade pattern would be reflective of and compatible with the fenestration and façade pattern of the district's contributing resources, which are typically defined by deeply recessed fenestration organized into a regularized or grid pattern.

On the upper two floors, the project would offer a more contemporary facade expression, as opposed to the lower three floors, which would be more referential to the characteristics found within the district. Overall, the exterior façades would incorporate characteristics that draw from the surrounding district, including the use of the vertical bay modulation, deeply recessed fenestration, and modulations in scale and form, as evidenced by the shift in materials between the bottom three floors and the upper two floors.

The HRER determined that the project would not cause a significant adverse impact upon the South End Landmark District such that the significance of the district would be materially impaired. The project would be a compatible infill project within the designated historic district and would not have a significant adverse impact upon historic resources as defined by CEQA. Furthermore, the project, in

combination with other past, present and foreseeable future projects, would not have a cumulatively considerable effect on historic architectural resources. Since the project is located within a designated landmark district, all new construction projects are required to obtain a Certificate of Appropriateness from the Historic Preservation Commission, and must comply with the Secretary of the Interior's Standards for the Treatment of Historic Properties and the criteria outlined in Article 10 of the San Francisco Planning Code. Department staff has determined that the project would not make a considerable contribution to any cumulative impact on the South End Landmark District.

Construction Impacts on Historic Architectural Resources

The proposed project would demolish the existing two buildings on the project site and involve excavation to an average depth of 8-12 feet and to a depth of 19 feet in the center of the lot for the vehicle stacker pits. Construction activities would require heavy duty construction equipment during the approximately 16 month construction period, which could result in ground-borne vibration at nearby properties. Several different methods are used to quantify vibration. The peak particle velocity (PPV) is defined as the maximum instantaneous peak of the vibration signal in inches per second (in/sec). The PPV is most frequently used to describe vibration impacts to buildings. Typically, ground-borne vibration generated by man-made activities attenuates rapidly with distance from the source of the vibration. Sensitive receptors for vibration from construction activity typically include fragile structures (especially older masonry structures). Three properties that abut the west side of the project site (533, 543-545, and 563 2nd Street) have been identified as individual historic resources and contributors to the South End Historic District and are considered sensitive to ground-borne vibration generated by project construction activities. Typical vibration levels from construction equipment at 25 feet from the vibration source are shown in Table 2.

Table 2: Vibration Source Levels for Construction Equipment

Equipment	Peak Parcel Velocity at 25 feet (inches per second)
Pile driver (impact)	0.644
Pile driver (sonic)	0.170
Large bulldozer	0.089
Hoe ram	0.089
Caisson drilling	0.089
Trucks	0.076
Concrete breaker	0.059
Jackhammer	0.035
Small bulldozer	0.003

Source: Federal Transit Administration. 2006 (May). *Transit Noise and Vibration Impact Assessment*. Washington, DC. Page 12-2.

The Federal Transit Administration (FTA) has developed criteria for judging the significance of vibration produced by construction equipment. The FTA establishes the following standards to prevent architectural damage: (1) 0.5 in/sec PPV for reinforced concrete, steel, or timber (no plaster) construction and (2) 0.2 in/sec PPV for fragile buildings (i.e., non-engineered timber or masonry structures).¹⁷

Construction activity would require the use of typical construction equipment, including but not limited to an excavator, dump truck, and bulldozer. Construction equipment may need to operate directly adjacent to existing known historic resources at 533, 543-545, and 563 2nd Street and therefore vibration levels at those structures would exceed those list in Table 2 and have the potential to exceed the 0.2 PPV and could therefore result in damage to historic resources, which would be a significant impact not identified in the Eastern Neighborhoods PEIR. Furthermore, the geotechnical report prepared for the project notes that excavation along the building perimeter would extend below the foundations of the adjacent buildings and would need to be supported with tied-back underpinning within the footprint of these adjoining buildings; this would require the permission of adjacent property owners. If the adjacent property owners choose not to underpin their buildings, then cantilevered tied-back or internally braced temporary shoring could be installed along the boundaries to support the adjacent buildings.¹⁸ Therefore, in addition to potential vibration impacts, other construction activities have the potential to damage adjacent historic resources. **Project Mitigation Measure 1**, below, has been identified to reduce this project-specific impact to less than significant.

Project Mitigation Measure 1: Construction Monitoring Program to Protect Adjacent Historical Resources

The project sponsor shall undertake a monitoring program to minimize damage to adjacent historic buildings. The monitoring program shall include the following components at a minimum:

- Prior to the start of any ground-disturbing activity, the project sponsor shall engage a preservation consultant who is a historic architect or qualified historic preservation professional to undertake a pre-construction survey of 533, 543-545, and 563 2nd Street and photograph the preconstruction conditions of these buildings.
- Prior to the start of any ground-disturbing activity, the project sponsor shall engage a qualified vibration consultant who shall identify feasible means to avoid damage to 533, 543-545, and 563 2nd Street. Such methods may include using construction techniques that reduce vibration, using appropriate excavation shoring methods to prevent movement of adjacent structures, and providing adequate security to minimize risks of vandalism and fire. Based on the construction activities and equipment to be used and condition of the adjacent resources, the vibration consultant shall also establish a maximum vibration level that shall not be exceeded at each building, based on the building's existing condition, character-defining features, soils conditions, and anticipated construction practices (a common standard is 0.2 inch per second, peak particle velocity or PPV).

¹⁷ FTA, *Transit Noise and Vibration Impact Assessment*; see Table 12-3, p. 12-13. Available at https://www.transit.dot.gov/sites/fta.dot.gov/files/docs/FTA_Noise_and_Vibration_Manual.pdf

¹⁸ Harold Lewis & Associates Geotechnical Consultants, Foundation Investigation, Proposed Commercial Building, 85 Federal Street, San Francisco, California, January 21, 2013.

- The project sponsor shall incorporate the vibration consultant's recommendations into construction specifications for the proposed project.
- To ensure that vibration levels do not exceed the established standard, the vibration consultant shall monitor ground-disturbing construction activities to ensure that damage to adjacent structures does not occur. Should the potential for damage to occur be observed, construction activities shall be halted and alternative construction techniques put in place (for example, use of smaller or lighter equipment).
- The vibration consultant shall prepare a final report that includes documentation of the pre-construction and post-construction conditions of these buildings and any methods employed during construction to reduce vibration levels to below the established standard.

Significance after Mitigation: Project Mitigation Measure 1: Construction Monitoring Program to Protect Adjacent Historical Resources, would reduce the potential for significant impacts to nearby historic buildings by requiring pre- and post-construction surveys of adjacent historic buildings, establishing a maximum vibration level for each building and monitoring to ensure that those vibration levels are not exceeded. With implementation of Project Mitigation Measure 1, potential project-specific impacts of the proposed project not addressed in the Eastern Neighborhoods PEIR would be reduced to *less than significant*.

Vibration effects are generally localized. None of the reasonably foreseeable cumulative projects would be close enough to the 533, 543-545, and 563 2nd Street buildings to result in cumulative vibration effects, should construction activities overlap with the proposed project.

Archeological Resources

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

The project would involve approximately 6,300 cubic yards of excavation to a depth of 19 feet in an area where no previous archeological studies have been prepared. Therefore, the project is subject to Eastern Neighborhoods PEIR Mitigation Measure J-2. Mitigation Measure J-2 states any project resulting in soils disturbance for which no archeological assessment report has been prepared or for which the archeological document is incomplete or inadequate shall be required to conduct a preliminary archeological sensitivity study prepared by a qualified archeological consultant having expertise in California prehistoric and urban historical archeology. Based on the study, a determination shall be made

if additional measures are needed to reduce potential effects of a project on archeological resources to a less-than-significant level.

The Planning Department's archeologist conducted a preliminary archeological review (PAR) of the project site in conformance with the study requirements of Mitigation Measure J-2 and determined that the Planning Department's first standard archeological mitigation measure (accidental discovery) would apply to the proposed project.¹⁹ This mitigation measure is identified as **Project Mitigation Measure 2**, p. 64. The PAR and its requirements (i.e., accidental discovery mitigation measure) are consistent with Mitigation Measure J-2 from the Eastern Neighborhoods PEIR. Compliance with Project Mitigation Measure 2 would ensure that the proposed project would not result in significant impacts that were not identified in the Eastern Neighborhoods PEIR related to archeological resources. Archeological effects are generally site specific. None of the reasonably foreseeable cumulative projects would be close enough to result in cumulative archeological effects.

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

<i>Topics:</i>	<i>Significant Impact Peculiar to Project or Project Site</i>	<i>Significant Impact not Identified in PEIR</i>	<i>Significant Impact due to Substantial New Information</i>	<i>No Significant Impact not Previously Identified in PEIR</i>
4. TRANSPORTATION AND CIRCULATION—Would the project:				
a) Conflict with an applicable plan, ordinance or policy establishing measures of effectiveness for the performance of the circulation system, taking into account all modes of transportation including mass transit and non-motorized travel and relevant components of the circulation system, including but not limited to intersections, streets, highways and freeways, pedestrian and bicycle paths, and mass transit?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Conflict with an applicable congestion management program, including but not limited to level of service standards and travel demand measures, or other standards established by the county congestion management agency for designated roads or highways?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Result in a change in air traffic patterns, including either an increase in traffic levels, obstructions to flight, or a change in location, that results in substantial safety risks?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

¹⁹ San Francisco Planning Department, Preliminary Archeological Review, San Francisco Planning Department, December 9, 2013. On November 10, 2016, staff archeologist Allison Vanderslice determined that this document is still valid.

<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>
d) Substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e) Result in inadequate emergency access?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
f) Conflict with adopted policies, plans, or programs regarding public transit, bicycle, or pedestrian facilities, or otherwise decrease the performance or safety of such facilities?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

As discussed above under Aesthetics and Parking, in response to state legislation that called for removing automobile delay from CEQA analysis, the Planning Commission adopted Resolution No. 19579 replacing automobile delay with a vehicle miles traveled (VMT) metric for analyzing transportation impacts of a project. Therefore, impacts and mitigation measures from the Eastern Neighborhoods PEIR associated with automobile delay are not discussed in this evaluation.

The Eastern Neighborhoods PEIR did not evaluate VMT or the potential for induced automobile travel. The VMT analysis presented below evaluates the project's transportation effects using the VMT metric.

The Eastern Neighborhoods PEIR anticipated that growth resulting from the zoning changes could result in significant impacts on transit ridership and identified seven transportation mitigation measures, which are discussed below in the "Transit" subsection. Even with mitigation, however, it was anticipated that the significant adverse cumulative impacts on transit lines could not be fully mitigated. Thus, these impacts were found to be significant and unavoidable. The project site is not located within an airport land use plan area, or in the vicinity of a private airstrip. Therefore, initial study – community plan evaluation Topic 4c is not applicable to the proposed project.

Vehicle Miles Traveled (VMT) Analysis

Many factors affect travel behavior. These factors include density, diversity of land uses, design of the transportation network, access to regional destinations, distance to high-quality transit, development scale, demographics, and transportation demand management. Typically, low-density development at great distance from other land uses, located in areas with poor access to non-private vehicular modes of travel, generate more automobile travel compared to development located in urban areas, where a higher density, mix of land uses, and travel options other than private vehicles are available.

Given these travel behavior factors, San Francisco has a lower VMT ratio than the nine-county San Francisco Bay Area region. In addition, some areas of the City have lower VMT ratios than other areas of the City. These areas of the City can be expressed geographically through transportation analysis zones (TAZs). TAZs are used in transportation planning models for transportation analysis and other planning purposes. The zones vary in size from single city blocks in the downtown core, multiple blocks in outer neighborhoods, to even larger zones in historically industrial areas like the Hunters Point Shipyard.

The San Francisco County Transportation Authority (Transportation Authority) uses the San Francisco Chained Activity Model Process (SF-CHAMP) to estimate VMT by private automobiles and taxis for different land use types. Travel behavior in SF-CHAMP is calibrated based on observed behavior from the California Household Travel Survey 2010-2012, census data regarding automobile ownership rates and county-to-county worker flows, and observed vehicle counts and transit boardings. SF-CHAMP uses a synthetic population, which is a set of individual actors that represents the Bay Area's actual population, who make simulated travel decisions for a complete day. The Transportation Authority uses tour-based analysis for office and residential uses, which examines the entire chain of trips over the course of a day, not just trips to and from the project site. For retail uses, the Transportation Authority uses trip-based analysis, which counts VMT from individual trips to and from the project (as opposed to the entire chain of trips). A trip-based approach, as opposed to a tour-based approach, is necessary for retail projects because a tour is likely to consist of trips stopping in multiple locations, and the summarizing of tour VMT to each location would overestimate VMT.^{20, 21}

For office development, regional average daily work-related VMT per employee is 19.1. For retail development, regional average daily retail VMT per employee is 14.9.²² Average daily VMT for these land uses is projected to decrease in future 2040 cumulative conditions. Refer to Table 3: Daily Vehicle Miles Traveled, which includes the transportation analysis zone in which the project site is located, 726.

Table 3: Daily Vehicle Miles Traveled

Land Use	Existing			Cumulative 2040		
	Bay Area Regional Average	Bay Area Regional Average minus 15%	TAZ 726	Bay Area Regional Average	Bay Area Regional Average minus 15%	TAZ 726
Employment (Office)	19.1	16.2	8.0	17.0	14.5	7.1
Employment (Retail)	14.9	12.6	9.3	14.6	12.4	9.2

²⁰ A tour-based assessment of VMT at a retail site would consider the VMT for all trips in the tour, for any tour with a stop at the retail site. If a single tour stops at two retail locations, for example, a coffee shop on the way to work and a restaurant on the way back home, then both retail locations would be allotted the total tour VMT. A trip-based approach allows for apportionment of all retail-related VMT to retail sites without double-counting.

²¹ San Francisco Planning Department, Executive Summary: Resolution Modifying Transportation Impact Analysis, Appendix F, Attachment A, March 3, 2016. Available at http://commissions.sfplanning.org/cpcpackets/Align-CPC%20exec%20summary_20160303_Final.pdf

²² Retail travel is not explicitly captured in SF-CHAMP, rather, there is a generic "other" purpose that includes retail shopping, medical appointments, visiting friends or family, and all other non-work, non-school tours. The retail efficiency metric captures all of the "other" purpose travel generated by Bay Area households. The denominator of employment (including retail; cultural, institutional, and educational; and medical employment; school enrollment, and number of households) represents the size, or attraction, of the zone for this type of "other" purpose travel.

A project would have a significant effect on the environment if it would cause substantial additional VMT. As discussed above under “Automobile Delay and Vehicle Miles Traveled”, the State OPR’s proposed changes to transportation impact guidelines recommend screening criteria to identify types, characteristics, or locations of projects that would not result in significant impacts to VMT.²³ If a project meets one of the three screening criteria provided (map-based screening, small projects, and proximity to transit stations), then it is presumed that VMT impacts of the project would be less than significant and a detailed VMT analysis is not required. The map-based screening criterion is used to determine if a project site is located within a TAZ that exhibits low levels of VMT. The small projects criterion applies to those that would generate fewer than 100 vehicle trips per day. The proximity to transit stations criterion applies to projects that are within a half-mile of an existing major transit stop, have a floor area ratio that is equal to or greater than 0.75, have vehicle parking that is less than or equal to that required or allowed by the Planning Code without conditional use authorization, and are consistent with the applicable sustainable communities strategy.

In TAZ 726, where the 77-85 Federal Street project site is located, the existing average daily VMT per office employment is 8.0 and the existing average daily VMT per retail employee is 9.1. In TAZ 726, the future 2040 average daily VMT per office employment would be 7.1, and the future 2040 average daily VMT per retail employee would be 9.2. Given that the project site is located in an area in which the existing and future 2040 office and retail employee VMT would be more than 15 percent below the existing and future 2040 regional averages, the proposed project’s office and retail uses would not result in substantial additional VMT, and impacts would be less than significant. Thus, the project meets the map based screening criterion as a transit-oriented infill project.²⁴ The project is located within a half mile of existing major transit stops, it has a floor area ratio greater than 0.75, it would have an amount of parking that is allowed by the Planning Code without conditional use authorization, and it’s consistent with the sustainable communities strategy; thus, the project also meets the proximity to transit stations criterion. Therefore, VMT impacts from the proposed project would be less than significant and a detailed VMT analysis is not required.

Trip Generation

The proposed project consists of demolishing two existing buildings and a surface parking lot for 18 vehicles, and constructing an approximately 77,000 sf building containing approximately 50,000 sf of office use, approximately 23,000 sf of retail use proposed to be a fitness center, and parking for 124 bicycles and 26 vehicles.

Localized trip generation of the proposed project was calculated using a trip-based analysis and information in the 2002 Transportation Impacts Analysis Guidelines for Environmental Review (SF Guidelines) developed by the San Francisco Planning Department.²⁵ The project would generate an estimated 4,355 person trips (inbound and outbound) on a weekday daily basis, consisting of 1,571 person trips by auto, 900 transit trips, 1,411 walk trips and 473 trips by other modes. During the p.m. peak hour, the project would generate an estimated 387 person trips, consisting of 141 person trips

²³ Available at https://www.opr.ca.gov/s_sb743.php.

²⁴ San Francisco Planning Department, Eligibility Checklist: CEQA Section 21099 – Modernization of Transportation Analysis, 77-85 Federal Street, December 29, 2016.

²⁵ San Francisco Planning Department, Transportation Calculations for 77-85 Federal Street, October 19, 2016.

by auto (65 vehicle trips accounting for vehicle occupancy data for this census tract), 89 transit trips, 117 walk trips and 41 trips by other modes.

Transit

Seven transit-related mitigation measures were included in the Eastern Neighborhoods PEIR (Mitigation Measures E-5 through E-11) and adopted as part of the plan with uncertain feasibility to address significant transit impacts. These measures are not applicable to the proposed project, as they are plan-level mitigation measures to be implemented by City and County agencies. In compliance with a portion of Mitigation Measure E-5: Enhanced Transit Funding, the City adopted impact fees for development in Eastern Neighborhoods that goes towards funding transit and complete streets. In addition, the San Francisco Board of Supervisors approved amendments to the San Francisco Planning Code, referred to as the Transportation Sustainability Fee (TSF), which is codified as Planning Code Section 411A (Ordinance No. 200-154, effective December 25, 2015).²⁶ The fee updated, expanded, and replaced the prior Transit Impact Development Fee, which is in compliance with portions of Mitigation Measure E-5. The proposed project would be subject to the fee. In compliance with a portion of Mitigation Measure E-11: Transportation Demand Management, the city adopted a comprehensive Transportation Demand Management Program for most new development citywide (Ordinance 34-17, effective March 19, 2017). Both the TSF and the transportation demand management efforts are part of the Transportation Sustainability Program.²⁷ In compliance with all or portions of Mitigation Measure E-6: Transit Corridor Improvements, Mitigation Measure E-7: Transit Accessibility, Mitigation Measure E-9: Rider Improvements, and Mitigation Measure E-10: Transit Enhancement, the SFMTA is implementing the Transit Effectiveness Project (TEP), which was approved by the SFMTA Board of Directors in March 2014. The TEP (now called Muni Forward) includes system-wide review, evaluation, and recommendations to improve service and increase transportation efficiency. Examples of transit priority and pedestrian safety improvements within the Eastern Neighborhoods plan areas as part of Muni Forward include the 14 Mission Rapid Transit Project, the 22 Fillmore Extension along 16th Street to Mission Bay (expected construction between 2017 and 2020), and the Travel Time Reduction Project on 9 San Bruno bus route (initiation in 2015). In addition, Muni Forward includes service improvements to various routes within the Eastern Neighborhoods plan areas (e.g., the implemented new 55 16th Street bus route).

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

²⁶ Two additional files were created at the Board of Supervisors for TSF regarding hospitals and health services, grandfathering, and additional fees for larger projects: see Board File Nos. 151121 and 151257. [add links]

²⁷ <http://tsp.sfplanning.org>.

Chavez Streets, and the Howard Street Pilot Project, which includes pedestrian intersection treatments from 4th to 6th Streets.

The 77-85 Federal Street project site is well served by public transportation. The K-Ingleside/T-Third and N-Judah Muni Metro lines stop within one-quarter mile of the project site, and eight other Muni transit lines stop within a half mile of the project site. The Caltrain station and three proposed Central Subway stops are also within a half mile of the project site. The project would be expected to generate 900 daily transit trips, including 89 during the p.m. peak hour. Given the wide availability of nearby transit, the addition of 89 p.m. peak-hour transit trips would be accommodated by existing capacity. Thus, the proposed project would not result in unacceptable levels of transit service or cause a substantial increase in delays or operating costs such that significant adverse impacts in transit service could result.

Each of the rezoning options in the Eastern Neighborhoods PEIR identified significant and unavoidable cumulative impacts related to increases in transit ridership on Muni lines, with the preferred project having significant impacts on seven lines. The project site is not within one-quarter mile of any of these affected lines and thus would not contribute considerably to these conditions. The 77-85 Federal Street project would also not contribute considerably to 2025 or 2040 cumulative transit conditions (which assume implementation of the Central SoMa Plan) and thus would not result in any significant cumulative transit impacts.

Other Transportation Impacts

The Eastern Neighborhoods PEIR anticipated that growth resulting from the zoning changes would not result in significant impacts related to pedestrians, bicyclists, loading, emergency access, or construction. The PEIR states that in general, the analyses of pedestrian, bicycle, loading, emergency access, and construction transportation impacts are specific to individual development projects, and that project-specific analyses would need to be conducted for future development projects under the Eastern Neighborhoods Rezoning and Area Plans.

The project site fronts two 35-foot-wide dead end streets with 6-foot-wide sidewalks on both sides of the streets. The primary pedestrian entry and access to the project's 124 bicycle parking spaces would be from Federal Street. Vehicle access to the project's 26 vehicle parking spaces and two service loading spaces would be from De Boom Street. Access to the retail/fitness center, which would front De Boom Street, could be from either De Boom or Federal Streets. Additional traffic may occur along both dead-end streets to allow for drop-off/pick-up and deliveries, and vehicles not entering the garage would need to make three-point turns to leave the project site. Drivers may also drop off and pick up passengers on 2nd Street to avoid entering the dead-end alleys. Although the project would result in an increase in vehicles that travel along De Boom and Federal Streets, it would not be substantial enough to create potentially hazardous conditions for pedestrians or bicyclists. Furthermore, project construction and operation would not alter emergency access and service time ratios.

As part of the recently approved Second Street Improvement Project, pedestrian improvements along 2nd Street in the project vicinity include the widening of sidewalks from 10 feet to 15 feet; raising crosswalks at the intersections of 2nd Street at Federal and De Boom Streets; intersection traffic signal phasing for

pedestrians, and pedestrian-scale lighting.²⁸ A recent change near the I-80/Bay Bridge approach east of Bryant Street is the addition of a pedestrian island. This change did not reduce lanes and thus would not result in traffic impacts along 2nd or Bryant Streets that were not identified in the Eastern Neighborhoods PEIR.

Parking and travel lane and sidewalk closures during project construction are subject to review and approval by the City's Transportation Advisory Staff Committee (TASC), which consists of representatives of several City departments including SFMTA and the Public Works, Fire, Police, and Planning Departments. The TASC review and approval process takes into consideration other construction projects in the vicinity. Construction activities would be temporary and limited in duration to 16 months; would be conducted in accordance with local, state and federal requirements; would maintain pedestrian and vehicle access to all properties, including retail businesses, at all times; and would maintain ADA-compliant pedestrian access during construction. Therefore, there would be no additional construction-related transportation impacts from the proposed project beyond those analyzed in the Eastern Neighborhoods PEIR.

For these reasons, the proposed project would not result in significant project-specific or cumulative impacts related to pedestrians, bicyclists, loading, emergency access, and construction beyond those identified in the Eastern Neighborhoods PEIR.

Conclusion

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

<i>Topics:</i>	<i>Significant Impact Peculiar to Project or Project Site</i>	<i>Significant Impact not Identified in PEIR</i>	<i>Significant Impact due to Substantial New Information</i>	<i>No Significant Impact not Previously Identified in PEIR</i>
5. NOISE—Would the project:				
a) Result in exposure of persons to or generation of noise levels in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Result in exposure of persons to or generation of excessive groundborne vibration or groundborne noise levels?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Result in a substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Result in a substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

²⁸ Second Street Improvements Project Final Supplemental EIR to the San Francisco Bicycle Plan EIR, certified by the San Francisco Planning Commission on August 13, 2015 (Case No. 2007.0347E).

<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>
e) For a project located within an airport land use plan area, or, where such a plan has not been adopted, in an area within two miles of a public airport or public use airport, would the project expose people residing or working in the area to excessive noise levels?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
f) For a project located in the vicinity of a private airstrip, would the project expose people residing or working in the project area to excessive noise levels?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
g) Be substantially affected by existing noise levels?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

The Eastern Neighborhoods PEIR determined that implementation of the Eastern Neighborhoods Rezoning and Area Plans would result in significant noise impacts during construction activities and due to conflicts between noise-sensitive uses in proximity to noisy uses such as PDR, retail, entertainment, cultural/institutional/educational uses, and office uses. The Eastern Neighborhoods PEIR also determined that incremental increases in traffic-related noise attributable to implementation of the Eastern Neighborhoods Rezoning and Area Plans would be less than significant. The Eastern Neighborhoods PEIR identified six noise mitigation measures, three of which may be applicable to subsequent development projects.²⁹ These mitigation measures would reduce noise impacts from construction and noisy land uses to less-than-significant levels.

The project site is not located within an airport land use plan area, within two miles of a public airport, or in the vicinity of a private airstrip. Therefore, initial study – community plan evaluation Topics 5e and 5f are not applicable.

Construction Noise

The Eastern Neighborhoods PEIR included two mitigation measures that address impacts from construction noise. PEIR Mitigation Measure F-1: Construction Noise (Pile Driving), addressed noise impacts related to pile driving. The project would be supported by a grid-type foundation of spread footings or a mat foundation. The project sponsor has determined that pile driving would not be used;

²⁹ Eastern Neighborhoods PEIR Mitigation Measures F-3, F-4, and F-6 address the siting of sensitive land uses in noisy environments. In a decision issued on December 17, 2015, the California Supreme Court held that CEQA does not generally require an agency to consider the effects of existing environmental conditions on a proposed project's future users or residents except where a project or its residents may exacerbate existing environmental hazards (*California Building Industry Association v. Bay Area Air Quality Management District*, December 17, 2015, Case No. S213478. Available at <http://www.courts.ca.gov/documents/3-s213478-resp-reply-answer-pet-rev-101513.pdf>). As noted above, the Eastern Neighborhoods PEIR determined that incremental increases in traffic-related noise attributable to implementation of the Eastern Neighborhoods Rezoning and Area Plans would be less than significant and thus would not exacerbate the existing noise environment. Therefore, Eastern Neighborhoods PEIR Mitigation Measures F-3, F-4, and F-6 are not applicable. Nonetheless, for all noise sensitive uses, the general requirements for adequate interior noise levels of Mitigation Measures F-3 and F-4 are met by compliance with the acoustical standards required under the California Building Standards Code (California Code of Regulations Title 24).

thus, PEIR Mitigation Measure F-1 would not be applicable to the proposed project. PEIR Mitigation Measure F-2: Construction Noise, requires the development of a noise attenuation plan and the implementation of noise attenuation measures to minimize noise impacts from construction activities. Construction activities would include heavy equipment in proximity to noise sensitive land use; thus PEIR Mitigation Measure F-2 is applicable to the proposed project and is included as **Project Mitigation Measure 3** on p. 65. Implementation of this mitigation measure would reduce potential construction noise impacts to a less-than-significant level.

All construction activities during the approximately 16-month construction period would be subject to and required to comply with the San Francisco Noise Ordinance (Noise Ordinance), which is codified as Article 29 of the San Francisco Police Code. The Noise Ordinance regulates construction noise and requires that construction work be conducted in the following manner: (1) noise levels of construction equipment, other than impact tools, must not exceed 80 dBA³⁰ at a distance of 100 feet from the source (the equipment generating the noise); (2) impact tools must have intake and exhaust mufflers that are approved by the Director of San Francisco Public Works (SFPW) or the Director of the Department of Building Inspection (DBI) to best accomplish maximum noise reduction; and (3) if the noise from the construction work would exceed the ambient noise levels at the site property line by 5 dBA, the work must not be conducted between 8:00 p.m. and 7:00 a.m. unless the Director of SFPW authorizes a special permit for conducting the work during that period.

The DBI is responsible for enforcing the Noise Ordinance for private construction projects during normal business hours (8:00 a.m. to 5:00 p.m.), and the Police Department is responsible for enforcing the Noise Ordinance during all other hours. Nonetheless, during the approximately 16-month construction period for the proposed project, occupants of nearby properties could be disturbed by construction noise. There may be times when construction noise could interfere with indoor activities in residences and businesses near the project site; however, the increase in project-related construction noise in the project vicinity would not be considered a significant impact of the proposed project because the construction noise would be temporary, intermittent, and restricted in occurrence and level and because the construction contractor would be required to comply with the Noise Ordinance and PEIR Mitigation Measure F-2, which would reduce construction noise impacts to less-than-significant levels.

Construction vibration effects on adjacent historic resources are addressed above under Topic 3. Non-historic structures would not be significantly affected by construction vibration.

Operational Noise

PEIR Mitigation Measure F-5: Siting of Noise-Generating Uses, addresses impacts related to individual development projects that include new noise-generating uses that would be expected to generate noise levels in excess of ambient noise levels in the respective project vicinities. The 77-85 Federal Street project would result in the development of approximately 50,000 sf of office use and approximately 23,000 sf of retail (fitness center) use on the project site – uses that are not expected to generate noise levels in excess of existing ambient noise levels in the project vicinity. The project would include the installation of

³⁰ The standard method used to quantify environmental noise involves evaluating the sound with an adjustment to reflect the fact that human hearing is less sensitive to low-frequency sound than to mid- and high-frequency sound. This measurement adjustment is called “A” weighting, and the data are reported in A-weighted decibels (dBA).

mechanical equipment, such as heating and ventilation systems, that could produce operational noise, but this equipment would be required to comply with the standards set forth in the Noise Ordinance. Noise resulting from the project's increase in traffic would not be considered a significant impact of the proposed project; an approximate doubling of traffic volumes in the area would be necessary to produce an increase in ambient noise levels noticeable to most people. The project would not cause a doubling in traffic volumes and therefore would not cause a noticeable increase in the ambient noise level in the project vicinity.

The proposed project does not include the installation of a backup diesel generator or any other noise generating equipment not addressed by the Noise Ordinance. Therefore, PEIR Mitigation Measure F-5 is not applicable to the proposed project.

The project would be subject to the California Building Standards Code (Title 24 of the California Code of Regulations), which establishes uniform noise insulation standards. The Title 24 acoustical standards for nonresidential structures are incorporated into the San Francisco Green Building Code. Title 24 allows the project sponsor to choose between a prescriptive or performance-based acoustical standard for nonresidential structures. Pursuant to the Title 24 acoustical standards, all building wall, floor/ceiling, and window assemblies are required to meet certain sound transmission class or outdoor-indoor sound transmission class ratings to ensure that adequate interior noise levels are achieved. In compliance with Title 24, the DBI would review the final building plans to ensure that the building wall, floor/ceiling, and window assemblies meet Title 24 acoustical requirements. If determined necessary by the DBI, a detailed acoustical analysis of the exterior wall and window assemblies may be required.

Other reasonably foreseeable cumulative projects would also be required to comply with the above regulations, including the Noise Ordinance, which limits noise from construction activities and stationary equipment. For these reasons, the proposed project would not result in significant individual or cumulative noise impacts beyond those identified in the Eastern Neighborhoods PEIR.

<i>Topics:</i>	<i>Significant Impact Peculiar to Project or Project Site</i>	<i>Significant Impact not Identified in PEIR</i>	<i>Significant Impact due to Substantial New Information</i>	<i>No Significant Impact not Previously Identified in PEIR</i>
6. AIR QUALITY—Would the project:				
a) Conflict with or obstruct implementation of the applicable air quality plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Violate any air quality standard or contribute substantially to an existing or projected air quality violation?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal, state, or regional ambient air quality standard (including releasing emissions which exceed quantitative thresholds for ozone precursors)?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Expose sensitive receptors to substantial pollutant concentrations?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

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>
e) Create objectionable odors affecting a substantial number of people?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

The Eastern Neighborhoods PEIR identified potentially significant air quality impacts resulting from construction activities and impacts on sensitive land uses³¹ as a result of exposure to elevated levels of diesel particulate matter (DPM) and other toxic air contaminants (TACs). The Eastern Neighborhoods PEIR identified four mitigation measures that would reduce these air quality impacts to less-than-significant levels and stated that with implementation of identified mitigation measures, the Eastern Neighborhoods Rezoning and Area Plans would be consistent with the Bay Area 2005 Ozone Strategy, which was the applicable air quality plan at that time. All other air quality impacts were found to be less than significant. The air quality analysis herein takes into consideration traffic on I-80 and the Bay Bridge, idling buses, and stationary sources such as emergency generators.

Construction Dust Control

PEIR Mitigation Measure G-1: Construction Air Quality requires individual projects involving construction activities to include dust control measures and to maintain and operate construction equipment so as to minimize exhaust emissions of particulates and other pollutants. Subsequently, the San Francisco Board of Supervisors approved a series of amendments to the San Francisco Building and Health Codes, generally referred to as the Construction Dust Control Ordinance (Ordinance No. 176-08, effective August 29, 2008). The intent of this ordinance is to reduce the quantity of fugitive dust generated during site preparation, demolition, and construction work in order to protect the health of the general public and of on-site workers, to minimize public nuisance complaints, and to avoid orders to stop work by the DBI.

Construction activities related to the 77-85 Federal Street project would result in construction dust, primarily from ground-disturbing activities. In compliance with the Construction Dust Control Ordinance, the project sponsor and contractor responsible for construction activities at the project site would be required to control construction dust on the site through a combination of watering disturbed areas, covering stockpiled materials, sweeping streets and sidewalks, and other measures. The regulations and procedures set forth in the Construction Dust Control Ordinance would ensure that construction dust impacts would not be significant. These requirements supersede and are as effective as the dust control provisions of PEIR Mitigation Measure G-1. Therefore, the portion of PEIR Mitigation Measure G-1 that addresses dust control is not applicable to the proposed project. Other cumulative projects would similarly be required to comply with the Construction Dust Control Ordinance. Therefore, cumulative fugitive dust impacts would be less than significant.

³¹ The Bay Area Air Quality Management District considers sensitive receptors as: children, adults or seniors occupying or residing in: 1) residential dwellings, including apartments, houses, condominiums, 2) schools, colleges, and universities, 3) daycares, 4) hospitals, and 5) senior care facilities. BAAQMD, Recommended Methods for Screening and Modeling Local Risks and Hazards, May 2011, p. 12.

Criteria Air Pollutants

While the Eastern Neighborhoods PEIR determined that at a program-level the Eastern Neighborhoods Rezoning and Area Plans would not result in significant regional air quality impacts, the PEIR stated, “Individual development projects undertaken in the future pursuant to the new zoning and area plans would be subject to a significance determination based on the BAAQMD’s [Bay Area Air Quality Management District’s] quantitative thresholds for individual projects.”³² The BAAQMD’s CEQA Air Quality Guidelines (Air Quality Guidelines) provide screening criteria for determining whether a project’s criteria air pollutant emissions would violate an air quality standard, contribute to an existing or projected air quality violation, or result in a cumulatively considerable net increase in criteria air pollutants.³³ Pursuant to the Air Quality Guidelines, projects that meet the screening criteria do not have a significant impact related to criteria air pollutants.

The 77-85 Federal Street project, with approximately 50,000 sf of office use and approximately 23,000 sf of retail use, is below both the construction screening criteria and the operational screening criteria for “general office building” and “strip mall” land use types.³⁴ Therefore, the project would not have a significant impact related to criteria air pollutants either individually or cumulatively, and a detailed air quality assessment is not required.

Health Risk

Since certification of the Eastern Neighborhoods PEIR, the San Francisco Board of Supervisors approved a series of amendments to the San Francisco Building and Health Codes (Ordinance No. 224-14, effective December 7, 2014), generally referred to as Health Code Article 38: Enhanced Ventilation Required for Urban Infill Sensitive Use Developments (Article 38). The Air Pollutant Exposure Zone (APEZ), as defined in Article 38, consists of areas that, based on modeling of all known air pollutant sources, exceed health protective standards for cumulative PM_{2.5} (fine particulate matter) concentration and cumulative excess cancer risk. The APEZ incorporates health vulnerability factors and proximity to freeways. For sensitive use projects within the APEZ, the ordinance requires that the project sponsor submit an enhanced ventilation proposal for approval by the Department of Public Health (DPH) that achieves protection from PM_{2.5} equivalent to that associated with a Minimum Efficiency Reporting Value 13 filtration. The DBI will not issue a building permit without written notification from the Director of the DPH that the applicant has an approved enhanced ventilation proposal.

The 77-85 Federal Street project site is not within the APEZ and the project would not include sensitive uses; thus, the project sponsor is not required to enroll in the DPH Article 38 program.

Construction

The project site is not located within an identified APEZ; therefore, the ambient health risk to sensitive receptors from air pollutants is not considered substantial, and the portion of PEIR Mitigation Measure G-1 that requires the minimization of construction exhaust emissions is not applicable to the

³² San Francisco Planning Department, Eastern Neighborhoods PEIR, p. 346. Available at http://sf-planning.org/sites/default/files/FileCenter/Documents/4003-EN_Final-EIR_Part-7_Trans-Noise-AQ.pdf.

³³ Bay Area Air Quality Management District, CEQA Air Quality Guidelines, updated May 2011, pp. 3-2 to 3-3.

³⁴ *Ibid.* The screening criteria for “strip mall” land use (which most closely approximates gym use) is 99,000 sf for operational and 277,000 sf for construction. The screening criteria for “general office building” is 364,000 for operational and 277,000 for construction.

proposed project. Since the APEZ includes modeling of all known sources of DPM and PM_{2.5}, the proposed project's construction emissions would also not contribute considerably to cumulative health risks.

Siting New Sources

The proposed project would not be expected to generate 100 truck trips per day or 40 refrigerated truck trips per day, so PEIR Mitigation Measure G-3: Siting of Uses that Emit DPM, is not applicable. The proposed project would not include a backup diesel generator or any other source of TACs, so PEIR Mitigation Measure G-4: Siting of Uses that Emit Other TACs, is not applicable.

Conclusion

For these reasons, the proposed project would not result in significant individual or cumulative air quality impacts that were not identified in the Eastern Neighborhoods PEIR.

<i>Topics:</i>	<i>Significant Impact Peculiar to Project or Project Site</i>	<i>Significant Impact not Identified in PEIR</i>	<i>Significant Impact due to Substantial New Information</i>	<i>No Significant Impact not Previously Identified in PEIR</i>
7. GREENHOUSE GAS EMISSIONS—Would the project:				
a) Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Conflict with any applicable plan, policy, or regulation of an agency adopted for the purpose of reducing the emissions of greenhouse gases?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Eastern Neighborhoods PEIR

The Eastern Neighborhoods PEIR assessed the greenhouse gas (GHG) emissions that could result from rezoning of the East SoMa subarea of the Eastern Neighborhoods under the three rezoning options. The Eastern Neighborhoods Rezoning Options A, B, and C are anticipated to result in GHG emissions on the order of 4.2, 4.3 and 4.5 metric tons of carbon dioxide equivalent (CO₂E) per service population, respectively.³⁵ The Eastern Neighborhoods PEIR concluded that the resulting GHG emissions from the three rezoning options would be less than significant. No mitigation measures were identified in the PEIR.

³⁵ San Francisco Planning Department, Greenhouse Gas Analysis for Community Plan Exemptions in Eastern Neighborhoods, April 20, 2010. This memorandum provides an overview of the GHG analysis conducted for the Eastern Neighborhoods PEIR and estimates GHG emissions using a service population (equivalent of total number of residents and employees) metric.

Proposed Project

GHG emissions and global climate change represent cumulative impacts. GHG emissions cumulatively contribute to the significant adverse environmental impacts of global climate change. No single project could generate enough GHG emissions to noticeably change the global average temperature; instead, the combination of GHG emissions from past, present, and future projects have contributed and will continue to contribute to global climate change and its associated environmental impacts. The BAAQMD has prepared guidelines and methodologies for analyzing GHG emissions. These guidelines are consistent with CEQA Guidelines Sections 15064.4 and 15183.5, which address the analysis and determination of significant impacts from a proposed project's GHG emissions and allow for projects that are consistent with an adopted GHG reduction strategy to conclude that the project's GHG impact would be less than significant. San Francisco's Strategies to Address Greenhouse Gas Emissions³⁶ presents a comprehensive assessment of policies, programs, and ordinances that collectively represent San Francisco's GHG reduction strategy in compliance with the BAAQMD and CEQA guidelines. These GHG reduction actions have resulted in a 23.3 percent reduction in GHG emissions in 2012 compared to 1990 levels,³⁷ exceeding the year 2020 reduction goals outlined in the BAAQMD's 2010 Clean Air Plan,³⁸ Executive Order S-3-05,³⁹ B-30-15,^{40,41} and Senate Bill (SB) 32.^{42,43} In addition, San Francisco's GHG reduction goals are consistent with, or more aggressive than, the long-term goals established under Executive Orders S-3-05⁴⁴ and B-30-15.^{45,46} Therefore, projects that are consistent with San Francisco's

³⁶ San Francisco Planning Department, Strategies to Address Greenhouse Gas Emissions in San Francisco, November 2010. Available at http://sfmea.sfplanning.org/GHG_Reduction_Strategy.pdf.

³⁷ ICF International, Technical Review of the 2012 Community-wide GHG Inventory for the City and County of San Francisco, January 21, 2015. Available at http://sfenvironment.org/sites/default/files/fliers/files/icf_verificationmemo_2012sfecommunityinventory_2015-01-21.pdf.

³⁸ Bay Area Air Quality Management District, Clean Air Plan, September 2010. Available at <http://www.baaqmd.gov/plans-and-climate/air-quality-plans/current-plans>.

³⁹ Office of the Governor, Executive Order S-3-05, June 1, 2005. Available at <https://www.gov.ca.gov/news.php?id=1861>.

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

⁴¹ San Francisco's GHG reduction goals are codified in Section 902 of the Environment Code and include: (i) by 2008, determine City GHG emissions for year 1990; (ii) by 2017, reduce GHG emissions by 25 percent below 1990 levels; (iii) by 2025, reduce GHG emissions by 40 percent below 1990 levels; and by 2050, reduce GHG emissions by 80 percent below 1990 levels.

⁴² Senate Bill 32 amends California Health and Safety Code Division 25.5 (also known as the California Global Warming Solutions Act of 2006) by adding Section 38566, which directs that statewide greenhouse gas emissions to be reduced by 40 percent below 1990 levels by 2030.

⁴³ Senate Bill 32 was paired with Assembly Bill 197, which would modify the structure of the State Air Resources Board; institute requirements for the disclosure of greenhouse gas emissions criteria pollutants, and toxic air contaminants; and establish requirements for the review and adoption of rules, regulations, and measures for the reduction of greenhouse gas emissions.

⁴⁴ Executive Order S-3-05 sets forth a series of target dates by which statewide emissions of GHGs need to be progressively reduced, as follows: by 2010, reduce GHG emissions to 2000 levels (approximately 457 million metric tons of carbon dioxide equivalent (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). Because of the differential heat absorption potential of various GHGs, GHG emissions are frequently

GHG reduction strategy would not result in GHG emissions that would have a significant effect on the environment and would not conflict with state, regional, and local GHG reduction plans and regulations.

The 77-85 Federal Street project would increase the intensity of use of the project site by introducing a five-story, 65-foot-tall building with approximately 77,000 sf of office use and 23,000 sf of retail use and 26 vehicle parking spaces to replace two two-story buildings with 17,116 sf of office use and a surface parking lot for 18 vehicles. Therefore, the proposed project would contribute to annual long-term increases in GHGs as a result of commercial operations that result in an increase in energy use, water use, wastewater treatment, and solid waste disposal. Construction activities would also result in temporary increases in GHG emissions.

The project would be subject to regulations adopted to reduce GHG emissions as identified in the GHG reduction strategy. As discussed below, compliance with the applicable regulations would reduce the project's GHG emissions related to transportation, energy use, and waste disposal.

Compliance with the City's commuter benefits and transportation management programs, bicycle, fuel-efficient vehicle, and carpool parking requirements, and payment of the transportation sustainability fee would reduce the proposed project's transportation-related GHG emissions. These regulations reduce GHG emissions from single-occupancy vehicles by promoting the use of alternative transportation modes with zero or lower GHG emissions on a per capita basis.

The project would be required to comply with the energy efficiency requirements of the City's Green Building Code, stormwater management, and water-efficient irrigation, and light pollution reduction requirements, which would promote energy and water efficiency, thereby reducing the project's energy-related GHG emissions.⁴⁷ Additionally, the project would be required to meet the renewable energy criteria of the Green Building Code, further reducing the project's energy-related GHG emissions.

The project's waste-related emissions would be reduced through compliance with the City's requirements for mandatory recycling and composting and construction and demolition debris recovery. These regulations reduce the amount of materials sent to a landfill, reducing GHGs emitted by landfill operations. These regulations also promote reuse of materials, conserving their embodied energy⁴⁸ and reducing the energy required to produce new materials.

measured in "carbon dioxide-equivalent," which present a weighted average based on each gas's heat absorption (or "global warming") potential.

⁴⁵ Office of the Governor, Executive Order B-30-15, April 29, 2015. Available at <https://www.gov.ca.gov/news.php?id=18938>. Executive Order B-30-15 sets a state GHG emissions reduction goal of 40 percent below 1990 levels by the year 2030.

⁴⁶ San Francisco's GHG reduction goals are codified in Section 902 of the Environment Code and include: (i) by 2008, determine City GHG emissions for year 1990; (ii) by 2017, reduce GHG emissions by 25 percent below 1990 levels; (iii) by 2025, reduce GHG emissions by 40 percent below 1990 levels; and by 2050, reduce GHG emissions by 80 percent below 1990 levels.

⁴⁷ Compliance with water conservation measures reduce the energy (and GHG emissions) required to convey, pump and treat water required for the project.

⁴⁸ Embodied energy is the total energy required for the extraction, processing, manufacture, and delivery of building materials to the building site.

Compliance with the City's street tree planting requirements would serve to increase carbon sequestration. Regulations that prohibit chlorofluorocarbons (CFCs), halons, and inefficient refrigeration and those requiring low-emitting finishes would reduce volatile organic compounds (VOCs).⁴⁹

In conclusion, the proposed project was determined to be consistent with San Francisco's GHG reduction strategy,⁵⁰ and the proposed project's GHG emissions would not conflict with state, regional, and local GHG reduction plans and regulations. Furthermore, the proposed project is within the scope of the development evaluated in the PEIR and would not result in impacts associated with GHG emissions beyond those disclosed in the PEIR. For these reasons, the proposed project would not result in significant GHG emissions that were not identified in the Eastern Neighborhoods PEIR, and no mitigation measures are necessary.

<i>Topics:</i>	<i>Significant Impact Peculiar to Project or Project Site</i>	<i>Significant Impact not Identified in PEIR</i>	<i>Significant Impact due to Substantial New Information</i>	<i>No Significant Impact not Previously Identified in PEIR</i>
8. WIND AND SHADOW—Would the project:				
a) Alter wind in a manner that substantially affects public areas?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Create new shadow in a manner that substantially affects outdoor recreation facilities or other public areas?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Wind

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

For the 77-85 Federal Street project, the proposed 65-foot-tall building (71 feet, 2 inches at its tallest point, the top of the stair penthouse) would be similar in height to existing buildings in the surrounding area: across Federal Street from the project site is the 85-foot-tall 501 2nd Street building; at the end of Federal Street (where the 2nd Street access dead ends) is the 85-foot-tall 60 Federal Street building; across De Boom Street from the project site is the 75-foot-tall 274 Brannan Street building; and at the end of De Boom Street is the 65-foot-tall 270 Brannan Street building.

⁴⁹ While not a GHG, VOCs are precursor pollutants that form ground-level ozone. Increased ground-level ozone is an anticipated effect of future global warming that would result in added health effects locally. Reducing VOC emissions would reduce the anticipated local effects of global warming.

⁵⁰ San Francisco Planning Department, Greenhouse Gas Analysis: Compliance Checklist for 77-85 Federal Street, December 15, 2016.

Based upon experience of the Planning Department in reviewing wind analyses and expert opinion on other projects, it is generally the case that projects under 80 feet in height do not have the potential to generate significant wind impacts. For this reason, and because the proposed project would not be substantially taller than surrounding buildings, the proposed project is not anticipated to cause significant impacts related to wind or result in a considerable contribution to cumulative ground level wind impacts that were not identified in the Eastern Neighborhoods PEIR.

Shadow

Planning Code Section 295 generally prohibits new structures above 40 feet in height that would cast additional shadows on open space that is under the jurisdiction of the San Francisco Recreation and Park Commission between one hour after sunrise and one hour before sunset, at any time of the year, unless that shadow would not result in a significant adverse effect on the use of the open space. Under the Eastern Neighborhoods Rezoning and Area Plans, some sites surrounding parks could be redeveloped with taller buildings, because some parks are not subject to the provisions of Section 295 (i.e., some parks are under the jurisdiction of agencies other than the Recreation and Park Commission or are privately owned). The Eastern Neighborhoods PEIR could not conclude if the Eastern Neighborhoods Rezoning and Area Plans would result in less-than-significant shadow impacts because the feasibility of complete mitigation for potential new shadow impacts of unknown development proposals could not be determined at that time. Therefore, the PEIR determined that the shadow impacts would be significant and unavoidable. No mitigation measures were identified in the PEIR.

Implementation of the 77-85 Federal Street project would result in the construction of a five-story, 65-foot-tall building (71 feet, 2 inches at its tallest point). The Planning Department prepared a preliminary shadow fan analysis and determined that the project would not cast shadow on South Park or any other nearby open space.⁵¹

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

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

⁵¹ San Francisco Planning Department, 77-85 Federal Street Shadow Fan, October 24, 2016.

<i>Topics:</i>	<i>Significant Impact Peculiar to Project or Project Site</i>	<i>Significant Impact not Identified in PEIR</i>	<i>Significant Impact due to Substantial New Information</i>	<i>No Significant Impact not Previously Identified in PEIR</i>
9. RECREATION—Would the project:				
a) Increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facilities would occur or be accelerated?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Include recreational facilities or require the construction or expansion of recreational facilities that might have an adverse physical effect on the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Physically degrade existing recreational resources?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

The Eastern Neighborhoods PEIR concluded that implementation of the Eastern Neighborhoods Rezoning and Area Plans would not result in substantial or accelerated deterioration of existing recreational resources or require the construction or expansion of recreational facilities that may have an adverse effect on the environment. No mitigation measures related to recreational resources were identified in the PEIR. However, the PEIR identified Improvement Measure H-1: Support for Upgrades to Existing Recreation Facilities. This improvement measure calls for the City to implement funding mechanisms for an ongoing program to repair, upgrade, and adequately maintain park and recreation facilities to ensure the safety of users.

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

An update of the Recreation and Open Space Element (ROSE) of the General Plan was adopted in April 2014. The amended ROSE provides a 20-year vision for open spaces in the City. It includes information and policies about accessing, acquiring, funding, and managing open spaces in San Francisco. The amended ROSE identifies areas within the Eastern Neighborhoods plan areas for acquisition and locations where new open spaces and open space connections should be constructed, consistent with PEIR Improvement Measure H-2: Support for New Open Space. Two of these open spaces, Daggett Park and at 17th and Folsom streets, are both set to open within the next two years. In addition, the amended ROSE identifies the role of both the Better Streets Plan and the Green Connections Network in open space and recreation. Green Connections are special streets and paths that connect people to parks, open spaces, and the waterfront while enhancing the ecology of the street environment. Six routes identified within the Green Connections Network cross the Eastern Neighborhoods plan areas: Mission to Peaks (Route 6); Noe Valley to Central Waterfront (Route 8), a portion of which has been

conceptually designed; Tenderloin to Potrero (Route 18); Downtown to Mission Bay (Route 19); Folsom, Mission Creek to McLaren (Route 20); and Shoreline (Route 24).

Furthermore, the Planning Code requires a specified amount of new usable open space: 1 sf of open space for each 250 sf of retail use and 1 sf of open space per each 50 sf of office use. The project would comply with these requirements by providing a 939 sf roof deck on the fourth floor.⁵² The Planning Code open space requirements would help offset some of the additional open space needs generated by increased population in the Eastern Neighborhoods plan areas, and this usable open space would help alleviate the demand for recreational facilities.

The Eastern Neighborhoods PEIR and the Central SoMa Plan Draft EIR both take into consideration the effects of past, present and reasonably foreseeable projects and both documents did not find significant individual or cumulative effects related to recreational facilities. As the project does not degrade recreational facilities and is consistent with the development density established under the Eastern Neighborhoods Rezoning and Area Plans, there would be no additional individual or cumulative impacts on recreation beyond those analyzed in the Eastern Neighborhoods PEIR.

<i>Topics:</i>	<i>Significant Impact Peculiar to Project or Project Site</i>	<i>Significant Impact not Identified in PEIR</i>	<i>Significant Impact due to Substantial New Information</i>	<i>No Significant Impact not Previously Identified in PEIR</i>
10. UTILITIES AND SERVICE SYSTEMS—Would the project:				
a) Exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Require or result in the construction of new water or wastewater treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Require or result in the construction of new storm water drainage facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Have sufficient water supply available to serve the project from existing entitlements and resources, or require new or expanded water supply resources or entitlements?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e) Result in a determination by the wastewater treatment provider that would serve the project that it has inadequate capacity to serve the project's projected demand in addition to the provider's existing commitments?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
f) Be served by a landfill with sufficient permitted capacity to accommodate the project's solid waste disposal needs?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
g) Comply with federal, state, and local statutes and regulations related to solid waste?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

⁵² Project open space requirements: (retail: 19,493/250 = 78) + (office: 43,055/50 = 861) = 939 sf.

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

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

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

A 2015 update to the 2010 Urban Water Management Plan was prepared for the Central SoMa Plan Draft EIR to evaluate water demand based on updated growth projections. The Eastern Neighborhoods PEIR and the Central SoMa Plan Draft EIR both take into consideration the effects of past, present and reasonably foreseeable projects, and both documents did not find significant individual or cumulative effects related to water supply and facilities. As the 77-85 Federal Street project is consistent with the development density established under the Eastern Neighborhoods Rezoning and Area Plans, there would be no additional individual or cumulative impacts on utilities and service systems beyond those analyzed in the Eastern Neighborhoods PEIR.

<i>Topics:</i>	<i>Significant Impact Peculiar to Project or Project Site</i>	<i>Significant Impact not Identified in PEIR</i>	<i>Significant Impact due to Substantial New Information</i>	<i>No Significant Impact not Previously Identified in PEIR</i>
11. PUBLIC SERVICES—Would the project:				
a) Result in substantial adverse physical impacts associated with the provision of, or the need for, new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times, or other performance objectives for any public services such as fire protection, police protection, schools, parks, or other services?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

The Eastern Neighborhoods PEIR determined that the anticipated increase in population would not result in a substantial adverse physical impacts associated with the provision of or need for new or physically altered public services, including fire and police protection and public schools. No mitigation measures were identified in the PEIR.

The Central SoMa Plan Draft EIR also takes into consideration the effects of past, present and reasonably foreseeable projects, and does not find significant individual or cumulative effects related to public services. As the 77-85 Federal Street project is consistent with the development density established under the Eastern Neighborhoods Rezoning and Area Plans, the project would not result in new or substantially more severe impacts on the physical environment associated with the provision of public services beyond those analyzed in the Eastern Neighborhoods PEIR.

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

As discussed in the Eastern Neighborhoods PEIR, the Eastern Neighborhoods plan areas are in a developed urban environment that does not provide native natural habitat for any rare or endangered plant or animal species. There are no riparian corridors, estuaries, marshes, or wetlands in the plan areas

that could be affected by the development anticipated under the Eastern Neighborhoods Rezoning and Area Plans. In addition, development envisioned under the Eastern Neighborhoods Rezoning and Area Plans would not substantially interfere with the movement of any resident or migratory wildlife species. For these reasons, the PEIR concluded that implementation of the Eastern Neighborhoods Rezoning and Area Plans would not result in significant impacts on biological resources, and no mitigation measures were identified.

The 77-85 Federal Street project site is located within the East SoMa subarea of the Eastern Neighborhoods Plan Areas and does not support habitat for any candidate, sensitive or special status species, and does not contain wetlands or sensitive natural communities. The nearest park is South Park, approximately 300 feet west of the project site, and is not defined as an urban bird refuge (open space two acres or larger dominated by vegetation). Therefore, the project would not affect the movement of any resident or migratory birds.

Four New Zealand Christmas trees grow along the De Boom Street frontage of the project site, and six Italian cypress trees grow along the Federal Street frontage. All existing trees would be removed and 11 new street trees would be planted along the two frontages in compliance with the Urban Forestry Ordinance (Section 806 of the Public Works Code), which requires one street tree for each 20 feet of street frontage). Should the existing street trees support native nesting birds, construction activities could result in nest destruction or injury or mortality of nestlings. However, compliance with the requirements of the California Fish and Game Code and the Migratory Bird Treaty Act (MTBA) would ensure that there would be no loss of active nests or bird mortality and no significant effects would occur. To comply with the California Fish and Game Code or the MTBA, the project sponsor may:

- Undertake tree removal during the non-breeding season (i.e., September through February) to avoid nesting birds or preconstruction surveys may be conducted for work scheduled during the breeding season (March through August);
- Conduct preconstruction surveys by a qualified biologist no more than 15 days prior to the start of work during the nesting season to determine if any birds are nesting in or in the vicinity of the vegetation to be removed or construction to be undertaken;
- Avoid any nests identified and establish (by a qualified biologist) a construction-free buffer zone, to be maintained until nestlings have fledged.

Because the project is located within the Eastern Neighborhoods Plan area, which doesn't support habitat for any candidate, sensitive, or special status species, does not contain wetlands or sensitive natural communities, and because the proposed project and other cumulative projects would be required to comply with the California Fish and Game Code and MTBA, implementation of the proposed project would not result in significant impacts, either individually or cumulatively, on biological resources beyond those identified in the Eastern Neighborhoods PEIR.

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

The Eastern Neighborhoods PEIR concluded that implementation of the Eastern Neighborhoods Rezoning and Area Plans would indirectly increase the population that would be subject to geologic hazards, including earthquakes, seismically induced ground shaking, liquefaction, and landslides. The PEIR also noted that new development is generally safer than comparable older development due to improvements in building codes and construction techniques. Compliance with applicable codes and recommendations made in project-specific geotechnical analyses would not eliminate earthquake risks, but would reduce them to an acceptable level, given the seismically active characteristics of the San Francisco Bay Area. Therefore, the PEIR concluded that implementation of the Eastern Neighborhoods Rezoning and Area Plans would not result in significant impacts related to geologic hazards. No mitigation measures were identified in the PEIR.

A geotechnical report was prepared for the 77-85 Federal Street project to assess the geologic conditions underlying the project site and to provide design and construction recommendations.⁵³ The report's findings and recommendations are summarized below.

Three exploratory test pits were excavated to a depth of 21 feet on the project site, and the results of nine previous exploratory test pits on the project site were evaluated. Generally, all twelve exploratory test pits encountered bedrock materials below minor depths of residual soil and/or heterogeneous fill materials.

The proposed below-grade parking level and stacker pits would require excavations to 19 feet in depth, and the required cuts would also extend comparable depths below portions of adjacent commercial structures to the east and west. Due to the depth of excavation and the close proximity of the adjacent buildings, underpinning and temporary shoring would be required to support the adjacent structures and city streets to the north and south. Temporary slopes may be utilized in the interior portions of the proposed excavation, and minor grading and placement of limited fill materials may also be required to establish a building pad and to provide surface drainage gradients.

An alternative to hand-excavated piers is slant drilled reinforced concrete friction or end-bearing piers. Slant drilled underpinning piers could be constructed within the footprint of the adjoining buildings by installing steel I-beams beneath the adjacent foundations. To reduce the size of the I-beams, the underpinned piers should be "tied back." Written permission must be obtained from adjacent property owners to install temporary tie-backs on their lots. If permission cannot be obtained to install the tie backs, then cantilevered, tied-back or internally braced temporary shoring (steel soldier beams and timber lagging) should be installed along the eastern and western boundaries to support the adjacent buildings. To provide adequate support for the adjoining parking lot and Federal and De Boom Streets, appropriate temporary shoring should be used during the excavation operations and construction of retaining walls. Temporary shoring should be used around the internal perimeters of the garage stacker pits and entrance ramp excavations to limit the amount of soil to be excavated and the amount of compacted wall backfill required.

The geotechnical report recommends the following measures: (1) prior to construction activities, the project sponsor should visually document, with annotated photographs, the preconstruction condition of existing adjoining buildings, which may be sensitive to heavy equipment vibrations, (2) underpinning and/or temporary shoring should be installed by a professional contractor experienced in such work, and (3) underpinning, excavation, installation of temporary shoring, and construction of retaining walls should be performed during the dry months of the year (May through October). The report concludes that the site is suitable for the proposed construction provided that the report's recommendations are incorporated into the building's design and construction. The protection of the existing adjacent buildings that are historic resources is addressed in the historic resource discussion on p. 29 and included in Project Mitigation Measure 1, Construction Monitoring Program to Protect Adjacent Historical Resources on p. 63.

The proposed project would be required to conform to the San Francisco Building Code, which ensures the safety of all new construction in the City. Decisions about appropriate foundation and structural

⁵³ Harold Lewis & Associates Geotechnical Consultants, Foundation Investigation, Proposed Commercial Building, 85 Federal Street, San Francisco, California, January 21, 2013.

design are considered as part of the Department of Building Inspection (DBI) permit review process. DBI would review background information including geotechnical and structural engineering reports to ensure that the security and stability of adjoining properties and the subject property is maintained. Therefore, potential damage to structures from geologic hazards on the project site would be addressed through the DBI requirement for a geotechnical report and review of the building permit application pursuant to its implementation of the Building Code and implementation of Project Mitigation Measure 1. Other cumulative projects would also be subject to the requirements of the San Francisco Building Code.

For these reasons, the proposed project would not result in significant impacts, either individually or cumulatively, related to geology and soils beyond those identified in the Eastern Neighborhoods PEIR, and no new mitigation measures beyond Project Mitigation Measure 1 are necessary.

<i>Topics:</i>	<i>Significant Impact Peculiar to Project or Project Site</i>	<i>Significant Impact not Identified in PEIR</i>	<i>Significant Impact due to Substantial New Information</i>	<i>No Significant Impact not Previously Identified in PEIR</i>
14. HYDROLOGY AND WATER				
QUALITY—Would the project:				
a) Violate any water quality standards or waste discharge requirements?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Substantially deplete groundwater supplies or interfere substantially with groundwater recharge such that there would be a net deficit in aquifer volume or a lowering of the local groundwater table level (e.g., the production rate of pre-existing nearby wells would drop to a level which would not support existing land uses or planned uses for which permits have been granted)?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, in a manner that would result in substantial erosion or siltation on- or off-site?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, or substantially increase the rate or amount of surface runoff in a manner that would result in flooding on- or off-site?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e) Create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
f) Otherwise substantially degrade water quality?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

<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>
g) Place housing within a 100-year flood hazard area as mapped on a federal Flood Hazard Boundary or Flood Insurance Rate Map or other authoritative flood hazard delineation map?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
h) Place within a 100-year flood hazard area structures that would impede or redirect flood flows?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
i) Expose people or structures to a significant risk of loss, injury or death involving flooding, including flooding as a result of the failure of a levee or dam?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
j) Expose people or structures to a significant risk of loss, injury or death involving inundation by seiche, tsunami, or mudflow?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

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

The project would be within the population projections of the Eastern Neighborhoods PEIR, so it would not exceed the capacity of the stormwater system. In addition, the project site is completely paved, so implementation of the proposed project would not increase the area of impervious surfaces. In accordance with the City's Stormwater Management Ordinance (No. 83-10), the project would be subject to low impact design approaches, such as landscape solutions designed to capture stormwater runoff, and stormwater management systems would be required to comply with the stormwater design guidelines. As a result, the project would not increase stormwater runoff.

The Central SoMa Plan Draft EIR evaluated increases in the City's combined stormwater/wastewater system based on updated growth projections. The Eastern Neighborhoods PEIR and the Central SoMa Plan Draft EIR both take into consideration the effects of past, present and reasonably foreseeable projects, and both documents did not find significant individual or cumulative effects related to stormwater. Other cumulative projects would similarly be required to comply with various regulations that limit stormwater runoff.

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

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

The Eastern Neighborhoods PEIR noted that implementation of any of the Eastern Neighborhoods rezoning options would encourage construction of new development within the plan areas. The PEIR found that there is a high potential to encounter hazardous materials during construction activities in many parts of the plan areas because of the presence of 1906 earthquake fill, previous and current land uses associated with the use of hazardous materials, and known or suspected hazardous materials cleanup cases. However, the PEIR found that existing regulations for facility closure, underground storage tank closure, and investigation and cleanup of soil and groundwater would ensure that workers and the community would be protected from exposure to hazardous materials during construction. In addition, businesses that use or generate hazardous substances (cleaners, solvents, etc.) would be subject

to existing regulations that protect workers and the community from exposure to hazardous materials during operations. Furthermore, compliance with existing building and fire codes would reduce impacts related to potential fire hazards, emergency response, and evacuation hazards to less-than-significant levels.

Hazardous Building Materials

The Eastern Neighborhoods PEIR determined that future development in the plan areas may involve demolition or renovation of existing structures containing hazardous building materials. Some materials commonly used in older buildings could present a public health risk if disturbed during an accident or during demolition or renovation of an existing building. Hazardous building materials addressed in the PEIR include asbestos, electrical equipment such as transformers and fluorescent light ballasts that contain PCBs or di (2 ethylhexyl) phthalate (DEHP), fluorescent lights containing mercury vapors, and lead-based paints. Asbestos and lead-based paint may also present a health risk to existing building occupants if they are in a deteriorated condition. If removed during demolition of a building, these materials would also require special disposal procedures. The Eastern Neighborhoods PEIR identified a significant impact associated with hazardous building materials, including PCBs, DEHP, and mercury, and determined that PEIR Mitigation Measure L-1: Hazardous Building Materials, would reduce this impact to a less-than-significant level. PEIR Mitigation Measure L-1 requires any equipment containing PCBs or DEHP to be removed and properly disposed of in accordance with applicable federal, state, and local regulations prior to the start of renovation. In addition, mercury and other hazardous materials that are identified before or during construction shall be removed and/or abated in accordance with applicable federal, state, and local regulations. Because the proposed project includes the demolition of two existing buildings, PEIR Mitigation Measure L-1, identified as **Project Mitigation Measure 4** on p. 65, is applicable to the proposed project. Implementation of this mitigation measure would reduce potential impacts related to hazardous building materials to a less-than-significant level.

Soil and Groundwater Contamination

The 77-85 Federal Street project site is located in the Maher zone, an area that it is known or suspected to contain contaminated soil and/or groundwater.⁵⁴ In addition, the project would require excavation to a depth of 19 feet below ground surface and the disturbance of 6,300 cubic yards of soil. For these reasons, the proposed project is subject to Health Code Article 22A (also known as the Maher Ordinance), which is administered and overseen by the Department of Public Health (DPH). The project sponsor is required to retain the services of a qualified professional to prepare a Phase I environmental site assessment (ESA) that meets the requirements of Health Code Section 22.A.6.

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

⁵⁴ San Francisco Planning Department, Expanded Maher Area Map, March 2015. Available online at http://www.sf-planning.org/ftp/files/publications_reports/library_of_cartography/Maher%20Map.pdf.

Accordingly, a Phase I ESA was prepared to assess the potential for site contamination.⁵⁵ Per the Phase I ESA, the property was developed by the 1880s with residences and a small business. After the area was destroyed by the 1906 earthquake and fire, the site was rebuilt with a soap factory by approximately 1913. A licorice factory occupied the site by at least 1941. Historical property uses also included an elevator company, lithography, and offices.

In compliance with the Maher Ordinance, the project sponsor enrolled in DPH's Maher program. DPH reviewed the Phase I ESA and requested a subsurface investigation work plan to the proposed maximum depth of excavation to assess potential contaminants in the soil, groundwater, and soil vapor.⁵⁶ The sponsor submitted to DPH a work plan for subsurface investigation.⁵⁷ The work plan proposed the installation of five borings at the site, outside the current buildings, specified soil sampling and groundwater collection requirements, and proposed sampling for total petroleum hydrocarbons as gasoline (TPH-g), total petroleum hydrocarbons as diesel (TPH-d), total extractable petroleum hydrocarbons (TEPH), volatile organic compounds including benzene, toluene, ethylbenzene, and xylene (BTEX), naphthalene, and methyl tertiary butyl ether (MTBE), California Administrative Manual (CAM) 17 metals, semi-volatile organic compounds (SVOCs), polychlorinated biphenyls (PCBs), cyanides, pH, asbestos, and flammable gases. DPH approved the work plan, noted that additional soil sampling may be required to address the soils beneath the buildings, and requested submittal of a dust control plan for the demolition.⁵⁸

The proposed project is required to remediate contaminated soil and ground water in compliance with the Maher Ordinance. Therefore, the proposed project would not result in significant impacts related to contaminated soil and/or groundwater beyond those identified in the Eastern Neighborhoods PEIR. Other cumulative projects would be subject to the same federal, state, and local regulations addressing hazardous materials. Implementation of Project Mitigation Measure 4 and compliance with applicable federal, state, and local regulations would ensure that the project would not result in significant impacts, either individually or cumulatively, related to hazards or hazardous materials beyond those identified in the Eastern Neighborhoods PEIR, and no mitigation measures are necessary.

⁵⁵ John Carver Consulting, Phase I Environmental Site Assessment, 77, 77, 85 Federal Street, San Francisco, California, September 16, 2010.

⁵⁶ San Francisco Department of Public Health Environmental Health Section, Request for Work Plan, 77-85 Federal Street, San Francisco, March 4, 2014.

⁵⁷ John Carver Consulting, Work Plan for Subsurface Investigation, 75-85 Federal Street, January 26, 2015.

⁵⁸ San Francisco Department of Public Health Environmental Health Section, Development, 77-85 Federal Street, San Francisco, February 4, 2015.

<i>Topics:</i>	<i>Significant Impact Peculiar to Project or Project Site</i>	<i>Significant Impact not Identified in PEIR</i>	<i>Significant Impact due to Substantial New Information</i>	<i>No Significant Impact not Previously Identified in PEIR</i>
16. MINERAL AND ENERGY RESOURCES—Would the project:				
a) Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Result in the loss of availability of a locally important mineral resource recovery site delineated on a local general plan, specific plan or other land use plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

The Eastern Neighborhoods PEIR determined that the Eastern Neighborhoods Rezoning and Area Plans would facilitate the construction of both new residential units and commercial buildings. Development of these uses would not result in use of large amounts of fuel, water, or energy in a wasteful manner or in the context of energy use throughout the City and region. The energy demand for individual buildings would be typical for such projects and would meet, or exceed, current state and local codes and standards concerning energy consumption, including Title 24 of the California Code of Regulations enforced by the Department of Building Inspection. The plan areas do not include any natural resources routinely extracted and the rezoning does not result in any natural resource extraction programs. Therefore, the Eastern Neighborhoods PEIR concluded that implementation of the Eastern Neighborhoods Rezoning and Area Plans would not result in a significant impact on mineral and energy resources. No mitigation measures were identified in the PEIR.

As the proposed project is located within the Eastern Neighborhoods Rezoning and Area Plans, there would be no additional impacts, either individually or cumulatively, on mineral and energy resources beyond those analyzed in the Eastern Neighborhoods PEIR.

<i>Topics:</i>	<i>Significant Impact Peculiar to Project or Project Site</i>	<i>Significant Impact not Identified in PEIR</i>	<i>Significant Impact due to Substantial New Information</i>	<i>No Significant Impact not Previously Identified in PEIR</i>
17. AGRICULTURE AND FOREST RESOURCES—Would the project:				
a) Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance, as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Conflict with existing zoning for agricultural use, or a Williamson Act contract?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

<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>
c) Conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code Section 12220(g)) or timberland (as defined by Public Resources Code Section 4526)?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Result in the loss of forest land or conversion of forest land to non-forest use?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e) Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland to non-agricultural use or forest land to non-forest use?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

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

As the proposed project is located within the Eastern Neighborhoods Rezoning and Area Plans and there are no agricultural or forest resources on the site, there would be no additional impacts, either individually or cumulatively, on agriculture and forest resources beyond those analyzed in the Eastern Neighborhoods PEIR.

<i>Topics:</i>	<i>Significant Impact Peculiar to Project or Project Site</i>	<i>Significant Impact not Identified in PEIR</i>	<i>Significant Impact due to Substantial New Information</i>	<i>No Significant Impact not Previously Identified in PEIR</i>
18. MANDATORY FINDINGS OF SIGNIFICANCE—Would the project:				
a) Have the potential to degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, reduce the number or restrict the range of a rare or endangered plant or animal, or eliminate important examples of the major periods of California history or prehistory?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b) Have impacts that would be individually limited, but cumulatively considerable? ("Cumulatively considerable" means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects.)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Have environmental effects that would cause substantial adverse effects on human beings, either directly or indirectly?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

a) As described in Section G.12, biological resources, the proposed project would not degrade the quality

of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, or reduce the number or restrict the range of a rare or endangered plant or animal.

As described in Section G.3, Cultural Resources, the proposed project could result in a substantial adverse change on historic resources; however, implementation of Project Mitigation Measure 1, Construction Monitoring Program to Protect Adjacent Historical Resources, would reduce the impact to a less-than-significant level. Implementation of Project Mitigation Measure 2, Archeological Accidental Discovery, would reduce the impact to archeological resources to a less-than-significant level. As discussed in Section E.13, Geology and Soils, implementation of the proposed project would not directly or indirectly destroy a unique paleontological resource or site. For these reasons, the proposed project would not result in the elimination of important examples of major periods of California history or prehistory.

b) As disclosed in this initial study – community plan evaluation, the proposed project would not have any significant impact not previously identified in the PEIR. Furthermore, this analysis also considered the proposed project in combination with other cumulative projects, such as the proposed Central SoMa Plan. This initial study - community plan evaluation finds that the project would not have any significant cumulative impacts to which the proposed project would make a cumulatively considerable contribution.

c) As discussed in Section E.5, Noise, compliance with the San Francisco Noise Ordinance and implementation of Project Mitigation Measure 3, Construction Noise, would reduce construction noise impacts to less-than-significant levels. As described in Section G.15, Hazards and Hazardous Materials, compliance with applicable federal, state, and local laws prior to demolishing the existing buildings, plus implementation of Mitigation Measure 4, Hazardous Building Materials, would reduce hazardous materials impacts to a less-than-significant level. For these reasons, the proposed project would not result in environmental effects that would cause substantial adverse effects on human beings.

H. MITIGATION MEASURES

Project Mitigation Measure 1: Construction Monitoring Program to Protect Adjacent Historical Resources.

The project sponsor shall undertake a monitoring program to minimize damage to adjacent historic buildings. The monitoring program shall include the following components at a minimum:

- Prior to the start of any ground-disturbing activity, the project sponsor shall engage a preservation consultant who is a historic architect or qualified historic preservation professional to undertake a pre-construction survey of 533, 543-545, and 563 2nd Street and photograph the preconstruction conditions of these buildings.
- Prior to the start of any ground-disturbing activity, the project sponsor shall engage a qualified vibration consultant who shall identify feasible means to avoid damage to 533, 543-545, and 563 2nd Street. Such methods may include using construction techniques that reduce vibration, using appropriate excavation shoring methods to prevent movement of adjacent structures, and providing adequate security to minimize risks of vandalism and fire. Based on the construction activities and equipment to be used and condition of the adjacent resources, the vibration consultant shall also

establish a maximum vibration level that shall not be exceeded at each building, based on the building's existing condition, character-defining features, soils conditions, and anticipated construction practices (a common standard is 0.2 inch per second, peak particle velocity or PPV).

- The project sponsor shall incorporate the vibration consultant's recommendations into construction specifications for the proposed project.
- To ensure that vibration levels do not exceed the established standard, the vibration consultant shall monitor ground-disturbing construction activities to ensure that damage to adjacent structures does not occur. Should the potential for damage to occur be observed, construction activities shall be halted and alternative construction techniques put in place (for example, use of smaller or lighter equipment).
- The vibration consultant shall prepare a final report that includes documentation of the pre-construction and post-construction conditions of these buildings and any methods employed during construction to reduce vibration levels to below the established standard.

Project Mitigation Measure 2: Archeological Accidental Discovery (PEIR Mitigation Measure J-2)

The following mitigation measure is required to avoid any potential adverse effect from the proposed project on accidentally discovered buried or submerged historical resources as defined in *CEQA Guidelines* Section 15064.5(a) and (c). The project sponsor shall distribute the Planning Department archeological resource "ALERT" sheet to the project prime contractor; to any project subcontractor (including demolition, excavation, grading, foundation, etc. firms); or utilities firm involved in soils-disturbing activities within the project site. Prior to any soils-disturbing activities being undertaken, each contractor is responsible for ensuring that the "ALERT" sheet is circulated to all field personnel, including machine operators, field crew, supervisory personnel, etc. The project sponsor shall provide the Environmental Review Officer (ERO) with a signed affidavit from the responsible parties (prime contractor, subcontractor(s), and utilities firm) to the ERO confirming that all field personnel have received copies of the Alert Sheet.

Should any indication of an archeological resource be encountered during any soils-disturbing activity of the project, the project Head Foreman and/or project sponsor shall immediately notify the ERO and shall immediately suspend any soils-disturbing activities in the vicinity of the discovery until the ERO has determined what additional measures should be undertaken.

If the ERO determines that an archeological resource may be present within the project site, the project sponsor shall retain the services of an archeological consultant from the pool of qualified archeological consultants maintained by the Planning Department archeologist. The archeological consultant shall advise the ERO as to whether the discovery is an archeological resource, retains sufficient integrity, and is of potential scientific/historical/cultural significance. If an archeological resource is present, the archeological consultant shall identify and evaluate the archeological resource. The archeological consultant shall make a recommendation as to what action, if any, is warranted. Based on this information, the ERO may require, if warranted, specific additional measures to be implemented by the project sponsor.

Measures might include: preservation in situ of the archeological resource; an archeological monitoring program; or an archeological testing program. If an archeological monitoring program or archeological testing program is required, it shall be consistent with the Environmental Planning Division guidelines for such programs. The ERO may also require that the project sponsor immediately implement a site

security program if the archeological resource is at risk from vandalism, looting, or other damaging actions.

The project archeological consultant shall submit a Final Archeological Resources Report (FARR) to the ERO that evaluates the historical significance of any discovered archeological resource and describing the archeological and historical research methods employed in the archeological monitoring/data recovery program(s) undertaken. Information that may put at risk any archeological resource shall be provided in a separate removable insert within the final report.

Copies of the Draft FARR shall be sent to the ERO for review and approval. Once approved by the ERO, copies of the FARR shall be distributed as follows: California Archaeological Site Survey Northwest Information Center (NWIC) shall receive one (1) copy, and the ERO shall receive a copy of the transmittal of the FARR to the NWIC. The Environmental Planning Division of the Planning Department shall receive one bound copy, one unbound copy and one unlocked, searchable PDF copy on CD of the FARR along with copies of any formal site recordation forms (CA DPR 523 series) and/or documentation for nomination to the National Register of Historic Places/California Register of Historical Resources. In instances of high public interest or interpretive value, the ERO may require a different final report content, format, and distribution than that presented above.

Project Mitigation Measure 3: Construction Noise (PEIR Mitigation Measure F-2)

The project sponsor shall develop a set of site-specific noise attenuation measures under the supervision of a qualified acoustical consultant. Prior to commencing construction, a plan for such measures shall be submitted to the Department of Building Inspection (DBI) to ensure that maximum feasible noise attenuation will be achieved. These attenuation measures shall include as many of the following control strategies as feasible:

- Erect temporary plywood noise barriers around a construction site, particularly where a site adjoins noise-sensitive uses;
- Utilize noise control blankets on a building structure as the building is erected to reduce noise emission from the site;
- Evaluate the feasibility of noise control at the receivers by temporarily improving the noise reduction capability of adjacent buildings housing sensitive uses;
- Monitor the effectiveness of noise attenuation measures by taking noise measurements; and
- Post signs on-site pertaining to permitted construction days and hours and complaint procedures and who to notify in the event of a problem, with telephone numbers listed.

Project Mitigation Measure 4: Hazardous Building Materials (PEIR Mitigation Measure L-1)

The project sponsor shall ensure that any equipment containing polychlorinated biphenyls (PCBs) or di (2 ethylhexyl) phthalate (DEPH), such as fluorescent light ballasts, are removed and properly disposed of according to applicable federal, state, and local laws prior to the start of renovation, and that any fluorescent light tubes, which could contain mercury, are similarly removed and properly disposed of. Any other hazardous materials identified, either before or during work, shall be abated according to applicable federal, state, and local laws.

I. PUBLIC NOTICE AND COMMENT

A “Notification of Project Receiving Environmental Review” was mailed on June 19, 2014, and on October 20, 2016, to adjacent occupants and owners of properties within 300 feet of the project site and to interested parties. In response to the notifications, six commenters raised environmental concerns. These concerns were over air quality (from traffic on I-80 and the Bay Bridge, and from idling buses and an emergency generator on Federal Street), traffic (congestion on Federal Street, 2nd Street, and approaches to the Bay Bridge), emergency access, historic resources, construction impacts on nearby businesses, and noise, shading, and thermal efficiency effects on a nearby building. These concerns were taken into consideration during environmental review and are addressed in the appropriate topical areas above. Non-CEQA related comments that concern project design and Planning Code compliance were forwarded to the planner reviewing the entitlement application, who is taking these comments into consideration during project review.

J. DETERMINATION

On the basis of this initial study – community plan evaluation:

- ☐ I find that the proposed project is consistent with the development density established for the project site in the Eastern Neighborhoods Area Plans, the project sponsor will undertake feasible mitigation measures specified in the Eastern Neighborhoods PEIR to mitigate project-related significant effects, and the project would not result in environmental effects not already identified as significant effects in the Eastern Neighborhoods PEIR. A CERTIFICATE OF DETERMINATION-COMMUNITY PLAN EVALUATION will be prepared.
- ☒ I find that the proposed project is consistent with the development density established for the project site in the Eastern Neighborhoods Area Plans, the project sponsor will undertake feasible mitigation measures specified in the Eastern Neighborhoods PEIR to mitigate project-related significant effects, and although the proposed project could have a significant effect on the environment not previously identified in the Eastern Neighborhoods PEIR, there will not be a significant effect in this case because revisions in the project have been made by or agreed to by the project proponent. A MITIGATED NEGATIVE DECLARATION will be prepared.
- ☐ I find that the proposed project is consistent with the development density established for the project site in the Eastern Neighborhoods Area Plans, the project sponsor will undertake feasible mitigation measures specified in the Eastern Neighborhoods PEIR to mitigate project-related significant effects, and at least one effect of the project has not been previously identified in the Eastern Neighborhoods PEIR and is either 1) peculiar to the project or the project site, 2) is a potentially significant off-site or cumulative impact, or 3) is a significant effect resulting from substantial new information that was not known at the time the PEIR was certified and would be more a more severe effect than was analyzed and disclosed in the PEIR. An ENVIRONMENTAL IMPACT REPORT is required.



Lisa Gibson
Environmental Review Officer
for
John Rahaim
Director of Planning

DATE 5/31/17

K. INITIAL STUDY – COMMUNITY PLAN EVALUATION PREPARERS

Planning Department, City and County of San Francisco
Environmental Planning Division
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EXHIBIT ____:

MITIGATION MONITORING AND REPORTING PROGRAM

(Including the Text of the Mitigation Measures Adopted as Conditions of Approval and Proposed Improvement Measures)

Mitigation Measure	Responsibility for Implementation	Mitigation Schedule	Monitoring/ Reporting Responsibility	Monitoring Schedule
Cultural Resources				
<p>Project Mitigation Measure 1: Construction Monitoring Program to Protect Adjacent Historical Resources. The project sponsor shall undertake a monitoring program to minimize damage to adjacent historic buildings. The monitoring program shall include the following components at a minimum:</p> <ul style="list-style-type: none"> Prior to the start of any ground-disturbing activity, the project sponsor shall engage a preservation consultant who is a historic architect or qualified historic preservation professional to undertake a pre-construction survey of 533, 543-545, and 563 2nd Street and photograph the preconstruction conditions of these buildings. Prior to the start of any ground-disturbing activity, the project sponsor shall engage a qualified vibration consultant who shall identify feasible means to avoid damage to 533, 543-545, and 563 2nd Street. Such methods may include using construction techniques that reduce vibration, using appropriate excavation shoring methods to prevent movement of adjacent structures, and providing adequate security to minimize risks of vandalism and fire. Based on the construction activities and equipment to be used and condition of the adjacent resources, the vibration consultant shall also establish a maximum vibration level that shall not be exceeded at each building, based on the building's existing condition, character-defining features, soils conditions, and anticipated construction practices (a common standard is 0.2 inch per second, peak particle velocity or PPV). The project sponsor shall incorporate the vibration consultant's recommendations into construction specifications for the proposed project. To ensure that vibration levels do not exceed the established standard, the vibration consultant shall monitor ground-disturbing construction activities to ensure that damage to adjacent structures 	Project sponsor, preservation consultant, vibration consultant, and contractor.	Prior to issuance of building permit.	Planning Department Preservation Technical Specialist and Environmental Review Officer (ERO).	<p>Considered complete upon submittal to Planning Department of construction monitoring program.</p> <p>Considered complete upon submittal to Planning</p>

Mitigation Measure	Responsibility for Implementation	Mitigation Schedule	Monitoring/ Reporting Responsibility	Monitoring Schedule
<p>does not occur. Should the potential for damage to occur be observed, construction activities shall be halted and alternative construction techniques put in place (for example, use of smaller or lighter equipment).</p> <ul style="list-style-type: none"> The vibration consultant shall prepare a final report that includes documentation of the pre-construction and post-construction conditions of these buildings and any methods employed during construction to reduce vibration levels to below the established standard. 				Department of post-construction report on construction monitoring program.
<p>Project Mitigation Measure 2: Archeological Accidental Discovery (PEIR Mitigation Measure J-2). The following mitigation measure is required to avoid any potential adverse effect from the proposed project on accidentally discovered buried or submerged historical resources as defined in CEQA Guidelines Section 15064.5(a) and (c). The project sponsor shall distribute the Planning Department archeological resource "ALERT" sheet to the project prime contractor; to any project subcontractor (including demolition, excavation, grading, foundation, etc. firms); or utilities firm involved in soils-disturbing activities within the project site. Prior to any soils-disturbing activities being undertaken, each contractor is responsible for ensuring that the "ALERT" sheet is circulated to all field personnel, including machine operators, field crew, supervisory personnel, etc. The project sponsor shall provide the Environmental Review Officer (ERO) with a signed affidavit from the responsible parties (prime contractor, subcontractor(s), and utilities firm) to the ERO confirming that all field personnel have received copies of the Alert Sheet.</p> <p>Should any indication of an archeological resource be encountered during any soils-disturbing activity of the project, the project Head Foreman and/or project sponsor shall immediately notify the ERO and shall immediately suspend any soils-disturbing activities in the vicinity of the discovery until the ERO has determined what additional measures should be undertaken.</p> <p>If the ERO determines that an archeological resource may be present within the project site, the project sponsor shall retain the services of an archeological consultant from the pool of qualified archeological consultants maintained by the Planning Department archeologist. The archeological consultant shall advise the ERO as to whether the discovery is an archeological resource, retains sufficient integrity, and is</p>	Project sponsor/project archeologist	Upon discovery of a buried historical resource	Project sponsor and Environmental Review Officer (ERO)	Upon determination by the ERO that a resource is not present, the project doesn't adversely impact an archeological resource, or upon certification of a final archeological resources report.

Mitigation Monitoring and Reporting Program

77-85 Federal Street
File No: 2012.1410E

Mitigation Measure	Responsibility for Implementation	Mitigation Schedule	Monitoring/ Reporting Responsibility	Monitoring Schedule
<p>of potential scientific/historical/cultural significance. If an archeological resource is present, the archeological consultant shall identify and evaluate the archeological resource. The archeological consultant shall make a recommendation as to what action, if any, is warranted. Based on this information, the ERO may require, if warranted, specific additional measures to be implemented by the project sponsor.</p> <p>Measures might include: preservation in situ of the archeological resource; an archeological monitoring program; or an archeological testing program. If an archeological monitoring program or archeological testing program is required, it shall be consistent with the Environmental Planning Division guidelines for such programs. The ERO may also require that the project sponsor immediately implement a site security program if the archeological resource is at risk from vandalism, looting, or other damaging actions.</p> <p>The project archeological consultant shall submit a Final Archeological Resources Report (FARR) to the ERO that evaluates the historical significance of any discovered archeological resource and describing the archeological and historical research methods employed in the archeological monitoring/data recovery program(s) undertaken. Information that may put at risk any archeological resource shall be provided in a separate removable insert within the final report.</p> <p>Copies of the Draft FARR shall be sent to the ERO for review and approval. Once approved by the ERO, copies of the FARR shall be distributed as follows: California Archaeological Site Survey Northwest Information Center (NWIC) shall receive one (1) copy, and the ERO shall receive a copy of the transmittal of the FARR to the NWIC. The Environmental Planning Division of the Planning Department shall receive one bound copy, one unbound copy and one unlocked, searchable PDF copy on CD of the FARR along with copies of any formal site recordation forms (CA DPR 523 series) and/or documentation for nomination to the National Register of Historic Places/California Register of Historical Resources. In instances of high public interest or interpretive value, the ERO may require a different final report content, format, and distribution than that presented above.</p>				

Noise				
<p>Project Mitigation Measure 3: Construction Noise (PEIR Mitigation Measure F-2). The project sponsor shall develop a set of site-specific noise attenuation measures under the supervision of a qualified acoustical consultant. Prior to commencing construction, a plan for such measures shall be submitted to the Department of Building Inspection (DBI) to ensure that maximum feasible noise attenuation will be achieved. These attenuation measures shall include as many of the following control strategies as feasible:</p> <ul style="list-style-type: none"> • Erect temporary plywood noise barriers around a construction site, particularly where a site adjoins noise-sensitive uses; • Utilize noise control blankets on a building structure as the building is erected to reduce noise emission from the site; • Evaluate the feasibility of noise control at the receivers by temporarily improving the noise reduction capability of adjacent buildings housing sensitive uses; • Monitor the effectiveness of noise attenuation measures by taking noise measurements; and • Post signs on-site pertaining to permitted construction days and hours and complaint procedures and who to notify in the event of a problem, with telephone numbers listed. 	Project sponsor and contractor	During construction	Project sponsor to provide Planning Department with monthly reports during construction period.	Considered complete upon receipt of final monitoring report at completion of construction.
Hazards and Hazardous Materials				
<p>Project Mitigation Measure 4: Hazardous Building Materials (PEIR Mitigation Measure L-1)</p> <p>The project sponsor shall ensure that any equipment containing polychlorinated biphenyls (PCB)s or di (2 ethylhexyl) phthalate (DEPH), such as fluorescent light ballasts, are removed and properly disposed of according to applicable federal, state, and local laws prior to the start of renovation, and that any fluorescent light tubes, which could contain mercury, are similarly removed and properly disposed of. Any other hazardous materials identified, either before or during work, shall be abated according to applicable federal, state, and local laws.</p>	Project sponsor or contractor	Prior to approval, through the site mitigation plan.	Planning Department, in consultation with the Department of Public Health (DPH).	Considered complete upon project sponsor's submittal of a monitoring report to DPH, with a copy to Planning Department and DBI, at end of construction..

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