



MEMO TO THE PLANNING COMMISSION

HEARING DATE: JUNE 24, 2021

**Continued from the January 7, 2021, January 21, 2021,
February 4, 2021, April 1, 2021, and April 15, 2021 Hearings**

June 16, 2021

Record No.: 2013.1535CUA-02
Project Address: 450-474 O'Farrell Street/532 Jones Street
Zoning: RC-4 - Residential- Commercial, High Density Zoning District
80-T-130-T Height and Bulk District
North of Market Residential Special Use District
Block/Lot: 0317/007, 009, 011
Project Sponsor: Forge Development Partners LLC
155 Montgomery Street, Suite 300
San Francisco, CA 94104
Fifth Church of Christ, Scientist San Francisco
San Francisco, CA 94102
Property Owner: Fifth Church of Christ, Scientist San Francisco
San Francisco, CA 94102
Staff Contact: Carly Grob – (628) 652-7532
carly.grob@sfgov.org

Recommendation: Approve Amendments

Background

The project was originally scheduled and noticed for the January 7, 2021 Planning Commission hearing. At the January 7, 2021 hearing, the item was continued to the January 21, 2021 Planning Commission hearing at the request of the sponsor, to allow additional time for community engagement. At the January 21, 2021 Planning Commission hearing, the item was continued to the February 4, 2021 Planning Commission hearing at the request of the sponsor, to allow additional time for community engagement. At the February 4, 2021 Planning Commission hearing, the item was continued to the April 1, 2021 Planning Commission hearing at the request of the Department and sponsor, to allow additional time for clarification on project modifications and continued community engagement. At the April 1, 2021 Planning Commission hearing, the item was continued to the April 15, 2021 Planning Commission hearing at the request of the Department and sponsor, to allow additional time

for clarification on project modifications and continued community engagement. At the April 15, 2021 Planning Commission hearing, the Commission provided feedback on the most recent version of the project ("version 3"), and continued the item to June 10, 2021 to allow time for the Department to finalize review of the revisions to the project and to complete CEQA review. At the June 10, 2021 Commission hearing, the item was continued to June 24, 2021 to provide additional time for the Department to complete CEQA review.

Current Proposal

- On September 13, 2018, the Commission approved a project on the site which included a 13-story mixed-use building with up to 176 dwelling units, commercial space on the ground floors, a replacement church (proposed religious institution) incorporated into the ground and two upper levels, with below grade parking spaces. The current proposal is to modify this approval and construct 316 group housing rooms with a maximum of 632 group housing beds instead of the approved 176 units. The project would retain the replacement church (religious institution) and ground floor commercial uses and would eliminate the residential parking. The project does not propose to expand the approved building envelope.
- In response to community concerns about the reduction of family-sized housing units, the project sponsor has revised the project to incorporate larger group housing rooms which could accommodate up to four beds. A draft of these revisions was presented to the Commission on April 15, 2021. The Commission provided feedback intended to enhance the livability of the proposed group housing, including but not limited to increasing the amount of bicycle parking and storage for tenants, maximizing private and common cooking facilities, and improving the distribution of amenities throughout the building. The Commission also commented on various policy considerations and zoning regulations related to group housing. The revisions presented at the April 15 hearing required minor revisions to address outstanding Planning Code compliance comments and the Department had not published a revised addendum to the EIR, so the project was continued to June 24, 2021.
- Since the hearing on April 15, 2021, the Project Sponsor has further refined the interior layout of the building. Amenity spaces have been located at the ground, second, fourth, eighth and twelfth floors. These spaces are near a stairwell, so they are more easily accessible to tenants on different floors. The amenities on the fourth and eighth floors are double-height rooms, which are intended to provide a more open, spacious area for tenants. Community kitchens are provided at the first, eighth and twelfth floors. In addition, 28 group housing rooms in the project exceed 500 square feet and may be suitable for larger households.
- Group Housing rooms are allowed to have limited kitchen facilities with the following specifications: a small counter space, a small under-counter refrigerator, a small sink, a microwave, and a small two-ring burner. The cooking facility shall not include any other type of oven. A condition has been added to the Draft Motion describing this restriction.

Public Outreach and Comments

To date (as of June 16, 2021), the Department has received 51 form letters in support, 3 other letters of support, including from YIMBY Law and Project Access. SF Housing Action Coalition submitted support and a petition in

support signed by 42. The support for the Project is focused on the development of new housing, below market rate options, community-serving retail and new home for the Fifth Church of Christ, Scientist. YIMBY Law has submitted a second letter on June 10 which describes their opinion of the applicability of the Housing Accountability Act to the modified project.

The Department has received 5 letters in opposition to the Project, including from Tenderloin Housing Clinic (THC), Tenderloin Neighborhood Development Corporation (TNDC), Tenant Associations Coalition of San Francisco neighborhood groups, Tenderloin Tenants, and one phone call in opposition. Most recently, THC, TNDC, and the Central City SRO Collaborative provided a joint letter which reiterated their opposition to the project, stating that the Project Sponsor was not adequately engaging with the community, and that the current proposal of a group housing project does not meet community needs for family housing. This letter also included previous communications from both THC and TNDC, citing the needs for family housing instead of group housing, lack of community engagement, and that the Project Sponsor is misrepresenting their ability to finance the previous project and the goal to serve “essential workers.” Previous correspondence in opposition cites similar concerns that the Project is centered on the shift to group housing, concerns about the community engagement process, and a neighbor’s perception that the church has not been a good neighbor. One letter was received regarding the adequacy of the Addendum prepared for the project, which was resubmitted in advance of the June 24 hearing. Central City Democrats, 86 Dwellers and Alliance for Better District 6 all submitted letters noting multiple concerns about the project and requesting a redesign.

Required Commission Action

In order for the Project to proceed, the Commission must approve an amendments to Planned Unit Development/ Conditional Use Authorization Condition of Approval Nos. 24, 25, 26, and 32 of Planning Commission Motion No. 20281, to reflect compliance of the amended Project with Sections 166, 155, 155.1, and 155.2, and of 415 of the Planning Code, respectively. The Commission must also approve the additional condition of approval related to Group Housing cooking facilities. An approval by the Commission will reflect compliance standards for the change to group housing use and removal of residential off-street parking.

Basis for Recommendation

The Department finds that the proposed changes to the Conditions of Approval does not affect the Project’s consistency with the Objectives and Policies of the General Plan, and the Project is, on balance, consistent with the Objectives and Policies of the General Plan. The Department also finds the project to be necessary, desirable, and compatible with the surrounding neighborhood, and not to be detrimental to persons or adjacent properties in the vicinity.

Recommendation: Approve Amendments to Conditions of Approval

Attachments:

Revised Draft Motion, dated June 24, 2021
Exhibit B – Revised Plans, dated May 25, 2021

Memo in Response to Letter on the Addendum
Second Addendum to the Environmental Impact Report
Motion No. 20280 (Statement of Overriding Considerations)
Mitigation and Monitoring Report Program (MMRP)



PLANNING COMMISSION DRAFT MOTION

HEARING DATE: JUNE 24, 2021

Record No.: 2013.1535CUA-02

Project Address: 450-474 O’Farrell Street/532 Jones Street

Zoning: RC-4 - Residential- Commercial, High Density Zoning District
80-T-130-T Height and Bulk District
North of Market Residential Special Use District

Block/Lot: 0317/007, 009, 011

Project Sponsor: Forge Development Partners LLC
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Staff Contact: Carly Grob – (628) 652-7532
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ADOPTING FINDINGS TO APPROVE AN AMENDED CONDITIONAL USE AUTHORIZATION THAT WOULD MODIFY CONDITION OF APPROVAL NOS. 24, 25, 26 AND 32 OF PLANNING COMMISSION MOTION NO. 20281 TO REFLECT COMPLIANCE OF THE AMENDED PROJECT WITH SECTIONS 166, 155, 155.1, AND 155.2, AND OF 415 OF THE PLANNING CODE, RESPECTIVELY.

PREAMBLE

On January 24, 2020, Alexander Zucker of Forge Development Partners, LLC, (hereinafter "Project Sponsor") filed Application No. 2013.1535CUA-02 (hereinafter "Application") with the Planning Department (hereinafter "Department") for an amended Planned Unit Development/ Conditional Use Authorization to amend Conditions of Approval Nos. 24, 25, 26 and 32 of Planning Commission Motion No. 20281 (hereinafter "Project") at 450-474 O’Farrell Street and 532 Jones Street, Block 0317 Lots 007, 009 and 011 (hereinafter "Project Site").

This project has undergone environmental review pursuant to the California Environmental Quality Act and Chapter 31 of the San Francisco Administrative Code. The Planning Commission certified the Final Environmental Impact Report (EIR) for the project on September 13, 2018 (Motion No. 20279). On December 21, 2020, the Planning Department published an addendum to Final EIR for the Project. The Planning Department concluded that no further environmental review is required for this revised Project for the reasons set forth in the Addendum. This

Commission concurs with that conclusion. On September 13, 2018, the Commission adopted Motion No. 20280 adopting CEQA findings for the original Project, including a Statement of Overriding Considerations, and adopted a Mitigation Monitoring and Reporting Program (MMRP) for the Project. Those findings and adoption of the MMRP set forth in Motion No. 20280 are incorporated by reference in this Motion as though fully set forth herein.

On January 7, 2021, the San Francisco Planning Commission (hereinafter "Commission") conducted a duly noticed public hearing at a regularly scheduled meeting on Planned Unit Development/Conditional Use Authorization Application No. 2013.1535CUA-02. At the January 7, 2021 Commission hearing, the item was continued to January 21, 2021. At the January 21, 2021 Commission hearing, the item was continued to February 4, 2021. At the February 4, 2021 Commission hearing, the item was continued to April 1, 2021. At the April 1, 2021 Commission hearing, the item was continued to April 15, 2021. At the April 15, 2021 hearing, the item was continued to June 10, 2021. At the June 10, 2021 hearing, the item was continued to June 24, 2021. On September 13, 2018, the Commission approved the original Project in Planning Commission Motion Nos. 20279, 20280 and 20281.

The Planning Department Commission Secretary is the custodian of records; the File for Record No. 2013.1535CUA-02 is located at 49 South Van Ness Avenue, Suite 1400, San Francisco, California.

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

MOVED, that the Commission hereby authorizes the amended Conditional Use Authorization as requested in Application No. 2013.1535CUA-02, subject to the conditions contained in "EXHIBIT A" of this motion, based on the following findings:

FINDINGS

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

- 1. The above recitals are accurate and constitute findings of this Commission.**
- 2. Project Description.** The current proposal is to amend Condition of Approval Nos. 24, 25, 26 and 32 of Planning Commission Motion No. 20281 to modify the Project's compliance with Sections 166, 155, 155.1, and 155.2, and of 415 of the Planning Code, respectively.

The previously approved Project includes demolition of three buildings: 450 O'Farrell Street (currently occupied by the Fifth Church of Christ, Scientist); 474 O'Farrell Street (one-story, vacant retail building); and 532 Jones Street (one-story restaurant use, with five existing residential units). The original proposal is to merge these three lots, and construct a new mixed-use building rising to 130-foot-tall (13-story), with up to 176 dwelling units, restaurant and/or retail space on the ground floors, and a replacement church (proposed religious institution) incorporated into the ground and two upper levels, below grade parking and mechanical spaces, private and common open space and 116 Class 1 and 9 Class 2 bicycle parking spaces. The project would construct a total of approximately 218,155 square feet ("sf") of development,

including 182,668 sf of residential space, 3,827 sf of restaurant/retail space, 9,555 sf for religious institution use, 8,398 sf of residential open space (288 sf of private open space and 8,110 sf of common open space), and 21,105 sf of below-grade parking (up to 46 spaces). The project also proposes merger of three Lots 007, 009, and 011 in Assessor's Block 0317.

A revised project scope ("amended Project") still includes demolition of the three buildings, construction of up to a 13-story mixed use building with similar massing and basement, ground floor commercial and a new church, and residential open space, but now proposes up to 316 group housing rooms (with a maximum of 632 beds) instead of up to 176 residential units and no longer proposes residential off-street parking. The number of bicycle parking spaces has been modified to: 136 Class 1 and 15 Class 2. The revised project would now construct a total of approximately 207,448 square feet ("sf") of development, including 172,323 sf of residential space, 6,023 sf of restaurant/retail space, 9,924 sf for religious institution use, and approximately 5,056 sf of residential open space. The project also proposes merger of three Lots 007, 009, and 011 in Assessor's Block 0317.

3. **Site Description and Present Use.** The project site is currently occupied by the three-story, 26,904-square-foot Fifth Church of Christ, Scientist, including a 1,400-square-foot parking lot with four parking spaces at 450 O'Farrell Street; a one-story, 4,415-square-foot vacant retail building at 474 O'Farrell Street; and a one-story, 1,012-square-foot restaurant and residential building with five units at 532 Jones Street.
4. **Surrounding Properties and Neighborhood.** The Project Site is located within the RC-4 zoning district, a District defined by its compact, walkable, transit-oriented and mixed-use nature, within the Downtown/Civic Center neighborhood. The immediate context is primarily residential with neighborhood-serving commercial uses. The immediate vicinity includes buildings ranging from five to 12 stories, and within a two-block radius up to 16-stories (including at the end of the subject site block). Within ¼-mile radius east of the site is the dense commercial retail area surrounding Union Square and the western boundary of the Financial District, and within ¼-mile south of the site is the City's major ceremonial and transit corridor Market Street. The project site is located within the boundaries of the Uptown Tenderloin Historic District which is listed in the National Register. Other zoning districts in the vicinity of the project site include C-3-G (Downtown General), C-3-R (Downtown Retail), and P (Public), which exhibit a range of height and bulk districts: 80-T, 80-A, 80-130-F, and 225-S.
5. **Public Outreach and Comments.** To date (as of June 16, 2021), the Department has received 51 form letters in support, 3 other letters of support, including from YIMBY Law and Project Access. SF Housing Action Coalition submitted support and a petition in support signed by 42. The support for the Project is focused on the development of new housing, below market rate options, community-serving retail and new home for the Fifth Church of Christ, Scientist. YIMBY Law has submitted a second letter on June 10 which describes their opinion of the applicability of the Housing Accountability Act to the modified project.

The Department has received 5 letters in opposition to the Project, including from Tenderloin Housing Clinic (THC), Tenderloin Neighborhood Development Corporation (TNDC), Tenant Associations Coalition of San Francisco neighborhood groups, Tenderloin Tenants, and one phone call in opposition. Most recently, THC, TNDC, and the Central City SRO Collaborative provided a joint letter which reiterated their opposition to the project, stating that the Project Sponsor was not adequately engaging with the

community, and that the current proposal of a group housing project does not meet community needs for family housing. This letter also included previous communications from both THC and TNDC, citing the needs for family housing instead of group housing, lack of community engagement, and that the Project Sponsor is misrepresenting their ability to finance the previous project and the goal to serve “essential workers.” Previous correspondence in opposition cites similar concerns that the Project is centered on the shift to group housing, concerns about the community engagement process, and a neighbor’s perception that the church has not been a good neighbor. One letter was received regarding the adequacy of the Addendum prepared for the project, which was resubmitted in advance of the June 24 hearing. Central City Democrats, 86 Dwellers and Alliance for Better District 6 all submitted letters noting multiple concerns about the project and requesting a redesign.

6. Planning Code Compliance. The Commission finds that the Project is consistent with the relevant provisions of the Planning Code as originally described in Section F of Planning Commission Motion No. 20281, except as amended below:

A. Transportation Demand Management (TDM) Plan. Pursuant to Planning Code Section 169 and the TDM Program Standards, the Project shall finalize a TDM Plan prior Planning Department approval of the first Building Permit or Site Permit. As currently proposed, the Project must achieve a target of 12 points.

The Project submitted a completed Environmental Evaluation Application prior to September 4, 2016. Therefore, the Project must only achieve 50% of the point target established in the TDM Program Standards, resulting in a required target of 12 points. As currently proposed, the Project will achieve its required 12 points through the following TDM measures:

- Parking Supply
- Bicycle Parking
- Bicycle Repair Station
- Multimodal Wayfinding Signage
- Real Time Transportation Displays
- On-Site Affordable Housing

B. Inclusionary Affordable Housing Program. Planning Code Section 415 sets forth the requirements and procedures for the Inclusionary Affordable Housing Program. Under Planning Code Section 415.3, these requirements apply to projects that consist of 10 or more units. The applicable percentage is dependent on the number of units in the project, the zoning of the property, and the date of the accepted Project Application. A Project Application was accepted on November 21, 2014, project approval was granted on September 13, 2018, and a site permit was issued on May 13, 2020; therefore, pursuant to Planning Code Section 415.3 the Inclusionary Affordable Housing Program requirement for the On-site Affordable Housing Alternative is to provide 13.5% of the proposed group housing rooms/ dwelling units as affordable.

The Project Sponsor has demonstrated that it is eligible for the On-Site Affordable Housing Alternative under Planning Code Section 415.5 and 415.6 and has submitted an ‘Affidavit of Compliance with the Inclusionary Affordable Housing Program: Planning Code Section 415,’ to satisfy the requirements of the

Inclusionary Affordable Housing Program by providing the affordable housing on-site instead of through payment of the Affordable Housing Fee. For the Project Sponsor to be eligible for the On-Site Affordable Housing Alternative, the Project Sponsor must submit an 'Affidavit of Compliance with the Inclusionary Affordable Housing Program: Planning Code Section 415,' to the Planning Department stating that any affordable units designated as on-site units shall be rental units and will remain as rental units for the life of the project. The Project Sponsor submitted such Affidavit on August 21, 2020. The applicable percentage is dependent on the total number of units in the project, the zoning of the property, and the date of the accepted Project Application. A Project Application was accepted on November 24, 2014, project approval was granted on September 13, 2018, and a site permit issued May 13, 2020; therefore, pursuant to Planning Code Section 415.3 the Inclusionary Affordable Housing Program requirement for the On-site Affordable Housing Alternative is to provide 13.5% of the total proposed dwelling units as affordable to low-income households, as defined by the Planning Code and Procedures Manual. 43 units/rooms of the total 316 units/rooms and 5 replacement units/rooms, for a total of 48 provided will be affordable units. If the Project becomes ineligible to meet its Inclusionary Affordable Housing Program obligation through the On-site Affordable Housing Alternative, it must pay the Affordable Housing Fee with interest, if applicable.

- 7. Conditional Use Findings.** Planning Code Section 303 establishes criteria for the Planning Commission to consider when reviewing applications for Conditional Use authorization. On balance, the Project is consistent and does comply with said criteria as originally described in Section G of Planning Commission Motion No. 20281, except as amended below:

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

The Downtown/ Civic Center neighborhood contains a mix of residential, commercial and institutional uses, including religious facilities. This mixed-use building will be compatible with that neighborhood mix of uses. The project will provide rental housing, ground floor retail space, and a new Christian Science church and Reading Room (institutional use) to replace the existing church site (deemed obsolete and oversized), a vacant commercial building adjacent to the church, and a one-story restaurant building containing five existing residential units that will be replaced on-site. Specifically, this mixed-use project includes 316 newly constructed group housing rooms (with 48 on-site affordable rooms including the five replacement units), supporting a need in the City, a new church facility, and retail space.

- B. The proposed project will not be detrimental to the health, safety, convenience or general welfare of persons residing or working in the vicinity. There are no features of the project that could be detrimental to the health, safety or convenience of those residing or working the area, in that:

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

The project's proposed building massing is consistent with the character and design of the

neighborhood, and will not impede any development of surrounding properties. The project would be a contemporary, but compatible, design that references the character-defining features of the surrounding district and is compatible with size and scale, composition, materials, and architectural details. The massing is compatible in terms of lot occupancy, solid-to-void ratio, and vertical articulation. The elements include the new church structure, and two different architectural styles for floors seven and above. The expression of the upper levels is compatible with the overall design and district but read as secondary elevations. Finally, a vertical notch is proposed at the corner of O'Farrell Street and Shannon Alley, further reducing the building's massing impact. The building's design is well-articulated horizontally and vertically to reduce the apparent massing.

Pursuant to Condition of Approval Nos. 12a and 13 in Motion No. 20281, the Project design was modified to remove the existing colonnaded façade at 450 O'Farrell Street from the project, and the revised design was presented to the Planning Commission at an informational hearing on October 3, 2019.

- (2) The accessibility and traffic patterns for persons and vehicles, the type and volume of such traffic, and the adequacy of proposed off-street parking and loading;

The Project site is located accessible by public transit, with multiple public transit alternatives (MUNI Bus lines 2-Clement, 3-Jackson, 27-Bryant, 31-Balboa, 38-Geary, 38R-Geary Rapid, and 45-Union/Stockton; Powell Street and Civic Center BART/MUNI) within close walking distance. Additionally, the Project site is directly adjacent to O'Farrell and Jones Streets, both major thoroughfares which provide ready access to those driving.

Parking is available either along surrounding neighborhood streets or within the proposed minimal off-street parking for the institutional use. The vehicular entrance is located on Shannon Street, which will be less detrimental to the existing traffic pattern than would be a garage entrance on O'Farrell Street, which has a dedicated transit lane and one vehicular travel lane. The residential entrance, including entrance to the on-site bicycle parking, is located off O'Farrell Street. Pedestrian entrances to the retail and church uses are on O'Farrell and additional retail use from Jones Streets, further activating those major streets. Given the small amount of retail space (less than 10,000 square feet) and limited loading needs as discussed in the project EIR, the project will seek an exception to off-street loading requirements by providing an on-street solution. The development will not be detrimental to the convenience of persons residing or working in the vicinity.

- C. That the use as proposed would provide development that is in conformity with the purpose of the applicable Neighborhood Commercial District.

The project site is located within the RC-4 zoning district and subarea No. 1 of the North of Market Residential Special Use District. This SUD has a stated purpose which includes protect and enhance important housing resources in an area near downtown, conserve and upgrade existing low and moderate income housing stock, preserve buildings of architectural and historic importance and

preserve the existing scale of development, maintain sunlight in public spaces, encourage new infill housing at a compatible density, limit the development of tourist hotels and other commercial uses that could adversely impact the residential nature of the area, and limit the number of commercial establishments which are not intended primarily for customers who are residents of the area. Considered as a whole, although the project demolishes historic resources, the Project would add housing and commercial goods and services to add to and to support the residential-commercial District, in addition to a new church facility, into one mixed-use building. The Project site is well-served by transit and existing commercial services, with amenities accessible by foot, bike or transit. The Project includes 316 group housing rooms with 632 beds, and provision of on-site affordable units. On balance, the Project conforms with multiple goals and policies of the General Plan.

8. Planned Unit Development. Section 304 establishes criteria and limitations for the authorization of Planned Unit Development (PUD)'s over and above those applicable to Conditional Uses in general and contained in Section 303 and elsewhere in the Code. In cases of projects on sites ½-acre or greater that exhibit outstanding overall design and are complementary to the design and values of the surrounding area. The Commission finds that the Project is consistent with the relevant provisions of the Planning Code as originally described in Section H of Planning Commission Motion No. 20281, except as amended below:

A. Specifically, the project seeks these modifications:

- (1) *A modification of the rear yard requirements per Section 134(j) of the Planning Code is still required, as a modification through the PUD process, to allow for open space in a configuration other than a rear yard.*
- (2) *An exception to dwelling unit requirements is not required for the amended Project, as it complies with Section 140 of the Planning Code.*
- (3) *An exception to the off-street loading requirements per Section 152 of the Planning Code is still required, which requires one residential loading space for the project.*
- (4) *An exception to permitted obstructions is not required for the amended Project, as the amended Project complies with Section 136(c) of the Planning Code.*

B. On balance, the Project complies with said criteria of Section 304(d) in that it:

- (1) Provides off-street parking adequate for the occupancy proposed;

Off-street parking is not required in the RC-4 zoning district. The project provides off-street parking for the religious institution, with up to 6 dedicated for that use. Balanced with multiple transit lines within ¼-mile, options for walking, and over 85 bicycle parking spaces, both on-site and on the sidewalks, this limited off-street parking is adequate and appropriate for the proposed uses, for this downtown location.

- (2) Be limited in dwelling unit density to less than the density that would be allowed by Article 2 of this Code for a district permitting a greater density, so that the

Planned Unit Development will not be substantially equivalent to a reclassification of property;

Pursuant to Section 209.3 of the Planning Code, the RC-4 residential high-density zoning district, permits a group housing density up to one bedroom per every 70 square feet of lot area. On this 22,106 square foot site, 316 bedrooms are permitted with up to 632 beds. Accordingly, no increase in density is being sought.

9. Additional Findings to Section 303(c) for Conditional Use Authorization request. Each Planning Code Section may establish criteria for the Planning Commission to consider when reviewing applications for Conditional Use Authorization. The Commission finds that the Project is consistent with the relevant provisions of the Planning Code as originally described in Section I of Planning Commission Motion No. 20281, except as amended below:

A. Additional Findings pursuant to Section 317 establishes criteria for the Planning Commission to consider in addition to Section 303(c) when reviewing applications to demolish or convert Residential Buildings. On balance, the Commission finds that the Project is consistent with the relevant provisions of the Planning Code as originally described in Section I of Planning Commission Motion No. 20281, except as amended below:

(1) whether the project removes rental units subject to the Residential Rent Stabilization and Arbitration Ordinance or affordable housing;

The existing five units are not deed-restricted, tax-credit funded affordable housing. Although Planning Staff does not have the authority to make a determination on the rent control status of a property, it is to be assumed that the units to be demolished are subject to the Residential Rent Stabilization and Arbitration Ordinance due to building construction date circa 1950. Only two of the five units are occupied, and the project sponsor will be working with Mayor's Office of Housing and Community Development (MOHCD) and other parties to ensure a relocation plan. The project includes five additional on-site affordable units in excess of its inclusionary housing requirement (13.5%, or 43 units) as new, on-site replacement units. The project proposes a total of 48 on-site affordable units pursuant to Section 415 of the Planning Code.

(2) whether the project conserves existing housing to preserve cultural and economic neighborhood diversity;

Although the existing housing will not be conserved, the mixed-use project, which merges three lots, will replace the five existing units – only two of which are currently occupied – with 316 newly constructed group housing rooms. The five replacement rooms and 311 group housing rooms in the project meet the stated purpose of the North of Market Residential Special Use District and the City's priority policies to encouraging dense infill housing in close proximity to transit. By providing a varied bedroom mix and on-site affordable units (41 inclusionary units/rooms and 5 replacement inclusionary units/rooms), the surrounding neighborhood's cultural and economic diversity will be enhanced.

- (3) whether the project conserves neighborhood character to preserve neighborhood cultural and economic diversity;

The project conserves neighborhood character with a mixed-use project including 316 newly constructed group housing rooms, including 48 units/rooms as on-site affordable, a church, retail space, all while including features that are consistent with the character defining features of the Uptown Tenderloin National Register Historic District. Architectural elements from existing structures will be incorporated into the new building design to maintain its connection to the neighborhood's history. The new building design is compatible with the prevailing development pattern and neighborhood character on the project and surrounding blocks. The group housing rooms – primary one bed but a small number with two beds per room – is balanced with compliant residential open space at various levels and communal amenity space throughout the residential portion. The minimal amount of ground floor retail supports the new and existing residential uses, and, overall, the project seeks to enhance the neighborhood's economic and cultural diversity. Pursuant to Condition of Approval Nos. 12a and 13 in Motion No. 20281, the Project design was modified to remove the existing colonnaded façade at 450 O'Farrell Street from the project, and the revised design was presented to the Planning Commission at an informational hearing on October 3, 2019.

- (4) whether the project protects the relative affordability of existing housing;

None of the five units in the existing building are deed-restricted affordable housing, however, are presumed to be subject to the Rent Stabilization and Arbitration Ordinance. The Project as a whole is required to comply with San Francisco's inclusionary housing program under Section 415 of the Planning Code. In addition, the five units to be demolished will be replaced as on-site inclusionary. As a result, 15.2% of the group housing rooms provided on-site will be affordable (41 required inclusionary units/rooms and 5 replacement inclusionary units/rooms).

- (5) whether the project increases the number of permanently affordable units as governed by Section 415;

By demolishing the five existing units, and replacing them with a project that will comply with Section 415 of the Planning Code, the number of affordable units will increase. The Project's required inclusionary is 13.5% or 41 affordable units/rooms and the replacement five affordable units/rooms, will produce a project with 46 on-site affordable units/rooms, thereby increasing the supply of newly constructed affordable units within a market-rate project.

- (6) whether the project increases the number of family-sized units on-site;

The five existing units are all studios, and therefore are not family-sized. The project currently proposes 316 group housing rooms with up to 632 beds. The project includes approximately 28 group housing rooms which exceed 500 square feet are intended for occupancy of two or more individuals.

- (7) whether the project is of superb architectural and urban design, meeting all relevant design guidelines, to enhance existing neighborhood character;

The project is of superb architectural and urban design quality and enhances existing neighborhood character. The EIR for the project has determined the new building compatible with the Uptown Tenderloin National Register Historic District. The project will be a contemporary, but compatible, design that references the character-defining features of the surrounding district, in terms of size and scale, composition, and materials. The massing is compatible in terms of lot occupancy, solid-to-void ratio, and vertical articulation. Materials selection includes pre-cast concrete, with varying finishes, with deep recesses for glazing at the primary elevations fronting the street, and non-reflective metal panel systems with vertical oriented glazing and spandrel panel at the elevations setback from the street and secondary elevations. Further, the design minimizes the building's mass with alternating setbacks, which seeks to minimize the appearance of bulk and minimize impacts to adjacent neighbors light and air, consistently applied design guidelines.

Pursuant to Condition of Approval Nos. 12a and 13 in Motion No. 20281, the Project design was modified to remove the existing colonnaded façade at 450 O'Farrell Street from the project, and the revised design was presented to the Planning Commission at an informational hearing on October 3, 2019.

- (8) whether the project increases the number of on-site Dwelling Units;

The existing 532 Jones Street building contains five presumed studio dwelling units. The project proposes 316 group housing rooms which is an increase of on-site residential units/ rooms.

- (9) whether the project increases the number of on-site bedrooms;

The existing 532 Jones Street building contains five studio units, i.e. no bedrooms. The project currently proposes to increase the number beds to a maximum of 632 beds in 316 bedrooms.

- (10) whether or not the replacement project would maximize density on the subject lot;

The project provides 316 group housing rooms (with up to 632 beds) by proposing to merge three lots - the 532 Jones Street, 474 O'Farrell Street and 450 O'Farrell Street lots - and developing one building. Density permitted for group housing in the RC-4 zoning district would allow 316 group rooms on this site. By merging three lots and building vertically to the permitted height limit for the site, the project is able to provide full use of the density available on the subject lot, as well as the adjacent two lots. Notably, the project sculpts the massing adjacent to the existing neighbors to preserve light and air.

B. Additional Findings pursuant to Section 253(b)(1) establishes criteria for the Planning

Commission to consider in addition to Section 303(c) when reviewing applications for a building exceeding a height of 40 feet in a RM or RC District where the street frontage is more than 50 feet. In reviewing any such proposal for a building or structure exceeding 40 feet in height in a RH District, 50 feet in height in a RM or RC District, or 40 feet in a RM or RC District where the street frontage of the building is more than 50 feet the Planning Commission shall consider the expressed purposes of this Code, of the RH, RM, or RC Districts, and of the height and bulk districts, set forth in Sections 101, 209.1, 209.2, 209.3, and 251 hereof, as well as the criteria stated in Section 303(c) of this Code and the objectives, policies and principles of the General Plan, and may permit a height of such building or structure up to but not exceeding the height limit prescribed by the height and bulk district in which the property is located. On balance, the Commission finds that the Project is consistent with the relevant provisions of the Planning Code as originally described in Section I of Planning Commission Motion No. 20281, except as amended below:

The height of the building varies from 55 feet to 130 feet, exceeding the 40 feet in height on a site with more than 50 feet of street frontage in an RC district, but in compliance with the 80-T-130-T height and bulk district applicable to this project site. As discussed at length in the Section 303(c) findings and further in the General Plan Compliance section, the project is on balance compatible with the criteria, objectives, and policies and principles of the RC-4 district, North of Market Residential Special Use District subarea No. 1, and the General Plan. Specifically, RC-4 districts call for a mixture of high-density dwellings with supporting commercial uses and open space. The project provides that 316 group housing rooms, with retail and religious institution uses on the lower levels.

- C. **Additional Findings pursuant to Section 249.5(c)(1) for Section 263.7** establishes criteria for the Planning Commission to consider in addition to Section 303(c) when reviewing applications for a building exceeding a height of 80 feet in the North of Market Residential Special Use District. In the 80-120-T and 80-130-T Height and Bulk Districts located within the North of Market Residential Special Use District (NOMRSUD), heights higher than 80 feet would be appropriate in order to effect a transition from the higher downtown heights to the generally lower heights of the existing buildings in the NOMRSUD core area and the Civic Center area and to make more feasible the construction of new housing, provided that development of the site is also consistent with the general purposes of the NOMRSUD as set forth in Section 249.5(b). In making determinations on applications for Conditional Use authorizations required for uses located within the North of Market Residential Special Use District, the Planning Commission shall consider the purposes as set forth in Subsection 249.5(b) as delineated below. On balance, the Commission finds that the Project is consistent with the relevant provisions of the Planning Code as originally described in Section I of Planning Commission Motion No. 20281, except as amended below:

- (1) protect and enhance important housing resources in an area near downtown;
The project increases housing resources in the downtown area with proposed 316 group housing rooms.
- (2) conserve and upgrade existing low and moderate income housing stock;
The project replaces the existing five residential units with newly constructed replacement units/rooms. As such, the project provides a total of 48 on-site inclusionary affordable units/rooms.

- D. **Additional Findings pursuant to Section 271(c)** establishes criteria for the Planning Commission to consider in addition to Section 303(c) when reviewing applications for a building's bulk limits to be exceeded. Exceptions to the Section 270 bulk limits are permitted through Section 271. On balance, the Commission finds that the Project is consistent with the relevant provisions of the Planning Code as originally described in Section I of Planning Commission Motion No. 20281, except as amended below:
- a. The appearance of bulk in the building, structure or development shall be reduced by means of at least one and preferably a combination of the following factors, so as to produce the impression of an aggregate of parts rather than a single building mass:
 - i. Major variations in the planes of wall surfaces, in either depth or direction, that significantly alter the mass;
 - ii. Significant differences in the heights of various portions of the building, structure or development that divide the mass into distinct elements;
 - iii. Differences in materials, colors or scales of the facades that produce separate major elements;
 - iv. Compensation for those portions of the building, structure or development that may exceed the bulk limits by corresponding reduction of other portions below the maximum bulk permitted; and
 - v. In cases where two or more buildings, structures or towers are contained within a single development, a wide separation between such buildings, structures or towers.
 - b. In every case the building, structure or development shall be made compatible with the character and development of the surrounding area by means of all of the following factors:
 - i. A silhouette harmonious with natural land-forms and building patterns, including the patterns produced by height limits;
 - ii. Either maintenance of an overall height similar to that of surrounding development or a sensitive transition, where appropriate, to development of a dissimilar character;
 - iii. Use of materials, colors and scales either similar to or harmonizing with those of nearby development; and
 - iv. Preservation or enhancement of the pedestrian environment by maintenance of pleasant scale and visual interest.

The project's O'Farrell Street elevation is articulated to break the massing down into several distinct sections. The 13-story massing would be setback from the street/retained façade. Vertical recesses are introduced at ground level between the church and other massing, and above ground level to break up massing and increase articulation.

The proposed O'Farrell Street elevation references the tripartite composition characteristic of the district. Specifically, the existing 450 O'Farrell Street façade and the proposed church façade will be the base, the apartments will be the middle, and the parapet will define the

top. The proposed base at the new church and at the Jones Street elevation will be further articulated as a two-part vertical composition with a high ground floor, similar to the bases of the adjacent and surrounding district contributors.

The articulation of the proposed façade along on O'Farrell Street will divide the façade in vertical subzones and will reflect the verticality of the nearby buildings by breaking up the form. The projecting precast concrete sections (rendered in white) with punched rectangular windows accentuate the elongated form of the building. On the western half of the elevation, the orientation of the rectangular windows strengthens verticality while adding rhythm to the façade, through application of an alternate materials palette: non-reflective metal, spandrel panel and glazing system. The secondary façades, including the western setback and the Shannon Street elevation, will be relatively flat, broken by lines and projecting balconies on Shannon Street.

Continuous street walls are typical of the district. The 8-story building component to the west, which will be clad in a textured pre-clad concrete and will house the new church, will extend to the property line. In addition, the Jones Street elevation will also extend to the property line, creating a continuous street wall. This urban design move preserves and enhances the pedestrian environment since the required use of transparency at these elevations provides an openness for pedestrians and users.

The building's design is well-articulated in order to reduce the apparent massing and includes retention of a unique urban design feature as a device to orient the community. The site is within the Uptown Tenderloin National Register Historic District, and the new building has been determined compatible with the District and the character of the surrounding neighborhood, specifically the scale and size, composition, materials, and architectural details.

Pursuant to Condition of Approval Nos. 12a and 13 in Motion No. 20281, the Project design was modified to remove the existing colonnaded façade at 450 O'Farrell Street from the project, and the revised design was presented to the Planning Commission at an informational hearing on October 3, 2019. The amended Project does not exceed the original approval of bulk exceedance.

10. General Plan Compliance. The Project is, on balance, consistent with the following Objectives and Policies of the General Plan as originally described in Section J of Planning Commission Motion No. 20281. The amended Project is consistent with the following Objectives and Policies of the General Plan, except as amended below:

HOUSING ELEMENT

Objectives and Policies

OBJECTIVE 1

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

Policy 1.1

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

Policy 1.2

Focus housing growth and infrastructure necessary to support growth according to community plans. Complete planning underway in key opportunity areas such as Treasure Island, Candlestick Park and Hunter's Point Shipyard.

Policy 1.10

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

OBJECTIVE 2

RETAIN EXISTING HOUSING UNITS, AND PROMOTE SAFETY AND MAINTENANCE STANDARDS, WITHOUT JEOPARDIZING AFFORDABILITY.

Policy 2.1

Discourage the demolition of sound existing housing, unless the demolition results in a net increase in affordable housing.

OBJECTIVE 4

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

Policy 4.1

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

Policy 4.4

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

Policy 4.5

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

OBJECTIVE 11

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

Policy 11.1

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

Policy 11.2

Ensure implementation of accepted design standards in project approvals.

Policy 11.3

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

Policy 11.4

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

Policy 11.6

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

Policy 11.8

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

OBJECTIVE 12

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

Policy 12.2

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

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.

Policy 1.7

Recognize the natural boundaries of districts, and promote connections between districts.

OBJECTIVE 2

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 2.6

Respect the character of older development nearby in the design of new buildings.

OBJECTIVE 3

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 3.1

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

Policy 3.5

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

COMMERCE AND INDUSTRY ELEMENT

Objectives and Policies

OBJECTIVE 1

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

Policy 1.1

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

OBJECTIVE 2

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

Policy 2.1

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

OBJECTIVE 6

MAINTAIN AND STRENGTHEN VIABLE NEIGHBORHOOD COMMERCIAL AREAS EASILY ACCESSIBLE TO CITY RESIDENTS.

Policy 6.4

Encourage the location of neighborhood shopping areas throughout the city so that essential retail goods and personal services are accessible to all residents.

The Project is a high-density residential development at an infill site, providing 316 group housing rooms in a mixed-use area. The Project includes 43 net new on-site affordable housing units/rooms for rent, plus five replacement units, which assist in meeting the City's affordable housing goals. The Project is also in close proximity to ample public transportation.

The Project generally promotes the purpose of the North of Market Residential Special Use District through infill housing at compatible density. The project introduces 311 net new group housing rooms with on-site affordable units near downtown, provides five new replacement units/ rooms on-site, proposes less than 10,000 square feet of ground floor commercial which can support existing and new residents, and does not shade public open spaces. Although the proposal does not preserve historic architectural resources, the new building scale, materials and architectural features are compatible with the surrounding neighborhood character and buildings. The Project will activate O'Farrell Street with the re-located church site and retail use, Shannon Street with the residential lobby, and Jones Street with additional retail use. Further, street improvements such as street trees and bicycle parking will further enhance the public realm, consistent with the better street plan policies in the General Plan.

The proposed new construction would produce high-quality architectural design that is compatible with the surrounding neighborhood and with the Uptown Tenderloin National Register Historic District, in which the site is located. The new building will reflect the characteristic pattern which gives to the City and its neighborhood an image, sense of purpose, and a means of orientation; and, moderating major new development to complement the City pattern, by providing a new, mixed-use development consistent with neighboring 6- to 19-story development in close proximity to the site. The Project would provide a new religious facility that will enable an existing church, which in its current location has been located at this site for more than 90 years, to continue to be located within the community and provide updated, code compliant, and expanded religious instructional and outreach facilities, while salvaging and reusing certain features of the building's interior elements.

Although the project does not provide family housing, the substantial number of new rooms provides housing opportunity. The project, on balance, promotes the policies and objectives of the General Plan by locating housing at a mixed-use infill development site, with neighborhood-serving commercial, and at a density to support it, where households can easily rely on public transportation, walking and bicycling for a majority of daily trips.

11. Planning Code Section 101.1(b) establishes eight priority-planning policies and requires review of permits for consistency with said policies. The Project is, on balance, consistent with the priority policies as originally described in Section 3 of Planning Commission Motion No. 20281. The amended Project is consistent with the following policies and as amended below:

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

The project site does not possess any neighborhood-serving retail uses. The Project provides 316 group housing units, which will enhance the nearby retail uses by providing new residents, who may patron and/or own these businesses.

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

The project introduces 311 net new group housing rooms with on-site affordable units near downtown, provides five new replacement group housing rooms/ units as on-site affordable units, proposes less than 4,000 square feet of ground floor commercial which can support existing and

new residents, and does not shade public open spaces. Although the proposal does not preserve historic architectural resources, the new building scale, materials and architectural features are compatible with the surrounding neighborhood character and buildings. The Project will activate O'Farrell Street with the re-located church site and retail use, Shannon Street with the residential lobby, and Jones Street with additional retail use. The new building will reflect the characteristic pattern which gives to the City and its neighborhood an image, sense of purpose, and a means of orientation; and, moderating major new development to complement the City pattern, by providing a new, mixed-use development consistent with neighboring 6- to 19-story development in close proximity to the site.

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

The project proposes to replace the five existing residential units, none of which are deed-restricted affordable units but are presumed to be subject to the Rent Stabilization and Arbitration Ordinance, with 316 total group housing rooms, 48 of which are designated on-site affordable housing. As a result, the project creates an increase in the City's supply of affordable housing.

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

The Project Site is served by nearby public transportation options. The Project site is very accessible by public transit, with multiple public transit alternatives (MUNI Bus lines 2-Clement, 3-Jackson, 27-Bryant, 31-Balboa, 38-Geary, 38R-Geary Rapid, and 45-Union/Stockton; Powell Street and Civic Center BART/MUNI) within close walking distance. Additionally, the Project site is directly adjacent to O'Farrell and Jones Streets, both major thoroughfares which provide ready access to those driving.

Parking is available either along surrounding neighborhood streets. The proposed garage has up to 6 parking spaces, all dedicated to churchgoers, in addition to 73 Class 1 and 12 Class 2 bicycle spaces. Given the accessibility of the project site, and the limited retail uses proposed, the project will not create community traffic that impedes MUNI service or overburdens the streets.

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

The Project does not include commercial office development..

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

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

- G. That landmarks and historic buildings be preserved.

Part of the project includes demolition of a building (450 O'Farrell Street) determined individually eligible for the California Register of Historic Resources. In certifying the Project's Environmental Impact Report (EIR), the Planning Commission adopted a Statement of Overriding Considerations, Motion No. 20280, finding that the impacts of demolition of the individual historic architectural resource are outweighed by the benefits of the Project. The proposed new construction would produce high-quality architectural design that is compatible with the Uptown Tenderloin National Register Historic District, in which the site is located.

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

Although the Project does cast shadow on the adjacent public park, the adjacent public park (Parque Ninos Unidos) is still afforded access to sunlight, which should not dramatically affect the use and enjoyment of this park. Since the Project is not more than 40-ft tall, additional study of the shadow impacts was not required per Planning Code Section 295.

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

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

- 13.** 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.
- 14.** The Commission hereby finds that approval of the amended Planned Unit Development/Conditional Use Authorization would promote the health, safety and welfare of the City.

DECISION

That based upon the Record, the submissions by the Applicant, the staff of the Department and other interested parties, the oral testimony presented to this Commission at the public hearings, and all other written materials submitted by all parties, the Commission hereby **APPROVES an amended Planned Unit Development/Conditional Use Authorization Application No. 2013.1535CUA-02** subject to the original conditions authorized through Planning Commission Motion No. 20281 as "Exhibit A" of that motion, with exception Condition Nos. 24, 25, 26 and 32 of Motion No. 20281, which is amended as described and attached to this Motion hereto as "EXHIBIT A", in general conformance with plans on file, dated December 7, 2020, and stamped "EXHIBIT B", which is incorporated herein by reference as though fully set forth.

This project has undergone environmental review pursuant to the California Environmental Quality Act and Chapter 31 of the San Francisco Administrative Code. The Planning Commission certified the Final Environmental Impact Report (EIR) for the project on September 13, 2018 (Motion No. 20279). On December 21, 2020, the Planning Department published an addendum to Final EIR for the Project. The Planning Department concluded that no further environmental review is required for this revised Project for the reasons set forth in the Addendum. This Commission concurs with that conclusion. On September 13, 2018, the Commission adopted Motion No. 20280 adopting CEQA findings for the original Project, including a Statement of Overriding Considerations, and adopted a Mitigation Monitoring and Reporting Program (MMRP) for the Project. Those findings and adoption of the MMRP set forth in Motion No. 20280 are incorporated by reference in this Motion as though fully set forth herein.

APPEAL AND EFFECTIVE DATE OF MOTION: Any aggrieved person may appeal this Conditional Use Authorization to the Board of Supervisors within thirty (30) days after the date of this Motion. The effective date of this Motion shall be the date of this Motion if not appealed (after the 30-day period has expired) OR the date of the decision of the Board of Supervisors if appealed to the Board of Supervisors. For further information, please contact the Board of Supervisors at (415) 554-5184, City Hall, Room 244, 1 Dr. Carlton B. Goodlett Place, San Francisco, CA 94102.

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

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

I hereby certify that the Planning Commission ADOPTED the foregoing Motion on April 15, 2021.

Jonas P. Ionin
Commission Secretary

AYES:

NAYS:

ABSENT:

RECUSE:

ADOPTED: June 24, 2021

EXHIBIT A

Authorization

This authorization is for amended conditional use authorization to modify Condition of Approval Nos. 24, 25, 26 and 32 of Planning Commission Motion No. 20281 to allow: a mixed-use building, with group housing residential use, institutional use and ground floor commercial for the Project located at 450-474 O'Farrell and 532 Jones Street, Block 0317, Lots 007, 009, and 011 within the **RC-4 Zoning** District and a **80-T-130-T** Height and Bulk District; in general conformance with plans, dated **December 7, 2020**, and stamped "EXHIBIT B" included in the docket for Record No. **2013.1535CUA-02** and subject to conditions of approval reviewed and approved by the Commission on **June 24, 2021** 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 24, 2021** 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

- 1. Parking for Affordable Units.** The amended Project no longer includes off-street residential parking, therefore, this Condition of Approval no longer applies.

For information about compliance, contact Code Enforcement, Planning Department at 628.652.7463, www.sfplanning.org

- 2. Car Share.** Pursuant to Planning Code Section 166, zero car share spaces shall be made available. The amended Project includes fewer than 24 parking spaces for the non-residential use and no longer includes parking for the residential use, therefore, this Condition of Approval does not apply.

For information about compliance, contact Code Enforcement, Planning Department at 628.652.7463, www.sfplanning.org

- 3. Bicycle Parking** Pursuant to Planning Code Sections 155, 155.1, and 155.2, the Project shall provide no fewer than **151** bicycle parking spaces (**136** Class 1 spaces for the residential and religious uses portion of the Project and **15** Class 2 spaces for the residential, religious, and commercial uses portion of the Project). SFMTA has final authority on the type, placement and number of Class 2 bicycle racks within the public ROW. Prior to issuance of first architectural addenda, the project sponsor shall contact the SFMTA Bike Parking Program at bikeparking@sfmta.com to coordinate the installation of on-street bicycle racks and ensure that the proposed bicycle racks meet the SFMTA's bicycle parking guidelines. Depending on local site conditions and anticipated demand, SFMTA may request the project sponsor pay an in-lieu fee for Class II bike racks required by the Planning Code.

For information about compliance, contact Code Enforcement, Planning Department at 628.652.7463, www.sfplanning.org

- 4. Inclusionary Affordable Housing Program.** The following Inclusionary Affordable Housing Requirements are those in effect at the time of Planning Commission action. In the event that the requirements change, the Project Sponsor shall comply with the requirements in place at the time of issuance of first construction document.

- a. Number of Required Units.** Pursuant to Planning Code Section 415.3, the Project is required to provide 13.5% of the proposed dwelling units as affordable to qualifying households. The Project contains 316 units/rooms, of which 5 are replacement units/rooms; therefore, 48 affordable units/rooms are currently required (43 units/rooms to satisfy the 13.5% on site requirement and 5 replacement units/rooms). The Project Sponsor will fulfill this requirement by providing the 46 affordable units on-site. If the number of market-rate units change, the number of required affordable units shall be

modified accordingly with written approval from Planning Department staff in consultation with the Mayor's Office of Housing and Community Development ("MOHCD").

For information about compliance, contact the Case Planner, Planning Department at (628) 652-7600, www.sfplanning.org or the Mayor's Office of Housing and Community Development at (415) 701-5500, www.sfmohcd.org.

- b. **Unit Mix.** The Project contains 316 group housing rooms; therefore, the required affordable unit mix is 43 group housing rooms. In addition, five replacement group housing rooms/ units are required. If the market-rate unit mix changes, the affordable unit mix will be modified accordingly with written approval from Planning Department staff in consultation with MOHCD.

For information about compliance, contact the Case Planner, Planning Department at (628) 652-7600, www.sfplanning.org or the Mayor's Office of Housing and Community Development at (415) 701-5500, www.sfmohcd.org.

- c. **Income Levels for Affordable Units.** Pursuant to Planning Code Section 415.3, the Project is required to provide 13.5% of the proposed dwelling units as affordable to qualifying households at a rental rate of 55% of Area Median Income. If the number of market-rate units change, the number of required affordable units shall be modified accordingly with written approval from Planning Department staff in consultation with the Mayor's Office of Housing and Community Development ("MOHCD").

For information about compliance, contact the Case Planner, Planning Department at (628) 652-7600, www.sfplanning.org or the Mayor's Office of Housing and Community Development at (415) 701-5500, www.sfmohcd.org.

- d. **Minimum Unit Sizes.** Affordable units are not required to be the same size as the market rate units and may be 90% of the average size of the specified unit type. For buildings over 120 feet in height, as measured under the requirements set forth in the Planning Code, the average size of the unit type may be calculated for the lower 2/3 of the building as measured by the number of floors.

For information about compliance, contact the Case Planner, Planning Department at (628) 652-7600, www.sfplanning.org or the Mayor's Office of Housing and Community Development at (415) 701-5500, www.sfmohcd.org.

- e. **Replacement of Existing Affordable Units.** The principal project has resulted in demolition, conversion, or removal of affordable housing units that are subject to a recorded covenant, ordinance, or law that restricts rents to levels affordable to persons and families of moderate-, low- or very-low-income, or housing that is subject to any form of rent or price control through a public entity's valid exercise of its police power and determined to be affordable housing. Pursuant to Planning Code Section

415.6(a)(9), the project sponsor shall replace the five (5) units that were removed with units of a comparable number of bedrooms and rents. The project shall replace five (5) units (5 group housing rooms/units) priced at 55% AMI.

For information about compliance, contact the Case Planner, Planning Department at (628) 652-7600, www.sfplanning.org or the Mayor's Office of Housing and Community Development at (415) 701-5500, www.sfmohcd.org.

- f. **Notice of Special Restrictions.** The affordable units shall be designated on a reduced set of plans recorded as a Notice of Special Restrictions on the property prior to architectural addenda. The designation shall comply with the designation standards published by the Planning Department and updated periodically.

For information about compliance, contact the Case Planner, Planning Department at (628) 652-7600, www.sfplanning.org or the Mayor's Office of Housing and Community Development at (415) 701-5500, www.sfmohcd.org.

- g. **Phasing.** If any building permit is issued for partial phasing of the Project, the Project Sponsor shall have designated not less than thirteen and a half percent (13.5%) plus the five replacement units, or the applicable percentage as discussed above, of the each phase's total number of dwelling units as on-site affordable units.

For information about compliance, contact the Case Planner, Planning Department at (628) 652-7600, www.sfplanning.org or the Mayor's Office of Housing and Community Development at (415) 701-5500, www.sfmohcd.org.

- h. **Duration.** Under Planning Code Section 415.8, all units constructed pursuant to Section 415.6, must remain affordable to qualifying households for the life of the project.

For information about compliance, contact the Case Planner, Planning Department at (628) 652-7600, www.sfplanning.org or the Mayor's Office of Housing and Community Development at (415) 701-5500, www.sfmohcd.org.

- i. **Reduction of On-Site Units after Project Approval.** Pursuant to Planning Code Section 415.5(g)(3), any changes by the project sponsor which result in the reduction of the number of on-site affordable units shall require public notice for hearing and approval from the Planning Commission.

For information about compliance, contact the Case Planner, Planning Department at (628) 652-7600, www.sfplanning.org or the Mayor's Office of Housing and Community Development at (415) 701-5500, www.sfmohcd.org.

- j. **Other Conditions.** The Project is subject to the requirements of the Inclusionary Affordable Housing Program under Section 415 et seq. of the Planning Code and City and County of San Francisco Inclusionary Affordable Housing Program Monitoring and Procedures Manual ("Procedures Manual"). The Procedures Manual, as amended from

time to time, is incorporated herein by reference, as published and adopted by the Planning Commission, and as required by Planning Code Section 415. Terms used in these conditions of approval and not otherwise defined shall have the meanings set forth in the Procedures Manual. A copy of the Procedures Manual can be obtained at the MOHCD at 1 South Van Ness Avenue or on the Planning Department or MOHCD websites, including on the internet at: <http://sf-planning.org/Modules/ShowDocument.aspx?documentid=4451>. As provided in the Inclusionary Affordable Housing Program, the applicable Procedures Manual is the manual in effect at the time the subject units are made available for sale.

For information about compliance, contact the Case Planner, Planning Department at (628) 652-7600, www.sfplanning.org or the Mayor's Office of Housing and Community Development at (415) 701-5500, www.sfmohcd.org.

- i. The affordable unit(s) shall be designated on the building plans prior to the issuance of the first construction permit by the Department of Building Inspection ("DBI"). The affordable unit(s) shall (1) be constructed, completed, ready for occupancy and marketed no later than the market rate units, and (2) be evenly distributed throughout the building; and (3) be of comparable overall quality, construction and exterior appearance as the market rate units in the principal project. The interior features in affordable units should be generally the same as those of the market units in the principal project, but need not be the same make, model or type of such item as long they are of good and new quality and are consistent with then-current standards for new housing. Other specific standards for on-site units are outlined in the Procedures Manual.
- ii. If the units in the building are offered for rent, the affordable unit(s) shall be rented to qualifying households, such as defined in the Planning Code and Procedures Manual. The initial and subsequent rent level of such units shall be calculated according to the Procedures Manual. Limitations on (i) occupancy; (ii) lease changes; (iii) subleasing, and; are set forth in the Inclusionary Affordable Housing Program and the Procedures Manual.
- iii. The Project Sponsor is responsible for following the marketing, reporting, and monitoring requirements and procedures as set forth in the Procedures Manual. MOHCD shall be responsible for overseeing and monitoring the marketing of affordable units. The Project Sponsor must contact MOHCD at least six months prior to the beginning of marketing for any unit in the building.
- iv. Required parking spaces shall be made available to initial buyers or renters of affordable units according to the Procedures Manual.
- v. Prior to the issuance of the first construction permit by DBI for the Project, the Project Sponsor shall record a Notice of Special Restriction on the property that contains these conditions of approval and a reduced set of plans that identify

the affordable units satisfying the requirements of this approval. The Project Sponsor shall promptly provide a copy of the recorded Notice of Special Restriction to the Department and to MOHCD or its successor.

- vi. If the Project Sponsor fails to comply with the Inclusionary Affordable Housing Program requirement, the Director of DBI shall deny any and all site or building permits or certificates of occupancy for the development project until the Planning Department notifies the Director of compliance. A Project Sponsor's failure to comply with the requirements of Planning Code Section 415 et seq. shall constitute cause for the City to record a lien against the development project and to pursue any and all available remedies at law, including penalties and interest, if applicable.

5. **Group Housing Cooking Facilities.** Pursuant to ZA Interpretation of 209.2(a), effective October 2005, are allowed to have limited kitchen facilities with the following specifications: a small counter space, a small under-counter refrigerator, a small sink, a microwave, and a small two-ring burner. Such limited kitchen facility shall not include any other type of oven, as that would constitute a full kitchen. Microwaves with convection capabilities are considered microwaves.

450 O'FARRELL STREET

CONDITIONAL USE AND VARIANCE APPLICATION

Version 3B

May 25th, 2021

TABLE OF CONTENTS

Zoning Information Overview:

Site: 450 O'Farrell Street, San Francisco CA 94102
Parcel: Block 0317 / Parcels 007, 009, 011

Zoning: RC-4 (Residential-Commercial, High Density)
Special Use Districts: North of Market Residential 1
Fringe Financial Services RUD
Within 1/4 mile of an Existing Fringe Financial Service

Table of Contents:

Site Information

- Parcel Map
- Existing Survey
- Aerial Images
- Existing Context

Proposed Design Revisions

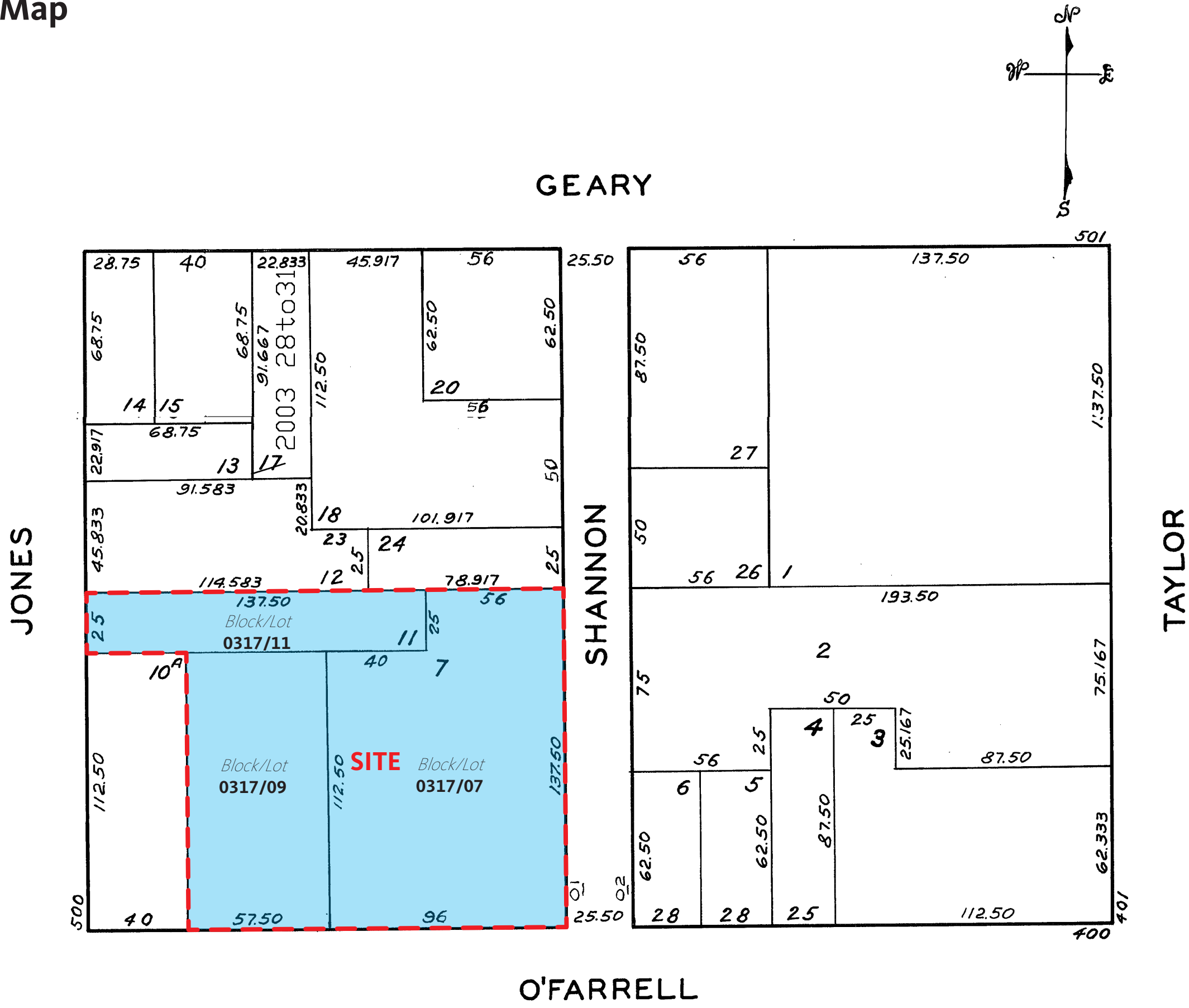
- Zoning
- Site Plan Existing
- Site Plan Proposed
- Area Chart
- Plan - Basement Level
- Plan - Ground Floor Level
- Plan - Level 2
- Plan - Level 3
- Plan - Level 4
- Plan - Level 5-9
- Plan - Level 10
- Plan - Level 11-13
- Plan - Roof Level
- Plan - Upper Roof Level
- Unit Mix - With Bed Count
- Plan - Typical Unit Plan
- Plan - Large Unit Plan
- Section - East / West
- Section - North / South
- Diagram - Open Space
- Diagram - Bulk Reduction
- Elevation - Jones Street
- Diagram - Excavation Diagram

Previously Approved

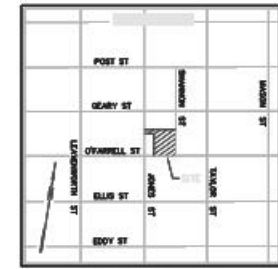
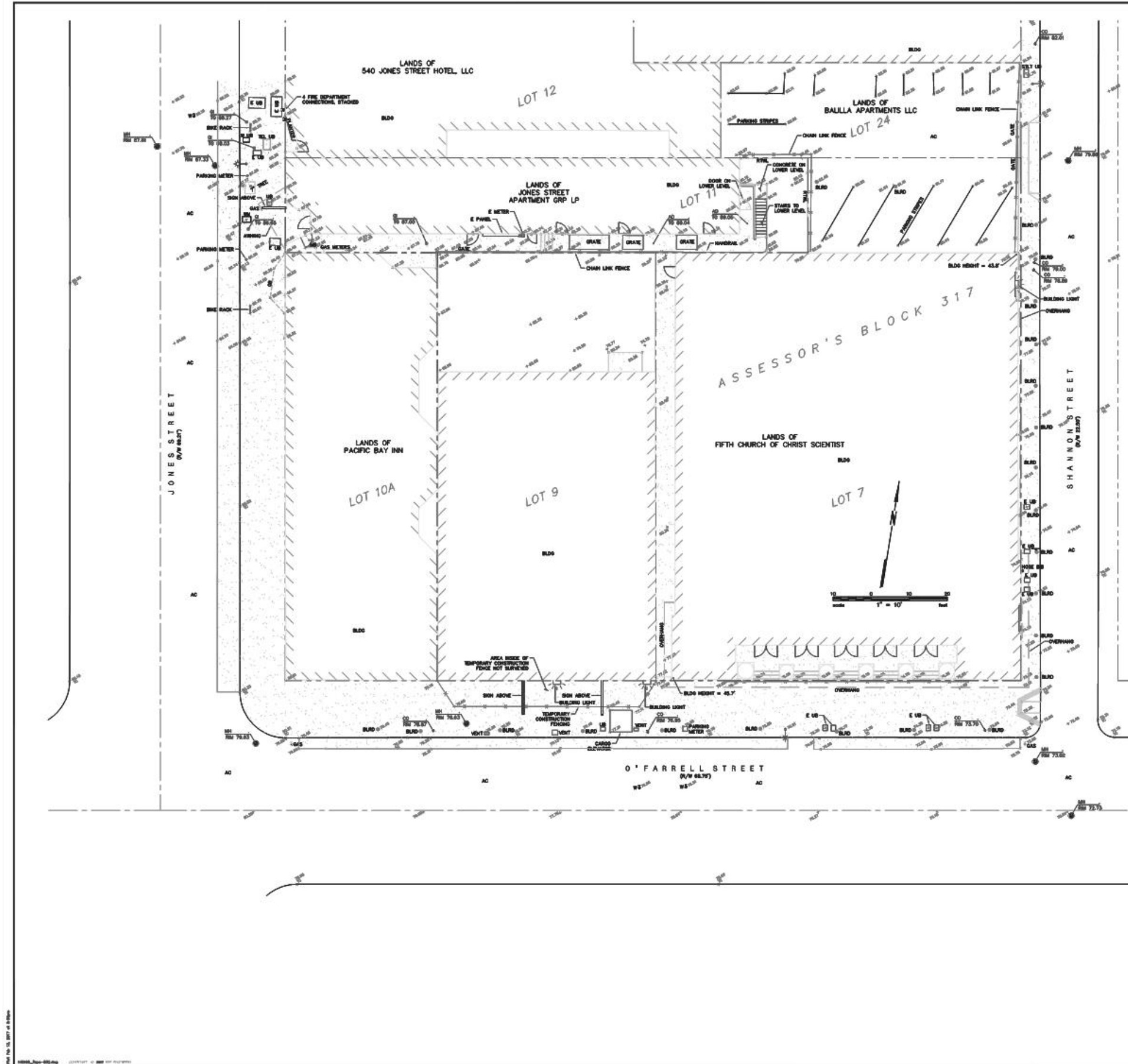
- Elevation - O'Farrell St.
- Elevation - Jones St.
- Elevation - Shannon St.
- Rendering - O'Farrell St.
- Building Materials



Site - Parcel Map



Site - Existing Survey



VICINITY MAP
NOT TO SCALE

ABBREVIATIONS

AC	ASPHALT CONCRETE
AD	AREA DRAIN
APN	ASSESSOR'S PARCEL NUMBER
BLDG	BUILDING
BLDG	BOLLARD
CD	CLEANOUT
E	ELECTRIC
GB	GRADE BREAK
GI	GRATE INLET
MB	MAILBOX
SH	SHARPLE
RTWL	RETAINING WALL
SQFT	SQUARE FEET
TO	TOP FACE OF CURB
TG	TOP OF GRATE
TEL	TELECOMMUNICATIONS
UB	UTILITY BOX
W	WATER
WM	WATER METER

SYMBOLS & LEGEND

	SEWER
	SIGN
	VALVE
	FIRE DEPARTMENT CONNECTION
	MANHOLE
	CLEANOUT
	STREET LIGHT
	TREE
	CENTER LINE
	PROPERTY LINE
	FENCE
	GRADE BREAK
	BUILDING LINE
	CONCRETE

TOPOGRAPHIC NOTES

UNAUTHORIZED CHANGES & USES: THE PROFESSIONAL PREPARING THIS MAP WILL NOT BE RESPONSIBLE FOR, OR LIABLE FOR, UNAUTHORIZED CHANGES TO OR USES OF THIS MAP. CHANGES TO THIS MAP MUST BE REQUESTED IN WRITING AND MUST BE APPROVED BY THE PROFESSIONAL.

TREE DIAMETERS ARE MEASURED AT CHEST HEIGHT (48"). DRIFLINE DIAMETERS AND TREE SPECIES ARE APPROXIMATE ONLY AND SHOULD BE VERIFIED BY A CERTIFIED TREE ARBORIST.

BENCHMARK 91.99' AT A CROW OUT AT THE OUTER RIB OF A STORM WATER INLET AT THE NORTHEAST CORNER OF THE INTERSECTION OF JONES STREET AND O'FARRELL STREET.

FIELD SURVEY DATES: 08/07/14 - 04/24/15

JASON KIRCHMANN PLS 0806

BKF
Engineering, Surveying & Planning
1000 Market Street, Suite 200
San Francisco, CA 94102

450 & 474 O'FARRELL STREET AND 532 JONES STREET, SAN FRANCISCO
APN 0317-007, 0317-009, & 0317-011

TOPOGRAPHIC MAP

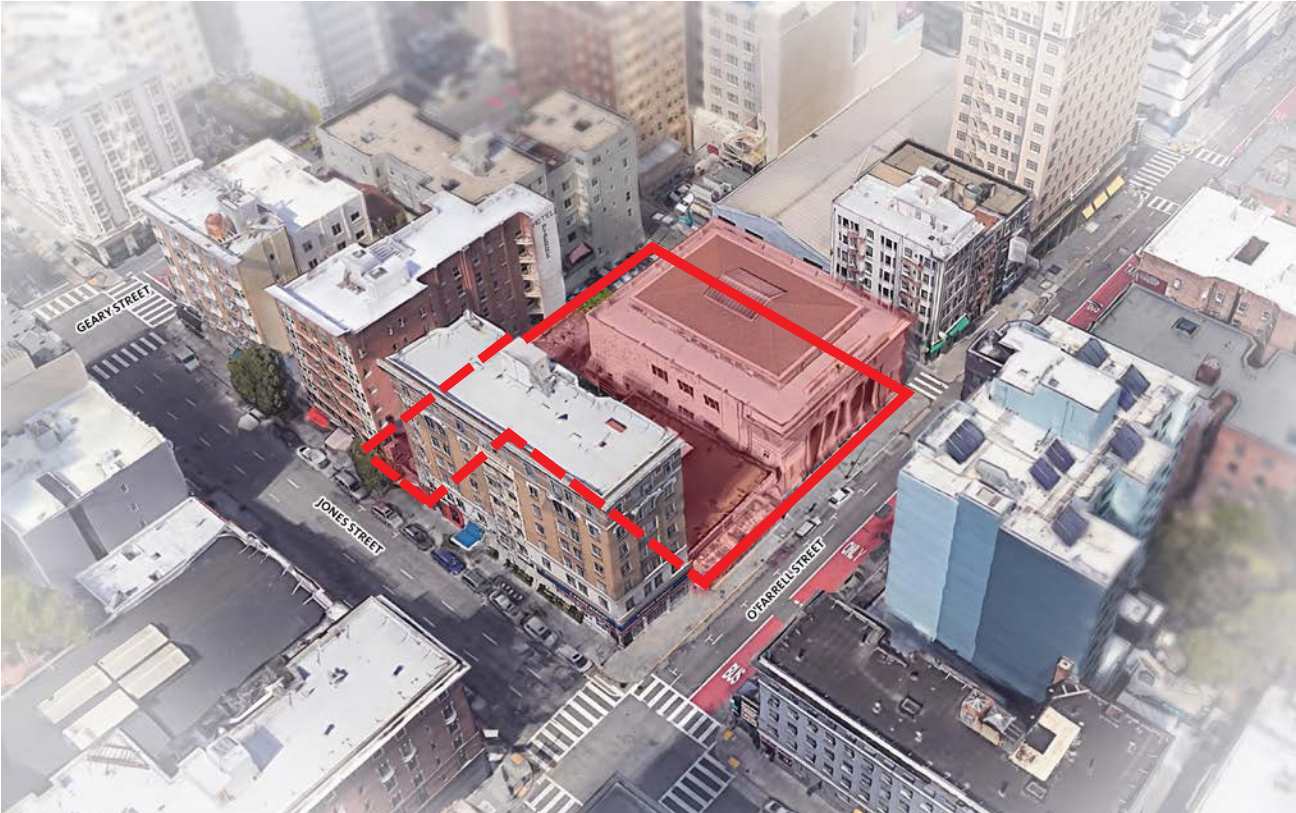
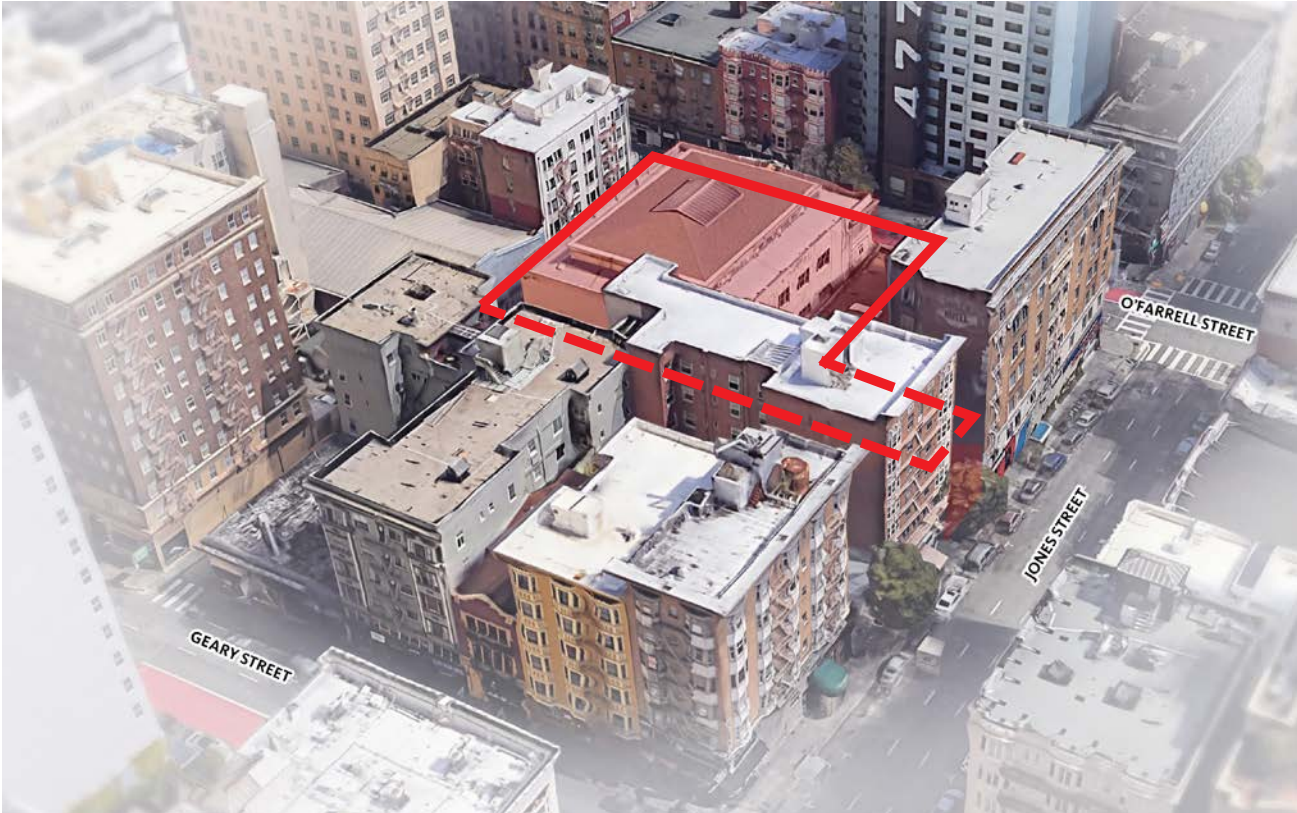
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Drawing Number: 1 of 1				

Site - Aerial Images



Looking North West

Looking South West



Looking South East

Looking North East

Site - Existing Context



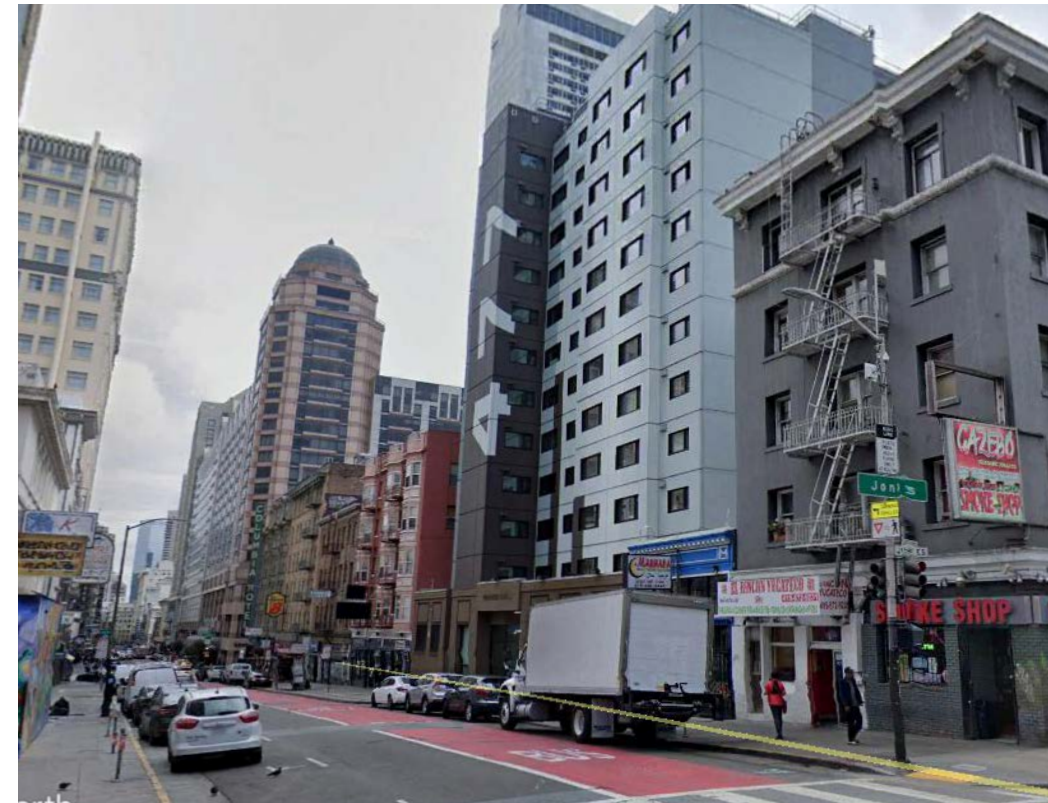
North West At O'Farrell St



North West At Shannon St



North East At Jones St & O'Farrell St



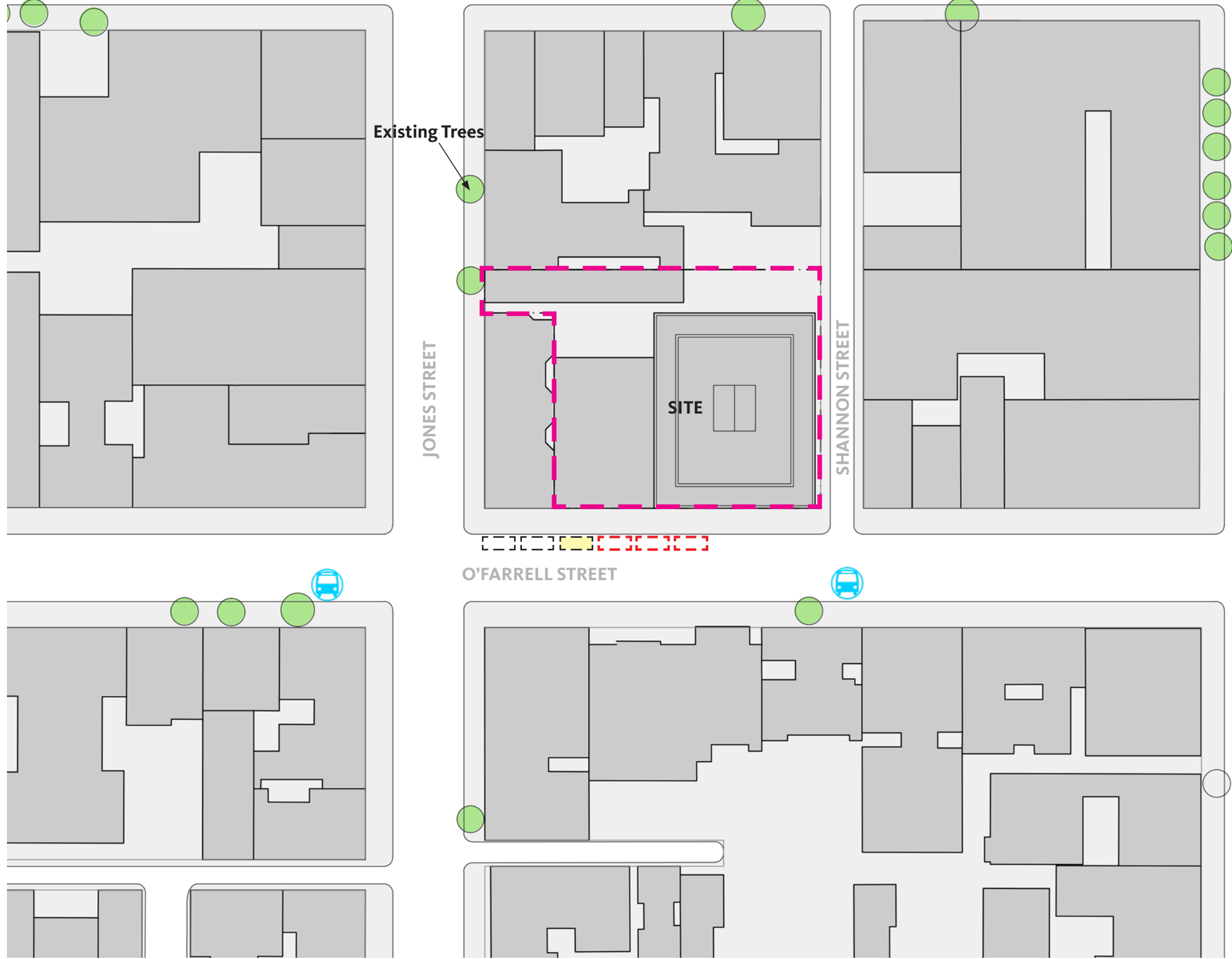
South East At Jones St & O'Farrell St

Proposed Design Revisions

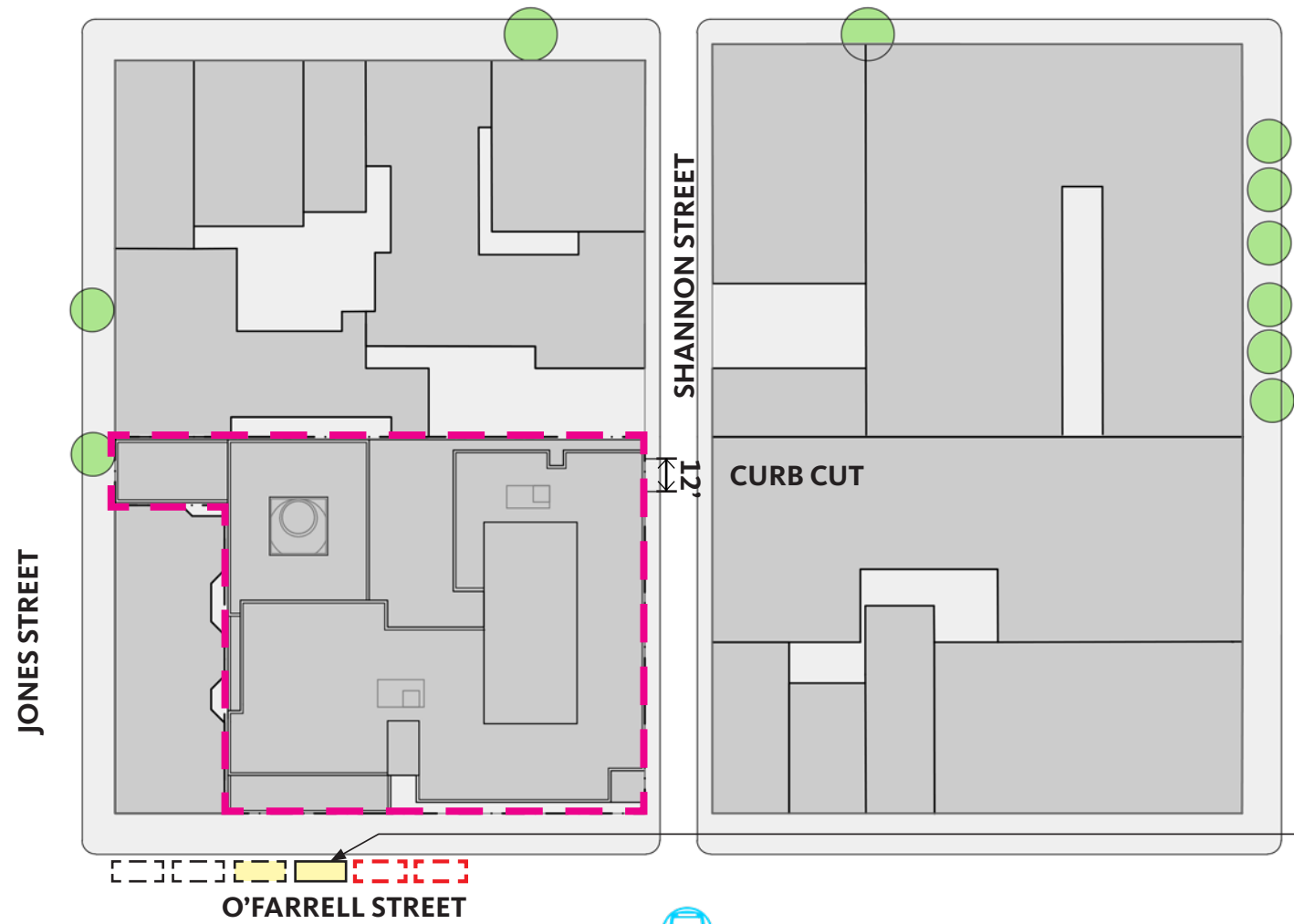
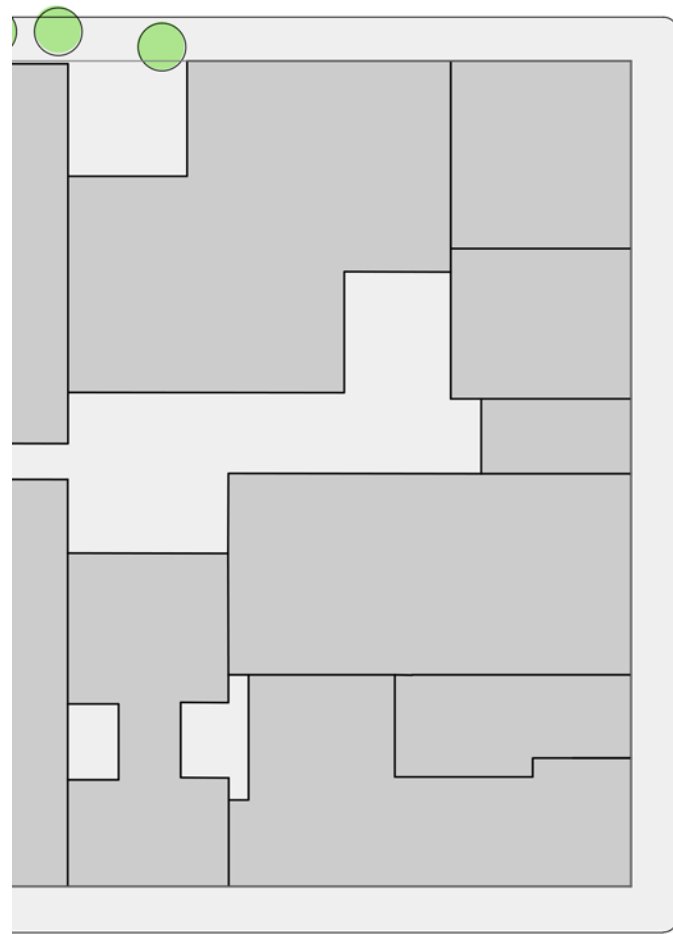
Project Data - Zoning

	Site / Zoning	Approved	Proposed Revisions
Site	450 O'Farrell Street, San Francisco CA 94102	-	-
Parcel	Block 0317 / Parcels 007, 009, 011	-	-
Zoning	RC-4 (Residential-Commercial, High Density)	-	-
Special Use Districts:	North of Market Residential 1 Fringe Financial Services RUD Within 1/4 mile of an Existing Fringe Financial Service	-	-
Rear Yard	25% Lot Depth, no less than 15', at the level of the lowest dwelling unit. Sec. 134	A modification of the rear yard per Sec. 134(g), through the PUD process, to allow for open space in a configuration other than a rear yard. The building is approved with full lot coverage at the ground level, however the upper levels are sculpted in an L-shaped configuration with a light well to match the neighbor to the West.	The rearyard is proposed to remain similar to the previously entitled rearyard, with the exception that additional rearyard is created at the inner most portion of the L-shape; please see plan.
Dwelling Unit Exposure	Dwelling Units and Group Housing shall have a room of 120 SF with a window onto a space meeting the requirements of Sec. 140. Further pursuant to Sec 140(b), for group housing projects, either each bedroom or at least one interior common area that meets the 120 square-foot minimum superficial floor area requirement with a window facing onto a street	An exception to dwelling unit exposure requirements per Sec. 140 for 21 of the 176 units. This equates to 11.9% of the units requiring an exception.	The proposed project includes an interior common room on level 2 which complies with the requirements of section 140 of the planning code.
Off-Street Loading	1 Loading Off-Street Space per 100,000 SF of Occupied SF. Sec. 152	An exception to the off-street loading requirements per Sec. 152 which require one residential loading space. Instead the project proposes to convert one of the three existing general on-street metered parking spaces on O'Farrell Street adjacent to the project to a metered commercial loading space & to convert the two existing vehicle passenger loading / unloading zoning adjacent to the project site be revised from only during church service to all day passenger loading / unloading.	No revisions proposed.
Permitted Obstructions	Sec. 136	An exception to permitted obstructions, project balconies project over Shannon St. 4 inches beyond what is permitted.	Balconies extending 1'-0" over the property line at Shannon are proposed. According to Sec 136(c) this 1foot projection is permitted
Height & Bulk	80-T - 130-T; Per Table 270 a max. Length of 110' & a max. diagonal of 125' apply above the predominate street-wall or 80', whichever is less. Sec. 253, 249.5/263.7	The height and bulk we approved as shown in the original CU application.	No revisions proposed.
Open Space	Per Dwelling Unit: 36 SF if Private, 48 SF if Common Per Bedroom in Group Housing: 1/3 the dwelling unit requirement (16 SF per Bedroom)	Meets 100% of the Open Space requirement, per SF Planning. 176 Total Units; 4 with Private, 172 req. Common. 172 Units * 48 SF per Unit = 8,256 SF required Common Open Space	Meets 100% of the Open Space requirement, per SF Planning. This reduces the area from 8,256 SF to 5,072 SF. 316 Bedrooms * 16 SF per = 5,056 SF required, 5,060 SF Open Space Proposed.
Parking	None Required. Permitted 0.5 spaces per unit & max. permitted with CU 0.75 spaces per unit	Residential Parking Spaces. 49 Spaces.	0 Residential Parking Spaces, 6 Dedicated Church Parking Spaces.
Bike Parking	Residential Grouphousing requires (1) Class 1 space per 4 beds (first 100 beds) & (1) Class 1 space per 5 beds (above 100). (2) Class 2 spaces per 100 beds. Religious Use required (5) Class 1 spaces for capacity less than 500. (1) Class 2 spaces per 500 seats. Retail requires (1) Class 1 space per 7,500 sf of retail, (2) Class 2 spaces per 2,500 sf of retail.	-	Bike Parking: Group Housing: Class 1 = (131) spaces, Class 2 = (12) spaces Religious Use: Class 1 = (5) spaces, Class 2 = (1) space Retail: Class 1 = (0) spaces, Class 2 = (2) spaces <i>Totals: Class 1 = (136) spaces, Class 2 = (15) spaces</i> Additional Measures: - Bicycle Repair Station - Multimodal Way Finding Signage - Real Time Transportation Displays

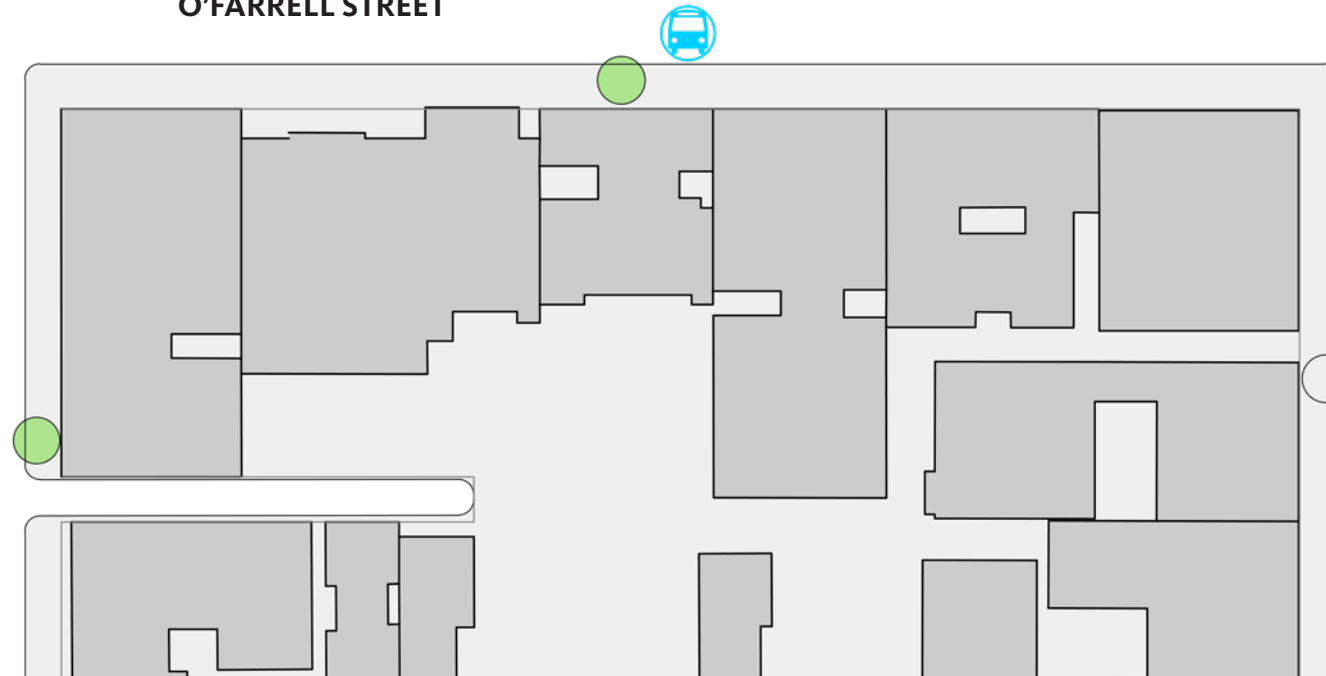
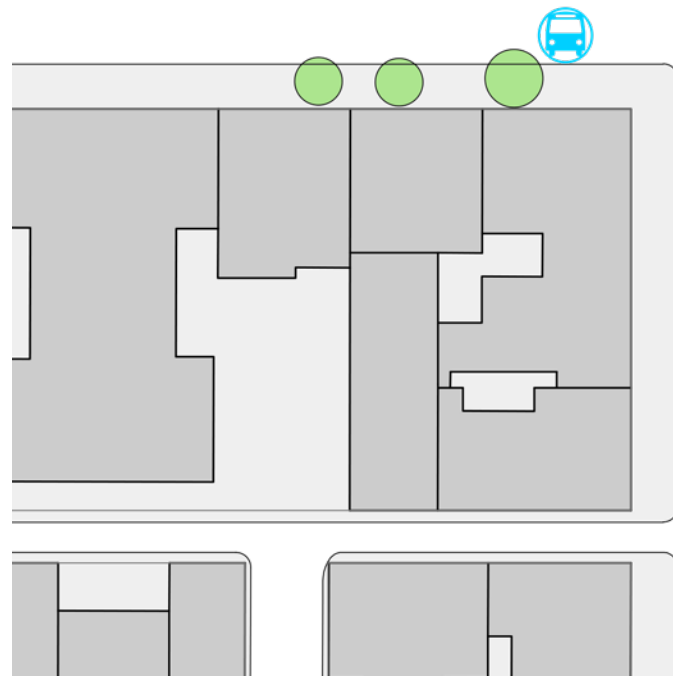
Site Plan - Existing






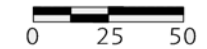
Site Plan - Proposed



One existing parking space to be converted to metered commercial loading.



-  EXG BUS STOP
-  EXG LOADING
-  EXG ON-STREET PARKING
-  EXG LOADING ADJACENT TO SITE

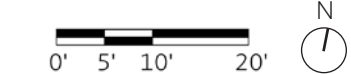


Proposed Project - Area Chart

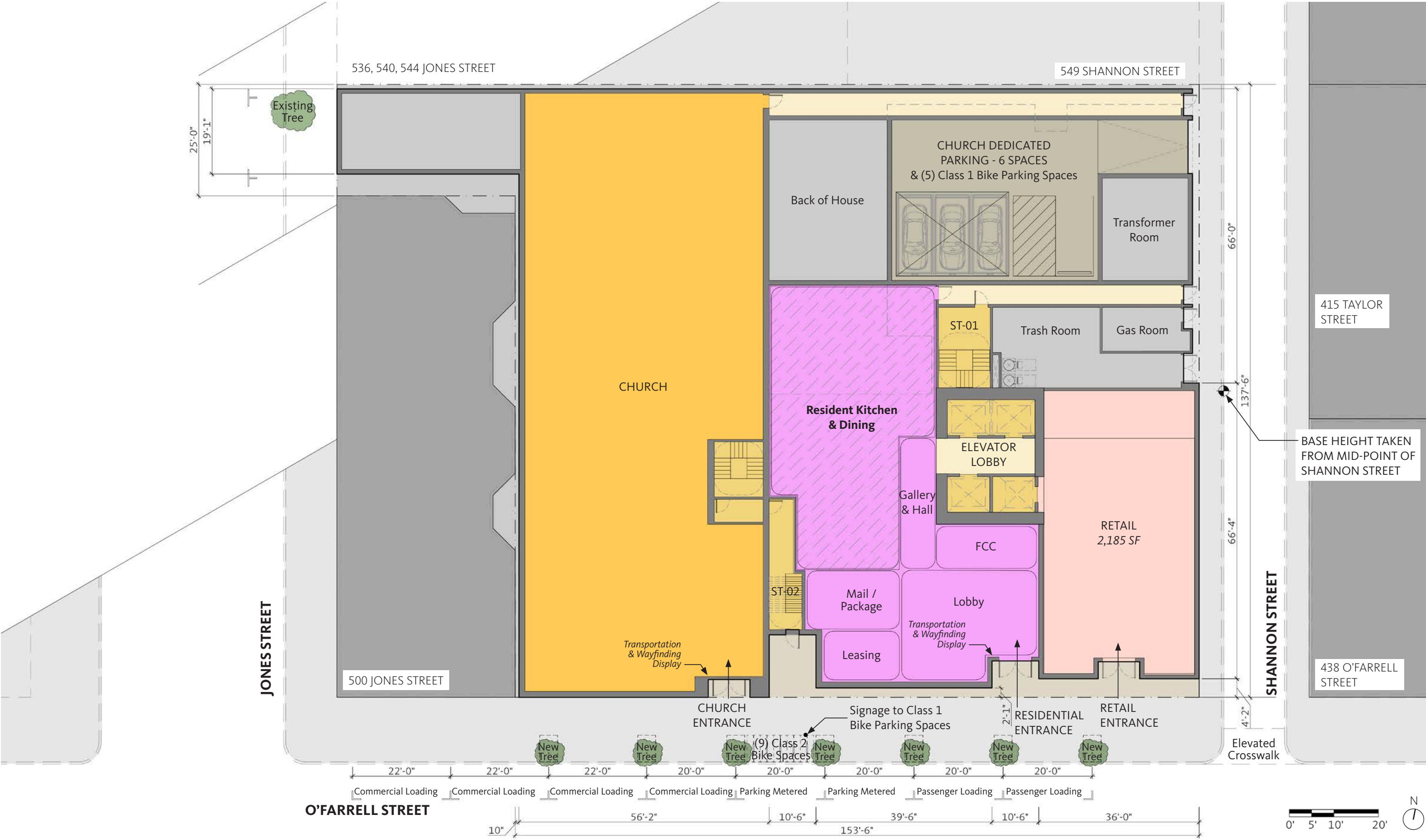
Levels		Project Areas (SF)								Unit Count (Group Occupancy Unit, GOU)				Open Space (SF)			Parking (Spaces)			
Level	Roof	Net Residential	Amenities	Common	Residential Subtotal	Retail @ O'Farrell St.	Church	Retail @ Jones St.	Parking & Mechanical	Total Built Area	GOU Small	GUO Medium	GUO Large	Totals	Private	Common	Total	Spaces	ADA	Total
	Roof								1,802	1,802						3,220	3,220			
Level 13		11,265		2,714	13,979					13,942	2	22	2	26			-			
Level 12		10,796	633	2,707	14,136					13,942	2	22	2	26			-			
Level 11		11,265		2,703	13,968					13,942	2	23	2	27			-			
Level 10		11,265		2,703	13,968					13,942	2	23	2	27			-			
Level 9		11,308		2,732	14,740					14,740	2	25	1	28			-			
Level 8		11,308	633	2,732	14,107					14,740	2	25	1	28			-			
Level 7		11,942		2,732	14,740					14,740	2	25	1	28			-			
Level 6		11,942		2,732	14,740					14,740	2	25	1	28			-			
Level 5		11,308		2,732	14,107					14,740	2	25	1	28			-			
Level 4		12,073	633	2,995	15,702					15,702	4	25	1	30		1,840	1,840			
Level 3		8,912		2,951	11,863		2,989			14,411	2	17	2	21			-			
Level 2		7,820	338	3,011	11,169			670		11,802	1	17	1	19			-			
Level 1			3,745	1,360	5,105	2,115	6,935		6,850	21,007							-	5	1	6
Level B1						3,238			10,018	13,256							-			
Totals		131,205	5,982	34,802	172,323	5,353	9,924	670	18,670	207,448	25 7.9%	274 86.7%	17 5.4%	316	- 0 Units	5,060 316 Units	5,060	5	1	6

Open Space Requirements	The Open space requirement for Dwelling Units is 36 SF if Private & 48 SF if Common. For group housing the minimum amount of usable open space provided for use by each bedroom shall be one-third the amount required for a dwelling unit as specified; 16 SF Common per unit.	316 Units X 16 SF/Unit = 5,056 SF	Sec. 135 SF Planning Code
Parking Requirements	None Required; Permitted, 1 Space per DU, Max. w/ CU, 3 Spaces per 4 DU. NOTE: Parking it for Church Use only - Not for public use.	None Required	Sec. 155 SF Planning Code
Inclusionary Affordable Housing Program	The project will provide BMR units at a count of 13.5% of the total units plus 5 replacement units; 48 Rooms are to be provided. <i>Base requirement: 316 unit * 13.5% = 43 Rooms (42.66, rounded up).</i> <i>Replacement Rent controlled units = 5 Rooms</i> <i>Total Rooms: 43 Units + 5 Units = 48 Units</i>	48 Units	Per Approval on October 3rd, 2019

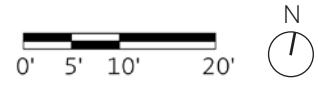
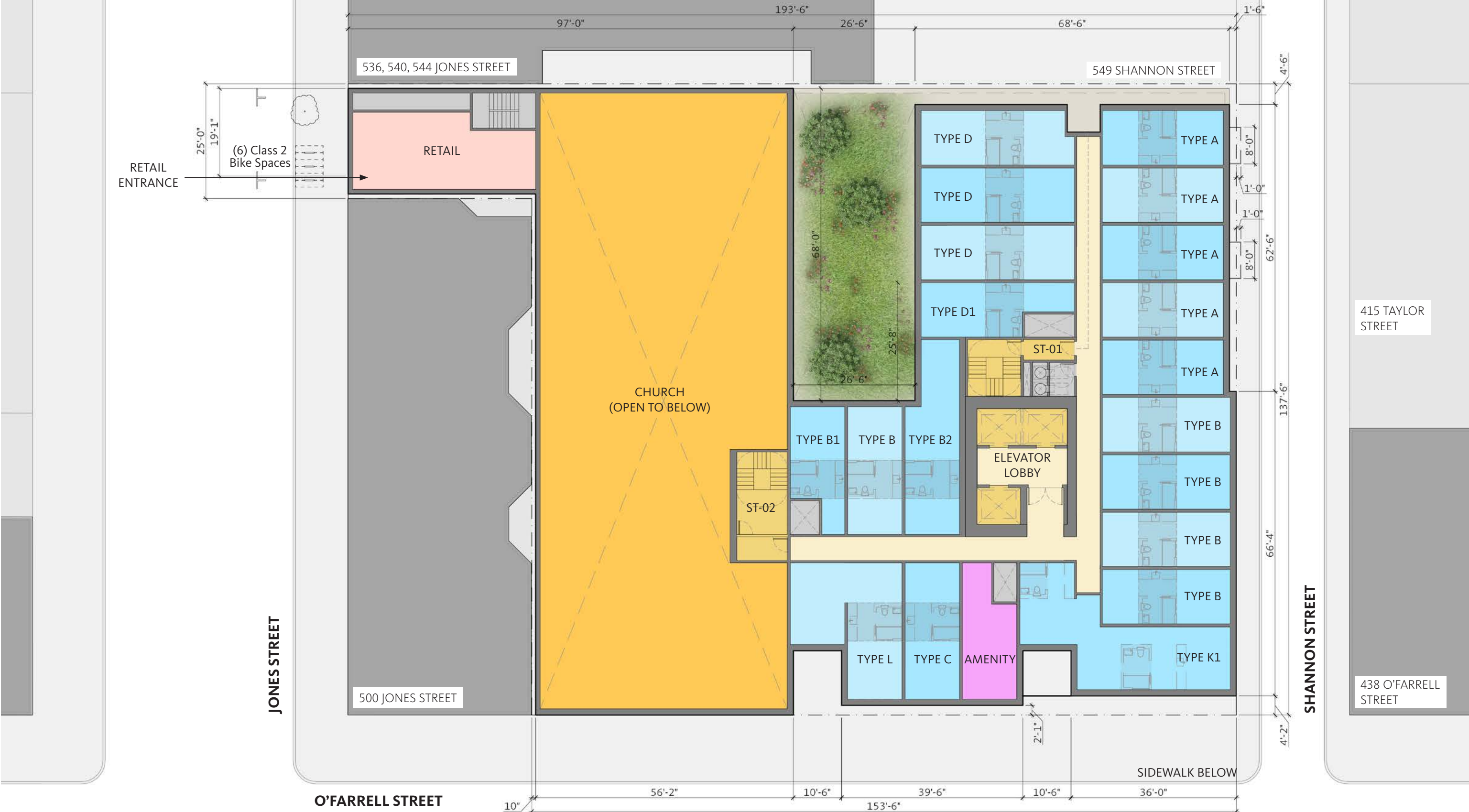
Plan - Basement Level



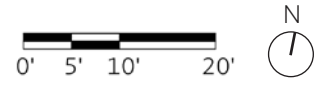
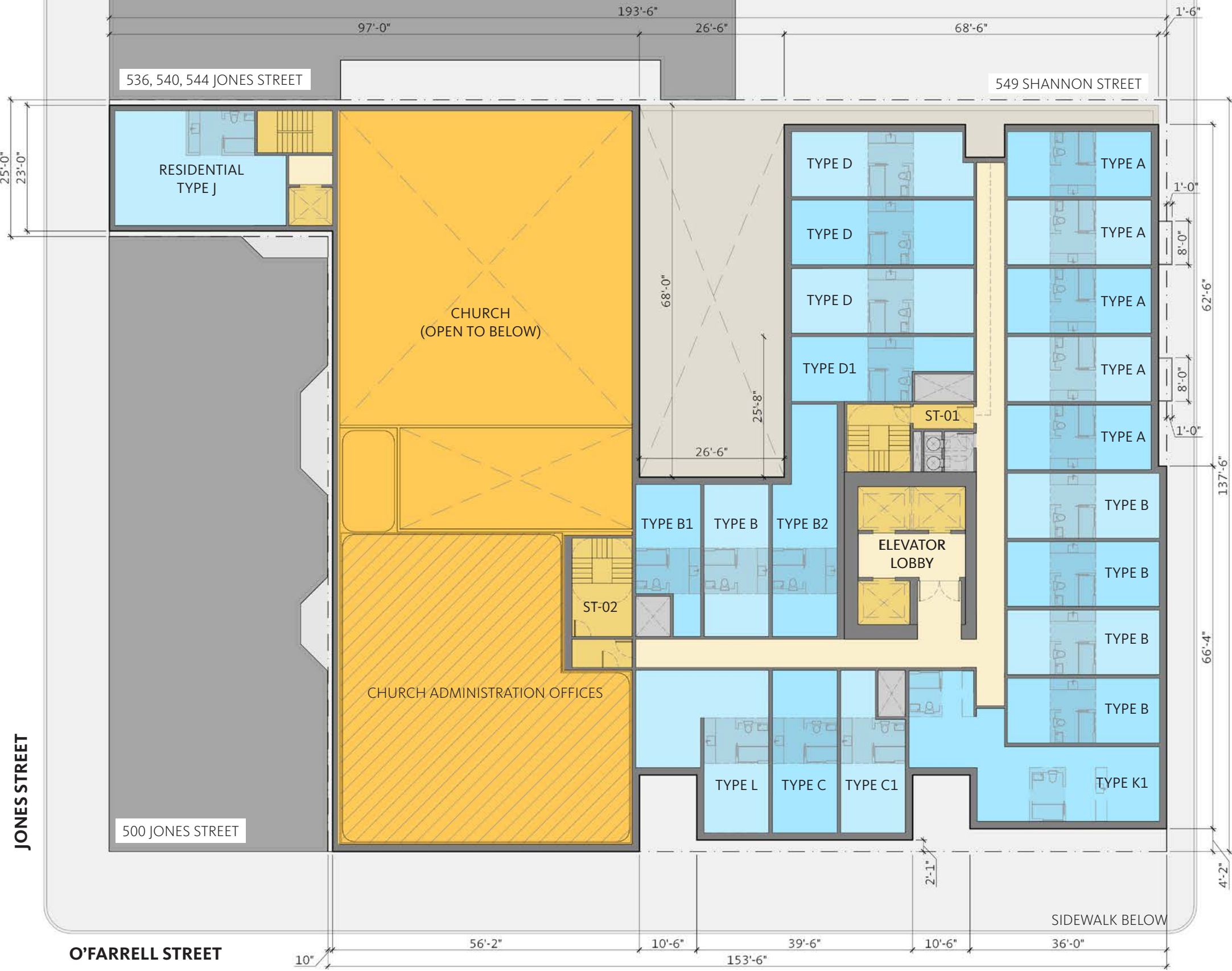
Plan - Ground Floor Level



Plan - Level 2



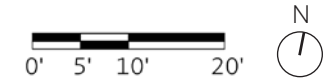
Plan - Level 3



Plan - Level 4



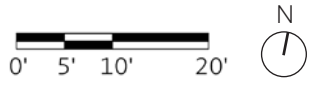
ENVELOPE BOUNDARY APPROVED
SEPTEMBER 13, 2018 AND
SUBSEQUENT REVISIONS



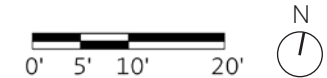
Plan - Level 5 & 9



ENVELOPE BOUNDARY APPROVED SEPTEMBER 13, 2018 AND SUBSEQUENT REVISIONS



Plan - Level 6 & 7

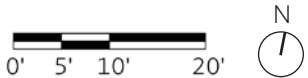


Plan - Level 8

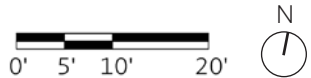


ENVELOPE BOUNDARY APPROVED
SEPTEMBER 13, 2018 AND
SUBSEQUENT REVISIONS

SHANNON STREET



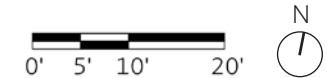
Plan - Level 10 & 11



Plan - Level 12



ENVELOPE BOUNDARY APPROVED
SEPTEMBER 13, 2018 AND
SUBSEQUENT REVISIONS



Plan - Level 13



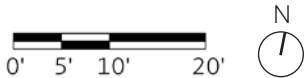
ENVELOPE BOUNDARY APPROVED
SEPTEMBER 13, 2018 AND
SUBSEQUENT REVISIONS

JONES STREET

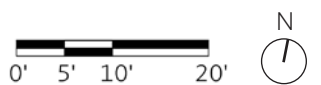
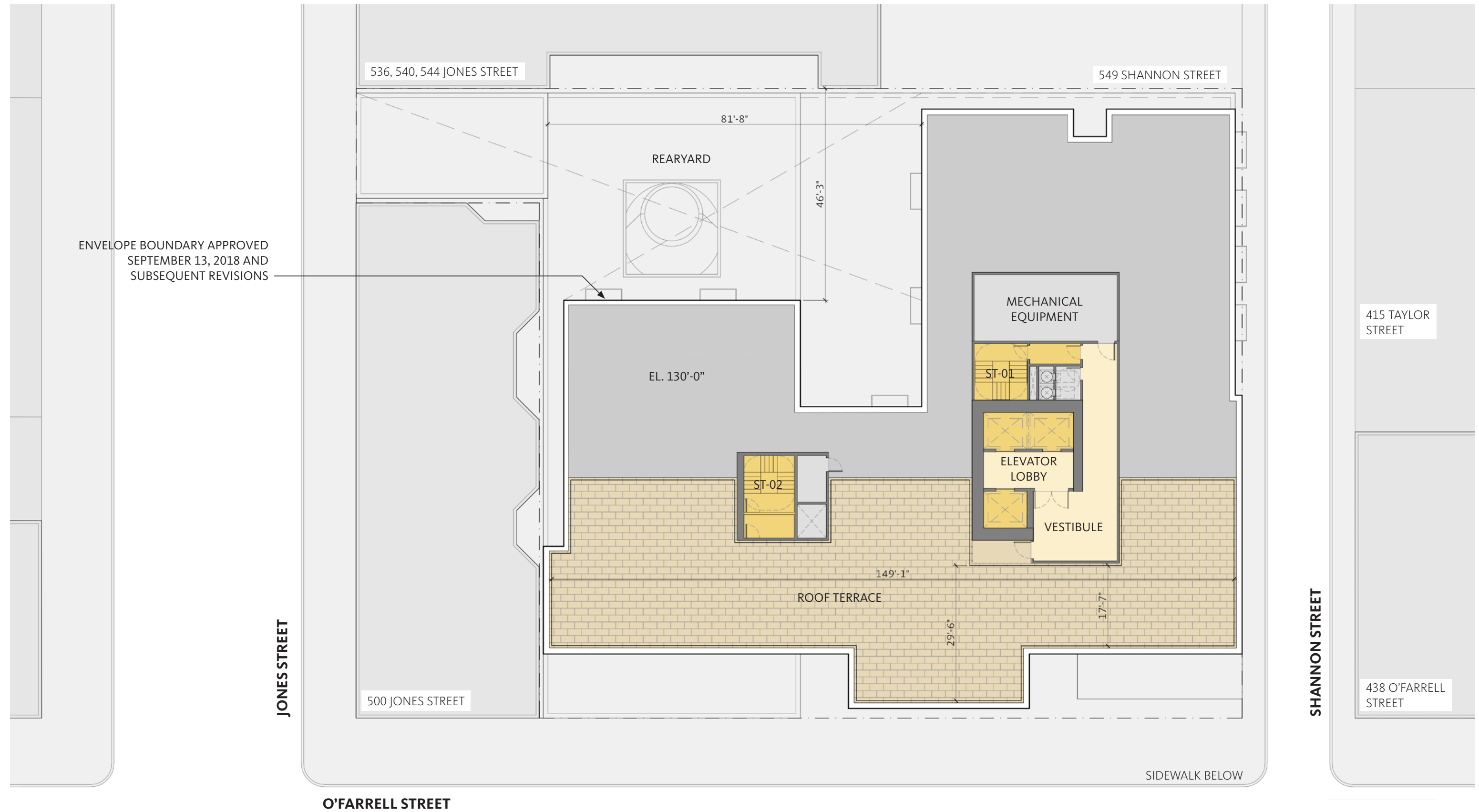
SHANNON STREET

O'FARRELL STREET

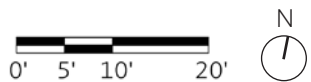
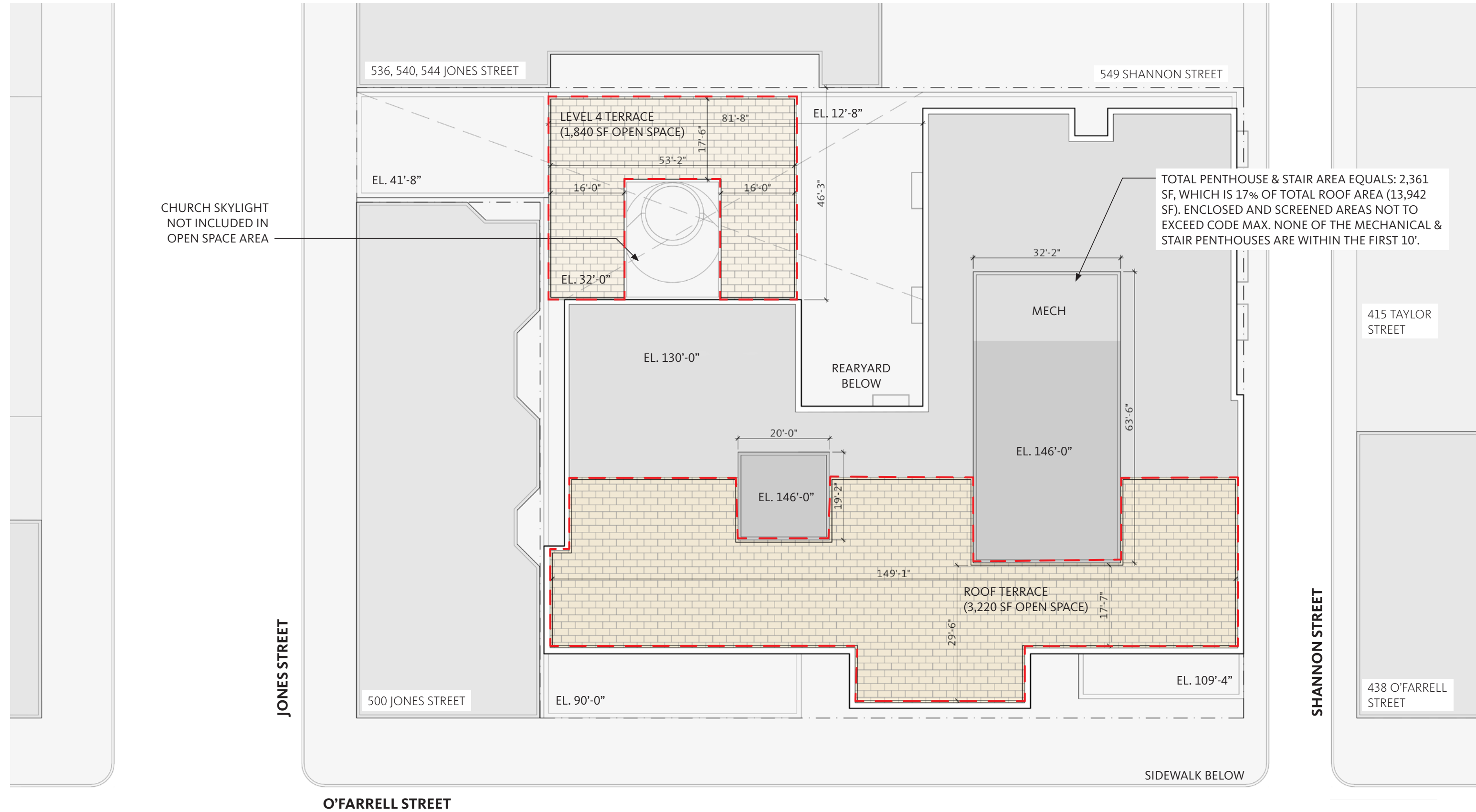
SIDEWALK BELOW



Plan - Roof Level



Plan - Upper Roof Level & Open Space Diagrams



Unit Mix - Per Planner Request

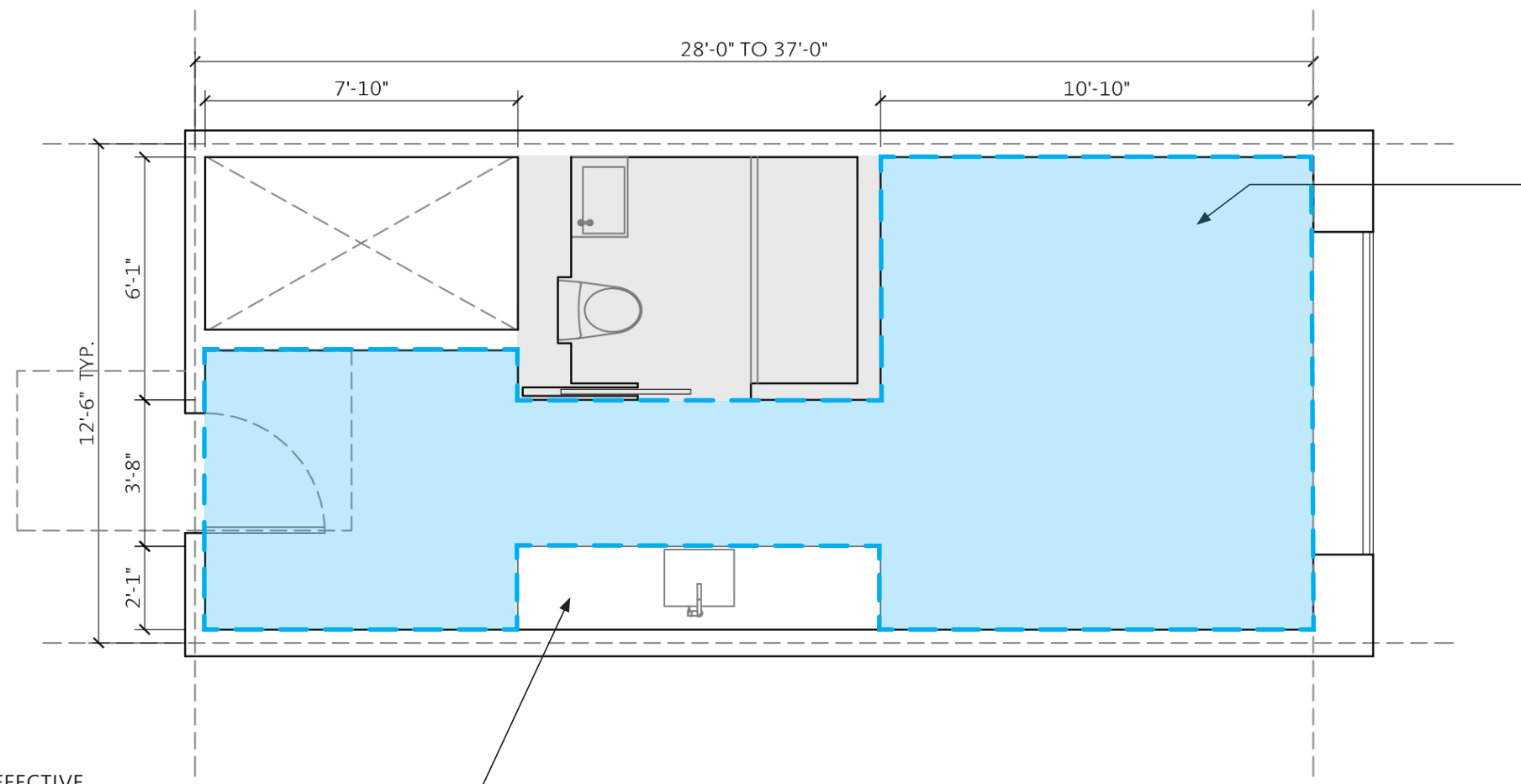
Levels		Unit Count by Type																				Totals		
Unit Type		A	B	B1	B2	C	C1	D	D1	E	E2	F	F1	J	K1	K2	L	L1	M	N	P	Q	R	Combined
Level	Roof																							
Level	13	5	4	1	1		1	3	1			2	2			1		1	1	1			1	25
Level	12	5	4	1	1	2	1	3	1			2	2			1		1	1		1			26
Level	11	5	5	1	1	2	1	3	1			2	2		1			1	1	1				27
Level	10	5	5	1	1	2	1	3	1			2	2		1			1	1	1				27
Level	9	5	5	1	1	2	1	3	1	2	1	2	2		1		1							28
Level	8	5	5	1	1	2	1	3	1	2	1	2	2		1		1							28
Level	7	5	5	1	1	2	1	3	1	2	1	2	2		1		1					1		29
Level	6	5	5	1	1	2	1	3	1	2	1	2	2		1		1					1		29
Level	5	5	5	1	1	2	1	3	1	2	1	2	2		1		1							28
Level	4	5	5	1	1	2	1	3	1	2	1	2	2	1	1		1							29
Level	3	5	5	1	1	1	1	3	1					1	1		1							21
Level	2	5	5	1	1	1		3	1						1		1							19
Level	1																							
Level	B1																							
Totals		60	58	12	12	20	11	36	12	12	6	20	20	2	10	2	8	4	4	3	1	2	1	316
		19.0%	18.4%	3.8%	3.8%	6.3%	3.5%	11.4%	3.8%	3.8%	1.9%	6.3%	6.3%	0.6%	3.2%	0.6%	2.5%	1.3%	1.3%	0.9%	0.3%	0.6%	0.3%	

Beds / Unit Type (2 Bed per GOU, per SF Planning Code)	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	
Total Beds, per SF Planning Code	120	116	24	24	40	22	72	24	24	12	40	40	4	20	4	16	8	8	6	2	4	2	632	

Unit Total Area (SF) **345** **365** **320** **500** **390** **340** **430** **370** **425** **480** **420** **351** **700** **785** **815** **650** **485** **485** **860** **400** **630** **775**

Enlarged Plan - Unit B1

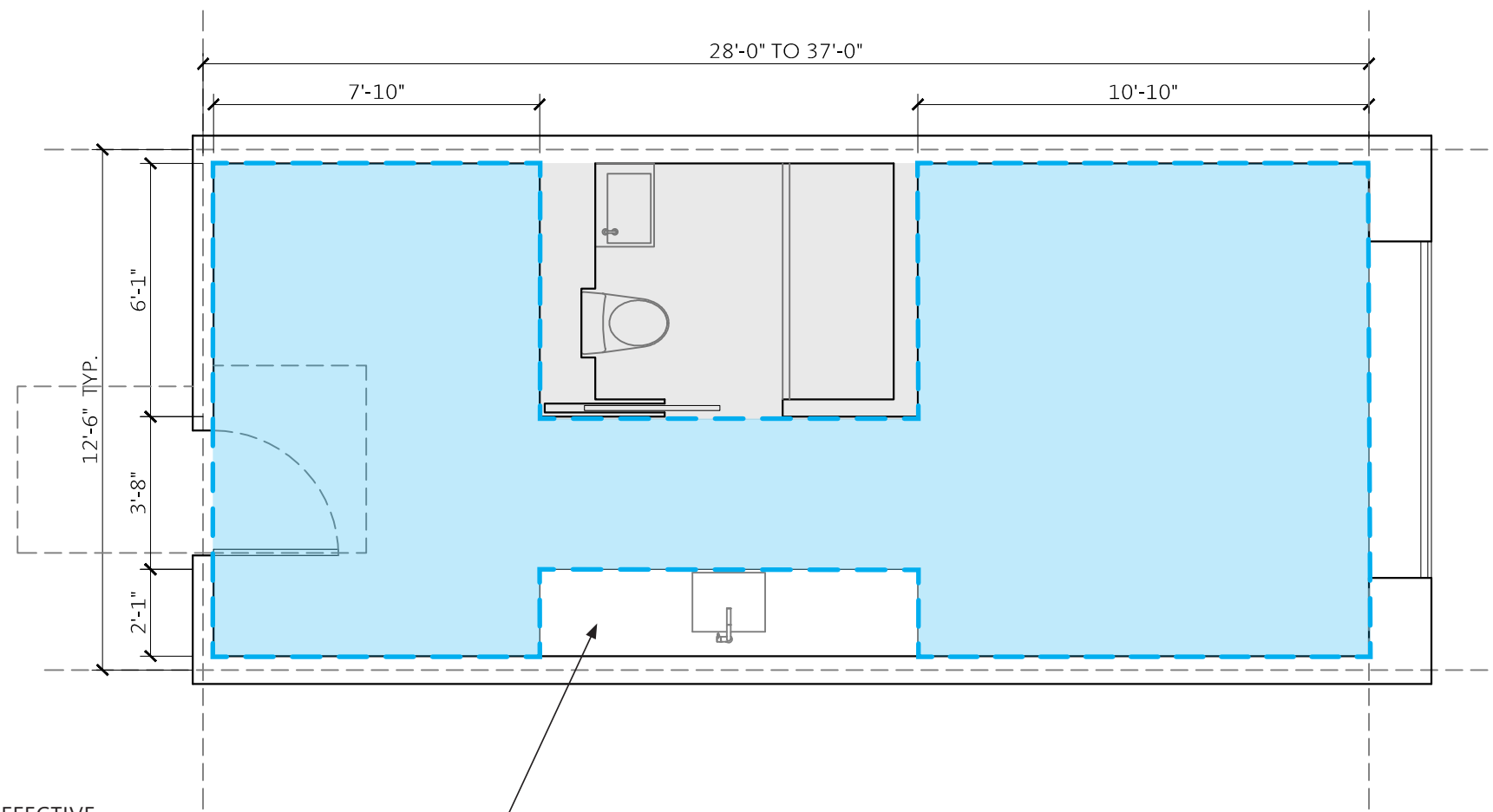
Small Group Occupancy Unit
Unit C1 & D1 Similar



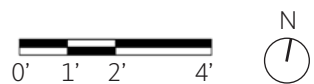
PURSUANT TO ZA INTERPRETATION OF 209.2(A), EFFECTIVE OCTOBER 2005, GROUP HOUSING UNITS ARE ALLOWED TO HAVE LIMITED KITCHEN FACILITIES WITH THE FOLLOWING SPECIFICATIONS: A SMALL COUNTER SPACE, A SMALL UNDER-COUNTER REFRIGERATOR, A SMALL SINK, A MICROWAVE, AND A SMALL TWO-RING BURNER. COOKING FACILITY SHALL NOT INCLUDE ANY OTHER TYPE OF OVEN.

Enlarged Plan - Unit A

Medium Group Occupancy Unit
Unit B, C, D, E, F, F1 Similar

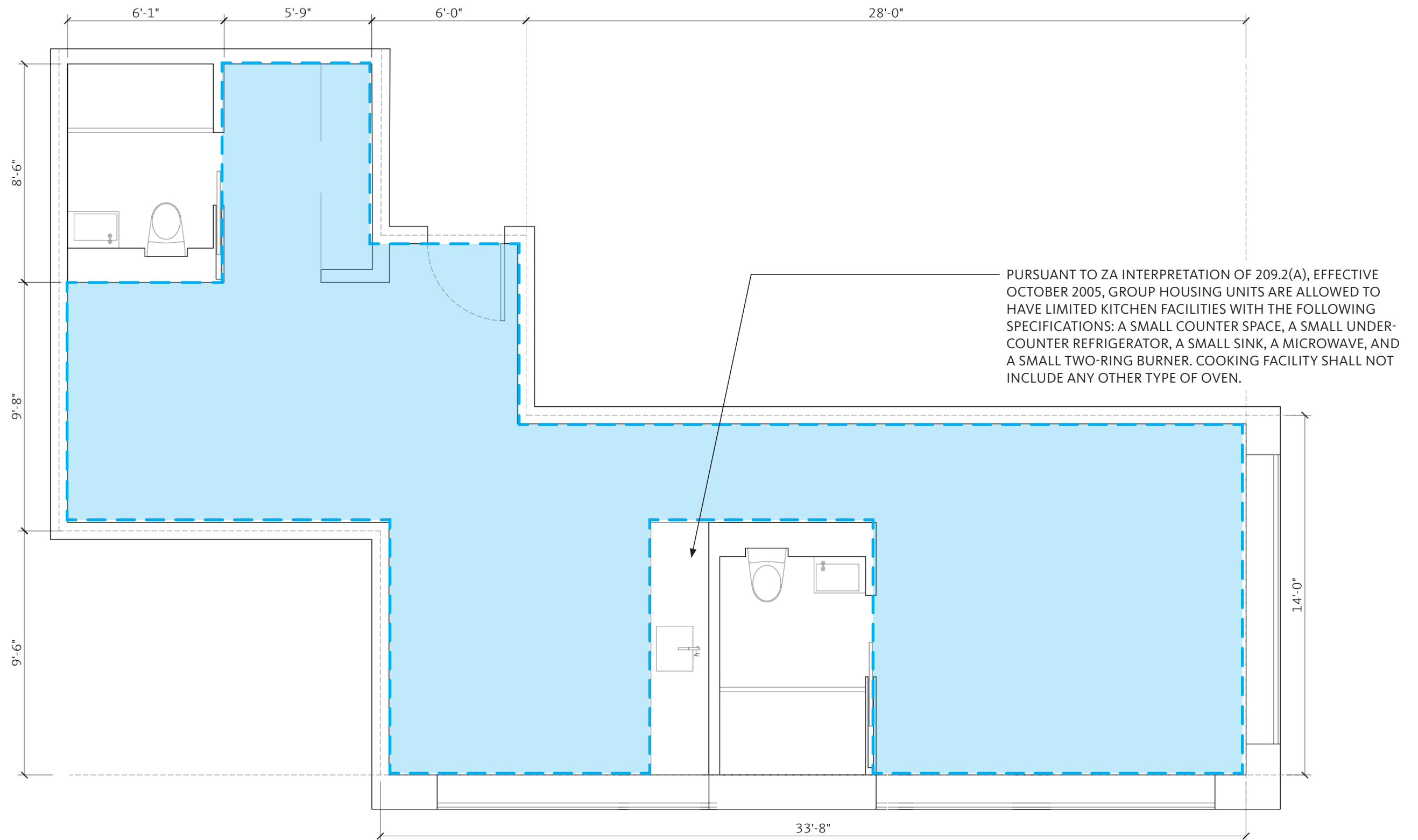


PURSUANT TO ZA INTERPRETATION OF 209.2(A), EFFECTIVE OCTOBER 2005, GROUP HOUSING UNITS ARE ALLOWED TO HAVE LIMITED KITCHEN FACILITIES WITH THE FOLLOWING SPECIFICATIONS: A SMALL COUNTER SPACE, A SMALL UNDER-COUNTER REFRIGERATOR, A SMALL SINK, A MICROWAVE, AND A SMALL TWO-RING BURNER. COOKING FACILITY SHALL NOT INCLUDE ANY OTHER TYPE OF OVEN.



Enlarged Plan - Unit K1

Large Group Occupancy Unit

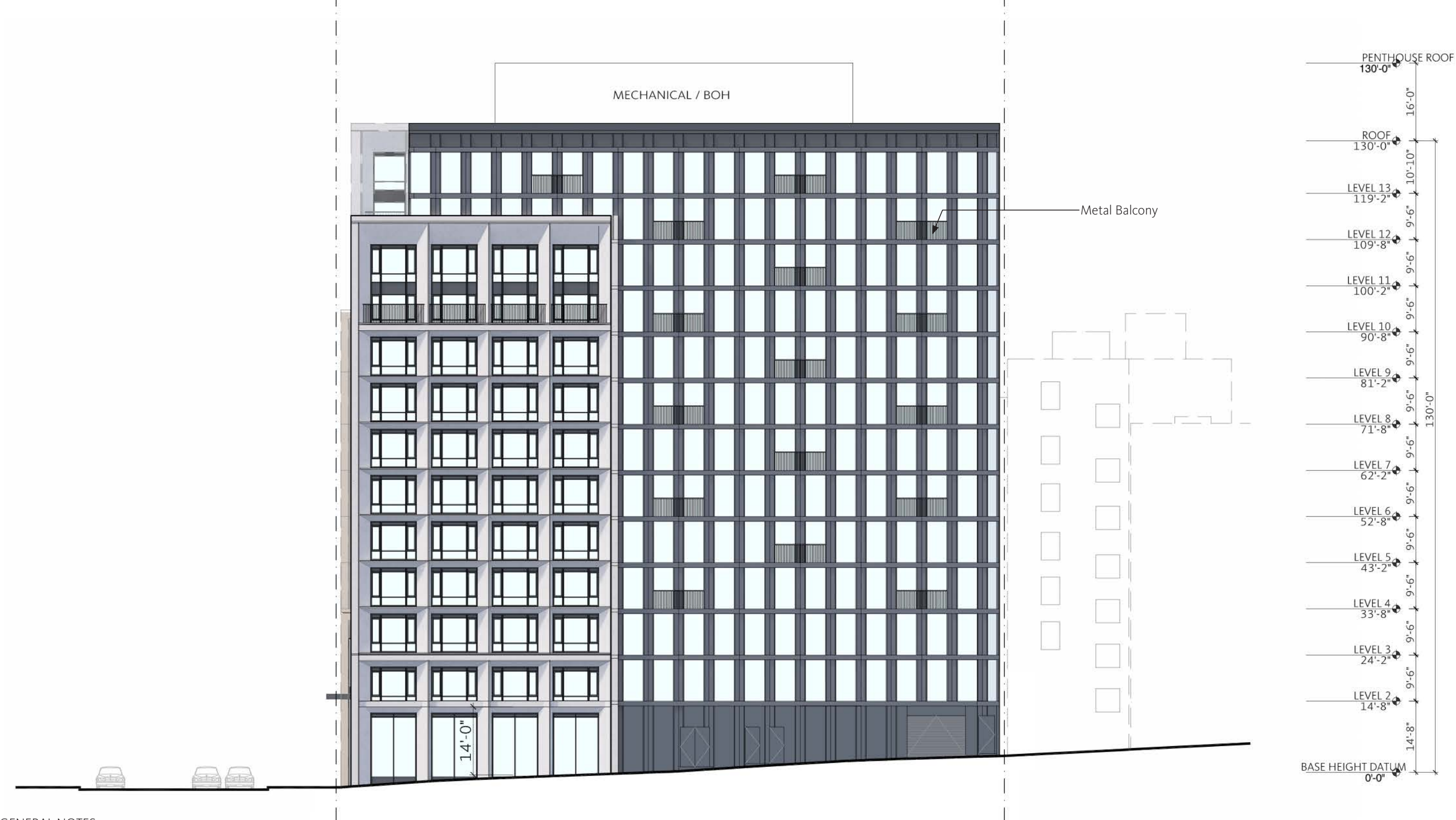


Elevation - O'Farrell Street



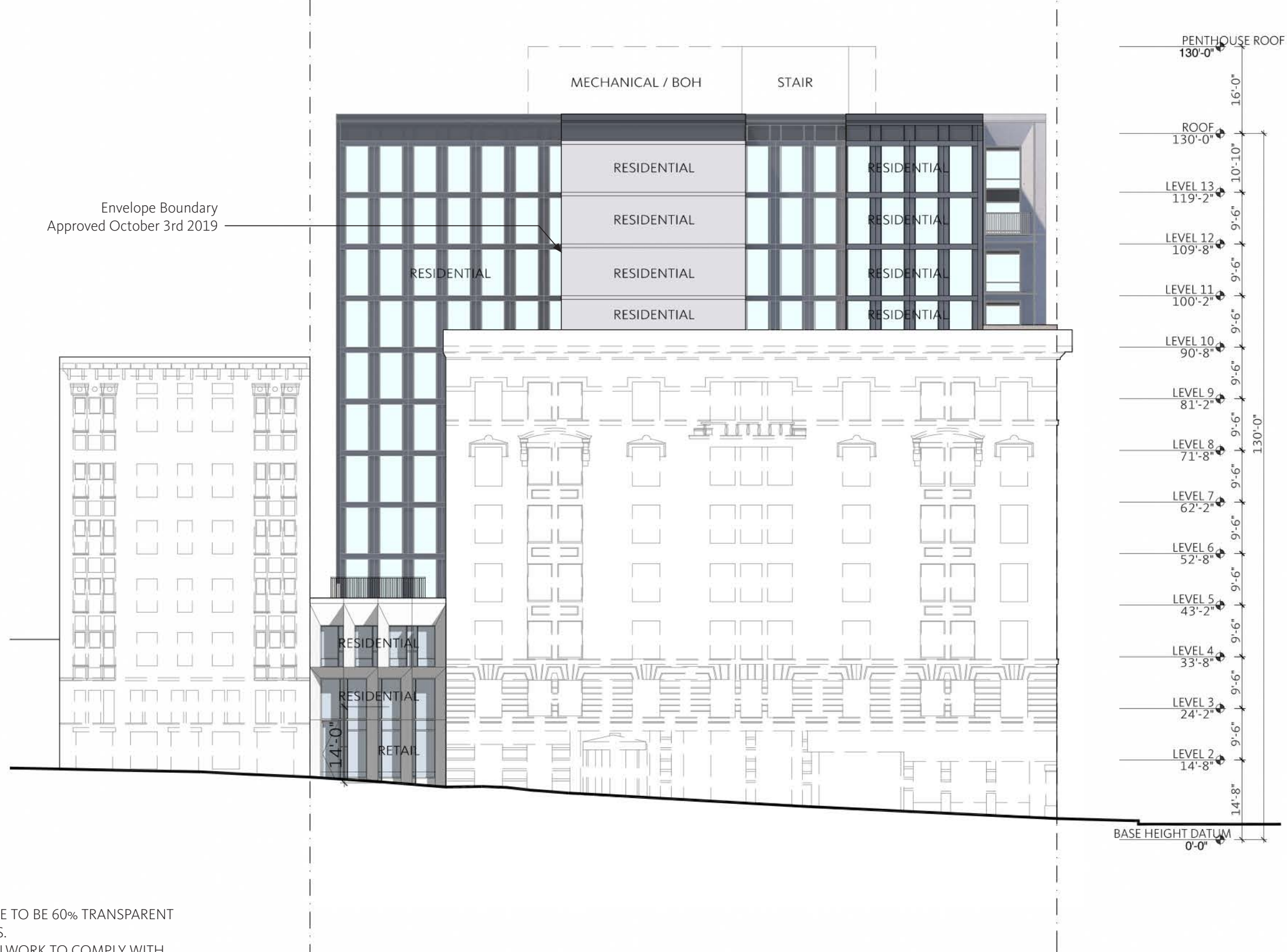
- GENERAL NOTES:
- GROUND FLOOR ACTIVE USE TO BE 60% TRANSPARENT WINDOWS AND DOORWAYS.
 - GATES, RAILINGS AND GRILLWORK TO COMPLY WITH CODE REQUIREMENTS FOR 75% OPEN TO PERPENDICULAR VIEW

Elevation - Shannon Street

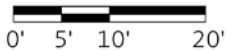


- GENERAL NOTES:
- GROUND FLOOR ACTIVE USE TO BE 60% TRANSPARENT WINDOWS AND DOORWAYS.
 - GATES, RAILINGS AND GRILLWORK TO COMPLY WITH CODE REQUIREMENTS FOR 75% OPEN TO PERPENDICULAR VIEW

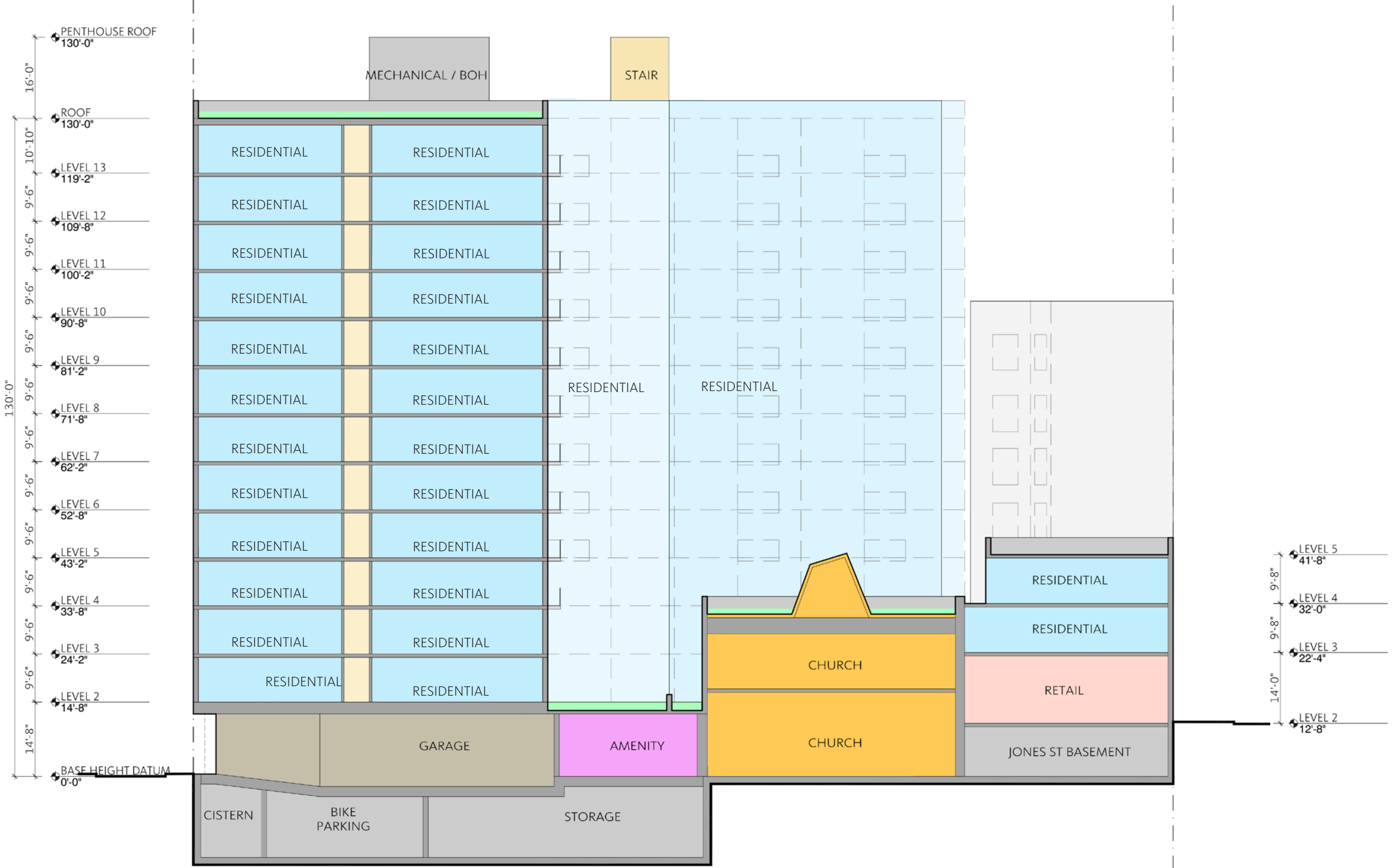
Elevation - Jones Street



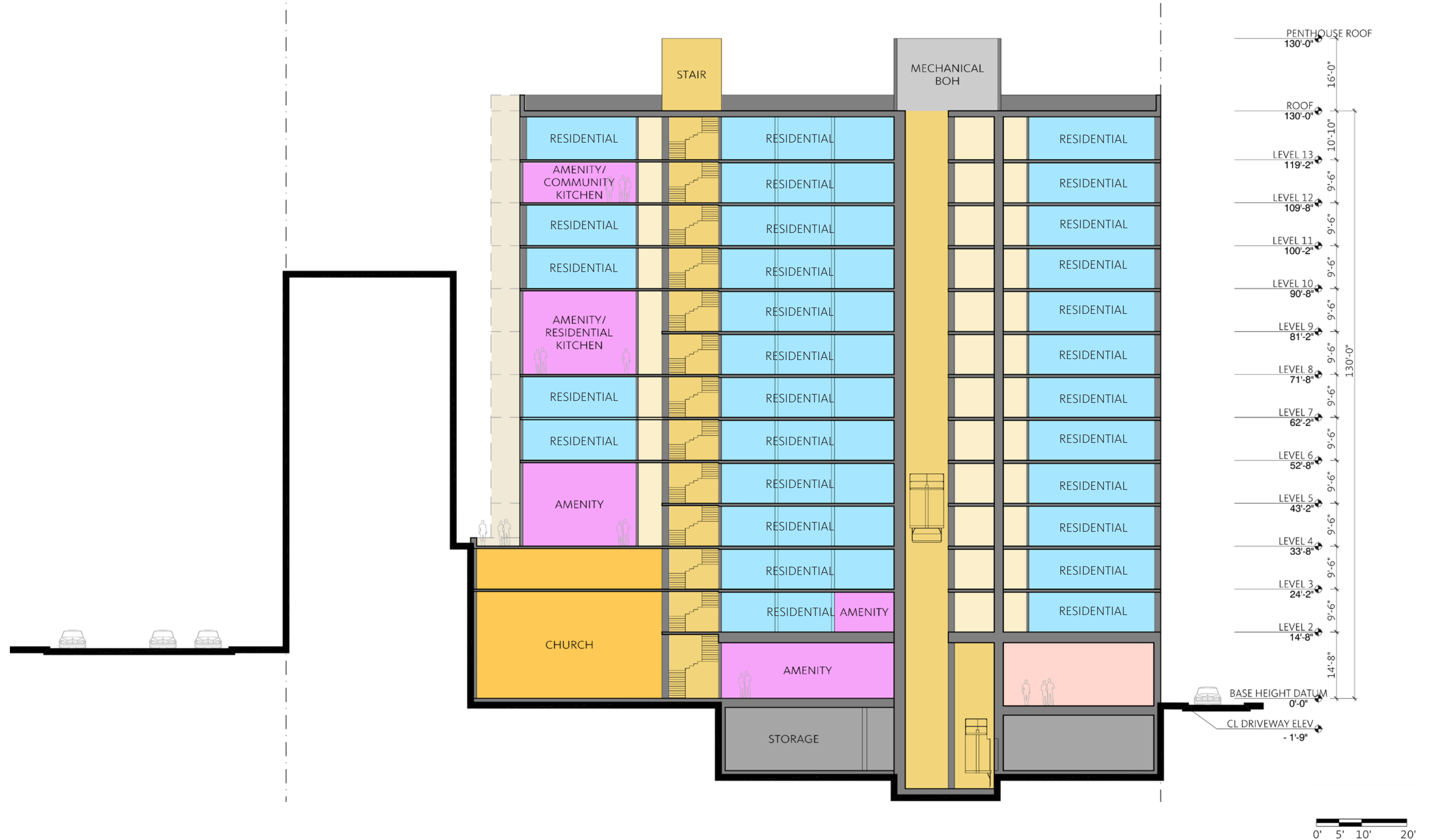
- GENERAL NOTES:
- GROUND FLOOR ACTIVE USE TO BE 60% TRANSPARENT WINDOWS AND DOORWAYS.
 - GATES, RAILINGS AND GRILLWORK TO COMPLY WITH CODE REQUIREMENTS FOR 75% OPEN TO PERPENDICULAR VIEW



Section - East / West - Through Jones St. Retail



Section - East / West - Amenity Space



Section - North / South - Through Lobby W/ Church Beyond

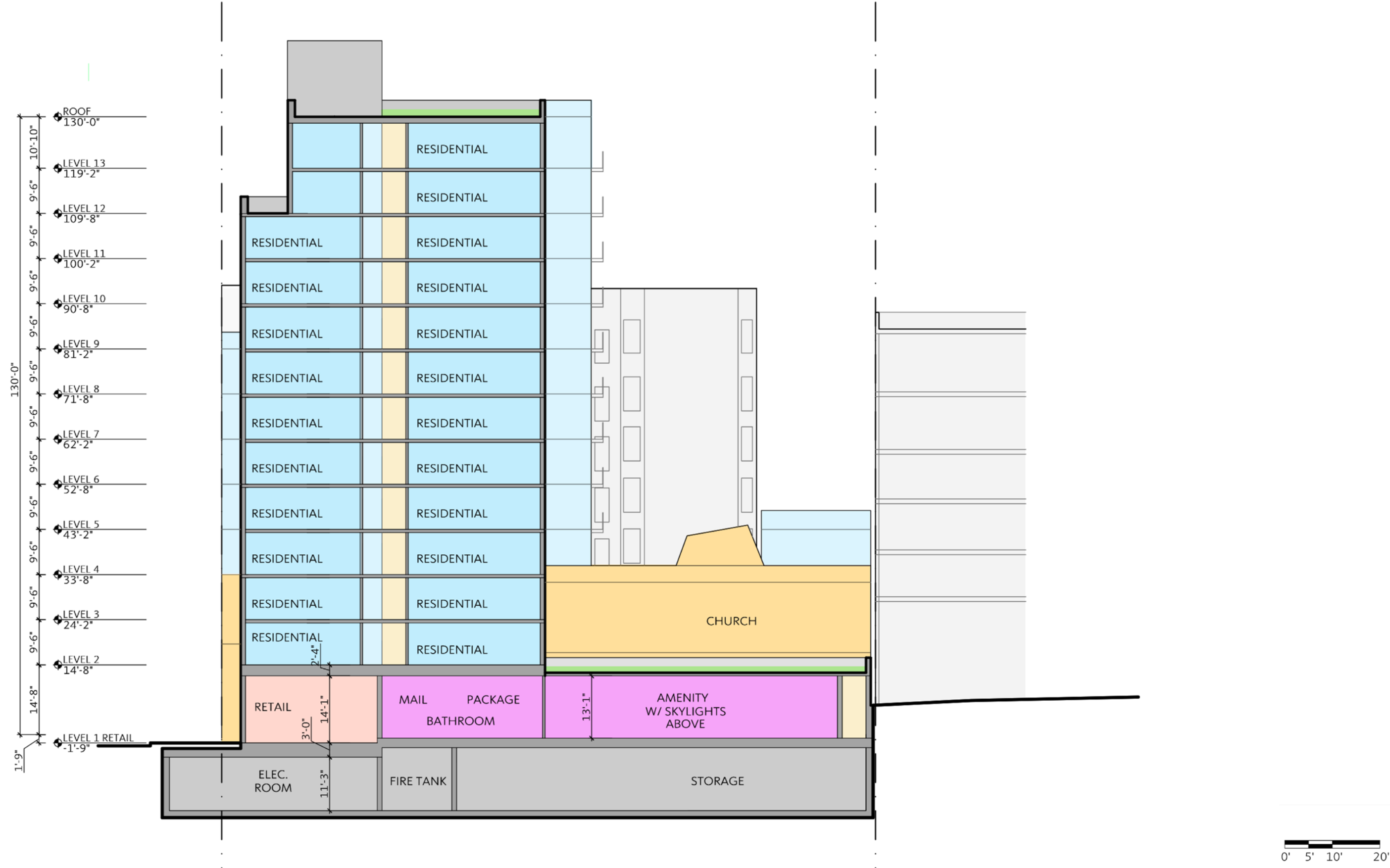
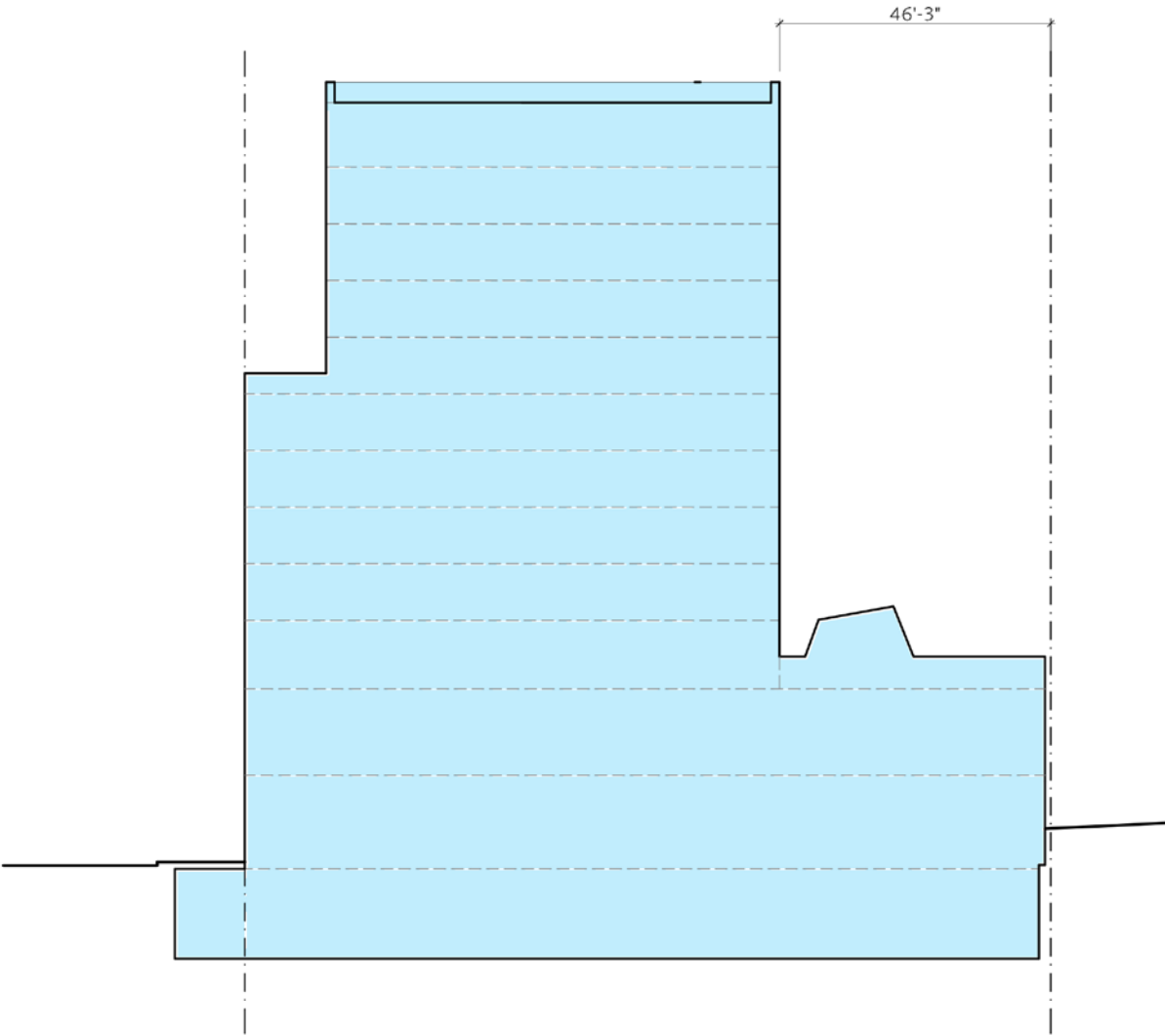
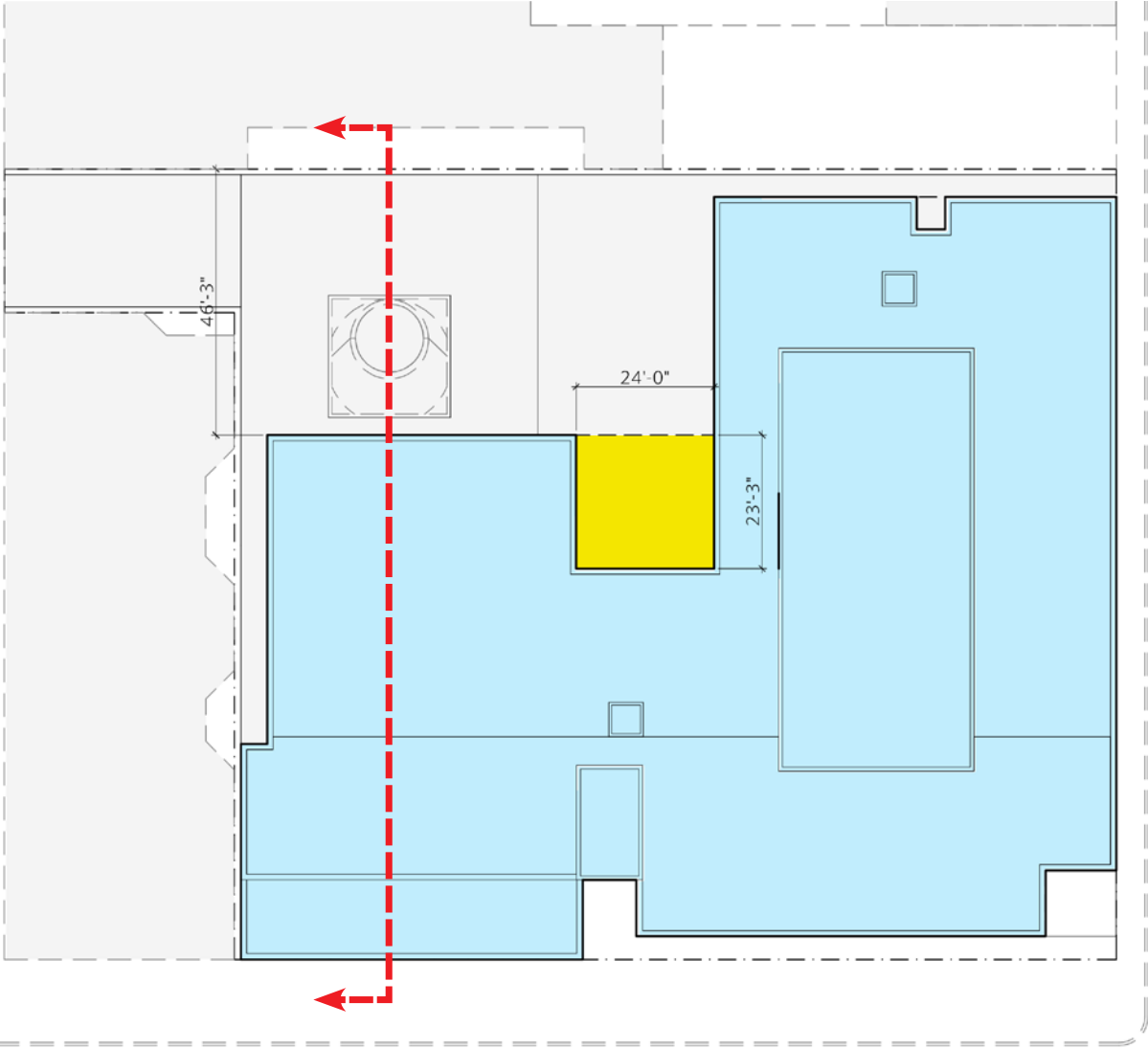


Diagram - Bulk Reduction



Proposed
Existing

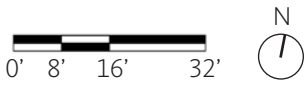


Diagram - Excavation Diagram

* Assuming a 16' deep existing and proposed basement

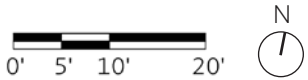
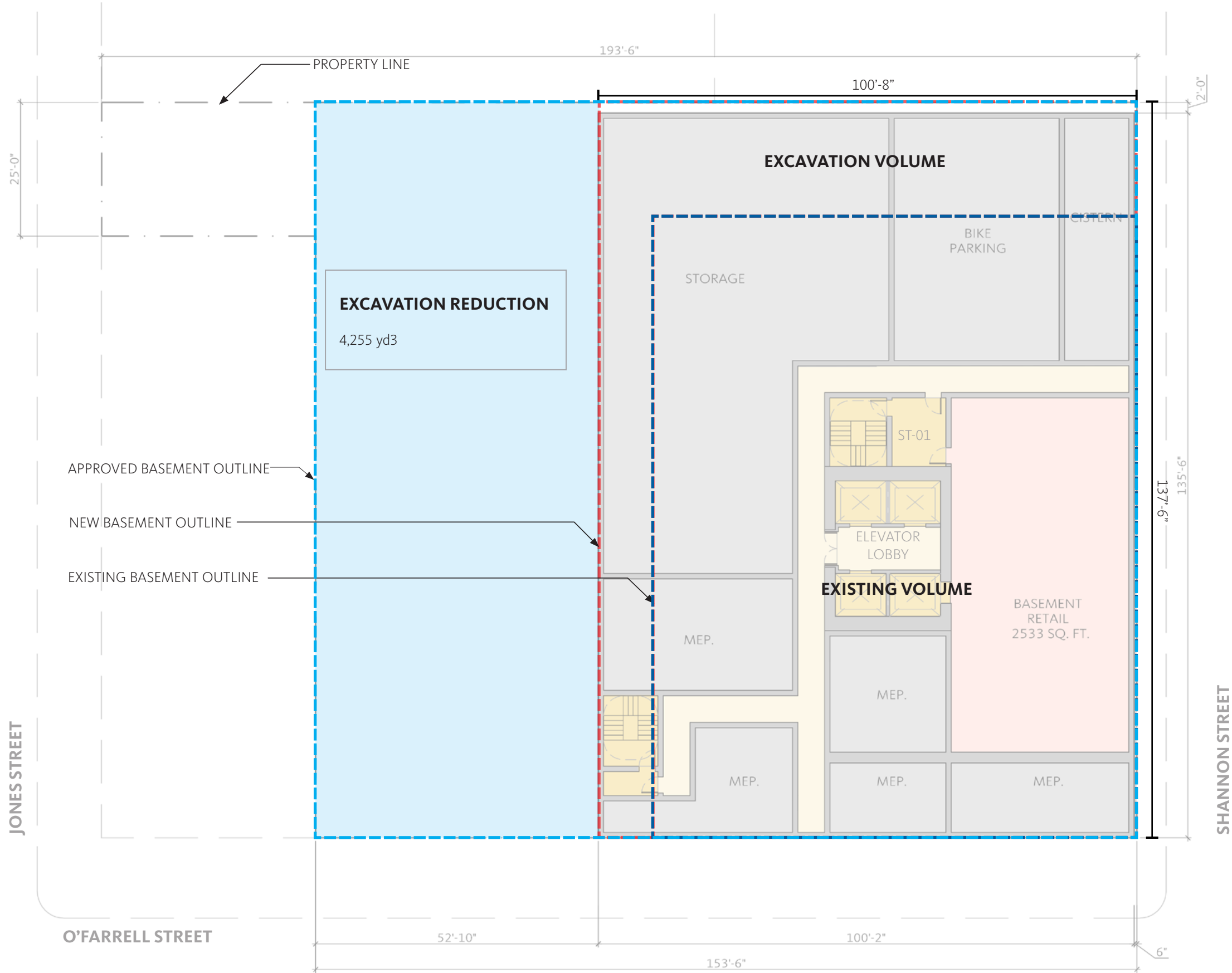


Diagram - Active Use

Active Use: Retail

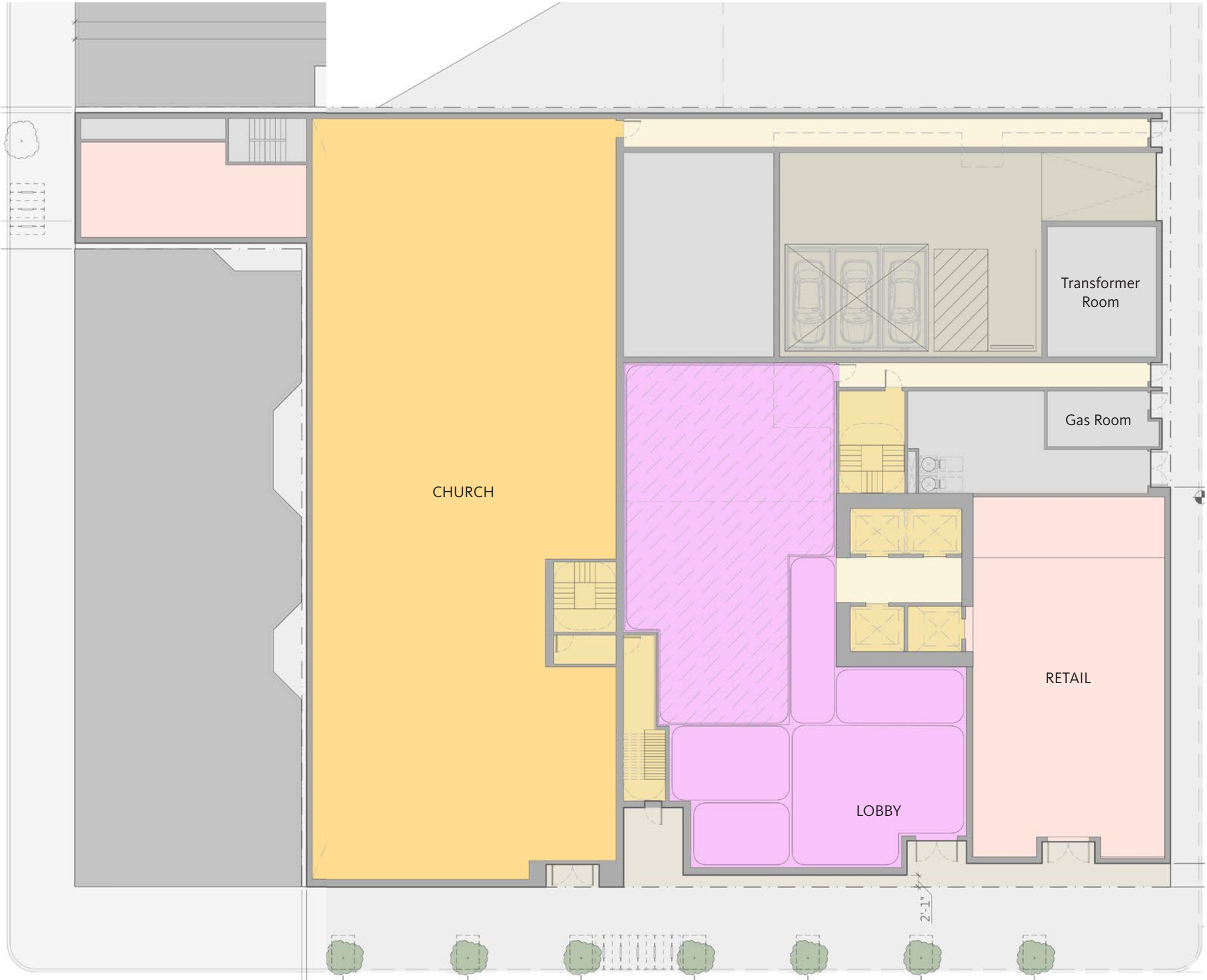
Non Active Use: Exception for Building Services and Egress

Active Use: Retail

SHANNON STREET

JONES STREET

GENERAL NOTES:
 - GROUND FLOOR ACTIVE USE TO BE 60% TRANSPARENT WINDOWS AND DOORWAYS.
 - GATES, RAILINGS AND GRILLWORK TO COMPLY WITH CODE REQUIREMENTS FOR 75% OPEN TO PERPENDICULAR VIEW.



Active Use: Church

Active Use: Lobby

Active Use: Retail

O'FARRELL STREET

3D Rendering - O'Farrell St.



3D Rendering - O'Farrell St.



Building Materials



Material Palette

Precast Concrete

- White
- Simulated Stone

Glazed Window Wall

- Clear
- Spandrel

Metal Panel

- Charcoal Grey

Cement Plaster

- Charcoal Grey

Currently Approved

Elevation - O'Farrell St.



Elevation - Jones St.



Elevation - Shannon St.



3D Rendering - O'Farrell St.



Building Materials



Material Palette

Precast Concrete

- White
- Simulated Stone

Glazed Window Wall

- Clear
- Spandrel

Metal Panel

- Charcoal Grey

Cement Plaster

- Charcoal Grey



A MEMO TO THE PLANNING COMMISSION

HEARING DATE: February 4, 2021

January 27, 2021

Case Number: 2013.1535EIA
Project Address: 450–474 O’Farrell Street/532 Jones Street
Zoning: RC-4 (Residential-Commercial, High Density)
North of Market Residential Special Use District Subarea #1
Fringe Financial Services Restricted Use District
80-T-130-T Height and Bulk District
Block/Lot: 0317/007, 009, and 011
Project Sponsors: Forge Development Partners
Alexander Zucker (415) 855-1869
Fifth Church of Christ, Scientist
Elzbieta Strong (510) 579-4179
Staff Contact: Jenny Delumo (628) 652-7568
jenny.delumo@sfgov.org

Background

On September 13, 2018, the San Francisco Planning Commission certified the environmental impact report (EIR)¹ for the 450–474 O’Farrell Street/532 Jones Street project (State Clearinghouse No. 2017022067), in accordance with the California Environmental Quality Act (CEQA). Subsequent to the 2018 EIR certification and project approval, the project sponsor proposed additional changes to the previously approved project (“revised project”). Section 31.19(c)(1) of the San Francisco Administrative Code states that a modified project must be reevaluated and that, “[i]f, on the basis of such reevaluation, the Environmental Review Officer determines, based on the requirements of CEQA, that no additional environmental review is necessary, this determination and the reasons therefore shall be noted in writing in the case record, and no further evaluation shall be required by this Chapter.” In addition, CEQA section 21166 and CEQA Guidelines section 15162–15163 provide that when an EIR has been certified for a project, no new, subsequent, or supplemental EIR shall be required unless one or more of the following events occurs:

¹ San Francisco Planning Department, 450–474 O’Farrell Street/532 Jones Street Project, Final Environmental Impact Report. This document is available for review on the San Francisco Property Information Map, which can be accessed at <https://sfplanninggis.org/PIM/> by searching 2013.1535ENV in the search box above the map. Individual files can be viewed by clicking on the “Planning Applications” link, clicking the “More Details” link under the project’s environmental record number 2013.1535ENV, and then clicking on the “Related Documents” link.

- (1) substantial changes are proposed in the project, which will require major revisions of the EIR due to the involvement of new significant environmental effects or a substantial increase in the severity of previously identified significant effects;
- (2) substantial changes occur with respect to the circumstances under which the project is being undertaken, which will require major revisions of the previous EIR due to the involvement of new significant environmental effects or a substantial increase in the severity of previously identified significant effects; or
- (3) new information of substantial importance, which was not known and could not have been known at the time the EIR was certified, becomes available.

Pursuant to CEQA Guidelines section 15164, the San Francisco Planning Department, as lead agency, evaluated the potential environmental impacts of the revised project and determined the revised project would not result in new or different environmental impacts, substantially increase the severity of the previously identified environmental impacts or require new mitigation measures. The following technical studies and background analysis were prepared for the revised project, which support the conclusion that the revised project would not result in any new or more severe significant impacts than what was identified in the EIR: Historic Resource Evaluation Part II², Part II Historic Resource Evaluation Response³, transportation study⁴, preliminary geotechnical evaluation⁵, wind analysis⁶, shadow analysis⁷, and an analysis of air quality, noise, and vibration impacts based on the revised project's construction schedule and construction equipment list. Therefore, the revised project would not change the analyses or conclusions in the initial study and EIR for the previous project.

An addendum was published on December 21, 2020 for the 450-474 O'Farrell Street/532 Jones Street project, which determined the impacts of the revised project would not require the preparation of a subsequent or supplemental EIR.⁸ The addendum determined there would no new significant impacts from the change in use from residential to group housing uses.

Response to Letter on the Addendum

On January 7, 2021 Michael W. Shonafelt, on behalf of the Pacific Bay Inn, Inc., submitted a letter to the Planning Commission commenting on the addendum prepared for the revised project. The Pacific Bay Inn is located at 500 – 520 Jones Street, which is directly west of the project site. The impacts to the residence and building at 500-520 Jones Street were extensively analyzed in the 450-474 O'Farrell Street/532 Jones Street addendum.

² TreanorHL, *450-474 O'Farrell Street and 532 Jones Street, San Francisco, CA Historic Resource Evaluation Part II: Compatibility and Impacts Analysis*, December 11, 2020.

³ San Francisco Planning Department, *Part II Historic Resources Evaluation Response*, December 12, 2020.

⁴ LCW Consulting, *450 O'Farrell Street/532 Jones Street Project – Addendum to the TIS*, July 22, 2020.

⁵ Langan Engineering and Environmental Services, Inc., *Preliminary Geotechnical Evaluation, 450 O'Farrell Street, San Francisco, California*, March 25, 2020.

⁶ RWDI, *Updated Letter 450 O'Farrell Street – Wind Analysis*, July 2020.

⁷ CADP, *450 O'Farrell Street Shadow Report Amendment for Proposed Modified Design Scheme*, July 9, 2020.

⁸ San Francisco Planning Department, *450-474 O'Farrell Street/532 Jones Street Project, Addendum to Environmental Impact Report*. This document is available for review on the San Francisco Property Information Map, which can be accessed at <https://sfplanninggis.org/PIM/> by searching 2013.1535EIA in the search box above the map. Individual files can be viewed by clicking on the "Planning Applications" link, clicking the "More Details" link under the project's environmental record number 2013.1535EIA, and then clicking on the "Related Documents" link.

The letter claims that the revised project's features and circumstances warrant further disclosure and analysis. Specifically, the letter states the addendum does not analyze potential significant construction impacts on sensitive receptors and that impacts to sensitive receptors are heightened due to the stay-at-home orders issued in response to the COVID-19 public health emergency. The addendum adequately analyzed construction noise impacts on the surrounding sensitive receptors, including residence at the Pacific Bay Inn located 500-520 Jones Street. The addendum determined that construction of the revised project would not exceed the noise standards in the City Noise Ordinance (Article 29 of the Police Code, sections 2907 and 2908). While construction would result in an increase in ambient noise levels on an intermittent basis, noise levels from construction are not anticipated to result in a substantial increase in ambient levels. Furthermore, the methodology for the construction noise analysis in the EIR and addendum both conservatively assume that residential noise sensitive receptors would be home during construction activities, including during normal business hours (i.e., 8 a.m. to 5 p.m.). With these conservative assumptions, the addendum determined that construction of the revised project would not result significant construction noise impacts, similar to the approved project. Although it is possible that more people may be at home during the day as a result of the COVID-19 pandemic, the COVID-19 shelter-in-place/stay safe at home order would not result in new or more significant construction noise impacts than were disclosed and analyzed in the addendum because the analysis already conservatively assumed that the closest sensitive receptors living in residences on parcels adjacent to the site would be home during construction activities. COVID-19 does not change the context of this analysis and does not affect the determination. Thus, potential construction noise impacts from the revised project were appropriately analyzed and disclosed in the addendum.

The letter claims the revised project's proposed group home use constitutes a new project requiring environmental review. The addendum analyzed the potential impacts of the revised project, including the proposed trips and loading demand generated by the group housing use. The letter claims the addendum and transportation analysis for the revised project did not adequately analyze the additional commercial retail/restaurant space proposed by the revised project. The addendum adequately analyzed transportation impacts from the proposed group housing use and determined the revised project would result in a less-than-significant transportation impacts. A transportation study was prepared to analyze the revised project's potential construction and operational impacts related to potentially hazardous conditions, accessibility, public transit, vehicle miles traveled, and loading.⁹ Travel demand for the approved project was determined consistent with the methodology in the 2002 Transportation Impact Analysis Guidelines for Environmental Review which were applicable for transportation analyses at the time. Since then, the planning department published the 2019 update to the Transportation Impact Analysis Guidelines for Environmental Review. The travel demand for the revised project was determined based on the revised methodology and trips rates in the 2019 Guidelines. The potential impacts resulting from the revised project's proposed commercial retail/restaurant uses and change to group housing use were appropriately analyzed and disclosed in the addendum.

The letter also claims new geotechnical information has emerged prompting further environmental review. An updated geotechnical report was prepared for the revised project.¹⁰ The updated report uses available site-specific geotechnical and subsurface data to determine the appropriate construction methods and foundation for the revised project. As documented in the geotechnical report, the project site is underlain with several feet of fill and below Dune sand to a depth of approximately 20 feet below existing street grade. The Dune sand is likely underlain

⁹ LCW Consulting, *450 O'Farrell Street/532 Jones Street Project – Addendum to the TIS*, July 22, 2020.

¹⁰ Langan Engineering and Environmental Services, Inc., *Preliminary Geotechnical Evaluation, 450 O'Farrell Street, San Francisco, California*, March 25, 2020.

with Colman formation. Beneath the Colma formation is bedrock of the Franciscan formation at a depth of approximately 100 feet below existing street grade. The project site is not located in a designated liquefaction hazard zone. Thus, the potential for liquefaction and lateral spreading is low. Based on the project site's subsurface conditions, the report finds the basement and foundation, which would extend to approximately 20 feet below existing street grade, could be supported with a rigid shallow foundation system consisting of footings with interconnected grade beams, or a mat. The portion of the proposed building that would be located at-grade (i.e., beneath the Church sanctuary) should be constructed on deep foundations (e.g., drilled piers, auger-cast-in-place piles, rammed aggregate piers, or drilled displacement piles) supported in the medium dense to very dense sand that is located at approximately 20 feet below the existing street grade. Excavation on the project site should be shored to protect adjacent buildings and streets. the report finds the project could be constructed with implementation of these preliminary recommendations. Thus, any potential geology and soils impacts resulting from the revised project was appropriately analyzed and disclosed in the addendum.

In summary, the planning department evaluated all of the potential impacts of the revised project and the addendum prepared for the revised project was appropriately prepared and issued pursuant to in accordance with CEQA and Chapter 31 of the Administrative Code.



SECOND ADDENDUM TO ENVIRONMENTAL IMPACT REPORT

<i>Date:</i>	June 17, 2021
<i>Case No.:</i>	2013.1535EIA-02
<i>Project Title:</i>	450–474 O’Farrell Street/532 Jones Street
<i>Zoning:</i>	RC-4 (Residential-Commercial, High Density) North of Market Residential Special Use District Subarea #1 Fringe Financial Services Restricted Use District 80-T-130-T Height and Bulk District
<i>Block/Lot:</i>	0317/007, 009, and 011
<i>Lot Size:</i>	22,106 square feet
<i>Project Sponsors:</i>	Forge Development Partners Alexander Zucker (415) 855-1869 Fifth Church of Christ, Scientist Elzbieta Strong (510) 579-4179
<i>Lead Agency:</i>	San Francisco Planning Department
<i>Staff Contact:</i>	Jenny Delumo (628) 652-7568 jenny.delumo@sfgov.org

1.0 INTRODUCTION AND BACKGROUND

This document is the second addendum to the final environmental impact report (EIR) (State Clearinghouse No. 2017022067) for the 450–474 O’Farrell Street/532 Jones Street Project (project). This addendum describes the originally proposed project that was analyzed in the Final EIR (referred to in this document as the “previous project”). In accordance with the California Environmental Quality Act (CEQA), the Final EIR was certified by the San Francisco Planning Commission on September 13, 2018.¹ Subsequent to the 2018 project approval, the project sponsor proposed additional changes to the previously approved project. The San Francisco Planning Department subsequently issued an addendum to the Final EIR, dated December 21, 2020.² The first

- ¹ San Francisco Planning Department, 450–474 O’Farrell Street/532 Jones Street Project, Final Environmental Impact Report. This document is available for review on the San Francisco Property Information Map, which can be accessed at <https://sfplanninggis.org/PIM/> by searching 2013.1535ENV in the search box above the map. Individual files can be viewed by clicking on the “Planning Applications” link, clicking the “More Details” link under the project’s environmental record number 2013.1535ENV, and then clicking on the “Related Documents” link.
- ² San Francisco Planning Department, 450–474 O’Farrell Street/532 Jones Street Project, Addendum to Environmental Impact Report, December 21, 2020. This document is available for review on the San Francisco Property Information Map, which can be accessed at <https://sfplanninggis.org/PIM/> by searching 2013.1535EIA in the search box above the map. Individual files can be viewed by clicking on the “Planning Applications” link, clicking the “More Details” link under the project’s environmental record number 2013.1535EIA, and then clicking on the “Related Documents” link.

addendum evaluated modifications to the previous project that included replacing the 176 dwelling units with 302 group housing units, up to 316 group housing beds, and revisions to the amount of restaurant/retail, religious institution, residential, and open space and a reduction in vehicular parking. No approvals were taken on the revised project evaluated in the first addendum. After issuance of the first addendum, the project sponsor proposed further changes to the previously approved project. This second addendum summarizes the potential environmental impacts that may occur as a result of implementing the revised project.

The project site is located within the Downtown/Civic Center neighborhood, an area governed by San Francisco's Downtown Area Plan. The approximately 22,106-square-foot (0.5-acre) project site is located on a block bounded by Geary Street to the north, O'Farrell Street to the south, Taylor Street to the east, and Jones Street to the west, with Shannon Street bisecting the block and running parallel to Jones and Taylor streets. The project site itself is bounded by Shannon Street to the east, O'Farrell Street to the south, Jones Street to the west, Geary Street to the north, and the two buildings that abut the lot line on the southwest and north sides. The project site consists of three parcels: Assessor's Blocks/Lots: 0317/007, 0317/009, and 0317/011. The project site is made up of three rectangular parcels that would be merged to form a single lot, with frontages on O'Farrell, Jones, and Shannon streets. The project site is in the RC-4 (Residential-Commercial, High-Density) zoning district, North of Market Residential Special Use District Subarea No. 1, a Fringe Financial Special Use District, and the 80-T-130-T Height and Bulk District. The project site is also located in the Uptown Tenderloin National Register Historic District, which is listed on the National Register of Historic Places (NRHP).

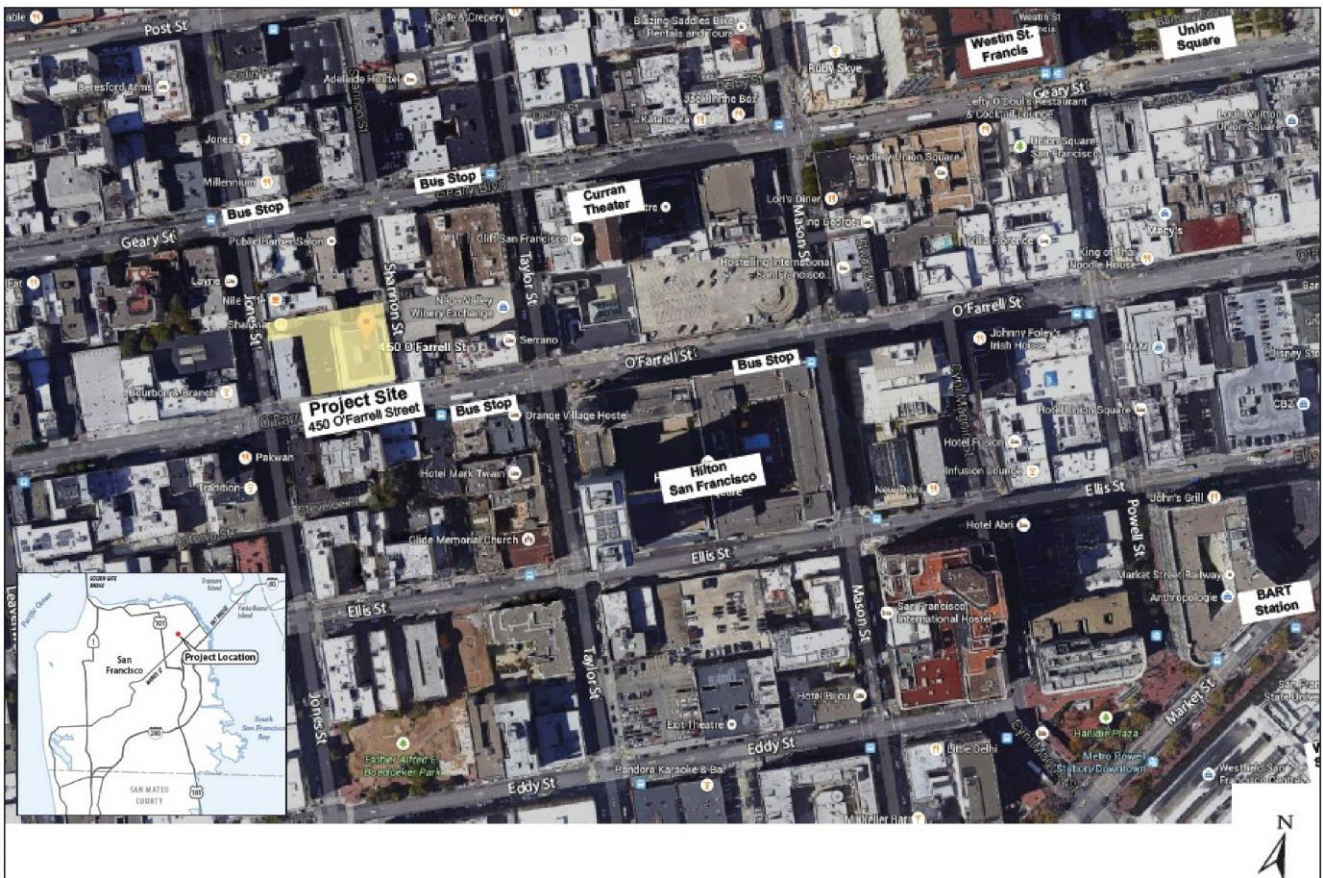


Figure 1: Project Location

Project Site

The project site is currently occupied by the three-story, 26,904-square-foot Fifth Church of Christ, Scientist, including a 1,400-square-foot parking lot with four parking spaces at 450 O'Farrell Street; a one-story, 4,415-square-foot vacant retail building at 474 O'Farrell Street; and a one-story, 1,012-square-foot restaurant and residential building with five units at 532 Jones Street. The EIR for the previous project analyzed the demolition of the buildings on the project site and the construction of a new 13-story, 130-foot-tall (with an additional 20 feet for the elevator penthouse) mixed-use building with up to 176 dwelling units (270 bedrooms),³ restaurant/retail space on the ground floor, and a replacement church (proposed religious institution) on the ground floor and two upper levels. The previous project would construct a total of 237,810 square feet of new development in one building, including up to 187,640 square feet for residential use, 6,200 square feet for restaurant and/or retail use, 13,595 square feet for religious institution use (i.e., replacement of the existing church), 8,398 square feet of residential open space (288 square feet of private open space and 8,110 square feet of common open space), and 21,070 square feet of below-grade parking.

2.0 PROPOSED MODIFICATIONS TO THE PROJECT

The project sponsor submitted an application for a revised project, which would change the previous project evaluated in the EIR. The revised project would result in demolition of the buildings on the project site and the construction of a 13-story building with a basement. The structure would contain 316 group housing units (632 beds), 172,323 square feet of residential use, including amenities and common areas, 4,900 square feet of open space, 6,023 square feet of restaurant/retail space, and 9,924 square feet for religious institution use (i.e., replacement of the existing church). The total built area would be approximately 207,448 square feet. Table 1 summarizes the differences between the previous project analyzed in the EIR and the revised project.

TABLE 1. SUMMARY OF PREVIOUS PROJECT AND REVISED PROJECT

Project Component	2018 Previous Project (2013.1535ENV)	2021 Proposed Revised Project (2013.1535EIA)	Change
	Number	Number	
Buildings to be demolished	3	3	None
Buildings to be constructed	1	1	None
Stories	13	13	None
Building height	130 feet (150 feet with elevator penthouse)	130 feet (150 feet with elevator penthouse)	None ¹
Excavation ²	8,900 cubic yards 16 feet deep	4,700 cubic yards 20 feet deep	-4,200 cubic yards 4 feet deeper
Proposed Use	Number	Number	Change
Residential units	176	0	-176
Residential bedrooms	270	0	-270
Group housing units	0	316	316
Group housing beds	0	632 ³	632
Built area (gross square feet)	237,810	207,448	-30,362
Residential area (gross square feet)	182,668	172,323	-10,345

³ 22 studios, 95 one-bedroom, 55 two-bedroom, and 4 three-bedroom units.

Project Component	2018 Previous Project (2013.1535ENV) Number	2021 Proposed Revised Project (2013.1535EIA) Number	Change
Retail/restaurant (gross square feet)	3,827	6,023	2,196
Religious institution (gross square feet)	9,555	9,924	369
Open space (gross square feet)	8,359	5,060	-3,299
Parking area (gross square feet)	22,105	1,910	-20,195
Vehicle parking (spaces)	41	6	-35
On-street passenger and commercial loading spaces adjacent to project site	2 passenger loading spaces; 2 commercial loading spaces	2 passenger loading spaces; 2 commercial loading spaces	None
Below-market-rate (13.5% percent + 5 replacement units ⁴)	28	48	20
Bicycle parking class 1 ⁵	125	136	11
Bicycle parking class 2 ⁶	16	15	-1
Street trees	9	7	-2

Source: City of San Francisco Planning Department, ICF 2021

- ¹ The height of the building would remain the same; the rear massing would be as described for the previous project (see Figure 19).
- ² Assumes 20-foot-deep proposed basement.
- ³ Group housing includes separate and shared rooms. The overall project will not exceed an average of two beds per group housing unit.
- ⁴ Five replacements units are to replace the five existing units located at 532 Jones Street.
- ⁵ Planning code section 155.1(a) defines class 1 bicycle spaces as “spaces in secure, weather-protected facilities intended for use as long-term, overnight, and work-day bicycle storage by dwelling unit residents, nonresidential occupants, and employees.”
- ⁶ Planning code section 155.1(a) defines class 2 bicycle spaces as “bicycle racks located in a publicly-accessible, highly visible location intended for transient or short-term use by visitors, guests, and patrons to the building or use.”

As shown in Table 1, the proposed revised project would result in the following changes compared to the previous project:

- Total building area of the revised project would be 207,448 square feet, a reduction of 30,362 square feet compared to the previous project. However, the revised project’s building footprint and construction area would be the same as that of the previous project.
- The revised project would provide approximately 316 group housing units (with 632 beds) compared to the 176 residential units approved for the previous project. As a result, the revised project would require less open space per unit and fewer class I and class II bicycle parking spaces.
- Similar to the previous project, five existing dwelling units at 532 Jones Street would be replaced.
- The revised project would reduce the amount of residential space but increase the retail/restaurant space and religious institutional spaces on the site compared to the previous project.

- The basement level of the revised project would be smaller than that of the previous project. Therefore, the revised project would require approximately 4,700 cubic yards of excavation, less than the previous project which required 8,900 cubic yards of excavation. The proposed depth of excavation would be approximately 20 feet.
- The revised project would provide approximately six parking spaces on the ground floor for religious institutional use. This is fewer than the 41 parking spaces proposed under the previous project.
- The rear yard is proposed to remain similar to the previously entitled rear yard, with the exception that additional rear yard is created at the inner most portion of the “L” shape.

The revised project would be constructed within the envelope described for the previous project, with a similar mix of uses, decreased subsurface excavation, and minor changes in building design. The previous project proposed a graywater system. Similarly, the revised project would install a blackwater recycling system⁴ in the basement level. Similar to the previous project, select features from the existing church space at 450 O’Farrell Street would be removed and reinstalled in the new religious institution, including the stained-glass windows, oculus, and oak pews. However, the existing pipe organ is too large for the new space and would require replacement, unlike under the previous project. All other aspects of the revised project would remain the same as those of the previous project. Figures 1 through 25 (Attachment A) illustrate the site plan, various level floor plans, a typical unit plan, open space and bulk reduction diagram, sections, elevations, and excavation diagram.

Construction Schedule

The construction schedule for the revised project would be similar to the 18 months proposed for the previous project. Demolition and construction of the revised project are estimated to take approximately 18 months from groundbreaking. Demolition would require about one month, with excavation the following month. Month three would include primarily shoring activities. Months four through 11 would include erecting the structure. Months 10 to 15 would include façade construction, and months 12 through 18 would be for interior construction. Pile-driving would not be necessary and is not proposed, the same as for the previous project.

TABLE 2. CONSTRUCTION SCHEDULE

Phase	Activity	Time
1	Demolition	Month 1
	Excavation	Month 2
2	Foundation and Structure	Months 4 through 11
	Façade Construction	Months 10 through 15
3	Interior Construction	Months 12 through 18
	Site Landscaping	Months 16 through 18

Source: Forge Development Partners 2020

⁴ Graywater and blackwater recycling system allow for the use of alternative water sources for use onsite. Greywater systems recycle wastewater from bathtubs, showers, bathroom sinks, and clothes washing machines. In addition to recycling wastewater from the same sources as greywater systems, blackwater systems recycle wastewater from toilets, dishwashers, kitchen sinks, and utility sinks. San Francisco Public Utilities Commission, *Blueprint for Onsite Water Systems*, September 2014. Available at <https://sfwater.org/modules/showdocument.aspx?documentid=6057>. Accessed May 2021.

Construction Equipment

The mix of construction equipment for the revised project would be substantially similar to that under the previous project. Equipment would consist of bobcats and a tower crane, as well as trucks for demolition removal and delivery of project materials. The revised project would result in less excavation than the previous project and would therefore result in fewer construction truck trips hauling excavated material from the project site. Table 3 includes the construction equipment to be used on the site and shows the construction equipment for the revised project compared to that identified for the previous project.

TABLE 3. ONSITE CONSTRUCTION EQUIPMENT COMPARISON

Phase	Project Element	Equipment Type			
		Revised Project	Qty	Previous Project	Qty
1	Demolition and Earthwork	Excavator	2	Excavator	1
		Bobcat	2	Dozers/Loaders	2
2	Foundations Structure	Excavator	1	Excavator	1
		Forklift	1	Forklift	1
		Tower Crane	1	Tower Crane	1
3	Interiors	Forklift	1	Forklift	1
		Scissor / Platform Lift	8	Scissor / Platform Lift	8
	Elevators	Welders	1	Welders	1
	Site Landscaping	Bobcat/backhoe	1	Backhoes	1

Source: Forge Development Partners 2020.

Construction staging and construction truck and worker trips would be similar to that described in the approved EIR. Construction staging occurring on sidewalks or within adjacent travel lanes would be subject to review and approval by San Francisco Public Works and San Francisco Municipal Transportation Agency (SFMTA). The construction contractor would be required to meet the City of San Francisco’s Regulations for Working in San Francisco Streets (the Blue Book), including those regarding sidewalk and lane closures, and would meet with SFMTA staff to determine if any special traffic permits would be required. In addition to the regulations in the Blue Book, the contractor would be responsible for complying with all city, state, and federal codes, rules, and regulations.

3.0 CUMULATIVE SETTING

The Final EIR determined that the project-would result in a significant and unavoidable impact on historic architectural resources; cumulative impacts on historic architectural resources would be less than significant with mitigation. Given the scope of the proposed revisions to the project any potential changes to the cumulative impacts identified in the Final EIR would be limited to historic architectural resources within the Uptown Tenderloin National Register Historic District. The Historic Resource Evaluation Part 2⁵ prepared

⁵ TreanorHL, *450-474 O’Farrell Street and 532 Jones Street, San Francisco, CA Historic Resource Evaluation Part II: Compatibility and Impacts Analysis, December 11, 2020*. Unless otherwise noted, this and all other documents herein are available for review on the San Francisco Property Information Map, which can be accessed at <https://sfplanninggis.org/PIM/> by searching 2013.1535EIA-02 in the search box above the map. Individual files can be viewed by clicking on the “Planning Applications” link, clicking the “More Details” link under the project’s environmental record number 2013.1535EIA-02, and then clicking on the “Related Documents” link.

for the revised project analyzed those potential impacts, and that analysis is discussed in Section 4. With respect to vibration impacts on historic architectural resources, the cumulative approach includes cumulative development projects in the vicinity of the project site that would have the potential to generate vibration that could potentially cause structural damage to historic architectural resources. Table 4 lists development projects in the Uptown Tenderloin National Register Historic District that were considered in the cumulative analysis and their current historic district status.

TABLE 4. PROPOSED, ONGOING, AND COMPLETED PROJECTS IN THE UPTOWN TENDERLOIN NATIONAL REGISTER HISTORIC DISTRICT

Address	Property Type	District		Case No.
		Status	Project Description	
246 Eddy Street	Club house	NC	Clubhouse demolished; new construction of replacement club house.	2010.0056E
430 Eddy Street	Parking	NC	New construction of an eight-story, mixed-use building on a vacant lot.	2014.0400E
469 Eddy Street	Garage	C	Preserve the existing façade. New construction of a six-story, mixed-use building and retention of existing façade.	2014.0562E
538 Eddy Street	Parking lot of Pacific Gas & Electric (PG&E) building	NC	New construction of a two-story, electrical switchgear building for PG&E.	2016-000114PRJ
229-231 Ellis Street	Mixed-use (bath)	C	Exterior modifications, rehabilitation, and one-story, vertical addition to four-story over basement mixed-use building.	2016-007593ENV
479 Ellis Street	Stores	C	Façade modifications and alterations to an existing building.	2016-015399ENV
519 Ellis Street	Parking lot	NC	New construction of an eight-story, mixed-use building on vacant lot.	2014.0506E
651-661 Geary Street	Garage, converted to offices	C*	Converted garage demolished; new construction of a 13-story, mixed-use building.	2012.0628E
101-121 Golden Gate Avenue	Social services center	C*	Film exchange building demolished; new construction of a 10-story, mixed use building.	2005.0869E_5
135 Hyde Street Garage	Garage	C	Demolition of a garage building; new construction of eight-story, mixed-use building.	2015-015203ENV
245 Hyde Street	Film exchange	C	Develop the site for an eight-story, mixed-use project with ground floor commercial and seven floors of residential units.	2017-011893PPA
719 Larkin Street	Stores	C*	Commercial building demolished; new construction of eight-story, mixed-use building.	2015-005329ENV
145 Leavenworth Street	Parking lot	NC	New construction of a nine-story, mixed-use on parking lot.	2012.1531ECK

Address	Property Type	District		Case No.
		Status	Project Description	
19–25 Mason Street	Parking lot	NC	New construction of a 12-story, mixed-use building on parking lots.	2012.0678E
550 O’Farrell Street	Garage	C	Demolition of a garage building (façade retained); new construction of 13-story residential building.	2017-004557ENV
210–238 Taylor Street	Parking lot	NC	New construction of eight-story, mixed-use on parking lot.	2007.1342E
361 Turk Street	Parking lot	NC	New construction of nine-story, mixed-use building on parking lot.	2012.1531CEX
180 Jones Street	Parking lot	NC	New construction of nine-story, mixed use building on parking lot.	2012.0358VC

Source: TreanorHL 2020

NC = Non-contributor to the Uptown Tenderloin National Register Historic District

C = Contributor to the Uptown Tenderloin National Register Historic District

C* = Demolished contributor to the Uptown Tenderloin National Register Historic District

Figure 26 (Attachment A) shows the locations of the cumulative development projects that are listed in Table 4. Since the Final EIR was certified, six new development projects have been proposed within the Uptown Tenderloin National Register Historic District. Of those six projects, two are proposing demolition. The cumulative context and conditions for the revised project would remain similar to that identified in the 2018 EIR, including a number of proposed or approved development projects and transportation network changes.

4.0 PURPOSE OF THE ADDENDUM

Section 31.19(c)(1) of the San Francisco Administrative Code states that a modified project must be reevaluated and that, “[i]f, on the basis of such reevaluation, the Environmental Review Officer determines, based on the requirements of the California Environmental Quality Act (CEQA), that no additional environmental review is necessary, this determination and the reasons therefore shall be noted in writing in the case record, and no further evaluation shall be required by this Chapter.” In addition, CEQA section 21166 and CEQA Guidelines section 15162–15163 provide that when an EIR has been certified for a project, no new, subsequent, or supplemental EIR shall be required unless one or more of the following events occurs: (1) substantial changes are proposed in the project, which will require major revisions of the EIR due to the involvement of new significant environmental effects or a substantial increase in the severity of previously identified significant effects; (2) substantial changes occur with respect to the circumstances under which the project is being undertaken, which will require major revisions of the previous EIR due to the involvement of new significant environmental effects or a substantial increase in the severity of previously identified significant effects; or (3) new information of substantial importance, which was not known and could not have been known at the time the EIR was certified, becomes available. Since certification of the EIR, no substantial changes are proposed for the project and no changes have occurred in the circumstances under which the 450–474 O’Farrell Street/532 Jones Street Project would be implemented. No new information has emerged that would materially change the analyses or conclusions set forth in the initial study or EIR for the previous project. Therefore, these issues are not discussed further in the addendum. Pursuant to CEQA Guidelines section 15164, the lead agency shall prepare an addendum to a previously certified EIR if some changes or additions are

necessary, but none of the conditions described in section 15162 of the CEQA Guidelines calling for preparation of a subsequent EIR have occurred.

This second addendum evaluates the potential environmental effects of the revised project modifications described above.

This second addendum will be used to support the following project approvals by City agencies needed for implementation of the proposed revised 450-474 O'Farrell Street/532 Jones Street Project.⁶

- The project sponsors would seek a conditional use authorization from the planning commission. The conditionally permitted uses in the RC-4 district include planned unit developments (PUD), pursuant to San Francisco Planning Code section 304. A PUD is a special type of conditional use authorization that allows the planning commission to modify or waive certain planning code requirements, applicable to sites at least 0.5 acre in size, in accordance with the provisions of section 303 of the planning code.⁷
- Implementation of the revised project would require authorization, modification, or waiver of the following planning code requirements through approval of a PUD, as discussed below:
 - As proposed, the configuration of the rear yard of the project site does not meet the requirements of San Francisco Planning Code section 134(j), and the project site lacks one off-street loading space for residential use, as required by section 152. Therefore, the revised project would, as part of the PUD process, request modifications for these requirements.⁸
 - The project sponsors would seek additional authorization from the planning commission under San Francisco Planning Code section 317(g)(5) for demolition of existing residential units; section 253(b) for new construction over 40 feet in height and a street frontage greater than 50 feet; section 263.7 for an exception to the 80-foot base height limit in North of Market Residential Special Use District No. 1; section 271 for exceptions to section 270, governing the bulk of the building; and section 303 for the new religious institution (church) use.
- Approval of site, demolition, grading, and building permits (San Francisco Planning Department and Department of Building Inspection).
- Approval of lot merger and tentative subdivision maps; recommend to the Board of Supervisors approval of final subdivision maps (San Francisco Public Works).
- Approval of permits for streetscape improvements in the public right-of-way, including a curb cut on Shannon Street (San Francisco Public Works).
- Approval of a request for curb cut, color curb, and on-street parking changes on O'Farrell Street and Shannon Street (SFMTA).
- Approval of project compliance with the Stormwater Design Guidelines (San Francisco Public Utilities Commission).
- Approval of a Stormwater Control Plan (San Francisco Public Utilities Commission).

⁶ A list of approvals granted to the previous project can be found in the Final EIR (p. RTC-10).

⁷ The revised project requires a new conditional use authorization from the planning commission. The remaining project approvals have not been revised since the EIR certification.

⁸ These modifications have been approved as part of the issued site permit.

- Approval of a site mitigation plan pursuant to the Maher Ordinance prior to the commencement of any excavation work (San Francisco Department of Public Health).
- Approval of a soil mitigation plan and construction dust control plan prior to construction-period activities (San Francisco Department of Public Health).
- Approval of an Article 38 ventilation plan prior to submitting plans for a mechanical permit (San Francisco Department of Public Health and Department of Building Inspection).
- Approval of permit for the installation, operation, and testing of a diesel backup generator from the Bay Area Air Quality Management District.
- Approval from the Public Utilities Commission, Department of Public Health, and Department of Building Inspection for installation of the proposed blackwater system.

5.0 ANALYSIS OF POTENTIAL ENVIRONMENTAL EFFECTS

The EIR evaluated the potential physical environmental impacts of the previous project with respect to the following environmental topic: Historic Architectural Resources. All other resource topics were analyzed in an initial study prepared for the previous project scoped from further analysis in the EIR, as there would be no impacts or the impacts would be less than significant, with or without mitigation. A Mitigation Monitoring and Reporting Program (MMRP) was prepared for the previous project, and the identified mitigation measures would be included in the revised project.

This addendum evaluates the revised project with respect to the following resource topics discussed in the initial study or EIR, with the addition of a wildfire analysis prescribed by recent CEQA threshold of significance changes. Because the revised project is similar to the previous project evaluated in the initial study and EIR, only those environmental topics requiring further analysis are discussed in further detail below. The environmental topics discussed in further detail include:

- Plans and Policies
- Population and Housing
- Historic Architectural Resources
- Transportation and Circulation
- Noise and Vibration
- Air Quality/Greenhouse Gas Emissions
- Wind
- Shadow
- Recreation
- Public Services
- Geology and Soils
- Energy
- Wildfire

The remaining environmental topics are addressed in the “Other Environmental Topics” section.

The revised project would not result in new or different environmental impacts, substantially increase the severity of the previously identified environmental impacts or require new mitigation measures. In addition, no new information has emerged that would materially change the analyses or conclusions set forth in the initial study and EIR. Therefore, the revised project would not change the analyses or conclusions in the initial study and EIR for the previous project. The following discussion provides the basis for this conclusion.

Plans and Policies

The initial study and EIR analyzed (p. 26 in the initial study and p. 3-1 of the EIR) the objectives and policies of the San Francisco General Plan (general plan), as well as other applicable local and regional plans, to determine if there would be any inconsistencies from implementing the previous project. Any potential physical environmental effects due to inconsistencies between the previous project and a plan or policy were analyzed under the applicable environmental topic in the initial study or EIR.

The revised project, like the previous project, would be located in the RC-4 (Residential-Commercial, High Density) zoning district. As stated in San Francisco Planning Code section 209.3, the RC-4 zoning district is composed of high-density dwellings, with compatible commercial uses on the ground floor to protect and enhance neighborhoods with mixed-use character. The requirements associated with the RC-4 zoning district are described in section 209.3 of the San Francisco Planning Code with references to other applicable articles of the planning code as necessary (for example, for provisions concerning parking, rear yards, or height and bulk limits). Within the RC-4 zoning district, retail uses on the ground floor with residential uses above, as proposed by the revised project, are principally permitted. New religious institutions (churches) are a conditionally permitted use. The revised project is now also within the North of Market Residential Special Use District Subarea #1. This special use district limits commercial establishments to the ground floor and the first basement floor, except that such establishments may be permitted on the second story as a conditional use if authorized; applies a bulk district "T" designation pursuant to the provisions of Section 270 of this Code; and allows special exceptions to the 80-foot base height limit in height and bulk districts 80-120-T and 80-130-T. The project site is also now within the Fringe Financial Services Restricted Use District, which restricts new fringe financial services as a principal or accessory use.

The project sponsors would seek additional authorization through the PUD process from the planning commission under San Francisco Planning Code section 317(g)(5) for demolition of existing residential units; section 253(b)(1) for new construction of a building greater than 50 feet in height, with street frontage greater than 50 feet; section 263.7 for an exception to the 80-foot base height limit in North of Market Residential Special Use District No. 1; section 271 for exceptions to section 270, governing the bulk of the building; and section 303 for the new religious institution (church) use. The revised project is also seeking modifications to the rear-yard requirement, per section 134(j) and the off-street loading requirement, per section 152; and the revised project has changed the residential land use from residential to group housing.

The revised project would provide the same mix of land uses and a similar intensity of development as the previous project. Thus, like the previous project, the revised project would not be obviously or substantially inconsistent with other local plans and policies or regional plans and policies. Overall, potential conflicts with the general plan and other plans and policies are considered by decision-makers independently of the environmental review process, as part of the decision whether to approve or disapprove a proposed project. Any potential conflict not identified here could be considered in that context and would not alter the physical environmental effects of the revised project.

Population and Housing

Previous Project Analysis

As discussed in the initial study (p. 41), Plan Bay Area contains housing and employment projections anticipated to occur in San Francisco through 2040. Plan Bay Area calls for an increasing percentage of Bay Area growth to occur as infill development in areas with good transit access and where services necessary to daily living are provided in proximity to housing and jobs. Plan Bay Area identifies the need for the region to accommodate 820,000 new projected households and 1.3 million new jobs between now and 2040.⁹ With its abundant transit service and mixed-use neighborhoods, San Francisco is expected to accommodate an increasing share of future regional growth.

According to the City's 2014 Housing Element, San Francisco has the capacity to accommodate approximately 29,000 new housing units in the city and county of San Francisco through the year 2022, with over 57 percent of those units required to be affordable to households of moderate income (defined as 120 percent of area median income) or below.

As discussed in the initial study (p. 41), the previous project would include the construction of up to 176 dwelling units, approximately 6,200 square feet of restaurant/retail space, and 13,595 square feet of religious institution space. It would intensify use on the site by developing 171 net new units (176 units minus the five existing units¹⁰) and would replace ground-floor uses that currently exist (the restaurant at 532 Jones Street). The previous project was determined to not directly or indirectly induce substantial citywide population or employment growth.

The revised project includes 316 group housing units (632 beds), 2,323 square feet of residential uses, 5,060 square feet of open space, 6,023 square feet of restaurant/retail uses, and 9,924 square feet for the religious institution. Total built area would be 207,448 square feet, a reduction of 30,672 square feet from the previous project. The revised project would increase the number of dwelling units on the site from 176 dwelling units to 316 group housing units. The revised project would result in an estimated 632 residents (one resident per bed) compared to the 405 residents for the previous project. This would result in slightly greater population growth than calculated for the previous project. The project site is in U.S. Census tract 123.02. The 2010 U.S. Census (2020 Census data not yet available) indicates that the residential population in Census Tract 123.02 is approximately 3,073 persons.¹¹ The revised project would increase the population within Census Tract 123.02 by approximately 3 percent, similar to the 3 percent for the previous project¹² The population of San Francisco is projected to increase by approximately 280,490 persons for a total of 1,085,725 persons by 2040.¹³ The residential population introduced as a result of the proposed project would constitute approximately 0.22 percent of projected city-wide growth compared to the 0.14 percent for the previous project. The additional 632 residents with the revised project would be less than 1 percent of the citywide population and would not result in a substantial increase to the population of the larger neighborhood or the City. Similar to the previous project, this population growth could be accommodated

⁹ <http://2040.planbayarea.org/what-is-plan-bay-area-2040>

¹⁰ The five existing units were occupied with approximately two people per unit at the time the final EIR was certified.

¹¹ The population estimate is based on data from the 2010 Census for Census Tract 123.02.

¹² According to the U.S. Census Bureau's most recent American Community Survey (2009-2013), the City and County of San Francisco has a population of about 817,500 residents. U.S. Census Bureau, 2009-2013 5-Year American Community Survey, San Francisco County, American Community Survey Demographic and Housing Estimates. Available online at http://factfinder.census.gov/faces/tableservices/jsf/pages/productview.xhtml?_afpt=table. Accessed October 4, 2016.

¹³ ABAG, *Plan Bay Area*, p. 40. Available online at http://files.mtc.ca.gov/pdf/Plan_Bay_Area_FINAL/Plan_Bay_Area.pdf, accessed December 15, 2016.

within the planned growth for San Francisco. Thus, the revised project would not result in a substantial enough population increase such that new significant impacts or greater severity of impacts on population and housing would occur.

The revised project would increase the retail/restaurant space and religious institutional spaces on the site compared to the previous project. The initial study for the previous project (p. 36) estimated that with the proposed 3,827 gross square feet (gsf) of retail and restaurant uses on the project site, the new businesses would employ approximately 11 full-time employees.¹⁴ The approximately 6,023 gsf of retail use proposed under the revised project would generate approximately 18 employees. The previous project estimated no change to the existing number of church employees (currently one employee), same as the revised project. The EIR also estimated there would be an additional three employees to staff the leasing office for the residential use under the previous project, which would not change under the revised project. Thus, the revised project would generate 22 employees compared to the 15 employees identified for the previous project.¹⁵ As with the previous project, the revised project retail/restaurant and religious uses would not likely attract new employees to San Francisco or nearby communities. Therefore, it can be anticipated that most of the employees would live in San Francisco (or nearby communities), and that the project would thus not generate demand for new housing for the potential retail employees. In the context of the average household occupancy of the project area, the revised project would not be anticipated to result in a substantial population increase. Therefore, growth-inducing impacts of the revised project would be less than significant, same as the previous project.

Cumulative Impacts

Of the development projects on the related projects list, 14 include residential components, including approximately 1,042 housing units, without taking into account any existing residential units that might be demolished to allow for development of the related projects.

When combined with the revised project's 316 group housing units and increase of 632 residents in population, the total number of new housing units is 1,344 units. This new construction makes up a small portion of the 29,000 new housing units needed to be constructed in the city and county of San Francisco by 2022. Cumulative development projects would result in additional employees within 0.25 mile of the project site. However, same as the previous project, the revised project and nearby cumulative development projects could add housing that could accommodate some of the new employment-related housing demand. There would be no new cumulative impacts on population and housing that were not identified in the initial study for the previous project. Impacts would be less than significant.

For the reasons described above, the revised project would not have any new or substantially more severe project-level or cumulative population and housing impacts than those identified for the previous project.

¹⁴ The estimated number of employees is based on Planning Department Transportation Impact Analysis Guidelines for Environmental Review (October 2002) (SF Guidelines) and assumes an average of one employee per 350 square feet of retail/restaurant, yielding approximately 11 employees. This number was miscalculated in the initial study,

¹⁵ Corrected total number of employees

Historic Architectural Resources

Previous Project Analysis

The EIR analyzed the previous project's plan to demolish three buildings at the project site (450 O'Farrell Street, 474 O'Farrell Street, and 532 Jones Street), and its potential to result in impacts on historical architectural resources. The EIR determined that it would result in a significant and unavoidable impact related to the demolition of 450 O'Farrell Street, and less-than-significant impacts on the Uptown Tenderloin National Register Historic District and adjacent buildings. The EIR also determined that the previous project would result in a less-than-significant with mitigation impact on adjacent historic resources related to the new construction activities. This is because the new construction would be compatible with the Uptown Tenderloin National Register Historic District in terms of size, scale, massing, composition, materials, and features. In the EIR and in this addendum, the term "historic architectural resource" is used to distinguish such resources from archaeological resources, tribal cultural resources, and human remains. Impacts on archaeological resources, tribal cultural resources, and human remains were determined in the initial study to be less than significant with mitigation and these resource areas were not further discussed in the EIR and will not be discussed in this addendum.

The EIR concluded that the building at 450 O'Farrell Street is eligible for individual listing in the California Register of Historical Resources (CRHR) under Criterion 3 for its neoclassical style and as a notable example of a master architect, Carl Werner. The building at 450 O'Farrell Street retains historic integrity to convey its significance as a historic resource. The buildings at 474 O'Farrell Street and 532 Jones Street are not considered eligible for individual listing in the CRHR. Additionally, the EIR concluded that all three buildings are within the boundaries of the Uptown Tenderloin National Register Historic District and are listed as contributors to the district. Therefore, the historical resources present are (1) the Uptown Tenderloin National Register Historic District (which includes 450 O'Farrell Street, 474 O'Farrell Street, and 532 Jones Street as contributing elements) and (2) the building at 450 O'Farrell Street.

Comparison of the Revised Project to the Previous Project

The revised project would demolish the buildings at 450 O'Farrell Street, 474 O'Farrell Street, and 532 Jones Street, the same as the previous project. A revised historic analysis analyzed the historic resources impacts of the revised project compared to the previous project (Attachments B1 and B2).^{16, 17} As described in sections 1.0 and 2.0 of this addendum and illustrated in the associated figures, the revised project would construct a new building at 450 O'Farrell Street, the same as the previous project. The new building would be constructed within the overall building envelope described for the previous project, with decreased subsurface excavation and minor changes to the building's design. The design changes include the addition of open space within the L-shape that extends to Jones Street, reducing the bulk at the rear of the building, and the treatment of the façade at 450 O'Farrell Street, such as adjustments to the fenestration articulation and rhythm, and the inclusion of a narrow full-height setback that results in the further division of the primary façade at 450 O'Farrell Street into three projections or bays, but maintains and reinforces the street wall.

With regard to interior character-defining features, the new church will incorporate the existing oculus and stained-glass features into its interior design. Salvaged pews will be installed in the sanctuary, and

¹⁶ TreanorHL, *450-474 O'Farrell Street and 532 Jones Street, San Francisco, CA Historic Resource Evaluation Part II: Compatibility and Impacts Analysis*, December 11, 2020 and TreanorHL, *Revised Historical Resource Evaluation Part II, 450 O'Farrell Street*, June 2, 2021.

¹⁷ San Francisco Planning Department, *Part II Historic Resources Evaluation Response*, June 10, 2021.

the monumental doors will be on display in the narthex.¹⁸ As noted previously, the existing pipe organ is too large to be accommodated in the revised project and will require replacement.

As noted, demolition of the building would result in a loss of character-defining symmetrical Classical Revival façade, prominent corner massing, and the sanctuary space. The proposed demolition of the three buildings on the project site is not in conformance with the Secretary of Interior’s Standards, and loss of the 450 O’Farrell Street building would have a significant adverse effect on an individual historic resource that is eligible for the CRHR.¹⁹

The revised project would demolish three buildings (at 450 O’Farrell Street, 474 O’Farrell Street, and 532 Jones Street) that are contributing resources to the Uptown Tenderloin National Register Historic District. The buildings are among the original 409 contributors to the 477 buildings in the Uptown Tenderloin National Register Historic District. As stated in the EIR, the loss of three contributors would not significantly alter the historic district’s integrity or eligibility for the NRHP and CRHR, as they are located along the edges of the district. The proposed design for new construction at 450 O’Farrell Street interprets the character-defining features of the Uptown Tenderloin National Register Historic District using a contemporary language that ensures differentiation and compatibility. While the new building does rise to a height that is beyond the three- to seven-story range that is typical of the Uptown Tenderloin National Register Historic District, the new building would not be the tallest building in the district and would not impair the ability of the district to continue to convey its historic significance. The planning department prepared a Part 2 Historic Resources Evaluation Response²⁰ (Attachment B2) documenting the department’s concurrence with the analysis in the HRE Part 2.

Overall, the revised project would require the same amount of demolition as the previous project and would develop the site with a design similar to that of the previous project, with less sub-surface excavation. Additionally, the modified project would not alter the ability for the historic district to continue to be eligible for listing in the NRHP and the CRHR. Therefore, the revised project would result in a significant and unavoidable impact related to the demolition of 450 O’Farrell Street, and less-than-significant impacts on the Uptown Tenderloin National Register Historic District, which is consistent with the analysis and conclusions reached in the EIR. Mitigation Measure CR-1a: Documentation, Mitigation Measure CR-1b: Interpretation, and Mitigation Measure CR-1c: Salvage (EIR, pp. 4-32-4-34) would also apply to the modified project and would mitigate the impacts on the individual historic architectural resource at the project site; however, the impact would remain as significant and unavoidable.

Because the same amount of demolition and similar construction equipment is proposed the same mitigation measures requiring protection of adjacent historic resources for the previous project would be required for the revised project. Mitigation Measure: CR-3a: Vibration Monitoring and Management Plan, and Mitigation Measure CR-3b: Construction Best Practices for Historical Architectural Resources (EIR, pp. 4-38 and 4-39) would reduce the significant construction-related impacts on adjacent historic architectural resources to less-than-significant levels.

Cumulative Impacts

The geographic context for an evaluation of the previous project’s cumulative impacts on the Uptown Tenderloin National Register Historic District is the area within the district boundaries. The geographic context for the cumulative impacts for the revised project would remain similar to that identified for the

¹⁸ A narthex is an enclosed passage between the entrance and the main body of a church.

¹⁹ Treanor HL, *ibid.*

²⁰ San Francisco Planning Department, *ibid.*

previous project and includes the proposed and approved development projects within the Uptown Tenderloin National Register Historic District. Since certification of the EIR for the previous project, three additional projects have been added to the cumulative projects list. These include 550 O'Farrell Street, 199 Turk Street, and 361 Turk Street. As discussed below, similar to the previous project, the revised project in combination with reasonably foreseeable projects would result in a less-than-significant with mitigation cumulative impact on historic architectural resources.

The design changes associated with the revised project are contained within the footprint of the proposed building and would continue to result in demolition of three buildings that are contributors to the Uptown Tenderloin National Register Historic District. The Historic Resource Evaluation Part 2 prepared for the revised project presents 18 projects that include demolition or new construction within the historic district's boundary.²¹ Of them, six proposed or ongoing projects involve contributing structures to the Uptown Tenderloin National Register Historic District: 229 Ellis Street, 479 Ellis Street, which do not involve demolition of the contributing structures, and 469 Eddy Street, 135 Hyde Street, 550 O'Farrell Street, and 245 Hyde Street, which involve substantial alterations or demolition of contributory structures.²² As noted, the project at 550 O'Farrell Street is a new cumulative project that has been proposed since certification of the EIR. The design of six of these seven projects was determined to be compatible with the Secretary of Interior's Standards and the Uptown Tenderloin National Register Historic District; the seventh project is still undergoing review. As the 550 O'Farrell Street project would demolish most of the existing 550 O'Farrell Street building, there would be a substantial adverse change in the significance of a historical resource, but the design was determined to be in conformance with the Secretary of Interior's Standards and compatible with the Uptown Tenderloin Historic District. There is no concentration of past, present, and foreseeable future demolitions within the Uptown Tenderloin National Register Historic District that, in combination with the revised project, would affect the historic fabric or character such that it would no longer be eligible for listing on the NRHP or the CRHR.

Construction of cumulative projects that involve impact equipment (e.g., pile driving, impact hammers/hoe rams, jackhammers) could generate ground-borne vibration that could damage adjacent historical resources. The project site is within 50 feet of seven contributing resources to the Uptown Tenderloin National Register Historic District: 500-520 Jones Street, 536-544 (540) Jones Street, 546-548 (548) Jones Street, 565-575 Geary Street, 438-440 (438) O'Farrell Street, 415 Taylor Street, and 577-579 Geary Street. It is possible that construction of cumulative projects, particularly cumulative projects that are in the vicinity of the revised project, could undergo construction activities that would involve use of impact equipment simultaneously with the revised project. Therefore, cumulative construction vibration impacts on adjacent historic architectural resources could be significant. However, with implementation of Mitigation Measures CR-3a and CR-3b (EIR, pp. 4-38 and 4-39), which would reduce ground-borne vibration and protect adjacent historical resources during construction, the revised project's contribution to cumulative impacts on adjacent historic architectural resources would be reduced to less than cumulatively considerable, and impacts would be less than significant. Therefore, similar to the previous project, the revised project would not contribute to a substantial adverse cumulative change to the Uptown Tenderloin National Register Historic District, and cumulative impacts would be less than significant. For the reasons described above, the revised project would not have any new or substantially more severe project-level or cumulative historic architectural resources impacts than those identified for the previous project.

²¹ See Figure 1, Projects within the Uptown Tenderloin National Register Historic District of HRE Part II.

²² TreanorHL, *ibid.*

Transportation and Circulation

The Transportation and Circulation analysis for the EIR and this addendum was conducted through a Transportation Impact Study (TIS) prepared in 2017,²³ a revised EIR section in response to comments, and an addendum to the TIS for the revised project.²⁴ The previous analysis used the 2002 transportation impact analysis guidelines, which have since been updated to the 2019 transportation impact analysis guidelines used for the modified project analysis. A revised Traffic Memorandum was prepared to analyze the project refinements under the revised project (Attachment C).

Tables 5 and 6 compare land use and transportation features of the 2020 revised project to the previous project.

TABLE 5. NET-NEW WEEKDAY DAILY AND P.M. PEAK HOUR PERSON TRIPS

Final EIR Project and 2020 Revised Project		
Project Version	Daily	P.M. Peak Hour
Previous Project	3,393	514
Revised Project	3,651	362

Source: 2002 and 2019 SF Guidelines, LCW Consulting, 2021.

TABLE 6. NET-NEW TRIP GENERATION BY WAY OF TRAVEL – WEEKDAY P.M. PEAK HOUR

2017 TIS Project, 2018 RTC/Final EIR Project and 2020 Revised Project						
Project Version	Person Trips by Way of Travel				Total	Vehicle Trips
	Auto	Transit	Walk	Other¹		
Previous Project ¹	132	166	165	52	514	69
Revised Project ^{2,3}	86	104	166	6	362	76

Source: 2002 and 2019 SF Guidelines, LCW Consulting, 2021.

¹ “Other” mode includes bicycles, motorcycles, and taxis.

² “Other” mode includes trips by bicycle. Trips by taxi/transportation network company are included in the auto way of travel.

³ Trips by taxi/transportation network company are included in the auto way of travel and vehicle trips

Construction Impacts

Previous Project Analysis

The initial study and EIR did not identify any significant construction-related transportation impacts due to the previous project and did not require any mitigation measures. Although no significant construction impacts were determined, Improvement Measure I-TR-3: Construction Management Plan and Public Updates (initial study, p. 63), was identified to reduce potential conflicts between construction activities and people walking and bicycling, transit, and autos at the project site. The project sponsor previously agreed to implement this improvement measure.

Comparison of the Revised Project to the Previous Project

Construction impacts of the revised project would be similar to those described in the EIR. The revised project’s construction is estimated to take 18 months. Construction staging and construction truck and worker trips would be similar to that for the previous project, which were estimated to average between 2 and 80 construction trucks traveling to the site on a daily basis. The greatest number of construction truck trips would

²³ LCW Consulting, *450 O'Farrell Street Transportation Impact Study*, February 22, 2017.

²⁴ LCW Consulting, *450 O'Farrell Street/532 Jones Street Project – Addendum to the TIS*, May 10, 2021.

occur during the excavation and shoring phase. As the revised project would result in less excavation than the previous project, there would be fewer construction truck trips hauling excavated material from the project site. Construction staging occurring on sidewalks or within adjacent travel lanes would be subject to review and approval by San Francisco Public Works and SFMTA. The construction contractor would be required to meet the regulations in the Blue Book, including those regarding sidewalk and lane closures, and would meet with SFMTA staff to determine if any special traffic permits would be required. Therefore, similar to the previous project, construction of the revised project would not create potentially hazardous conditions for people walking, bicycling, driving, or riding transit; interfere with emergency access; interfere with accessibility for people walking or bicycling; or substantially delay transit. Construction-related transportation impacts would be less than significant. No mitigation measures are required.

Improvement Measure I-TR-3, Construction Management Plan and Public Updates (initial study, p. 63), would also be applicable to the revised project, and would further reduce the revised project's less-than-significant construction-related transportation impacts.

Operations Impacts

POTENTIALLY HAZARDOUS CONDITIONS

Previous Project Analysis

The initial study and EIR did not identify any significant impacts related to potentially hazardous conditions for people walking, bicycling, or driving, or for transit operations, and did not require any mitigation measures.

Comparison of the Revised Project to the Previous Project

Similar to the previous project, the revised project would not include any driveways or substantial changes to the sidewalk or roadway network on Jones or O'Farrell streets. As under the previous project, the revised project would provide bicycle racks within the sidewalk furnishing zone²⁵ on Jones and O'Farrell streets, subject to SFMTA approval, and would also include the conversion of one general on-street metered parking space to a metered commercial loading space and the extension of the hours of operation of the existing passenger loading zone to all day. These changes would be consistent with SFMTA design specifications and would not result in potentially hazardous conditions for people walking, bicycling, or driving, or transit operations on Jones or O'Farrell streets.

On Shannon Street, the existing curb cut for the project parking and loading area would be reconfigured to provide a driveway for six onsite and at-grade vehicle parking spaces for the religious institution use. Because the revised project would not provide the 30 vehicle parking spaces for the residential uses or the single car-share parking space within a below-grade garage (the previous project included 41 onsite vehicle parking spaces within a below-grade garage), the revised project would not include a below-grade garage or access ramp. There is a red curb on O'Farrell Street approximately 25 feet west of Shannon Street that currently allows for vehicles exiting Shannon Street to see approaching eastbound vehicles without encroaching into the crosswalk.

Overall, the revised project would not create potentially hazardous conditions for people walking, bicycling, or driving, or for public transit operations. Therefore, similar to the previous project, the revised project's operation would result in less-than-significant potentially hazardous conditions impacts, and no mitigation measures are required.

²⁵ On sidewalks, the pedestrian through zones are kept free of obstructions. Street furniture, bicycle racks, bus shelters, street trees, etc. are placed in separate furnishing zones. As defined in the Better Streets Plan, the pedestrian through zone is the portion of the sidewalk intended for pedestrian travel only and should be kept clear of other obstacles.

Improvement Measure I-TR-2: Monitoring and Abatement of Queues (initial study, p. 59), was identified for the previous project to further reduce the project’s less-than-significant potentially hazardous conditions impacts. The revised project proposes six onsite parking spaces compared to 41 onsite parking spaces under the previous project. Therefore, due to the reduction in onsite parking spaces, Improvement Measure I-TR-2: Monitoring and Abatement of Queues, is not identified for the revised project.

Accessibility

Previous Project Analysis

The initial study and EIR did not identify significant impacts on people walking or bicycling or impediments to emergency vehicle travel and did not require any mitigation measures.

Comparison of the Revised Project to the Previous Project

Walking and Bicycling

Similar to the previous project, the revised project would not include any changes that would substantially change operations of the sidewalks or roadways serving the project site or interfere with accessibility for people walking and bicycling.

The existing sidewalk widths on O’Farrell Street currently meet the minimum and recommended sidewalk width in the Better Streets Plan (minimum of 12 feet, and recommended 15 feet for a commercial thoroughfare), while the sidewalk width on Jones Street meets the minimum sidewalk width in the Better Streets Plan. The existing 5-foot, 4-inch-wide sidewalk on Shannon Street does not meet the Better Streets Plan minimum width of 6 feet (nor recommended width of 9 feet). Widening of the Shannon Street sidewalk into the adjacent roadway to meet the 9-foot recommended width for alleys under the Better Streets Plan would reduce the travel lane to less than the Better Streets Plan guidelines of a 14-foot-wide clearance for emergency vehicles for a one-way street.

Similar to the previous project, the revised project would provide class 1 and class 2 bicycle parking spaces, although the number of spaces would be more than for the previous project due to the change in type of residential use and planning code requirements. Under the revised project, the class 1 bicycle parking spaces would be within the basement and would be accessed via the building elevators (under the previous project, the bicycle spaces were within the below-grade garage level and accessed via the garage ramp from Shannon Street or the residential building elevator). While there are limited bicycle facilities (i.e., bicycle lanes) in the project vicinity—the nearest bicycle lanes are on Sutter Street westbound, on Post Street eastbound, and on Polk Street northbound and southbound—the revised project would not include any features that would interfere with bicycle accessibility near the project site.

Emergency Access

Similar to the previous project, the revised project would not introduce any design features or street network changes that would alter emergency vehicle travel adjacent to the project site. Emergency access routes to the project site would remain unchanged compared with existing conditions. Therefore, the revised project would not result in inadequate emergency access.

For the reasons described above, similar to the previous project, the revised project would result in less-than-significant accessibility impacts.

Transit

Previous Project Analysis

The initial study and EIR did not identify any significant transit impacts and did not require any mitigation measures. The initial study and EIR assessed impacts of the project on San Francisco Municipal Railway (Muni) transit capacity utilization, and whether the project would affect transit operations in terms of transit delay or operating costs within the project vicinity, and these impacts were determined to be less than significant.

Comparison of the Revised Project to the Previous Project

The San Francisco Planning Department no longer considers transit capacity utilization impacts. The department's significance criteria for transit assesses whether implementation of the project would increase transit travel times and substantially delay transit or create potentially hazardous conditions for transit operations. The revised project would generate seven more vehicle trips and 62 fewer transit person trips than the previous project.

During the weekday p.m. peak hour, the revised project would generate an increase of 76 net-new vehicle trips, compared to 69 net-new vehicle trips for the previous project. The 76 net-new vehicle trips would be less than the 300 inbound p.m. peak-hour project vehicle trips identified by the department as the number of that could result in substantial delays for transit and exceed the 4-minute threshold of significance. Therefore, similar to the previous project, the revised project would not result in a significant impact related to transit delay. In addition, similar to the previous project, the revised project would not include any driveways on O'Farrell Street and would not conflict with the 38 Geary and 38 Geary Rapid bus routes operating within the eastbound transit-only lane (located adjacent to the parking lane on the south side of O'Farrell Street, across the street from the project site). Unlike the previous project, which included 41 vehicle parking spaces within a garage accessed via Shannon Street, the revised project would only include six vehicle parking spaces that would be dedicated to the religious institution. Because the transit-only lane on O'Farrell Street is adjacent to the parking lane on the south side of the street, project vehicles exiting Shannon Street would not need to cross the transit-only lane to enter the eastbound mixed-flow travel lane. Similarly, the westbound transit-only lane on Geary Street is adjacent to the parking lane on the north side of the street, and, as such, westbound vehicles turning left onto Shannon Street from Geary Street would not need to cross the transit-only lane to access southbound Shannon Street.

For the reasons described above, like the previous project, operation of the revised project would not substantially delay transit, and the revised project's transit impacts would be less than significant.

Vehicle Miles Traveled

Previous Project Analysis

The initial study and EIR did not identify any significant impacts related to vehicle miles traveled (VMT) and induced automobile travel and did not require any mitigation measures.

Comparison of the Revised Project to the Previous Project

Similar to conditions for the previous project, the project site is within an area of the city where the existing VMT is more than 15 percent below the regional VMT thresholds. The revised project would meet the City's map-based screening for residential and retail projects, and it would include similar features to other developments in the area in terms of density and mix of uses. As such, the revised project's land uses would not generate a substantial increase in VMT. Furthermore, the project site meets the proximity to transit stations screening criterion, which also indicates that the revised project's uses would not cause substantial additional VMT.

The revised project would also include the similar features as the previous project that would slightly alter the transportation network. These features include on-street vehicular parking removal, closures and/or relocation of driveways, and modifications to on-street commercial and passenger loading zones. These features fit within the general types of projects that would not substantially induce automobile travel. Therefore, for these reasons, like the previous project, the revised project's impacts related to VMT and induced automobile travel would be less than significant. In addition, the revised project would be subject to the requirements of the City's Transportation Demand Management (TDM) Program. Therefore, Improvement Measure I-TR-1, Transportation Demand Management (TDM) Plan (initial study, p. 58), would not be applicable to the revised project.

Loading

Previous Project Analysis

The initial study and EIR did not identify any significant impacts related to loading and did not require any mitigation measures. Under the previous project, delivery and service demand for two commercial loading spaces were proposed to be accommodated within the two on-street commercial loading spaces on O'Farrell Street adjacent to the project site (one existing and one proposed as part of the project), and the two on-street commercial loading spaces between the project site and Jones Street. In addition, the passenger loading demand would be accommodated within the existing passenger loading spaces that were proposed to be converted to an all-day passenger zone to accommodate the proposed residential and existing religious institution uses.

Comparison of the Revised Project to the Previous Project

Similar to the previous project, the revised project would not include an onsite loading facility due to site constraints, including the limited project frontage on Jones Street and the narrow roadway width and slope on Shannon Street. However, similar to the previous project, two on-street commercial loading spaces and two passenger loading spaces would be provided adjacent to the project site on O'Farrell Street, as described above. The revised project would generate a demand for one commercial loading space and two passenger loading spaces during the peaks of loading activity, which would be accommodated within the proposed supply.

The existing and proposed on-street loading facilities for the revised project would be adequate to accommodate the projected demand. Therefore, no secondary impact analysis is required. Similar to the previous project, the revised project's loading impacts would be less than significant.

Cumulative Impacts

The transportation analysis for the previous project did not identify any significant cumulative construction or operational transportation impacts, and no mitigation measures were identified. The cumulative context and conditions for the revised project would remain similar to that identified for the previous project as described in Section 3.0, Cumulative Setting, and below. The following projects have been proposed since certification of the Final EIR:

- A new mixed-use development project at 550 O'Farrell Street, one block to the west of the revised project site, was proposed since the EIR.²⁶ The Draft EIR prepared for this project did not identify any project or cumulative significant transportation impacts. This approximately 110-residential-unit building would be one block to the west of the project site. The inclusion of the 550 O'Farrell Street Project and other cumulative development projects would not substantially change the cumulative transportation

²⁶ 550 O'Farrell Street Draft EIR, May 20, 2020. Case No. 2017-00457ENV.

conditions in the transportation study area. There are no project features in the revised project that would cause hazards, and the revised project would be designed consistent with City policies and design standards, including the Better Streets Plan. Therefore, it would not cumulatively create potentially hazardous conditions or interfere with accessibility for people walking or bicycling, or affect emergency access, or delay transit. The cumulative development project sites are within an area of the city where the cumulative VMT is more than 15 percent below the regional VMT thresholds, and the sites meet the proximity to transit stations screening criterion. As such, under cumulative conditions, the cumulative development projects would not generate a substantial increase in VMT. Cumulative development projects' loading activities would be in the vicinity of their respective sites and would not combine with the revised project's loading demand in such a way as to result in a loading supply shortfall.

- Some cumulative transportation network projects assumed in the initial study and EIR have been completed, including the bicycle lanes of the Polk Street Improvement Project and the turn restrictions for the Better Market Street Project. Two additional SFMTA projects were implemented near the project site, including the initial "quick build" traffic safety improvements of the Safer Taylor Street project and the reroute of the 27 Bryant as part of the 27 Bryant Reliability Project. These existing or known cumulative transportation network projects, which have been implemented since certification of the EIR, would not substantially affect the transportation network in the vicinity of the project site leading to potentially hazardous conditions or interfere with accessibility for people walking or bicycling, or affect emergency access, or delay transit.

Therefore, similar to the previous project, cumulative construction-related and operational impacts of the revised project related to potentially hazardous conditions, accessibility, transit, loading, and VMT would be less than significant.

For the reasons described above, the revised project would not have any new or substantially more severe project-level or cumulative transportation impacts than those identified for the previous project.

Noise and Vibration

Previous Project Analysis

The initial study (p. 69) analyzed construction and operation of the previous project for exceedance of noise standards established in the City Noise Ordinance (Article 29 of the Police Code, sections 2907 and 2908). Heavy equipment used during demolition, excavation, and construction for the previous project would generate noise at the project site on a temporary basis. The nearest receptors are the O'Farrell Towers housing units and the San Francisco Senior Center. During demolition and construction, these receptors are not anticipated to be exposed to construction noise levels that would exceed the City noise limits for powered equipment.

To characterize the noise-level increase from previous project operation, existing ambient levels were established through noise measurements collected in the project area. Measured values of 76 to 77 day-night noise levels (Ldn) were collected at three monitoring locations in the vicinity of the project site.

The analysis of the previous project's operation examined new noise sources and traffic generated by the new building, as well as noise effects on new sensitive residential use within the new building. Proposed heating, ventilating, and air conditioning (HVAC) equipment and an emergency generator would be located on the roof of the building and would be designed to comply with the City Noise Ordinance. Traffic generated by the new residential and retail uses in the building would generate new vehicle trips that would result in an increase of less than 0.1 A-weighted decibel (dBA) at monitored locations, which would not be perceptible above existing ambient levels. To achieve building compliance with Title 24 requirements at proposed residential uses, window/wall assemblies with an Outdoor/Indoor

Transmission Class rating of 33 or better would be selected to achieve an interior noise level of 45 Ldn or less. New areas of outdoor use such as building courtyards would be shielded by the new building structure. Based on these factors, operation of the revised project is not expected to exceed City noise limits, nor would it result in a substantial permanent increase in noise levels.

Vibration from construction activities is potentially noticeable in the immediate vicinity of heavy equipment in operation. Construction of the previous project would not involve high-impact activities such as pile driving. Vibration from non-impact construction equipment is typically below the threshold of perception at a distance greater than 50 feet. Construction would be done inside the building footprint and is not expected to result in excessive vibration at the nearest receptors.

Construction would result in an increase in ambient noise levels on an intermittent basis. However, given that ambient noise levels are in the range of 76 to 77 Ldn, primarily due to local traffic, noise levels from construction are not anticipated to result in a substantial increase in ambient levels.

As described above, noise and vibration effects for the previous project were considered to result in less-than-significant impacts. As such, topics related to noise and vibration were not discussed in the EIR.

Comparison of the Revised Project to the Previous Project

Demolition and construction of the revised project are proposed for the same building footprint as under the previous project and on approximately the same timeline. As with the previous project, no nighttime work is anticipated to be required. Construction equipment requirements would be the same between the previous project and the revised project, and, as such, noise and vibration levels during construction and demolition would be the same as under the previous project. Therefore, construction and demolition of the revised project is expected to be in compliance with the City's noise ordinance and is not expected to result in a substantial increase in noise levels.

Similar to the previous project, the revised project's HVAC and generator equipment would be required to comply with the City's noise ordinance. The proposed heating, ventilation, and air-conditioning equipment and the emergency generator would be located in an acoustically shielded penthouse on the roof. Vehicular trips would be fewer than for the previous project, as discussed under Transportation and Circulation. Therefore, operational traffic noise for the revised project would be reduced compared to the previous project. Furthermore, traffic generated by the revised project would cause new vehicle trips, resulting in an increase of less than 0.1 dBA at monitored locations. The department no longer analyzes a project's effects on its proposed indoor and outdoor noise spaces. For informational purposes, the revised building would comply with Title 24 requirements, as with the previous project, and outdoor open space areas and terraces would have shielding provided by the new building structure and surrounding buildings, as with the design of the previous project. Therefore, noise and vibration impacts for the revised project would be less than significant, and no mitigation is required.

Cumulative Impacts

The cumulative context and conditions for the revised project would remain similar to that identified for the previous project, including a number of proposed or approved development projects and transportation network changes, as described above in Section 3.0, Cumulative Setting. Impact findings related to cumulative noise and vibration conditions in the initial study for the previous project would be the same for the revised project.

Construction noise generated by the revised project would be temporary and intermittent and would attenuate with distance. Therefore, the revised project's construction noise is unlikely to combine with the nearest cumulative project (i.e., 550 O'Farrell Street) to result in significant cumulative construction noise

impacts. The previous project and reasonably foreseeable cumulative projects would comply with applicable regulations and would not exceed limits set forth in the San Francisco noise ordinance. The vehicular traffic that would be generated by the revised project and cumulative projects could combine to result in significant cumulative impacts, but the revised project's contribution represents a minor proportion of the overall cumulative traffic volume on nearby roads and ambient noise levels in the vicinity. As such, the revised project's contribution to significant cumulative traffic noise impacts would not be cumulatively considerable.

Cumulative noise impacts under the revised project would be less than significant, and no mitigation measures are required.

For the reasons described above, the revised project would not have any new or substantially more severe project-level or cumulative noise impacts than those identified for the previous project.

Air Quality

Previous Project Analysis

As discussed in the initial study (p. 76), the previous project's construction and operational activities would result in less-than-significant criteria air pollutant and odor impacts. Because of the previous project's size, which is well below the Bay Area Air Quality Management District's screening criteria for land use development, criteria air pollutant emissions were found to be less than significant. Additionally, the project would not be a land use that is typically associated with objectionable odors.

The initial study found that the previous project's construction activities and operations would result in significant air quality impacts due to emission of toxic air contaminants, including diesel particulate matter. These construction-related impacts would be reduced to less than significant with implementation of Mitigation Measure M-AQ-2: Construction Air Quality (initial study, p. 86). These operational-related impacts would be reduced to less than significant with implementation of Mitigation Measure M-AQ-4: Best Available Control Technology for Diesel Generators (initial study, p. 89). In addition, the initial study (p. 48) found the previous project would be subject to Article 38 of the San Francisco Health Code, which requires submittal of an enhanced ventilation proposal for projects proposing new sensitive land uses, such as residential dwelling units, within the Air Pollutant Exposure Zone.

The previous project would also not interfere with implementation of Bay Area Air Quality Management District's Bay Area 2010 Clean Air Plan and would have a less-than-significant impact on the applicable air quality attainment plan.

Comparison of the Revised Project to the Previous Project

As described above, the revised project would be constructed within the envelope described for the previous project, with decreased subsurface excavation and shoring, the same amount of demolition, and minor changes to the building's design.

Like the previous project, the revised project is located in the air pollution exposure zone, where people are already at higher risk for adverse long-term health consequences from existing pollutant concentrations. Total criteria air pollutant and toxic air contaminant emissions during construction would be lower relative to the previous project, because there would be fewer days of activity due to the lesser amount of excavation. However, the revised project would nevertheless require much of the same construction equipment and type of construction activity as the previous project. Consequently, the potential impacts on air quality from the revised project would be consistent with the analysis and conclusions for the previous project reached in the initial study. For criteria pollutants, the revised project would be generally consistent with the Bay Area Air Quality Management District's screening criteria (Table 9 from the initial study, p. 83), and the project's construction emissions would be below the Bay Area Air Quality Management District's

thresholds of significance. Therefore, consistent with the previous project, Mitigation Measure M-AQ-2 (initial study, p. 86) would be required for the revised project to mitigate toxic air contaminant emissions, which would substantially reduce diesel particulate matter emissions from construction equipment.

The 176 residential units (239 bedrooms) for the previous project would be replaced by 316 group housing units (632 beds) for the revised project. The number of group housing units is still below the Bay Area Air Quality Management District's operational criteria pollutant screening criteria (Table 9 from the initial study, p. 83). Additionally, the revised project would result in less square footage than the previous project even though it would have more dwelling units. For these reasons, the revised project's operational criteria pollutant emissions would not exceed the Bay Area Air Quality Management District's thresholds of significance.

Toxic air contaminants during operations for the revised project would be emitted by the emergency generator, which is the same source of emissions that would occur from the previous project. As described in the initial study (p. 89), the generator would be permitted by the Bay Area Air Quality Management District. The location of the project site in the air pollution exposure zone means that existing receptors in the area are already exposed to poor air quality. Consequently, Mitigation Measure M-AQ-4 would be required for the revised project as well, which would substantially reduce diesel particulate matter emissions, and impacts would be less than significant. As with the previous project, the revised project would be subject to Article 38 of the health code, which requires an approved Enhanced Ventilation Proposal be prepared and implemented for projects proposing new sensitive receptors.

As noted above, the previous project would not interfere with implementation of the Bay Area Air Quality Management District's 2010 Clean Air Plan. The revised project would also not interfere with the 2010 Clean Air Plan and the 2017 Bay Area Clean Air Plan, which was adopted on April 19, 2017, and carries forward many of the emission control strategies from the 2010 Clean Air Plan. The compact, dense residential development of the revised project would specifically help implementation of Transportation Control Measure D3: Local Land Use Strategies, which promotes and supports land use patterns, policies, and infrastructure investments that support high-density mixed-use, residential, and employment development to facilitate walking, bicycling, and transit use.

With respect to odors, the revised project would result in very similar odors to those of the previous project. The general types of land uses would be the same between the two projects, and minimal odors would be expected during project operations. As explained in the initial study (p. 49), odors could occur during project construction, but these would be temporary and would not persist after project completion. This is also true of construction odors that would occur during revised project construction.

Similar to the previous project, the revised project's construction and operational activities would result in less-than-significant criteria air pollutant and odor impacts. In addition, similar to the previous project, the revised project's construction and operational activities would result in less-than-significant air quality impacts with implementation of Mitigation Measures M-AQ-2 and M-AQ-4 (initial study, pp. 86 and 89).

Cumulative Impacts

The cumulative context and conditions for the revised project is in the San Francisco Bay Area Air Basin, the same as that identified for the previous project, including a number of proposed or approved development projects and transportation network changes, as described in Section 3.0, Cumulative Setting. Impact findings related to cumulative air quality conditions for the previous project would be the same for the revised project. Consistent with the initial study, cumulative air quality impacts under the revised project, similar to the previous project, would be less than significant with implementation of mitigation measures. Therefore, the revised project would not have any new or substantially more severe project-level or cumulative air quality impacts.

Wind

Previous Project Analysis

A discussed in the initial study (p. 97), the project is located in an RC-4 zoning district. Therefore, it is not subject to San Francisco Planning Code section 148, which applies to C-3 districts. However, the previous project would have a significant impact on wind should it exceed the wind hazard criterion of San Francisco Planning Code Section 148. A screening-level wind analysis was conducted to evaluate the potential for the previous project to affect wind conditions on surrounding sidewalks, which found that exceedance of the wind hazard criterion is not expected along sidewalks adjacent to the project site.²⁷ Furthermore, the screening analysis determined that the previous project would not significantly increase wind conditions in the courtyard area so as to decrease occupant comfort.

Comparison of Revised Project to the Previous Project

A qualitative analysis of the revised project's wind impacts was conducted by a wind consultant on June 2, 2021 (Attachment D).²⁸ The analysis found that the overall massing of the revised project has not changed significantly from that of the previous project. The revised project would increase the rear open space. These changes to the exterior massing would not alter the wind flows at the pedestrian level and therefore would not affect the conclusions made for the previous project. In other words, the revised project is still predicted to comply with the wind hazard criterion of 26 miles per hour for a single full hour of the year at all pedestrian areas around the project, and wind speeds at public entrances are expected to be suitable for the intended uses. Thus, the revised project's wind impacts would be less than significant, consistent with the analysis and conclusions reached in the EIR.

Cumulative Impacts

The geographic context for an analysis of cumulative analysis of wind impacts would be the immediate vicinity of the revised project site, as wind effects are localized and site-specific. There are no related projects in the immediate vicinity (within the same block) of the revised project that could combine with the project's effects to result in significant cumulative wind impacts.

For the reasons described above, the revised project would not have any new or substantially more severe project-level or cumulative wind impacts than those identified for the previous project. There would be no cumulative impacts from wind that were not identified in the initial study for the previous project. Impacts would be less than significant.

Shadow

Previous Project Analysis

A shadow report was prepared for the previous project.²⁹ The shadow analysis used a quantitative approach to provide an assessment of the potential shadow impacts of the previous project.

For the shadow analysis, the previous project building additions were modeled as a detailed massing large enough to contain all potential shadow casting elements. The analysis was based on a June 21 start date that ran through December 20 to provide a sample of representative sun angles throughout the solar year. Sun angles during the "other" side of the calendar year (December 21 through June 20) mirror the sun

²⁷ RWDI, *Screening-Level Wind Analysis*, May 16, 2016.

²⁸ RWDI, *Updated Letter 450 O'Farrell Street – Wind Analysis*, June 2, 2021.

²⁹ CADP, *450 O'Farrell Street Shadow Report*, January 10, 2017.

angles presented during the sample time frame. The results indicated that the previous project would add no new square foot hours of shadow on either the Tenderloin Recreation Center or Boeddeker Park, or any other park or publicly accessible open space.

The previous project would add new shade to surrounding sidewalks and properties. However, because of the configuration of buildings in the project vicinity, the net new shading that would result from the previous project’s construction would be limited in scope and would not increase the total amount of shading above levels that are common in urban areas. Due to the dense urban fabric of the City, including the densely built Tenderloin district, the loss of sunlight on private residences or surrounding property is not considered to be a significant environmental impact. Furthermore, the limited increase in shading as a result of the previous project would not be considered a significant impact under CEQA. Therefore, the previous project would not result in new shadows in a manner that substantially affects outdoor recreation facilities or other public areas, and thus this impact would be less than significant.

Comparison of the Revised Project to the Previous Project

A quantitative analysis of the revised project’s shadow impacts was conducted by a shadow consultant conducted on May 25, 2021 (Attachment E).³⁰ The analysis shows, as discussed above, that the overall massing of the revised project has not changed significantly. The revised project would result in substantially similar bulk and massing as the previous project. Therefore, shadow impacts on adjacent buildings would be the same as for the previous project. Shadow from the revised project would not reach any open spaces protected under planning code section 295, or any other publicly accessible open spaces, as with the previous project. Therefore, the proposed design modifications for the revised project would not change the conclusions of the 450 O’Farrell Street shadow report for the previous project.

Based on a subsequent analysis of the proposed modified design, the revised project would result in zero net-new shadow on all open spaces, the same as the previous project. Therefore, the revised project would not result in a significant impact related to shadow at the project or cumulative level, which is consistent with the analysis and conclusions reached in the initial study.

Cumulative Impacts

The previous project would have no impact on Tenderloin Recreation Center or Boeddeker Park or other parks and public open spaces, and, therefore, the revised project would not contribute to a cumulative shadow impact. Thus, the previous project, in combination with other past, present, and reasonably foreseeable future projects in the vicinity, would not result in a cumulative shadow impact on public open spaces in the project vicinity. There would be no cumulative impacts from shadow that were not identified in the initial study for the previous project. Impacts would be less than significant.

For the reasons described above, the revised project would not have any new or substantially more severe project-level or cumulative shadow impacts than those identified for the previous project.

Recreation

Previous Project Analysis

As discussed in the initial study (p. 42), the new residents of the previous project would be served by the San Francisco Recreation and Parks Department (SFRPD), which administers more than 220 parks, playgrounds, and open spaces throughout the City, as well as recreational facilities including recreation centers,

³⁰ FASTCAST/CADP, *450 O’Farrell Street Shadow Report Amendment for Proposed Modified Design Scheme*, May 25, 2021.

swimming pools, golf courses, and athletic fields, tennis courts, and basketball courts.³¹ The project site is in an developed urban neighborhood, and does not contain large regional park facilities, but includes a number of neighborhood parks and open spaces, as well as other recreational facilities.

The April 2014 San Francisco General Plan's Recreation and Open Space Element (ROSE) identifies priority acquisition and renovation areas for recreation facilities by identifying five categories of need ranging from greater need to lesser need. The project site and the larger the area bounded by Larkin Street to the west, Sutter Street to the north, Mason Street to the east and Market Street to the south as in moderate need of new public open space.

The previous project would provide passive recreational uses onsite for the residents, including two common open spaces that would be accessible to building residents only. Under the previous project, an approximately 1,400-square-foot open space courtyard would be provided on the second floor in the center of the project site in addition to an approximately 4,000-square-foot open space rooftop garden on the fourth floor above the new church. In addition, residents of the residential units would be within walking distance of several open spaces (Father Alfred E. Boeddeker Park, Tenderloin Children's Playground, Sergeant John Macaulay Park, and Union Square).

Although the previous project would introduce a new permanent population (approximately 405 residents) to the project site, the number of new residents projected would not be large enough so as to substantially increase demand for or use of either neighborhood parks and recreational facilities (discussed above) or citywide facilities such as Golden Gate Park, such that substantial physical deterioration would be expected. The permanent residential population on the site and the incremental onsite daytime population growth that would result from the proposed retail, restaurant and church uses would not require the construction of new recreational facilities or the expansion of existing facilities. The project would have a less-than-significant effect on existing recreational facilities.

Comparison of the Revised Project to the Previous Project

The revised project would result in a greater population increase than the previous project (632 residents compared to 405 residents for the previous project) and less open space (5,060 sf compared to 8,359 sf). This would increase recreational facility use in the project area to a greater extent than the previous project. As noted, there are four public open space resources within walking distance of the revised project, as well as additional recreational and open space across the City, that would be available to residents of the revised project. The increase in residents for the revised project compared to the previous project (227 additional residents) would not be substantial enough to result in new or greater impacts than as previously identified in the initial study because the revised project would be in compliance with planning code requirements and there are adequate recreational areas available to the residents of the revised project. The increase in demand would not be greater than that expected, provided for, or planned for the project area and the City as a whole. The impact to recreation would remain less than significant, the same as for the previous project.

Cumulative Impacts

Recreational facility use in the project area would likely increase with the development of the revised project, especially in combination with other reasonably foreseeable residential and mixed-use development projects in the vicinity. However, each individual project would be subject to compliance with the City's open space requirements, as defined in the planning code, and the revised project would provide 5,060 sf of passive recreational uses on site for the residents. In addition, as described above, a number of

³¹ San Francisco Recreation and Parks Department. Available online at: sfrecpark.org. Accessed October 21, 2015.

public open space and recreational facilities currently exist in the vicinity of the project site. Thus, with the requirement for onsite passive recreational space, and the number of public open space and recreational facilities in the vicinity of the project site, future impacts to recreational resources would be cumulatively less than significant.

Public Services

Previous Project Analysis

Police and Fire

As discussed in the initial study (p. 47), the previous project would result in more intensive use of the project site than currently exists, and thus would likely incrementally increase police and fire service calls in the project area. Police protection is provided by the Tenderloin Police Station located at 301 Eddy Street, approximately two blocks south of the project site. The San Francisco Fire Department (SFFD) fire stations located nearby include Station 3 at 1067 Post Street (at the corner of Polk and Post Streets, approximately four blocks northwest of the project site) and Station 1, at 935 Folsom (at Fifth Street approximately seven long blocks southeast of the project site). Although the previous project could increase the number of police and fire calls received from the area that must be provided as a result of the increased concentration of activity on site, the increase would not be substantial in light of the existing demand for police and fire protection services. The Tenderloin Police Station would be able to provide the necessary police services and crime prevention in the area, and the servicing fire stations would provide required fire protection services. Meeting this additional service demand would not require the construction of new police or fire facilities. Hence, the previous project would have a less-than-significant impact on police and fire services. Furthermore, the previous project would be required to comply with all applicable building and fire codes, which establish requirements pertaining to fire protection systems, including, but not limited to, the provision of state-mandated smoke alarms, fire alarm and sprinkler systems, fire extinguishers, required number and location of egress with appropriate distance separation, and emergency response notification systems.

Schools

As discussed in the initial study (p 49), the previous project's 176 dwelling units would result in an enrollment increase in the SFUSD of approximately 35 students.

The Tenderloin Community School, at 627 Turk Street (about six blocks southwest of the project site), Bessie Carmichael School, at 375 Seventh Street (about half a mile southeast of the project site), and Redding, at 1421 Pine Street (about eight blocks northwest of the project site) are the nearest public elementary schools to the project site. The closest middle schools are Everett, about two miles southwest, and Francisco, about 1.5 miles north. Galileo and Stuart Hall high schools are both within about 2 miles of the site. Nearby private schools include DeMarillac Academy, at 175 Golden Gate Avenue, about four blocks southwest of the project site. The previous project, a mix of commercial and residential uses, would incrementally increase the number of school-aged children that would attend public schools in the project area, by a total of about 35 students, as noted above. However, this increase would not exceed the projected student capacities that are expected and provided for by the San Francisco Unified School District as well as private schools in the project area. Therefore, the implementation of the previous project would not necessitate the need for new or physically altered schools. In addition, the previous project would be subject to a citywide development impact fee.³²

³² San Francisco Unified School District, Developer Impact Fee Annual and Five-Year Reports for the Fiscal Year Ending June 30, 2014, November 10, 2014. Available online at <http://www.sfusd.edu/>. Accessed October 21, 2015.

In summary, the previous project would not result in a substantially increased demand for school facilities and would not require new or expanded school facilities. The previous project would thus result in a less-than-significant impact on school facilities.

Other Governmental Services

As noted in the initial study (p. 50), the previous project would incrementally increase demand for governmental services and facilities such as libraries; however, the project would not be of such a magnitude that the demand could not be easily accommodated without the need to construct or physically alter these existing facilities. Overall, the previous project would have less-than-significant impacts on governmental services.

Comparison of the Revised Project to the Previous Project

Police and Fire

As with the previous project, the revised project would result in more intensive use of the project site than currently exists, and thus would likely incrementally increase police and fire service calls in the project area due to the increase in residents. The revised project site would still be served by the Tenderloin Police Station located at 301 Eddy Street, approximately two blocks south of the project site, and Fire Department Station 3 at 1067 Post Street (at the corner of Polk and Post Streets, approximately four blocks northwest of the project site) and Station 1, at 935 Folsom (at Fifth Street approximately seven long blocks southeast of the project site). Although the revised project could increase the number of calls received from the area that must be provided as a result of the increased concentration of activity on site, with a greater increase in residents than the previous project, the increase would not be substantial in light of the existing demand for police and fire protection services. The revised project would comply with all building and fire codes, the same as the previous project. The increase in residents that would result from the revised project compared to the previous project would not be substantial enough to significantly affect fire services in the area. The revised project would not result in new or significantly increased impacts compared to the previous project, and the impact on fire services would be less than significant, similar to the previous project. The Tenderloin Police Station and servicing fire stations would be able to provide the necessary police and fire services. Meeting this additional service demand would not require the construction of new police or fire facilities. The difference in the number of residents that would result from the revised project compared to the previous project would not be substantial enough to significantly affect police or fire services in the area. Hence, the revised project would not result in new or significantly increased impacts compared to the previous project, and the impact on police and fire services would remain less than significant, similar to the previous project.

Schools

For purposes of the analysis of impacts of the revised project on schools, the same methodology was used for the revised project to calculate the number of students that could be generated within the SFUSD. Utilizing the overall weighted student generation rate of 0.19 Kindergarten through 12th grade students per unit the revised project's 316 dwelling units would result in an enrollment increase in the SFUSD of approximately 60 students, an increase of 25 students compared to the previous project.

The revised project, a mix of commercial and residential uses, could incrementally increase the number of school-aged children that would attend public schools in the project area. However, this increase would not exceed the projected student capacities that are expected and provided for by the San Francisco Unified School District as well as private schools in the project area. Therefore, the implementation of the revised project would not necessitate the need for new or physically altered schools.

In addition, the revised project would be subject to a citywide development impact fee, the same as for the previous project for residential development constructed within the SFUSD to be paid to the district.³³

As the potential increase in school-aged children as a result of the revised project would not represent a substantial increase in students to be accommodated in the SFUSD, the revised project would not result in new or significantly increased impacts compared to the previous project, and the impact on schools would be less than significant, similar to the previous project.

Other Governmental Services

The previous project would incrementally increase demand for governmental services and facilities such as libraries; however, the project would not be of such a magnitude that the demand could not be easily accommodated without the need to construct or physically alter these existing facilities. Overall, the revised project would not result in new or significantly increased impacts compared to the previous project, and the impact on other governmental services would be less than significant, similar to the previous project.

Cumulative Impacts

The revised project is not expected to significantly increase demand for public services beyond levels anticipated and planned for by public service providers. Cumulative development in the project area would incrementally increase demand for public services, but not beyond levels anticipated and planned for by public service providers. Thus, project-related impacts to public services would not be cumulatively considerable. For the reasons described above, the revised project would not have any new or substantially more severe project-level or cumulative public services impacts than those identified for the previous project.

Geology and Soils

Previous Project Analysis

As noted in the initial study (p. 53), the site is likely underlain by several feet of fill. In general, fill encountered in this area consists mainly of loose to medium dense sand with occasional debris and rubble with varying amounts of silt, although abandoned foundation elements and construction debris are also commonly found in the fill. The fill is underlain by loose to very dense, fine-grained sand (Dune sand), to a depth of 20 feet below ground surface (bgs). The Dune sand is underlain by the Colma formation, which consists of dense to very dense sand and stiff to hard sandy clay. The Colma formation is underlain by bedrock of the Franciscan formation at a depth of approximately 100 feet bgs. Groundwater levels in the site vicinity were generally reported at depths of approximately 50 feet bgs and excavation under the previous project would be to a depth of 16 feet; therefore, dewatering would not be required.³⁴

With respect to potential rupture of a known earthquake fault, published data indicate that neither known active faults nor extensions of active faults exist beneath the project site. Therefore, the potential of surface rupture occurring at the site is very low and is considered less than significant. In terms of the

³³ San Francisco Unified School District, Developer Impact Fee Annual and Five-Year Reports for the Fiscal Year Ending June 30, 2014, November 10, 2014. Available online at <http://www.sfusd.edu/>. Accessed October 21, 2015.

³⁴ Langan Treadwell Rollo, *Preliminary Geotechnical Study for 532 Jones Street* April 13, 2015; *Preliminary Geotechnical Study for 450-474 O'Farrell Street*, September 8, 2014. Available on the City of San Francisco Planning Department Website, <https://sfplanning.org/environmental-review-documents>.

potential for strong seismic ground shaking, the site is located within a 50-kilometer radius of several major active faults. Therefore, there is potential that a strong to very strong earthquake would affect the project during its lifetime.

In terms of seismic-related ground failure, including liquefaction, the site is not within a designated liquefaction hazard zone as shown on the seismic hazard zone map for the City and County of San Francisco, prepared by the California Division of Mines and Geology, dated November 17, 2001. Groundwater levels encountered in the vicinity of the site were generally deeper than 50 feet bgs, and therefore the potential for liquefaction and lateral spreading at the site is very low.

With respect to landslides, based on the San Francisco General Plan, the project site is relatively level and is not located within a mapped landslide zone.³⁵ The site is not within a designated earthquake-induced landslide zone as shown on the CGS seismic hazard zone map for the area. Therefore, the previous project would have no impact with respect to potential for landslides.

The project site is generally flat and entirely covered with impervious surfaces. The previous project would not substantially change the general topography of the site or any unique geologic or physical features of the site. The project would require excavation for the construction of the proposed building and removal of approximately 8,900 cubic yards of soil. The project site size of 22,106 square feet (0.5 acre) would be under the one-acre threshold for a National Pollutant Discharge Elimination System (NPDES) General Construction Permit. The project sponsor and its contractor would be required to implement best management practices (BMPs) that include erosion and sedimentation control measures, as required by the City and/or resources agencies, which would reduce short-term construction-related erosion impacts to less-than-significant levels.

The area around the project site does not include hills or cut slopes likely to be subject to landslide. Improvements proposed as part of the project include a one-story basement below grade, which would require excavation to a maximum of approximately 16 feet bgs. According to the preliminary geotechnical study, the site is underlain by several feet of fill (consisting mainly of poorly graded fine-grained sand with occasional debris and rubble), with Dune sand extending down to 20 feet bgs beneath the fill. Groundwater levels in the site vicinity were generally reported at depths of approximately 50 feet bgs.

During construction, excavation of the existing surface fill materials and Dune sand would be necessary to construct the proposed basement level of the structure. The Preliminary Geotechnical Study included specific recommendations to be implemented during construction to support the sides of the excavation and adjacent buildings, and foundation support for the building. Excavation activities would require the use of shoring and underpinning in accordance with the recommendations of the geotechnical report and San Francisco Building Code requirements. San Francisco Building Code requirements would ensure that the project applicant include analysis of the potential for unstable soil impacts as part of the design-level geotechnical investigation prepared for the previous project; therefore, potential impacts of unstable soils would be less than significant. Due to the San Francisco Building Code requirement that the project applicant include analysis of the potential for soil expansion impacts as part of the design-level geotechnical investigation prepared for the previous project, potential impacts related to expansive soils would be less than significant. The previous project would not substantially change the topography of the site, with the exception of excavation for the underground garage. There are no unique geologic or

³⁵ *San Francisco General Plan, Community Safety Element, Map 4.* Available online at: http://www.sf-planning.org/ftp/GeneralPlan/Community_Safety_Element_2012.pdf. Accessed on October 22, 2015.

physical features of the site. Therefore, no impact would occur to topographic or unique geologic or physical features.

Comparison of the Revised Project to the Previous Project

The revised project would involve less total excavation than the previous project (4,700 cy versus 12,400 cy), but the depth of excavation would be approximately 4 feet greater than the previous project (20 feet bgs). Given that groundwater was encountered previously at 50 feet bgs, the revised project would not encounter groundwater and require dewatering, the same as for the previous project. The basement of the new building is approximately 53 feet from the property line to the west (Pacific Bay Inn at 500-520 Jones Street) and is on the property lines to the South, East, and North (none of which has buildings bordering them).

A preliminary geotechnical evaluation was performed for the revised project.³⁶ A supplemental geotechnical evaluation letter was prepared dated May 19, 2021 (Attachment F),³⁷ which address design and construction considerations that should be undertaken for buildings adjacent to the project site adjacent buildings. Excavation for the proposed below-grade level and foundation will extend approximately 20 feet below existing street grades.

The proposed basement and foundation of the revised project will extend about 20 feet below existing street grades, except beneath the proposed church sanctuary, which will be constructed at grade. The geotechnical letter indicates the below-grade level would not extend beneath the church podium. This is slightly deeper than as analyzed for the previous project (16 feet bgs). The medium dense to very dense sand beneath the proposed basement area can support a rigid shallow foundation system consisting of footings with interconnected grade beams, or a mat. Any at-grade portion of the structure will be underlain by new fill placed in the existing basement and loose sandy fill and loose to medium native sand to a depth of about 20 feet below existing street grades. The at-grade portion of the structure may need to be supported on deep foundations, gaining support in the medium dense to very dense sand anticipated below a depth of about 20 feet from existing street grades.

The supplemental geotechnical letter determined that it is not known if buildings adjacent to the project site have basements. However, the geotechnical letter and supplemental geotechnical letter include the following recommendations to ensure the safety of adjacent buildings during construction of the revised project. To ensure structural support of adjacent buildings, surcharges³⁸ from adjacent foundations bottomed higher than the excavation for the revised project would need to be considered in the shoring and basement wall design. Alternatively, the existing adjacent foundations could be underpinned. In addition, surcharges from an at-grade portion of the proposed structure will need to be considered for the evaluation of existing basements, as needed. Shoring and underpinning design will be addressed in the design-level geotechnical investigation report. Mitigation Measure CR-3a: Vibration Monitoring and Management Plan would require survey of the adjacent buildings prior to construction and the existing buildings within 100 feet of the site will be monitored periodically during construction.

³⁶ Langan, *Preliminary Geotechnical Investigation for 450 O'Farrell Street*, March 25, 2020.

³⁷ Langan, *Updated geotechnical letter, May 19, 2021*.

³⁸ Surcharging consists of applying load on the ground surface in excess of that associated with the long-term development conditions to accelerate consolidation. This can take the form of temporary fill embankments, constructed to a height that exceeds the design finished surface level, which are cut back to the design level following an appropriate period of consolidation settlement. CMW Geosciences. Available at: <https://www.cmwgeosciences.com/geotechnical-services/ground-improvement/surcharging>

The considerations and recommendations included in the geotechnical letter will be further addressed in the design-level geotechnical investigation report. Recommendations included in the design-level geotechnical report that address these considerations are implemented during the design and construction phases of the development. Shoring and foundation documents for conformance with geotechnical recommendations, including shoring/underpinning design, and the monitoring results of shoring and adjacent buildings during construction, will be prepared. During the Department of Building of Inspection's review of building permit application, the building department would review the construction plans for conformance with recommendations in the project-specific geotechnical report. The building permit application would be reviewed pursuant to the building department's implementation of the building code, local implementing procedures, and state laws, regulations, and guidelines would ensure that the proposed project would have no significant impacts related to soils, seismic, or other geological hazards. In addition, a geotechnical engineer will observe the geotechnical aspects of construction, including shoring and underpinning installation, as appropriate. Mitigation Measures CR-3a would ensure protection of adjacent buildings during ground-disturbing activities. Thus, the project would not result in significant effects related to soils, seismic, or other geological hazards.

For the reasons described above, the revised project would not have any new or substantially more severe project-level geology and soils impacts than those identified for the previous project.

Cumulative Impacts

The revised project would entail excavation to a depth of approximately 20 feet below grade (20,900 square feet of excavation) to accommodate the underground parking level for vehicles and bicycles. Given that the church building contains an existing basement, the revised project would not result in a large degree of excavation and there are no adjacent projects that would combine with the revised project's less-than-significant impacts in a cumulatively considerable manner. For the reasons described above, the revised project would not have any new or substantially more severe project-level or cumulative geology and soils impacts than those identified for the previous project.

Energy

Energy impacts is a new section of CEQA Guidelines Appendix G that was added in December 2018 as part of a comprehensive update to the guidelines. The revised project includes 632 group housing beds (316 units), 172,323 square feet of residential uses, 5,060 square feet of open space, 6,023 square feet of restaurant/retail uses, and 9,924 square feet for the religious institution. Total built area would be 207,448 square feet, a reduction of 30,362 square feet from the previous project.

Typically, construction activities would not involve the use of natural gas. Accordingly, natural gas would not be supplied to support the revised project's construction activities; thus, there would be no demand generated by construction. Additionally, electric construction tools that would be used during project-related construction would be powered from diesel-fuel operated generators at the site rather than by electricity from the power grid. As such, construction activities associated with revised project construction would primarily consist of diesel fuel consumption by on-road trucks (hauling and vendor trips) and off-road construction diesel equipment, and gasoline consumption by on-road worker vehicles (commute trips). Construction of the project would require the export of building debris and earth material from the project site during the demolition and excavation phases as well as the delivery of building materials during the building phase.

As the construction phase of the project would be temporary and fuel consumption would be typical of land use developments of this size and nature in the city, fuel consumption impacts would not be considered a wasteful, inefficient, or unnecessary consumption of energy resources.

Operation of the project would result in the consumption of electricity, natural gas, and fuel (e.g., vehicular trips and landscape maintenance). The project is required to comply with California's Energy Efficiency Standards established in Title 24, Part 6, of the California Code of Regulations. These standards were first adopted in 1978 in response to a legislative mandate to reduce California's energy consumption and have been updated by the California Energy Commission on an approximately 3-year cycle to allow consideration and possible incorporation of new energy efficiency technologies and methods. Part 11 of the Title 24 Building Standards Code is referred to as the CALGreen Code. The purpose of the CALGreen Code is to improve public health, safety, and general welfare by enhancing the design and construction of buildings through the use of building concepts having a reduced negative impact or positive environmental impact and encouraging sustainable construction practices in the following categories: (1) planning and design, (2) energy efficiency, (3) water efficiency and conservation, (4) material conservation and resource efficiency, and (5) environmental quality. The CALGreen Code establishes mandatory measures for new residential and non-residential buildings, including requirements for energy efficiency, water conservation, material conservation, planning and design, and overall environmental quality. The project would comply with the applicable provisions of Title 24 and the CALGreen Code, which are incorporated by reference in the City of San Francisco Green Building Code and would install energy and water efficient appliances. The project would comply with the 2019 Building Energy Efficiency Standards, which improved upon the 2016 Standards for new construction of, and additions and alterations to, residential and nonresidential buildings. The 2019 Building Energy Efficiency Standards went into effect January 1, 2020. The project's compliance with Title 24 of the California Code of Regulations and the City's Green Building Code would reduce the project's onsite energy consumption. Aside from compliance with the energy efficiency requirements of the City's Green Building Code, the revised project would also be required to comply with the Stormwater Management Ordinance and Water-Efficient Irrigation Ordinance, which would promote water efficiency. Overall, the impact of the revised project on energy would be less than significant.

Cumulative Impacts

Construction activities associated with the revised project would be relatively short term and would represent a relatively short minor demand on local and regional fuel supplies that would be easily accommodated. Compliance with anti-idling regulations would further reduce fuel consumption. As such, construction activities associated with the revised project would not result in the wasteful, inefficient, or unnecessary use of transportation fuels in meaningful amounts.

The revised project would comply with California Title 24 standards and the CALGreen Code for energy efficiency. The revised project would not cause wasteful, inefficient, or unnecessary use of energy.

The revised project would have the potential to result in a cumulatively considerable impact related to energy, if, in combination with cumulative plans and programs within the greater San Francisco region, it would result in the wasteful, inefficient, or unnecessary consumption of energy.

The revised project would not cause wasteful, inefficient, or unnecessary use of energy. Therefore, the revised project would not result in a cumulatively considerable contribution to significant cumulative impacts on energy supplies.

Wildfire

Wildfire impacts is a new section of CEQA Guidelines Appendix G that was added in December 2018 as part of a comprehensive update to the guidelines. As a result, while wildfire was previously discussed in the Hazards and Hazardous Materials section of the EIR, it was not analyzed as a stand-alone section. For this addendum, however, it is a stand-alone section that incorporates the new issue questions from Appendix G.

The project site is in a heavily urbanized area within the Downtown/Civic Center neighborhood, an area governed by San Francisco's Downtown Area Plan, and is not threatened by wildfire hazards. The California Department of Forestry and Fire Protection has determined that San Francisco County has no Very High Fire Hazard Severity Zones in local responsibility areas and the closest wildland area is Mount Sutro Open Space Reserve, which is approximately 3 miles away. Therefore, this topic is not applicable.

Other Environmental Topics

In addition to the environmental topics discussed above, the initial study and EIR analyzed the previous project's impacts on land use and land use planning, cultural resources (archaeological and paleontological resources), greenhouse gas emissions, utilities and service systems, biological resources, hydrology and water quality, hazards and hazardous materials, minerals, and agriculture and forest resources. The EIR determined that the previous project would result in no impact or less-than-significant impacts, with or without mitigation, on these topics. The revised project would have similar impacts as the previous project on land use and land use planning, population and housing, cultural resources (archaeological and paleontological resources), greenhouse gas emissions, recreation, utilities and service systems, public services, biological resources, geology and soils, hydrology and water quality, hazards and hazardous materials, minerals, and agriculture and forest resources. This is because the revised project would result in a substantially similar number of residents and construct a building of similar height and footprint to that of the previous project, but with reduced excavation. Additionally, the revised project would consist of a similar mix of uses to the previous project and is similar in intensity of development.

6.0 MITIGATION MEASURES

Mitigation measures and improvement measures established in the initial study and EIR for the previous project would still apply to the revised project, except for Improvement Measure I-TR-1: Transportation Demand Management (TDM) Plan Improvement Measure, and Improvement Measure I-TR-2: Monitoring and Abatement of Queues (initial study, pp. 58-59), which do not apply to the revised project, as explained above. No new mitigation measures are required. Please see Attachment G for the Mitigation Monitoring Reporting Plan.

7.0 CONCLUSION

Based on the foregoing, it is concluded that the analyses and conclusions reached in the initial study and Final EIR certified by the San Francisco Planning Commission on September 13, 2018, remain valid. The proposed revisions to the previously analyzed project would not cause new significant impacts not identified in the initial study and certified EIR, and no new mitigation measures would be necessary to reduce significant impacts. No changes have occurred with respect to circumstances surrounding the revised project that would cause significant environmental impacts to which the project would contribute considerably, and no new information has become available that shows that the project would cause significant environmental impacts. Therefore, no supplemental environmental review is required beyond this addendum.

Date of Determination: I do hereby certify that the above determination has
been made pursuant to State and Local requirements:

June 17, 2021

Devyani Jain

Lisa Gibson, Environmental Review Officer

Cc: Project Sponsor
Distribution List
Bulletin Board/Master Decision File

Attachment A: Figures
Attachment B1: Historic Resource Evaluation Part 2
Attachment B2: Part 2 Historic Resource Evaluation Response
Attachment C: Transportation Impact Study Addendum
Attachment D: Updated Letter 450 O'Farrell Street - Wind Analysis
Attachment E: Shadow Report Amendment
Attachment F: Supplemental Geotechnical Letter
Attachment G: Mitigation Monitoring Reporting Plan

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ATTACHMENT A - FIGURES



Figure 1
Site Plan - Existing
450 O'Farrell Street

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Source: FORGE | Gensler



One existing parking space to be converted to metered commercial loading.





-  EXG BUS STOP
-  EXG LOADING
-  EXG ON-STREET PARKING
-  EXG LOADING ADJACENT TO SITE



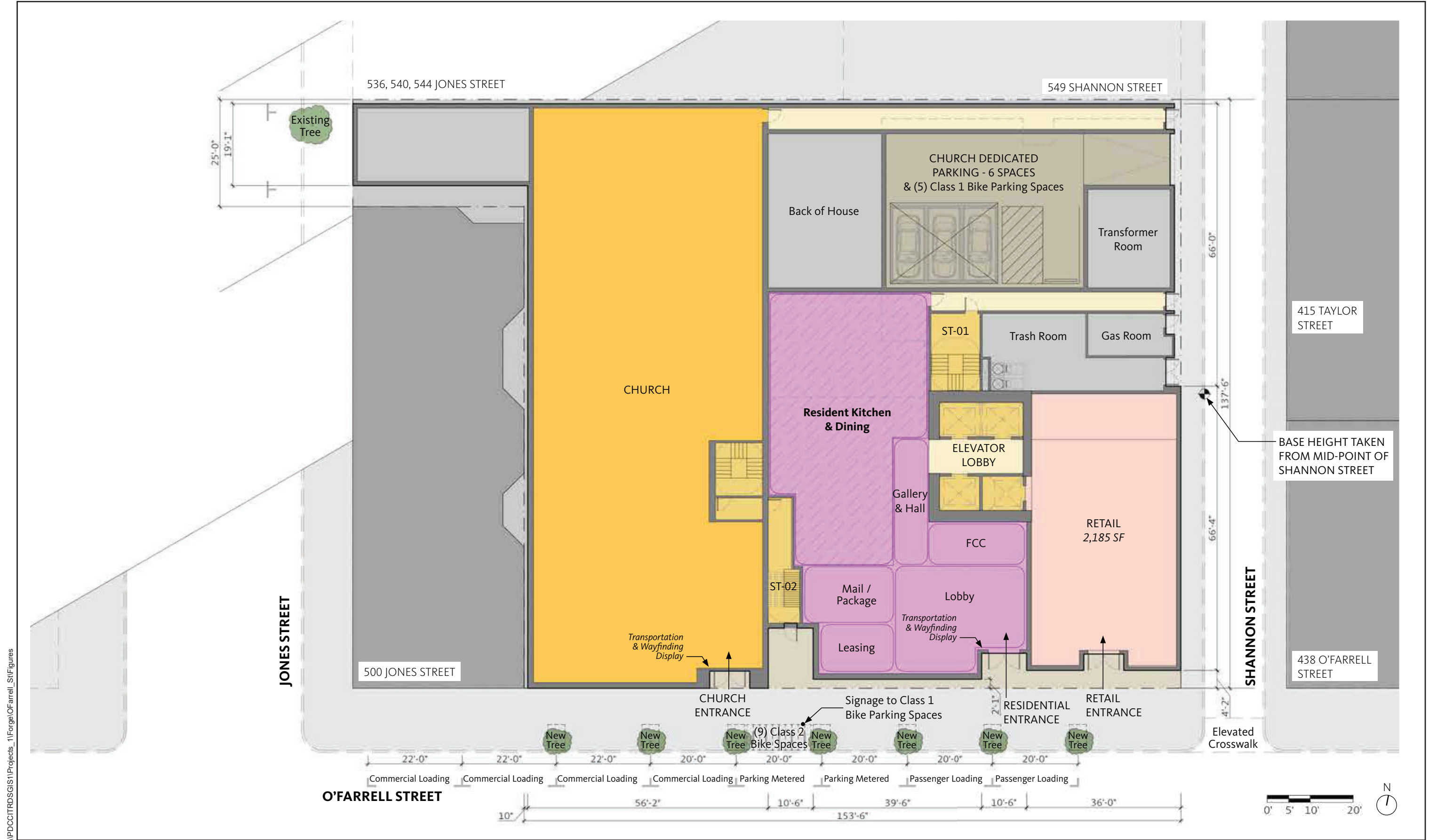
Figure 2
Site Plan - Proposed
450 O'Farrell Street

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Source: FORGE | Gensler



Figure 3
Basement Level
450 O'Farrell Street



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Source: FORGE | Gensler



Figure 4
Ground-Floor Level
450 O'Farrell Street

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Source: FORGE | Gensler



Figure 5
Plan - Level 2
450 O'Farrell Street



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Source: FORGE | Gensler



Figure 6
Plan - Level 3
450 O'Farrell Street

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Figure 7
Plan - Level 4
450 O'Farrell Street

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Figure 8
Plan - Levels 5 & 9
450 O'Farrell Street

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ENVELOPE BOUNDARY APPROVED
SEPTEMBER 13, 2018 AND
SUBSEQUENT REVISIONS

JONES STREET

O'FARRELL STREET

SHANNON STREET



Figure 9
Plan - Levels 6 & 7
450 O'Farrell Street

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ENVELOPE BOUNDARY APPROVED
SEPTEMBER 13, 2018 AND
SUBSEQUENT REVISIONS

JONES STREET

O'FARRELL STREET

SHANNON STREET

415 TAYLOR STREET

438 O'FARRELL STREET



Figure 10
Plan - Level 8
450 O'Farrell Street

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Figure 11
Plan - Levels 10 & 11
450 O'Farrell Street

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Figure 12
Plan - Level 12
450 O'Farrell Street

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Figure 13
Plan - Level 13
450 O'Farrell Street

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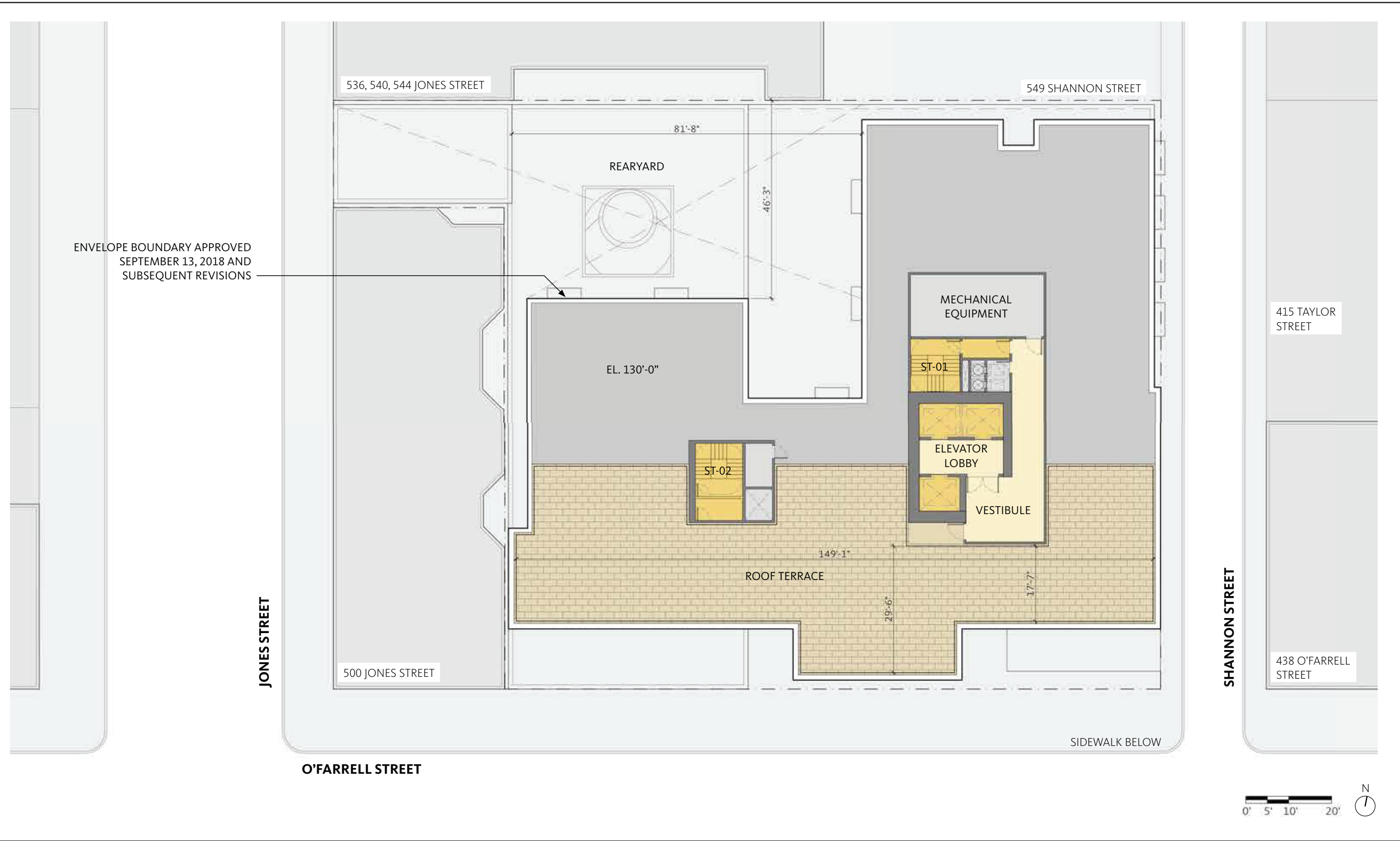
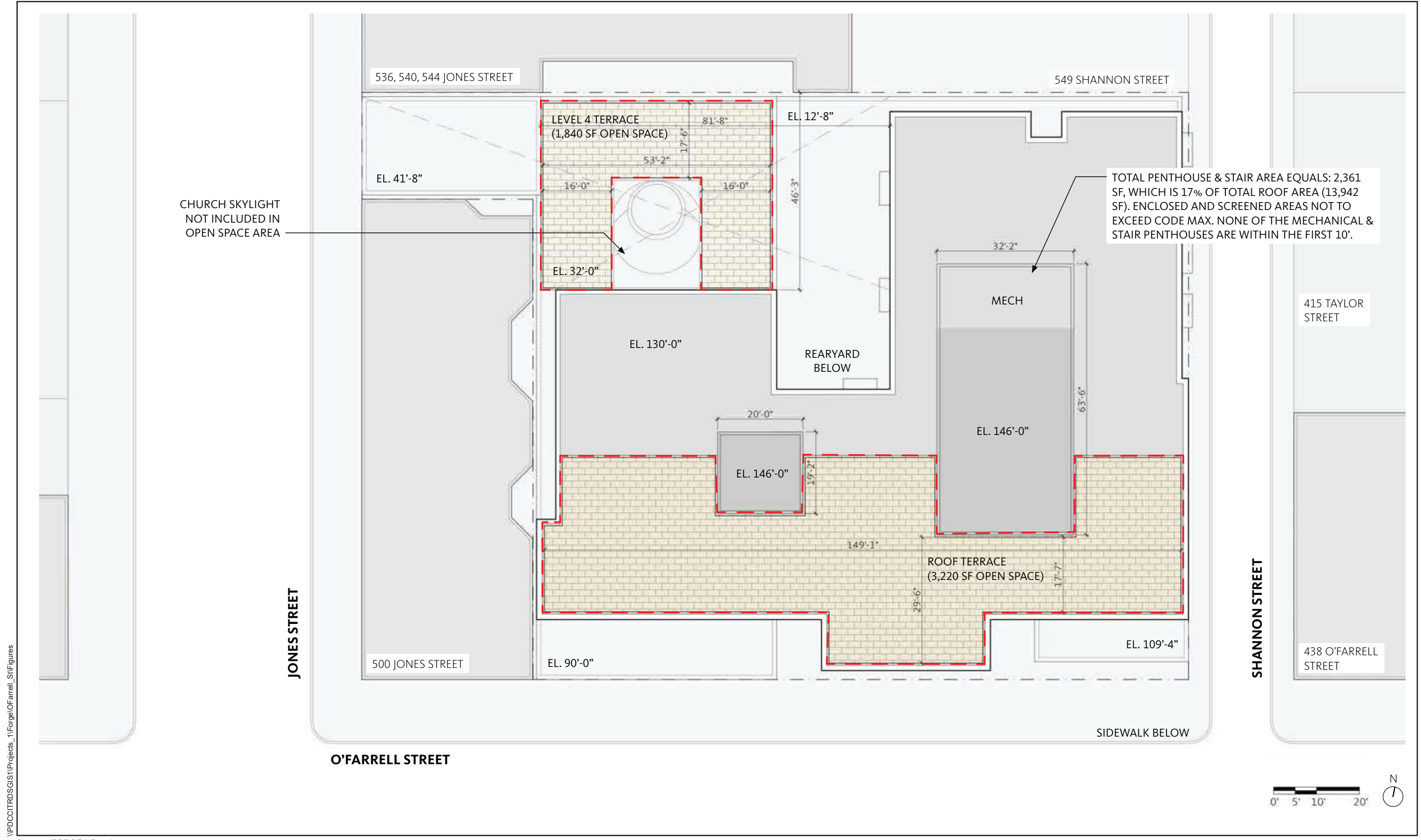


Figure 14
Plan - Roof Level
450 O'Farrell Street

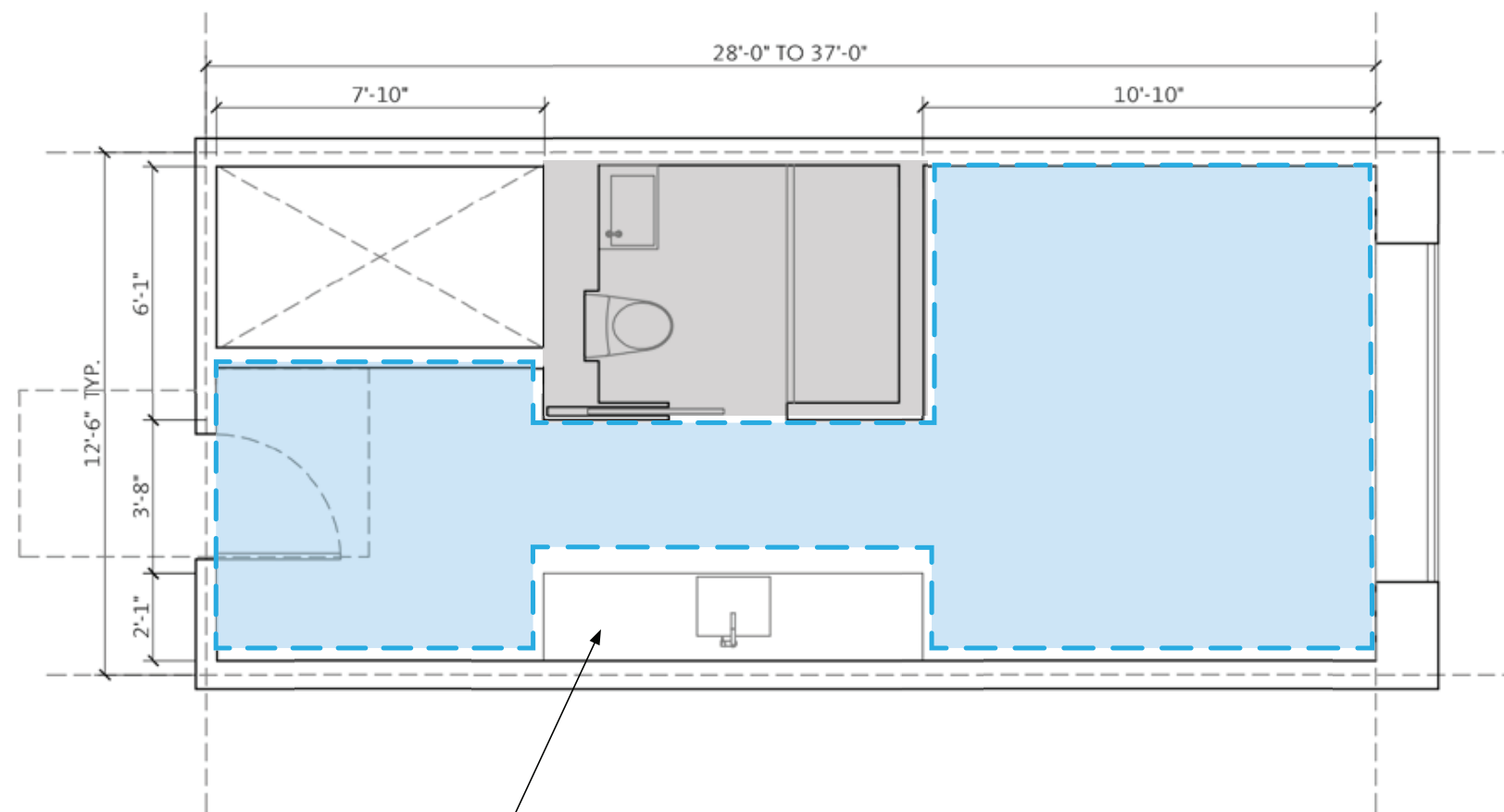


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Figure 15
Plan - Upper Roof Level & Open Space Diagram
450 O'Farrell Street



REFERENCE THE ZONING ADMINISTRATORS INTERPRETATION SECTION 209.2(A) EFFECTIVE 10/5: THESE COOKING FACILITIES WILL INCLUDE A COUNTER SPACE, A REFRIGERATOR, A SINK, A MICROWAVE, A TWO-RING BURNER AND A DISHWASHER BUT NOT INCLUDE A TRADITIONAL OVEN.

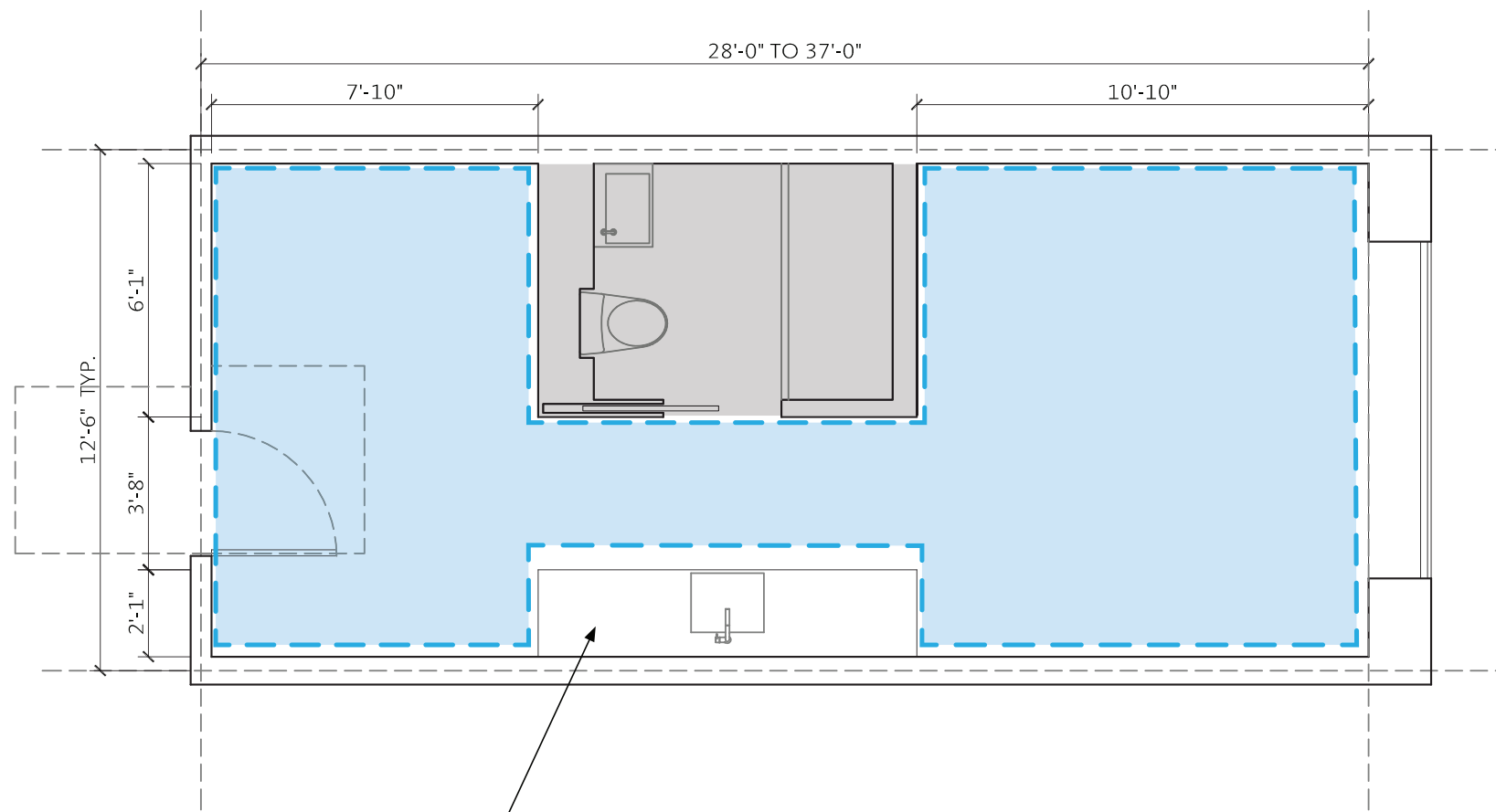


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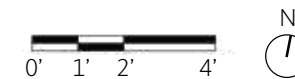
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Figure 16
Unit Plan - Small Group Occupancy Unit
450 O'Farrell Street



REFERENCE THE ZONING ADMINISTRATORS INTERPRETATION SECTION 209.2(A) EFFECTIVE 10/5: THESE COOKING FACILITIES WILL INCLUDE A COUNTER SPACE, A REFRIGERATOR, A SINK, A MICROWAVE, A TWO-RING BURNER AND A DISHWASHER BUT NOT INCLUDE A TRADITIONAL OVEN.

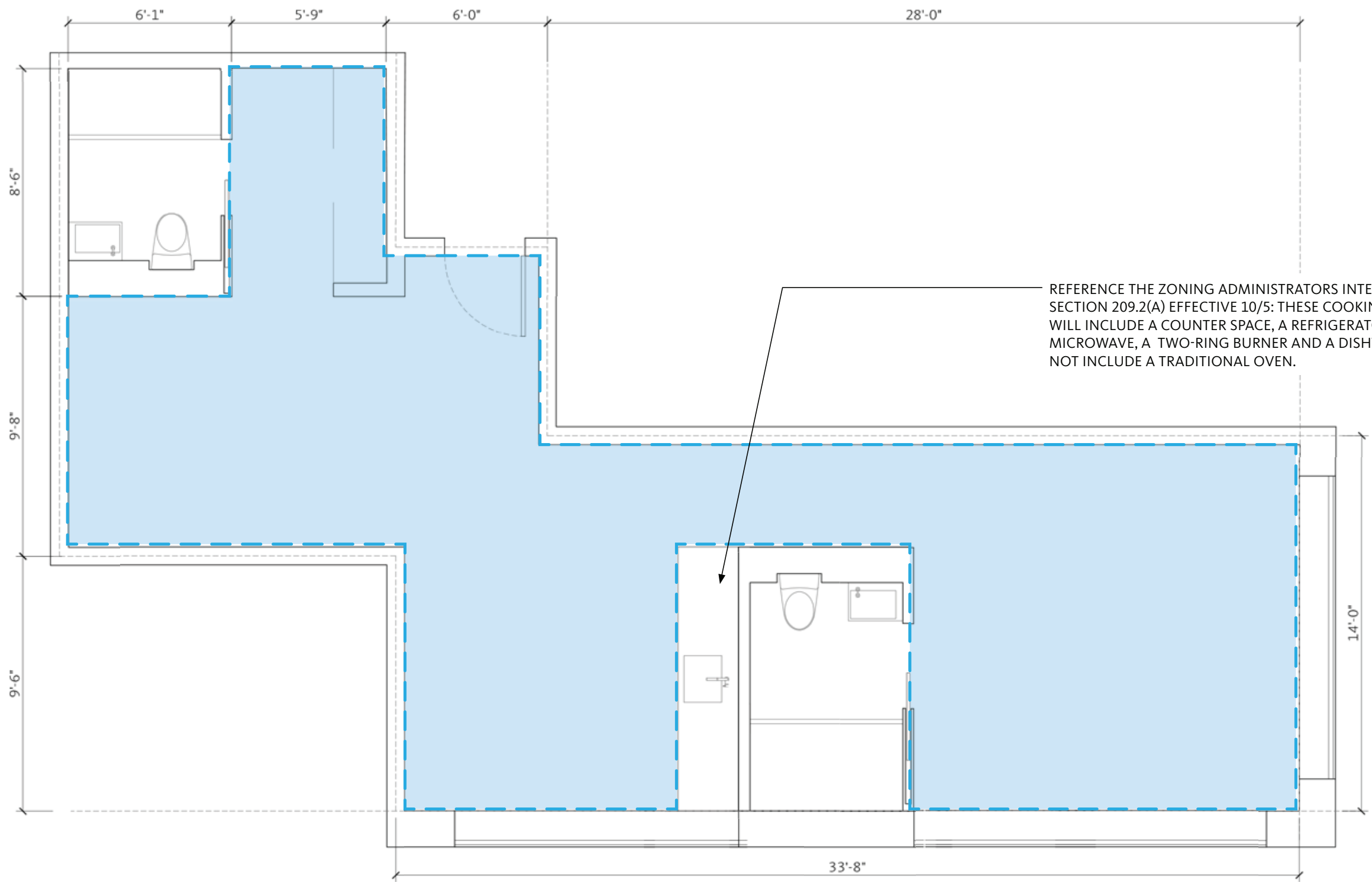


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Figure 17
Unit Plan - Medium Group Occupancy Unit
450 O'Farrell Street



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Figure 18
Unit Plan - Large Group Occupancy Unit
450 O'Farrell Street

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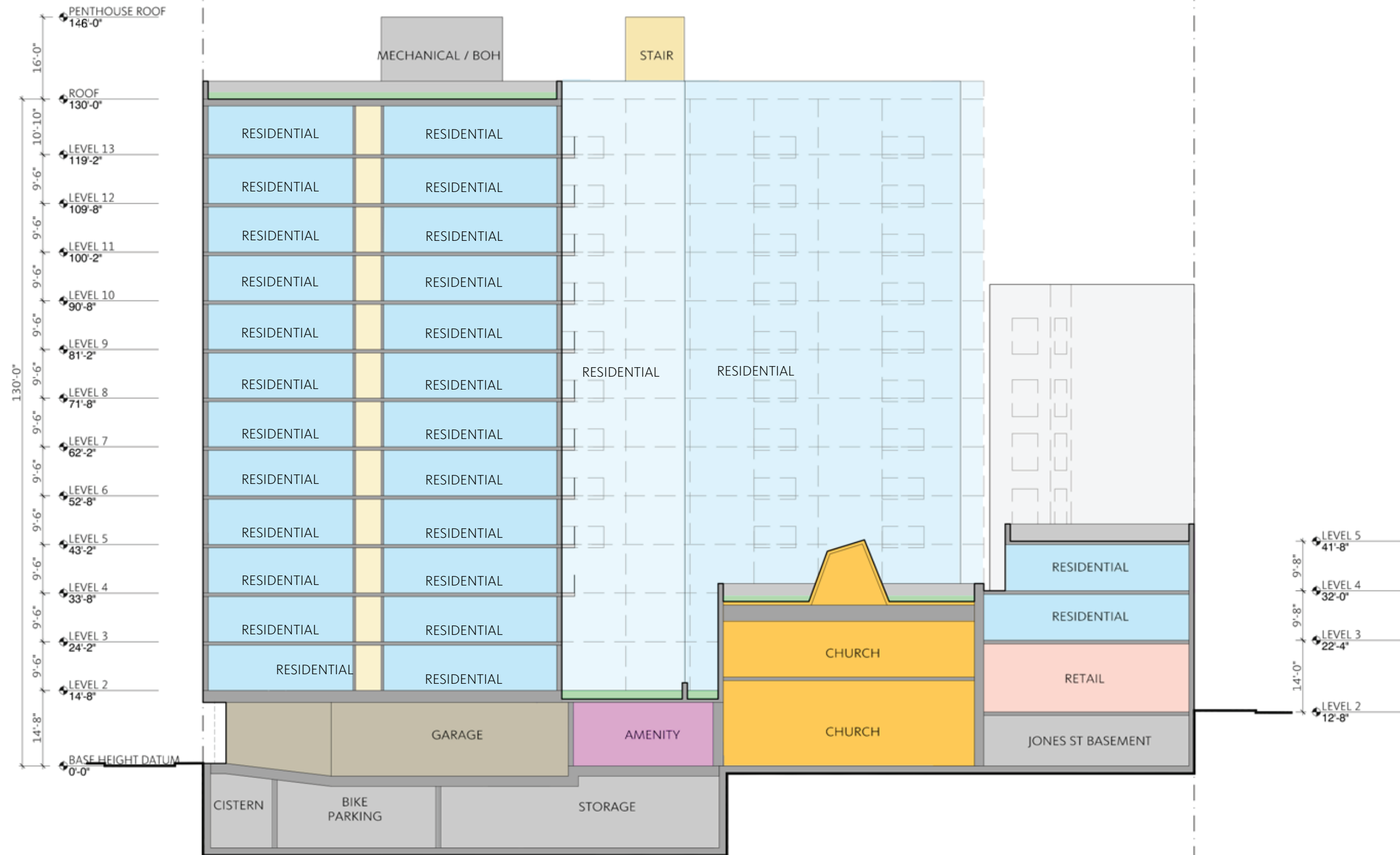


Figure 19
Section East/West – Through Jones Street Retail
450 O'Farrell Street

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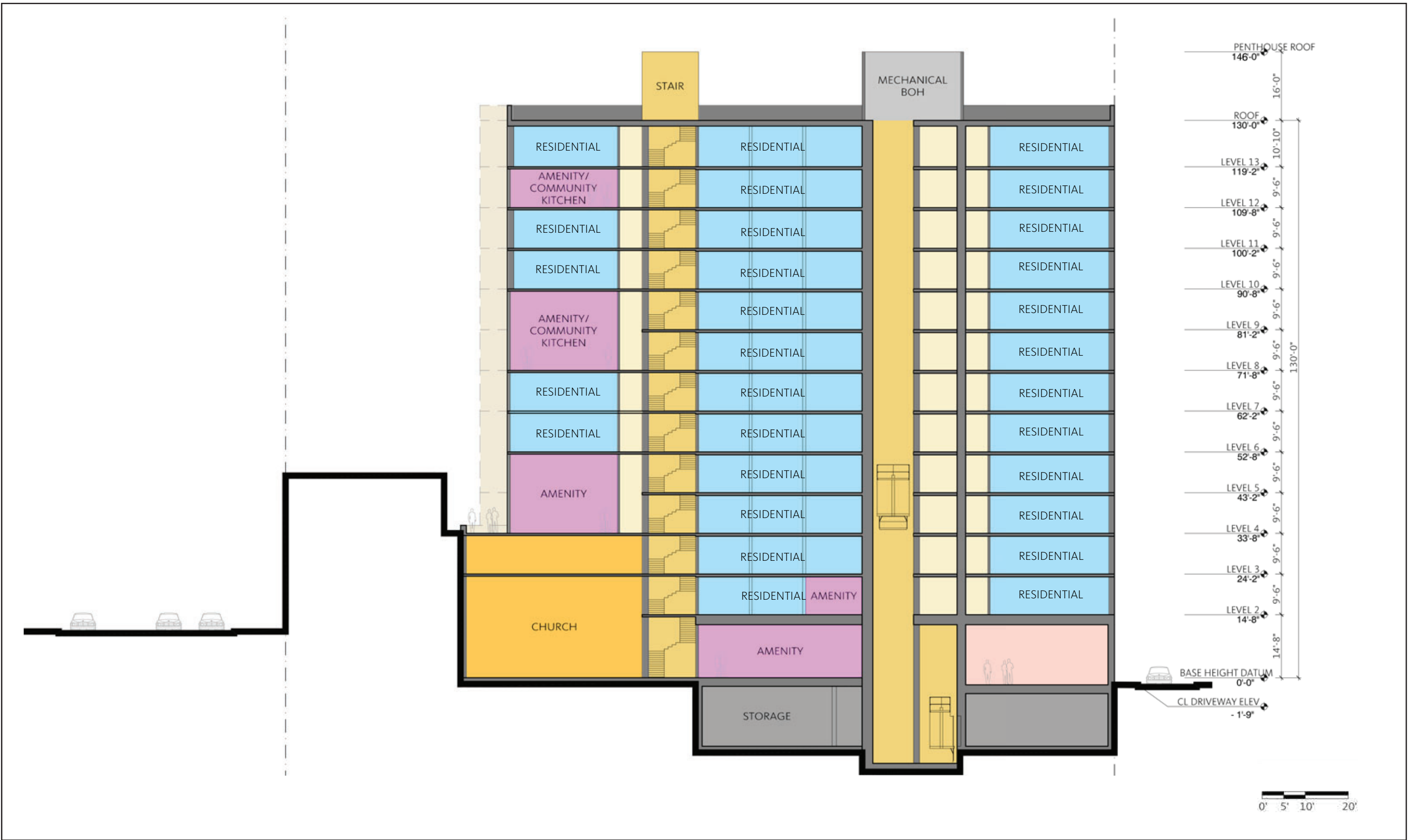
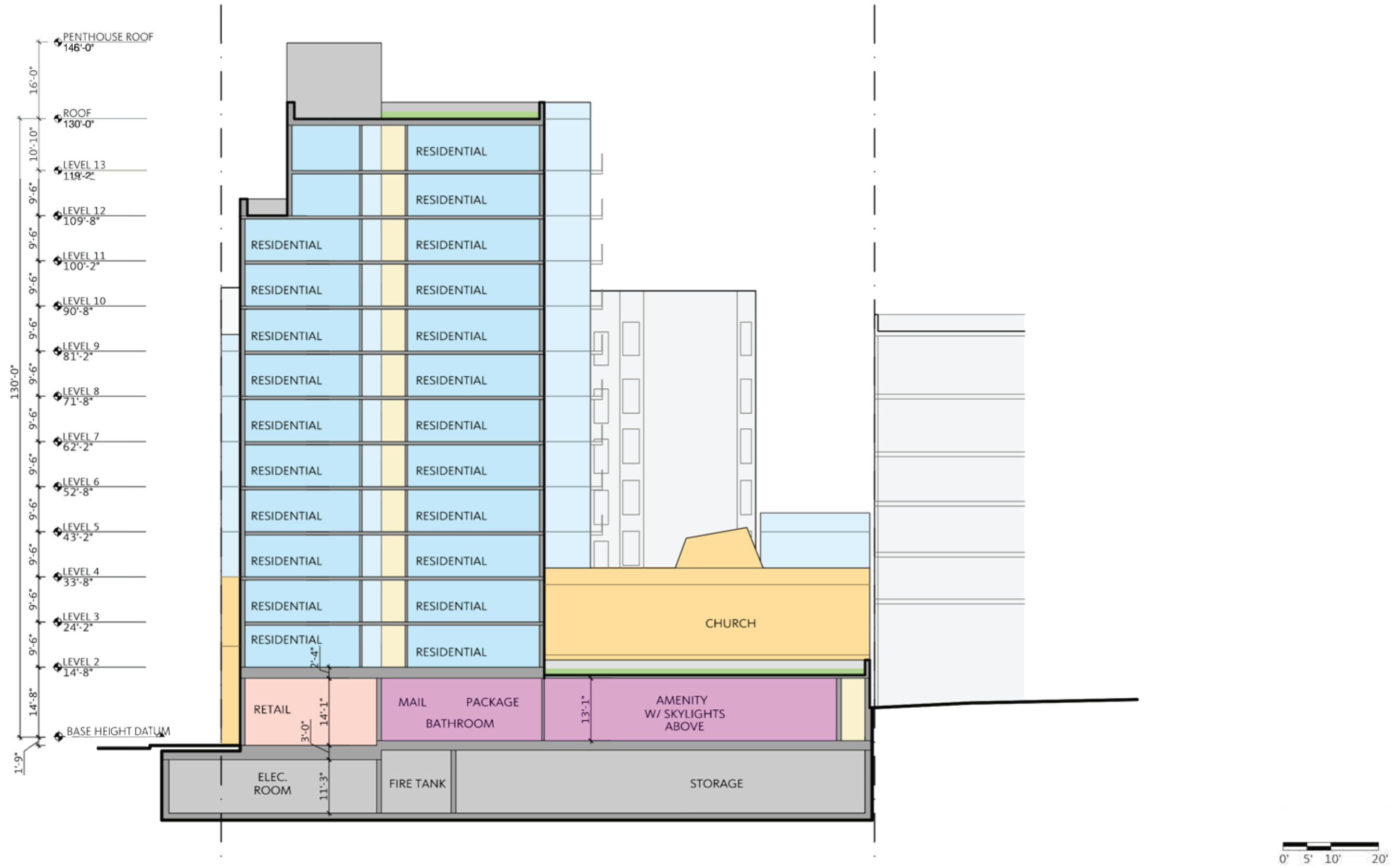


Figure 20
Section East/West – Amenity Space
450 O'Farrell Street



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Figure 21
Section East/West – Through Jones Street Retail
450 O'Farrell Street

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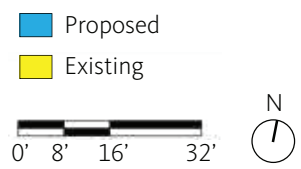
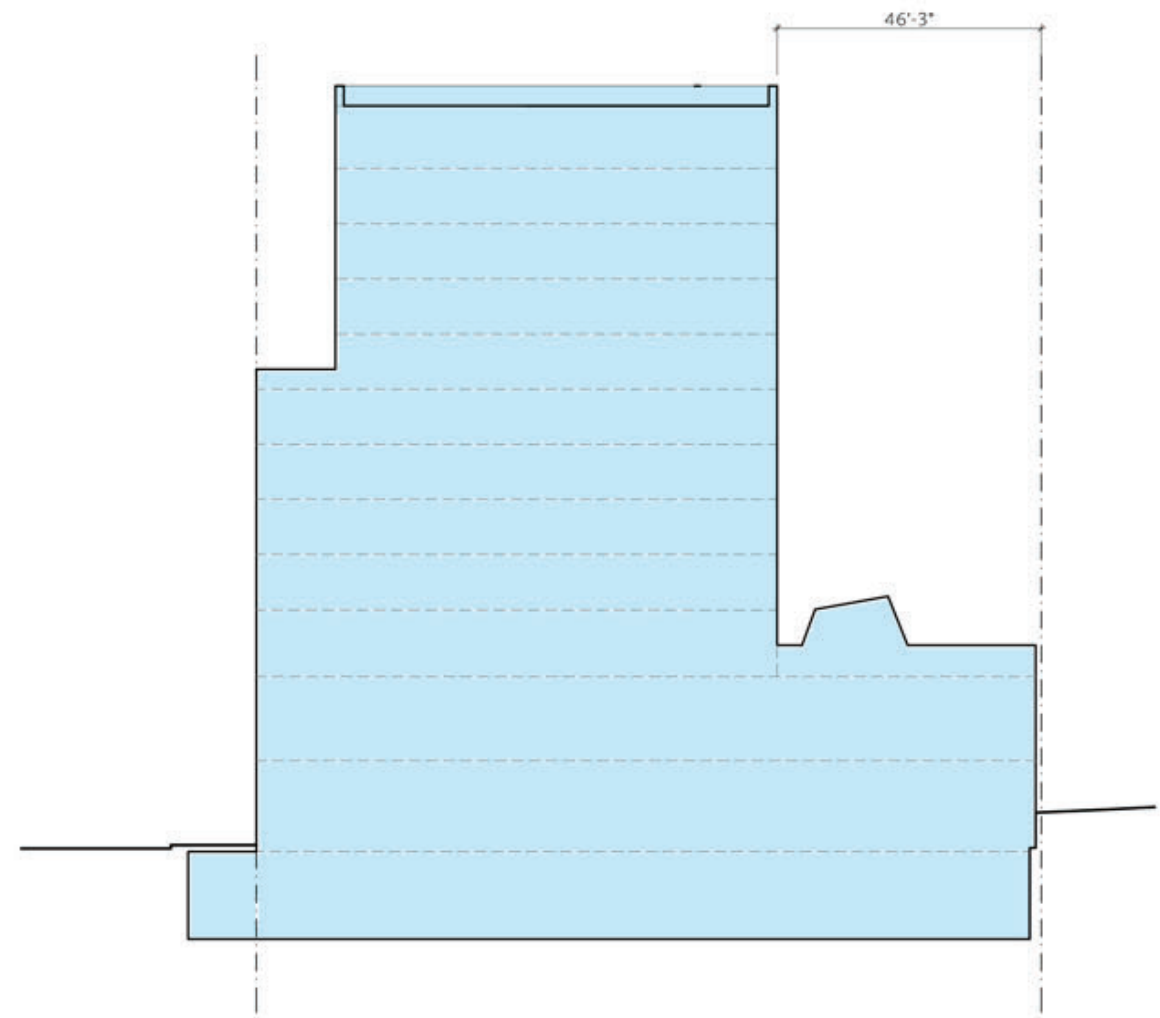
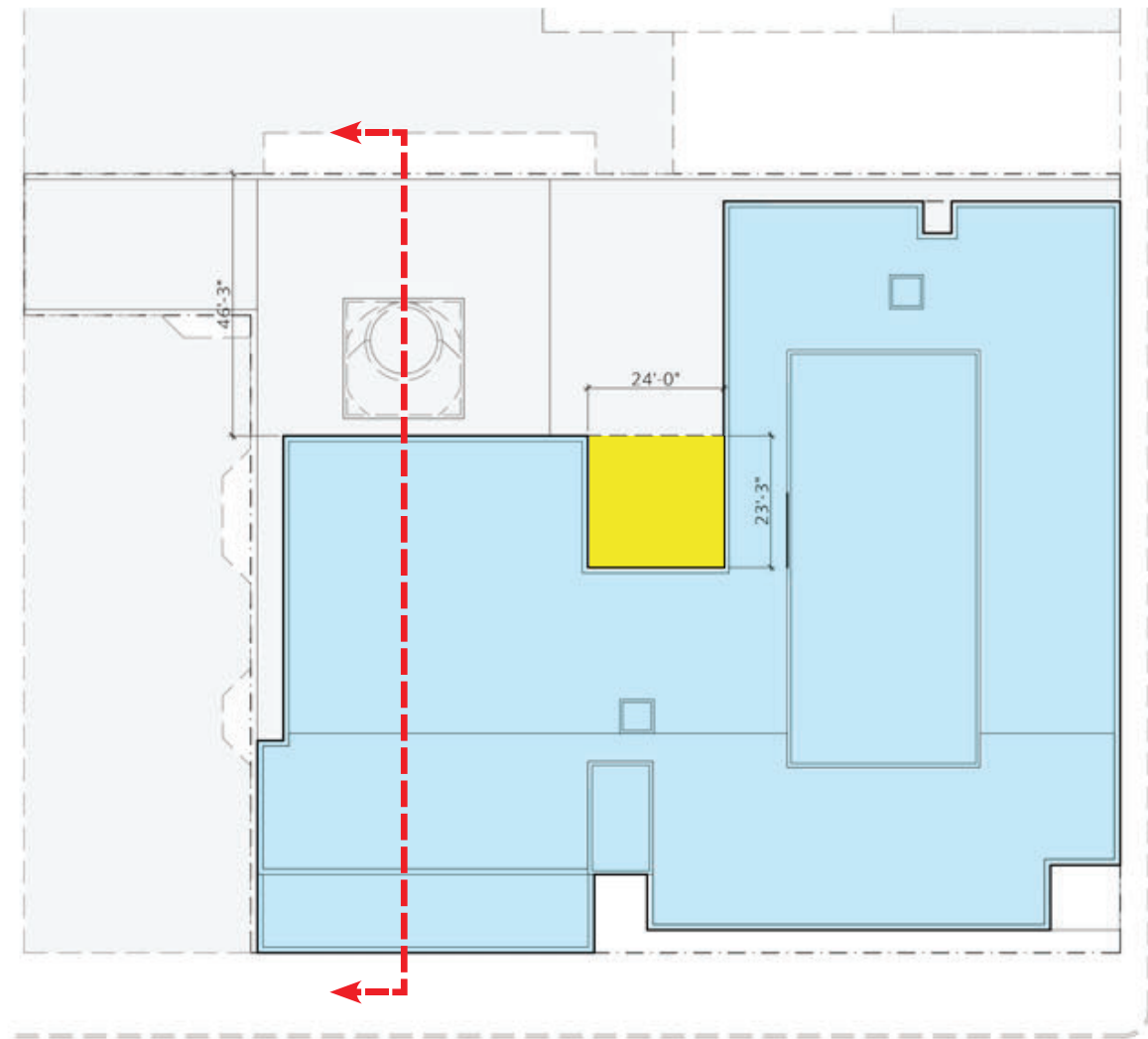
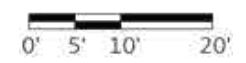
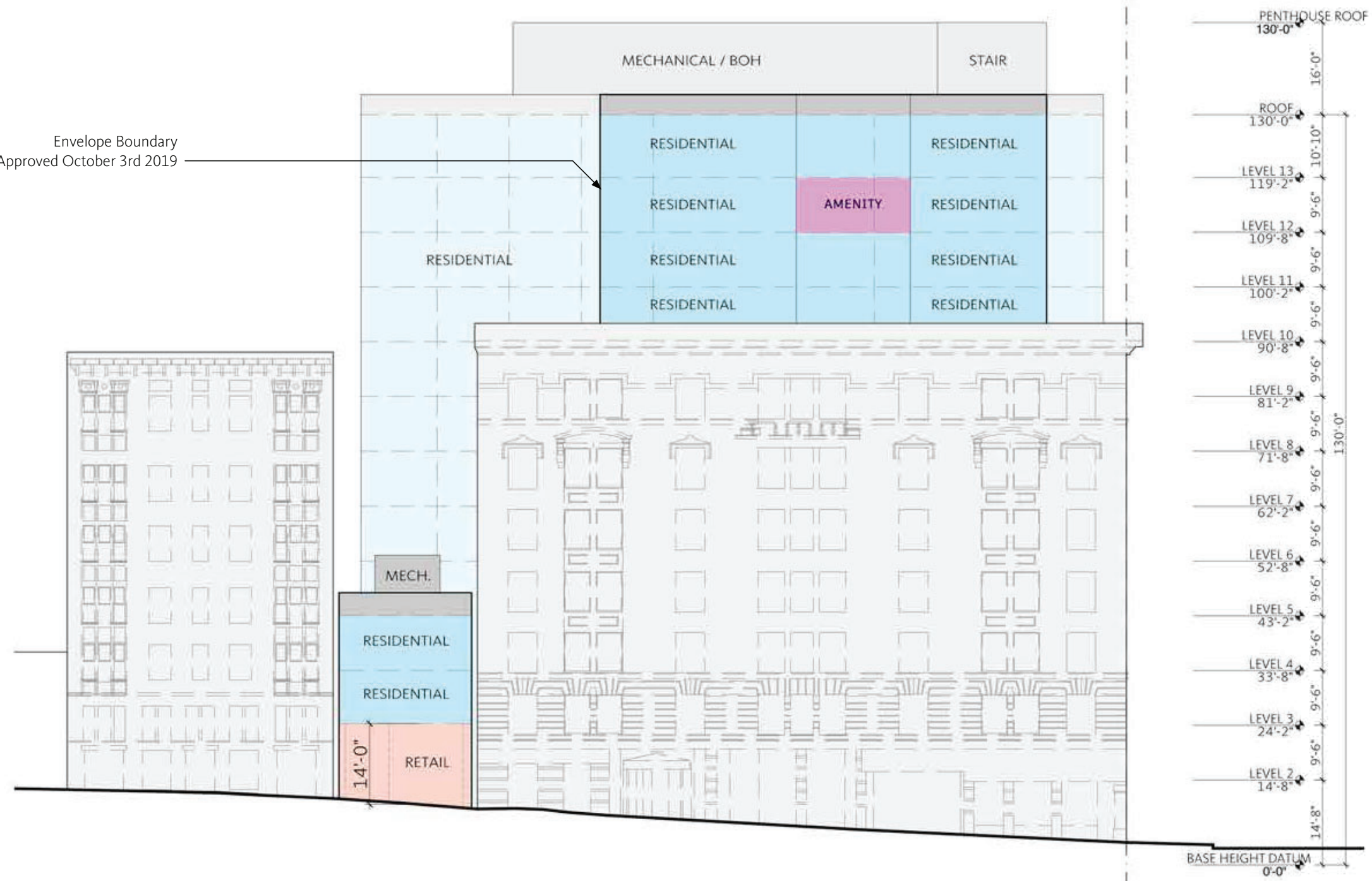


Figure 22
Diagram – Bulk Reduction
450 O'Farrell Street

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Envelope Boundary
Approved October 3rd 2019



Source: FORGE | Gensler



Figure 23
Elevation - Jones Street
450 O'Farrell Street

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Source: FORGE | Gensler



* Assuming a 16' deep existing and proposed basement

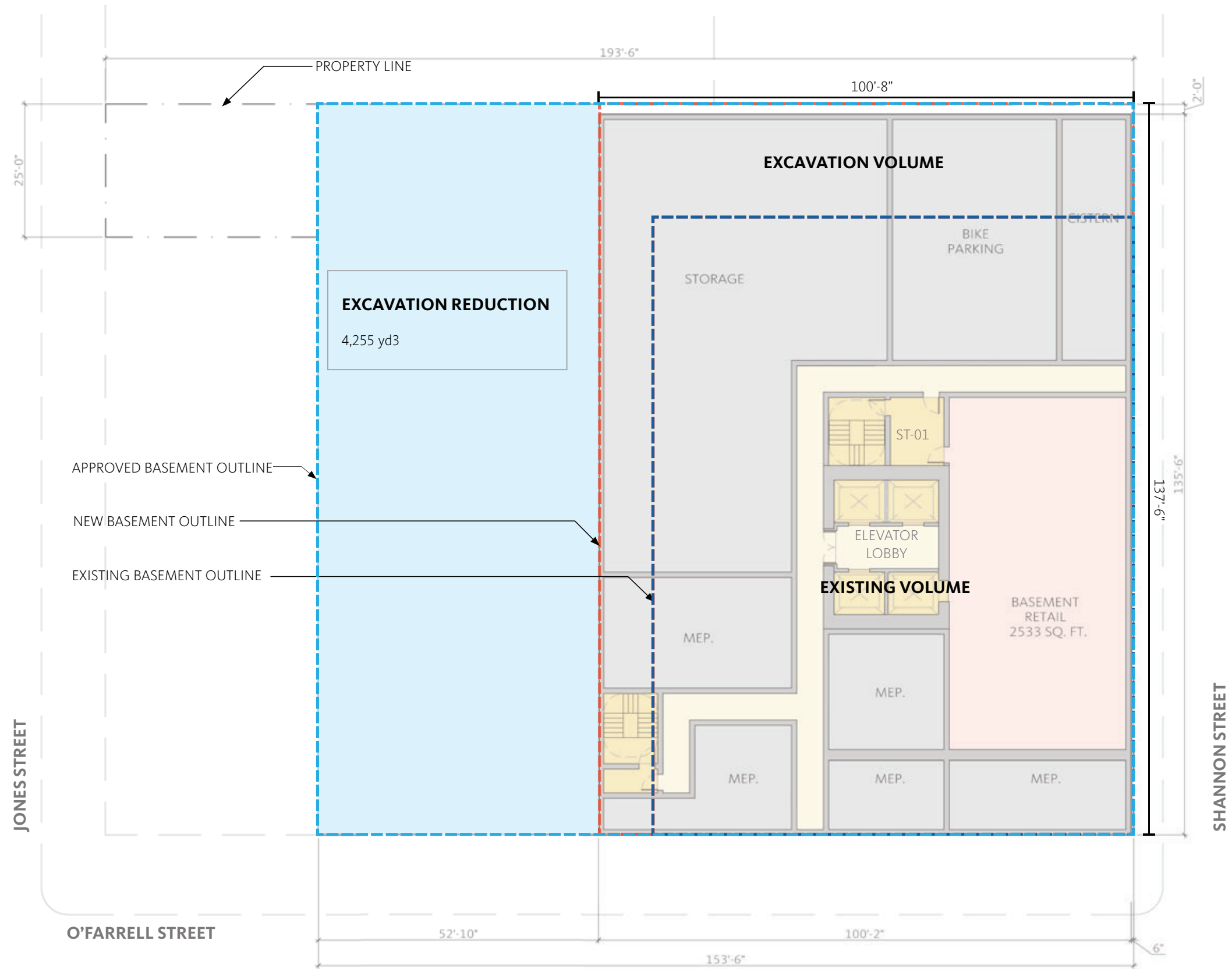
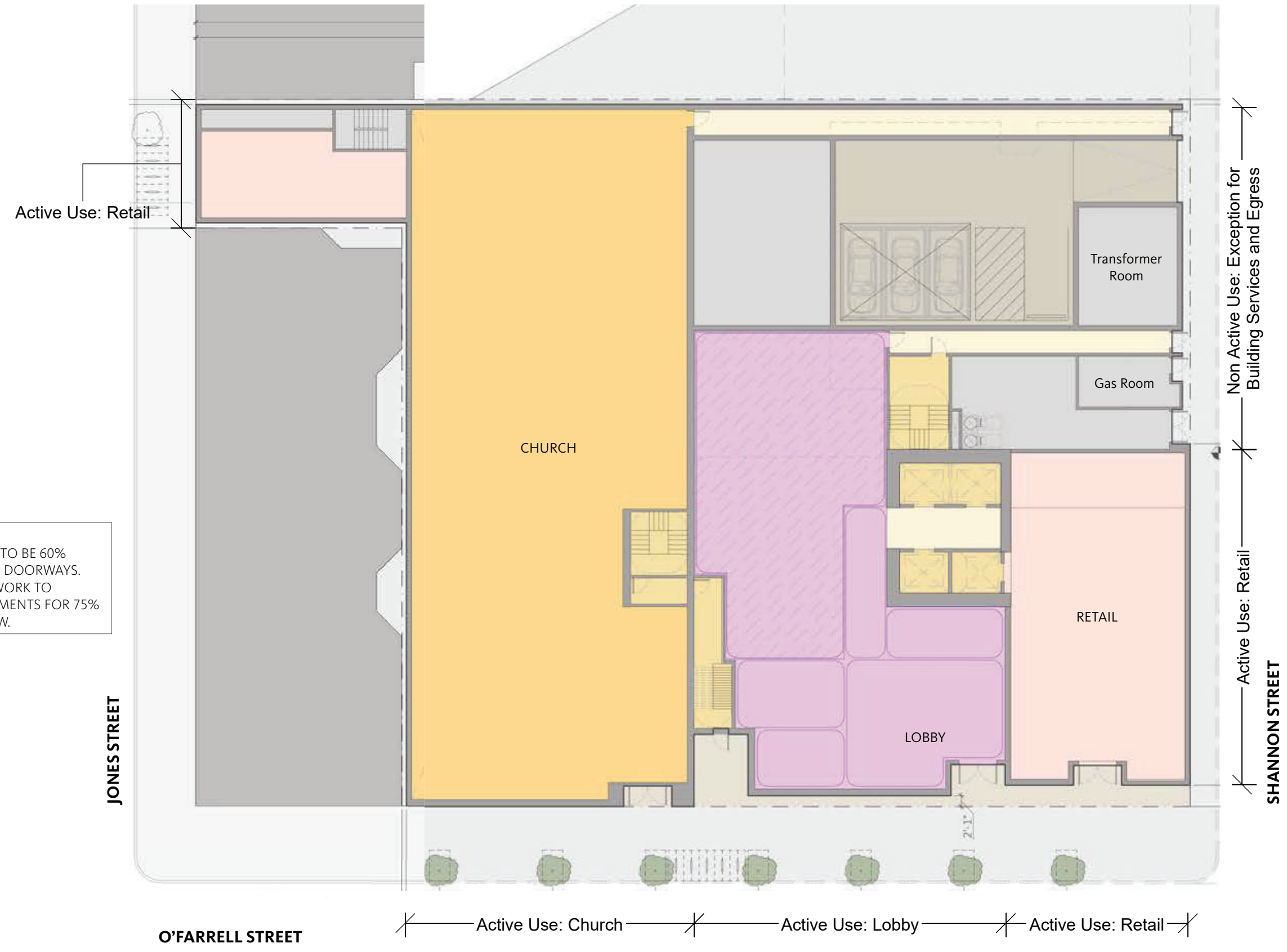


Figure 24
Excavation Diagram
450 O'Farrell Street

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GENERAL NOTES:
- GROUND FLOOR ACTIVE USE TO BE 60% TRANSPARENT WINDOWS AND DOORWAYS.
- GATES, RAILINGS AND GRILLWORK TO COMPLY WITH CODE REQUIREMENTS FOR 75% OPEN TO PERPENDICULAR VIEW.



Source: FORGE | Gensler



Figure 25
Diagram - Active Use
450 O'Farrell Street

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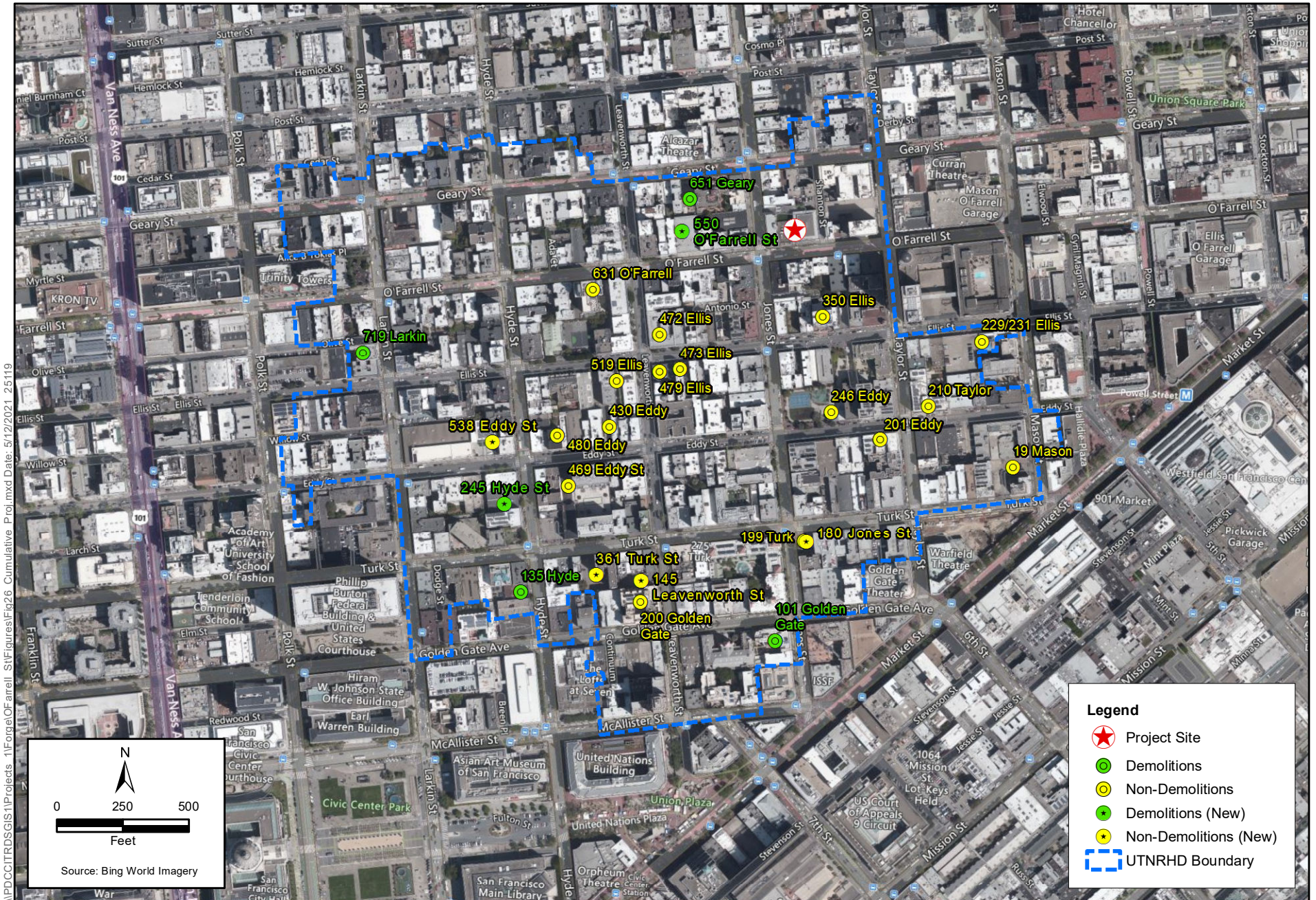


Figure 26
Cumulative Projects
450 O'Farrell Street

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ATTACHMENT B1: HRE PART II

TREANORHL

June 2, 2021

Marcelle Boudreaux, Principal Planner
Jenny Delumo, Senior Planner
San Francisco Planning Department
1650 Mission Street, Suite 400
San Francisco, CA 94103

Re: 450 O'Farrell Street

Dear Ms. Boudreaux and Ms. Delumo:

We have reviewed the revised plan set, dated May 25, 2021, for the proposed mixed-use project at 450 O'Farrell Street. The rear massing is now shifting back to plans dated November 27, 2019 and analyzed in the final EIR dated September 13, 2018. Since none of the proposed changes would be visible from any of the adjacent public ways except for Jones Street, they would not impact the findings of our Historic Resource Evaluation, Part 2. We therefore still find the proposed project compatible with the historic district.

Sincerely,



Nancy Goldenberg
Principal

460 Bush Street
San Francisco, CA 94108

ngoldenberg@treanorhl.com

c 415-254-1051
o 415-773-0773
d 628-220-4450



ATTACHMENT B2: PART II HISTORIC RESOURCE EVALUATION RESPONSE



PART II HISTORIC RESOURCE EVALUATION RESPONSE

Record No.: 2013.1535EIA-02
Project Address: **450 O'FARRELL ST, 474 O'FARRELL ST, 532 JONES ST**
Zoning: RC-4 RESIDENTIAL- COMMERCIAL, HIGH DENSITY Zoning District
80-T-130-T Height and Bulk District
North of Market Residential Special Use District
Block/Lot: 0317/007, 009, 011
Staff Contact: Marcelle Boudreaux - 628-652-7375
Marcelle.Boudreaux@sfgov.org

PART I: Historic Resource Summary

The project proposes demolition of three buildings: two are contributors to the Uptown Tenderloin National Register Historic District (532 Jones Street and 474 O'Farrell Street) and one is both a contributor to that district and identified as eligible for individual listing in the California Register (450 O'Farrell Street). The proposed demolitions at the project site are not in conformance with the Standards and loss of 450 O'Farrell Street would have a significant adverse effect on a historic resource. The proposed development will demolish three existing buildings that are contributors to the Uptown Tenderloin National Register Historic District (UTHD). The identified demolitions are found primarily along the edges of the district and not primarily concentrated in any specific locus. Nor are the proposed projects removing or altering a significant building type or style such that a significant property type would no longer be represented in the district. In a district of almost 400 contributing resources, the UTHD would retain and express its historic significance.

The Planning Commission certified the EIR, with a significant and unavoidable impact to the demolition of 450 O'Farrell Street, and approved the original project on September 13, 2018. See Carey & Co. Historic Resources Evaluation Part 1, dated July 6, 2016, and the Department's response in the HRER dated September 18, 2017 (Planning Department record no. 2013.1535ENV).

On January 24, 2020, the Project Sponsor submitted a revision to the approved project which still proposed demolition of the three buildings and new construction of a mixed-use residential (group housing use) and church building with ground floor retail. The Department determined that the revised proposal required an Addendum to the previously-certified EIR, and was published December 21, 2020. No new significant and unavoidable impacts to historic architectural resources were identified.

On March 22, 2021, the Project Sponsor submitted a revision to the approved project which still proposed demolition of the three buildings and new construction of a mixed-use residential (group housing use) and

church building with ground floor retail. The Department determined that the revised proposal required a second Addendum to the previously-certified EIR. No new significant and unavoidable impacts to historic architectural resources were identified.

PART II: Project Determination:

Based on the Historic Resource Evaluation in Part I and the assessment below, the project’s scope of work:

- Will** cause a significant impact to the individual historic resource as proposed.
- Will** cause a significant impact to a historic district / context as proposed.
- Will not** cause a significant impact to the individual historic resource as proposed.
- Will not** cause a significant impact to a historic district / context as proposed.

PART II: Project Evaluation

Proposed Project:	Per Drawings Dated:
<input checked="" type="checkbox"/> Demolition / New Construction <input type="checkbox"/> Alteration	May 25, 2021

PROJECT DESCRIPTION

The Planning Commission certified the EIR and approved the original project on September 13, 2018. In those approvals, Motion No. 20281, Condition No. 12a (CUA approval, September 18, 2018), the Planning Commission directed the Project Sponsor to work with the Planning Department to redesign the lower levels of the southeast corner of the Project to eliminate the existing 450 O’Farrell Street facade and colonnade and replace it with a design in conformance with the Secretary of the Interior’s Standards in regard to district compatibility. On October 3, 2019, as an additional requirement of Condition No. 12a, the revised design was reviewed by the Planning Commission. At the October 3, 2019 hearing, the Department and Commission concurred that the revised project design was a contemporary but compatible design that maintains the project’s references to the character-defining features of the surrounding district and overall the proposed new construction is in conformance with the Secretary of the Interior’s Standards.

The Project Sponsor submitted to the Department revisions to the amended Conditional Use Authorization on March 22, 2021. The revised amended project still focuses on the residential use, replacing the market rate housing with residential group housing, but overall maintained the same height, general massing and similar design features as for the original approvals and those analyzed for the first Addendum to the EIR.

The proposed project will replace three contributing resources, to be replaced with one large building, to include ground floor retail, a new church use, and residential group housing on upper levels, extending to 13 stories at its highest point. The new building is a roughly U-shaped in form, and creates a continuous streetwall. The O’Farrell Street elevation (13-story) references the tripartite composition, with a clearly defined base, shaft and a cornice-

like element defining the top. The articulation of the proposed façade on O'Farrell Street will divide the façade in vertical sub-zones reflecting the verticality of the nearby buildings by breaking up the horizontal form. A continuous street wall is expressed along O'Farrell and Jones Street elevations, with a small recess defining the church. The exterior walls of the proposed building will be of precast concrete (white and simulated stone), glazed window walls (spandrel and clear), metal panels (charcoal gray), and cement plaster. The replacement church will be located on the ground floor of the western mass on O'Farrell Street. The three-story tall church and the residential floors above will feature simulated stone cladding that will differentiate it from the rest of the building. The new church will incorporate the existing oculus and stained glass features into its interior design. Salvaged pews will be installed in the sanctuary, and the monumental doors will be on display in the narthex. Like much of the surrounding district, the proposed project includes flat roofs. The primary elevations along O'Farrell and Jones streets feature deep-set punched openings typical of the district.

DISTRICT COMPATIBILITY AND IMPACTS ANALYSIS

The proposed demolition of the 450 O'Farrell building results in a project-specific impact to the district. The project modifications as submitted in March 22, 2021, required further analysis and preparation of a second Addendum to the EIR. Staff finds that this proposed project will not adversely impact the eligibility of the Uptown Tenderloin National Register Historic District because the proposed design is compatible with the character of the district, including massing, size and scale, architectural features and materials. Staff concurs with the findings in the Historic Resource Evaluation (HRE) Part II prepared by TreanorHL, dated June 2, 2021, that:

The proposed building will replace three contributing resources. Therefore, the project will destroy historic materials, features, and spatial relationships that characterize these properties. However, the proposed project interprets the character-defining features of the district using a contemporary language that assures both differentiation and compatibility. . .

Although the height of the building would result in a taller building than those characteristic of the UTHD [Uptown Tenderloin National Register Historic District], the additional height would not impair the ability of the historic district to continue to convey its historic significance. . .

In general, the proposed project is compatible with the district in terms of massing and composition by providing a U-shaped footprint, a continuous street wall, vertically articulated elevations, and façade compositions. . .

The district is characterized by common materials such as brick, concrete, terra cotta, ceramic tile, and glass. The proposed materials are compatible with the UTHD. . .

The beveled façade terminations reference the cornices found within the UTHD. The large openings on the ground floor reference the characteristic storefronts in the district. . .

In general, the proposed building would be a contemporary, but compatible design that references the character-defining features of the surrounding district. It is compatible with the district in terms of size and scale, composition, and materials. The massing is compatible in terms of lot occupancy, solid-to void ratio, and vertical articulation.


Further, Staff also concurs with the findings in the consultant-prepared HRE Part II, that:

There is no concentration of past, present, and foreseeable future demolitions within the UTHD that would affect the historic fabric or character such that it would no longer be eligible for listing on the NRHP or the CRHR. The identified demolitions are found primarily along the edges of the district and not primarily concentrated in any specific locus. Nor are the proposed projects removing or altering a

significant building type or style such that a significant property type would no longer be represented in the district. In a district of almost 400 contributing resources, the UTHD would retain and express its historic significance.

Additionally, as noted above, the proposed new construction was found to be compatible with the Uptown Tenderloin National Register Historic District and does not combine with past, present, and foreseeable future new construction in the district, which has primarily been found to be compatible with the district, to result in an impact to the district.

PART II: Approval

Signature: 

Date: 6/10/2021

Allison Vanderslice, *Principal Preservation Planner*
CEQA Cultural Resources Team Manager, Environmental Planning Division

CC: Carly Grob, Current Planner
Northeast Team, Current Planning Division

ATTACHMENT C: TRANSPORTATION IMPACT STUDY ADDENDUM

Memo

To: Jenny Delumo, San Francisco Planning Department
From: Luba C. Wyznyckyj
Date: May 10, 2021
Re: 450 O'Farrell Street/532 Jones Street Project – Addendum to the TIS

1.0 INTRODUCTION

This memorandum documents the transportation assessment for the proposed revisions to the 450 O'Farrell Street/532 Jones Street project (referred to herein as the revised project) and serves as an addendum to the *450 O'Farrell Street Transportation Impact Study (TIS)*.¹

The proposed project analyzed in the TIS (referred to herein as the 2017 TIS project) and incorporated into the Initial Study (included as Appendix A to the 450-474 O'Farrell Street/532 Jones Street Project EIR²) was slightly larger in terms of ground floor retail/restaurant uses than the project that was approved as part of the Final EIR in 2018. Because the project proposed in the RTC/Final EIR (referred to herein as the previous project) was smaller than that analyzed in the TIS, transportation impacts of the smaller project were assessed qualitatively in the RTC/Final EIR. The transportation impacts for the previous project were determined to be less than significant, the same as for the 2017 TIS project.

Because the TIS did not analyze the previous project, travel demand for this prior project version was calculated and included in this addendum. Subsequent sections of this addendum are organized as follows:

- Section 2: Revised Project Description
- Section 3: Changes to Existing Setting
- Section 4: Revised Project Travel Demand
- Section 5: Significance Criteria
- Section 6: Methodology and Thresholds of Significance
- Section 7: Impact Assessment

¹ 450 O'Farrell Street Transportation Impact Study, Final Report, LCW Consulting, February 2017.

² San Francisco Planning Department, 450-474 O'Farrell Street/532 Jones Street Project, Final Environmental Impact Report. The Planning Department certified the Final EIR and approved the project on September 13, 2018.

2.0 REVISED PROJECT DESCRIPTION

Table 1, Comparison of the 2017 TIS Project, Previous Project, and Revised Project, compares the land use and transportation features of the revised project to the 2017 TIS project and the previous project (i.e., the approved project). The proposed project versions are described below.

	2017 TIS Project	Previous Project	Revised Project
Residential area	187,640 gsf	182,668 gsf	173,457 gsf
Residential units	176 units	176 units	--
Residential bedrooms	239 bedrooms	239 bedrooms	--
Group housing units	--	--	316 units
Group housing beds	--	--	632 beds
Replacement housing ¹	5 units	5 units	5 units
Retail/Restaurant area	6,200 gsf	3,827 gsf	6,014 gsf
Religious Institution area	9,555 gsf	9,555 gsf	9,924 gsf
Vehicle Parking Spaces (total)	41	41	6
Residential Parking	30	30	0
Religious Institution Parking	10	10	6
Car-share Parking ²	5	5	0
Bicycle Parking – class 1 spaces	125	125	136
Bicycle Parking – class 2 spaces	21	16	15
On-site loading spaces	0	0	0
On-street commercial loading adjacent to project site	2	2	2
On-street passenger loading adjacent to project site	2	2	2

Notes:

1. Five replacement units are to replace the five existing residential units located at 532 Jones Street.
2. For the 2017 TIS project and the previous project, the car-share parking spaces would be allocated from the residential and religious institutional parking spaces.

The **2017 TIS project** is the project that was analyzed in the TIS and incorporated into the Initial Study transportation analysis (Final EIR Appendix A, Notice of Preparation and Initial Study, pp. 51-68). The **previous project** is the project that was presented in the RTC/Final EIR and approved in September 2018. The approved project included 2,373 fewer gross square feet (gsf) of retail/restaurant uses than the 2017 TIS project, while the residential and religious institution uses were the same. Because the exact square footage that would be dedicated to restaurant versus retail uses was not known at the time of the analysis, the 6,200 gsf of retail/restaurant uses proposed under the 2017 TIS project and the 3,827 gsf of retail/restaurant uses proposed under previous project were analyzed as restaurant use, which has a higher trip generation rate than retail. The 2017 TIS project and the previous project are also referred to in this addendum as “previous projects”.

The **revised project** currently proposed for the site is being assessed in this addendum to the TIS. The revised project plans are attached as Appendix A to this memorandum.

- The revised project would replace the 176 residential units (239 bedrooms) included in the previous projects with 316 group housing units (632 beds). In addition, the amount of retail/restaurant space would decrease from 6,200 gsf for the 2017 TIS project and increase from 3,827 gsf for the previous project to 6,014 gsf for the revised project. The current proposal for the retail/restaurant use is for sit-down restaurants, and therefore, this use is analyzed as a sit-down restaurant in this addendum. The sit-down restaurant trip generation rate is lower than the composite restaurant rate that was used for the previous projects. Under the revised project the amount of space allocated to the religious institution would increase slightly (from 9,555 to 9,924 gsf) but this would not change the activities described in the TIS for the use; activity would be similar to the existing operation of the existing reading room.
- Similar to the 2017 TIS project and the previous project, the five existing residential units at 532 Jones Street would be replaced as part of the revised project.
- The revised project would provide six on-site parking spaces for the religious institution (a decrease of four parking spaces from the 2017 TIS project and the previous project), and would not provide the 30 vehicle parking spaces proposed under the 2017 TIS project and the previous project for residential uses, or the car-share parking spaces. Thus, the number of vehicle parking spaces on the project site would decrease from 41 spaces to six spaces.
- The revised project would include the same on-street parking and loading changes on O'Farrell Street adjacent to the project site as the previous projects. Specifically, one of the three existing general on-street metered parking spaces adjacent to the project site would be converted to metered commercial loading space, for a total of two metered commercial loading spaces adjacent to the project site (the existing two commercial loading spaces to the west of the project site would remain). In addition, the existing passenger loading/unloading zone would be maintained, and the hours of operation would be revised from only during church services to an all-day passenger loading/unloading zone except during the tow-away periods between 7 a.m. and 9 a.m. and between 4 p.m. and 6 p.m. These existing and proposed on-street parking regulations are presented on TIS Figure 2, and included in Appendix A to this memorandum.

3.0 CHANGES TO EXISTING SETTING

The roadway and sidewalk facilities adjacent to the project site remains the same as described in Chapter 2 of the TIS. However, since approval of the previous project in 2018, the following transportation network and transit service changes were made by the San Francisco Municipal Transportation Agency (SFMTA) within the transportation study area.

1. In summer 2019, the initial phase of the Safer Taylor Street project between Market and Sutter streets was implemented. The “quick build” traffic safety improvements included a road diet (reduction in the number of travel lanes on this one-way northbound street from two to three lanes to one lane), wider loading and parking buffer zones, a left turn signal at the Ellis Street intersection

to separate pedestrians crossing the street from drivers turning left, and left turn vehicle restriction at the Eddy Street intersection. The larger streetscape project which includes wider sidewalks on Taylor Street is scheduled to start in spring 2021.

2. In summer 2019, as part of the SFMTA 27 Bryant Transit Reliability Project, the 27 Bryant bus route was rerouted, including the portion adjacent to the project site. The 27 Bryant was rerouted from O'Farrell Street eastbound between Jones and Cyril Magnin streets to Eddy Street (two blocks south of O'Farrell Street) eastbound between Jones and Cyril Magnin streets. Therefore, the 27 Bryant route no longer travels or stops on the south side of O'Farrell Street across the street from the project site.

4.0 REVISED PROJECT TRAVEL DEMAND

Because the TIS presented travel demand only for the original project, the travel demand for the previous project was conducted as part of this addendum effort so that a comparison of the previous project (i.e., the approved project) to the revised project could be made. Therefore, this section presents the travel demand for the 2017 TIS project (as presented in chapter 3 of the TIS), for the previous project, and for the revised project.

Travel demand for the previous project was estimated consistent with the methodology presented in chapter 3 of the TIS and the 2002 Transportation Impact Analysis Guidelines for Environmental Review³ which were applicable for transportation analyses at the time. Travel demand for the revised project was conducted using the City's updated 2019 SF Guidelines and travel demand spreadsheet. Travel demand was calculated for the residential use based on the number of beds that would be provided (i.e., 632 beds) and for a sit-down restaurant use based on the square feet allocated to this use (i.e., 6,014 gsf). The SF Guidelines daily and p.m. peak hour trip generation rates per bedroom were applied to the number of group housing beds, as the SF Guidelines residential trip generation rates per bedroom are consistent with trip generation rates per bed used for group housing projects in San Francisco.

In addition, consistent with the approach in the TIS, the travel demand analysis included a credit for the existing Shalamar Restaurant that would be removed as part of the project. Therefore, the travel demand presented in the following section represents the net-new increase in trips to and from the project site. Trip generation calculation sheets and summaries are attached to this memorandum as Appendix B.

Table 2, Net-New Weekday Daily and P.M. Peak Hour Person Trips, 2017 TIS Project, Previous Project, and Revised Project, summarizes the daily and p.m. peak hour person trips for the 2017 TIS project, the previous project, and the revised project. The revised project would generate fewer daily and p.m. peak hour person trips than the 2017 TIS project. The revised project would generate about 8 percent more daily person trips (258 more person trips) than the previous project, but 30 percent fewer p.m. peak hour person trips (152 fewer person trips) than the previous project.

³ San Francisco Planning Department, *Transportation Impact Analysis Guidelines for Environmental Review*. October 2002 and *Transportation Impact Analysis Guidelines*, February 2019 (Updated October 2019). Referred to in this memorandum as 2002 SF Guidelines or 2019 SF Guidelines.

Table 2 Net-New Weekday Daily and P.M. Peak Hour Person Trips 2017 TIS Project, Previous Project and Revised Project		
Project Version	Daily	P.M. Peak Hour
2017 TIS Project	4,810	704
Previous Project	3,393	514
Revised Project	3,651	362

Source: 2002 and 2019 SF Guidelines, LCW Consulting, 2021.

Table 3, Net-New Trip Generation by Way of Travel – Weekday P.M. Peak Hour, 2017 TIS Project, Previous Project, and Revised Project, summarizes the p.m. peak hour person trips by way of travel and vehicle trips for the 2017 TIS project, the previous project, and the revised project. As shown in **Table 3**, during the p.m. peak hour, the revised project would generate fewer person trips by all modes of travel than the 2017 TIS project. During the p.m. peak hour the revised project would generate 22 fewer vehicle trips than the 2017 TIS project, but seven more vehicle trips than the previous project. The revised project vehicle trips include trips by taxi/TNC vehicles. See Appendix B.

Table 3 Net-New Trip Generation by Way of Travel – Weekday P.M. Peak Hour 2017 TIS Project, Previous Project and Revised Project						
Project Version	Person Trips by Way of Travel					Vehicle Trips
	Auto	Transit	Walk	Other ¹	Total	
2017 TIS Project ¹	200	198	231	75	704	98
Previous Project ¹	132	166	165	52	514	69
Revised Project ^{2,3}	86	104	166	6	362	76

Source: 2002 and 2019 SF Guidelines, LCW Consulting, 2021.

Notes:

1. "Other" mode includes bicycles, motorcycles, and taxis.
2. "Other" mode includes trips by bicycle. Trips by taxi/TNC are included in the auto way of travel.
3. Trips by taxi/TNC are included in the auto way of travel and vehicle trips.

The distribution of project-generated trips for the revised project was based on the updated travel demand assumptions in the 2019 SF Guidelines. Similar to the previous projects, the majority of the vehicle trips would be to and from locations within San Francisco. Taxi/TNC vehicle trips were assigned to the passenger loading/unloading zone on O'Farrell Street. Because the revised project would not include on-site vehicle parking for the residential or restaurant uses, as a conservative assumption, all other vehicle trips were assigned to and from the project driveway on Shannon Street. The assignment of the revised project-generated vehicle trips are presented in Appendix B.

Table 4, Net-New Delivery/Service Vehicle-Trips and Loading Space Demand, 2017 TIS Project, Previous Project, and Revised Project, summarizes the daily truck trip generation for the three project versions, and the average and peak hour loading space demand. Loading demand calculations for the previous project and the revised project are included in Appendix B.

Table 4 Net-New Delivery/Service Vehicle-Trips and Loading Space Demand 2017 TIS Project, Previous Project and Revised Project		
Project Version	Daily Truck Trip Generation	Peak Hour Loading Spaces
2017 TIS Project	24	1.41
Previous Project	16	0.90
Revised Project	23	1.34

Source: 2002 and 2019 SF Guidelines, LCW Consulting, 2021.

The revised project would include less restaurant square footage than the 2017 TIS project (186 fewer square feet) but more than the previous project (2,187 more square feet. The revised project would generate a demand for one loading space during the peak hour of loading activities (i.e., generally between 10 a.m. and 11 a.m.), compared to the two loading spaces for the 2017 TIS project and one loading space for the previous project. Similar to the previous projects, the residential uses would generate a demand for large and small moving vans, which are accounted for in the delivery/service vehicle loading space demand.

The 2019 SF Guidelines also includes a methodology for calculating passenger loading demand during the p.m. peak hour (the 2002 SF Guidelines under which the 2017 TIS project and the previous project were analyzed did not include a methodology for estimating passenger loading space demand). Passenger loading space demand is expressed as the number of loading spaces generated by the land uses during any one minute of the peak 15 minutes of the average peak hour. The revised project would result in a p.m. peak hour loading space demand of two spaces during the peak 15 minutes of the p.m. peak hour.

5.0 SIGNIFICANCE CRITERIA

The transportation significance criteria were updated as part of the 2019 SF Guidelines. The criteria for determining the significance of impacts for the revised project are consistent with the environmental checklist in Appendix G of the CEQA Guidelines, as modified by the department. For the purpose of this analysis, the bullet points below were used to determine whether implementing the proposed project would result in a significant impact on transportation and circulation. Implementation of the proposed project would have a significant effect on transportation and circulation if the project would:

- Conflict with a program plan, ordinance or policy addressing the circulation system, including transit, roadway, bicycle and pedestrian facilities;
- Conflict or be inconsistent with CEQA Guidelines Section 15064.3, subdivision (b), which pertains to VMT;
- Substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses; or
- Result in inadequate emergency access.

The department uses significance criteria to facilitate the transportation analysis and address the Appendix G checklist. The criteria are as follows:

Construction of the project would have a significant effect on the environment if it would require a substantially extended duration or intense activity; and the effects would create potentially hazardous conditions for people walking, bicycling, or driving, or public transit operations; or interfere with accessibility for people walking or bicycling or substantially delay public transit.

Operation of the project would have a significant effect if it would:

- Create potentially hazardous conditions for people walking, bicycling, or driving or public transit operations.
- Interfere with accessibility of people walking or bicycling to and from the project site, and adjoining areas, or result in inadequate emergency access.
- Substantially delay public transit.
- Cause substantial additional VMT or substantially induce additional automobile travel by increasing physical roadway capacity in congested areas (i.e., by adding new mixed-flow travel lanes) or by adding new roadways to the network.
- Result in a loading deficit and the secondary effects would create potentially hazardous conditions for people walking, bicycling, or driving or substantially delay public transit.
- Result in a substantial vehicular parking deficit and the secondary effects would create potentially hazardous conditions for people walking, bicycling, or driving; or interfere with accessibility for people walking or bicycling or inadequate access for emergency vehicles; or substantially delay public transit⁴

6.0 METHODOLOGY AND THRESHOLDS OF SIGNIFICANCE

Construction Impacts

The analysis for addressing project construction impacts uses preliminary project construction information. The evaluation addresses the staging and duration of construction activities, estimated daily worker and truck trips, truck routes, roadway and/or sidewalk closures, and evaluates the effects of construction activities on people walking, bicycling, or driving, and riding public transit and emergency vehicle operators.

Potentially Hazardous Conditions

A “hazard” refers to a project generated vehicle potentially colliding with a person walking, bicycling, or driving or public transit vehicle that could cause serious or fatal physical injury, accounting for the aspects described below. Human error or non-compliance with laws, weather conditions, time-of-day, and other factors can affect whether a collision could occur. However, for purposes of CEQA, hazards refer to engineering aspects of a project (e.g., speed, turning movements, complex designs, substantial distance between street crossings, sight lines) that may cause a greater risk of collisions that result in serious or fatal physical injury than a typical project. This analysis focuses on hazards that could reasonably stem from the

⁴ A detailed analysis of vehicular parking was scoped out of the analysis for this addendum to the TIS. A detailed discussion of this is provided in the Scope of Work (Appendix C).

project itself, beyond collisions that may result from aforementioned non-engineering aspects or the transportation system as a whole.

Therefore, the methodology qualitatively addresses the potential for the project to exacerbate an existing or create a new potentially hazardous condition to people walking, bicycling, or driving, or public transit operations. The methodology accounts for the number, movement type, sightlines, and speed of project vehicle trips and project changes to the public right-of-way in relation to the presence of people walking, bicycling, or driving.

Accessibility

The methodology qualitatively addresses the potential for the project to interfere with the accessibility of people walking or bicycling or results in inadequate emergency access. The methodology accounts for the number, movement type, sightlines, and speed of project vehicle trips and project changes to the public right-of-way in relation to the presence of people walking and bicycling or emergency service operator facilities.

Public Transit Delay

The department uses a quantitative threshold of significance and qualitative criteria to determine whether the project would substantially delay public transit. For individual lines, if the project would result in transit delay greater than equal to four minutes, then it might result in a significant impact. For individual Muni routes with headways less than eight minutes, the department may use a threshold of significance less than four minutes. For individual surface lines operated by regional agencies, if the project would result in transit delay greater than one-half headway, then it might result in a significant impact. The department considers the following qualitative criteria for determining whether that delay would result in significant impacts due to a substantial number of people riding transit switching to riding in private or for-hire vehicles: transit service headways and ridership, origins and destinations of trips, availability of other transit and modes, and competitiveness with private vehicles.

VMT Analysis

Land Use Components. The department uses the following quantitative thresholds of significance to determine whether the project would generate substantial additional VMT:

- For residential projects, if it exceeds the regional household VMT per capita minus 15 percent.
- For office projects, if it exceeds the regional VMT per employee minus 15 percent.
- For retail projects, if it exceeds the regional VMT per retail employee minus 15 percent.⁵
- For mixed-use projects, evaluate each land use independently, per the thresholds of significance described above.

⁵ Retail travel is not explicitly captured in San Francisco chained activity modeling process, rather, there is a generic "Other" purpose which 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.

The department uses VMT efficiency metrics (per capita or per employee) for thresholds of significance. VMT per capita reductions mean that individuals will, on average, travel less by automobile than previously but, because the population will continue to grow, it may not mean an overall reduction in the number of miles driven.

The department uses a map-based screening criterion to identify types and locations of land use projects that would not exceed these quantitative thresholds of significance. The San Francisco County Transportation Authority uses a model to present VMT for residential, office, and retail in San Francisco and the region, as described and shown under existing conditions. The department uses that data and associated maps to determine whether a project site's location is below the VMT quantitative threshold of significance.

Further, the department presumes residential, retail, and office projects, and projects that are a mix of these uses, proposed within one-half mile of an existing major transit stop (as defined by CEQA section 21064.3) or an existing stop along a high-quality transit corridor (as defined by CEQA section 21155) would not exceed these quantitative thresholds of significance. However, this presumption would not apply if the project would: (1) have a floor area ratio of less than 0.75; (2) include more parking for use by residents, customers, or employees of the project than required or allowed, without a conditional use; or (3) is inconsistent with the applicable Sustainable Communities Strategy.⁶

Transportation components. The department uses the following quantitative threshold of significance and screening criteria to determine whether transportation projects may substantially induce additional automobile travel: 2,075,220 VMT per year. This threshold is based on the fair share VMT allocated to transportation projects required to achieve California's long-term greenhouse gas emissions reduction goal of 40 percent below 1990 levels by 2030.

The department uses a list of transportation components that would not exceed this quantitative threshold of significance. If a project fits within the general types of projects included on the list, then the department presumes that VMT impacts would be less than significant.

Loading

The methodology assesses the potential for convenient off- and on-street loading facilities to meet the project's loading demand during the average peak period. For the purposes of this section, convenient refers to facilities within 250 linear feet of the project site. If convenient loading facilities meet the estimated demand, the analysis is complete. If convenient loading facilities do not meet the demand, then the methodology qualitatively addresses the potential for the project to exacerbate an existing or create a new potentially hazardous condition to people walking, bicycling, or driving or substantially delay public transit.

⁶ The department considers a project to be inconsistent with the Sustainable Communities Strategy if the project is located outside of areas contemplated for development in the Sustainable Communities Strategy.

7.0 IMPACT ASSESSMENT

7.1 Construction Impacts

Previous Projects Analysis

The TIS and Final EIR did not identify any significant impacts due to construction-related transportation impacts and did not require any mitigation measures for the 2017 TIS project and previous project. Although no significant construction impacts were determined, TIS Improvement Measure I-TR-3, Construction Management Plan and Public Updates, was identified to reduce potential conflicts between construction activities and people walking and bicycling, transit vehicles and private automobiles at the project site. The project sponsor previously agreed to implement this improvement measure

Comparison of the Revised Project to Previous Projects

Construction impacts of the revised project would be similar to those described in the TIS for the 2017 TIS project. The revised project's construction is estimated to take 18 months, however, would result in less excavation than the 2017 TIS project or the previous project, and would therefore result in fewer construction truck trips hauling excavated material from the project site. Construction staging, and construction truck and worker trips would be similar to that described in the TIS. Construction staging occurring on sidewalks or within adjacent travel lanes would be subject to review and approval by Public Works and SFMTA. The construction contractor would be required to meet the City of San Francisco's Regulations for Working in San Francisco Streets, (the Blue Book), including those regarding sidewalk and lane closures, and would meet with SFMTA staff to determine if any special traffic permits would be required. In addition to the regulations in the Blue Book, the contractor would be responsible for complying with all city, state and federal codes, rules and regulations. TIS Improvement Measure I-TR-3, Construction Management Plan (presented below), would also be applicable to the revised project.

Therefore, construction of the revised project would not create potentially hazardous conditions for people walking, bicycling, driving or riding transit, interfere with emergency access, or interfere with accessibility for people walking, bicycling, or substantially delay transit. As such, the revised project would not have any new or substantially more severe construction-related transportation impacts than the 2017 TIS project and the previous project. For these reasons, same as the 2017 TIS project and the previous project, the revised project's construction-related transportation impacts would be *less than significant*.

Improvement Measure I-TR-3: Construction Management Plan and Public Updates

Construction Coordination – To reduce potential conflicts between construction activities and pedestrians, bicyclists, transit and vehicles at the project site, the project sponsor should require that the contractor prepare a Construction Management Plan for the project construction period. The preparation of a Construction Management Plan could be a requirement included in the construction bid package. Prior to finalizing the Plan, the project sponsor/construction contractor(s) shall meet with DPW, SFMTA, the Fire Department, Muni Operations and other City agencies to coordinate feasible measures to include in the Construction Management Plan to reduce traffic congestion, including temporary transit stop relocations and other measures to reduce potential traffic, bicycle, and transit disruption and pedestrian circulation effects during construction of the proposed project.

This review should consider other ongoing construction in the project vicinity. As determined necessary by the SFMTA to minimize potential for impacting vehicle and transit traffic on O'Farrell Street, the Construction Management Plan could include restrictions on travel lane closures or construction truck deliveries or materials removal during the AM (7 to 9 AM) and PM (3 to 7 PM) peak periods when tow-away regulations are in effect on O'Farrell Street.

Carpool, Bicycle, Walk and Transit Access for Construction Workers – To minimize parking demand and vehicle trips associated with construction workers, the construction contractor could include as part of the Construction Management Plan methods to encourage carpooling, bicycle, walk and transit access to the project site by construction workers (such as providing transit subsidies to construction workers, providing secure bicycle parking spaces, participating in free-to-employee ride matching program from www.511.org, participating in emergency ride home program through the City of San Francisco (www.sferh.org), and providing transit information to construction workers.

Construction Worker Parking Plan – As part of the Construction Management Plan that would be developed by the construction contractor, the location of construction worker parking could be identified as well as the person(s) responsible for monitoring the implementation of the proposed parking plan. The use of on-street parking to accommodate construction worker parking could be discouraged. All construction bid documents could include a requirement for the construction contractor to identify the proposed location of construction worker parking. If on-site, the location, number of parking spaces, and area where vehicles would enter and exit the site could be required. If off-site parking is proposed to accommodate construction workers, the location of the off-site facility, number of parking spaces retained, and description of how workers would travel between off-site facility and project site could be required.

Project Construction Updates for Adjacent Businesses and Residents – To minimize construction impacts on access to nearby institutions and businesses, the project sponsor could provide nearby residences and adjacent businesses with regularly-updated information regarding project construction, including construction activities, peak construction vehicle activities (e.g., concrete pours), travel lane closures, and parking lane and sidewalk closures. A regular email notice could be distributed by the project sponsor that would provide current construction information of interest to neighbors, as well as contact information for specific construction inquiries or concerns.

7.2 Operational Impacts

Potentially Hazardous Conditions Impacts

Previous Project Analysis

The TIS and Final EIR did not identify any significant impacts related to potentially hazardous conditions for people walking or bicycling, driving or transit operations and did not require any mitigation measures for the 2017 TIS project and the previous project. Although no significant potentially hazardous condition impacts were determined, TIS Improvement Measure I-TR-2: Monitoring and Abatement of Queues, was identified to further reduce the proposed project's less- than-significant impacts related to traffic hazards.

Comparison of the Revised Project to Previous Projects

Walking and Bicycling Hazards

Similar to the 2017 TIS project and the previous project, the revised project would not include any new driveways or substantial changes to the sidewalk or roadway network on Jones or O'Farrell streets. Same as the previous projects, the revised project would provide bicycle racks within the sidewalk furnishing zone⁷ on Jones and O'Farrell streets, subject to SFMTA approval, and would also include the conversion of one general on-street metered parking space to a metered commercial loading space and the extension of the hours of operation of the existing passenger loading zone to all day. These changes would be consistent with SFMTA design specifications and would not result in potentially hazardous conditions for people walking or bicycling, driving, or transit operations on Jones or O'Farrell streets. The revised project does not propose any changes to the existing sidewalks adjacent to Jones, O'Farrell, and Shannon streets, same as the 2017 TIS project and the previous project.

Driving Hazards

On Shannon Street, the existing curb cut for the project parking and loading area would be reconfigured to provide a driveway for six on-site and at-grade vehicle parking spaces for the religious institution use. Because the revised project would not provide the 30 vehicle parking spaces for the residential uses or the single car-share parking space within a below-grade garage (the 2017 TIS project and the previous project included 41 on-site vehicle parking spaces within a below-grade garage), the revised project would not include a below-grade garage or access ramp. Due to the limited number of on-site parking spaces and the limited use of the six vehicle parking spaces by the religious institution, TIS Improvement Measure I-TR-2, Monitoring and Abatement of Queues, identified for the 2017 TIS project and the previous project would not be required. As noted in the TIS (p. 48), there is a red curb on O'Farrell Street approximately 25 feet west of Shannon Street that currently allows for vehicles exiting Shannon Street to see approaching eastbound vehicles without encroaching into the crosswalk.

In addition, similar to the previous projects, the revised project would not include any driveways on O'Farrell Street and would not conflict with the 38 Geary and 38 Geary Rapid bus routes operating within

⁷ On sidewalks, the pedestrian through zones are kept free of obstructions. Street furniture, bicycle racks, bus shelters, street trees, etc. are placed in separate furnishing zones. As defined in the Better Streets Plan, the pedestrian through zone is the portion of the sidewalk intended for pedestrian travel only and should be kept clear of other obstacles.

the eastbound transit-only lane (located adjacent to the parking lane on the south side of O'Farrell Street, across the street from the project site). Unlike the 2017 TIS project and the previous project, which included 41 vehicle parking spaces within a garage accessed via Shannon Street, the revised project would only include six vehicle parking spaces that would be dedicated to the religious institution. Because the transit-only lane on O'Farrell Street is located adjacent to the parking lane on the south side of the street, project vehicles exiting Shannon Street would not need to cross the transit-only lane to enter the eastbound mixed-flow travel lane. Similarly, the westbound transit-only lane on Geary Street is located adjacent to the parking lane on the north side of the street, and, similarly, westbound vehicles turning left onto Shannon Street from Geary Street would not need to cross the transit-only lane to access onto southbound Shannon Street. For these reasons, similar to the previous projects, the revised project would not result in potentially hazardous conditions for transit operations.

Overall, the revised project would not create potentially hazardous conditions for people walking, bicycling, or driving, or public transit operations. As such, the revised project would not have any new or substantially more severe potentially hazardous conditions impacts than the 2017 TIS project and the previous project. For these reasons, same as the 2017 TIS project and the previous project, the revised project's impacts related to potentially hazardous conditions would be *less than significant*.

Accessibility Impacts

Previous Projects Analysis

The TIS and Final EIR did not identify significant impacts to people walking or bicycling, or impediments to emergency vehicle travel, and did not require any mitigation measures for the 2017 TIS project and the previous project.

Comparison of the Revised Project to Previous Projects

Walking and Bicycling Accessibility

Similar to the 2017 TIS project and the previous project, the revised project would not include any changes that would substantially change operations of the sidewalks or roadways serving the project site or interfere with accessibility for people walking and bicycling.

As described in the TIS, the existing sidewalk widths on O'Farrell Street currently meets the minimum and recommended sidewalk width in the *Better Streets Plan* (minimum of 12 feet, and recommended of 15 feet for a commercial thoroughfare), while the sidewalk width on Jones Street meets the minimum sidewalk width in the *Better Streets Plan*. The existing 5-foot 4-inch wide sidewalk on Shannon Street does not meet the *Better Streets Plan* minimum width of 6 feet (nor recommended width of 9 feet). Widening of the Shannon Street sidewalk into the adjacent roadway to meet the 9-foot recommended width for alleys under the *Better Streets Plan* would reduce the travel lane to less than the *Better Streets Plan* guidelines of a 14-foot wide clearance for emergency vehicles for a one-way street.

Similar to the 2017 TIS project and the previous project, the revised project would provide class 1 and class 2 bicycle parking spaces (136 on-site and 15 spaces on adjacent sidewalks), although the number of spaces would be more than for the previous project due to the change in type of residential use and Planning Code

requirements. Under the revised project, the class 1 bicycle parking spaces would be located within the basement and would be accessed via the building elevators (under the previous projects the bicycle spaces were located within the below grade garage level and accessed via the garage ramp from Shannon Street or the residential building elevator). While there are limited bicycle facilities (i.e., bicycle lanes) in the project vicinity – the nearest bicycle lanes are on Sutter Street westbound, on Post Street eastbound, and on Polk Street northbound and southbound – the revised project would not include any features that would interfere with bicycle accessibility near the project site.

Emergency Access

Similar to the 2017 TIS project and the previous project, the revised project would not introduce any design features or street network changes that would change emergency vehicle travel adjacent to the project site. Emergency access routes to the project site would remain unchanged compared with existing conditions. Therefore, the revised project would not result in inadequate emergency access.

Therefore, for the reasons described above, the revised project would not interfere with accessibility of people walking or bicycling, or result in inadequate emergency access. As such, the revised project would not have any new or substantially more severe accessibility impacts than the 2017 TIS project and the previous project. For these reasons, same as the 2017 TIS project and the previous project, the revised project's impacts related to accessibility would be *less than significant*.

Transit Impacts

Previous Project Analysis

The TIS and Final EIR did not identify any significant transit impacts and did not require any mitigation measures for the 2017 TIS project and the previous project. The TIS assessed impacts of the project on Muni transit capacity utilization, and whether the project would affect transit operations in terms of transit delay or operating costs within the project vicinity, and these impacts were determined to be less than significant.

Comparison of the Revised Project to Previous Projects

The department no longer considers transit capacity utilization impacts. The department's significance criteria for transit assesses whether implementation of the project would increase transit travel times and substantially delay transit or create potentially hazardous conditions for transit operations. An assessment of potentially hazardous conditions for transit operations is provided above under potentially hazardous conditions impacts. As presented on Table 3 above, during the p.m. peak hour the revised project would generate seven more vehicle trips and 62 fewer transit person trips than the previous project.

During the weekday p.m. peak hour, the revised project would generate an increase of 76 net-new vehicle trips. The 76 net-new vehicle trips would be less than the 300 inbound p.m. peak-hour project vehicle trips identified by the department as the number of vehicle trips that could result in delays for transit and exceed the 4-minute threshold of significance. Therefore, the revised project would not result in a significant impact related to transit delay.

For the reasons described above, operation of the revised project would not substantially delay transit. As such, the revised project would not have any new or substantially more severe transit impacts than the 2017

TIS project and the previous project. For these reasons, same as the 2017 TIS project and the previous project, the revised project's transit impacts would be *less than significant*.

VMT Impacts

Previous Projects Analysis

The TIS and Final EIR did not identify any significant impacts related to VMT and induced automobile travel and did not require any mitigation measures for the 2017 TIS project and the previous project.

Comparison of the Revised Project to Previous Projects

Similar to conditions for the 2017 TIS project and the previous project, the project site is within an area of the city where the existing VMT is more than 15 percent below the regional VMT thresholds. The revised project would meet the City's map-based screening for residential and retail projects, and it would include similar features to other developments in the area in terms of density and mix of uses. As such, the revised project's land uses would not generate a substantial increase in VMT. Furthermore, the project site meets the proximity to transit stations screening criterion, which also indicates that the revised project's uses would not substantially induce additional VMT.

The revised project would also include similar features as the previous projects that would slightly alter the transportation network. These features include on-street vehicular parking removal, closures and/or relocation of driveways, and modifications to on-street commercial and passenger loading zones. These features fit within the general types of projects that would not substantially induce automobile travel.

As such, the revised project would not have any new or substantially more severe VMT impacts than the 2017 TIS project and the previous project. For these reasons, same as the 2017 TIS project and the previous project, the revised project's impacts related to VMT and induced automobile travel would be *less than significant*

The revised project would be subject to the requirements of the City's TDM Program, and therefore TIS Improvement Measure I-TR-2, TDM Plan, would not be applicable to the revised project.

Loading Impacts

Previous Projects Analysis

The TIS and Final EIR did not identify any significant impacts related to loading impacts and did not require any mitigation measures for the 2017 TIS project and previous project. Under the 2017 TIS project and the previous project, delivery and service demand for two commercial loading spaces were proposed to be accommodated within the two on-street commercial loading spaces on O'Farrell Street adjacent to the project site (one existing and one proposed as part of the project), and the two on-street commercial loading spaces between the project site and Jones Street. In addition, the passenger loading demand would be accommodated within the existing passenger loading spaces which were proposed to be converted to an all-day passenger zone to accommodate the proposed residential and existing religious institution uses.

Comparison of the Revised Project to Previous Projects

Similar to the previous project, the revised project would not include an on-site loading facility due to site constraints including the limited project frontage on Jones Street, preservation of the historic façade on O'Farrell Street, and the narrow roadway width and slope on Shannon Street. However, similar to the previous projects two on-street commercial loading spaces and two passenger loading spaces would be provided adjacent to the project site on O'Farrell Street, as described above. The revised project would generate a demand for one commercial loading space and two passenger loading spaces during the peaks of loading activity, which would be accommodated within the proposed supply.

The existing and proposed on-street loading facilities for the revised project would be adequate to accommodate the projected demand. Therefore, no secondary impact analysis is required. As such, the revised project would not have any new or substantially more severe loading impacts than the 2017 TIS project and the previous project. For these reasons, same as the 2017 TIS project and the previous project, the revised project's impacts related to loading would be *less than significant*

Cumulative Impacts

Previous Projects Analysis

The TIS and Final EIR did not identify any significant cumulative construction or operational transportation impacts, and no mitigation measures were identified for the 2017 TIS project and the previous project.

Comparison of the Revised Project to Previous Projects

The cumulative context and conditions for the revised project would remain similar to that identified in the TIS, including a number of proposed or approved development projects and transportation network changes.

- **Development Projects.** There has been one additional cumulative development project since the TIS. It is a new mixed-use development project at 550 O'Farrell Street, one block to the west of the proposed project site, is currently under environmental review.⁸ The Draft EIR prepared for this project did not identify any project or cumulative significant transportation impacts. This approximately 110 residential unit building would be located one block to the west of the revised project site. The inclusion of the 550 O'Farrell Street Project and other cumulative development projects would not substantially change the cumulative transportation conditions in the transportation study area.
- **Transportation Projects.** Cumulative transportation network projects assumed in the TIS that have been completed include the bicycle lanes of the Polk Street Improvement Project and the turn restrictions of the Better Market Street Project. As noted above in section 3, Existing Setting, the second phase of the Safer Taylor Street project is expected to be constructed in Spring 2021.

⁸ 550 O'Farrell Street Draft EIR, May 20, 2020. Case No. 2017-00457ENV.

Cumulative development projects, including the projects identified in the TIS and the 550 O'Farrell Street project, would be designed consistent with City policies and design standards, including the Better Streets Plan. None of the cumulative development or transportation network projects would substantially affect the transportation network. Therefore, cumulative projects would not create potentially hazardous conditions for people walking, bicycling, or driving or for transit operations; would not interfere with accessibility for people walking, bicycling; would not impede emergency access; and would not substantially delay public transit. The cumulative development project sites are within an area of the city where the cumulative VMT is more than 15 percent below the regional VMT thresholds, and the sites meet the proximity to transit stations screening criterion. As such, under cumulative conditions, the cumulative development projects would not generate a substantial increase in VMT. Cumulative development projects' loading activities would be in the vicinity of their respective sites, as drivers look for convenient locations to drop off or pick up passengers or park and deliver packages, and would not combine with the revised project's loading demand as to result in a loading supply shortfall.

Thus, similar to the conclusions in the TIS, cumulative construction-related and operational impacts related to potentially hazardous conditions, accessibility, transit, loading and VMT would be *less than significant*. As such, the revised project would not have any new or substantially more severe cumulative impacts than the 2017 TIS project and the previous project.

APPENDICES

Appendix A: Revised Project Plans.....	A-1
Appendix B: Project Travel Demand Calculations	A-11
Final EIR Project.....	A-13
Revised Project	A-21
Appendix C: Revised Project Transportation Scope of Work.....	A-33

Appendix A
2021 REVISED PROJECT PLANS

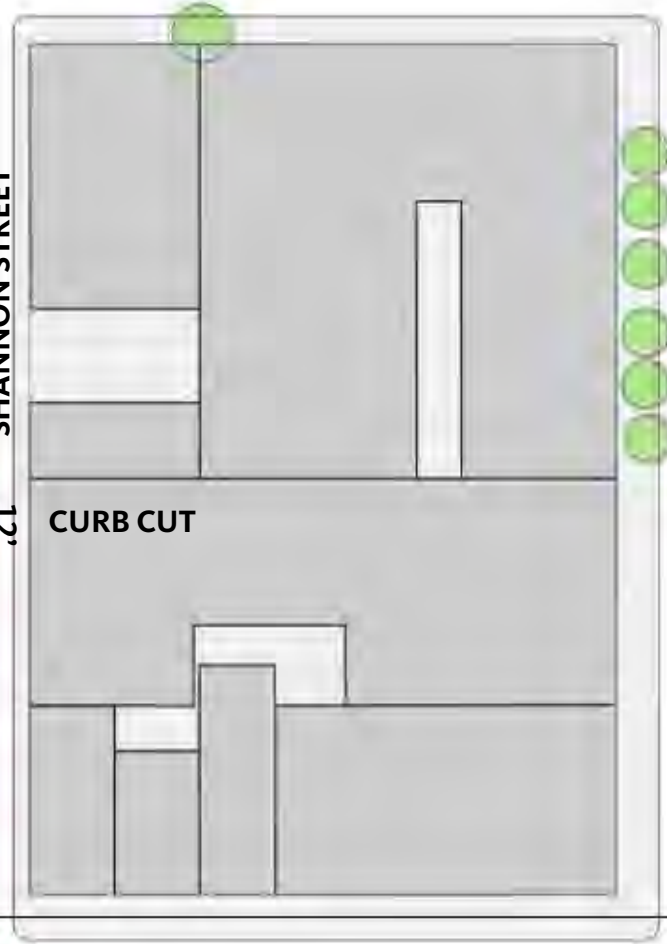
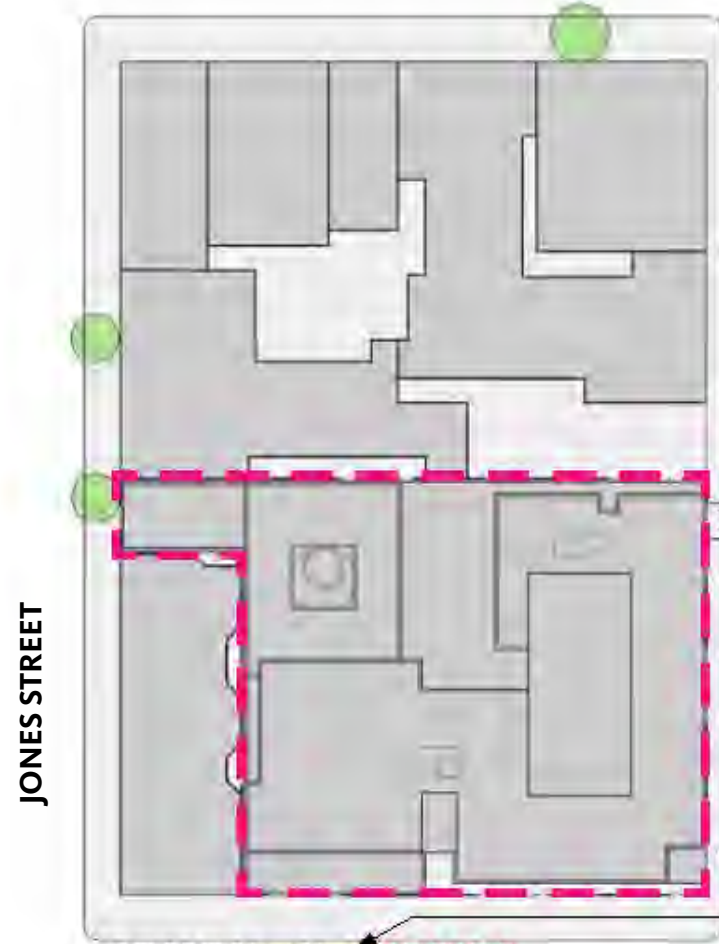
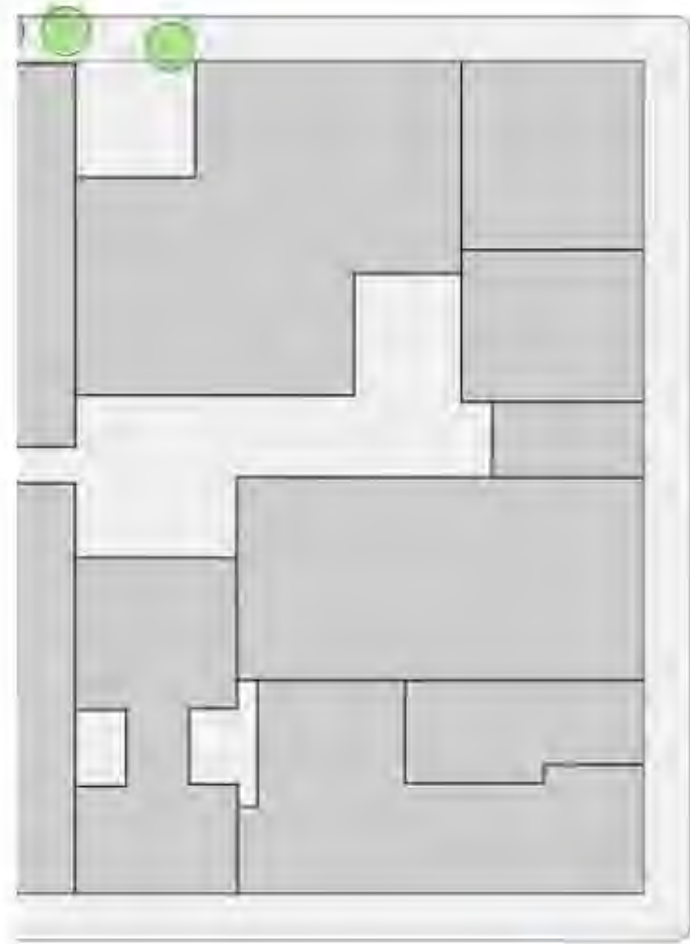
Project Data - Zoning

	Site / Zoning	Approved	Proposed Revisions
Site	450 O'Farrell Street, San Francisco CA 94102	-	-
Parcel	Block 0317 / Parcels 007, 009, 011	-	-
Zoning	RC-4 (Residential-Commercial, High Density)	-	-
Special Use Districts:	North of Market Residential 1 Fringe Financial Services RUD Within 1/4 mile of an Existing Fringe Financial Service	-	-
Rear Yard	25% Lot Depth, no less than 15', at the level of the lowest dwelling unit. Sec. 134	A modification of the rear yard per Sec. 134(g), through the PUD process, to allow for open space in a configuration other than a rear yard. The building is approved with full lot coverage at the ground level, however the upper levels are sculpted in an L-shaped configuration with a light well to match the neighbor to the West.	The rearyard is proposed to remain similar to the previously entitled rearyard, with the exception that additional rearyard is created at the inner most portion of the L-shape; please see plan.
Dwelling Unit Exposure	Dwelling Units and Group Housing shall have a room of 120 SF with a window onto a space meeting the requirements of Sec. 140. Further pursuant to Sec 140(b), for group housing projects, either each bedroom or at least one interior common area that meets the 120 square-foot minimum superficial floor area requirement with a window facing onto a street	An exception to dwelling unit exposure requirements per Sec. 140 for 21 of the 176 units. This equates to 11.9% of the units requiring an exception.	The proposed project includes an interior common room on level 2 which complies with the requirements of section 140 of the planning code.
Off-Street Loading	1 Loading Off-Street Space per 100,000 SF of Occupied SF. Sec. 152	An exception to the off-street loading requirements per Sec. 152 which require one residential loading space. Instead the project proposes to convert one of the three existing general on-street metered parking spaces on O'Farrell Street adjacent to the project to a metered commercial loading space & to convert the two existing vehicle passenger loading / unloading zoning adjacent to the project site be revised from only during church service to all day passenger loading / unloading.	No revisions proposed.
Permitted Obstructions	Sec. 136	An exception to permitted obstructions, project balconies project over Shannon St. 4 inches beyond what is permitted.	Balconies extending 1'-0" over the property line at Shannon are proposed. According to Sec 136(c) this 1foot projection is permitted
Height & Bulk	80-T - 130-T; Per Table 270 a max. Length of 110' & a max. diagonal of 125' apply above the predominate street-wall or 80', whichever is less. Sec. 253, 249.5/263.7	The height and bulk we approved as shown in the original CU application.	No revisions proposed.
Open Space	Per Dwelling Unit: 36 SF if Private, 48 SF if Common Per Bedroom in Group Housing: 1/3 the dwelling unit requirement (16 SF per Bedroom)	Meets 100% of the Open Space requirement, per SF Planning. 176 Total Units; 4 with Private, 172 req. Common. 172 Units * 48 SF per Unit = 8,256 SF required Common Open Space	Meets 100% of the Open Space requirement, per SF Planning. This reduces the area from 8,256 SF to 5,072 SF. 316 Bedrooms * 16 SF per = 5,056 SF required, 5,060 SF Open Space Proposed.
Parking	None Required. Permitted 0.5 spaces per unit & max. permitted with CU 0.75 spaces per unit	Residential Parking Spaces. 49 Spaces.	0 Residential Parking Spaces, 6 Dedicated Church Parking Spaces.
Bike Parking	Residential Grouphousing requires (1) Class 1 space per 4 beds (first 100 beds) & (1) Class 1 space per 5 beds (above 100). (2) Class 2 spaces per 100 beds. Religious Use required (5) Class 1 spaces for capacity less than 500. (1) Class 2 spaces per 500 seats. Retail requires (1) Class 1 space per 7,500 sf of retail, (2) Class 2 spaces per 2,500 sf of retail.	-	Bike Parking: Group Housing: Class 1 = (131) spaces, Class 2 = (12) spaces Religious Use: Class 1 = (5) spaces, Class 2 = (1) space Retail: Class 1 = (0) spaces, Class 2 = (2) spaces <u>Totals: Class 1 = (136) spaces, Class 2 = (15) spaces</u> Additional Measures: - Bicycle Repair Station - Multimodal Way Finding Signage - Real Time Transportation Displays

Site Plan - Existing



Site Plan - Proposed



JONES STREET





SHANNON STREET

CURB CUT

O'FARRELL STREET

One existing parking space to be converted to metered commercial loading.



-  EXG BUS STOP
-  EXG LOADING
-  EXG ON-STREET PARKING
-  EXG LOADING ADJACENT TO SITE



Proposed Project - Area Chart

Levels	Project Areas (SF)									Unit Count (Group Occupancy Unit, GOU)				Open Space (SF)			Parking (Spaces)			
	Net Residential	Amenities	Common	Residential Subtotal	Retail @ O'Farrell St.	Church	Retail @ Jones St.	Parking & Mechanical	Total Built Area	GOU Small	GUO Medium	GUO Large	Totals	Private	Common	Total	Spaces	ADA	Total	
Level	Roof							1,802	1,802						3,220	3,220				
Level	13	11,265		2,714	13,979				13,942	2	22	2	26			-				
Level	12	10,796	633	2,707	14,136				13,942	2	22	2	26			-				
Level	11	11,265		2,703	13,968				13,942	2	23	2	27			-				
Level	10	11,265		2,703	13,968				13,942	2	23	2	27			-				
Level	9	11,308		2,732	14,740				14,740	2	25	1	28			-				
Level	8	11,308	633	2,732	14,107				14,740	2	25	1	28			-				
Level	7	11,942		2,732	14,740				14,740	2	25	1	28			-				
Level	6	11,942		2,732	14,740				14,740	2	25	1	28			-				
Level	5	11,308		2,732	14,107				14,740	2	25	1	28			-				
Level	4	12,073	633	2,995	15,702				15,702	4	25	1	30		1,840	1,840				
Level	3	8,912		2,951	11,863		2,989		14,411	2	17	2	21			-				
Level	2	7,820	338	3,011	11,169			670	11,802	1	17	1	19			-				
Level	1		3,745	1,360	5,105		2,115	6,935	6,850				21,007			-	5	1	6	
Level	B1						3,238		10,018				13,256			-				
Totals		131,205	5,982	34,802	172,323	5,353	9,924	670	18,670	207,448	25	274	17	316	-	5,060	5,060	5	1	6
											7.9%	86.7%	5.4%		0 Units	316 Units				

Open Space Requirements	The Open space requirement for Dwelling Units is 36 SF if Private & 48 SF if Common. For group housing the minimum amount of usable open space provided for use by each bedroom shall be one-third the amount required for a dwelling unit as specified, 16 SF Common per unit.	316 Units x 16 SF/Unit = 5,056 SF	See Sec 15.5 SF Planning Code
Parking Requirements	None Required; Permitted, 1 Space per DU, Max. w/ CU, 3 Spaces per 4 DU. NOTE: Parking it for Church Use only - Not for public use.	None Required	See Sec 15.5 SF Planning Code
Inclusionary Affordable Housing Program	The project will provide BMR units at a count of 13.5% of the total units plus 5 replacement units, 48 Rooms are to be provided. Base requirement: 316 unit * 13.5% = 42.66 Rooms (42.66, Units for ap) calculation * 13.5% = 42 Rooms (41.98, rounded up). Replacement Rent controlled units = 5 Rooms Total Rooms: 42 Units + 5 Units = 47 Units	48 Units	Per Approval on October 3, 2019

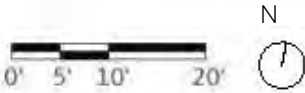
Plan - Basement Level



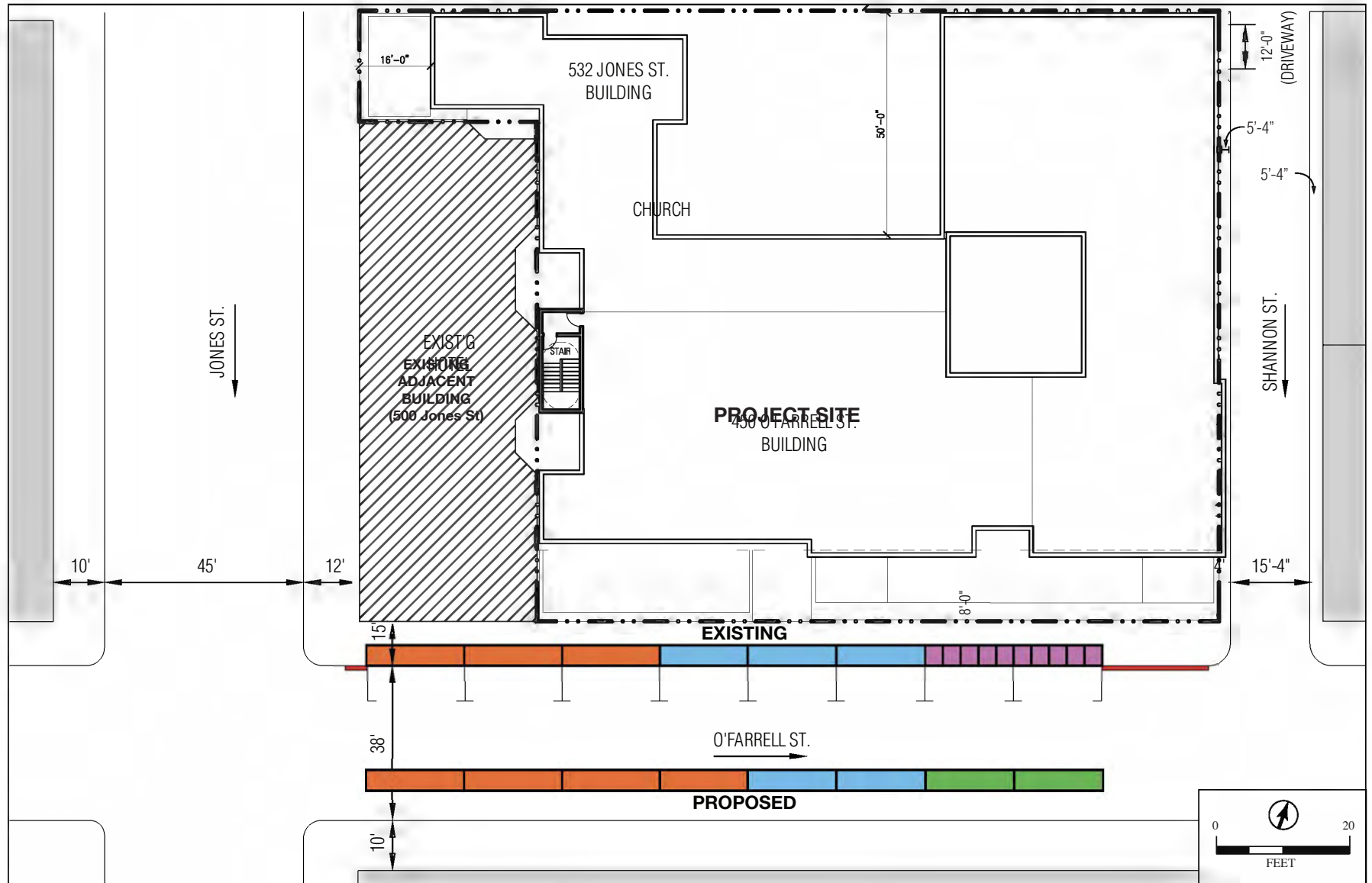
Plan - Ground Floor Level



Plan - Level 2



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SOURCE: Kwan Hemni Architecture/Planning

FIGURE 2 : PROPOSED PROJECT SITE PLAN

- PARKING SPACE KEY**
- YELLOW ZONE - COMMERCIAL LOADING SPACE (METERED M-F 9AM-4PM)
 - GENERAL PARKING SPACE (METERED)
 - GENERAL PARKING METERED/PASSENGER LOADING/UNLOADING ZONE DURING CHURCH SERVICES
 - PASSENGER LOADING/UNLOADING AT ALL TIMES

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Appendix B
PROJECT TRAVEL DEMAND CALCULATIONS

2018 RTC/Final EIR Project Travel Demand

**450 O'FARRELL STREET TRANSPORTATION IMPACT STUDY
SUMMARY OF DAILY AND PM PEAK HOUR PROJECT TRIP GENERATION
July 8, 2020 - APPROVED PROJECT**

Proposed Project

Residential: 114 studio/one bedroom units
62 two- and three-bedroom units
 176
 182,668 gross square feet
 Restaurant - composite 3,827 gross square feet
 Church 9,555 gross square feet

Person Trips Mode	Daily				PM Peak Hour			
	Residential	Rest - C	Retail	Total	Residential	Rest - C	Retail	Total
Auto	223	824	0	1,046	39	111	0	150
Transit	698	393	0	1,091	121	53	0	174
Walk	431	802	0	1,232	75	108	0	183
Other	<u>124</u>	<u>278</u>	<u>0</u>	<u>402</u>	<u>21</u>	<u>38</u>	<u>0</u>	<u>59</u>
Proposed Project	1,475	2,296	0	3,771	255	310	0	565
Existing Restaurant	0	378	0	378	0	51	0	51
Net-New Person Trips	1,475	1,918	0	3,393	255	259	0	514
Vehicle Trips								
Approved Project	171	347	0	518	29	47	0	76
Existing Restaurant	0	55	0	55	0	7	0	7
Net-New Vehicle Trips	171	291	0	463	29	40	0	69

Note: No additional person or vehicle trips associated with the existing church that would be replaced for weekday daily or PM peak hour.
 Existing church contains 26,904 gsf, while replacement church would have 9,555 gsf.

450 O'FARRELL STREET TRANSPORTATION IMPACT STUDY
 PROJECT TRIP GENERATION - WEEKDAY - 2018 APPROVED PROJECT
 LAND USE: RESIDENTIAL (WORK TRIPS)

Proposed Size:		176 units	
DAILY		PM PEAK HOUR	
Person-trip Generation Rate [1]:	8.38 trips/unit	Person-trip Generation Rate 17.3%	1.45 trips/1,000 gsf
Total Person-trips:	1,475 person-trips	Total Person-trips:	255 person-trips
Work Trips [2]: 33%	487 person-trips	Work Trips [2]: 50%	128 person-trips

Origins	Distribution [3]	Mode	Percent [4]	AVO [4]	Daily		PM Peak Hour	
					Person Trips	Vehicle-Trips	Person Trips	Vehicle-Trips
Superdistrict 1	60.2%	Auto	15.1%	1.30	44	34	12	9
		Transit	47.3%		139		36	
		Walk	29.2%		86		22	
		Other	8.4%		25		6	
		TOTAL	100.0%		293		77	
Superdistrict 2	8.6%	Auto	15.1%	1.30	6	5	2	1
		Transit	47.3%		20		5	
		Walk	29.2%		12		3	
		Other	8.4%		4		1	
		TOTAL	100.0%		42		11	
Superdistrict 3	8.6%	Auto	15.1%	1.30	6	5	2	1
		Transit	47.3%		20		5	
		Walk	29.2%		12		3	
		Other	8.4%		4		1	
		TOTAL	100.0%		42		11	
Superdistrict 4	8.6%	Auto	15.1%	1.30	6	5	2	1
		Transit	47.3%		20		5	
		Walk	29.2%		12		3	
		Other	8.4%		4		1	
		TOTAL	100.0%		42		11	
East Bay	5.1%	Auto	15.1%	1.30	4	3	1	1
		Transit	47.3%		12		3	
		Walk	29.2%		7		2	
		Other	8.4%		2		1	
		TOTAL	100.0%		25		7	
North Bay	0.7%	Auto	15.1%	1.30	1	0	0	0
		Transit	47.3%		2		0	
		Walk	29.2%		1		0	
		Other	8.4%		0		0	
		TOTAL	100.0%		3		1	
South Bay	8.1%	Auto	15.1%	1.30	6	5	2	1
		Transit	47.3%		19		5	
		Walk	29.2%		12		3	
		Other	8.4%		3		1	
		TOTAL	100.0%		39		10	
Out of Region	0.1%	Auto	15.1%	1.30	0	0	0	0
		Transit	47.3%		0		0	
		Walk	29.2%		0		0	
		Other	8.4%		0		0	
		TOTAL	100.0%		0		0	
TOTAL	100.0%	Auto	15.1%	1.30	73	57	19	15
		Transit	47.3%		230		60	
		Walk	29.2%		142		37	
		Other	8.4%		41		11	
		TOTAL	100.0%		487		128	

Notes:

- [1] SF Guidelines, Appendix C - combination of 1-bedroom and 2+ bedroom units
- [2] SF Guidelines, Appendix C - Residential
- [3] 1990 U.S. Census journey-to-work data, Tract 123
- [4] ACS 2010-2014 journey-to-work data, Tract 123.02

450 O'FARRELL STREET TRANSPORTATION IMPACT STUDY
 PROJECT TRIP GENERATION - WEEKDAY - APPROVED PROJECT
 LAND USE: RESIDENTIAL (NON-WORK TRIPS)

Proposed Size:		176 units	
DAILY		PM PEAK HOUR	
Person-trip Generation Rate [1]:	8.38 trips/unit	Person-trip Generation Rate 17.3%	1.45 trips/1,000 gsf
Total Person-trips:	1,475 person-trips	Total Person-trips:	255 person-trips
Non-Work Trips [2]: 67%	988 person-trips	Non-Work Trips [2]: 50%	128 person-trips

Origins	Distribution [3]	Mode	Percent [4]	AVO [4]	Daily		PM Peak Hour	
					Person Trips	Vehicle-Trips	Person Trips	Vehicle-Trips
Superdistrict 1	60.2%	Auto	15.1%	1.30	90	69	12	9
		Transit	47.3%		281		36	
		Walk	29.2%		174		22	
		Other	8.4%		50		6	
		TOTAL	100.0%		595		69	
Superdistrict 2	8.6%	Auto	15.1%	1.30	13	10	2	1
		Transit	47.3%		40		5	
		Walk	29.2%		25		3	
		Other	8.4%		7		1	
		TOTAL	100.0%		85		10	
Superdistrict 3	8.6%	Auto	15.1%	1.30	13	10	2	1
		Transit	47.3%		40		5	
		Walk	29.2%		25		3	
		Other	8.4%		7		1	
		TOTAL	100.0%		85		10	
Superdistrict 4	8.6%	Auto	15.1%	1.30	13	10	2	1
		Transit	47.3%		40		5	
		Walk	29.2%		25		3	
		Other	8.4%		7		1	
		TOTAL	100.0%		85		10	
East Bay	5.1%	Auto	15.1%	1.30	8	6	1	1
		Transit	47.3%		24		3	
		Walk	29.2%		15		2	
		Other	8.4%		4		1	
		TOTAL	100.0%		50		6	
North Bay	0.7%	Auto	15.1%	1.30	1	1	0	0
		Transit	47.3%		3		0	
		Walk	29.2%		2		0	
		Other	8.4%		1		0	
		TOTAL	100.0%		7		1	
South Bay	8.1%	Auto	15.1%	1.30	12	9	2	1
		Transit	47.3%		38		5	
		Walk	29.2%		23		3	
		Other	8.4%		7		1	
		TOTAL	100.0%		80		9	
Out of Region	0.1%	Auto	15.1%	1.30	0	0	0	0
		Transit	47.3%		0		0	
		Walk	29.2%		0		0	
		Other	8.4%		0		0	
		TOTAL	100.0%		1		0	
TOTAL	100.0%	Auto	15.1%	1.30	149	115	19	15
		Transit	47.3%		467		60	
		Walk	29.2%		289		37	
		Other	8.4%		83		11	
		TOTAL	100.0%		988		115	

Notes:

- [1] SF Guidelines, Appendix C - combination of 1-bedroom and 2+ bedroom units
- [2] SF Guidelines, Appendix C - Residential
- [3] 1990 U.S. Census journey-to-work data, Tract 123
- [4] ACS 2010-2014 journey-to-work data, Tract 123.02

**450 O'FARRELL STREET TRANSPORTATION IMPACT STUDY
 BREAKDOWN OF HOUSING UNITS - APPROVED PROJECT**

Unit Type	#	Trip Gen	Parking Demand
Studio	0	7.5	1.1
1 Bedroom	114	7.5	1.1
2 Bedrooms	62	10	1.5
2+ Bedroom	0	10	1.5
Total	176	8.38	1.24

450 O'FARRELL STREET TRANSPORTATION IMPACT STUDY
 PROJECT TRIP GENERATION - WEEKDAY - 2018 APPROVED PROJECT
 LAND USE: RESTAURANT - COMPOSITE (WORK TRIPS)

Proposed Size: 3,827 gsf	
DAILY	PM PEAK HOUR
Person-trip Generation Rate [1] 600.0 trips/1,000	Person-trip Generation Rat 13.5% 81.0 trips/1,000 gsf
Total Person-trips: 2,296 person-trips	Total Person-trips: 310 person-trips
Work Trips [2]: 4% 92 person-trips	Work Trips [2]: 4% 12 person-trips

Origins	Distribution [%]	Mode	Percent [3]	AVO [3]	Daily		PM Peak Hour	
					Person Trips	Vehicle-Trips	Person Trips	Vehicle-Trips
Superdistrict 1	12.8%	Auto	13.8%	1.28	2	1	0	0
		Transit	36.0%		4		1	
		Walk	47.5%		6		1	
		Other	2.7%		0		0	
		TOTAL	100.0%			12	1	2
Superdistrict 2	14.4%	Auto	31.6%	1.23	4	3	1	0
		Transit	65.8%		9		1	
		Walk	1.3%		0		0	
		Other	1.3%		0		0	
		TOTAL	100.0%			13	3	2
Superdistrict 3	17.0%	Auto	39.5%	1.29	6	5	1	1
		Transit	54.4%		8		1	
		Walk	3.8%		1		0	
		Other	2.3%		0		0	
		TOTAL	100.0%			16	5	2
Superdistrict 4	11.2%	Auto	41.7%	1.53	4	3	1	0
		Transit	54.5%		6		1	
		Walk	0.0%		0		0	
		Other	3.8%		0		0	
		TOTAL	100.0%			10	3	1
East Bay	22.4%	Auto	39.4%	3.33	8	2	1	0
		Transit	57.0%		12		2	
		Walk	0.0%		0		0	
		Other	3.6%		1		0	
		TOTAL	100.0%			21	2	3
North Bay	6.1%	Auto	52.8%	1.70	3	2	0	0
		Transit	45.3%		3		0	
		Walk	0.0%		0		0	
		Other	1.9%		0		0	
		TOTAL	100.0%			6	2	1
South Bay	14.3%	Auto	58.0%	1.23	8	6	1	1
		Transit	40.7%		5		1	
		Walk	0.0%		0		0	
		Other	1.3%		0		0	
		TOTAL	100.0%			13	6	2
Out of Region	1.8%	Auto	47.8%	1.50	1	1	0	0
		Transit	50.0%		1		0	
		Walk	0.0%		0		0	
		Other	2.2%		0		0	
		TOTAL	100.0%			2	1	0
TOTAL	100.0%	Auto	38.9%	1.54	36	23	5	3
		Transit	51.7%		47		6	
		Walk	6.9%		6		1	
		Other	2.5%		2		0	
		TOTAL	100.0%			92	23	12

Notes:

- [1] SF Guidelines, Appendix C - Table C-1: Eating/Drinking - Composite Rate
- [2] SF Guidelines, Appendix C - Table C-2: Retail
- [3] SF Guidelines, Appendix E - Table E-3: Work Trips to SD-1 - All

450 O'FARRELL STREET TRANSPORTATION IMPACT STUDY
 PROJECT TRIP GENERATION - WEEKDAY - 2018 APPROVED PROJECT
 LAND USE: RESTAURANT - COMPOSITE (NON-WORK TRIPS)

Proposed Size:		3,827 gsf	
DAILY		PM PEAK HOUR	
Person-trip Generation Rate [1]:	600.0 trips/1,000 gsf	Person-trip Generation Rate 13.5%	81.0 trips/1,000 gsf
Total Person-trips:	2,296 person-trips	Total Person-trips:	310 person-trips
Non-Work Trips [2] 96%	2,204 person-trips	Non-Work Trips [2]:	96% 298 person-trips

Origins	Distribution [3]	Mode	Percent [3]	AVO [3]	Daily		PM Peak Hour	
					Person Trips	Vehicle-Trips	Person Trips	Vehicle-Trips
Superdistrict 1	19%	Auto	18.1%	1.62	76	47	10	6
		Transit	14.7%		62		8	
		Walk	63.0%		264		36	
		Other	4.2%		18		2	
		TOTAL	100.0%		419		57	
Superdistrict 2	7%	Auto	27.9%	1.66	43	26	6	4
		Transit	32.6%		50		7	
		Walk	34.1%		53		7	
		Other	5.4%		8		1	
		TOTAL	100.0%		154		21	
Superdistrict 3	8%	Auto	31.2%	2.08	55	26	7	4
		Transit	21.7%		38		5	
		Walk	41.3%		73		10	
		Other	5.8%		10		1	
		TOTAL	100.0%		176		24	
Superdistrict 4	3%	Auto	34.0%	1.51	22	15	3	2
		Transit	34.0%		22		3	
		Walk	28.0%		19		2	
		Other	4.0%		3		0	
		TOTAL	100.0%		66		9	
East Bay	11%	Auto	38.1%	2.35	92	39	12	5
		Transit	23.2%		56		8	
		Walk	36.6%		89		12	
		Other	2.1%		5		1	
		TOTAL	100.0%		242		33	
North Bay	5%	Auto	46.1%	2.27	51	22	7	3
		Transit	17.6%		19		3	
		Walk	34.1%		38		5	
		Other	2.2%		2		0	
		TOTAL	100.0%		110		15	
South Bay	8%	Auto	73.8%	2.84	130	46	18	6
		Transit	14.1%		25		3	
		Walk	10.1%		18		2	
		Other	2.0%		4		0	
		TOTAL	100.0%		176		24	
Out of Region	39%	Auto	37.0%	3.12	318	102	43	14
		Transit	8.4%		72		10	
		Walk	28.3%		243		33	
		Other	26.3%		226		31	
		TOTAL	100.0%		860		116	
TOTAL	100.0%	Auto	35.7%	2.43	788	324	106	44
		Transit	15.7%		345		47	
		Walk	36.1%		795		107	
		Other	12.5%		276		37	
		TOTAL	100.0%		2,204		298	

Notes:

- [1] SF Guidelines, Appendix C - Table C-1: Eating/Drinking - Composite Rate
- [2] SF Guidelines, Appendix C - Table C-2: Retail
- [3] SF Guidelines, Appendix E - Table E-10: Visitor Trips to SD-1 - Retail

450 O'FARRELL STREET TRANSPORTATION IMPACT STUDY

LOADING DEMAND - 2018 APPROVED PROJECT

PROJECT

Residential:	176 units	or	182,668 gsf
Retail:	0 gsf		
Restaurant:	3,827 gsf		

DEMAND

Residential	R = 0.03
Daily Trips	5.5 trips
Average Hour	0.25 spaces
Peak Hour	0.32 spaces

Retail:	R = 0.22
Daily Trips	0.0 trips
Average Hour	0.00 spaces
Peak Hour	0.00 spaces

Restaurant	R = 3.6
Daily Trips	13.8 trips
Average Hour	0.64 spaces
Peak Hour	0.80 spaces

Credit	Net
1,012.0 gsf	
3.6 trips	10.1
0.17 spaces	0.5
0.21 spaces	0.6

Project Total

Daily Trips	19.3 trips
Average Hour	0.89 spaces
Peak Hour	1.11 spaces

Net-new Demand

15.6 trips
0.71 spaces
0.90 spaces

General Loading Demand Equations

Daily Trips = (GSF / 1,000) * R
 Average Hour = (GSF / 1,000) * R / 9 / 2.4
 Peak Hour = (GSF / 1,000) * (R * 1.25) / 9 / 2.4

2021 Revised Project Travel Demand

450 O'Farrell Street - 2021 Revised Project Trip Gen Summary
Daily Person Trips

	Daily	Existing Credit	Net New
Auto			
Auto	841		
Taxi/TNC	<u>226</u>		
subtotal	1,067		
Transit	1,102		
Walk	1,733		
Bike	<u>127</u>		
Total	4,029	378	3,651

Existing Credit Based on TIS

INSTRUCTIONS: FILL INPUTS (GREEN TABS) FOR YOUR PROJECT'S APPLICABLE LAND USE TYPE(S). THIS PROJECT SUMMARY TAB PRESENTS TOTAL PROJECT PERSON/VEHICLE TRIPS ACROSS LAND USE TYPES BASED ON YOUR INPUTS.

Person Trips by Mode

	Residential	Office	Retail	Restaurant (Quality Sit Down)	Restaurant (Composite)	Superm arket	Hotel	Total
Auto Split	705	-	-	136	-	-	-	841
Taxi TNC Split	171	-	-	55	-	-	-	226
Public Transit	796	-	-	306	-	-	-	1,102
Walk	1,072	-	-	660	-	-	-	1,733
Bike	82	-	-	45	-	-	-	127

OD PERSON TRIPS BY TRIP PURPOSE AND DIRECTION - DISTRICT

		Outbound												Inbound													
		1	2	3	4	5	6	7	8	9	10	11	12	Total	1	2	3	4	5	6	7	8	9	10	11	12	Total
		Downtown/ North Beach	SoMa	Marina/Wes ternMarket	Mission/Pot rero	OuterMissio n/Hills	Bayshore	Richmond	Sunset	Islands	South Bay	East Bay	North Bay	Total	Downtown/ North Beach	SoMa	Marina/Wes ternMarket	Mission/Pot rero	OuterMissio n/Hills	Bayshore	Richmond	Sunset	Islands	South Bay	East Bay	North Bay	Total
Auto Person Trips	Daily Work Trips	37	2	66	4	43	1	2	4	-	28	10	1	199	34	13	40	2	43	1	0	1	-	21	5	4	163
	Daily Non-Work Trips	64	10	44	14	8	7	5	1	-	19	9	3	183	95	25	48	26	4	8	6	20	-	27	34	3	296
Taxi / TNC Person Trips	Daily Work Trips	9	1	16	1	11	0	1	1	-	8	3	0	52	8	4	10	1	11	0	0	0	-	6	2	1	43
	Daily Non-Work Trips	18	3	12	4	3	2	1	0	-	6	3	1	52	25	6	13	7	2	2	2	5	-	7	9	1	79
Transit Person Trips	Daily Work Trips	72	9	12	12	5	-	-	17	-	62	79	1	270	75	10	21	2	3	-	1	9	-	64	27	3	216
	Daily Non-Work Trips	172	4	44	10	14	6	28	7	1	13	52	2	352	95	8	54	12	18	2	26	6	1	9	31	2	264
Auto VehicleTrips*	Daily Work Trips	25	1	44	3	29	1	1	3	-	19	6	0	132	23	9	26	1	28	1	0	0	-	14	3	3	108
	Daily Non-Work Trips	42	6	29	10	5	5	3	1	-	12	5	2	120	63	17	31	17	3	5	4	13	-	18	22	2	195
Taxi / TNC Vehicle Trips*	Daily Work Trips	6	1	11	1	7	0	0	1	-	5	2	0	34	6	2	7	0	7	0	0	0	-	4	1	1	28
	Daily Non-Work Trips	12	2	8	3	2	1	1	0	-	4	2	1	34	17	4	8	5	1	1	1	3	-	5	6	1	52

*Auto vehicle trips based on rolling up of shared ride 2, shared ride 3, and drive alone person trips divided by an AVO of 2, 3, 5, and 1, respectively

INSTRUCTIONS:FILL IN INPUTS IN GREEN CELLS UNDER STEP 1 ONLY

STEP 1: USER INPUTS

Land Use	Res
Amount	632
Distribute By	District
Place Type	1
District Number	1
District Name	wntown/NorthBeach

STEP 2: PERSON TRIP GEN (UPDATED 2018) - PLACETYPE

Daily Person Trip Rate	4.5
Total Daily Person Trips	2844
PM Person Trip Rate	0.4
Total PM Person Trips	252.8

STEP 3: PM MODE SPLIT (UPDATED 2018) - PLACETYPE

Auto Split	25%	705
Taxi TNC Split	6%	171
Public Transit	28%	796
Walk	38%	1072
Bike	3%	82
	99%	2827

STEP 1: USER INPUTS

Land Use	Ret	Eat-Res
Amount	6.014	
Distribute By	District	
Place Type	1	
District Number	1	
District Name	wntown/NorthBeach	

STEP 2: PERSON TRIP GEN (UPDATED 2018) - PLACETYPE

Daily Person Trip Rate	200
Total Daily Person Trips	1203
PM Person Trip Rate	27
Total PM Person Trips	162.378

STEP 3: PM MODE SPLIT (UPDATED 2018) - PLACETYPE

Auto Split	11%	136
Taxi TNC Split	5%	55
Public Transit	25%	306
Walk	55%	660
Bike	4%	45

**450 O'Farrell Street - 2021 Revised Project Trip Gen Summary
Weekday P.M. Peak Hour Trips**

Person Trips	PM	Existing	
		Credit	
Auto			
Auto	81		
Taxi/TNC	<u>23</u>		
subtotal auto	104	18	86
Transit	112	8	104
Walk	184	18	166
Bike	<u>13</u>	<u>7</u>	<u>6</u>
Total	413	51	362

Vehicle Trips	Out	In	Total	Existing		Net-New	
				Credit		Total	
Auto work	5	18	22	7		15	
Auto non work	11	19	31			31	
Taxi/TNC work	1	4	6			12	
Taxi/TNC non-work	4	5	9			18	
Total	21	47	68			76	

Vehicle Trips by O/D Area	Auto			Taxi/TNC			Credit		Net-New		
	Inbound	Outbound	Total	Inbound	Outbound	Total	Inbound	Outbound	Inbound	Outbound	Total
1. Downtown/North Beach	14	6	20	7	3	11	5	2	16	7	23
2. SoMa	3	1	3	1	0	2	0	0	4	1	5
3. Marina/Western Market	4	4	8	2	2	4	0	0	6	6	12
4. Mission/Potrero	1	1	1	0	1	1	0	0	1	1	2
5. Outer Mission/Hills	6	1	7	3	1	4	0	0	10	1	11
6. Bayshore	1	2	3	1	1	1	0	0	2	3	4
7. Richmond	1	1	1	0	0	1	0	0	1	1	2
8. Sunset	3	0	3	1	0	2	0	0	4	0	4
9. Treasure Island	0	0	0	0	0	0	0	0	0	0	0
10. South Bay	2	1	4	1	1	2	0	0	3	3	6
11. East Bay	2	0	3	1	0	2	0	0	4	1	4
12. North Bay	1	0	1	0	0	1	<u>0</u>	<u>0</u>	<u>1</u>	<u>0</u>	<u>1</u>
	37	17	54	19	10	29	5	2	51	25	76
Check						83		7			76

INSTRUCTIONS: FILL INPUTS (GREEN TABS) FOR YOUR PROJECT'S APPLICABLE LAND USE TYPE(S). THIS PROJECT SUMMARY TAB PRESENTS TOTAL PROJECT PERSON/VEHICLE TRIPS ACROSS LAND USE TYPES BASED ON YOUR INPUTS.

Person Trips by Mode

	Residential	Office	Retail	Restaurant (Quality Sit Down)	Restaurant (Composite)	Superm arket	Hotel	Total
Auto Split	63	-	-	18	-	-	-	81
Taxi TNC Split	15	-	-	7	-	-	-	23
Public Transit	71	-	-	41	-	-	-	112
Walk	95	-	-	89	-	-	-	184
Bike	7	-	-	6	-	-	-	13
	251			162				413

OD PERSON TRIPS BY TRIP PURPOSE AND DIRECTION - DISTRICT

		Outbound												Inbound													
		1	2	3	4	5	6	7	8	9	10	11	12	Total	1	2	3	4	5	6	7	8	9	10	11	12	Total
		Downtown/ North Beach	SoMa	Marina/Wes ternMarket	Mission/Pot rero	OuterMissio n/Hills	Bayshore	Richmond	Sunset	Islands	South Bay	East Bay	North Bay	Total	Downtown/ North Beach	SoMa	Marina/Wes ternMarket	Mission/Pot rero	OuterMissio n/Hills	Bayshore	Richmond	Sunset	Islands	South Bay	East Bay	North Bay	Total
Auto Person Trips	PM Work Trips	1	0	4	0	-	-	-	0	-	1	0	0	7	7	3	1	0	9	0	-	0	-	3	2	1	27
	PM Non-Work Trips	7	1	2	1	1	3	1	0	-	1	0	0	18	14	1	4	1	2	1	4	-	-	0	2	0	29
Taxi / TNC Person Trips	PM Work Trips	0	0	1	0	-	-	-	0	-	0	0	0	2	2	1	0	2	0	-	0	-	-	1	0	0	7
	PM Non-Work Trips	2	0	1	0	0	1	0	0	-	1	0	0	6	4	0	1	0	0	0	0	1	-	0	1	0	8
Transit Person Trips	PM Work Trips	1	-	1	0	0	-	-	-	-	0	1	0	4	10	2	3	-	0	-	-	2	-	13	3	1	34
	PM Non-Work Trips	9	0	9	2	1	0	4	1	-	2	9	0	37	12	1	8	2	3	0	5	1	0	3	1	-	36
Auto VehicleTrips*	PM Work Trips	1	0	3	0	-	-	-	0	-	1	0	0	5	5	2	1	0	6	0	-	0	-	2	1	0	18
	PM Non-Work Trips	5	1	1	0	1	2	1	0	-	1	0	0	11	9	1	3	0	0	1	1	3	-	0	1	0	19
Taxi / TNC Vehicle Trips*	PM Work Trips	0	0	1	0	-	-	-	0	-	0	0	0	1	1	0	0	0	2	0	-	0	-	1	0	0	4
	PM Non-Work Trips	1	0	0	0	0	0	0	0	-	0	0	0	4	2	0	1	0	0	0	0	1	-	0	0	0	5

*Auto vehicle trips based on rolling up of shared ride 2, shared ride 3, and drive alone person trips divided by an AVO of 2, 3, 5, and 1, respectively

Loading Demand

	Residential	Office	Retail	Restaurant (Quality Sit Down)	Restaurant (Composite)	Superm arket	Hotel	Total
Pax Loading Demand								
Peak Hour Spaces of Demand	0.37077333	0	0	0.1488465	0	0	0	0.51962
Peak 15-minutes Spaces of Demand	0.74154667	0	0	0.297693	0	0	0	1.03924
Freight Loading Demand								
Peak Hour Spaces of Demand	0.30114063	0	0	1.25291667	0	0	0	1.55406

INSTRUCTIONS: FILL IN INPUTS IN GREEN CELLS UNDER STEP 1 ONLY

STEP 1: USER INPUTS

Land Use	Res
Number of Bedrooms	632
1000s of Square Feet	173.457
Distribute By	Placetype
Place Type	1
District Number	1
District Name	wntown/NorthBeach

STEP 2: PERSON TRIP GEN (UPDATED 2018) - PLACETYPE

Daily Person Trip Rate	4.5
Total Daily Person Trips	2844
PM Person Trip Rate	0.4
Total PM Person Trips	252.8

STEP 3: PM MODE SPLIT (UPDATED 2018) - PLACETYPE

Auto Split	25%	63
Taxi TNC Split	6%	15
Public Transit	28%	71
Walk	38%	95
Bike	3%	7
	99%	

INSTRUCTIONS: FILL IN INPUTS IN GREEN CELLS UNDER STEP 1 ONLY

STEP 1: USER INPUTS

Land Use	Ret	Eat-Res
1000s of Square Feet	6.014	
Distribute By	District	
Place Type	1	
District Number	1	
District Name	wntown/NorthBeach	

STEP 2: PERSON TRIP GEN (UPDATED 2018) - PLACETYPE

Daily Person Trip Rate	200
Total Daily Person Trips	1203
PM Person Trip Rate	27
Total PM Person Trips	162.378

STEP 3: PM MODE SPLIT (UPDATED 2018) - PLACETYPE

Auto Split	11%	18
Taxi TNC Split	5%	7
Public Transit	25%	41
Walk	55%	89
Bike	4%	6

450 O'FARRELL STREET TRANSPORTATION IMPACT STUDY

LOADING DEMAND - REVISED PROJECT (2021)

PROJECT

Residential:	632 group housing beds	or	173,457 gsf
Retail:	0 gsf		
Restaurant:	6,014 gsf		

DEMAND

Residential	R = 0.03
Daily Trips	5.2 trips
Average Hour	0.24 spaces
Peak Hour	0.30 spaces

Retail:	R = 0.22
Daily Trips	0.0 trips
Average Hour	0.00 spaces
Peak Hour	0.00 spaces

Restaurant	R = 3.6
Daily Trips	21.7 trips
Average Hour	1.00 spaces
Peak Hour	1.25 spaces

Credit

1,012.0 gsf
3.6 trips
0.17 spaces
0.21 spaces

Project Total

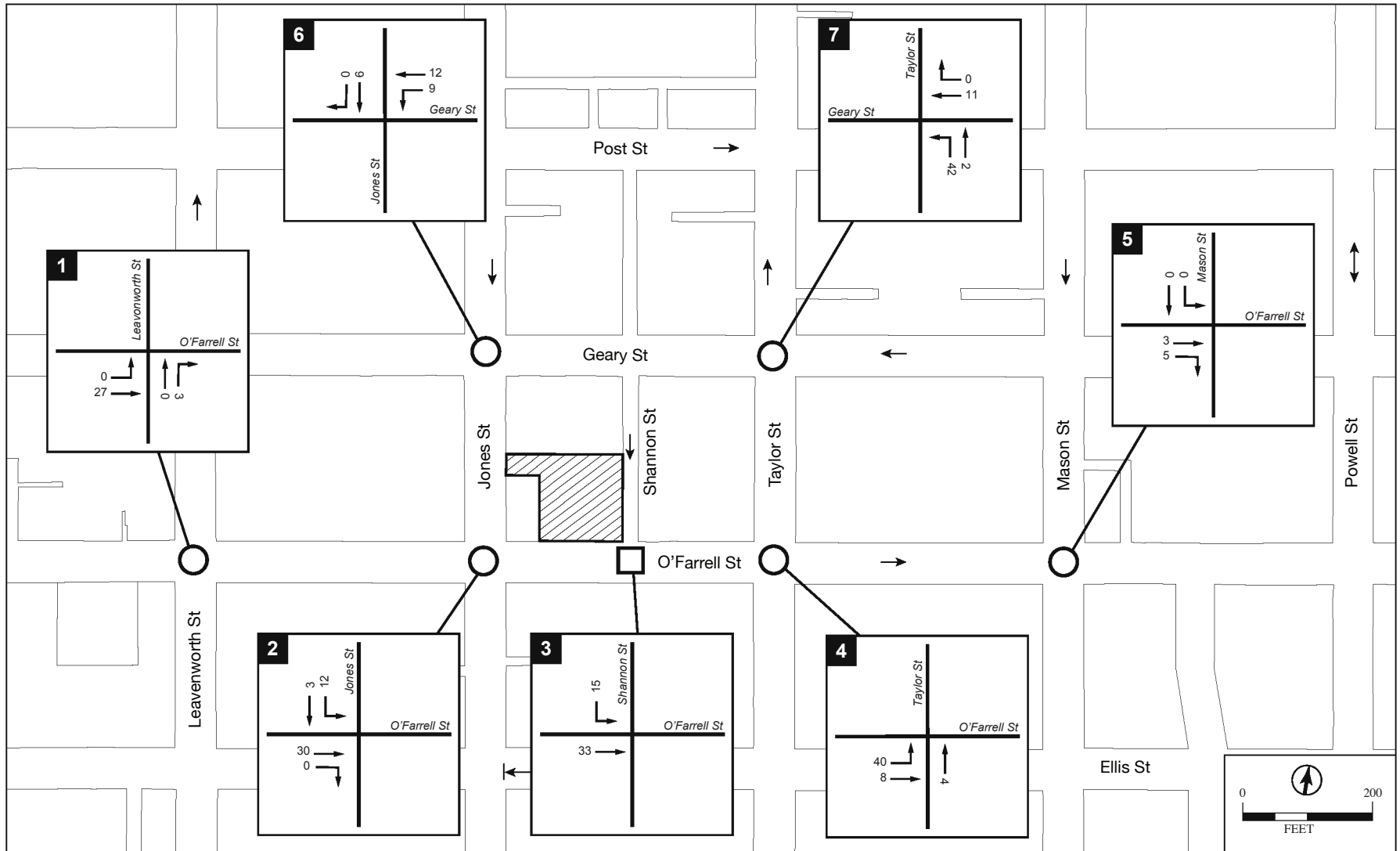
Daily Trips	26.9 trips
Average Hour	1.24 spaces
Peak Hour	1.55 spaces

Net-new Demand

23.2 trips
1.06 spaces
1.34 spaces

General Loading Demand Equations

Daily Trips = (GSF / 1,000) * R
 Average Hour = (GSF / 1,000) * R / 9 / 2.4
 Peak Hour = (GSF / 1,000) * (R * 1.25) / 9 / 2.4



SOURCE: LCW Consulting, May 2021

- PROJECT SITE
- SIGNALIZED STUDY INTERSECTION
- UNSIGNALIZED STUDY INTERSECTION



Appendix C

REVISED PROJECT TRANSPORTATION SCOPE OF WORK

**Transportation Scope of Work for a Transportation Memorandum for the Addendum to
the 450-474 O’Farrell Street/532 Jones Street Project EIR
May 20, 2020**

The transportation analysis will be conducted using the recently updated significance criteria, methodology and requirements of the San Francisco Planning Department for the environmental review of projects within the city (i.e., the San Francisco Planning Department’s “2019 Transportation Impact Analysis Guidelines”).

The transportation analysis will be summarized in a technical memorandum following the updated guidelines, and will include transportation topics of walking, bicycling, driving hazards, transit, emergency access, vehicle miles traveled, loading, and construction-related transportation impacts. No new transportation data collection will be conducted as part of this effort.

1. **Revised Project Description:** The addendum memorandum will first provide a brief description of the currently proposed project, focusing on changes to land use and transportation-related features of the currently proposed project (e.g., driveways, vehicle and bicycle parking, loading facilities, pedestrian entrances). A table comparing the land use and transportation features of the currently proposed project to the project quantitatively analyzed in the 2017 TIS, as well as to the preferred project qualitatively assessed in the RTC/Final EIR will be provided.

Based on a comparison of information in the table provided by the project sponsor titled “Project Areas Comparison – R1” and review of the 2017 TIS, a list of questions for the project sponsor related to project details was prepared and submitted to the project sponsor. The list of questions is attached to this scope of work.

2. **Project Travel Demand:** Per direction from the Planning Department, LCW Consulting will develop travel demand estimates for the currently proposed project using the new trip generation and mode share information within the updated transportation guidelines. Travel demand calculations will include daily and p.m. peak hour person-trips by mode of travel, vehicle trips, and commercial and passenger loading demand. Prior to initiating this effort, the type of retail use(s) anticipated to be provided within the 7,959 gsf will need to be confirmed by the project sponsor, as restaurant uses generate more trips than general retail. Note that the 2017 TIS analyzed the 6,200 gsf of new restaurant use.

A table will be prepared comparing the travel demand for the currently proposed project to the project quantitatively analyzed in the 2017 TIS EIR.

3. **Impact Analysis:** LCW Consulting will identify any substantial changes to the transportation network from the existing conditions described in the TIS. As noted above, no new data collection will be conducted.

LCW Consulting will conduct the transportation impact analysis for existing plus project conditions considering the following significance criteria:

Construction of the currently proposed project would have a significant effect on the environment if it would require a substantially extended duration or intense activity; and the effects would create potentially hazardous conditions for people walking, bicycling, or driving, or public transit operations; or interfere with emergency access or accessibility for people walking or bicycling; or substantially delay public transit.

Operation of the currently proposed project would have a significant effect on the environment if it would:

- Create potentially hazardous conditions for people walking, bicycling, or driving or public transit operations;
- Interfere with accessibility of people walking or bicycling to and from the project site, and adjoining areas, or results in inadequate emergency access;
- Substantially delay public transit;
- Cause substantial additional VMT or substantially inducing additional automobile travel by increasing physical roadway capacity in congested areas (i.e., by adding new mixed-flow travel lanes) or by adding new roadways to the network; and
- Result in a loading deficit and the secondary effects would create potentially hazardous conditions for people walking, bicycling, or driving; or substantially delay public transit.

Scoped Out Topics: Vehicular Parking. Consistent with Senate Bill 743 (SB 743), aesthetics and parking impacts of the currently proposed project shall not be considered significant impacts on the environment, as the proposed project is located within a transit priority area, is on an infill site, and is a mixed-use project. Additionally, the project site is located within the map-based screening area for VMT (i.e., greater than 15 percent below the regional average) which indicates that the project would not result in a substantial parking deficit, and thus would not result in secondary effects related to potentially hazardous conditions or interfere with accessibility for people walking, bicycling, or inadequate access for emergency vehicles, or substantial delay to public transit. For these reasons, it was determined that the currently proposed project would result in a less than significant project-level and cumulative impacts associated with vehicular parking and a more detailed parking analysis is not required and will not be included in the memorandum.

In addition, a qualitative cumulative impact assessment will be conducted.

4. **Documentation:** LCW Consulting will prepare a draft addendum memorandum incorporating the new project description, methodology, analyses and conclusions from the above tasks. Prior to preparing the draft addendum memorandum, LCW Consulting will discuss with the preliminary impacts with the Planning Department. Documentation will follow the impact statements from the updated transportation guidelines. For each impact statement, conclusions of the prior TIS analysis will be summarized, the currently proposed project will be discussed, and a conclusion will be presented of whether the currently

proposed project would result in new or substantially more severe effects than those identified in the 2017 TIS.

The draft memorandum will be submitted to the Planning Department in electronic format. Based on comments received on the draft memorandum, LCW Consulting will prepare the final memorandum.

ATTACHMENT D: UPDATED LETTER 450 O'FARRELL STREET – WIND ANALYSIS



600 Southgate Drive
 Guelph ON Canada
 N1G 4P6

Tel: +1.519.823.1311
 Fax: +1.519.823.1316
 E-mail: solutions@rwdi.com

June 2, 2021

Ms. Jenny Delumo
 Environmental Planning Division
 City and County of San Francisco
 1650 Mission Street
 Suite 400
 San Francisco, CA 94103

**Re: Updated Letter
 450 O'Farrell Street - Wind Analysis
 RWDI Reference No. 1502796**

Dear Ms. Delumo,

Rowan Williams Davies & Irwin Inc. (RWDI) was originally retained in 2016 to provide a qualitative evaluation of the potential wind impacts by the proposed development for an assessment based on the San Francisco Planning Code requirements. The project was approved in 2019. More recently the project sponsors (Forge Development Partners) are proposing some revisions to the approved design.

The latest design drawings received by RWDI are part of a Conditional Use and Variance Application Package (CUP) dated May 25, 2021. Image 1a (below) shows the south (O'Farrell Street) elevation of the currently approved project and Image 1b shows a rendering of the same elevation from the revised design.



Image 1a - Currently Approved



Image 1b - Revised Design

Based upon a review of the CUP package, we understand that the rear elevation is reverting to the design analyzed in the EIR. This change, along with the other proposed design revisions, will not significantly affect the height or bulk of the proposed project (as per Images 1a and 1b) and will be limited to the rear yard, permitted obstructions, open space, parking and bike parking.



Ms. Jenny Delumo
Environmental Planning Division
City and County of San Francisco
RWDI #1502976
JUNE 2, 2021

It is our opinion that these design changes are minor from the perspective of wind comfort and would not alter the predicted wind flows at pedestrian level and therefore not affect the conclusions made by our previous wind review report. In other words, the project is still predicted to comply with the San Francisco Planning Department wind hazard criterion of 26mph for a single full hour of the year at all pedestrian areas around the project, and wind speeds at public entrances are expected to be suitable for the intended uses.

We trust that this satisfies the current needs of the Planning Department. Please contact us should there be any further questions or comments.

Yours truly,

Rowan Williams Davies & Irwin Inc. (RWDI)

A handwritten signature in dark ink, appearing to read 'F. Kriksic', is positioned below the company name.

Frank Kriksic, BES, CET, LEED AP
Principal / Microclimate Consultant
FK/tmg

ATTACHMENT E: SHADOW REPORT AMENDMENT

To: San Francisco Planning Department
49 South Van Ness Avenue, Suite 1400
San Francisco, CA 94102

From: FASTCAST / CADP
34 Corte Madera Avenue
Mill Valley, CA 94941

May 25, 2021

450 O'Farrell Street Shadow Report Amendment for Proposed Modified Design Scheme
(pursuant to SF planning code sec 295)

Executive Summary

Fastcast analyzed a modified design scheme to record and document any material changes to the reported shadow impacts described in the 450 O'Farrell Street Project shadow report.¹ The project includes the demolition of existing commercial buildings (retail and restaurant) and the existing church. The new structure will include a basement level; a 13-story multi-family residential main building along O'Farrell and Shannon Streets measuring 133'-6" top of parapet; and a 3-story building along Jones Street. A replacement church will be incorporated into the main structure at ground level along with retail spaces at the corner of O'Farrell and Shannon Streets. The design calls for a 16' elevator overrun and stair enclosure which were included in the analysis.

The modified design scheme analyzed for this reliance memo is based on design drawings dated May 25, 2021. This most recent proposed massing, bulk and height is consistent with the currently approved plans from 9/13/2018 and analyzed in the 450 O'Farrell Street Project shadow report, except for a reduction of massing at the inside corner of the I-shape as shown on the bulk reduction diagram on page 31 of the project plans. (see: Exhibit A)

The updated shadow analysis of the project modifications shows no changes and, in some cases, reported a very slight reduction in overall shadow on the adjacent surrounding areas. Therefore, it has been determined that the design modifications proposed would not change the conclusions of the 450 O'Farrell Street shadow report.

¹ CADP, *Shadow Analysis*, January 10, 2017



Specific Building Envelope & Massing Changes

The entitled project massing consists of a large mass with two projections on the O'Farrell facing façade – these proposed design changes further divide the O'Farrell façade into three pieces. Additionally, the Southeast most projection was moved to the corner of O'Farrell rather than having a “re-entrant” corner.

The three projected volumes reflect the three programs located at the base of each of them. Starting from the western edge of the site, the first volume contains the church program, the second contains the residential entrance and the third contains the retail program with the amenity spaces stacked above. The building is reduced in volume at the rear or Northside of the building – increasing the size of the rear yard and reducing the shadows to the adjacent buildings.



Section - East / West - Through Jones St. Retail

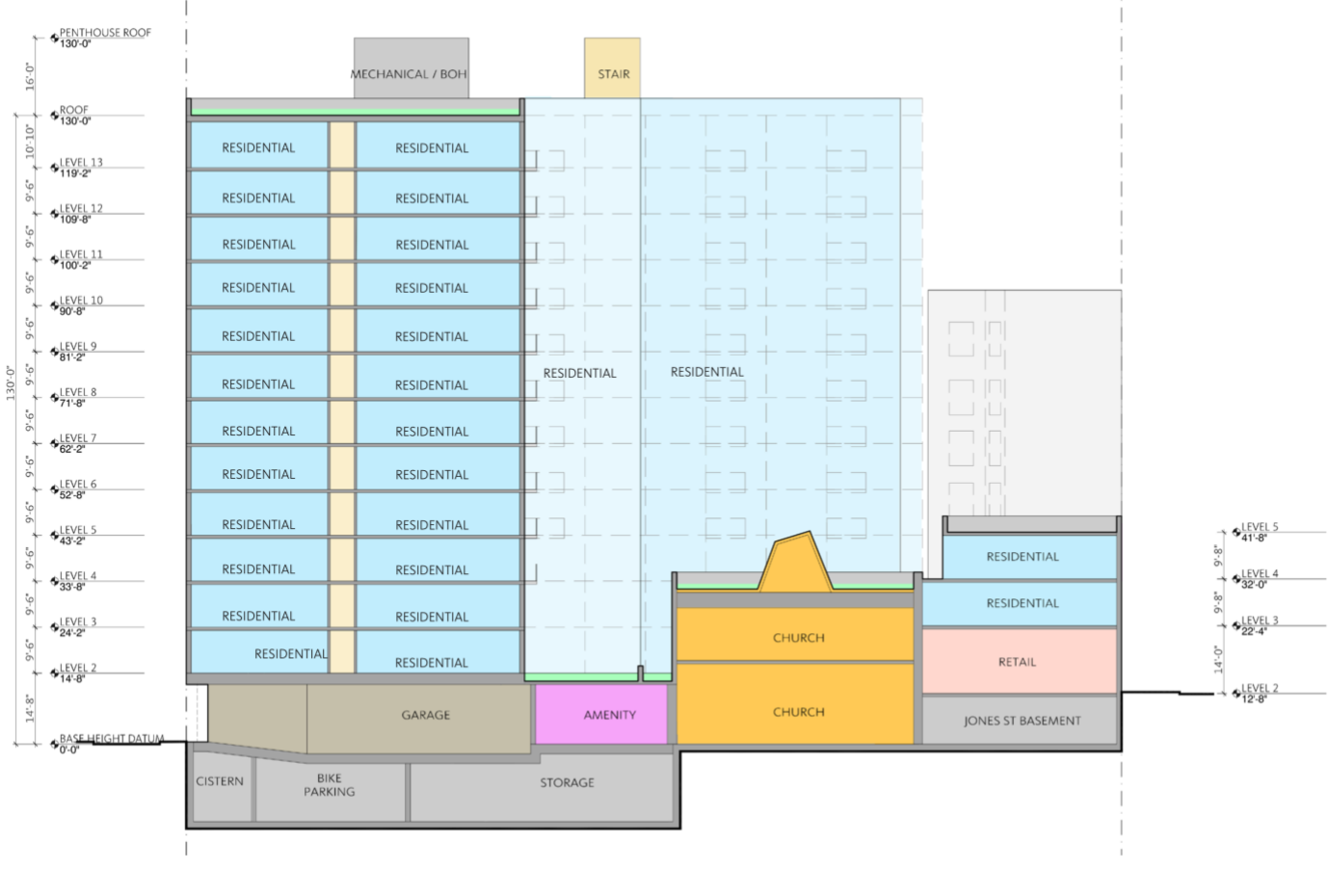


Figure 1. Building Elevation East/West

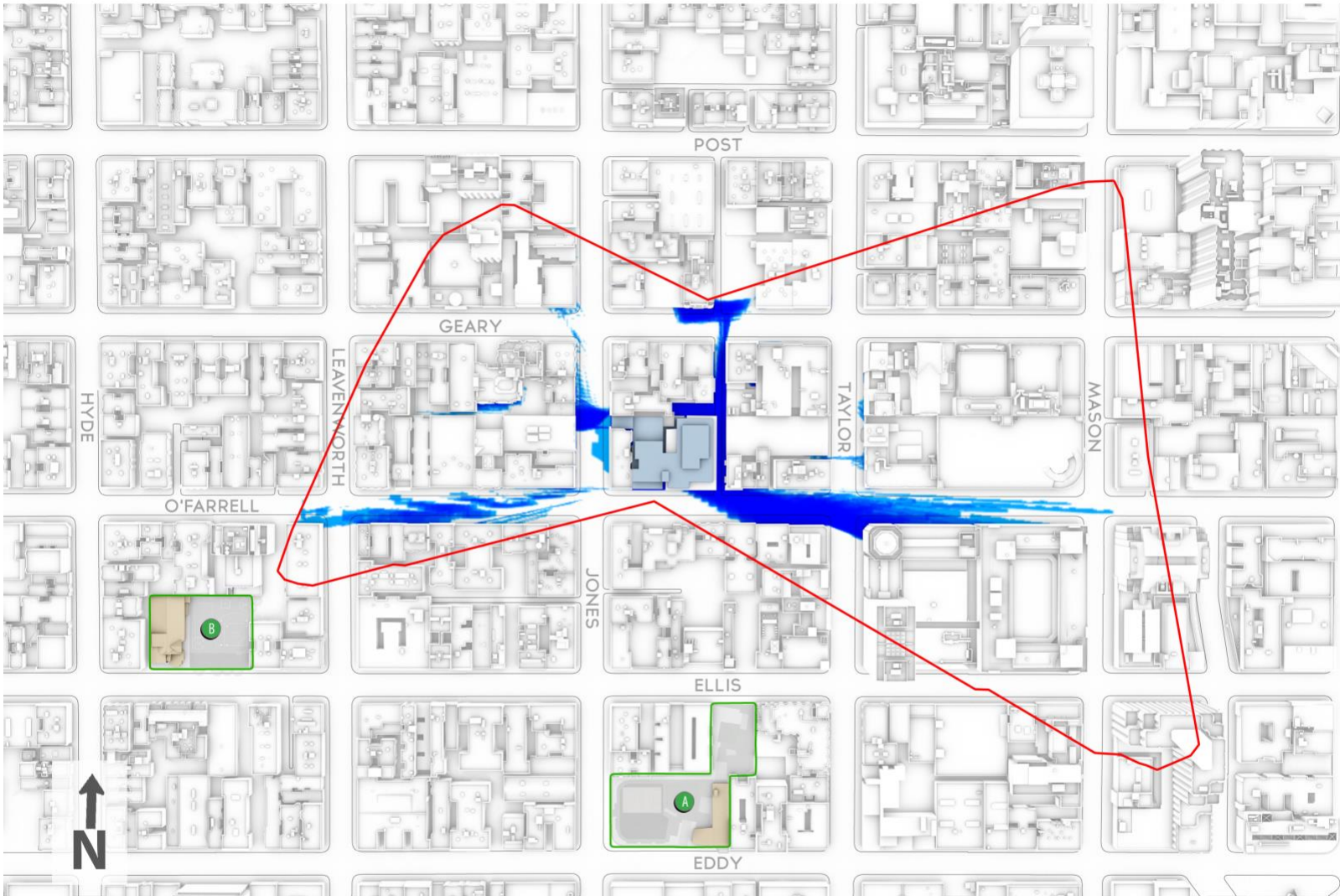
Updated Annual Shadow Accrual Map

As shown in the Shadow Accrual Map below, this analysis determined that new shadow from the modified project at 450 O'Farrell Street would not reach any open spaces protected under *Planning Code* Section 295. Tenderloin Children's Playground to the southwest and Boeddeker Park directly south of the project are both outside the potential reach of the project shadow. Furthermore, no Privately Owned Public Open Spaces were identified as being within the potential year-long reach of new shadows produced by the modified design.



f.01 450 O'FARRELL STREET - ANNUAL ACCRUAL MAP

Plan View



LEGEND

- Existing Structures
- On Park Structures
- 450 O'Farrell Street Project
- Proposed Project's Net New Shadow
- Proposed Project's Shadow Extent
- Open/Public Spaces
- A Boeddeker Park
- B Tenderloin Children's Playground

FULL YEAR SHADOW COVERAGE

FASTCAST | 450 O'FARRELL STREET | BASED ON GENSLER DRAWING SET DATED 5/25/2021

The proposed building changes do not alter the overall reach of the shadow fan since the overall height of the tower will not change.



Conclusions

The 450 O'Farrell Street Project shadow report found that the project at 450 O'Farrell Street would not shade any neighboring open spaces at any time throughout the year. Based on this subsequent analysis of the proposed modified design dated May 25, 2021 the project shadow results and conclusion of zero net new shadow on all open spaces remains unchanged.

A full description of the proposed 450 O'Farrell design is attached as Exhibit A.

Please forward any questions to Adam Noble through the contact information provided below.



Fastcast/CADP

415.816.3505

adam@fastcastcity.com



450 O'FARRELL STREET

CONDITIONAL USE AND VARIANCE APPLICATION

Version 3B

May 25th, 2021

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TABLE OF CONTENTS

Zoning Information Overview:

Site: 450 O'Farrell Street, San Francisco CA 94102
Parcel: Block 0317 / Parcels 007, 009, 011

Zoning: RC-4 (Residential-Commercial, High Density)
Special Use Districts: North of Market Residential 1
Fringe Financial Services RUD
Within 1/4 mile of an Existing Fringe Financial Service

Table of Contents:

Site Information

- Parcel Map
- Existing Survey
- Aerial Images
- Existing Context

Proposed Design Revisions

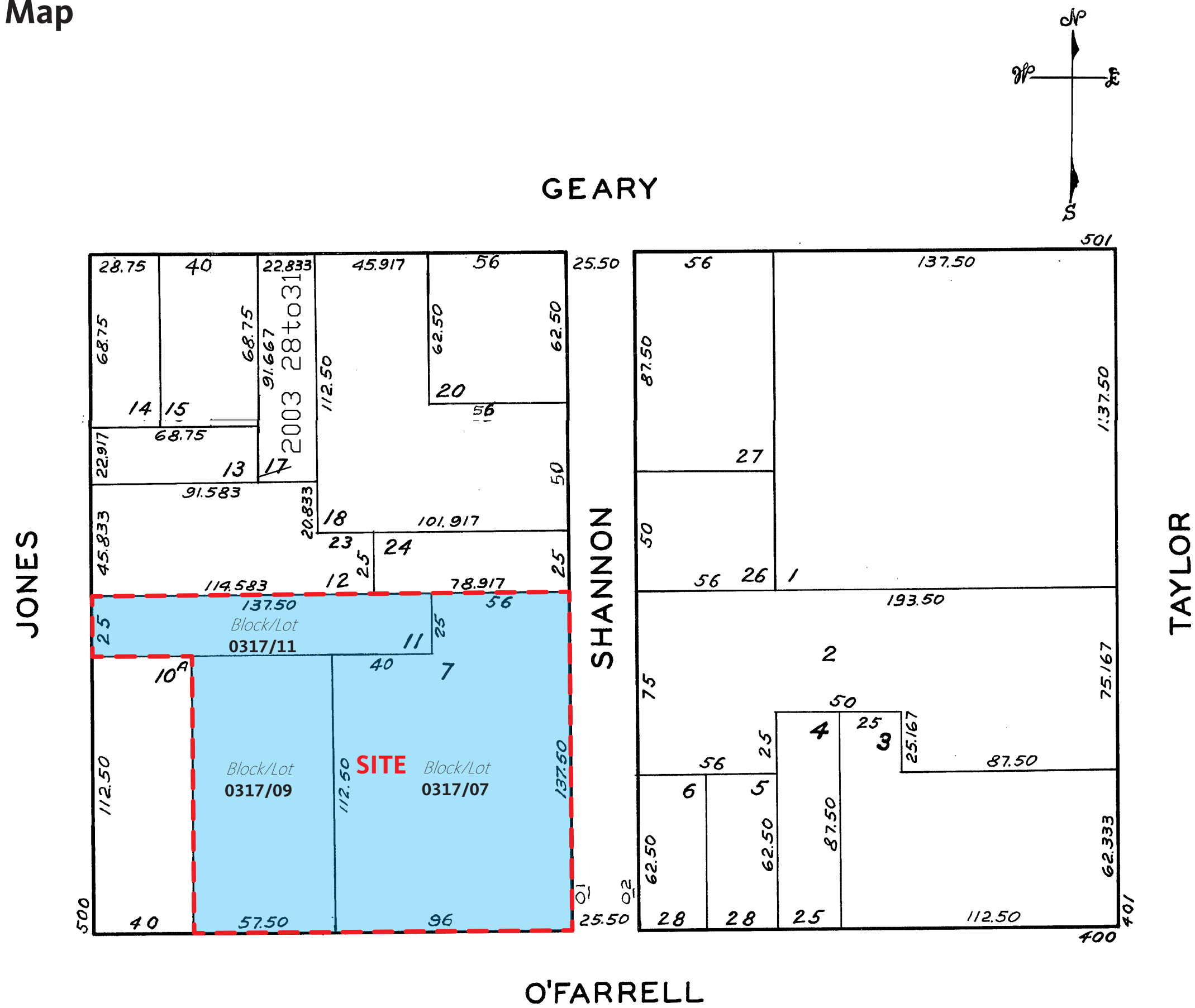
- Zoning
- Site Plan Existing
- Site Plan Proposed
- Area Chart
- Plan - Basement Level
- Plan - Ground Floor Level
- Plan - Level 2
- Plan - Level 3
- Plan - Level 4
- Plan - Level 5-9
- Plan - Level 10
- Plan - Level 11-13
- Plan - Roof Level
- Plan - Upper Roof Level
- Unit Mix - With Bed Count
- Plan - Typical Unit Plan
- Plan - Large Unit Plan
- Section - East / West
- Section - North / South
- Diagram - Open Space
- Diagram - Bulk Reduction
- Elevation - Jones Street
- Diagram - Excavation Diagram

Previously Approved

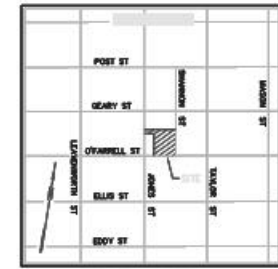
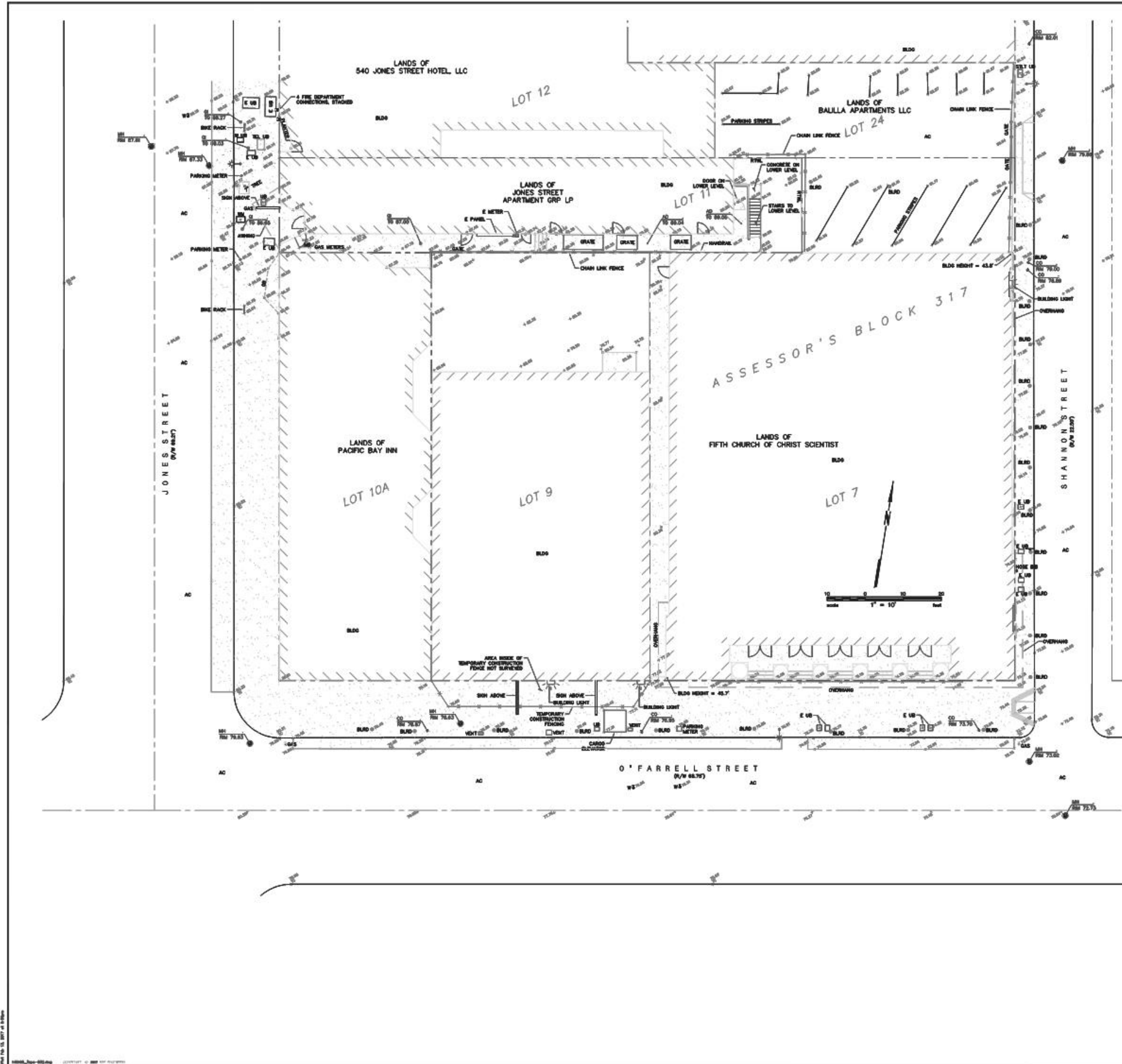
- Elevation - O'Farrell St.
- Elevation - Jones St.
- Elevation - Shannon St.
- Rendering - O'Farrell St.
- Building Materials



Site - Parcel Map



Site - Existing Survey



ABBREVIATIONS

AC	ASPHALT CONCRETE
AD	AREA DRAIN
APN	ASSESSOR'S PARCEL NUMBER
BLDG	BUILDING
BLDG	BUILDING
BLDG	BUILDING
CD	CLEANOUT
E	ELECTRIC
GB	GRADE BREAK
GI	GRATE INLET
MB	MAILBOX
SH	SHARPLE
RYL	RETAINING WALL
SQFT	SQUARE FEET
TO	TOP FACE OF CURB
TG	TOP OF GRATE
TEL	TELECOMMUNICATIONS
UB	UTILITY BOX
W	WATER
WM	WATER METER

SYMBOLS & LEGEND

	SEWER
	SIGN VALVE
	FIRE DEPARTMENT CONNECTION
	MANHOLE
	CLEANOUT
	STREET LIGHT
	TREE
	CENTER LINE
	PROPERTY LINE
	FENCE
	GRADE BREAK
	BUILDING LINE
	CONCRETE

TOPOGRAPHIC NOTES

UNAUTHORIZED CHANGES & USES: THE PROFESSIONAL PREPARING THIS MAP WILL NOT BE RESPONSIBLE FOR, OR LIABLE FOR, UNAUTHORIZED CHANGES TO OR USES OF THIS MAP. CHANGES TO THIS MAP MUST BE REQUESTED IN WRITING AND MUST BE APPROVED BY THE PROFESSIONAL.

TREE DIAMETERS ARE MEASURED AT CHEST HEIGHT (48"). DRIFLINE DIAMETERS AND TREE SPECIES ARE APPROXIMATE ONLY AND SHOULD BE VERIFIED BY A CERTIFIED TREE ARBORIST.

BENCHMARK 91.99' AT A CROW OUT AT THE OUTER RIB OF A STORM WATER INLET AT THE NORTHEAST CORNER OF THE INTERSECTION OF JONES STREET AND O'FARRELL STREET.

FIELD SURVEY DATES: 08/07/14 - 04/24/15

JASON KIRCHMANN PLS 0805



450 & 474 O'FARRELL STREET AND 532 JONES STREET, SAN FRANCISCO
APN 0317-007, 0317-009, & 0317-011

TOPOGRAPHIC MAP

Revision	
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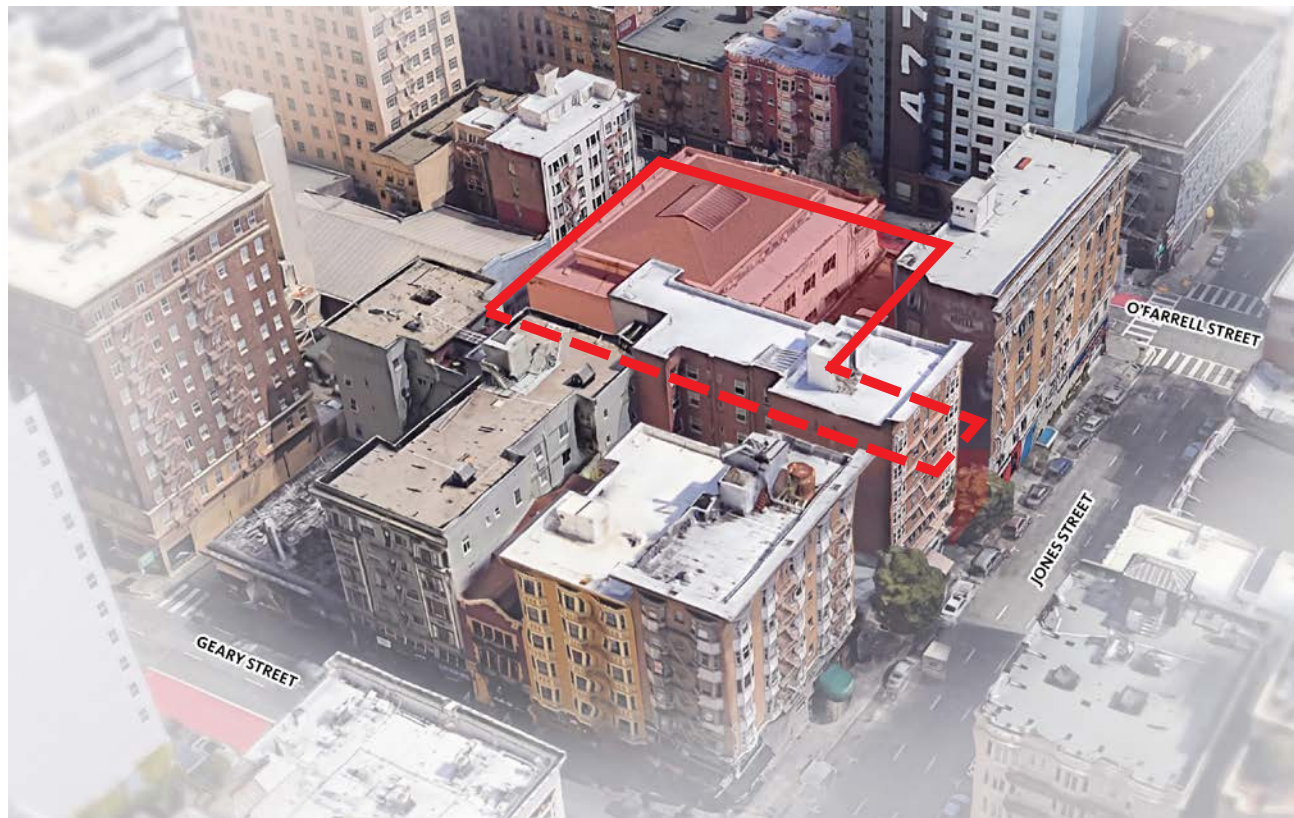
Site - Aerial Images



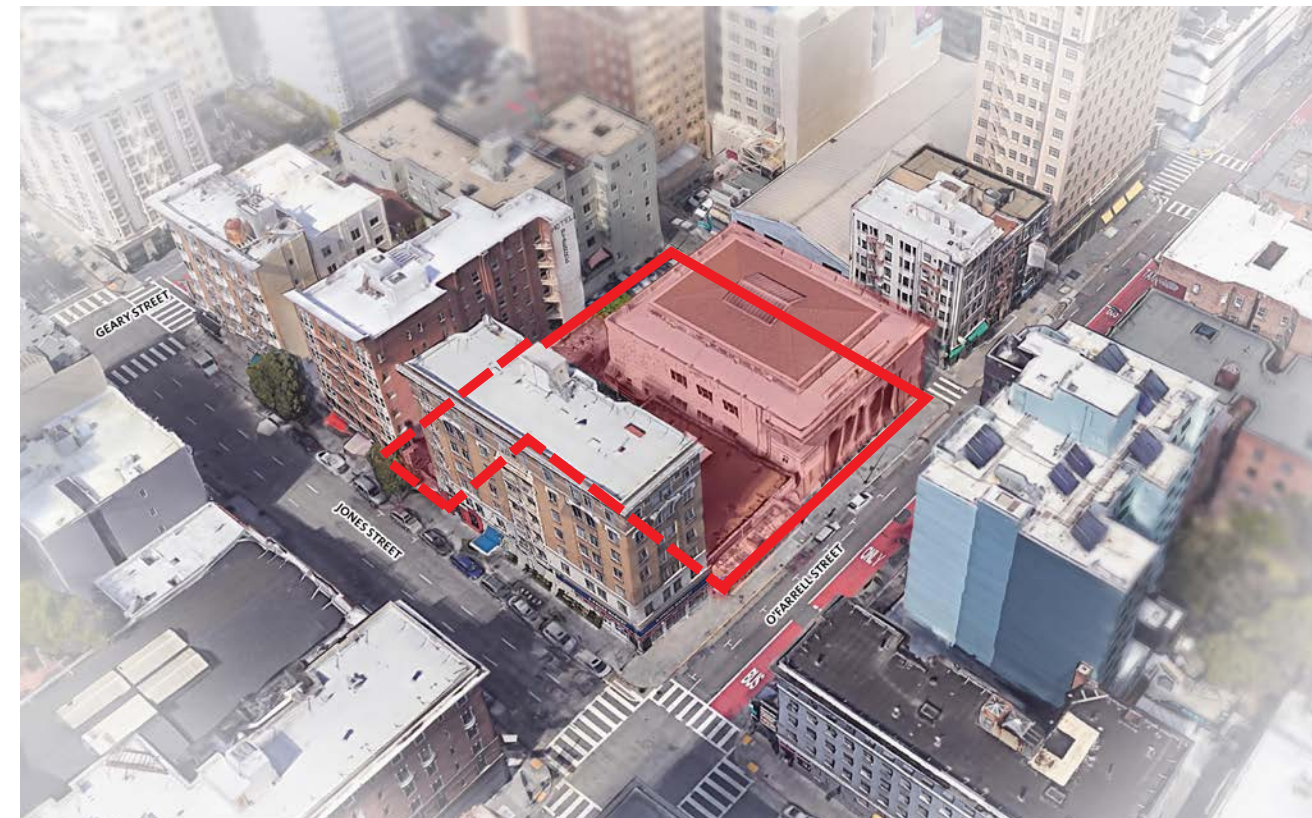
Looking North West



Looking South West



Looking South East



Looking North East

Site - Existing Context



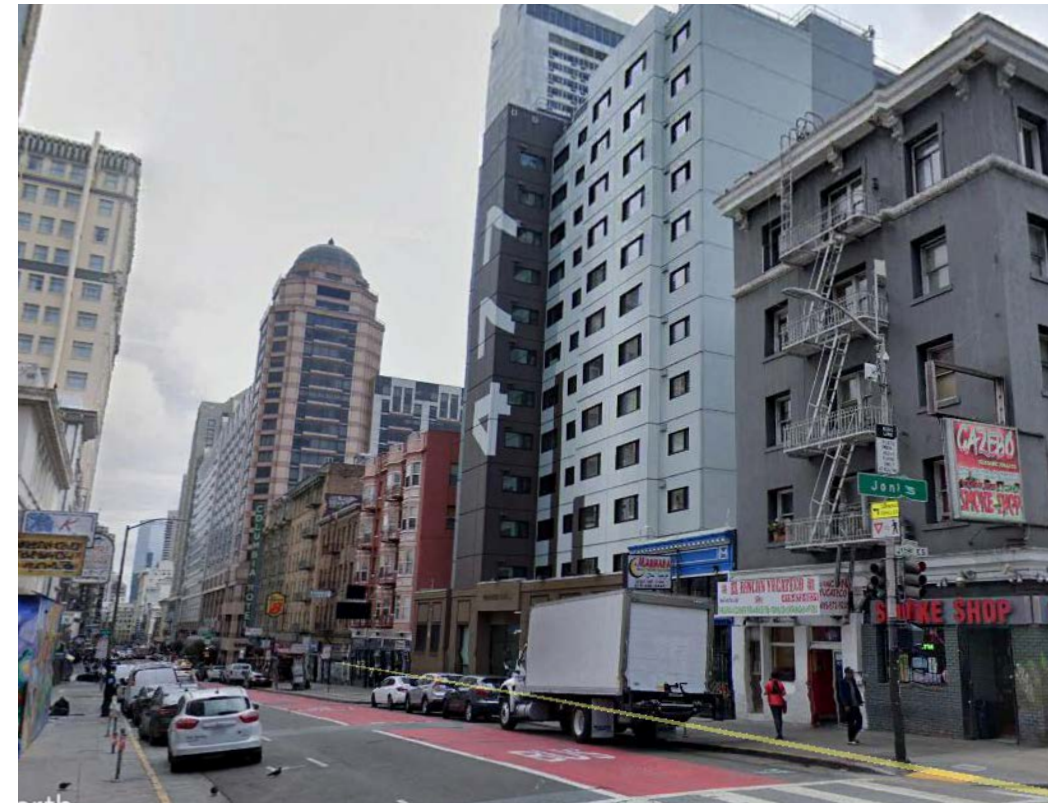
North West At O'Farrell St



North West At Shannon St



North East At Jones St & O'Farrell St



South East At Jones St & O'Farrell St

Proposed Design Revisions

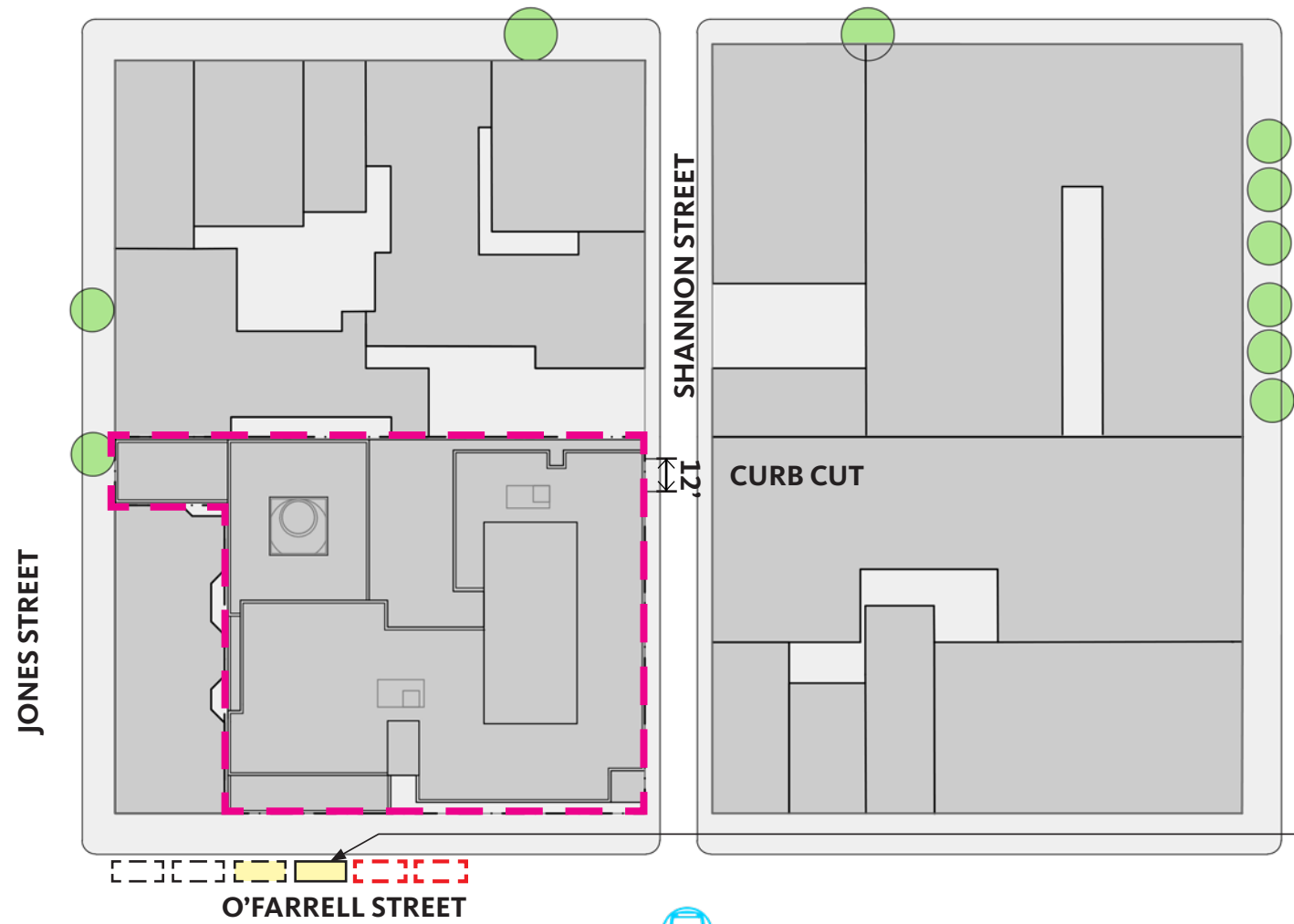
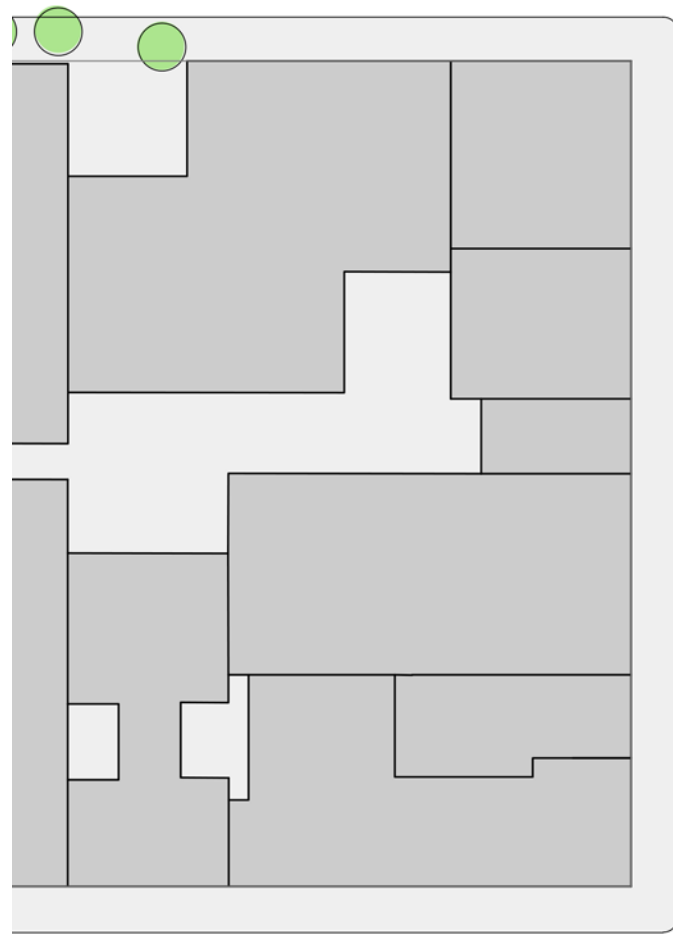
Project Data - Zoning

	Site / Zoning	Approved	Proposed Revisions
Site	450 O'Farrell Street, San Francisco CA 94102	-	-
Parcel	Block 0317 / Parcels 007, 009, 011	-	-
Zoning	RC-4 (Residential-Commercial, High Density)	-	-
Special Use Districts:	North of Market Residential 1 Fringe Financial Services RUD Within 1/4 mile of an Existing Fringe Financial Service	-	-
Rear Yard	25% Lot Depth, no less than 15', at the level of the lowest dwelling unit. Sec. 134	A modification of the rear yard per Sec. 134(g), through the PUD process, to allow for open space in a configuration other than a rear yard. The building is approved with full lot coverage at the ground level, however the upper levels are sculpted in an L-shaped configuration with a light well to match the neighbor to the West.	The rearyard is proposed to remain similar to the previously entitled rearyard, with the exception that additional rearyard is created at the inner most portion of the L-shape; please see plan.
Dwelling Unit Exposure	Dwelling Units and Group Housing shall have a room of 120 SF with a window onto a space meeting the requirements of Sec. 140. Further pursuant to Sec 140(b), for group housing projects, either each bedroom or at least one interior common area that meets the 120 square-foot minimum superficial floor area requirement with a window facing onto a street	An exception to dwelling unit exposure requirements per Sec. 140 for 21 of the 176 units. This equates to 11.9% of the units requiring an exception.	The proposed project includes an interior common room on level 2 which complies with the requirements of section 140 of the planning code.
Off-Street Loading	1 Loading Off-Street Space per 100,000 SF of Occupied SF. Sec. 152	An exception to the off-street loading requirements per Sec. 152 which require one residential loading space. Instead the project proposes to convert one of the three existing general on-street metered parking spaces on O'Farrell Street adjacent to the project to a metered commercial loading space & to convert the two existing vehicle passenger loading / unloading zoning adjacent to the project site be revised from only during church service to all day passenger loading / unloading.	No revisions proposed.
Permitted Obstructions	Sec. 136	An exception to permitted obstructions, project balconies project over Shannon St. 4 inches beyond what is permitted.	Balconies extending 1'-0" over the property line at Shannon are proposed. According to Sec 136(c) this 1foot projection is permitted
Height & Bulk	80-T - 130-T; Per Table 270 a max. Length of 110' & a max. diagonal of 125' apply above the predominate street-wall or 80', whichever is less. Sec. 253, 249.5/263.7	The height and bulk we approved as shown in the original CU application.	No revisions proposed.
Open Space	Per Dwelling Unit: 36 SF if Private, 48 SF if Common Per Bedroom in Group Housing: 1/3 the dwelling unit requirement (16 SF per Bedroom)	Meets 100% of the Open Space requirement, per SF Planning. 176 Total Units; 4 with Private, 172 req. Common. 172 Units * 48 SF per Unit = 8,256 SF required Common Open Space	Meets 100% of the Open Space requirement, per SF Planning. This reduces the area from 8,256 SF to 5,072 SF. 316 Bedrooms * 16 SF per = 5,056 SF required, 5,060 SF Open Space Proposed.
Parking	None Required. Permitted 0.5 spaces per unit & max. permitted with CU 0.75 spaces per unit	Residential Parking Spaces. 49 Spaces.	0 Residential Parking Spaces, 6 Dedicated Church Parking Spaces.
Bike Parking	Residential Grouphousing requires (1) Class 1 space per 4 beds (first 100 beds) & (1) Class 1 space per 5 beds (above 100). (2) Class 2 spaces per 100 beds. Religious Use required (5) Class 1 spaces for capacity less than 500. (1) Class 2 spaces per 500 seats. Retail requires (1) Class 1 space per 7,500 sf of retail, (2) Class 2 spaces per 2,500 sf of retail.	-	Bike Parking: Group Housing: Class 1 = (131) spaces, Class 2 = (12) spaces Religious Use: Class 1 = (5) spaces, Class 2 = (1) space Retail: Class 1 = (0) spaces, Class 2 = (2) spaces <i>Totals: Class 1 = (136) spaces, Class 2 = (15) spaces</i> Additional Measures: - Bicycle Repair Station - Multimodal Way Finding Signage - Real Time Transportation Displays

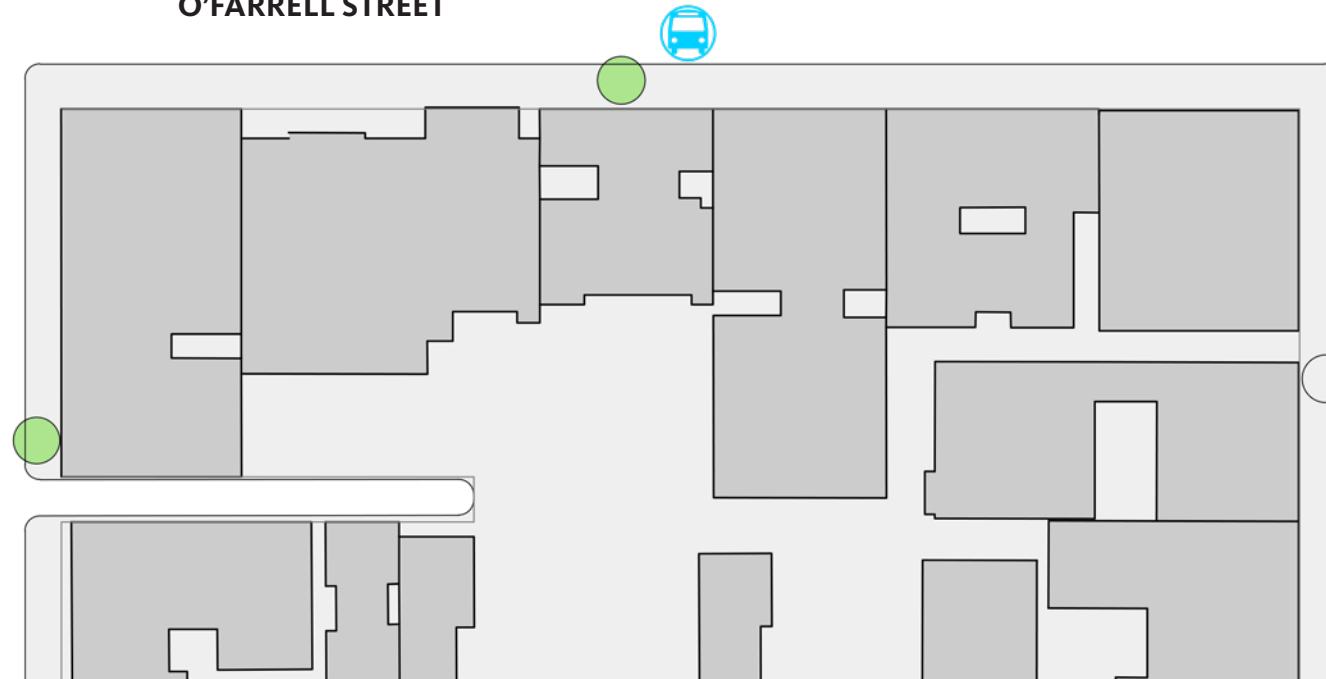
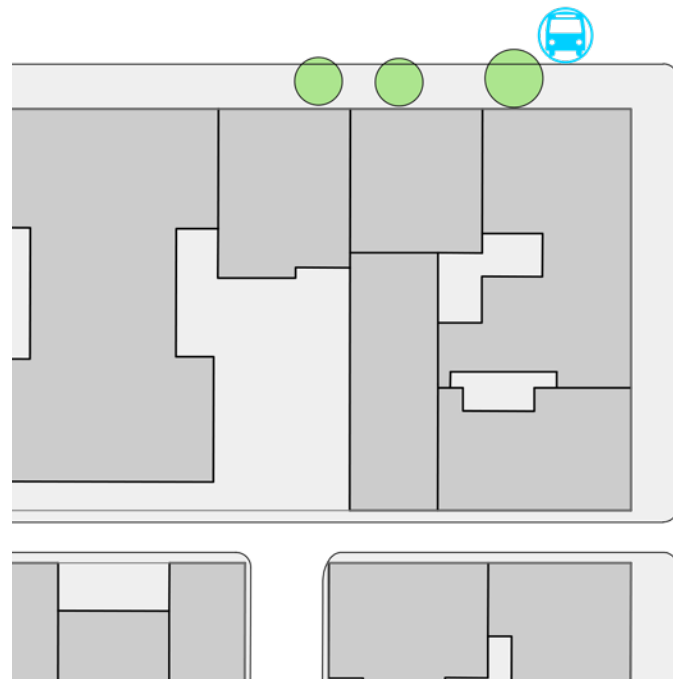
Site Plan - Existing





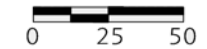
Site Plan - Proposed



One existing parking space to be converted to metered commercial loading.



-  EXG BUS STOP
-  EXG LOADING
-  EXG ON-STREET PARKING
-  EXG LOADING ADJACENT TO SITE



Proposed Project - Area Chart

Levels		Project Areas (SF)								Unit Count (Group Occupancy Unit, GOU)				Open Space (SF)			Parking (Spaces)			
Level	Roof	Net Residential	Amenities	Common	Residential Subtotal	Retail @ O'Farrell St.	Church	Retail @ Jones St.	Parking & Mechanical	Total Built Area	GOU Small	GUO Medium	GUO Large	Totals	Private	Common	Total	Spaces	ADA	Total
	Roof								1,802	1,802						3,220	3,220			
Level	13	11,265		2,714	13,979					13,942	2	22	2	26			-			
Level	12	10,796	633	2,707	14,136					13,942	2	22	2	26			-			
Level	11	11,265		2,703	13,968					13,942	2	23	2	27			-			
Level	10	11,265		2,703	13,968					13,942	2	23	2	27			-			
Level	9	11,308		2,732	14,740					14,740	2	25	1	28			-			
Level	8	11,308	633	2,732	14,107					14,740	2	25	1	28			-			
Level	7	11,942		2,732	14,740					14,740	2	25	1	28			-			
Level	6	11,942		2,732	14,740					14,740	2	25	1	28			-			
Level	5	11,308		2,732	14,107					14,740	2	25	1	28			-			
Level	4	12,073	633	2,995	15,702					15,702	4	25	1	30		1,840	1,840			
Level	3	8,912		2,951	11,863		2,989			14,411	2	17	2	21			-			
Level	2	7,820	338	3,011	11,169			670		11,802	1	17	1	19			-			
Level	1		3,745	1,360	5,105	2,115	6,935		6,850	21,007							-	5	1	6
Level	B1					3,238			10,018	13,256							-			
Totals		131,205	5,982	34,802	172,323	5,353	9,924	670	18,670	207,448	25 7.9%	274 86.7%	17 5.4%	316	- 0 Units	5,060 316 Units	5,060	5	1	6

Open Space Requirements	The Open space requirement for Dwelling Units is 36 SF if Private & 48 SF if Common. For group housing the minimum amount of usable open space provided for use by each bedroom shall be one-third the amount required for a dwelling unit as specified; 16 SF Common per unit.	316 Units X 16 SF/Unit = 5,056 SF	Sec. 135 SF Planning Code
Parking Requirements	None Required; Permitted, 1 Space per DU, Max. w/ CU, 3 Spaces per 4 DU. NOTE: Parking it for Church Use only - Not for public use.	None Required	Sec. 155 SF Planning Code
Inclusionary Affordable Housing Program	The project will provide BMR units at a count of 13.5% of the total units plus 5 replacement units; 48 Rooms are to be provided. <i>Base requirement: 316 unit * 13.5% = 43 Rooms (42.66, rounded up).</i> <i>Replacement Rent controlled units = 5 Rooms</i> <i>Total Rooms: 43 Units + 5 Units = 48 Units</i>	48 Units	Per Approval on October 3rd, 2019

Plan - Basement Level



BIKE ROOM
(136) Class 1 Spaces arranged
in Decker Bike Stackers w/ bike
repair station)

STORAGE
2,260 SF

MPOE

ELECTRICAL

ST-01

ELEVATOR
LOBBY

WATER TANK

FIRE PUMP

PUMP

BASEMENT RETAIL
3,257 SF

ST-02

BACKFLOW

BACKFLOW

JONES STREET

SHANNON STREET

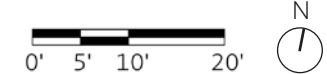
O'FARRELL STREET

55'-8"

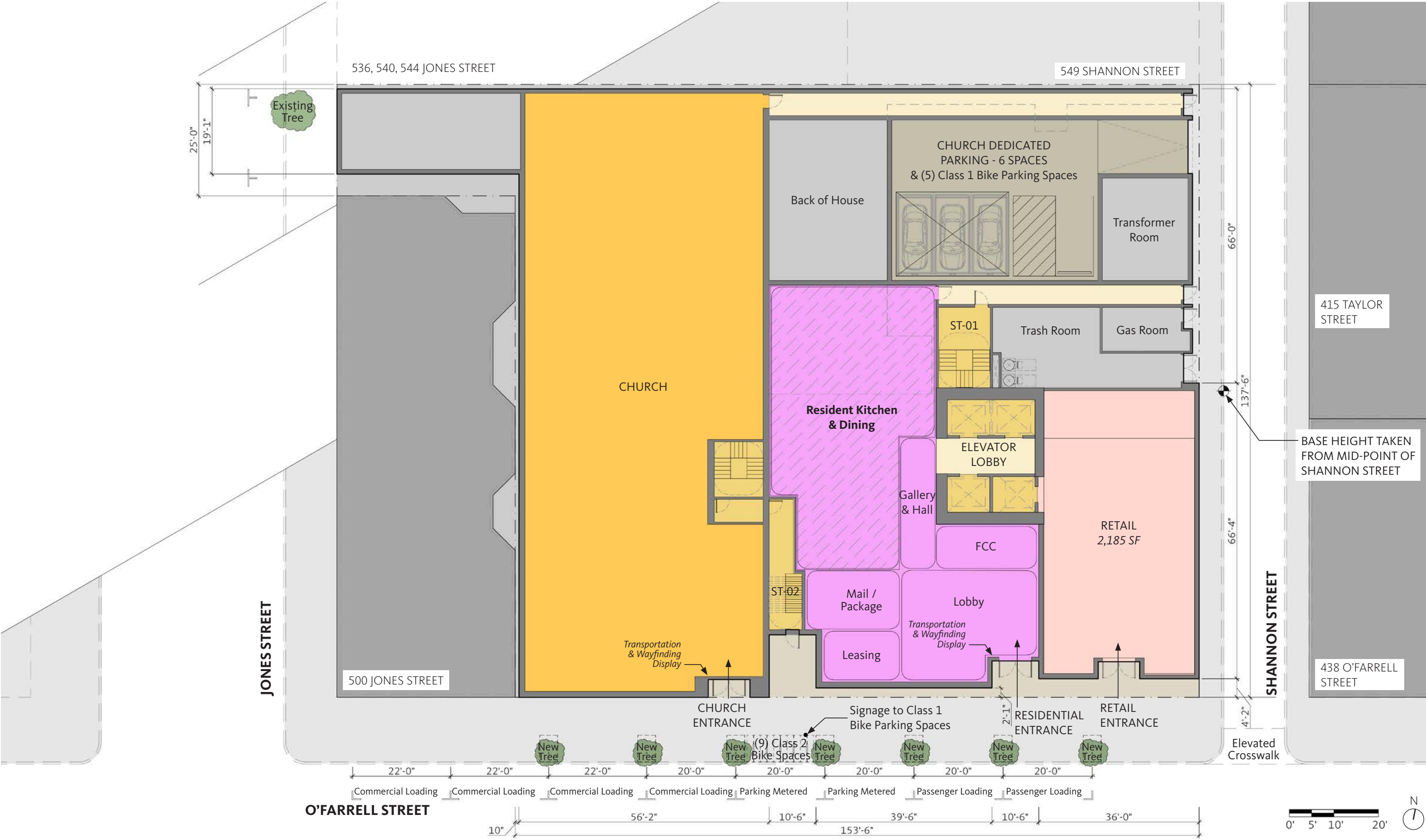
153'-6"

97'-10"

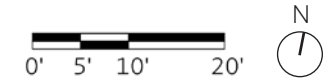
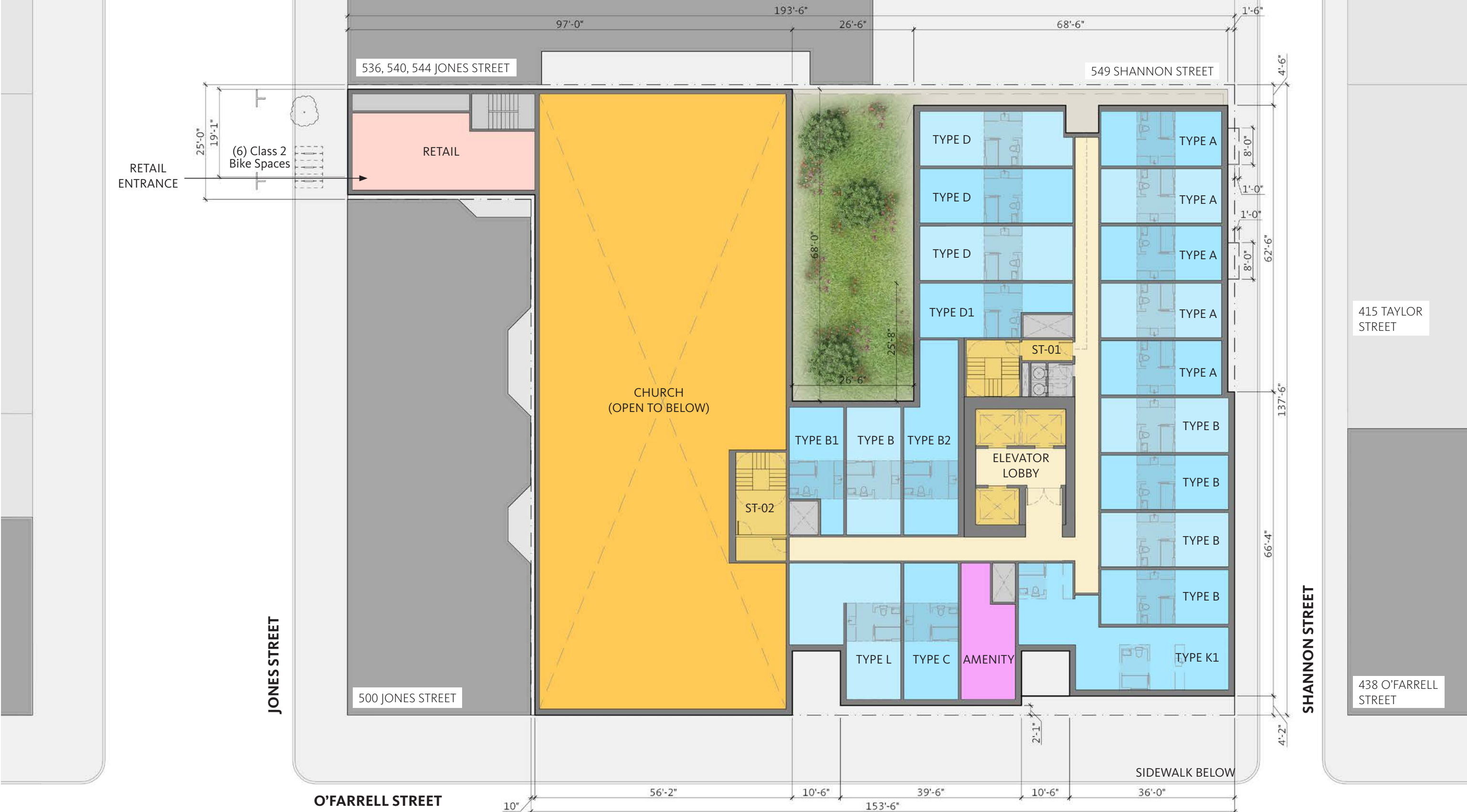
SIDEWALK ABOVE



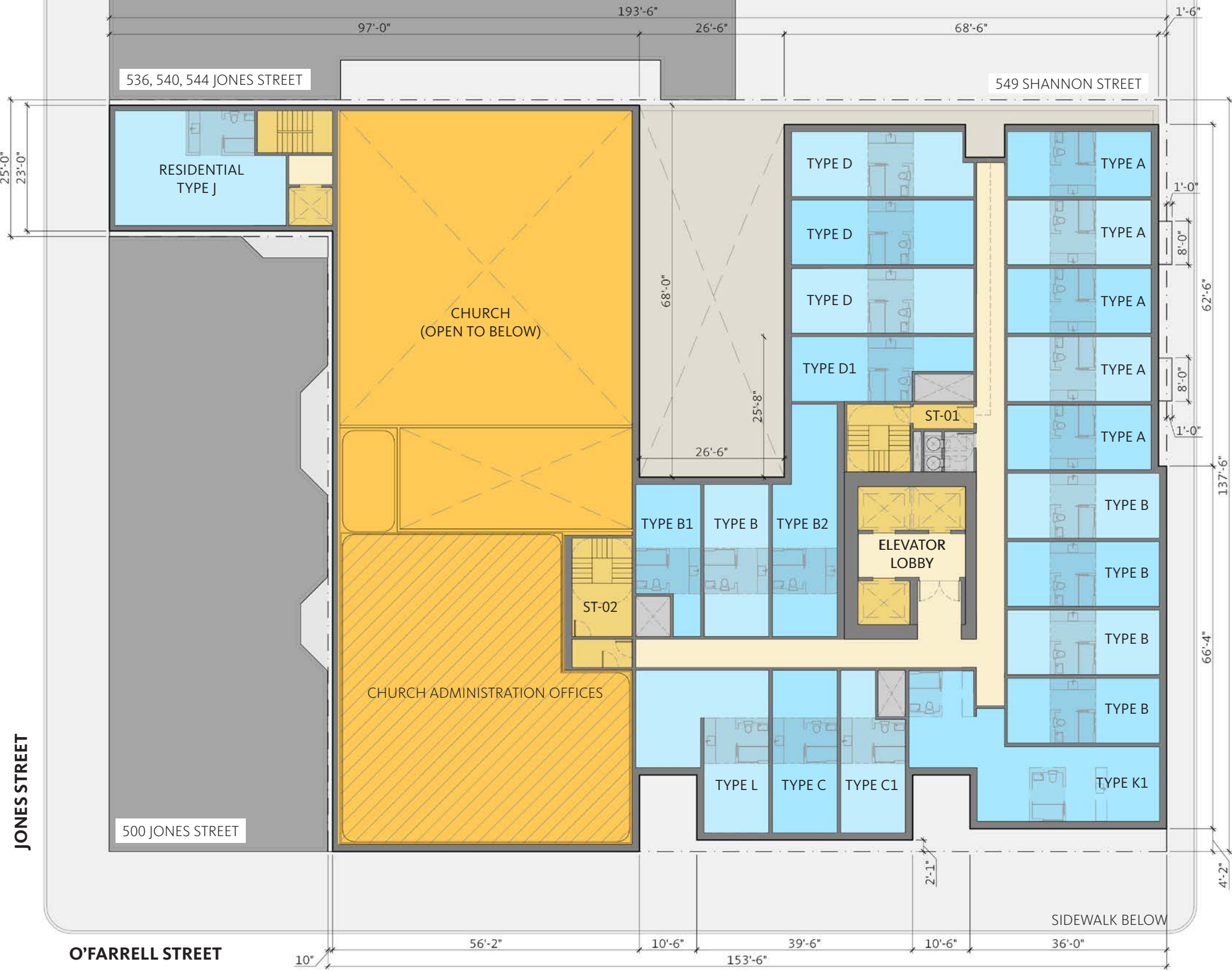
Plan - Ground Floor Level



Plan - Level 2

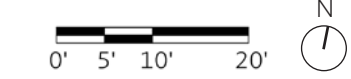


Plan - Level 3

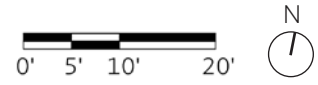


415 TAYLOR STREET

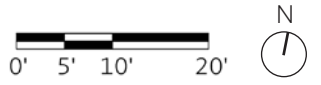
438 O'FARRELL STREET



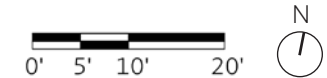
Plan - Level 4



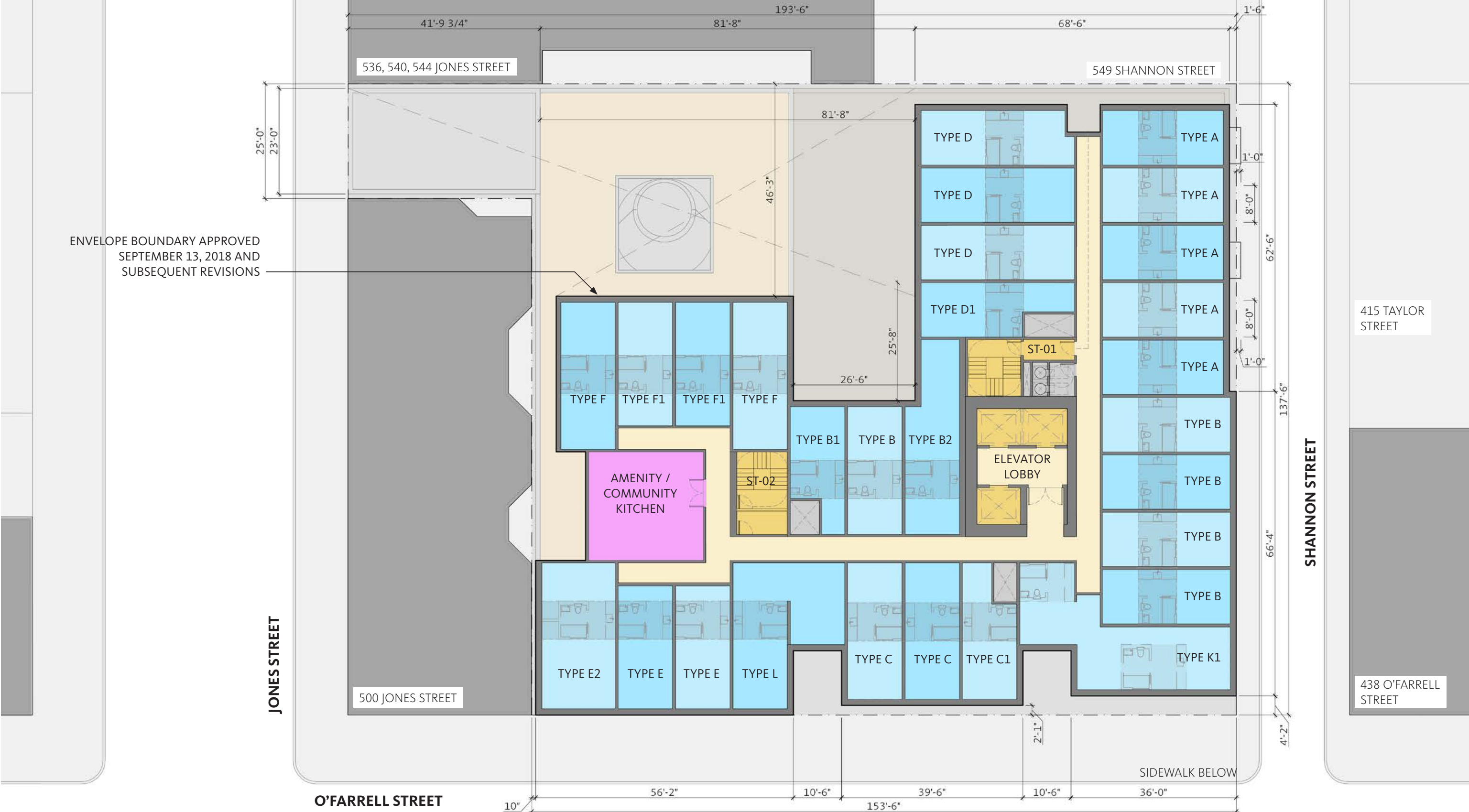
Plan - Level 5 & 9



Plan - Level 6 & 7

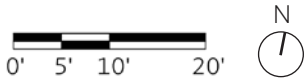


Plan - Level 8

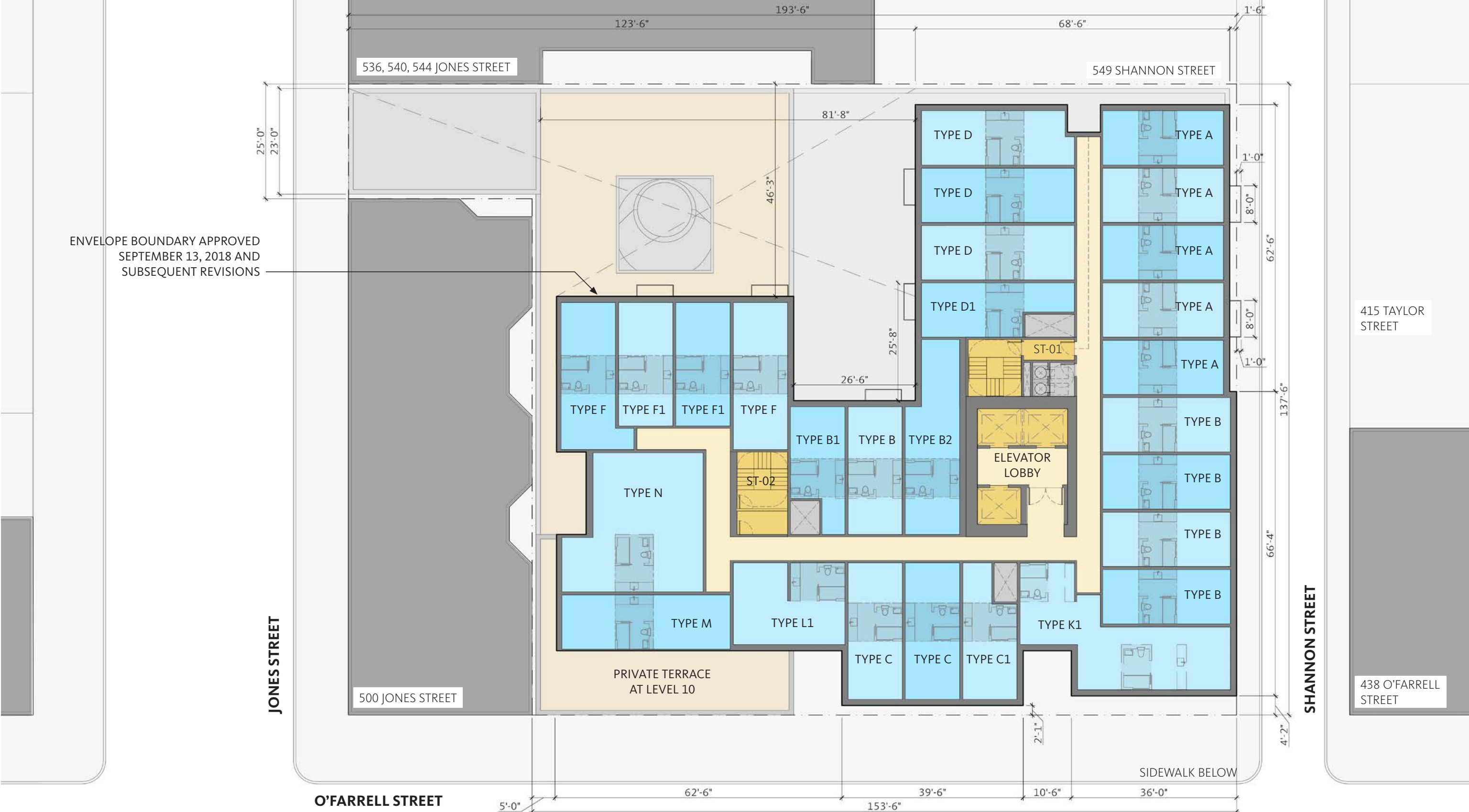


ENVELOPE BOUNDARY APPROVED
SEPTEMBER 13, 2018 AND
SUBSEQUENT REVISIONS

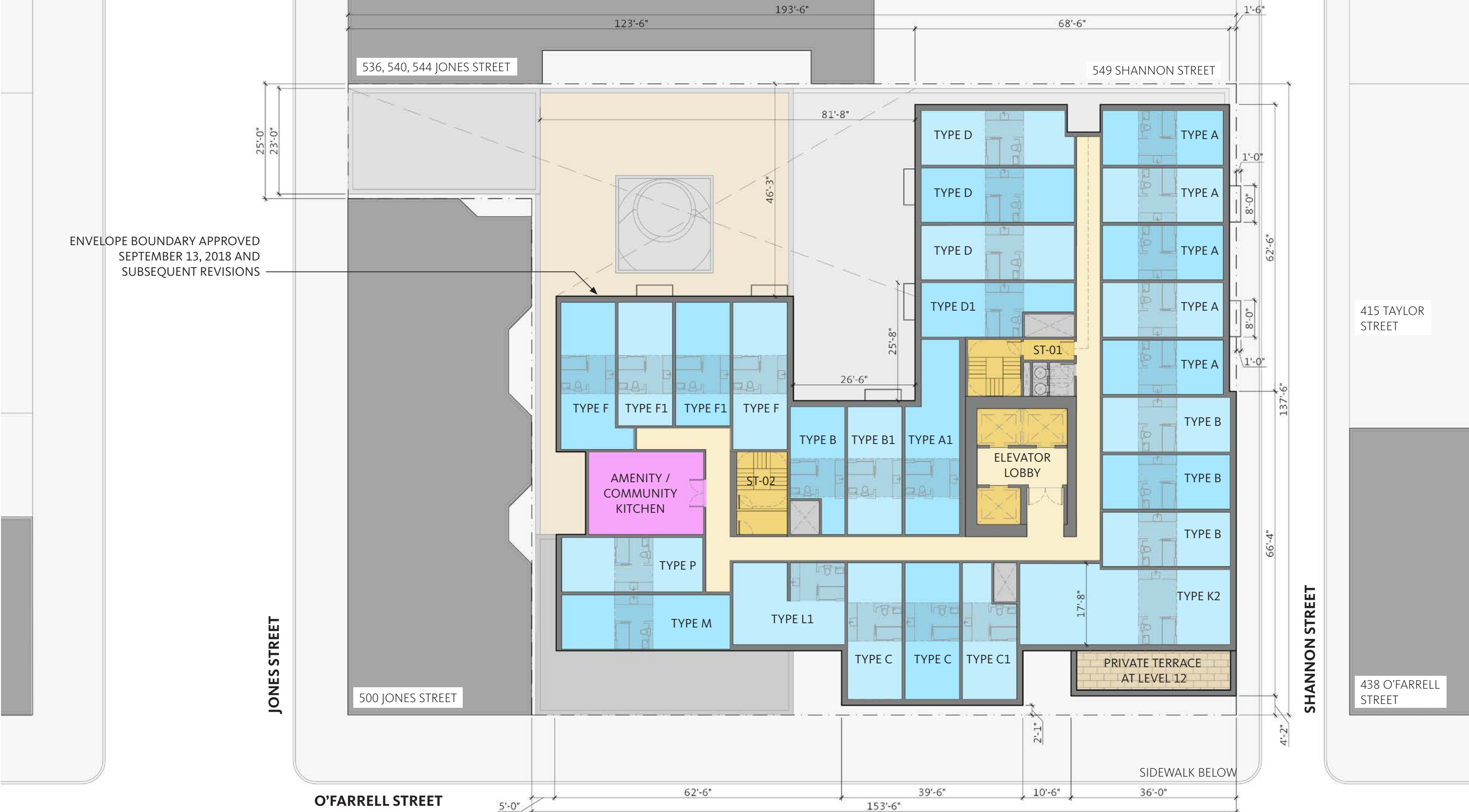
SHANNON STREET



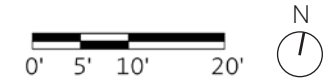
Plan - Level 10 & 11



Plan - Level 12



ENVELOPE BOUNDARY APPROVED
SEPTEMBER 13, 2018 AND
SUBSEQUENT REVISIONS



Plan - Level 13



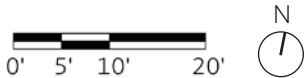
ENVELOPE BOUNDARY APPROVED
SEPTEMBER 13, 2018 AND
SUBSEQUENT REVISIONS

JONES STREET

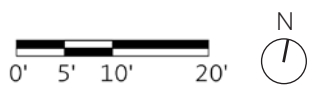
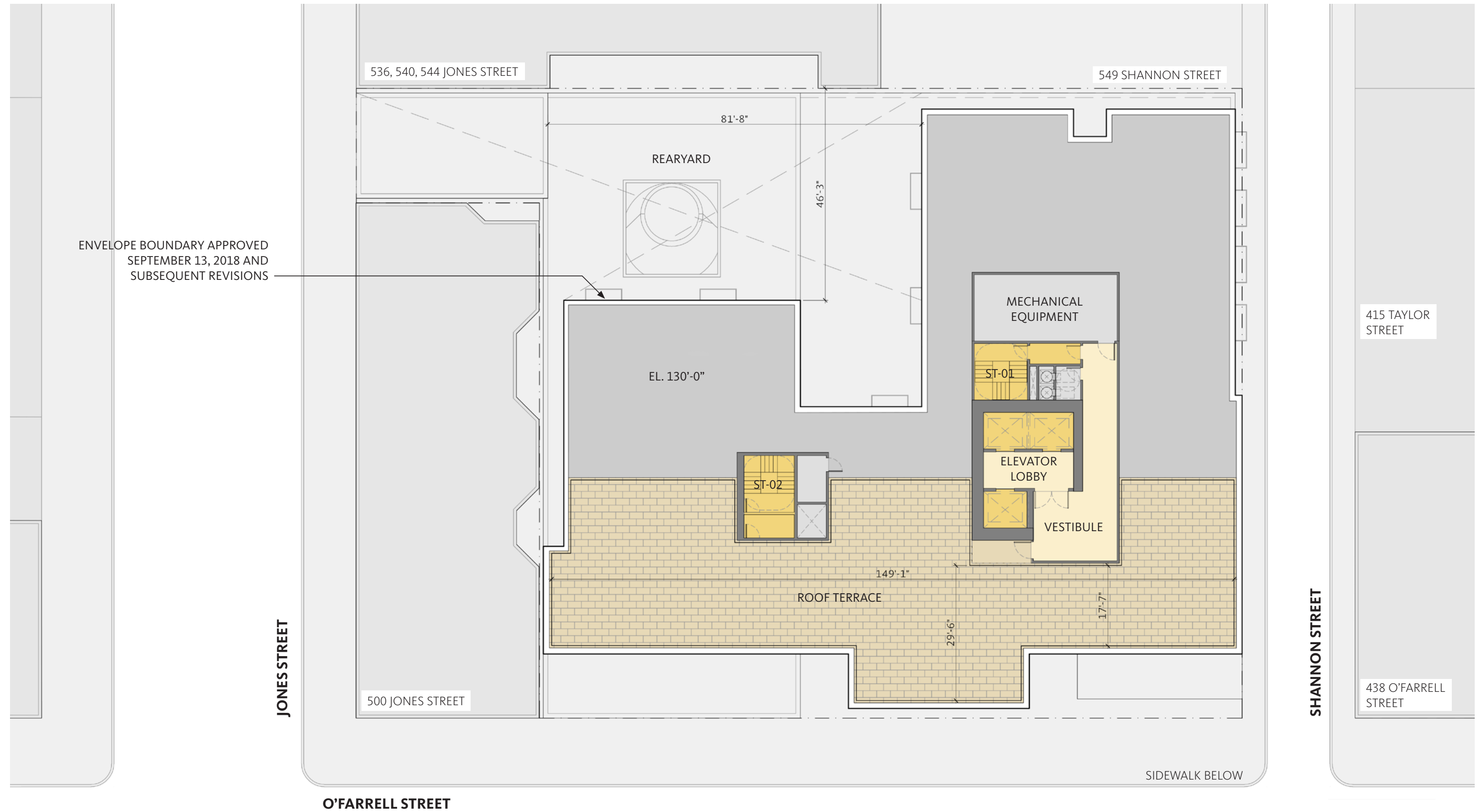
SHANNON STREET

O'FARRELL STREET

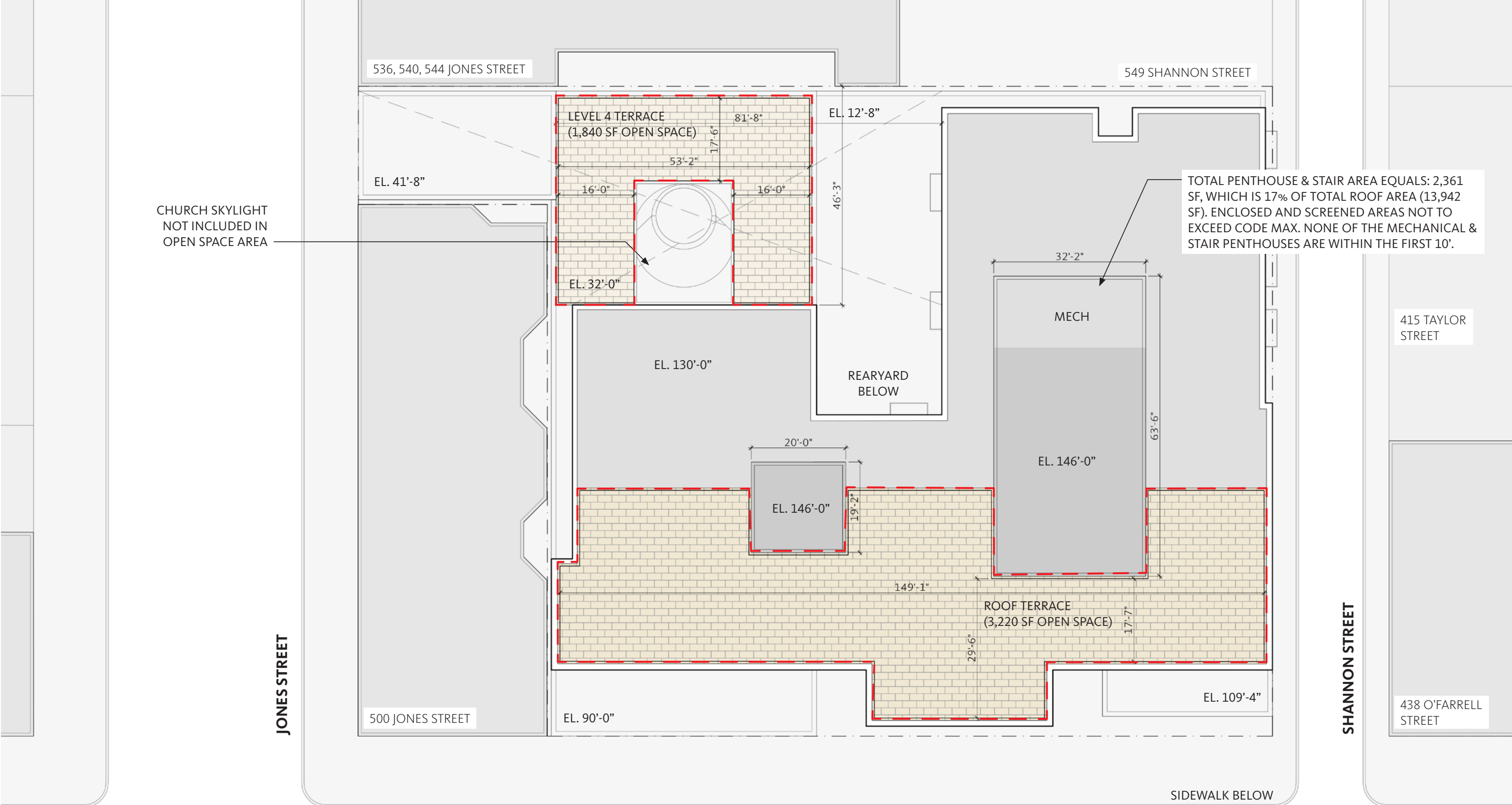
SIDEWALK BELOW



Plan - Roof Level



Plan - Upper Roof Level & Open Space Diagrams



O'FARRELL STREET



Unit Mix - Per Planner Request

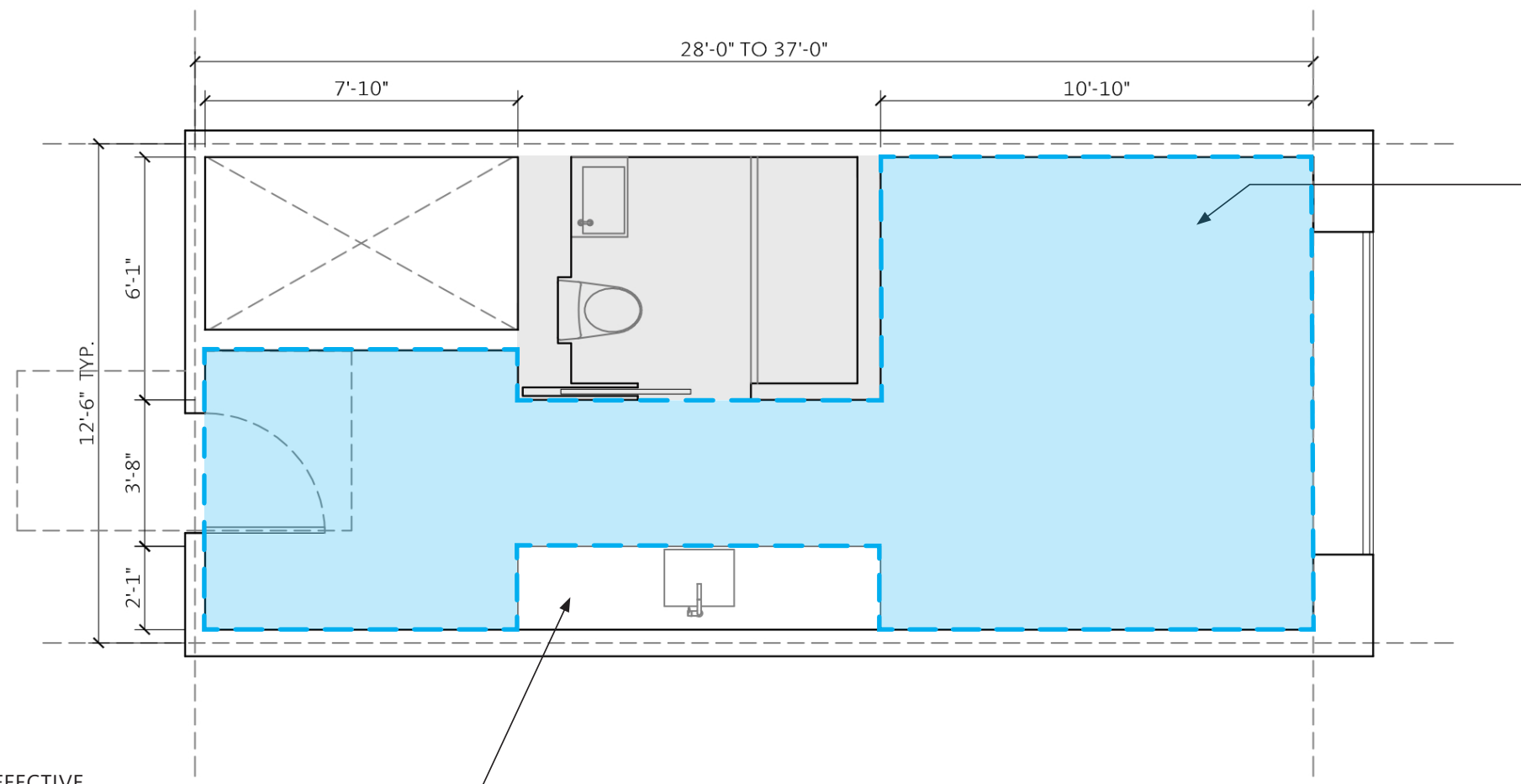
Levels		Unit Count by Type																				Totals		
Unit Type		A	B	B1	B2	C	C1	D	D1	E	E2	F	F1	J	K1	K2	L	L1	M	N	P	Q	R	Combined
Level	Roof																							
Level	13	5	4	1	1		1	3	1			2	2			1		1	1	1			1	25
Level	12	5	4	1	1	2	1	3	1			2	2			1		1	1		1			26
Level	11	5	5	1	1	2	1	3	1			2	2		1			1	1	1				27
Level	10	5	5	1	1	2	1	3	1			2	2		1			1	1	1				27
Level	9	5	5	1	1	2	1	3	1	2	1	2	2		1		1							28
Level	8	5	5	1	1	2	1	3	1	2	1	2	2		1		1							28
Level	7	5	5	1	1	2	1	3	1	2	1	2	2		1		1					1		29
Level	6	5	5	1	1	2	1	3	1	2	1	2	2		1		1					1		29
Level	5	5	5	1	1	2	1	3	1	2	1	2	2		1		1							28
Level	4	5	5	1	1	2	1	3	1	2	1	2	2	1	1		1							29
Level	3	5	5	1	1	1	1	3	1					1	1		1							21
Level	2	5	5	1	1	1		3	1						1		1							19
Level	1																							
Level	B1																							
Totals		60	58	12	12	20	11	36	12	12	6	20	20	2	10	2	8	4	4	3	1	2	1	316
		19.0%	18.4%	3.8%	3.8%	6.3%	3.5%	11.4%	3.8%	3.8%	1.9%	6.3%	6.3%	0.6%	3.2%	0.6%	2.5%	1.3%	1.3%	0.9%	0.3%	0.6%	0.3%	

Beds / Unit Type (2 Bed per GOU, per SF Planning Code)	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	
Total Beds, per SF Planning Code	120	116	24	24	40	22	72	24	24	12	40	40	4	20	4	16	8	8	6	2	4	2	632	

Unit Total Area (SF) **345** **365** **320** **500** **390** **340** **430** **370** **425** **480** **420** **351** **700** **785** **815** **650** **485** **485** **860** **400** **630** **775**

Enlarged Plan - Unit B1

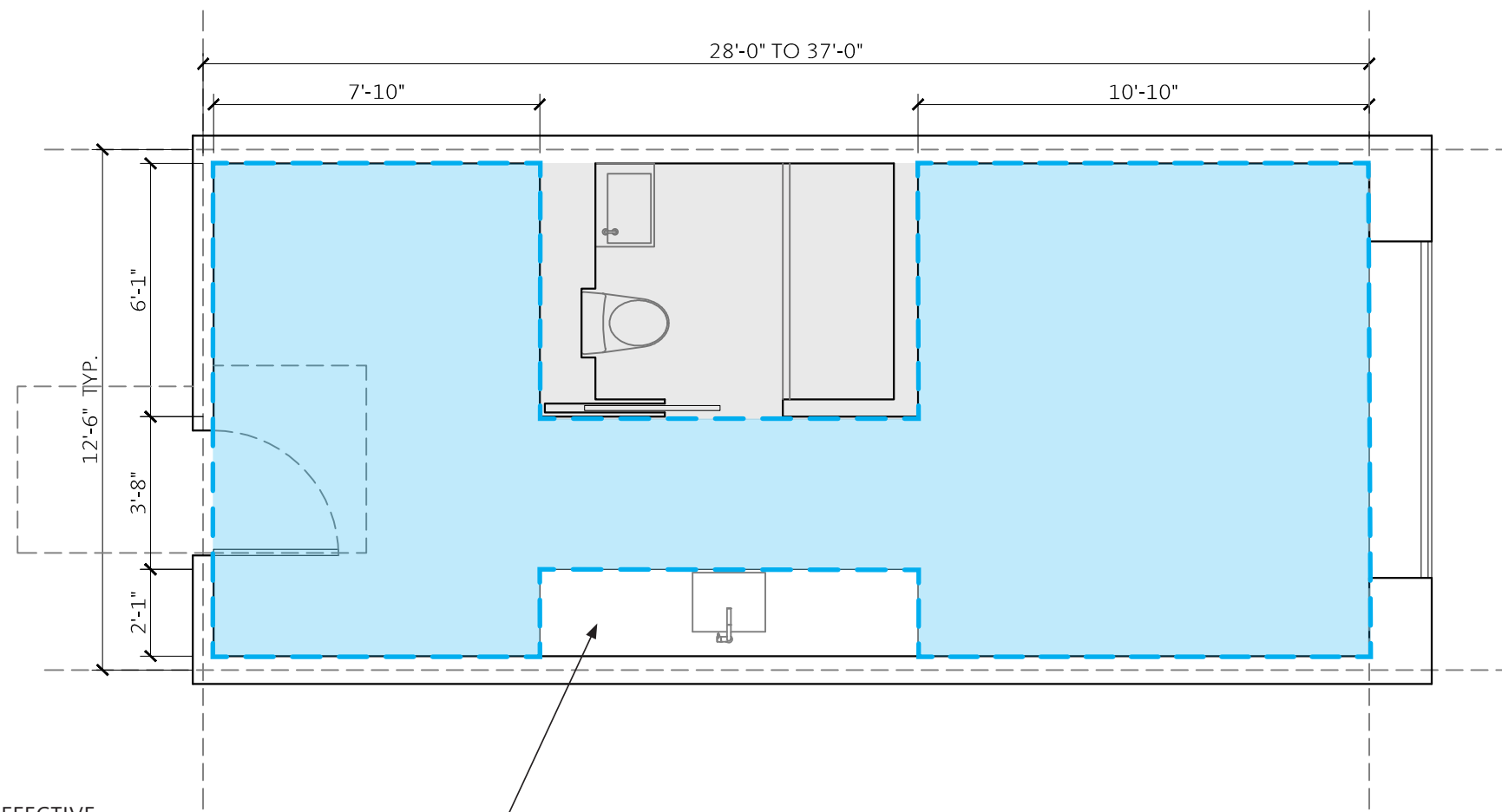
Small Group Occupancy Unit
Unit C1 & D1 Similar



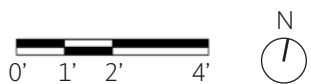
PURSUANT TO ZA INTERPRETATION OF 209.2(A), EFFECTIVE OCTOBER 2005, GROUP HOUSING UNITS ARE ALLOWED TO HAVE LIMITED KITCHEN FACILITIES WITH THE FOLLOWING SPECIFICATIONS: A SMALL COUNTER SPACE, A SMALL UNDER-COUNTER REFRIGERATOR, A SMALL SINK, A MICROWAVE, AND A SMALL TWO-RING BURNER. COOKING FACILITY SHALL NOT INCLUDE ANY OTHER TYPE OF OVEN.

Enlarged Plan - Unit A

Medium Group Occupancy Unit
Unit B, C, D, E, F, F1 Similar

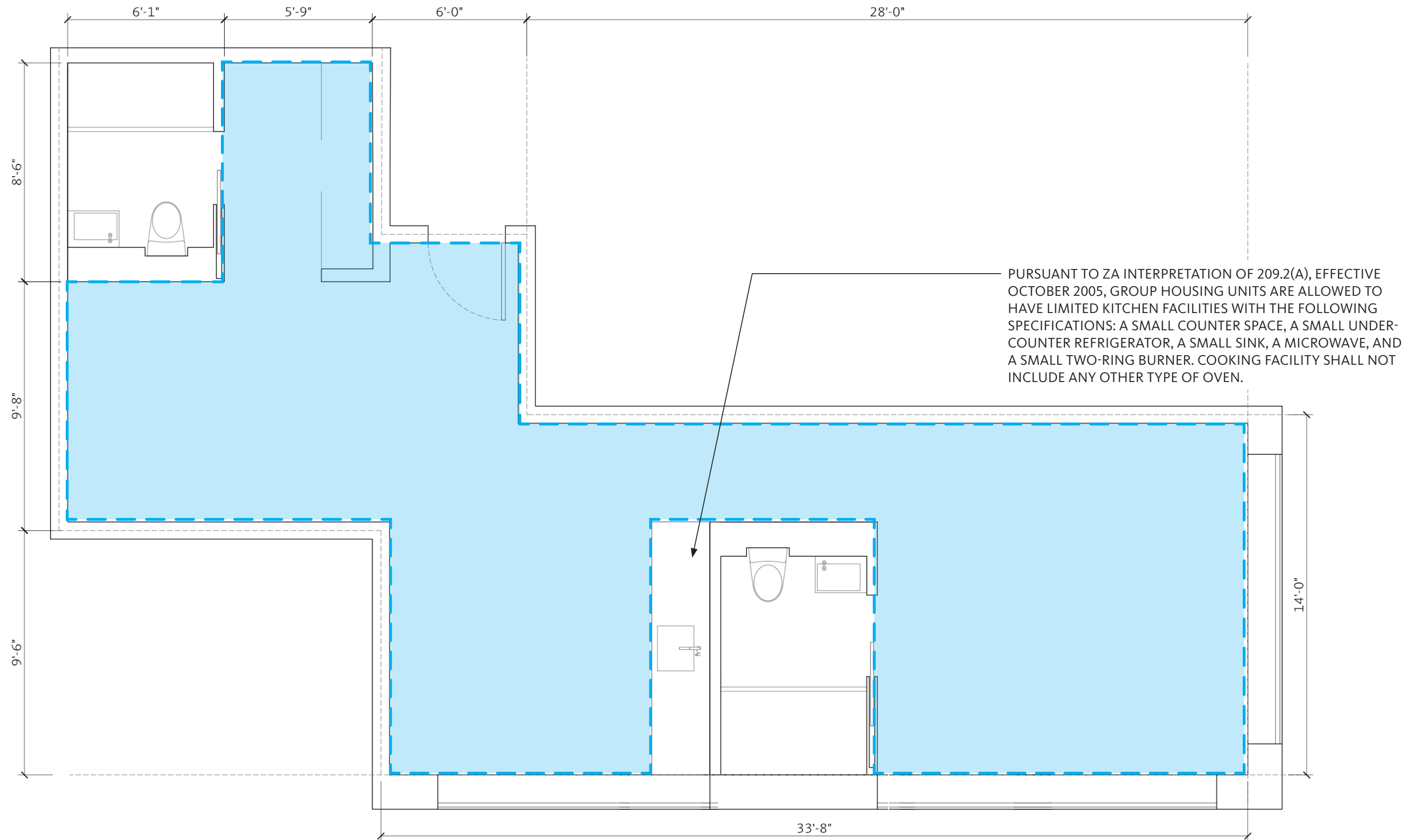


PURSUANT TO ZA INTERPRETATION OF 209.2(A), EFFECTIVE OCTOBER 2005, GROUP HOUSING UNITS ARE ALLOWED TO HAVE LIMITED KITCHEN FACILITIES WITH THE FOLLOWING SPECIFICATIONS: A SMALL COUNTER SPACE, A SMALL UNDER-COUNTER REFRIGERATOR, A SMALL SINK, A MICROWAVE, AND A SMALL TWO-RING BURNER. COOKING FACILITY SHALL NOT INCLUDE ANY OTHER TYPE OF OVEN.



Enlarged Plan - Unit K1

Large Group Occupancy Unit

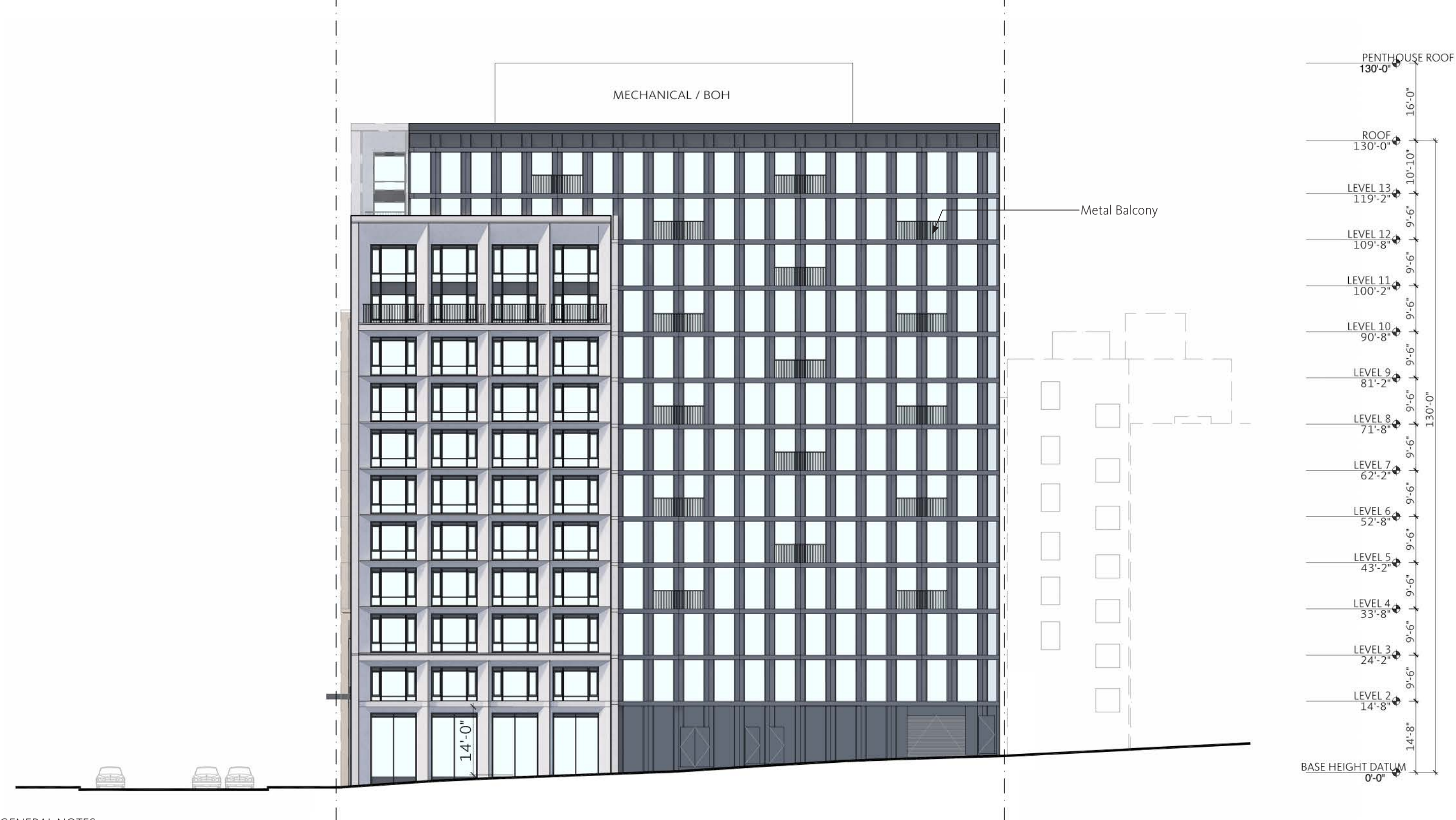


Elevation - O'Farrell Street



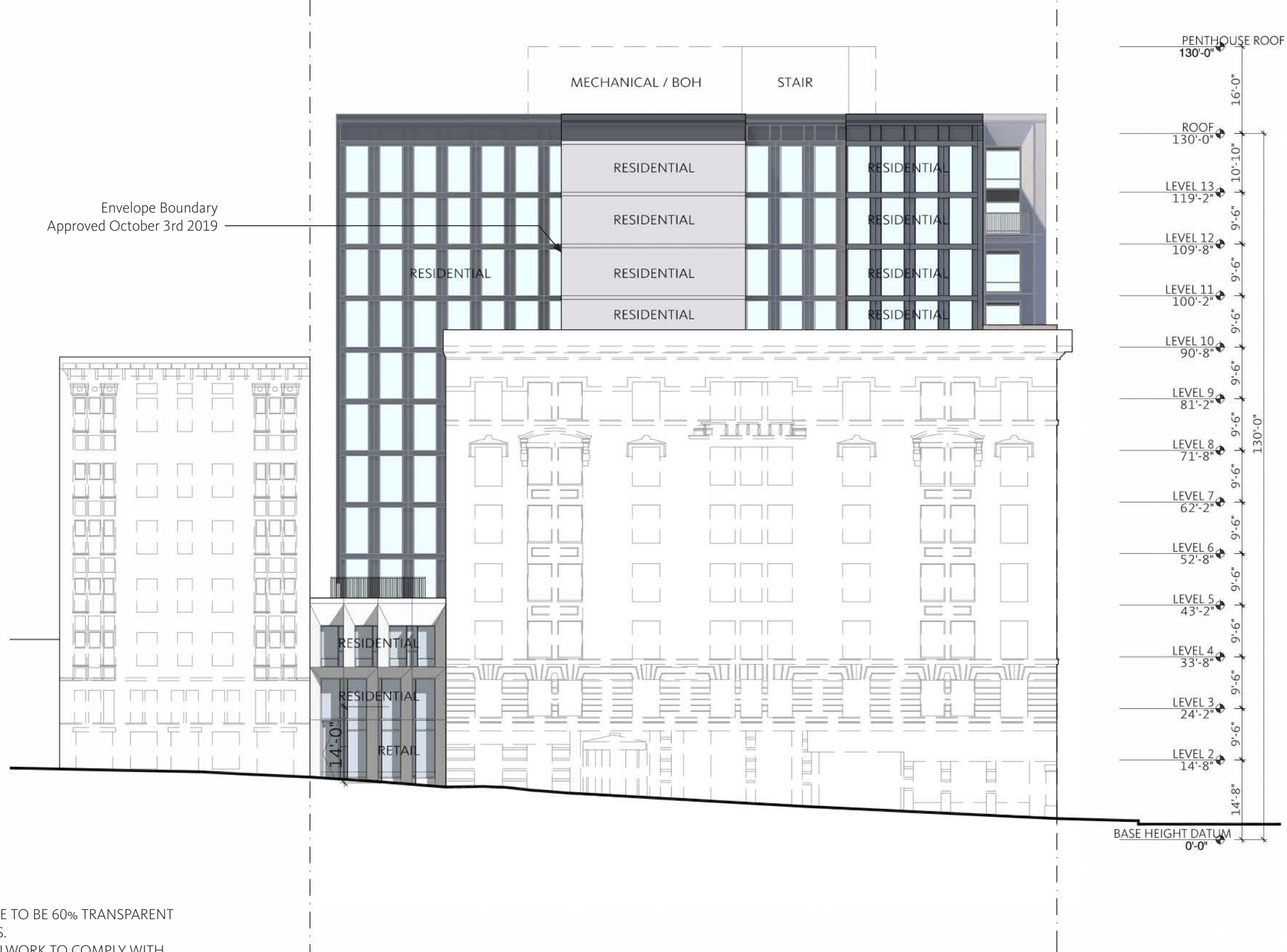
- GENERAL NOTES:
- GROUND FLOOR ACTIVE USE TO BE 60% TRANSPARENT WINDOWS AND DOORWAYS.
 - GATES, RAILINGS AND GRILLWORK TO COMPLY WITH CODE REQUIREMENTS FOR 75% OPEN TO PERPENDICULAR VIEW

Elevation - Shannon Street



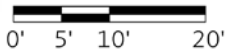
- GENERAL NOTES:
- GROUND FLOOR ACTIVE USE TO BE 60% TRANSPARENT WINDOWS AND DOORWAYS.
 - GATES, RAILINGS AND GRILLWORK TO COMPLY WITH CODE REQUIREMENTS FOR 75% OPEN TO PERPENDICULAR VIEW

Elevation - Jones Street

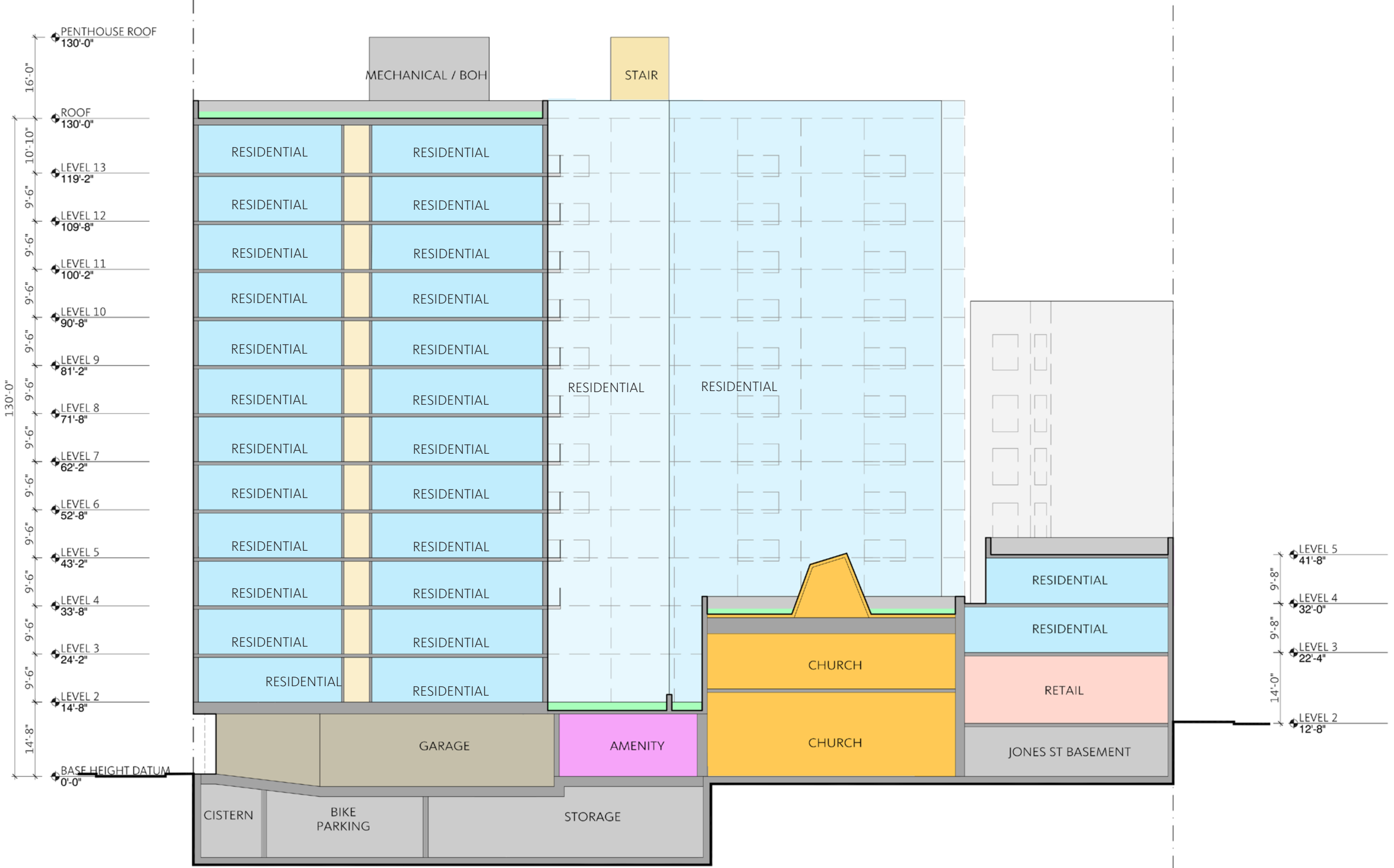


Envelope Boundary
Approved October 3rd 2019

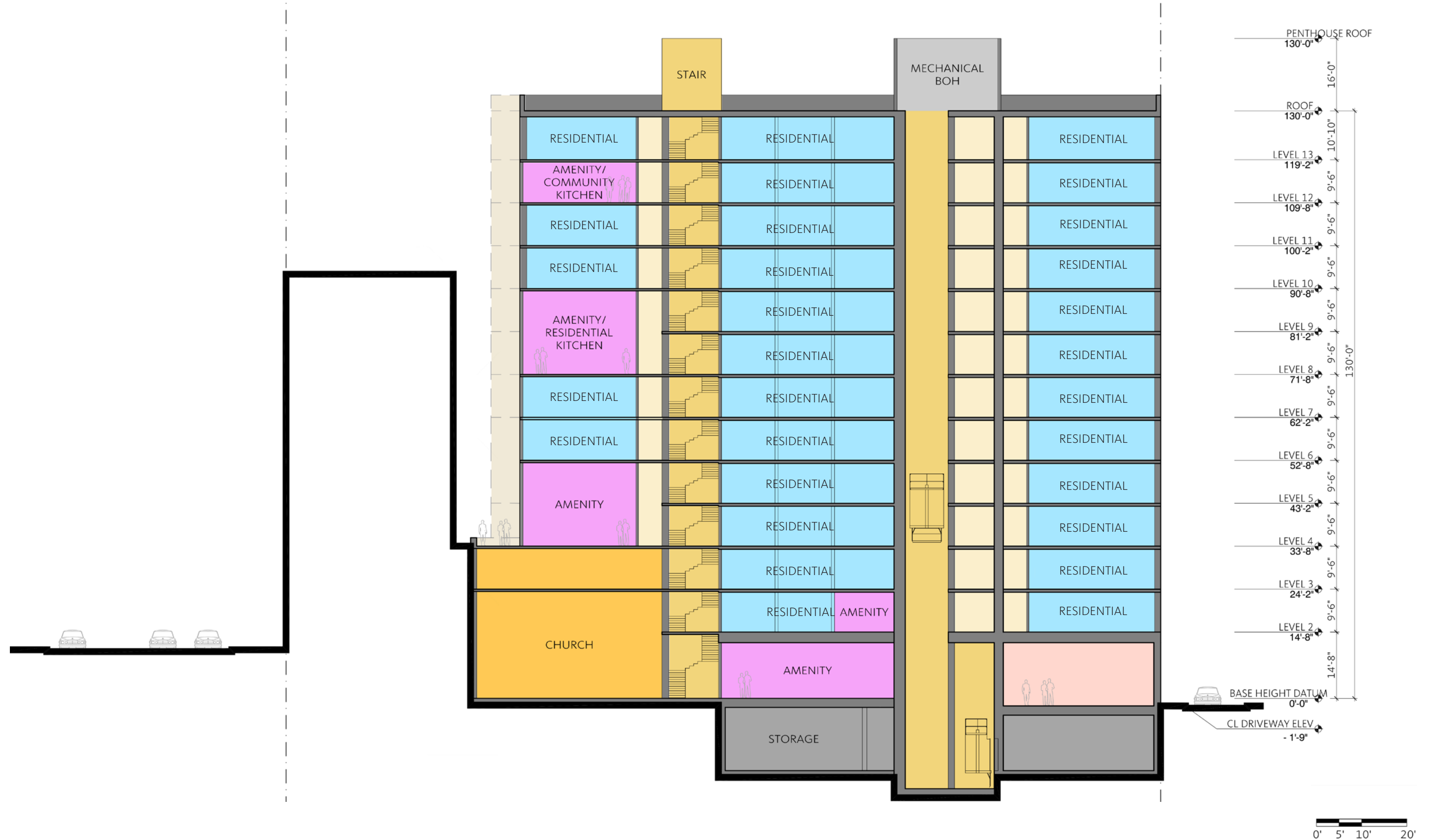
- GENERAL NOTES:
- GROUND FLOOR ACTIVE USE TO BE 60% TRANSPARENT WINDOWS AND DOORWAYS.
 - GATES, RAILINGS AND GRILLWORK TO COMPLY WITH CODE REQUIREMENTS FOR 75% OPEN TO PERPENDICULAR VIEW



Section - East / West - Through Jones St. Retail



Section - East / West - Amenity Space



Section - North / South - Through Lobby W/ Church Beyond

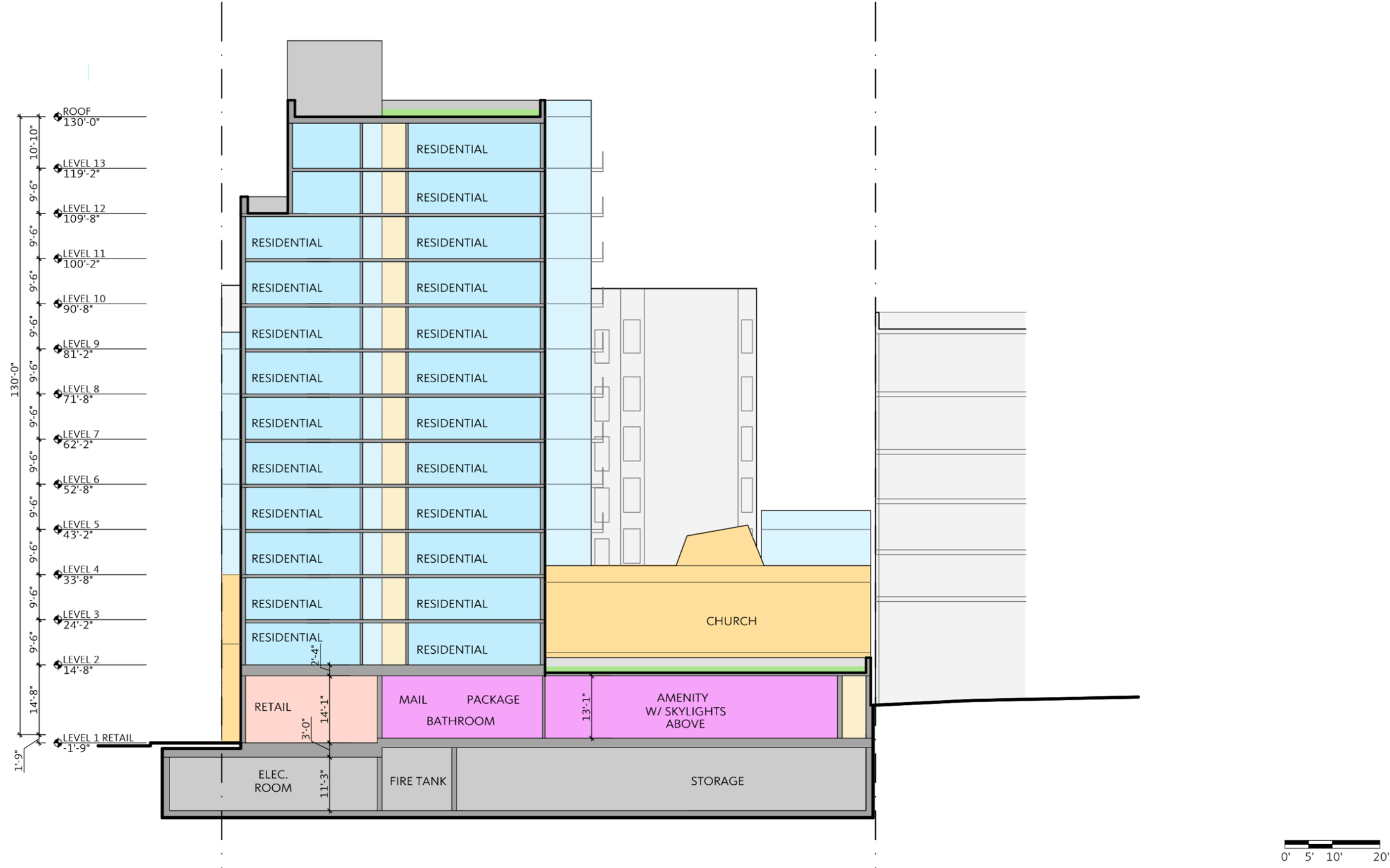
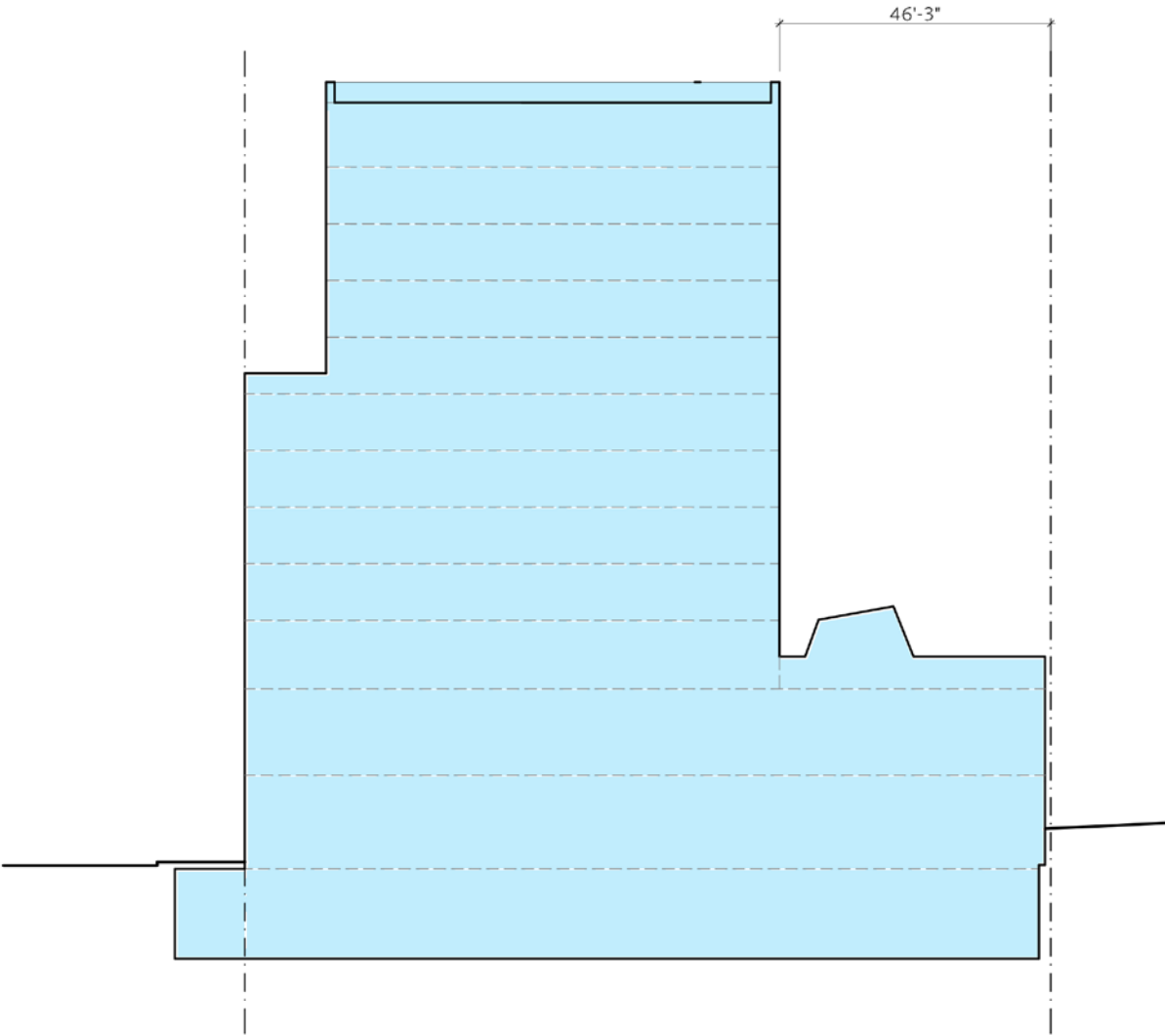
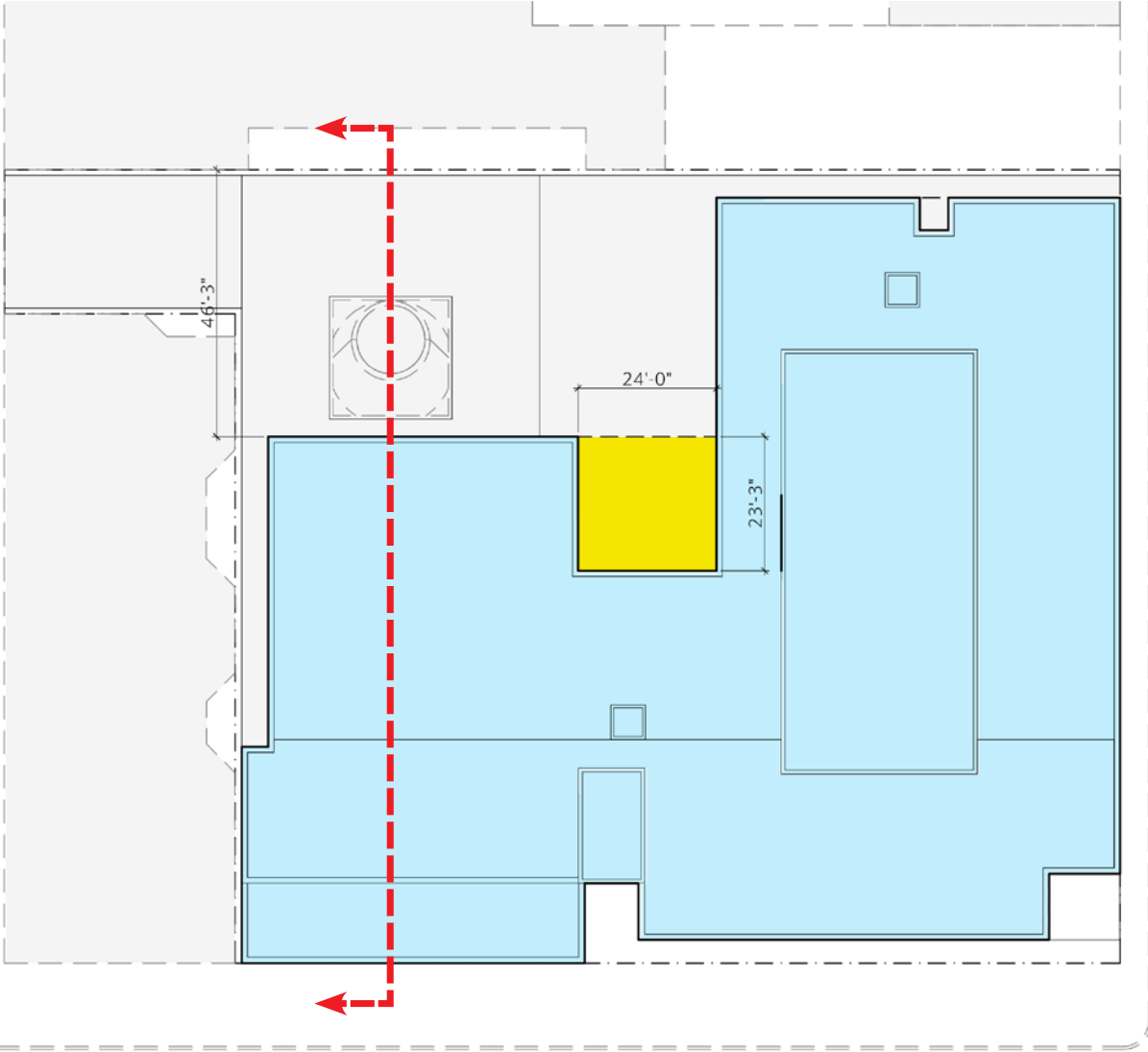


Diagram - Bulk Reduction



Proposed
Existing

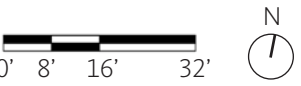


Diagram - Excavation Diagram

* Assuming a 16' deep existing and proposed basement

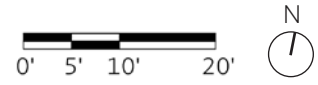
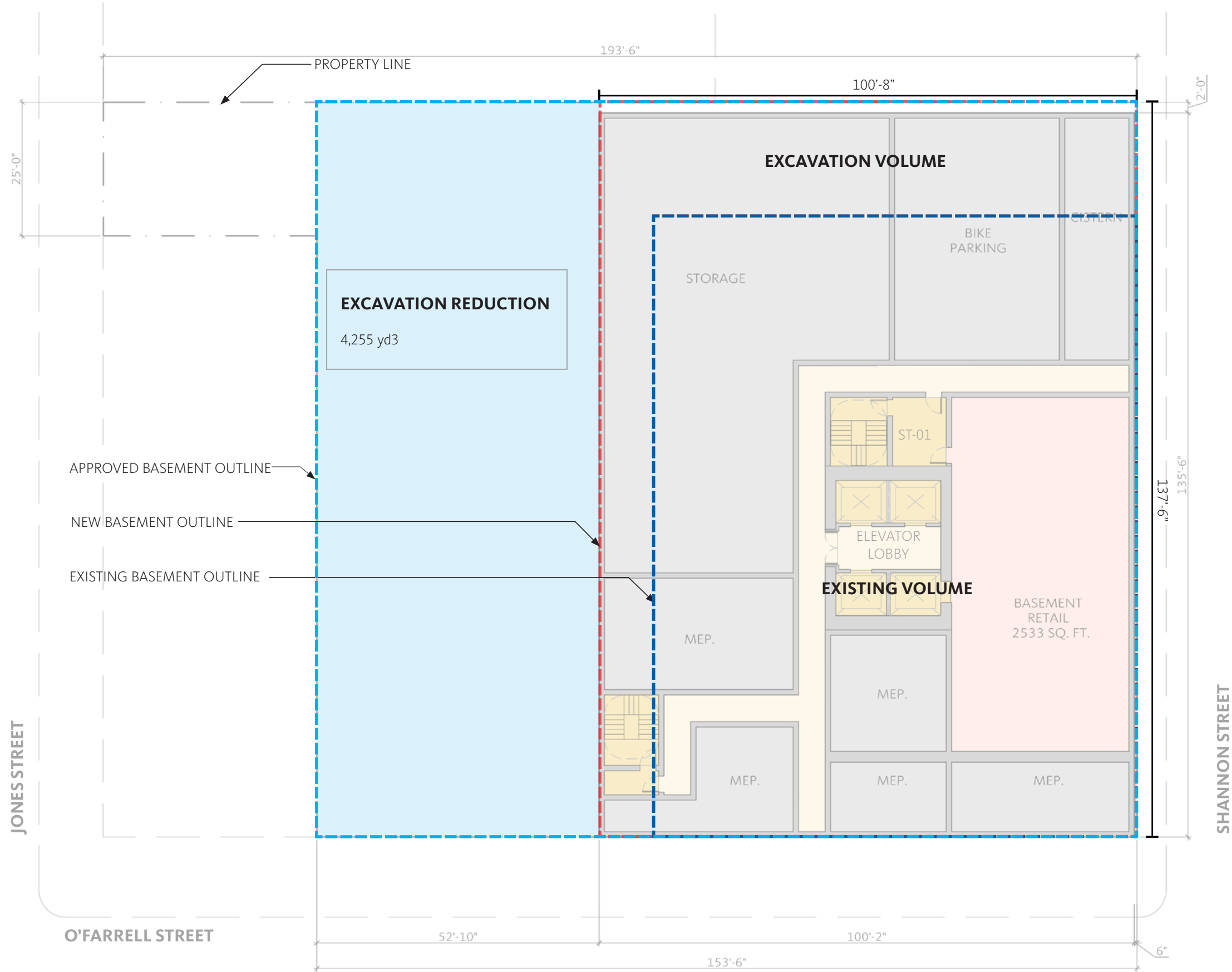


Diagram - Active Use

Active Use: Retail

Non Active Use: Exception for Building Services and Egress

Active Use: Retail

SHANNON STREET

JONES STREET

GENERAL NOTES:
 - GROUND FLOOR ACTIVE USE TO BE 60% TRANSPARENT WINDOWS AND DOORWAYS.
 - GATES, RAILINGS AND GRILLWORK TO COMPLY WITH CODE REQUIREMENTS FOR 75% OPEN TO PERPENDICULAR VIEW.



Active Use: Church

Active Use: Lobby

Active Use: Retail

O'FARRELL STREET

3D Rendering - O'Farrell St.



3D Rendering - O'Farrell St.



Building Materials



Material Palette

Precast Concrete

- White
- Simulated Stone

Glazed Window Wall

- Clear
- Spandrel

Metal Panel

- Charcoal Grey

Cement Plaster

- Charcoal Grey

Currently Approved

Elevation - O'Farrell St.



Elevation - Jones St.



Elevation - Shannon St.



3D Rendering - O'Farrell St.



Building Materials



Material Palette

Precast Concrete

- White
- Simulated Stone

Glazed Window Wall

- Clear
- Spandrel

Metal Panel

- Charcoal Grey

Cement Plaster

- Charcoal Grey

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ATTACHMENT F: SUPPLEMENTAL GEOTECHNICAL LETTER

19 May 2021

Mr. Alexander Zucker
Development Manager
Forge Development Partners
155 Montgomery Street, Suite 300
San Francisco, California 94104

**Re: Adjacent Buildings during Construction
450 O'Farrell Street
San Francisco, California
Langan Project No.: 731700001**

Dear Mr. Zucker:

This letter addresses some considerations for adjacent buildings that should be addressed during design and construction of the proposed development at 450 O'Farrell Street in San Francisco, California. Other considerations might arise as the investigation and design of the development progresses. Langan performed a preliminary geotechnical evaluation for the proposed development and presented our findings in a letter dated 25 March 2020¹.

The 22,100-square-foot 450 O'Farrell Street site, consists of three adjoining parcels on the north side of O'Farrell Street between Shannon Street and Jones Street with three addresses: 450 O'Farrell Street, 474 O'Farrell Street, and 532 Jones Street. It also includes a small surface parking lot east of 532 Jones Street that faces Shannon Street. The site is bordered by O'Farrell Street to the south, Shannon Street to the east, and seven-story buildings to the west (500 Jones Street) and north (540 Jones Street); it is not known if the adjacent buildings have basements. Existing improvements at the site include two 2-story buildings, and the Fifth Church of Christ Scientist Building. The buildings on the project site have basements that extend under the O'Farrell Street sidewalk. Information regarding the foundations that support the onsite buildings is not available.

We understand plans are to demolish and remove the existing structures and parking lot, and construct a mixed-use building; the structure will be 13 stories, with a one-story church sanctuary/amenity podium, over an 18-foot deep below-grade level. The below-grade level may extend beneath the entire structure, or, it may not extend beneath the church podium. We anticipate excavation for the proposed below-grade level and foundation will extend at least 20 feet below existing street grades. Foundation loads for the proposed structure are not available; we anticipate they will be light to moderate.

The proposed basement and foundation will extend about 20 feet below existing street grades, except beneath the proposed church sanctuary if it is constructed at-grade. We anticipate the medium dense to very dense sand beneath the proposed basement area can support a rigid

¹ "Preliminary Geotechnical Evaluation, 450 O'Farrell Street, San Francisco, California," prepared by Langan, dated 25 March 2020.

shallow foundation system consisting of footings with interconnected grade beams, or a mat. We anticipate any at-grade portion of the structure will be underlain by new fill placed in the existing basement and loose sandy fill and loose to medium native sand to a depth of about 20 feet below existing street grades. The at-grade portion of the structure may need to be supported on deep foundations gaining support in the medium dense to very dense sand anticipated below a depth of about 20 feet from existing street grades.

Surcharges from adjacent foundations, including 500 Jones Street, bottomed higher than the excavation for the proposed 450 O'Farrell Street development will need to be considered in the shoring and basement wall design; alternatively, the existing foundations can be underpinned. In addition, surcharges from an at-grade portion of the proposed structure will need to be considered for the evaluation of existing basements, as needed. Shoring and underpinning design, will be addressed in the design level geotechnical investigation report, as appropriate.

Prior to construction, a thorough crack survey of the adjacent buildings, including 500 Jones Street, should be performed to provide a baseline. Surveys of the shoring and underpinning (as applicable) should be sent to the design team so the results can be evaluated and appropriate changes to the construction can be made, if needed. The conditions of the existing buildings, including 500 Jones Street, within 100 feet of the site should be photographed and surveyed prior to the start of construction monitored periodically during construction. A follow-up survey of the adjacent buildings, including 500 Jones Street, should be performed after the completion of construction.

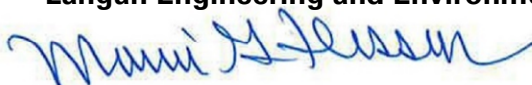
Our design level geotechnical recommendations for shoring and underpinning design and construction monitoring should be implemented in the design and construction of the proposed development. Langan will review shoring and foundation documents for conformance with our geotechnical recommendations, including shoring/underpinning design, and the monitoring results of shoring and adjacent buildings during construction. In addition, Langan will observe the geotechnical aspects of construction, including shoring and underpinning installation, as appropriate.

The considerations addressed in this letter are typical for new structures that will be adjacent to existing buildings. These considerations are typically addressed in the design level geotechnical investigation report based on information regarding adjacent buildings and foundations. Recommendations included in the design level geotechnical report that address these considerations are implemented during the design and construction phases of the development.

If you have any questions, please contact us.

Sincerely yours,

Langan Engineering and Environmental Services, Inc.



Maria Flessas
Principal

731700000.06 Adjacent Buildings_450 O'Farrell St_SF_5-3-2021



ATTACHMENT G: MITIGATION MONITORING REPORTING PLAN

COVER SHEET: MITIGATION MONITORING AND REPORTING PROGRAM

The table below indicates when compliance with each mitigation measure for the project must occur. Some mitigation measures span multiple phases. Substantive descriptions of each mitigation measure’s requirements are provided on the following pages in the Mitigation Monitoring and Reporting Program.

Adopted Mitigation Measure	Period of Compliance			Compliance with MM completed?
	Prior to the Start of Construction*	During Construction**	Post-Construction or Operational	
Mitigation Measure CR-1a: Documentation.	X		X	
Mitigation Measure CR-1b: Interpretation.	X		X	
Mitigation Measure CR-1c: Salvage	X			
Mitigation Measure CR-3a: Vibration Monitoring and Management Plan.	X	X		
Mitigation Measure CR-3b: Construction Best Practices for Historical Architectural Resources.	X	X		
Mitigation Measure M-CP-2: Accidental Discovery.	X	X		
Mitigation Measure M-CP-3: Human Remains. Human Remains and Associated or Unassociated Funerary Objects.	X	X		
Mitigation Measure M-AQ-2: Construction Air Quality	X	X		
Mitigation Measure M-AQ-4: Best Available Control Technology for Diesel Generators.	X		X	

*Prior to any ground disturbing activities at the project site.

**Construction is broadly defined to include any physical activities associated with construction of a development project including, but not limited to: site preparation, clearing, demolition, excavation, shoring, foundation installation, and building construction.

Period of Compliance

Adopted Improvement Measure	Prior to the Start of Construction*	During Construction**	Post-Construction or Operational	Compliance with Improvement Measure completed?
Improvement Measure I-TR-3: Construction Management Plan and Public Updates.	X	X		

*Prior to any ground disturbing activities at the project site.

**Construction is broadly defined to include any physical activities associated with construction of a development project including, but not limited to: site preparation, clearing, demolition, excavation, shoring, foundation installation, and building construction.

I agree to implement the attached mitigation measure(s) as a condition of project approval.



 Property Owner or Legal Agent Signature

6/2/21

 Date

Note to sponsor: Please contact CPC.EnvironmentalMonitoring@sfgov.org to begin the environmental monitoring process prior to the submittal of your building permits to the San Francisco Department Building Inspection.

MITIGATION MONITORING AND REPORTING PROGRAM

MONITORING AND REPORTING PROGRAM

Adopted Mitigation and Improvement Measures	Implementation Responsibility	Mitigation Schedule	Monitoring / Reporting Responsibility	Monitoring Schedule
Mitigation Measures Agreed To By Project Sponsor				
Historic Architectural/Cultural Resources				
<p>Project Mitigation Measure CR-1a: Documentation. Prior to the issuance of demolition or site permits, the project sponsors shall undertake Historic American Building Survey (HABS) documentation of the subject property, structures, objects, materials, and landscaping. The documentation shall be undertaken by a qualified professional who meets the standards for history, architectural history, or architecture (as appropriate), as set forth by the Secretary of the Interior’s Professional Qualification Standards (36 CFR, Part 61). The documentation shall consist of the following:</p> <ul style="list-style-type: none"> • Measured Drawings: A set of measured drawings that depict the existing size, scale, and dimension of the subject property. The Planning Department Preservation staff will accept the original architectural drawings or an as-built set of architectural drawings (plan, section, elevation, etc.). The Planning Department Preservation staff will assist the consultant in determining the appropriate level of measured drawings; • HABS-Level Photography: Digital photographs of the interior and the exterior of subject property. Large format negatives are not required. The scope of the digital photographs shall be reviewed by Planning Department Preservation staff for concurrence, and all digital photography shall be conducted according to the latest National Park Service Standards. The photography shall be undertaken by a qualified professional with demonstrated experience in HABS photography; and • HABS Historical Report: A written historical narrative and report, per HABS Historical Report Guidelines. • Video documentation: Video footage of the exterior and interior of contributing elements of the subject property. <p>The professional shall prepare the documentation and submit it for review and approval by the Planning Department Preservation staff prior to the issuance of demolition permits. The documentation shall be disseminated by the project</p>	<p>Project sponsor’s qualified architectural historian at the direction of the ERO</p>	<p>Prior to the start of any demolition or adverse alteration on a designated historic resource.</p>	<p>Planning Department Preservation Technical Specialist to review and approve HABS documentation. Considered complete upon submittal of final HABS documentation to the Preservation Technical Specialist.</p>	<p>Considered complete upon submittal of final HABS documentation to the Preservation Technical Specialist.</p>

MONITORING AND REPORTING PROGRAM

Adopted Mitigation and Improvement Measures	Implementation Responsibility	Mitigation Schedule	Monitoring / Reporting Responsibility	Monitoring Schedule
sponsors to the Planning Department, San Francisco Main Library History Room, Northwest Information Center-California Historical Resource Information System, and San Francisco Architectural Heritage.				
<p>Project Mitigation Measure CR-1b: Interpretation. The project sponsors shall provide a permanent display of interpretive materials concerning the history and architectural features of the original 450 O’Farrell Street building and its relationship with the Uptown Tenderloin National Register Historic District and the Tenderloin neighborhood. Interpretation of the site’s history and relationship with the District shall be supervised by an architectural historian or historian who meets the Secretary of the Interior’s Professional Qualification Standards, and may engage additional consultants to develop the display. The interpretive materials (which may include, but are not limited to, a display of photographs, news articles, memorabilia, and/or video) shall be placed in a prominent setting on the project site visible to pedestrians, such as a lobby, Reading Room of the new church or O’Farrell Street frontage.</p> <p>A proposal describing the general parameters of the interpretive program shall be approved by the San Francisco Planning Department Preservation staff prior to issuance of a site permit. The content, media and other characteristics of such interpretive display shall be approved by the San Francisco Planning Department Preservation staff prior to issuance of a Temporary Certificate of Occupancy.</p>	Project sponsor’s qualified architectural historian at the direction of the ERO	<p>Interpretive plan prior to the start of any demolition or adverse alteration of a designated historic resource.</p> <p>Interpretive display installation prior to issuance of a temporary certificate of occupancy.</p>	Planning Department Preservation Technical Specialist to review and approve interpretive display.	Considered complete upon installation of display.
<p>Project Mitigation Measure CR-1c: Salvage. Prepare an in-depth salvage document for the character-defining features of the existing church building at 450 O’Farrell Street. The project sponsors shall work with a professional who meets the Secretary of Interior’s Standards to develop a salvage report that documents the building’s character-defining features for conservation and assesses the feasibility of reinstallation at the new church space or in other facilities. The salvage report shall include documentation of interior historic interior features, such as the light fixtures, the marble in the bathroom, sanctuary space with balcony, decorative plaster work in the lobby and sanctuary, raised sanctuary stage, the organ pipes, and the grillwork fronting the organ pipes, and any exterior character-defining features that would not be retained by the project. Additionally, the salvage document shall include the identification of diverse organizations with interest in curation of the materials. The professional shall prepare the salvage report and submit it for review and approval by the Planning Department preservation staff prior to the issuance of demolition permits.</p>	Project sponsors and qualified historic preservation consultant at the direction of the ERO	Prior to issuance of construction permits	Planning Department Preservation Technical Specialist to review and approve prior to any construction activities.	Considered complete upon approval of the salvage report by the Planning Department Preservation Technical Specialist.
<p>Project Mitigation Measure CR-3a: Vibration Monitoring and Management Plan. The project sponsors shall retain the services of a qualified structural engineer or vibration consultant and a preservation architect who meet the Secretary of the</p>	Project sponsors, contractor,	Prior to the start of any demolition or ground disturbing	Project sponsors, contractor, and qualified historic	Considered complete after construction activities are completed

MONITORING AND REPORTING PROGRAM

Adopted Mitigation and Improvement Measures	Implementation Responsibility	Mitigation Schedule	Monitoring / Reporting Responsibility	Monitoring Schedule
<p>Interior’s Historic Preservation Professional Qualification Standards to conduct a Pre-Construction Assessment of the identified adjacent contributing resources to the Uptown Tenderloin National Register Historic District at 500–520 Jones Street, 536–544 (540) Jones Street, 546–548 (548) Jones Street, 565–575 Geary Street, 438–440 (438) O’Farrell Street, 415 Taylor Street, and 577–579 Geary Street. Prior to any demolition or ground-disturbing activity, the Pre-Construction Assessment shall be prepared. It shall contain written and photographic descriptions of the existing condition of visible exteriors from the public rights-of-way of the adjacent buildings and interior locations upon permission of the owners of the adjacent properties. The Pre-Construction Assessment shall determine specific locations to be monitored and include annotated drawings of the buildings to locate accessible digital photo locations and locations of survey markers and/or other monitoring devices (e.g., to measure vibrations). The Pre-Construction Assessment shall be submitted to the Planning Department along with the demolition and site permit applications. The structural engineer and/or vibration consultant, in consultation with the preservation architect, shall develop, and the project sponsors shall adopt, a vibration management and continuous monitoring plan to protect the adjacent historic buildings against damage caused by vibration or differential settlement caused by vibration during project construction activities. In this plan, the maximum vibration level not to be exceeded at each building shall be 0.2 inch per second, or a level determined by the site-specific assessment made by the structural engineer and/or the vibration consultant in coordination with the preservation architect for the project. The vibration management and monitoring plan shall document the criteria used in establishing the maximum vibration level for the project. In addition, this plan shall state the maximum settlement levels not to be exceeded at each building, which shall range from 3/8-inch to 1/2-inch; or a level determined by the site-specific assessment made by the structural engineer in coordination with the preservation architect for the project. This settlement criterion shall be included in the vibration management and monitoring plan. The vibration management and monitoring plan shall include pre-construction surveys and continuous vibration monitoring throughout the duration of the major construction project activities that would require heavy-duty equipment to ensure that vibration levels do not exceed the established standard. The vibration management and monitoring plan shall be submitted to the Planning Department’s preservation staff prior to issuance of the demolition permit. Should vibration levels be observed in excess of the standard, or if settlement to adjacent buildings occurs beyond the settlement levels described above, construction shall be halted and alternative protective measures shall be put in practice. Alternative protective measures may include, but would not be limited to, additional underpinning, additional shoring, grouting, and soldier piles.</p>	<p>and qualified historic preservation professional, and structural engineer and/or vibration consultant</p>	<p>activity permits and throughout ground-disturbance and construction.</p>	<p>preservation professional, and structural engineer and/or vibration consultant and planning department.</p>	<p>and after buildings and/or structures are remediated to their pre-construction condition at the conclusion of vibration-generating activity on the site, should any damage occur.</p>

MONITORING AND REPORTING PROGRAM

Adopted Mitigation and Improvement Measures	Implementation Responsibility	Mitigation Schedule	Monitoring / Reporting Responsibility	Monitoring Schedule
<p>Appropriate protective measures to prevent damage to adjacent buildings shall be determined on a case by case basis. Should construction of the proposed project result in any damage to adjacent buildings, repairs may be completed as part of the project. The structural engineer and/or vibration consultant and the historic preservation consultant shall conduct regular periodic inspections of digital photographs, survey markers, and/or other monitoring devices during ground-disturbing activity at the project site. The buildings shall be protected to prevent further damage and remediated to pre-construction conditions as shown in the Pre-Construction Assessment with the consent of the building owner.</p>				
<p>Mitigation Measure CR-3b: Construction Best Practices for Historical Architectural Resources. The project sponsors shall incorporate into construction specifications for the proposed project a requirement that the construction contractor(s) use all feasible means to avoid damage to the adjacent contributing resources at 500–520 Jones Street, 536–544 (540) Jones Street, 546–548 (548) Jones Street, 565–575 Geary Street, 438–440 (438) O’Farrell Street, 415 Taylor Street, and 577–579 Geary Street, including, but not limited to, staging of equipment and materials as far as possible from historic buildings to limit damage; using techniques during demolition, excavation, shoring, and construction that create the minimum feasible vibration; maintaining a buffer zone when possible between heavy equipment and adjacent contributing resource(s); enclosing construction scaffolding to avoid damage from falling objects or debris; and ensuring appropriate security to minimize risks of vandalism and fire. These construction specifications shall be submitted to the Planning Department along with the Demolition and Site Permit Applications.</p>	<p>Project sponsors, contractor, and qualified historic preservation professional, and Planning Department’s Environmental Review Officer.</p>	<p>Prior to the start of any demolition or ground-disturbing activities.</p>	<p>Planning Department Preservation Technical Specialist shall review and approve the construction specifications.</p>	<p>Considered complete upon approval of construction specifications by the Environmental Review Officer.</p>
<p>Mitigation Measure M-CP-2: Accidental Discovery. The project sponsors 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 sponsors 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 soil-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</p>	<p>Project sponsors, contractor, Planning Department’s archeologist or qualified archaeological consultant, and Planning Department’s Environmental Review Officer.</p>	<p>Prior to issuance of any permit for soil-disturbing activities and during construction.</p>	<p>Project sponsor, Environmental Review Officer, archeologist.</p>	<p>Considered complete upon Environmental Review Officer’s approval of a Final Archaeological Resources Report, if required.</p>

MONITORING AND REPORTING PROGRAM

Adopted Mitigation and Improvement Measures	Implementation Responsibility	Mitigation Schedule	Monitoring / Reporting Responsibility	Monitoring Schedule
<p>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 sponsors shall retain the services of an archaeological consultant from the pool of qualified archaeological consultants maintained by the Planning Department archaeologist. The archeological consultant shall advise the ERO as to whether the discovery is an archeological resource, retains sufficient integrity, and is of potential scientific/historical/cultural significance. If an archeological resource is present, the archeological consultant shall identify and evaluate the archeological resource. The archeological consultant shall make a recommendation as to what action, if any, is warranted. Based on this information, the ERO may require, if warranted, specific additional measures to be implemented by the project sponsor.</p> <p>Measures might include: preservation in situ of the archeological resource; an archaeological 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 (EP) division guidelines for such programs. The ERO may also require that the project sponsors 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</p>				

MONITORING AND REPORTING PROGRAM

Adopted Mitigation and Improvement Measures	Implementation Responsibility	Mitigation Schedule	Monitoring / Reporting Responsibility	Monitoring Schedule
<p>or interpretive value, the ERO may require a different final report content, format, and distribution than that presented above. Project sponsors, contractor, Planning Department’s archeologist or qualified archaeological consultant, and Planning Department’s Environmental Review Officer. Prior to issuance of any permit for soil-disturbing activities and during construction. Project sponsor, ERO, archeologist. Considered complete upon ERO’s approval of FARR.</p>				
<p>Mitigation Measure M-CP-3: Human Remains. Human Remains and Associated or Unassociated Funerary Objects. The treatment of human remains and of associated or unassociated funerary objects discovered during any soils disturbing activity shall comply with applicable State and Federal laws along with the following procedures. This shall include immediate notification of the Coroner of the City and County of San Francisco and the ERO. In the event of the Coroner’s determination that the human remains are Native American remains, notification of the California State Native American Heritage Commission (NAHC) who shall appoint a Most Likely Descendant (MLD) (Pub. Res. Code Sec. 5097.98). The archeological consultant, as required under M-CP-3, the project sponsor, ERO, and MLD shall have up to but not beyond six days of discovery to make all reasonable efforts to develop an agreement for the treatment of human remains and associated or unassociated funerary objects with appropriate dignity (CEQA Guidelines. Sec. 15064.5(d)). The agreement should take into consideration the appropriate excavation, removal, recordation, analysis, custodianship, curation, and final disposition of the human remains and associated or unassociated funerary objects. Nothing in existing State regulations or in this mitigation measure compels the project sponsors and the ERO to accept recommendations of an MLD. The archeological consultant shall retain possession of any Native American human remains and associated or unassociated burial objects until completion of any scientific analyses of the human remains or objects as specified in the treatment agreement if such as agreement has been made or, otherwise, as determined by the archeological consultant and the ERO.</p>	<p>Project sponsors, contractor, Planning Department’s archeologist or qualified archaeological consultant, and Planning Department’s Environmental Review Officer.</p>	<p>Prior to issuance of any permit for soil-disturbing activities and during construction.</p>	<p>Project sponsors to notify SFRA, Coroner, and, if applicable, California State Native American Heritage Commission.</p>	<p>Considered complete upon approval by ERO of a Final Archaeological Resources Report, if required.</p>
Air Quality				
<p>Mitigation Measure M-AQ-2: Construction Air Quality The project sponsors or the project sponsors’ Contractor shall comply with the following A. <i>Engine Requirements.</i> 1. All off-road equipment greater than 25 hp and operating for more than 20 total hours over the entire duration of construction activities shall have engines that meet or exceed either U.S. Environmental Protection Agency (USEPA) or California Air Resources Board (ARB) Tier 2 off-road emission standards, and have been retrofitted with an ARB Level 3 Verified Diesel</p>	<p>Project sponsors and construction contractor.</p>	<p>Prior to the issuance of construction permits and throughout the construction period.</p>	<p>Planning Department.</p>	<p>Considered complete after construction activities are complete.</p>

MONITORING AND REPORTING PROGRAM

Adopted Mitigation and Improvement Measures	Implementation Responsibility	Mitigation Schedule	Monitoring / Reporting Responsibility	Monitoring Schedule									
<p>Emissions Control Strategy. Equipment with engines meeting Tier 4 Interim or Tier 4 Final off-road emission standards automatically meet this requirement.</p> <ol style="list-style-type: none"> 2. Where access to alternative sources of power are available, portable diesel engines shall be prohibited. 3. Diesel engines, whether for off-road or on-road equipment, shall not be left idling for more than two minutes, at any location, except as provided in exceptions to the applicable state regulations regarding idling for off-road and on-road equipment (e.g., traffic conditions, safe operating conditions). The Contractor shall post legible and visible signs in English, Spanish, and Chinese, in designated queuing areas and at the construction site to remind operators of the two-minute idling limit. 4. The Contractor shall instruct construction workers and equipment operators on the maintenance and tuning of construction equipment, and require that such workers and operators properly maintain and tune equipment in accordance with manufacturer specifications. <p>B. <i>Waivers.</i></p> <ol style="list-style-type: none"> 1. The Planning Department’s Environmental Review Officer or designee (ERO) may waive the alternative source of power requirement of Subsection (A)(2) if an alternative source of power is limited or infeasible at the project site. If the ERO grants the waiver, the Contractor must submit documentation that the equipment used for onsite power generation meets the requirements of Subsection (A)(1). 2. The ERO may waive the equipment requirements of Subsection (A)(1) if a particular piece of off-road equipment with an ARB Level 3 VDECS is technically not feasible, the equipment would not produce desired emissions reduction due to expected operating modes, installation of the equipment would create a safety hazard or impaired visibility for the operator, or there is a compelling emergency need to use off-road equipment that is not retrofitted with an ARB Level 3 VDECS. If the ERO grants the waiver, the Contractor must use the next-cleanest piece of off-road equipment, according to Table 12. <p>Table 12: Off-Road Equipment Compliance Step-down Schedule</p> <table border="1" data-bbox="201 1214 940 1359"> <thead> <tr> <th>Compliance Alternative</th> <th>Engine Emission Standard</th> <th>Emissions Control</th> </tr> </thead> <tbody> <tr> <td align="center">1</td> <td align="center">Tier 2</td> <td align="center">ARB Level 2 VDECS</td> </tr> <tr> <td align="center">2</td> <td align="center">Tier 2</td> <td align="center">ARB Level 1 VDECS</td> </tr> </tbody> </table>	Compliance Alternative	Engine Emission Standard	Emissions Control	1	Tier 2	ARB Level 2 VDECS	2	Tier 2	ARB Level 1 VDECS				
Compliance Alternative	Engine Emission Standard	Emissions Control											
1	Tier 2	ARB Level 2 VDECS											
2	Tier 2	ARB Level 1 VDECS											

MONITORING AND REPORTING PROGRAM

Adopted Mitigation and Improvement Measures	Implementation Responsibility	Mitigation Schedule	Monitoring / Reporting Responsibility	Monitoring Schedule			
<table border="1" style="width:100%; border-collapse: collapse;"> <tr> <td style="width:33%; text-align: center;">3</td> <td style="width:33%; text-align: center;">Tier 2</td> <td style="width:33%; text-align: center;">Alternative Fuel*</td> </tr> </table> <p>** Alternative fuels are not a VDECS.</p> <p>C. <i>Construction Emissions Minimization Plan.</i> Before starting on-site construction activities, the Contractor shall submit a Construction Emissions Minimization Plan (Plan) to the ERO for review and approval. The Plan shall state, in reasonable detail, how the Contractor will meet the requirements of Section A.</p> <ol style="list-style-type: none"> 1. The Plan shall include estimates of the construction timeline by phase, with a description of each piece of off-road equipment required for every construction phase. The description may include, but is not limited to: equipment type, equipment manufacturer, equipment identification number, engine model year, engine certification (Tier rating), horsepower, engine serial number, and expected fuel usage and hours of operation. For VDECS installed, the description may include: technology type, serial number, make, model, manufacturer, ARB verification number level, and installation date and hour meter reading on installation date. For off-road equipment using alternative fuels, the description shall also specify the type of alternative fuel being used. 2. The project sponsors shall ensure that all applicable requirements of the Plan have been incorporated into the contract specifications. The Plan shall include a certification statement that the Contractor agrees to comply fully with the Plan. 3. The Contractor shall make the Plan available to the public for review on-site during working hours. The Contractor shall post at the construction site a legible and visible sign summarizing the Plan. The sign shall also state that the public may ask to inspect the Plan for the project at any time during working hours and shall explain how to request to inspect the Plan. The Contractor shall post at least one copy of the sign in a visible location on each side of the construction site facing a public right-of-way. <p>D. <i>Monitoring.</i> After start of Construction Activities, the Contractor shall submit quarterly reports to the ERO documenting compliance with the Plan. After completion of construction activities and prior to receiving a final certificate of occupancy, the project sponsors shall submit to the ERO a final report summarizing construction activities, including the start and end dates and duration of each construction phase, and the specific information required in the Plan.</p>	3	Tier 2	Alternative Fuel*				
3	Tier 2	Alternative Fuel*					
<p>Mitigation Measure M-AQ-4: Best Available Control Technology for Diesel Generators. The project sponsors shall ensure that the backup diesel generator meet or exceed one of the following emission standards for particulate matter: (1)</p>	Project sponsors and construction contractor.	Prior to the start of heavy diesel	Environmental Review	Considered complete upon Environmental Review			

MONITORING AND REPORTING PROGRAM

Adopted Mitigation and Improvement Measures	Implementation Responsibility	Mitigation Schedule	Monitoring / Reporting Responsibility	Monitoring Schedule
<p>Tier 4 certified engine, or (2) Tier 2 or Tier 3 certified engine that is equipped with a California Air Resources Board (ARB) Level 3 Verified Diesel Emissions Control Strategy (VDECS). A non-verified diesel emission control strategy may be used if the filter has the same particulate matter reduction as the identical ARB verified model and if the Bay Area Air Quality Management District (BAAQMD) approves of its use. The project sponsors shall submit documentation of compliance with the BAAQMD New Source Review permitting process (Regulation 2, Rule 2, and Regulation 2, Rule 5) and the emission standard requirement of this mitigation measure to the Planning Department for review and approval prior to issuance of a permit for a backup diesel generator from any City agency.</p>		<p>equipment use on site.</p>	<p>Officer to review and approve the diesel emission control strategy.</p>	<p>Officer approval of the diesel emission control strategy.</p>
Improvement Measures				
<p>Improvement Measure I-TR-3: Construction Management Plan and Public Updates. Construction Coordination – To reduce potential conflicts between construction activities and pedestrians, bicyclists, transit and vehicles at the project site, the project sponsors should require that the contractor prepare a Construction Management Plan for the project construction period. The preparation of a Construction Management Plan could be a requirement included in the construction bid package. Prior to finalizing the Plan, the project sponsor/construction contractor(s) should meet with San Francisco Public Works (Public Works), San Francisco Municipal Transportation Agency (SFMTA), the Fire Department, Muni Operations and other City agencies to coordinate feasible measures to include in the Construction Management Plan to reduce traffic congestion, including measures to reduce potential traffic, bicycle, and transit disruption and pedestrian circulation effects during construction of the proposed project. This review should consider other ongoing construction in the project vicinity. As determined necessary by the SFMTA to minimize the potential for impacting vehicle and transit traffic on O’Farrell Street, the Construction Management Plan could include restrictions on travel lane closures or construction truck deliveries or materials removal during the AM (7 to 9 AM) and PM (3 to 7 PM) peak periods when tow-away regulations are in effect on O’Farrell Street.</p> <p>Carpool, Bicycle, Walk and Transit Access for Construction Workers – To minimize parking demand and vehicle trips associated with construction workers, the construction contractor could include as part of the Construction Management Plan methods to encourage carpooling, bicycle, walk and transit access to the project site by construction workers (such as providing transit subsidies to construction workers,</p>	<p>Project sponsor.</p>	<p>Prior to the issuance of construction permits and throughout the construction period.</p>	<p>Transportation consultant, Planning Department, construction contractor.</p>	<p>Considered complete after construction activities are completed.</p>

MONITORING AND REPORTING PROGRAM

Adopted Mitigation and Improvement Measures	Implementation Responsibility	Mitigation Schedule	Monitoring / Reporting Responsibility	Monitoring Schedule
<p>providing secure bicycle parking spaces, participating in free-to-employee ride matching program from www.511.org, participating in emergency ride home program through the City of San Francisco (www.sferh.org), and providing transit information to construction workers.</p> <p>Construction Worker Parking Plan – As part of the Construction Management Plan that could be developed by the construction contractor, the location of construction worker parking could be identified as well as the person(s) responsible for monitoring the implementation of the proposed parking plan. The use of on-street parking to accommodate construction worker parking could be discouraged. All construction bid documents could include a requirement for the construction contractor to identify the proposed location of construction worker parking. If on-site, the location, number of parking spaces, and area where vehicles would enter and exit the site could be required. If off-site parking is proposed to accommodate construction workers, the location of the off-site facility, number of parking spaces retained, and description of how workers would travel between an off-site facility and the project site could be required.</p> <p>Project Construction Updates for Adjacent Businesses and Residents – To minimize construction impacts on access to nearby institutions and businesses, the project sponsors could provide nearby residences and adjacent businesses with regularly-updated information regarding project construction, including construction activities, peak construction vehicle activities (e.g., concrete pours), travel lane closures, and parking lane and sidewalk closures. A regular email notice could be distributed by the project sponsors that would provide current construction information of interest to neighbors, as well as contact information for specific construction inquiries or concerns.</p>				



SAN FRANCISCO PLANNING DEPARTMENT

Planning Commission Motion No. 20280

HEARING DATE: SEPTEMBER 13, 2018

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

Reception:
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Planning
Information:
415.558.6377

Case No.: 2013.1535ENV/CUA
Project Address: 450-474 O'FARRELL STREET/ 532 JONES STREET
Zoning: RC-4 (Residential-Commercial, High Density) District
80-130-T Height and Bulk District
North of Market Special Use District No. 1
Block/Lot: 0317/007, 009, 011
Sponsor: Fifth Church of Christ, Scientist
450 O'Farrell Partners, LLC
39 Forrest Street, Suite 201
Mill Valley, CA 94941
Attn: Tyler Evje
te@thompsondorffman.com
Staff Contact: Marcelle Boudreaux - (415) 575-9140
Marcelle.boudreaux@sfgov.org

ADOPTING ENVIRONMENTAL FINDINGS PURSUANT TO THE CALIFORNIA ENVIRONMENTAL QUALITY ACT, INCLUDING FINDINGS OF FACT, FINDINGS REGARDING SIGNIFICANT IMPACTS AND SIGNIFICANT AND UNAVOIDABLE IMPACTS, EVALUATION OF MITIGATION MEASURES AND ALTERNATIVES, AND A STATEMENT OF OVERRIDING CONSIDERATIONS RELATED TO APPROVALS FOR THE PROJECT, LOCATED AT 450-474 O'FARRELL STREET AND 532 JONES STREET, TO DEMOLISH THE EXISTING COMMERCIAL BUILDING (474 O'FARRELL STREET), EXISTING COMMERCIAL AND RESIDENTIAL BUILDING (532 JONES STREET), AND EXISTING RELIGIOUS BUILDING (450 O'FARRELL STREET), AND CONSTRUCT A 13-STORY MIXED USE BUILDING CONTAINING UP TO 176 RESIDENTIAL UNITS, AND APPROXIMATELY 3,827 SQUARE FEET GROUND FLOOR RETAIL, 9,555 SQUARE FEET NEW RELIGIOUS (CHURCH) USE, AND BELOW-GRADE PARKING FOR UP TO 46 VEHICLES.

PREAMBLE

The Project Sponsor (450 O'Farrell Partners, LLC) submitted an application for a project located at 450-474 O'Farrell Street for a Conditional Use Authorization under Planning Code Section 303, for Planned Unit Development under Section 304, with modifications to Section 132 (permitted obstructions), Section 134 (rear yard modification), Section 140 (dwelling unit exposure), and Section 152 (residential off-street loading), and additional Conditional Use Authorization to the Planning Code under Section 317(g)(5) for demolition of existing residential units; Section 253(b) for new construction over 40 feet in height and a street frontage greater than 50 feet; Section 263.7 for an exception to the 80-foot base height limit in North

of Market Residential Special Use District No. 1; Section 271 for exceptions to Section 270, governing the bulk of the building; and Section 303 for the new religious institution (church) use.

The project proposes demolition of three buildings: 450 O'Farrell Street (currently occupied by the Fifth Church of Christ, Scientist); 474 O'Farrell Street (one-story, vacant retail building); and 532 Jones Street (one-story restaurant use, with five existing residential units). The proposal is to merge these three lots, and construct a new mixed-use building rising up to 130-foot-tall (13-story), with up to 176 dwelling units, restaurant and/or retail (restaurant/retail) space on the ground and first floors, and a replacement church (proposed religious institution) incorporated into the ground and two upper levels. The project would construct a total of 218,155 sf of development, including 182,668 sf of residential space, 3,827 sf of restaurant/retail space, 9,555 sf for religious institution use (i.e., replacement of the existing church), 8,398 sf of residential open space (288 sf of private open space and 8,110 sf of common open space), and 21,105 sf of below-grade parking in one building. Of the 176 units, five of the proposed units would be affordable units proposed as replacement rent-controlled units from the existing units in the 532 Jones Street building; 23 additional units would be affordable units, for a total of 28 affordable on-site units. Access to the residential lobby would be from a Shannon Street entry. The restaurant/retail space would be in two areas: one space accessed from Jones Street and one space accessed from O'Farrell Street. A single basement level with access from Shannon Street would provide up to 46 off-street vehicle parking spaces for building tenants and the religious institution use. The project would provide 125 Class 1 (bicycle locker or space in a secure room) and 16 Class 2 (publicly accessible bicycle rack) bicycle parking spaces on O'Farrell and on Jones Street frontages.

The Commission reviewed and considered the Final Environmental Impact Report (FEIR) for the Project and found the contents of said report and the procedures through which the FEIR was prepared, publicized and reviewed complied with the California Environmental Quality Act (Public Resources Code section 21000 *et seq.*) ("CEQA"), the CEQA Guidelines (14 Cal. Code Reg. section 15000 *et seq.*), and Chapter 31 of the San Francisco Administrative Code.

The Commission found the FEIR was adequate, accurate and objective, reflected the independent analysis and judgment of the Department and the Planning Commission, and that the summary of comments and responses contained no significant revisions to the Draft EIR, and certified the Final EIR for the Project in compliance with CEQA, the CEQA Guidelines and Chapter 31 by its Motion No. 20279.

The Commission, in certifying the FEIR, found that the project described in the FEIR will have the following significant and unavoidable environmental impacts: (1) the demolition of the existing building located at 450 O'Farrell Street will cause a substantial adverse change in the significance of an individually eligible historical resource.

The Planning Department, Office of the Commission Secretary, is the custodian of records for the Planning Department materials, located in the File for Case No. 2013.1535ENV/CUA, at 1650 Mission Street, Fourth Floor, San Francisco, California.

On September 13, 2018, the Commission conducted a duly noticed public hearing at a regularly scheduled meeting on Case No. 2013.1535ENV/CUA to consider the approval of the Project. 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 Project, the Planning Department staff, expert consultants and other interested parties.

This Commission has reviewed the entire record of this proceeding, the Environmental Findings, attached to this Motion as Attachment A, regarding the alternatives, mitigation measures, environmental impacts analyzed in the FEIR and overriding considerations for approving the Project, and the proposed MMRP attached as Attachment B, which material was made available to the public.

MOVED, that the Planning Commission hereby adopts findings under the California Environmental Quality Act, including rejecting alternatives as infeasible and adopting a Statement of Overriding Considerations, and adopts the MMRP attached as Attachment B, based on the findings attached to this Motion as Attachment A as though fully set forth in this Motion, and based on substantial evidence in the entire record of this proceeding.

I hereby certify that the foregoing Motion was **ADOPTED** by the Planning Commission at its regular meeting of September 13, 2018.



Jonas P. Ionin
Commission Secretary

AYES: Hillis, Melgar, Fong, Johnson, Koppel, Moore

NOES: Richards

ABSENT: None

DATE: September 13, 2018

Attachment A

California Environmental Quality Act Findings

PREAMBLE

In determining to approve the project described in Section I, below, the ("Project"), the San Francisco Planning Commission (the "Commission") makes and adopts the following findings of fact and decisions regarding the Project description and objectives, significant impacts, significant and unavoidable impacts, mitigation measures and alternatives, and a statement of overriding considerations, based on substantial evidence in the whole record of this proceeding and pursuant to the California Environmental Quality Act, California Public Resources Code Section 21000 et seq. ("CEQA"), particularly Section 21081 and 21081.5, the Guidelines for Implementation of CEQA, 14 California Code of Regulations Section 15000 et seq. ("CEQA Guidelines"), Section 15091 through 15093, and Chapter 31 of the San Francisco Administrative Code ("Chapter 31"). The Commission adopts these findings in conjunction with the Approval Actions described in Section I(c), below, as required by CEQA, separate and apart from the Commission's certification of the Project's Final EIR, which the Commission certified prior to adopting these CEQA findings.

These findings are organized as follows:

Section I provides a description of the proposed project at 450-474 O'Farrell Street and 532 Jones Street, the environmental review process for the Project, the City approval actions to be taken, and the location and custodian of the record.

Section II lists the Project's less-than-significant impacts that do not require mitigation.

Section III identifies potentially significant impacts that can be avoided or reduced to less-than-significant levels through mitigation and describes the disposition of the mitigation measures.

Section IV identifies significant project-specific or cumulative impacts that would not be eliminated or reduced to a less-than-significant level and describes any applicable mitigation measures as well as the disposition of the mitigation measures. The Final EIR identified mitigation measures to address these impacts, but implementation of the mitigation measures will not reduce the impacts to a less than significant level.

Sections III and IV set forth findings as to the mitigation measures proposed in the Final EIR. (The Draft EIR and the Comments and Responses document together comprise the Final EIR, or "FEIR.") Attachment B to the Planning Commission Motion contains the Mitigation Monitoring and Reporting Program ("MMRP"), which provides a table setting forth each mitigation measure listed in the Final Environmental Impact Report that is required to reduce a significant adverse impact.

Section V identifies the project alternatives that were analyzed in the EIR and discusses the reasons for their rejection.

Section VI sets forth the Planning Commission's Statement of Overriding Considerations pursuant to CEQA Guidelines Section 15093.

The MMRP for the mitigation measures that have been proposed for adoption is attached with these findings as **Attachment B** to this Motion. The MMRP is required by CEQA Section 21081.6 and CEQA Guidelines Section 15091. Attachment B provides a table setting forth each mitigation measure listed in the FEIR that is required to reduce a significant adverse impact. Attachment B also specifies the agency responsible for implementation of each measure and establishes monitoring actions and a monitoring schedule. The full text of the mitigation measures is set forth in Attachment B.

These findings are based upon substantial evidence in the entire record before the Commission. The references set forth in these findings to certain pages or sections of the Draft Environmental Impact Report ("Draft EIR" or "DEIR") or the Responses to Comments ("RTC") document, which together comprise the Final EIR, are for ease of reference and are not intended to provide an exhaustive list of the evidence relied upon for these findings.

I. PROJECT DESCRIPTION AND PROCEDURAL BACKGROUND

A. Project Description

The project site is at 450 O'Farrell Street, 474 O'Farrell Street, and 532 Jones Street, San Francisco, California. The block is bounded by Geary Street to the north, O'Farrell Street to the south, Taylor Street to the east, and Jones Street to the west, with Shannon Street bisecting the block from O'Farrell Street to Geary Street. The project site, which is within San Francisco's Downtown/Civic Center neighborhood, has an area of 22,106 square feet (sf) and includes three rectangular parcels (Assessor's block/lot 0317/007, 0317/009, and 0317/011) that would be merged to form a single lot. The project site is currently occupied by the three-story, 26,904-square-foot Fifth Church of Christ, Scientist, including a 1,400-square-foot parking lot with four parking spaces at 450 O'Farrell Street; a one-story, 4,415-square-foot vacant retail building at 474 O'Farrell Street; and a one-story, 1,012-square-foot restaurant and residential building with five units at 532 Jones Street. The proposed project would involve demolition of the existing Fifth Church of Christ, Scientist building except for the front façade along O'Farrell Street and a 30-foot return on Shannon Street. The vacant retail building along O'Farrell Street, and the restaurant building along Jones Street would also be demolished. All three buildings are considered contributing historic resources to the Uptown Tenderloin National Register Historic District (UTNRHD), which is listed in the National Register of Historic Places (NRHP). The church at 450 O'Farrell Street is individually eligible for the California Register of Historic Resources (CRHR).

The new building would be a 13-story, 130-foot-tall (with an additional 20 feet for the elevator penthouse) mixed-use building with up to 176 dwelling units, restaurant and/or retail (restaurant/retail) space on the ground and first floors, and a replacement church (proposed religious institution) incorporated into the ground and two upper levels. The project would construct a total of 218,155 sf of development, including 182,668 sf of residential space, 3,827 sf of restaurant/retail space¹, 9,555 sf for religious institution use (i.e., replacement of the existing church), 8,398 sf of open space (288 sf of private open space and 8,110 sf of common open space available to residents), and 21,105 sf of below-grade parking in one building. Of the

¹ The project sponsor will determine the use mix, but the EIR evaluated the space as if entirely occupied by restaurant uses, as this provided a conservative scenario for traffic and associated effects.

176 units, five of the proposed units would be replacement rent-controlled units, replacing the existing units in the 532 Jones Street building; 23 additional units would be below-market-rate (BMR) units, for a total of 28 BMR units on the site. The restaurant/retail space would be in two areas: one space accessed from Jones Street and one space accessed from O'Farrell Street. A single basement level with access from Shannon Street would provide up to 46 off-street vehicle parking spaces for building tenants and the religious institution use. The project would provide 125 Class 1 (bicycle locker or space in a secure room) and 16 Class 2 (publicly accessible bicycle rack) bicycle parking spaces. The Class 1 bicycle parking spaces would be kept on the basement and first floor, 14 of the Class 2 bicycle parking spaces would be located on O'Farrell Street, and two of the Class 2 bicycle spaces would be located on Jones Street. The project would incorporate common open space in three areas: on Level 4 in an interior courtyard and above Level 13 on a roof deck. The religious institution building entrance would be located along O'Farrell Street and the residential building entrance would be located along Shannon Street.

The project site is located within the North of Market Residential Special Use District No. 1 (North of Market SUD) and the 80-T/130-T Height and Bulk District. The site's RC-4 Zoning District allows a residential density of one unit per 200 square feet of lot area; however, the North of Market SUD allows a greater density (i.e., one unit per 125 square feet lot area).

B. Project Objectives

The project sponsors and developers are the Fifth Church of Christ, Scientist and 450 O'Farrell Partners, LLC. The project sponsors' objectives for the proposed project are identified below.

- ▶ Develop a mixed-use project that contains residential uses, retail uses, and church space for worship in downtown San Francisco.
- ▶ Construct well-designed, financially feasible mixed-use residential housing units that contribute to the well-being of the community; new retail space for the benefit of neighborhood residents and businesses; and a church facility that will allow the church to continue its active presence in the community into the future.
- ▶ Create a new church facility for Fifth Church of Christ, Scientist that will enable it to fulfill its mission of bringing hope, comfort, compassion, and peace to the Tenderloin, where it has been for more than 90 years, with a:
 - New Christian Science Reading Room fronting O'Farrell Street that is inviting, light filled, and open to the public during the week;
 - Modern, welcoming, light-filled sanctuary for services and meetings, along with re-used church elements, including stained glass windows, oculus skylight, pipe organ, and oak pews;
 - Light-filled Sunday School and up-to-date Children's Room.
- ▶ Contribute toward the City and County of San Francisco (City) goal of creating 30,000 housing units in an area that is identified for higher-density housing in proximity to downtown as well as local and regional transportation hubs (San Francisco Municipal Railway [Muni] and Bay Area Rapid Transit [BART]) and increase the affordable housing supply in San Francisco in accordance with City requirements.

- ▶ Implement the City's High-Density zoning designation for the site, which is in the North of Market Residential Special Use District, with new construction that conforms to the character of the Upper Tenderloin National Register Historic District (UTNRHD).
- ▶ Create new retail and other services and activate a vibrant, interactive ground plane for the project for the benefit of neighborhood residents and commercial enterprises.

C. Project Approvals

The Project requires the following Planning Commission or Planning Department approvals:

- ▶ Certification of the Final EIR, adoption of CEQA findings, adoption of a mitigation and monitoring report (MMRP) by the Planning Commission.
- ▶ Planning Commission approval of a Conditional Use Authorization under Planning Code Section 317(g)(5) for demolition of existing residential units; Section 253(b) for new construction over 40 feet in height and a street frontage greater than 50 feet; Section 263.7 for an exception to the 80-foot base height limit in 80-T/130-T height and bulk district; Section 271 for exceptions to Section 270, governing the bulk of the building; and Section 303 for the new religious institution (church) use, and a Planned Unit Developments (PUD), pursuant to Planning Code Section 304. A PUD is a special type of Conditional Use Authorization that allows the Planning Commission to modify or waive certain Planning Code requirements, applicable to sites at least 0.5 acre in size, in accordance with the provisions of Section 304 of the Planning Code.
- ▶ Implementation of the proposed project would require authorization, modification, or waiver of the following Planning Code requirements through approval of a PUD: under Planning Code Section 134 for rear yard configuration, under Planning Code Section 140 for dwelling unit exposure, under Planning Code Section 136 for permitted obstructions, and under Planning Code Section 152 for off-street loading. As proposed, the configuration of the rear yard of the project site does not meet the requirements of Planning Code Section 134(g). Some dwelling units do not meet the technical requirements of Section 140 for dwelling unit exposure, the balconies proposed over Shannon Street exceed the technical dimensions permissible as obstructions over the public right of way as required by Section 136(c), and the project site lacks one off-street loading space for residential use, as required by Section 152. Therefore, the proposed project would, as part of the PUD process, request modifications for these requirements.

Actions by Other City Departments and State Agencies

The Project requires the following approvals by other City departments:

- ▶ Approval of site, demolition, grading, and building permits (Planning Department and Department of Building Inspection).
- ▶ Approval of lot merger and tentative subdivision maps; recommend to the Board of Supervisors approval of final subdivision maps (San Francisco Public Works).
- ▶ Approval of permits for streetscape improvements in the public right-of-way, including a curb cut on Shannon Street (San Francisco Public Works).

- ▶ Approval of a request for curb cut, color curb, and on-street parking changes on O'Farrell Street and Shannon Street (San Francisco Municipal Transportation Agency).
- ▶ Approval of project compliance with the Stormwater Design Guidelines (San Francisco Public Utilities Commission).
- ▶ Approval of a Stormwater Control Plan (San Francisco Public Utilities Commission).
- ▶ Approval of a Site Mitigation Plan pursuant to the Maher Ordinance prior to the commencement of any excavation work (San Francisco Department of Public Health).
- ▶ Approval of a Soil Mitigation Plan and Construction Dust Control Plan prior to construction- period activities (San Francisco Department of Public Health).
- ▶ Approval of an Article 38 ventilation plan prior to submitting plans for a mechanical permit (San Francisco Department of Public Health and Department of Building Inspection).
- ▶ Approval of permit for the installation, operation, and testing of diesel backup generator from the Bay Area Air Quality Management District.

D. Environmental Review

The Project Sponsor submitted a complete Environmental Evaluation Application for the Project on November 21, 2014. On February 22, 2017, the Department published a Notice of Preparation of Environmental Impact Report ("NOP") and Initial Study ("IS"). Publication of the NOP and IS initiated a 30-day public review and comment period that began on February 22, 2017 and ended on May 23, 2017.

On October 25, 2017, the Department published the Draft Environmental Impact Report (hereinafter "DEIR"), and provided public notice in a newspaper of general circulation of the availability of the DEIR for public review and comment and of the date and time of the Planning Commission public hearing on the DEIR; this notice was mailed to the Department's list of persons requesting such notice.

Notices of availability of the DEIR and of the date and time of the public hearing were posted near the Project Site by the Project Sponsor on October 25, 2017.

On October 25, 2017, copies of the DEIR were mailed or otherwise delivered to a list of persons requesting it, to those noted on the distribution list in the DEIR, to adjacent property owners, and to government agencies, the latter both directly and through the State Clearinghouse.

Notice of Completion was filed with the State Secretary of Resources via the State Clearinghouse on October 25, 2017.

The Commission held a duly advertised public hearing on the DEIR on November 30, 2017, at which opportunity for public comment was given, and public comment was received on the DEIR. The period for commenting on the EIR ended on December 11, 2017.

The Department prepared responses to comments on environmental issues received during the 47 day public review period for the DEIR, prepared revisions to the text of the DEIR in response to comments

received or based on additional information that became available during the public review period, and corrected clerical errors in the DEIR. This material was presented in a Responses to Comments document, published on June 13, 2018, distributed to the Commission and all parties who commented on the DEIR, and made available to others upon request at the Department.

A Final Environmental Impact Report (hereinafter "FEIR") has been prepared by the Department, consisting of the DEIR, any consultations and comments received during the review process, any additional information that became available, and the Responses to Comments document all as required by law. The IS is included as Appendix A to the DEIR and is incorporated by reference thereto.

Project EIR files have been made available for review by the Commission and the public. These files are available for public review at the Department at 1650 Mission Street, Suite 400, and are part of the record before the Commission.

On September 13, 2018, the Commission reviewed and considered the FEIR and found that the contents of said report and the procedures through which the FEIR was prepared, publicized, and reviewed comply with the provisions of CEQA, the CEQA Guidelines, and Chapter 31 of the San Francisco Administrative Code. The FEIR was certified by the Commission on September 13, 2018 by adoption of its Motion No. 20279.

E. Content and Location of Record

The record upon which all findings and determinations related to the adoption of the proposed Project are based include the following:

- The FEIR, and all documents referenced in or relied upon by the FEIR, including the IS;
- All information (including written evidence and testimony) provided by City staff to the Planning Commission relating to the FEIR, the proposed approvals and entitlements, the Project, and the alternatives set forth in the FEIR;
- All information (including written evidence and testimony) presented to the Planning Commission by the environmental consultant and subconsultants who prepared the FEIR, or incorporated into reports presented to the Planning Commission;
- All information (including written evidence and testimony) presented to the City from other public agencies relating to the project or the FEIR;
- All applications, letters, testimony, and presentations presented to the City by the Project Sponsor and its consultants in connection with the Project;
- All information (including written evidence and testimony) presented at any public hearing or workshop related to the Project and the EIR;
- The MMRP; and,
- All other documents comprising the record pursuant to Public Resources Code Section 21167.6(e).

The public hearing transcripts and audio files, a copy of all letters regarding the FEIR received during the public review period, the administrative record, and background documentation for the FEIR are located at the Planning Department, 1650 Mission Street, 4th Floor, San Francisco. The Planning Department, Jonas P. Ionin, is the custodian of these documents and materials.

F. Findings about Environmental Impacts and Mitigation Measures

The following Sections II, III and IV set forth the Commission's findings about the FEIR's determinations regarding significant environmental impacts and the mitigation measures proposed to address them. These findings provide the written analysis and conclusions of the Commission regarding the environmental impacts of the Project and the mitigation measures included as part of the FEIR and adopted by the Commission as part of the Project. To avoid duplication and redundancy, and because the Commission agrees with, and hereby adopts, the conclusions in the FEIR, these findings will not repeat the analysis and conclusions in the FEIR but instead incorporate them by reference and rely upon them as substantial evidence supporting these findings.

In making these findings, the Commission has considered the opinions of staff and experts, other agencies, and members of the public. The Commission finds that (i) the determination of significance thresholds is a judgment decision within the discretion of the City and County of San Francisco; (ii) the significance thresholds used in the FEIR are supported by substantial evidence in the record, including the expert opinion of the FEIR preparers and City staff; and (iii) the significance thresholds used in the FEIR provide reasonable and appropriate means of assessing the significance of the adverse environmental effects of the Project. Thus, although, as a legal matter, the Commission is not bound by the significance determinations in the FEIR (see Public Resources Code, Section 21082.2, subdivision (e)), the Commission finds them persuasive and hereby adopts them as its own.

These findings do not attempt to describe the full analysis of each environmental impact contained in the FEIR. Instead, a full explanation of these environmental findings and conclusions can be found in the FEIR, and these findings hereby incorporate by reference the discussion and analysis in the FEIR supporting the determination regarding the project impact and mitigation measures designed to address those impacts. In making these findings, the Commission ratifies, adopts and incorporates in these findings the determinations and conclusions of the FEIR relating to environmental impacts and mitigation measures, except to the extent any such determinations and conclusions are specifically and expressly modified by these findings, and relies upon them as substantial evidence supporting these findings.

As set forth below, the Commission adopts and incorporates the mitigation measures set forth in the FEIR, which are set forth in the attached MMRP, to reduce the significant and unavoidable impacts of the Project. The Commission intends to adopt the mitigation measures proposed in the FEIR. Accordingly, in the event a mitigation measure recommended in the FEIR has inadvertently been omitted in these findings or the MMRP, such mitigation measure is hereby adopted and incorporated in the findings below by reference. In addition, in the event the language describing a mitigation measure set forth in these findings or the MMRP fails to accurately reflect the mitigation measures in the FEIR due to a clerical error, the language of the policies and implementation measures as set forth in the FEIR shall control. The impact numbers and mitigation measure numbers used in these findings reflect the information contained in the FEIR.

In Sections II, III and IV below, the same findings are made for a category of environmental impacts and mitigation measures. Rather than repeat the identical finding to address each and every significant effect and mitigation measure, the initial finding obviates the need for such repetition because in no instance is the Commission rejecting the conclusions of the FEIR or the mitigation measures recommended in the FEIR for the Project.

These findings are based upon substantial evidence in the entire record before the Planning Commission. The references set forth in these findings to certain pages or sections of the EIR or responses to comments in the Final EIR are for ease of reference and are not intended to provide an exhaustive list of the evidence relied upon for these findings.

II. LESS-THAN-SIGNIFICANT IMPACTS

The FEIR finds that implementation of the Project would result in less-than-significant impacts or less-than-significant impacts with mitigation in the following environmental topic areas: Land Use and Land Use Planning, Population and Housing, Cultural Resources (effect on UTNHRD and cumulative effects to archaeological and tribal resources, and human remains), Transportation and Circulation, Noise, Air Quality, Greenhouse Gas Emissions, Wind and Shadow, Recreation, Utilities and Service Systems, Public Services, Biological Resources, Geology and Soils, Hydrology and Water Quality, Hazards and Hazardous Materials, Mineral and Energy Resources, and Agriculture and Forest Resources.

Note: Senate Bill (SB) 743 became effective on January 1, 2014. Among other things, SB 743 added § 21099 to the Public Resources Code and eliminated the requirement to analyze aesthetics and parking impacts for certain urban infill projects under CEQA. The proposed Project meets the definition of a mixed-use residential project on an infill site within a transit priority area as specified by Public Resources Code § 21099.² Accordingly, the FEIR did not discuss the topic of Aesthetics, which are no longer considered in determining the significance of the proposed Project's physical environmental effects under CEQA. The FEIR nonetheless provided visual simulations for informational purposes. Similarly, the FEIR included a discussion of parking for informational purposes. This information, however, did not relate to the significance determinations in the FEIR.

Additionally, the Initial Study and/or FEIR determined some impacts were less than significant, and improvement measures were proposed to further reduce these less-than-significant impacts, which the Project Sponsor has agreed to implement:

- **Impact TR-1:** The proposed Project would not conflict with applicable plans or policies related to the use or promotion of alternative transportation methods. With implementation of Improvement Measures I-TR-1 (Transportation Demand Management Plan), I-TR-2 (Monitoring and Abatement of queues), and I-TR-3 (Construction Management Plan and Public Updates), Impact TR-1, which was identified as less than significant in the FEIR, is further reduced.

² San Francisco Planning Department. 2016. Eligibility Checklist: CEQA Section 21099 – Modernization of Transportation Analysis for 405–474 O'Farrell Street/532 Jones Street, November 14, 2016. This document (and all other documents cited in this environmental impact report, unless otherwise noted) is available for review at the San Francisco Planning Department, 1650 Mission Street, Suite 400, as part of Case File No. 2013.1535E.

III. FINDINGS OF SIGNIFICANT IMPACTS THAT CAN BE AVOIDED OR REDUCED TO A LESS-THAN-SIGNIFICANT LEVEL THROUGH MITIGATION AND THE DISPOSITION OF THE MITIGATION MEASURES

CEQA requires agencies to adopt mitigation measures that would avoid or substantially lessen a project's identified significant impacts or potential significant impacts if such measures are feasible. The findings in this section concern 7 potential impacts and mitigation measures proposed in the IS and/or FEIR. These mitigation measures are included in the MMRP. A copy of the MMRP is included as Attachment B to the Planning Commission Motion adopting these findings.

The Project Sponsor has agreed to implement the following mitigation measures to address the potential cultural resources and air quality, impacts identified in the IS and/or FEIR. As authorized by CEQA Section 21081 and CEQA Guidelines Section 15091, 15092, and 15093, based on substantial evidence in the whole record of this proceeding, the Planning Commission finds that, unless otherwise stated, the Project will be required to incorporate mitigation measures identified in the IS and/or FEIR into the Project to mitigate or to avoid significant or potentially significant environmental impacts. Except as otherwise noted, these mitigation measures will reduce or avoid the potentially significant impacts described in the IS and/or Final EIR, and the Commission finds that these mitigation measures are feasible to implement and are within the responsibility and jurisdiction of the City and County of San Francisco to implement or enforce.

Additionally, the required mitigation measures are fully enforceable and are included as conditions of approval in the Planning Commission's Conditional Use Authorization under Planning Code Section 303 of the Planned Unit Development under Planning Code Section 304 and also will be enforced through conditions of approval in any building permits issued for the Project by the San Francisco Department of Building Inspection. With the required mitigation measures, these Project impacts would be avoided or reduced to a less-than-significant level. The Planning Commission finds that the mitigation measures presented in the MMRP are feasible and shall be adopted as conditions of project approval.

The following mitigation measures would be required to reduce seven impacts identified in the Initial Study and/or FEIR to a less-than-significant level:

Impacts to Architectural Resources

- **Impact CR-3:** Construction activities for the proposed project could result in physical damage to adjacent historic resources. (DEIR ps. 4.36-4.39; add any relevant pages of the RTC) With implementation of Mitigation Measure M-CR-3a (Vibration Monitoring and Management Plan), and M-CR-3b (Construction Best Practices for Historical Architectural Resources), Impact CR-3 is reduced to a less-than-significant level. (DEIR ps. 4.38-4.39.)
- **Impact C-CR-1:** The proposed project, in combination with past, present, and reasonably foreseeable future projects in the project vicinity, could result in a significant cumulative impact on historic architectural resources. With implementation of Mitigation Measures CR-3a (Vibration Monitoring and Management Plan) and CR-3b (Construction Best Practices for Historical Architectural Resources), Impact C-CR-1 is reduced to a less-than-significant level.

Impacts to Cultural Resources

- **Impact CP-2:** Construction activities for the proposed project could result in a substantial adverse change in the significance of as-yet unknown archaeological resources beneath the project site, should such resources exist beneath the project site. (IS, ps. 47-48) With implementation of Mitigation Measure M-CP-2 (procedures for accidental discovery of archaeological materials), Impact CP-2 is reduced to a less-than-significant level. (IS, p. 48.)
- **Impact CP-3:** Construction activities for the proposed project could result in the disturbance of human remains, including those interred outside of formal cemeteries, should such remains exist beneath the project site. (IS p. 48-49.) With implementation of Mitigation Measure M-CP-3 (Human Remains), Impact CP-3 is reduced to a less-than-significant level.

Impacts to Air Quality

- **Impact AQ-2:** The proposed project's construction activities would generate toxic air contaminants, including diesel particulate matter, exposing sensitive receptors to substantial pollutant concentrations. (IS, ps. 84-88.) With implementation of Mitigation Measure M-AQ-2 (Construction Air Quality), Impact AQ-2 is reduced to a less-than-significant level. (IS, p. 86.)
- **Impact AQ-4:** The proposed project would generate toxic air contaminants, including diesel particulate matter, exposing sensitive receptors to substantial air pollutant concentrations. (IS, ps. 88-90.) With implementation of Mitigation Measure M-AQ-4 (Best Available Control Technology for Diesel Generators), Impact AQ-4 is reduced to a less-than-significant level.
- **Impact C-AQ:** The proposed project, in combination with past, present, and reasonably foreseeable future development in the project area would contribute to cumulative air quality impacts but would not result in a cumulatively considerable contribution to a cumulative impact. (IS, ps. 91-92.) With implementation of Mitigation Measures M-AQ-2 and M-AQ-4, described above, Impact C-AQ would be reduced to a less-than-significant impact. (IS, p. 92.)

IV. SIGNIFICANT IMPACTS THAT CANNOT BE AVOIDED OR REDUCED TO A LESS-THAN-SIGNIFICANT LEVEL

Based on substantial evidence in the whole record of these proceedings, the Planning Commission finds that there are significant project-specific and cumulative impacts that would not be eliminated or reduced to an insignificant level by the mitigation measures listed in the MMRP. The FEIR identifies one significant and unavoidable impact on historic architectural resources and one significant and unavoidable impact on cultural resources.

The Planning Commission further finds based on the analysis contained within the FEIR, other considerations in the record, and the significance criteria identified in the FEIR, that feasible Mitigation Measures M-CR-1a to -1c (documentation according to the standards of the Historic American Buildings Survey, Interpretive Display, and Salvage Program) are available to reduce the significant Project impact, but not to a less-than-significant level; and no mitigation measures are available to reduce Impact CP-1 to a less-than-significant level. Therefore, those impacts remain significant and unavoidable. The Commission also finds that, although measures were considered in the FEIR that could reduce some significant impacts, certain measures, as described in this Section IV below, are infeasible for reasons set forth below, and therefore those impacts remain significant and unavoidable or potentially significant and unavoidable.

Thus, the following significant impact on the environment, as reflected in the FEIR, is unavoidable. But, as more fully explained in Section VI, below, under Public Resources Code Section 21081(a)(3) and (b), and CEQA Guidelines 15091(a)(3), 15092(b)(2)(B), and 15093, the Planning Commission finds that this impact is acceptable for the legal, environmental, economic, social, technological and other benefits of the Project. This finding is supported by substantial evidence in the record of this proceeding.

The FEIR identifies the following impact for which no feasible mitigation measures were identified that would reduce these impacts to a less than significant level:

Impacts to Cultural Resources – Impact CR-1

The proposed Project would demolish most of the historic 1923 Fifth Church of Christ, Scientist, and retain only the historic façade and colonnade on O'Farrell Street and a 30-foot return on Shannon Street, which would cause a substantial adverse change in the significance of an individually eligible historical resource, as defined in CEQA Guidelines Section 15064.5(b). (DEIR ps. 4.32-4.34.) The following mitigation measures were identified that would reduce this impact, as follows:

- Mitigation Measure M-CR-1a (Documentation);
- Mitigation Measure M-CR-1b (Interpretation); and
- Mitigation Measure M-CR-1c (Salvage).

The Commission finds that, for the reasons set forth in the FEIR, although implementation of Mitigation Measures M-CR-1a, M-CR-1b, M-CR-1c would reduce the cultural resources impact of demolition of the historic 1923 Fifth Church of Christ, Scientist building, this impact would nevertheless remain significant and unavoidable. (DEIR p. 4.32.)

V. EVALUATION OF PROJECT ALTERNATIVES

A. Alternatives Analyzed in the FEIR

This section describes the alternatives analyzed in the Project FEIR and the reasons for rejecting the alternatives as infeasible. CEQA mandates that an EIR evaluate a reasonable range of alternatives to the Project or the Project location that generally reduce or avoid potentially significant impacts of the Project. CEQA requires that every EIR also evaluate a "No Project" alternative. Alternatives provide a basis of comparison to the Project in terms of their significant impacts and their ability to meet project objectives. This comparative analysis is used to consider reasonable, potentially feasible options for minimizing environmental consequences of the Project.

The Planning Department considered a range of alternatives in Chapter 6 of the FEIR. The FEIR analyzed the No Project Alternative, the Full Preservation Alternative, and the Partial Preservation Alternative. Each alternative is discussed and analyzed in these findings, in addition to being analyzed in Chapter 6 of the FEIR. The Planning Commission certifies that it has independently reviewed and considered the information on the alternatives provided in the FEIR and in the record. The FEIR reflects the Planning Commission's and the City's independent judgment as to the alternatives. The Planning Commission finds that the Project provides the best balance between satisfaction of Project objectives and mitigation of environmental impacts to the extent feasible, as described and analyzed in the FEIR.

B. Reasons for Approving the Project

Retail/Residential Building Component

- ▶ Develop a mixed-use project that contains residential uses, retail uses, and church space for worship in downtown San Francisco.
- ▶ Construct well-designed, financially feasible mixed-use residential housing units that contribute to the well-being of the community; new retail space for the benefit of neighborhood residents and businesses; and a church facility that will allow the church to continue its active presence in the community into the future.
- ▶ Create a new church facility for Fifth Church of Christ, Scientist that will enable it to fulfill its mission of bringing hope, comfort, compassion, and peace to the Tenderloin, where it has been for more than 90 years, with a:
 - New Christian Science Reading Room fronting O'Farrell Street that is inviting, light filled, and open to the public during the week;
 - Modern, welcoming, light-filled sanctuary for services and meetings, along with re-used church elements, including stained glass windows, oculus skylight, pipe organ, and oak pews;
 - Light-filled Sunday School and up-to-date Children's Room.
- ▶ Contribute toward the City and County of San Francisco (City) goal of creating 30,000 housing units in an area that is identified for higher-density housing in proximity to downtown as well as local and regional transportation hubs (San Francisco Municipal Railway [Muni] and Bay Area Rapid Transit [BART]) and increase the affordable housing supply in San Francisco in accordance with City requirements.
- ▶ Implement the City's High-Density zoning designation for the site, which is in the North of Market Residential Special Use District, with new construction that conforms to the character of the Upper Tenderloin National Register Historic District (UTNRHD).
- ▶ Create new retail and other services and activate a vibrant, interactive ground plane for the project for the benefit of neighborhood residents and commercial enterprises.

C. Evaluation of Project Alternatives

CEQA provides that alternatives analyzed in an EIR may be rejected if "specific economic, legal, social, technological, or other considerations, including provision of employment opportunities for highly trained workers, make infeasible . . . the project alternatives identified in the EIR." (CEQA Guidelines § 15091(a)(3).) The Commission has reviewed each of the alternatives to the Project as described in the FEIR that would reduce or avoid the impacts of the Project and finds that there is substantial evidence of specific economic, legal, social, technological and other considerations that make these Alternatives infeasible, for the reasons set forth below.

In making these determinations, the Planning Commission is aware that CEQA defines "feasibility" to mean "capable of being accomplished in a successful manner within a reasonable period of time, taking into account economic, environmental, social, legal, and technological factors." The Commission is also aware that under CEQA case law the concept of "feasibility" encompasses (i) the question of whether a particular alternative promotes the underlying goals and objectives of a project, and (ii) the question of whether an alternative is "desirable" from a policy standpoint to the extent that desirability is based on a reasonable balancing of the relevant economic, environmental, social, legal, and technological factors.

The City identified three alternatives for analysis: 1) the No Project Alternative; 2) the Full Preservation Alternative; 2) the Partial Preservation Alternative. Those alternatives are considered below. In addition, three other alternatives were considered as part of the FEIR's screening process for identifying potentially feasible alternatives, but rejected from detailed analysis. Those alternatives, described in the DEIR at ps. 6-18 and 6.19, are as follows:

- **Redevelopment of 450 O'Farrell Only.** This alternative was rejected because it included complete demolition of the historic church and therefore would not reduce the significant and unavoidable impacts associated with the proposed Project.
- **Redevelopment of 450 and 474-480 O'Farrell Only.** This alternative was rejected because it would have included complete demolition of the building at 450 O'Farrell Street; therefore, it would not reduce the significant and unavoidable impacts associated with the proposed Project.
- **Additional Preservation Alternative.** This alternative was rejected because it provided only 70 dwelling units, a number that would be insufficient to meet the City's policies to develop dense housing for all, including on-site affordable housing, at an infill site in close proximity to public transportation.

1. No Project Alternative

Under the No Project Alternative, the Project Site would foreseeably remain in its existing condition. The buildings on the project site would not be altered, and the proposed 237,810 combined square feet of religious, residential, retail, open space, and supporting uses would not be constructed. The 26,904 square foot Fifth Church of Christ, Scientist building would remain. The two-story, 4,415-square-foot building located at 474 O'Farrell Street would remain but it is currently vacant and would need complete seismic and Building Code upgrades to be able to be occupied or demolished and a new structure build; and the approximately 1,012-square-foot, largely single-story building at 532 Jones Street would continue to be used as a restaurant with 5 substandard dwelling units. Building heights on the site would not be increased and parking would also remain unaltered.

This alternative would not preclude development of another project on the project site should such a proposal be put forth by the project sponsor or another entity. However, it would be speculative to set forth such an alternative project at this time.

The Planning Commission rejects the No Project Alternative as infeasible because it would fail to meet the Project Objectives and the City's policy objectives for the following reasons:

- 1) The No Project Alternative would not meet any of the Project Sponsor's or City's objectives regarding the redevelopment of a large underutilized site, creation of a mixed-use project that

provides new residential dwelling units and affordable housing, a new church facility and additional retail space;

- 2) The No Project Alternative would be inconsistent with key goals of the General Plan with respect to housing production. With no new housing developed, the No Project Alternative would not increase the City's housing stock of both market rate and affordable housing, would not create new job opportunities for construction workers, and would not expand the City's property tax base.
- 3) The No Project Alternative would leave the portion of the Project Site at 474 O'Farrell that is unsafe and unoccupied in its current condition without significant code-complying upgrades.

For the foregoing reasons, the Planning Commission rejects the No Project Alternative as infeasible.

2. Full Preservation Alternative

The Full Preservation Alternative would include preservation and rehabilitation of the Fifth Church of Christ, Scientist building, an individual historic resource and a contributor to the UTNRHD, and demolition of the vacant retail building at 474 O'Farrell, as well as the restaurant building and five residential units at 532 Jones Street.

The full Preservation Alternative would combine the parcels that currently encompass 450 O'Farrell Street, 474 O'Farrell Street, and 532 Jones Street. The Full Preservation Alternative would demolish the buildings at 474 O'Farrell Street and 532 Jones Street and construct two new structures, a 13-story structure from Jones Street to Shannon Street and a 13-story structure at 474 O'Farrell Street. The two structures would be connected by a walkway. A courtyard between the two new structures would provide required light and air. The Full Preservation Alternative would include 97 new residential units (87,595 net square feet); a new church (10,666 square feet); one new retail space (800 square feet); space for assembly use (*i.e.*, corporate and private events) within the existing church (17,800 square feet); open space, serving the residential use; and 28 parking spaces.

The existing church would be retained and rehabilitated for an assembly use (see DEIR Figures 6-1, 6-2, and 6-3). A new 25-foot-deep, 80-foot-wide seven-story residential addition (14,000 square feet) would be constructed at the northwest corner of the church, extending two stories above the roof. The addition would remove the majority of the rear wall of the sanctuary, including the raised stage and clathri grillwork, which are identified character-defining features of the individually eligible historic resource at 450 O'Farrell Street. These items would be reinstalled in new interior locations if feasible. The interior double-story volume defining the sanctuary would remain legible.

A new church would be constructed to the west and adjacent to the old church, with 11 stories of new residential units above at 474 O'Farrell Street. In addition there would be retail at the ground floor of the Jones Street façade with residential above. The new church at 474 O'Farrell and retail space at the ground-floor level of 532 Jones Street would feature glazed storefronts.

The Planning Commission rejects the Full Preservation Alternative as infeasible because it would not meet the Project Objectives or City policy objectives for reasons including, but not limited to, the following:

- 1) The Full Preservation Alternative would limit the Project to 97 dwelling units at an infill site in close proximity to public transportation; whereas the proposed Project would add substantially more units, a total of 176, to the City's housing stock, including the replacement units. The City's important policy objectives as expressed in the Housing Element of the General Plan, in Policies 1.1, 1.4, 1.8 and 1.10, are to increase the housing stock whenever possible to address a shortage of housing in the City, and further, to promote dense housing in mixed use buildings.
- 2) The Full Preservation Alternative would also limit the Project to 17 total affordable units in a mixed-use building; whereas the proposed Project would provide up to 28 affordable units to the City's stock of affordable housing and contribute to the City's Inclusionary Housing Program. The City's important policy objective as expressed in Policy 1.1 of the Housing Element of the General Plan is to increase the affordable housing stock whenever possible to address a shortage of housing in the City.
- 3) The Full Preservation Alternative would limit the retail/restaurant space to approximately 800 gross square feet, not fully satisfying the City's policies in support of encouraging the location of neighborhood goods and services as an accessible convenience to residents, as expressed in Policy 6.4 of the Commerce and Industry Element of the General Plan.
- 4) The residential/retail component of the Full Preservation Alternative is economically infeasible. All such housing and mixed use development projects are capital-intensive and depend on obtaining financing from equity investors to cover a significant portion of the Project's costs, obtain a construction loan for the bulk of construction costs, and provide significant costs out-of-pocket. Equity investors require a certain profit margin to finance development projects and must achieve established targets for their internal rate of return and return multiple on the investment. Because the Full Preservation Alternative would result in a project that is significantly smaller than the Project, and contains 79 fewer residential units, the total potential for generating revenue is lower while the construction cost per square foot is higher due to lower economies of scale and the impact of fixed project costs associated with development. The reduced unit count would not generate a sufficient economic return to obtain financing and allow development of the proposed Project and therefore would not be built.

Economic and Planning Systems Inc. ("EPS"), a qualified real estate economics firm, prepared on behalf of the Project sponsor, a memorandum entitled "450 O'Farrell Street Development Feasibility Review and Evaluation", which is included in the record and is incorporated herein by reference. Given the significant fixed development costs (such as property acquisition and site improvement costs), the lower number of units in the Full and Partial Preservation Alternatives negatively impacts its financial viability, as there are fewer units over which these fixed development costs can be spread in comparison to the Project. The memorandum concludes that the Full Preservation Alternative is not financially feasible because the development costs for the Full Preservation Alternative significantly exceed potential revenues, resulting in a negative developer margin or return.

Specifically, implementation of the Full Preservation Alternative for apartment development would result in total development costs of \$108,157,000 with total estimated Net Operating Income of \$3,108,000 and result in a yield of 2.9%, net developer return to the developer and a

negative of \$34,295,000 of revenue less total development costs. This analysis was based on the project being rental housing and is in 2017 dollars.

The Planning Department requested the Project Sponsor to engage Willdan Financial Services ("Willdan"), a qualified real estate economics firm, to independently review the EPS analysis of the financial feasibility of the residential/retail component of the Full and Partial Preservation Alternatives on behalf of the City. Willdan produced a memorandum entitled "450 O'Farrell Street Development Pro Forma Peer Review and Evaluation", which is included in the record and is incorporated herein by reference. Willdan verified that the methodology and assumptions used by EPS were reasonable and verified the conclusion of the feasibility analysis that the mixed use, residential and church development component of the Full and Partial Preservation Alternatives are financially infeasible. The City has reviewed the analyses prepared by EPS and Willdan and concurs in their conclusions.

In an August 30, 2018, Addendum to its 450 O'Farrell Street Development Feasibility Review and Evaluation, EPS also evaluated whether the use of historic preservation tax credits, New Market tax credits, Mills Act property tax reductions or the sale of transferable development rights (TDRs) could be utilized to close the funding gap needed to render the Full Preservation Alternative feasible. EPS concluded that use of any of these potential funding sources, even if the project were to qualify for them, would be insufficient to fund the financial gap required to render the alternative financially feasible.

- 5) The Full Preservation Alternative would create a project with fewer housing units in an area well-served by transit, services and shopping and adjacent to employment opportunities which would then push demand for residential development to other sites in the City or the Bay Area. This would result in the Full Preservation Alternative not meeting, to the same degree as the Project, the City's *Strategies to Address Greenhouse Gas Emissions* or CEQA and the Bay Area Air Quality Management District's ("BAAQMD") requirements for a GHG reductions, by not maximizing housing development in an area with abundant local and region-serving transit options.

For the foregoing reasons, the Planning Commission rejects the Full Preservation Alternative as infeasible.

3. Partial Preservation Alternative

The Partial Preservation Alternative would develop a similar program to that of the proposed project, but would include partial preservation of and rehabilitation of the Fifth Church of Christ, Scientist. The Partial Preservation Alternative would maintain most of the exterior character-defining features of the Church at 450 O'Farrell.

The Partial Preservation Alternative would include partial preservation and rehabilitation of the Fifth Church of Christ, Scientist at 450 O'Farrell Street, partial restoration of the vacant retail building at 474 O'Farrell Street, and demolition of the restaurant building at 532 Jones Street.

The Partial Preservation Alternative would combine the parcels that currently encompass 450 O'Farrell Street, 474 O'Farrell Street, and 532 Jones Street. The Partial Preservation Alternative would construct a

new 13-story (130-foot) U-shaped building, spanning the three lots. The interior of the U would include a courtyard, providing required light and air. This alternative would create 162 dwelling units; a new church (10,207 square feet); new retail space (4,638 square feet); open space, serving the residential uses; and 39 parking spaces (see Figures 6-4, 6-5, and 6-6). The proposed new addition above and behind the retained 45 feet of the historic church structure would be set back 20 feet from the front street-wall property line and 35 feet at the corner of O'Farrell and Shannon Streets, creating a jogged corner.

The Partial Preservation Alternative would remove the rear 67 feet of the existing church, including, but not limited to, part or all of the following character-defining features: the windows, two-story sanctuary space with sloped floor and curving balcony, raised stage, clathri grillwork, stained glass, and oculus skylight. These features would be reinstalled in new locations in the new building wherever feasible. The character-defining features of the church to remain in part or in whole include, but are not limited to, the symmetrical tripartite façade, Tuscan columns, exterior vestibule with ornamental plaster ceiling and panels, cornice, akroterion, bronze doors, windows, and curving balcony.

The lower part of the U-shaped building would have a staggered setback (15 to 35 feet from west to east) long O'Farrell Street from the preserved façades. One leg of the U would run along Shannon Street and the other along the side of 500 Jones Street. Where the building would face Jones Street, it would decrease in height to match the adjacent buildings. There would be retail on the ground floor of the Jones Street façade, with residential above. The new church space would be behind the restored façade at 474 O'Farrell, and an assembly space would be located in the retained portion of the old church.

This alternative would reduce but not eliminate the significant and unavoidable impacts on historical resources. Additionally, this alternative meets many but not all of the Project Sponsor's and City's objectives. Specifically, while this alternative provides the ability to redevelop the underutilized site, it reduces the number of residential units by 14 Units or 9%.

The Planning Commission rejects the Partial Preservation Alternative as infeasible because it would not eliminate any of the significant unavoidable individual impacts of the proposed Project and it would not meet the Project Objectives or City policy objectives for reasons including, but not limited to, the following:

- 1) The Partial Preservation Alternative would limit the Project to 162 dwelling units at a site in close proximity to public transportation; whereas the Preferred Project would provide up to 176 units, including replacement units, to the City's housing stock and maximize the creation of new residential units. The City's important policy objectives as expressed in the Housing Element of the General Plan, in Policies 1.1, 1.8 and 1.10, are to increase the housing stock whenever possible to address a shortage of housing in the City, and further, to promote dense housing in mixed use buildings.
- 2) The Partial Preservation Alternative would also limit the Project to 26 total affordable units; whereas the Preferred Project would provide up to 28 affordable units to the City's stock of affordable housing and contribute to the City's Inclusionary Housing Program. The City's important policy objective as expressed in Policy 1.1 of the Housing Element of the General Plan is to increase the affordable housing stock whenever possible to address a shortage of housing in the City.

- 3) The Partial Preservation Alternative would create a project that would not fully utilize this infill site for housing production, thereby not fully satisfying General Plan policies such as Housing Element Policies 1.1, 1.4, and 1.10. The shaping of the massing in the alternative, although consistent with and enhances the scale and urban character of the area, supporting Policies 3.1 and 3.5 of the Urban Design Element of the General Plan, would not further the City's housing policies to create more housing, particularly affordable housing opportunities as well as the proposed Project does, and would not remove all significant unavailable impacts.
- 4) The residential/retail component of the Partial Preservation Alternative is economically infeasible. Large development projects are capital-intensive and depend on obtaining financing from equity investors to cover a significant portion of the project's costs, obtain a construction loan for the bulk of construction costs, and provide significant costs out-of-pocket. Equity investors require a certain profit margin to finance development projects and must achieve established targets for their internal rate of return and return multiple on the investment. Because the Partial Preservation Alternative would result in a project that is smaller than the Project, and contains 16 fewer residential units, the total potential for generating revenue is lower while the construction cost per square foot is higher due to lower economies of scale and the impact of fixed project costs associated with development. The reduced unit count would not generate a sufficient economic return to obtain financing and allow development of the proposed Project and therefore would not be built.

EPS, a qualified real estate economics firm, prepared on behalf of the Project sponsor a memorandum entitled "450 O'Farrell Street Development Feasibility Review and Evaluation", which is included in the record and is incorporated herein by reference. Given the significant fixed development costs (such as property acquisition and site improvement costs), the lower number of units in the Partial Preservation Alternative negatively impacts its financial viability, as there are fewer units over which these fixed development costs can be spread in comparison to the Project. The memorandum concludes that the Partial Preservation Alternative is not financially feasible because the development costs for the Partial Preservation Alternative significantly exceed potential revenues, resulting in a significantly reduced developer margin or return.

Specifically, implementation of the Partial Preservation Alternative for apartment development would result in total development costs of \$143,210,000 and result in a yield of 3.9% net developer margin or return and a negative of \$8,811,000 of revenue less total development costs.

The Planning Department requested the Project Sponsor to engage Willdan to independently review the EPS analysis of the financial feasibility of the residential/retail component of the Partial Preservation Alternative on behalf of the City. Willdan produced a memorandum entitled "450 O'Farrell Street Development Pro Forma Peer Review and Evaluation", which is included in the record and is incorporated herein by reference. Willdan verified that the methodology and assumptions used by EPS were reasonable and verified the conclusion of the EPS analysis that the residential/retail component of the Partial Preservation Alternative is financially infeasible. The City has reviewed the analyses prepared by EPS and Willdan and concurs in their conclusions.

In an August 30, 2018, Addendum to its 450 O'Farrell Street Development Feasibility Review and Evaluation, EPS also evaluated whether the use of historic preservation tax credits, New Market tax credits, Mills Act property tax reductions or the sale of transferable development rights (TDRs) could be utilized to close the funding gap needed to render the Partial Preservation Alternative feasible. EPS concluded that use of any of these potential funding sources, even if the project were to qualify for them, would be insufficient to fund the financial gap required to render the alternative financially feasible.

- 5) The Partial Preservation Alternative would create a project with fewer housing units in an area well-served by transit, services and shopping and adjacent to employment opportunities which would then push demand for residential development to other sites in the City or the Bay Area. This would result in the Partial Preservation Alternative not meeting, to the same degree as the Preferred Project, the City's *Strategies to Address Greenhouse Gas Emissions* or CEQA and the Bay Area Air Quality Management District's ("BAAQMD") requirements for a GHG reductions, by not maximizing housing development in an area with abundant local and region-serving transit options.

For the foregoing reasons, the Planning Commission rejects the Partial Preservation Alternative as infeasible.

VI. STATEMENT OF OVERRIDING CONSIDERATIONS

The Planning Commission finds that, notwithstanding the imposition of all feasible mitigation measures, impacts related to Historic Architectural Resources will remain significant and unavoidable. Pursuant to CEQA section 21081 and CEQA Guideline Section 15093, the Planning Commission hereby finds, after consideration of the FEIR and the evidence in the record, that each of the specific overriding economic, legal, social, technological and other benefits of the Project as set forth below independently and collectively outweighs these significant and unavoidable impacts and is an overriding consideration warranting approval of the Project. Any one of the reasons for approval cited below is sufficient to justify approval of the Project. Thus, even if a court were to conclude that not every reason is supported by substantial evidence, the Commission will stand by its determination that each individual reason is sufficient. The substantial evidence supporting the various benefits can be found in the preceding findings, which are incorporated by reference into this Section, and in the documents found in the record, as defined in Section I.

On the basis of the above findings and the substantial evidence in the whole record of this proceeding, the Planning Commission specifically finds that there are significant benefits of the Project to support approval of the Project in spite of the unavoidable significant impacts, and therefore makes this Statement of Overriding Considerations. The Commission further finds that, as part of the process of obtaining Project approval, significant effects on the environment from implementation of the Project have been eliminated or substantially lessened where feasible. All mitigation measures proposed in the FEIR/IS and MMRP are adopted as part of the Approval Actions described in Section I, above.

Furthermore, the Commission has determined that any remaining significant effects on the environment found to be unavoidable are acceptable due to the following specific overriding economic, technological, legal, social and other considerations.

The Project will have the following benefits:

1. The Project promotes the policies and objectives of the General Plan by providing a range of residential unit types to serve a variety of needs at an infill development site with a mix of uses. The Project will provide up to 176 dwelling units with a varied unit mix: 15 studio units (8.5%); 30 junior one-bedrooms (17%); 69 one-bedrooms (39.2%); 62 two-bedrooms (35.2%). This is consistent with the City's priority policy to increase the housing stock whenever possible to address a shortage of housing in the City, and further Policies 1.8 and 1.10 of the Housing Element of the General Plan, to promote dense housing in mixed use buildings.
2. The Project would increase the stock of permanently affordable housing by creating approximately 23 new below-market rate units, available for rent to households whose total income is below 55% of the Area Median Income, provided in accordance with the City's Affordable Inclusionary Housing Ordinance and promoting Policy 1.1 of the Housing Element of the General Plan. An additional five units are proposed as replacement rent-controlled units, at similar AMI rental rates, also on-site. The Project proposes these affordable units mixed into the overall market rate project, in furtherance of the City's policies supporting mixed-income projects in which private developers construct and maintain affordable housing units.
3. The Project would provide a new religious facility that will enable an existing church, which in its current location has been located at this site for more than 90 years, to continue to be located within the community and provide updated, code compliant, and expanded religious instructional and outreach facilities, while salvaging and reusing certain features of the building's interior elements.
4. The Project generally promotes the purpose of the North of Market Residential Special Use District through infill housing at compatible density. The project introduces 171 new residential units with on-site affordable units near downtown, provide five new replacement residential units on-site, proposes less than 4,000 square feet of ground floor commercial which can support existing and new residents, and does not shade public open spaces. Although the proposal does not preserve historic architectural resources, the new building scale, materials and architectural features are compatible with the surrounding neighborhood character and buildings. The Project will activate O'Farrell Street with the re-located church site and retail use, Shannon Street with the residential lobby, and Jones Street with additional retail use. Further, street improvements such as street trees and bicycle parking will further enhance the public realm, consistent with the better street plan policies in the General Plan.
5. The Project, on balance, supports the City's Urban Design Policies 2.6, 3.1 and 3.5, as expressed in the General Plan. Although the proposed project does not preserve the historic architectural resources on site, the proposed new construction would produce high-quality architectural design that is compatible with the Uptown Tenderloin National Register Historic District, in which the site is located. The new building will reflect the characteristic pattern which gives to the City and its neighborhood an image, sense of purpose, and a means of orientation; and, moderating major new development to complement the City pattern, by providing a new, mixed-use development consistent with neighboring 6- to 19-story development in close proximity to the site. In addition, the project maintains a sense of scale on the block through

retaining a portion of the façade of the 450 O'Farrell building, which is to be incorporated into the new building.

6. The Project supports the General Plan Policies 1.1 and 1.10 of the Housing Element, and Policy 6.4 of the Commerce and Industry Element of the General Plan, by locating housing for all at a mixed-use infill development site, with neighborhood commercial, and at a density to support, where households can easily rely on public transportation, walking and bicycling for a majority of daily trips. The site is located within a few blocks of six Muni bus lines, approximately ¼-mile from the Powell station for BART and Muni light rail service, and provides a total of 125 Class 1 secure indoor bicycle parking spaces, and 16 Class 2 sidewalk bike rack spaces.
7. The Project meets the City's Strategies to Address Greenhouse Gas Emissions and the BAAQMD requirements for a GHG reductions by maximizing development on an infill site that is well-served by transit, services and shopping and is suited for dense residential development, where residents can commute and satisfy convenience needs without frequent use of a private automobile and is adjacent to employment opportunities, in an area with abundant local and region-serving transit options.
8. The Project will create approximately 319 temporary construction jobs, and permanent jobs in the retail sector. These jobs will provide employment opportunities for San Francisco residents, promote the City's role as a commercial center, and provide additional payroll tax revenue to the City, providing direct and indirect economic benefits to the City.

Having considered the above, the Planning Commission finds that the benefits of the Project outweigh the unavoidable adverse environmental effects identified in the FEIR and/or IS, and that those adverse environmental effects are therefore acceptable.

MITIGATION MONITORING AND REPORTING PROGRAM

MONITORING AND REPORTING PROGRAM

Adopted Mitigation and Improvement Measures	Implementation Responsibility	Mitigation Schedule	Monitoring / Reporting Responsibility	Monitoring Schedule
Mitigation Measures Agreed To By Project Sponsor				
Historic Architectural/Cultural Resources				
<p>Project Mitigation Measure CR-1a: Documentation. Prior to the issuance of demolition or site permits, the project sponsors shall undertake Historic American Building Survey (HABS) documentation of the subject property, structures, objects, materials, and landscaping. The documentation shall be undertaken by a qualified professional who meets the standards for history, architectural history, or architecture (as appropriate), as set forth by the Secretary of the Interior’s Professional Qualification Standards (36 CFR, Part 61). The documentation shall consist of the following:</p> <ul style="list-style-type: none"> • Measured Drawings: A set of measured drawings that depict the existing size, scale, and dimension of the subject property. The Planning Department Preservation staff will accept the original architectural drawings or an as-built set of architectural drawings (plan, section, elevation, etc.). The Planning Department Preservation staff will assist the consultant in determining the appropriate level of measured drawings; • HABS-Level Photography: Digital photographs of the interior and the exterior of subject property. Large format negatives are not required. The scope of the digital photographs shall be reviewed by Planning Department Preservation staff for concurrence, and all digital photography shall be conducted according to the latest National Park Service Standards. The photography shall be undertaken by a qualified professional with demonstrated experience in HABS photography; and • HABS Historical Report: A written historical narrative and report, per HABS Historical Report Guidelines. • Video documentation: Video footage of the exterior and interior of contributing elements of the subject property. <p>The professional shall prepare the documentation and submit it for review and approval by the Planning Department Preservation staff prior to the issuance of demolition permits. The documentation shall be disseminated by the project</p>	<p>Project sponsor’s qualified architectural historian at the direction of the ERO</p>	<p>Prior to the start of any demolition or adverse alteration on a designated historic resource.</p>	<p>Planning Department Preservation Technical Specialist to review and approve HABS documentation. Considered complete upon submittal of final HABS documentation to the Preservation Technical Specialist.</p>	<p>Considered complete upon submittal of final HABS documentation to the Preservation Technical Specialist.</p>

MONITORING AND REPORTING PROGRAM

Adopted Mitigation and Improvement Measures	Implementation Responsibility	Mitigation Schedule	Monitoring / Reporting Responsibility	Monitoring Schedule
sponsors to the Planning Department, San Francisco Main Library History Room, Northwest Information Center-California Historical Resource Information System, and San Francisco Architectural Heritage.				
<p>Project Mitigation Measure CR-1b: Interpretation. The project sponsors shall provide a permanent display of interpretive materials concerning the history and architectural features of the original 450 O’Farrell Street building and its relationship with the Uptown Tenderloin National Register Historic District and the Tenderloin neighborhood. Interpretation of the site’s history and relationship with the District shall be supervised by an architectural historian or historian who meets the Secretary of the Interior’s Professional Qualification Standards, and may engage additional consultants to develop the display. The interpretative materials (which may include, but are not limited to, a display of photographs, news articles, memorabilia, and/or video) shall be placed in a prominent setting on the project site visible to pedestrians, such as a lobby, Reading Room of the new church or O’Farrell Street frontage.</p> <p>A proposal describing the general parameters of the interpretive program shall be approved by the San Francisco Planning Department Preservation staff prior to issuance of a site permit. The content, media and other characteristics of such interpretive display shall be approved by the San Francisco Planning Department Preservation staff prior to issuance of a Temporary Certificate of Occupancy.</p>	Project sponsor’s qualified architectural historian at the direction of the ERO	<p>Interpretive plan prior to the start of any demolition or adverse alteration of a designated historic resource.</p> <p>Interpretive display installation prior to issuance of a temporary certificate of occupancy.</p>	Planning Department Preservation Technical Specialist to review and approve interpretive display.	Considered complete upon installation of display.
<p>Project Mitigation Measure CR-1c: Salvage. Prepare an in-depth salvage document for the character-defining features of the existing church building at 450 O’Farrell Street. The project sponsors shall work with a professional who meets the Secretary of Interior’s Standards to develop a salvage report that documents the building’s character-defining features for conservation and assesses the feasibility of reinstallation at the new church space or in other facilities. The salvage report shall include documentation of interior historic interior features, such as the light fixtures, the marble in the bathroom, sanctuary space with balcony, decorative plaster work in the lobby and sanctuary, raised sanctuary stage, the organ pipes, and the grillwork fronting the organ pipes, and any exterior character-defining features that would not be retained by the project. Additionally, the salvage document shall include the identification of diverse organizations with interest in curation of the materials. The professional shall prepare the salvage report and submit it for review and approval by the Planning Department preservation staff prior to the issuance of demolition permits.</p>	Project sponsors and qualified historic preservation consultant at the direction of the ERO	Prior to issuance of construction permits	Planning Department Preservation Technical Specialist to review and approve prior to any construction activities.	Considered complete upon approval of the salvage report by the Planning Department Preservation Technical Specialist.
<p>Project Mitigation Measure CR-3a: Vibration Monitoring and Management Plan. The project sponsors shall retain the services of a qualified structural engineer or vibration consultant and a preservation architect who meet the Secretary of the</p>	Project sponsors, contractor,	Prior to the start of any demolition or ground disturbing	Project sponsors, contractor, and qualified historic	Considered complete after construction activities are completed

MONITORING AND REPORTING PROGRAM

Adopted Mitigation and Improvement Measures	Implementation Responsibility	Mitigation Schedule	Monitoring / Reporting Responsibility	Monitoring Schedule
<p>Interior’s Historic Preservation Professional Qualification Standards to conduct a Pre-Construction Assessment of the identified adjacent contributing resources to the Uptown Tenderloin National Register Historic District at 500–520 Jones Street, 536–544 (540) Jones Street, 546–548 (548) Jones Street, 565–575 Geary Street, 438–440 (438) O’Farrell Street, 415 Taylor Street, and 577–579 Geary Street. Prior to any demolition or ground-disturbing activity, the Pre-Construction Assessment shall be prepared. It shall contain written and photographic descriptions of the existing condition of visible exteriors from the public rights-of-way of the adjacent buildings and interior locations upon permission of the owners of the adjacent properties. The Pre-Construction Assessment shall determine specific locations to be monitored and include annotated drawings of the buildings to locate accessible digital photo locations and locations of survey markers and/or other monitoring devices (e.g., to measure vibrations). The Pre-Construction Assessment shall be submitted to the Planning Department along with the demolition and site permit applications. The structural engineer and/or vibration consultant, in consultation with the preservation architect, shall develop, and the project sponsors shall adopt, a vibration management and continuous monitoring plan to protect the adjacent historic buildings against damage caused by vibration or differential settlement caused by vibration during project construction activities. In this plan, the maximum vibration level not to be exceeded at each building shall be 0.2 inch per second, or a level determined by the site-specific assessment made by the structural engineer and/or the vibration consultant in coordination with the preservation architect for the project. The vibration management and monitoring plan shall document the criteria used in establishing the maximum vibration level for the project. In addition, this plan shall state the maximum settlement levels not to be exceeded at each building, which shall range from 3/8-inch to 1/2-inch; or a level determined by the site-specific assessment made by the structural engineer in coordination with the preservation architect for the project. This settlement criterion shall be included in the vibration management and monitoring plan. The vibration management and monitoring plan shall include pre-construction surveys and continuous vibration monitoring throughout the duration of the major construction project activities that would require heavy-duty equipment to ensure that vibration levels do not exceed the established standard. The vibration management and monitoring plan shall be submitted to the Planning Department’s preservation staff prior to issuance of the demolition permit. Should vibration levels be observed in excess of the standard, or if settlement to adjacent buildings occurs beyond the settlement levels described above, construction shall be halted and alternative protective measures shall be put in practice. Alternative protective measures may include, but would not be limited to, additional underpinning, additional shoring, grouting, and soldier piles.</p>	<p>and qualified historic preservation professional, and structural engineer and/or vibration consultant</p>	<p>activity permits and throughout ground-disturbance and construction.</p>	<p>preservation professional, and structural engineer and/or vibration consultant and planning department.</p>	<p>and after buildings and/or structures are remediated to their pre-construction condition at the conclusion of vibration-generating activity on the site, should any damage occur.</p>

MONITORING AND REPORTING PROGRAM

Adopted Mitigation and Improvement Measures	Implementation Responsibility	Mitigation Schedule	Monitoring / Reporting Responsibility	Monitoring Schedule
<p>Appropriate protective measures to prevent damage to adjacent buildings shall be determined on a case by case basis. Should construction of the proposed project result in any damage to adjacent buildings, repairs may be completed as part of the project. The structural engineer and/or vibration consultant and the historic preservation consultant shall conduct regular periodic inspections of digital photographs, survey markers, and/or other monitoring devices during ground-disturbing activity at the project site. The buildings shall be protected to prevent further damage and remediated to pre-construction conditions as shown in the Pre-Construction Assessment with the consent of the building owner.</p>				
<p>Mitigation Measure CR-3b: Construction Best Practices for Historical Architectural Resources. The project sponsors shall incorporate into construction specifications for the proposed project a requirement that the construction contractor(s) use all feasible means to avoid damage to the adjacent contributing resources at 500–520 Jones Street, 536–544 (540) Jones Street, 546–548 (548) Jones Street, 565–575 Geary Street, 438–440 (438) O’Farrell Street, 415 Taylor Street, and 577–579 Geary Street, including, but not limited to, staging of equipment and materials as far as possible from historic buildings to limit damage; using techniques during demolition, excavation, shoring, and construction that create the minimum feasible vibration; maintaining a buffer zone when possible between heavy equipment and adjacent contributing resource(s); enclosing construction scaffolding to avoid damage from falling objects or debris; and ensuring appropriate security to minimize risks of vandalism and fire. These construction specifications shall be submitted to the Planning Department along with the Demolition and Site Permit Applications.</p>	<p>Project sponsors, contractor, and qualified historic preservation professional, and Planning Department’s Environmental Review Officer.</p>	<p>Prior to the start of any demolition or ground-disturbing activities.</p>	<p>Planning Department Preservation Technical Specialist shall review and approve the construction specifications.</p>	<p>Considered complete upon approval of construction specifications by the Environmental Review Officer.</p>
<p>Mitigation Measure M-CP-2: Accidental Discovery. The project sponsors 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 sponsors 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 soil-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</p>	<p>Project sponsors, contractor, Planning Department’s archeologist or qualified archaeological consultant, and Planning Department’s Environmental Review Officer.</p>	<p>Prior to issuance of any permit for soil-disturbing activities and during construction.</p>	<p>Project sponsor, Environmental Review Officer, archeologist.</p>	<p>Considered complete upon Environmental Review Officer’s approval of a Final Archaeological Resources Report, if required.</p>

MONITORING AND REPORTING PROGRAM

Adopted Mitigation and Improvement Measures	Implementation Responsibility	Mitigation Schedule	Monitoring / Reporting Responsibility	Monitoring Schedule
<p>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 sponsors shall retain the services of an archaeological consultant from the pool of qualified archaeological consultants maintained by the Planning Department archaeologist. The archeological consultant shall advise the ERO as to whether the discovery is an archeological resource, retains sufficient integrity, and is of potential scientific/historical/cultural significance. If an archeological resource is present, the archeological consultant shall identify and evaluate the archeological resource. The archeological consultant shall make a recommendation as to what action, if any, is warranted. Based on this information, the ERO may require, if warranted, specific additional measures to be implemented by the project sponsor.</p> <p>Measures might include: preservation in situ of the archeological resource; an archaeological 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 (EP) division guidelines for such programs. The ERO may also require that the project sponsors 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</p>				

MONITORING AND REPORTING PROGRAM

Adopted Mitigation and Improvement Measures	Implementation Responsibility	Mitigation Schedule	Monitoring / Reporting Responsibility	Monitoring Schedule
<p>or interpretive value, the ERO may require a different final report content, format, and distribution than that presented above. Project sponsors, contractor, Planning Department’s archeologist or qualified archaeological consultant, and Planning Department’s Environmental Review Officer. Prior to issuance of any permit for soil-disturbing activities and during construction. Project sponsor, ERO, archeologist. Considered complete upon ERO’s approval of FARR.</p>				
<p>Mitigation Measure M-CP-3: Human Remains. Human Remains and Associated or Unassociated Funerary Objects. The treatment of human remains and of associated or unassociated funerary objects discovered during any soils disturbing activity shall comply with applicable State and Federal laws along with the following procedures. This shall include immediate notification of the Coroner of the City and County of San Francisco and the ERO. In the event of the Coroner’s determination that the human remains are Native American remains, notification of the California State Native American Heritage Commission (NAHC) who shall appoint a Most Likely Descendant (MLD) (Pub. Res. Code Sec. 5097.98). The archeological consultant, as required under M-CP-3, the project sponsor, ERO, and MLD shall have up to but not beyond six days of discovery to make all reasonable efforts to develop an agreement for the treatment of human remains and associated or unassociated funerary objects with appropriate dignity (CEQA Guidelines. Sec. 15064.5(d)). The agreement should take into consideration the appropriate excavation, removal, recordation, analysis, custodianship, curation, and final disposition of the human remains and associated or unassociated funerary objects. Nothing in existing State regulations or in this mitigation measure compels the project sponsors and the ERO to accept recommendations of an MLD. The archeological consultant shall retain possession of any Native American human remains and associated or unassociated burial objects until completion of any scientific analyses of the human remains or objects as specified in the treatment agreement if such as agreement has been made or, otherwise, as determined by the archeological consultant and the ERO.</p>	<p>Project sponsors, contractor, Planning Department’s archeologist or qualified archaeological consultant, and Planning Department’s Environmental Review Officer.</p>	<p>Prior to issuance of any permit for soil-disturbing activities and during construction.</p>	<p>Project sponsors to notify SFRA, Coroner, and, if applicable, California State Native American Heritage Commission.</p>	<p>Considered complete upon approval by ERO of a Final Archaeological Resources Report, if required.</p>
Air Quality				
<p>Mitigation Measure M-AQ-2: Construction Air Quality The project sponsors or the project sponsors’ Contractor shall comply with the following A. <i>Engine Requirements.</i> 1. All off-road equipment greater than 25 hp and operating for more than 20 total hours over the entire duration of construction activities shall have engines that meet or exceed either U.S. Environmental Protection Agency (USEPA) or California Air Resources Board (ARB) Tier 2 off-road emission standards, and have been retrofitted with an ARB Level 3 Verified Diesel</p>	<p>Project sponsors and construction contractor.</p>	<p>Prior to the issuance of construction permits and throughout the construction period.</p>	<p>Planning Department.</p>	<p>Considered complete after construction activities are complete.</p>

MONITORING AND REPORTING PROGRAM

Adopted Mitigation and Improvement Measures	Implementation Responsibility	Mitigation Schedule	Monitoring / Reporting Responsibility	Monitoring Schedule									
<p>Emissions Control Strategy. Equipment with engines meeting Tier 4 Interim or Tier 4 Final off-road emission standards automatically meet this requirement.</p> <ol style="list-style-type: none"> 2. Where access to alternative sources of power are available, portable diesel engines shall be prohibited. 3. Diesel engines, whether for off-road or on-road equipment, shall not be left idling for more than two minutes, at any location, except as provided in exceptions to the applicable state regulations regarding idling for off-road and on-road equipment (e.g., traffic conditions, safe operating conditions). The Contractor shall post legible and visible signs in English, Spanish, and Chinese, in designated queuing areas and at the construction site to remind operators of the two-minute idling limit. 4. The Contractor shall instruct construction workers and equipment operators on the maintenance and tuning of construction equipment, and require that such workers and operators properly maintain and tune equipment in accordance with manufacturer specifications. <p>B. <i>Waivers.</i></p> <ol style="list-style-type: none"> 1. The Planning Department’s Environmental Review Officer or designee (ERO) may waive the alternative source of power requirement of Subsection (A)(2) if an alternative source of power is limited or infeasible at the project site. If the ERO grants the waiver, the Contractor must submit documentation that the equipment used for onsite power generation meets the requirements of Subsection (A)(1). 2. The ERO may waive the equipment requirements of Subsection (A)(1) if a particular piece of off-road equipment with an ARB Level 3 VDECS is technically not feasible, the equipment would not produce desired emissions reduction due to expected operating modes, installation of the equipment would create a safety hazard or impaired visibility for the operator, or there is a compelling emergency need to use off-road equipment that is not retrofitted with an ARB Level 3 VDECS. If the ERO grants the waiver, the Contractor must use the next-cleanest piece of off-road equipment, according to Table 12. <p>Table 12: Off-Road Equipment Compliance Step-down Schedule</p> <table border="1" data-bbox="201 1218 940 1359"> <thead> <tr> <th>Compliance Alternative</th> <th>Engine Emission Standard</th> <th>Emissions Control</th> </tr> </thead> <tbody> <tr> <td align="center">1</td> <td align="center">Tier 2</td> <td align="center">ARB Level 2 VDECS</td> </tr> <tr> <td align="center">2</td> <td align="center">Tier 2</td> <td align="center">ARB Level 1 VDECS</td> </tr> </tbody> </table>	Compliance Alternative	Engine Emission Standard	Emissions Control	1	Tier 2	ARB Level 2 VDECS	2	Tier 2	ARB Level 1 VDECS				
Compliance Alternative	Engine Emission Standard	Emissions Control											
1	Tier 2	ARB Level 2 VDECS											
2	Tier 2	ARB Level 1 VDECS											

MONITORING AND REPORTING PROGRAM

Adopted Mitigation and Improvement Measures	Implementation Responsibility	Mitigation Schedule	Monitoring / Reporting Responsibility	Monitoring Schedule			
<table border="1" style="width:100%; border-collapse: collapse;"> <tr> <td style="width:33%; text-align:center;">3</td> <td style="width:33%; text-align:center;">Tier 2</td> <td style="width:33%; text-align:center;">Alternative Fuel*</td> </tr> </table> <p>** Alternative fuels are not a VDECS.</p> <p>C. <i>Construction Emissions Minimization Plan.</i> Before starting on-site construction activities, the Contractor shall submit a Construction Emissions Minimization Plan (Plan) to the ERO for review and approval. The Plan shall state, in reasonable detail, how the Contractor will meet the requirements of Section A.</p> <ol style="list-style-type: none"> 1. The Plan shall include estimates of the construction timeline by phase, with a description of each piece of off-road equipment required for every construction phase. The description may include, but is not limited to: equipment type, equipment manufacturer, equipment identification number, engine model year, engine certification (Tier rating), horsepower, engine serial number, and expected fuel usage and hours of operation. For VDECS installed, the description may include: technology type, serial number, make, model, manufacturer, ARB verification number level, and installation date and hour meter reading on installation date. For off-road equipment using alternative fuels, the description shall also specify the type of alternative fuel being used. 2. The project sponsors shall ensure that all applicable requirements of the Plan have been incorporated into the contract specifications. The Plan shall include a certification statement that the Contractor agrees to comply fully with the Plan. 3. The Contractor shall make the Plan available to the public for review on-site during working hours. The Contractor shall post at the construction site a legible and visible sign summarizing the Plan. The sign shall also state that the public may ask to inspect the Plan for the project at any time during working hours and shall explain how to request to inspect the Plan. The Contractor shall post at least one copy of the sign in a visible location on each side of the construction site facing a public right-of-way. <p>D. <i>Monitoring.</i> After start of Construction Activities, the Contractor shall submit quarterly reports to the ERO documenting compliance with the Plan. After completion of construction activities and prior to receiving a final certificate of occupancy, the project sponsors shall submit to the ERO a final report summarizing construction activities, including the start and end dates and duration of each construction phase, and the specific information required in the Plan.</p>	3	Tier 2	Alternative Fuel*				
3	Tier 2	Alternative Fuel*					
<p>Mitigation Measure M-AQ-4: Best Available Control Technology for Diesel Generators. The project sponsors shall ensure that the backup diesel generator meet or exceed one of the following emission standards for particulate matter: (1)</p>	Project sponsors and construction contractor.	Prior to the start of heavy diesel	Environmental Review	Considered complete upon Environmental Review			

MONITORING AND REPORTING PROGRAM

Adopted Mitigation and Improvement Measures	Implementation Responsibility	Mitigation Schedule	Monitoring / Reporting Responsibility	Monitoring Schedule
<p>Tier 4 certified engine, or (2) Tier 2 or Tier 3 certified engine that is equipped with a California Air Resources Board (ARB) Level 3 Verified Diesel Emissions Control Strategy (VDECS). A non-verified diesel emission control strategy may be used if the filter has the same particulate matter reduction as the identical ARB verified model and if the Bay Area Air Quality Management District (BAAQMD) approves of its use. The project sponsors shall submit documentation of compliance with the BAAQMD New Source Review permitting process (Regulation 2, Rule 2, and Regulation 2, Rule 5) and the emission standard requirement of this mitigation measure to the Planning Department for review and approval prior to issuance of a permit for a backup diesel generator from any City agency.</p>		<p>equipment use on site.</p>	<p>Officer to review and approve the diesel emission control strategy.</p>	<p>Officer approval of the diesel emission control strategy.</p>
Improvement Measures				
<p>Improvement Measure I-TR-3: Construction Management Plan and Public Updates. Construction Coordination – To reduce potential conflicts between construction activities and pedestrians, bicyclists, transit and vehicles at the project site, the project sponsors should require that the contractor prepare a Construction Management Plan for the project construction period. The preparation of a Construction Management Plan could be a requirement included in the construction bid package. Prior to finalizing the Plan, the project sponsor/construction contractor(s) should meet with San Francisco Public Works (Public Works), San Francisco Municipal Transportation Agency (SFMTA), the Fire Department, Muni Operations and other City agencies to coordinate feasible measures to include in the Construction Management Plan to reduce traffic congestion, including measures to reduce potential traffic, bicycle, and transit disruption and pedestrian circulation effects during construction of the proposed project. This review should consider other ongoing construction in the project vicinity. As determined necessary by the SFMTA to minimize the potential for impacting vehicle and transit traffic on O’Farrell Street, the Construction Management Plan could include restrictions on travel lane closures or construction truck deliveries or materials removal during the AM (7 to 9 AM) and PM (3 to 7 PM) peak periods when tow-away regulations are in effect on O’Farrell Street.</p> <p>Carpool, Bicycle, Walk and Transit Access for Construction Workers – To minimize parking demand and vehicle trips associated with construction workers, the construction contractor could include as part of the Construction Management Plan methods to encourage carpooling, bicycle, walk and transit access to the project site by construction workers (such as providing transit subsidies to construction workers,</p>	<p>Project sponsor.</p>	<p>Prior to the issuance of construction permits and throughout the construction period.</p>	<p>Transportation consultant, Planning Department, construction contractor.</p>	<p>Considered complete after construction activities are completed.</p>

MONITORING AND REPORTING PROGRAM

Adopted Mitigation and Improvement Measures	Implementation Responsibility	Mitigation Schedule	Monitoring / Reporting Responsibility	Monitoring Schedule
<p>providing secure bicycle parking spaces, participating in free-to-employee ride matching program from www.511.org, participating in emergency ride home program through the City of San Francisco (www.sferh.org), and providing transit information to construction workers.</p> <p>Construction Worker Parking Plan – As part of the Construction Management Plan that could be developed by the construction contractor, the location of construction worker parking could be identified as well as the person(s) responsible for monitoring the implementation of the proposed parking plan. The use of on-street parking to accommodate construction worker parking could be discouraged. All construction bid documents could include a requirement for the construction contractor to identify the proposed location of construction worker parking. If on-site, the location, number of parking spaces, and area where vehicles would enter and exit the site could be required. If off-site parking is proposed to accommodate construction workers, the location of the off-site facility, number of parking spaces retained, and description of how workers would travel between an off-site facility and the project site could be required.</p> <p>Project Construction Updates for Adjacent Businesses and Residents – To minimize construction impacts on access to nearby institutions and businesses, the project sponsors could provide nearby residences and adjacent businesses with regularly-updated information regarding project construction, including construction activities, peak construction vehicle activities (e.g., concrete pours), travel lane closures, and parking lane and sidewalk closures. A regular email notice could be distributed by the project sponsors that would provide current construction information of interest to neighbors, as well as contact information for specific construction inquiries or concerns.</p>				