

DRAFT ENVIRONMENTAL IMPACT REPORT

450-474 O'Farrell Street/532 Jones Street Project

PLANNING DEPARTMENT
CASE NO. **2013.1535ENV**
STATE CLEARINGHOUSE NO. 2017022067

Draft EIR Publication Date:	October 25, 2017
Draft EIR Public Hearing Date:	November 30, 2017
Draft EIR Public Comment Period:	October 25, 2017—December 11, 2017

SAN FRANCISCO
PLANNING
DEPARTMENT

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TO: Distribution List for the 450–474 O'Farrell Street/532 Jones Street Project

FROM: Lisa Gibson, Environmental Review Officer

SUBJECT: Request for the Final Environmental Impact Report for the 450–474 O'Farrell Street/ 532 Jones Street Project (Planning Department File No 2013.1535ENV)

This is the draft of the environmental impact report (EIR) for the 450–474 O'Farrell Street/532 Jones Street Project. A public hearing will be held on the adequacy and accuracy of this document. After the public hearing, our office will prepare and publish a document titled "Responses to Comments," which will contain a summary of all relevant comments on this Draft EIR and our responses to those comments. It may also specify changes to this Draft EIR. Those who testify at the hearing on the Draft EIR will automatically receive a copy of the Responses to Comments document, along with notice of the date reserved for certification; others may receive a copy of the Responses to Comments and notice by request or by visiting our office. This Draft EIR, together with the Responses to Comments document, will be considered by the Planning Commission in an advertised public meeting and certified as a Final EIR if deemed adequate.

After certification, the Draft EIR and the Responses to Comments document will be considered the Final EIR. The Final EIR will add no new information to the combination of the two documents. Therefore, if you receive a copy of the Responses to Comments document in addition to this copy of the Draft EIR, you have a copy of the Final EIR.

Thank you for your interest in this project.

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CITY AND COUNTY OF SAN FRANCISCO
PLANNING DEPARTMENT
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450–474 O'FARRELL STREET/532 JONES STREET PROJECT

Draft EIR

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ACRONYMS AND ABBREVIATIONS

ABAG	Association of Bay Area Governments
BART	Bay Area Rapid Transit
CCR	California Code of Regulations
CEQA	California Environmental Quality Act
City	City and County of San Francisco
CRHR	California Register of Historical Resources
Downtown Plan	Downtown Area Plan
EIR	environmental impact report
General Plan	San Francisco General Plan
HPC	Historic Preservation Commission
HRE	Historical Resource Evaluation
LEED	Leadership in Energy and Environmental Design
MMRP	Mitigation Monitoring and Reporting Program
MTC	Metropolitan Transportation Commission
Muni	San Francisco Municipal Railway
NHPA	National Historic Preservation Act
NOP	Notice of Preparation
NRHP	National Register of Historic Places
Planning Code	San Francisco Planning Code
Planning Department	San Francisco Planning Department
PRC	Public Resources Code
proposed project	450-474 O'Farrell Street/532 Jones Street Project
PUD	Planned Unit Developments
Secretary's Standards	Standards for the Treatment of Historic Properties with Guidelines for Preserving, Rehabilitating, Restoring, and Reconstructing Historic Buildings and Standards for Rehabilitation and Guidelines for Rehabilitating Historic Buildings
SOI	Secretary of the Interior
SUD	Special Use District
UTNRHD	Uptown Tenderloin National Register Historic District

S.1 Introduction and Background

This chapter provides an overview of the topics and issues addressed in the environmental impact report (EIR) prepared for the 450–474 O'Farrell Street[1]/532 Jones Street project (proposed project). It includes a summary of the proposed project, a list of the project's impacts, the level of significance of the environmental impacts, applicable mitigation measures, the alternatives to the proposed project that are analyzed in this EIR, a comparison of the impacts of the alternatives to those of the proposed project, and a summary of environmental issues to be resolved and areas of controversy.

The San Francisco Planning Department is the lead agency and responsible for preparing this EIR in compliance with the California Environmental Quality Act (CEQA). This is a focused EIR. It discloses the impacts of the proposed project on historical architectural resources to the public and decision-makers. All other potential environmental impacts of the proposed project, as analyzed under CEQA, are adequately addressed in the Initial Study for this project (Appendix A).

S.2 Project Synopsis

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 16-foot return on Shannon Street. The vacant retail building along O'Farrell Street, and the restaurant building along Jones Street would also be demolished.

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 237,810 sf of development, including 187,640 sf of residential space, 6,200 sf of

[1] The full address of the 474 O'Farrell Street commercial building is 474–480 O'Farrell Street but for readability is referred to throughout this document as the 474 O'Farrell Street building.

restaurant/retail space,[2] 13,595 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 21,070 sf of below-grade parking in one building. Of the 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 41 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 21 Class 2 (publicly accessible bicycle rack) bicycle parking spaces. The Class 1 bicycle parking spaces would be kept on the basement and first floor, 16 of the Class 2 bicycle parking spaces would be located on O'Farrell Street, and five of the Class 2 bicycle spaces would be located on Jones Street. The project would incorporate common open space in three areas: on level one in the open area behind the church façade within the colonnade, on level three in an interior courtyard, and above level 13 in a roof deck. The religious institution and residential building entrances would be located along O'Farrell Street. 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 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).

S.3 Summary of Impacts, Mitigation Measures, and Improvement Measures

Based on the findings in an Initial Study prepared for the proposed 450–474 O'Farrell Street/532 Jones Street Project, the project would result in significant physical environmental impacts on historic architectural resources, and the Planning Department has prepared this Environmental Impact Report (EIR). All other environmental topics have been addressed in the Initial Study. The Planning Department published a notice of preparation (NOP) of an EIR accompanied with an Initial Study on February 22, 2017, announcing its intent to prepare and distribute a focused EIR (the NOP and Initial Study are presented as Appendix A of this EIR).

Table S-1, Summary of Impacts and Mitigation Measures Identified in the EIR, summarizes all impacts identified for the proposed project and lists their level of significance. For any impacts that were found to be significant, corresponding mitigation measures have been included, and the level of significance after mitigation is indicated.

[2] The project sponsors propose to develop a mix of restaurant and retail uses. The exact mix is unknown at this time; the analysis assumes restaurant uses as this use generates more trips with greater effect on the environment.

The Initial Study identified resource topics that were determined not to apply to the proposed project and topics for which the proposed project would have no impact or a less-than-significant impact or the impact was determined to be less than significant with mitigation. For any impacts identified as significant in the Initial Study, corresponding mitigation measures are included that would reduce these impacts to a less-than-significant level. The Initial Study also included project improvement measures, which would further reduce impacts that were considered to be less than significant. These topics, and their corresponding mitigation and improvement measures are summarized in Table S-2: Summary of Impacts and Mitigation Measures Identified in the Initial Study. They are not further addressed in this EIR.

TABLE S-1
SUMMARY OF IMPACTS AND MITIGATION AND IMPROVEMENT MEASURES IDENTIFIED IN THE EIR

Impact	Level of Significance before Mitigation	Mitigation and Improvement Measures	Level of Significance after Mitigation
Historic Architectural Resources			
Impact CR-1: The proposed demolition of the existing Fifth Church of Christ, Scientist building at 450 O'Farrell Street and retention of the façade would result in a substantial adverse change to the significance of an individual historic architectural resource.	S	**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: • **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. 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 sponsors to the Planning Department, San Francisco Main Library History Room, Northwest Information Center-California Historical Resource Information System, and San Francisco Architectural Heritage. **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	SUM

Legend
NI = No impact; LTS = Less-than-significant or negligible impact (no mitigation required); LSM = Less than significant with mitigation; S = Significant; SU = Significant and unavoidable impact (no feasible mitigation); SUM = Significant and unavoidable impact, after mitigation

Impact	Level of Significance before Mitigation	Mitigation and Improvement Measures	Level of Significance after Mitigation
		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. 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. **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 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.	
Impact CR-2: The proposed demolition of the existing buildings on the project site and the construction of 237,810 square feet of development, as included under the proposed project, would not have a substantial adverse effect on the Uptown Tenderloin National Register Historic District.	LTS	No mitigation measures are required.	Not Applicable
Impact CR-3: Construction activities for the proposed project could result in physical damage to adjacent historic resources.	S	**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 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	LSM

Impact	Level of Significance before Mitigation	Mitigation and Improvement Measures	Level of Significance after Mitigation
		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. 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 Planning Department Preservation staff prior to issuance of Demolition or Site Permits. Should vibration levels be observed in excess of the standard, or if damage to the building is observed, construction shall be halted and alternative techniques put in practice, to the extent feasible. 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. **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.	

Impact	Level of Significance before Mitigation	Mitigation and Improvement Measures	Level of Significance after Mitigation
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.	S	Mitigation Measures CR-3a and CR-3b would apply to this cumulative impact.	LSM

Source: ICF, 2017.

TABLE S-2
SUMMARY OF IMPACTS AND MITIGATION MEASURES IDENTIFIED IN THE INITIAL STUDY

Impact	Level of Significance before Mitigation	Mitigation and Improvement Measures	Level of Significance after Mitigation
Land Use			
Impact LU-1: The proposed project would include the demolition of the existing buildings on-site and the construction of two new buildings; it would not physically divide an established community (LTS).	LTS	No mitigation measure required.	Not Applicable
Impact C-LU: The proposed project, in combination with other past, present, and reasonably foreseeable future projects, would not result in a cumulatively considerable land use impact (LTS).	LTS	No mitigation measure required.	Not Applicable
Population Growth			
Impact PH-1: The proposed project would not induce substantial population growth either directly or indirectly. (LTS).	LTS	No mitigation measure required.	Not Applicable
Impact PH-2: The proposed project would not displace a substantial number of existing housing units, people, or employees, or create demand for additional housing elsewhere. (LTS).	LTS	No mitigation measure required.	Not Applicable

Legend
NI = No impact
LTS = Less-than-significant or negligible impact; no mitigation required
LSM = Less-than-significant or negligible impact, after mitigation
S = Significant
SU = Significant and unavoidable impact, no feasible mitigation
SUM = Significant and unavoidable impact, after mitigation

Impact	Level of Significance before Mitigation	Mitigation and Improvement Measures	Level of Significance after Mitigation
Impact C-PH: The proposed project would not make a considerable contribution to any cumulative significant effects related to population or housing. (LTS).	LTS	No mitigation measures required.	Not Applicable
Cultural Resources			
Impact CP-1: Implementation of the proposed project would result in the demolition of the 1923 Fifth Church of Christ, Scientist (individually eligible), 1913 retail building, and 1950 restaurant building, identified as contributing resources to the Uptown Tenderloin Historic (S).	S	Impacts addressed in this EIR.	SUM
Impact CP-2: Construction activities for the proposed project would result in a substantial adverse change in the significance of as-yet unknown archaeological resources, should such resources exist beneath the project site (LSM).	S	**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. Should any indication of an archeological resource be encountered during any soil-disturbing activity of the project, the project Head Foreman and/or project sponsors shall immediately notify the ERO and shall immediately suspend any soils disturbing activities in the vicinity of the discovery until the ERO has determined what additional measures should be undertaken. If the ERO determines that an archeological resource may be present within the project site, the project 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 sponsors. 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.	LTS

Impact	Level of Significance before Mitigation	Mitigation and Improvement Measures	Level of Significance after Mitigation
		The project archeological consultant shall submit a Final Archeological Resources Report (FARR) to the ERO that evaluates the historical significance of any discovered archeological resource and describing the archeological and historical research methods employed in the archeological monitoring/data recovery program(s) undertaken. Information that may put at risk any archeological resource shall be provided in a separate removable insert within the final report. Copies of the Draft FARR shall be sent to the ERO for review and approval. Once approved by the ERO, copies of the FARR shall be distributed as follows: California Archaeological Site Survey Northwest Information Center (NWIC) shall receive one (1) copy and the ERO shall receive a copy of the transmittal of the FARR to the NWIC. The Environmental Planning division of the Planning Department shall receive one bound copy, one unbound copy, and one unlocked, searchable PDF copy on CD of the FARR along with copies of any formal site recordation forms (CA DPR 523 series) and/or documentation for nomination to the National Register of Historic Places/California Register of Historical Resources. In instances of high public interest or interpretive value, the ERO may require a different final report content, format, and distribution than that presented above.	
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 (LSM).	S	**Mitigation Measure M-CP-3: Human Remains** 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) (*Public Resources Code* Sec. 5097.98). The archeological consultant, as required under M-CP-2, project sponsors, 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.	LTS

Impact	Level of Significance before Mitigation	Mitigation and Improvement Measures	Level of Significance after Mitigation
Impact CP-4: Construction activities for the proposed project could result in the disturbance of tribal cultural resources, should such resources exist beneath the project site (LSM).	S	**Mitigation Measures M-CP-2 and M-CP-3**	LTS
Impact C-CP: The proposed project, in combination with past, present, and reasonably foreseeable future projects in the vicinity, would not cause a substantial adverse change in the significance of an archeological or tribal cultural resource nor disturb human remains (LTS).	LTS	No mitigation measure required.	Not Applicable
Transportation and Circulation			
Impact TR-1: The proposed project would not conflict with an applicable plan, ordinance or policy establishing measures of effectiveness for the performance of the circulation system, taking into account all modes of transportation including mass transit and non-motorized travel and relevant components of the circulation system, including but not limited to intersections, streets, highways and freeways, pedestrian and bicycle paths, and mass transit (LTS).	LTS	No mitigation measure required. **Improvement Measure I-TR-1: Transportation Demand Management (TDM) Plan** As an improvement measure to encourage use of sustainable modes, the project sponsors and subsequent property owners, should develop and implement a TDM Plan. The scope and number of TDM measures included in the TDM Plan should be in accordance with the Planning Commission Standards for the TDM Program (TDM Program) for the type of development proposed.[3] The proposed project's TDM Plan should conform to the most recent version of the TDM Program Standards available at the time of the project's approval, as defined in the TDM Ordinance. The Planning Department should review and approve the TDM Plan, as well as any subsequent revisions to the TDM Plan, pursuant to the TDM Program Standards. The TDM Plan should target a reduction in the vehicle miles traveled (VMT) rate (e.g., VMT per capita), monitor and evaluate project performance (actual VMT), and adjust TDM measures over time to attempt to meet VMT target reduction. **Improvement Measure I-TR-2: Monitoring and Abatement of Queues** To reduce the potential for queuing of vehicles accessing the project site, it should be the responsibility of the project sponsors to ensure that recurring vehicle queues or vehicle conflicts do not occur on Shannon Street. A vehicle queue is defined as one or more vehicles (destined to the parking garage) blocking any portion of the Shannon Street sidewalk or travel lanes for a consecutive period of three minutes or longer on a daily and/or weekly basis. If the Planning Director, or his or her designee, suspects that a recurring queue or conflict is present, the Planning Department should notify the project sponsors in writing. Upon request, the owner/operator should hire a qualified transportation consultant to evaluate the conditions at the site for no less than seven days. The consultant should prepare a monitoring report to be submitted to the Planning Department for review. If the Planning Department determines that a recurring queue or conflict does exist, the project sponsors should have 90 days from the date or the written determination to abate the recurring queue or conflict.	Not Applicable

[3] San Francisco Planning Department, *TDM Program Standards*, March 2017, available online at http://sf-planning.org/tdm-materials-and-resources.

Impact	Level of Significance before Mitigation	Mitigation and Improvement Measures	Level of Significance after Mitigation
		Improvement Measure I-TR-3: Construction Management Plan and Public Updates Construction Coordination – To reduce potential conflicts between construction activities and pedestrians, bicyclists, and transit and other 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 sponsors/ construction contractor(s) should meet with San Francisco Public Works (Public Works), SFMTA, the Fire Department, Muni Operations, and other City agencies to coordinate feasible measures to include in the Construction Management Plan and reduce traffic congestion, including measures to reduce potential traffic, bicycle, and transit disruptions 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 affecting vehicle and transit traffic on O'Farrell Street, the Construction Management Plan could include travel lane closures or restrictions on construction truck deliveries or materials removal during the AM (7 to 9 a.m.) and PM (3 to 7 p.m.) 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, bicycling, walking, or transit use to the project site by construction workers (such as providing transit subsidies to construction workers, providing secure bicycle parking spaces, participating in a free-to-employees ride-matching program from www.511.org, participating in an emergency ride-home program through the City of San Francisco (www.sferh.org), or providing transit information to construction workers. 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 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. 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	

Impact	Level of Significance before Mitigation	Mitigation and Improvement Measures	Level of Significance after Mitigation
		information of interest to neighbors as well as contact information for specific construction inquiries or concerns.	
Impact TR-2: The proposed project would not substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (LTS).	LTS	No mitigation measure required.	Not Applicable
Impact TR-3: Emergency vehicle access to the project site would remain unchanged from existing conditions, and the proposed project would not change adjacent travel lanes such that inadequate emergency access would result (LTS).	LTS	No mitigation measure required.	Not Applicable
Impact TR-4: The proposed project would not conflict with adopted policies, plans, or programs regarding public transit or bicycle or pedestrian facilities or otherwise decrease the performance or safety of such facilities (LTS).	LTS	No mitigation measure required.	Not Applicable
Impact C-TR: The proposed project, in combination with past, present and reasonably foreseeable projects, would not result in cumulative transportation impacts (LTS).	LTS	No mitigation measure required.	Not Applicable
Noise			
Impact NO-1: The proposed project would not result in a substantial increase in traffic noise levels relative to existing conditions and thus would not result in exposure of persons to or generation of noise levels in excess of standards established in the local general plan or noise ordinance or applicable standards of other agencies (LTS).	LTS	No mitigation measure required.	Not Applicable
Impact NO-2: The proposed project would not result in exposure of persons to or generation of excessive ground-borne vibration or ground-borne noise levels (LTS).	LTS	No mitigation measure required.	Not Applicable

Impact	Level of Significance before Mitigation	Mitigation and Improvement Measures	Level of Significance after Mitigation
Impact NO-3: The proposed project would not result in a substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project (LTS).	LTS	No mitigation measure required.	Not Applicable
Impact NO-4: The proposed project would not result in a substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project (LTS).	LTS	No mitigation measure required.	Not Applicable
Impact NO-5: The proposed project would not be substantially affected by existing noise levels (LTS).	LTS	No mitigation measure required.	Not Applicable
Impact C-NO: The proposed project, in combination with past, present, and reasonably foreseeable future development in the project area, would contribute to cumulative noise impacts but would not result in a cumulatively considerable contribution to a cumulative impact (LTS).	LTS	No mitigation measure required.	Not Applicable
Air Quality			
Impact AQ-1: The proposed project's construction activities would generate fugitive dust and criteria air pollutants but would not violate an air quality standard, contribute substantially to an existing or projected air quality violation, or result in a cumulatively considerable net increase in criteria air pollutants (LTS).	LTS	No mitigation measure required.	Not Applicable
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 (LSM).	S	**Mitigation Measure M-AQ-2: Construction Air Quality** The project sponsors or the project sponsors' contractor shall comply with the following: *A. Engine Requirements.* 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 Emissions Control Strategy. Equipment with engines meeting Tier 4 Interim or Tier 4 Final off-road emission standards automatically meet this requirement. 2. Where access to alternative sources of power are available, portable diesel engines shall be prohibited.	LTS

<table>
<tr><th>Impact</th><th>Level of Significance before Mitigation</th><th>Mitigation and Improvement Measures</th><th>Level of Significance after Mitigation</th></tr>
<tr><td></td><td></td><td>
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.
B. Waivers.
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 as shown in Table 10.
TABLE 10: OFF-ROAD EQUIPMENT COMPLIANCE STEP-DOWN SCHEDULE
<table>
<tr><th>Compliance Alternative</th><th>Engine Emission Standard</th><th>Emissions Control</th></tr>
<tr><td>1</td><td>Tier 2</td><td>ARB Level 2 VDECS</td></tr>
<tr><td>2</td><td>Tier 2</td><td>ARB Level 1 VDECS</td></tr>
<tr><td>3</td><td>Tier 2</td><td>Alternative Fuel*</td></tr>
</table>
** Alternative fuels are not a VDECS.
C. Construction Emissions Minimization Plan. 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.
</td><td></td></tr>
</table>

Impact	Level of Significance before Mitigation	Mitigation and Improvement Measures	Level of Significance after Mitigation
		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. *D. Monitoring.* 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.	
Impact AQ-3: During project operations, the proposed project would result in emissions of criteria air pollutants but not at levels that would violate an air quality standard, contribute to an existing or projected air quality violation, or result in a cumulatively considerable net increase in criteria air pollutants (LTS).	LTS	No mitigation measure required.	Not Applicable
Impact AQ-4: The proposed project would generate toxic air contaminants, including diesel particulate matter, but would not expose sensitive receptors to substantial air pollutant concentrations (LSM).	S	**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) 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	LTS

Impact	Level of Significance before Mitigation	Mitigation and Improvement Measures	Level of Significance after Mitigation
		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.	
Impact AQ-5: The proposed project would not conflict with, or obstruct implementation of, the 2010 Clean Air Plan (LTS).	LTS	No mitigation measure required.	Not Applicable
Impact AQ-6: The proposed project would not create objectionable odors that would affect a substantial number of people (LTS).	LTS	No mitigation measure required.	Not Applicable
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 (LSM).	S	**Mitigation Measures M-AQ-2 and M-AQ-4.**	LTS
Greenhouse Gas Emissions			
Impact C-GG-1: The proposed project would generate greenhouse gas emissions but not at levels that would result in a significant impact on the environment or conflict with any policy, plan, or regulation adopted for the purpose of reducing greenhouse gas emissions (LTS).	LTS	No mitigation measure is required.	Not Applicable
Wind and Shadow			
Impact WS-1: The proposed project would not alter wind in a manner that would substantially affect public areas (LTS).	LTS	No mitigation measure is required.	Not Applicable
Impact WS-2: The proposed project would not create new shadows in a manner that would substantially affect outdoor recreation facilities or other public areas (LTS).	LTS	No mitigation measure is required.	Not Applicable
Impact C-WS-1: The proposed project, in combination with past, present, and reasonably foreseeable future development in the project area, would result in less-than-significant impacts related to wind (LTS).	LTS	No mitigation measure is required.	Not Applicable

Impact	Level of Significance before Mitigation	Mitigation and Improvement Measures	Level of Significance after Mitigation
Impact C-WS-2: New shadow from the proposed project, in combination with new shadow from reasonably foreseeable future projects, would not create new shadow that would substantially affect outdoor recreation facilities or other public areas (No Impact).	NI	No mitigation measure is required.	Not Applicable
Recreation			
Impact RE-1: The proposed project would not result in a substantial increase in the use of existing parks and recreational facilities or deterioration of such facilities, require the expansion of recreational facilities, or physically degrade existing recreational resources (LTS).	LTS	No mitigation measure is required.	Not Applicable
Impact C-RE: The proposed project, in combination with other past, present, or reasonably foreseeable projects would contribute to cumulative recreational resource impacts but would not result in a cumulatively considerable contribution to a cumulative impact (LTS).	LTS	No mitigation measure is required.	Not Applicable
Utilities and Service Systems			
Impact UT-1: The proposed project would not significantly affect wastewater collection and treatment facilities or require or result in the construction of new stormwater drainage facilities wastewater treatment facilities, expansion of existing facilities, or exceed wastewater treatment requirements of the Regional Board (LTS).	LTS	No mitigation measure is required.	Not Applicable
Impact UT-2: The proposed project would not require expansion or construction of new water supply or treatment facilities (LTS).	LTS	No mitigation measure is required.	Not Applicable
Impact UT-3: The proposed project would be served by a landfill with sufficient permitted capacity to accommodate the project's solid waste disposal needs, and construction and operation of the proposed project would comply with all applicable statutes and regulations related to solid waste (LTS).	LTS	No mitigation measure is required.	Not Applicable

Impact	Level of Significance before Mitigation	Mitigation and Improvement Measures	Level of Significance after Mitigation
Impact C-UT: The proposed project in combination with reasonably foreseeable cumulative development would not result in any significant effects related to utilities or service systems (LTS).	LTS	No mitigation measure is required.	Not Applicable
Public Services			
Impact PS-1: The proposed project would not increase demand for police services and would not result in substantial adverse impacts associated with the provision of such services (LTS).	LTS	No mitigation measure is required.	Not Applicable
Impact PS-2: The proposed project would not increase demand for fire protection services, and would not result in substantial adverse impacts associated with the provision of such service(LTS).	LTS	No mitigation measure is required.	Not Applicable
Impact PS-3: The proposed project would generate school students but would not result in a substantial adverse impact associated with the provision of school services, and there would be a less-than-significant impact on existing school facilities (LTS).	LTS	No mitigation measure is required.	Not Applicable
Impact PS-4: The proposed project would not substantially increase demand for government services, and there would be no adverse impact on government facilities (LTS).	LTS	No mitigation measure is required.	Not Applicable
Impact C-PS: The proposed project, combined with past, present, and reasonably foreseeable future projects in the vicinity, would have a less-than-significant cumulative impact on public services (LTS).	LTS	No mitigation measure is required.	Not Applicable
Biological Resources			
Impact BI-1: The proposed project would have no substantial impact on special status species, including avian species (NI).	NI	No mitigation measure is required.	Not Applicable
Impact BI-2: The proposed project would not conflict with the City's local tree ordinance (NI).	NI	No mitigation measure is required.	Not Applicable

Impact	Level of Significance before Mitigation	Mitigation and Improvement Measures	Level of Significance after Mitigation
Geology and Soils			
Impact GE-1: The proposed project would not result in exposure of people and structures to potential substantial adverse effects, including the risk of loss, injury, or death involving rupture of a known earthquake fault, seismic ground shaking, liquefaction, lateral spreading, or landslides (LTS).	LTS	No mitigation measure is required.	Not Applicable
Impact GE-2: The proposed project would not result in substantial loss of topsoil or erosion (LTS).	LTS	No mitigation measure is required.	Not Applicable
Impact GE-3: The proposed project would not be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction, or collapse (LTS).	LTS	No mitigation measure is required.	Not Applicable
Impact GE-4: The proposed project could be located on expansive soil, as defined in Table 18 1 B of the *Uniform Building Code*, creating substantial risks to life or property (LTS).	LTS	No mitigation measure is required.	Not Applicable
Impact GE-5: The proposed project would not substantially change the topography or any unique geologic or physical features of the site (NI).	NI	No mitigation measure is required.	Not Applicable
Impact GE-6: The proposed project would not directly or indirectly destroy a unique paleontological resource or site or unique geologic feature (LTS).	LTS	No mitigation measure is required.	Not Applicable
Impact C-GE: The proposed project would not make a considerable contribution to any cumulative significant effects related to geology or soils. (LTS).	LTS	No mitigation measure is required.	Not Applicable
Hydrology and Water Quality			
Impact HY-1: The proposed project would not violate any water quality standards or waste discharge requirements and would result in less-than-significant impacts on water quality (LTS).	LTS	No mitigation measure is required.	Not Applicable

Impact	Level of Significance before Mitigation	Mitigation and Improvement Measures	Level of Significance after Mitigation
Impact HY-2: The proposed project would not substantially deplete groundwater supplies or interfere with groundwater recharge, or otherwise substantially alter the existing drainage pattern of the site resulting in erosion or flooding on- or off-site (LTS).	LTS	No mitigation measure is required.	Not Applicable
Impact HY-3: The proposed project would not result in an increase in risks from flooding (LTS).	LTS	No mitigation measure is required.	Not Applicable
Impact C-HY: The proposed project, in combination with other past, present, or reasonably foreseeable projects, would result in less-than-significant hydrology and water quality cumulative impacts (LTS).	LTS	No mitigation measure is required.	Not Applicable
Hazards and Hazardous Materials			
Impact HZ-1: The proposed project would not create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials (LTS).	LTS	No mitigation measure is required.	Not Applicable
Impact HZ-2: The proposed project would not create a significant hazard to the public or the environment through reasonably foreseeable conditions involving the release of hazardous materials into the environment (LTS).	LTS	No mitigation measure is required.	Not Applicable
Impact HZ-3: The proposed project would not emit hazardous emissions or involve handling hazardous or acutely hazardous materials, substances, or waste within 0.25 mile of an existing or proposed school (LTS).	LTS	No mitigation measure is required.	Not Applicable
Impact HZ-4: The proposed project is not included on a list of hazardous materials sites compiled pursuant to *Government Code* Section 65962.5 (NI).	NI	No mitigation measure is required.	Not Applicable
Impact HZ-5: The proposed project would not expose people or structures to a significant risk of loss, injury, or death involving fires or interfere with the implementation of an emergency response plan (LTS).	LTS	No mitigation measure is required.	Not Applicable
Impact C-HZ: The proposed project would not make a considerable contribution to any cumulative significant effects related to hazardous materials (LTS).	LTS	No mitigation measure is required.	Not Applicable

Impact	Level of Significance before Mitigation	Mitigation and Improvement Measures	Level of Significance after Mitigation
Mineral and Energy Resources			
Impact ME-1: The proposed project would have no impact on mineral resources (NI).	NI	No mitigation measure is required.	Not Applicable
Impact ME-2: The proposed project would result in increased energy consumption, but not in large amounts or in a wasteful manner (LTS).	LTS	No mitigation measure is required.	Not Applicable
Impact C-ME: The proposed project, in combination with other past, present or reasonably foreseeable projects, would not result in a cumulative impact on energy resources (LTS).	LTS	No mitigation measure is required.	Not Applicable
Agriculture and Forest Resources			
Impact AF-1: The proposed project would not convert farmland, conflict with existing zoning for agricultural uses or forestland, or result in the loss or conversion of forestland (NI).	NI	No mitigation measure is required.	Not Applicable

S.4 Project Sponsors' Objectives

The project sponsors are 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.

S.5 Summary of Project Alternatives

An alternatives assessment process was conducted to identify a reasonable range of alternatives that would avoid or lessen the significant impacts of the proposed project, meet most of the project objectives, and be feasible. This process resulted in the identification of three alternatives (see Table S-3, below): a No-Project Alternative, as required by CEQA; a full preservation alternative; and a partial preservation alternative. Development of the alternatives was based on their ability to attain the basic project objectives and potentially lessen the significant and unavoidable impacts on historic architectural resources that would result from implementation of the proposed project.

TABLE S-3
SUMMARY OF PROPOSED PROJECT AND PROJECT ALTERNATIVES

	Proposed Project	Alternative 1: No-Project Alternative	Alternative 2: Full Preservation Alternative	Alternative 3: Partial Preservation Alternative
Description	The proposed project would include demolition of the Fifth Church of Christ, Scientist at 450 O'Farrell Street but partial retention of the O'Farrell Street façade of the building. The project would also include demolition of the vacant retail building at 474 O'Farrell Street and the restaurant building with five residential units at 532 Jones Street. The project would construct a new 13-story, mixed-use building with up to 176 dwelling units, restaurant/retail space, 41 off-street vehicle parking spaces, and a replacement church (13,595 sf).	No changes would be made to the existing structures at 450–474 O'Farrell Street and 532 Jones Street.	Under the Full Preservation Alternative, the buildings at 474 O'Farrell Street and 532 Jones Street would be demolished. A new 13-story structure would be constructed, from Jones Street to Shannon Street, and a new 13-story structure would be constructed at 474 O'Farrell Street; the two structures would be connected by a walkway with a courtyard. The Fifth Church of Christ, Scientist at 450 O'Farrell Street building would be rehabilitated and retained. A new two-story, 14,000-square-foot addition would be added to the 450 O'Farrell Street building. The Full Preservation Alternative would include 97 new residential units (87,595 net square feet); one new retail space (800 square feet); open space, serving the residential use; and 28 vehicle parking spaces. Also included are retention and rehabilitation of the existing church for a 17,800-square-foot assembly use.	This 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. This alternative would construct 162 dwelling units (127,110 net square feet); a new church (10,207 square feet); new retail space (4,638 square feet); open space, serving the residential uses; and 39 parking spaces. At 450 O'Farrell Street the church would be 80 feet tall at the front and 130 feet tall at the rear. The 474 O'Farrell Street building would include 12 floors (11 floors of residential use, with the ground floor dedicated to the church use). The 532 Jones Street building would include eight stories (seven floors of residential use, with retail on the ground floor).
Ability to Meet Project Sponsors' Objectives	Meets all six project sponsors' objectives	Meets none of the six project sponsors' objectives	Would meet five of the six project sponsors' objectives. Would not meet the project sponsors' objectives of creating a vibrant interactive public space with a light-filled Christian Science Reading Room, sanctuary, Sunday School, and an up-to-date Children's Room. Would meet the project sponsors' objectives of providing housing and a mix of uses, but not to the same extent as the proposed project.	Would meet five of the six project sponsors' objectives, but to a lesser extent than the proposed project due to a smaller number of residential units. Alternative 3 would not meet the objective of creating a vibrant interactive public space with a light-filled Christian Science Reading Room, sanctuary, Sunday School, and an up-to-date Children's Room.

Source: ICF 2017, Johanna Street Architects. 2017

Alternative 1: No-Project Alternative

The No-Project Alternative (Alternative 1) assumes that the proposed project would not be developed and the existing conditions would continue. The church at 450 O'Farrell Street and existing buildings at 474 O'Farrell Street and 532 Jones Street would continue to operate as they do currently. The existing Fifth Church of Christ, Scientist building, the vacant retail building on O'Farrell Street, and the restaurant building on Jones Street would not be demolished. Unlike the proposed project, there would be no construction of a new 13-story, 130-foot-tall (with an additional 20 feet for an elevator penthouse) mixed-use building with up to 176 dwelling units, restaurant/retail space on the ground floor, or a replacement church (proposed religious institution). There would be no construction of a total of 237,810 square feet of new development, 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 open space (288 square feet of private open space and 8,110 square feet of common open space), or 21,070 square feet of below-grade parking in one building. This alternative is required to be analyzed pursuant to CEQA Guidelines Section 15126.6(e).

Alternative 2: Full Preservation Alternative

The Full Preservation Alternative would include preservation and rehabilitation of the Fifth Church of Christ, Scientist at 450 O'Farrell Street and demolition of the vacant retail building (plus five residential units) at 474 O'Farrell Street as well as the restaurant building 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. 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 west of and adjacent to the old church, with 11 stories of new residential units above 474 O'Farrell Street. In addition, there would be retail on the ground-floor level of the Jones Street façade, with residential above. The new church at 474 O'Farrell Street and retail space on the ground-floor level of 532 Jones Street would feature glazed storefronts.

Alternative 3: Partial Preservation Alternative

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. 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 façade at 474 O'Farrell Street would be retained and restored.

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) along 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. 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.

S.6 Environmentally Superior Alternative

CEQA Guidelines Section 15126.6(e)(2) requires identification of an environmentally superior alternative if the proposed project has significant impacts that cannot be mitigated to a less-than-significant level. The environmentally superior alternative is the alternative that best avoids or lessens any significant and unavoidable effects of the proposed project, even if the alternative would impede, to some degree, the attainment of some of the project objectives. The No-Project Alternative is considered the overall environmentally superior alternative because implementation of the proposed project would not occur with the No-Project Alternative and, therefore, would not result in significant impacts related to historic architectural resources.

If the No-Project Alternative is environmentally superior, CEQA requires selection of the "environmentally superior alternative other than the No Project Alternative" from among the other alternatives evaluated. Alternative 2 (the Full Preservation Alternative), is the environmentally superior alternative and would result in the fewest significant impacts related to historic architectural resources. Alternative 2 would demolish two contributors to the UTNRHD, but the individually eligible resource that also contributes to the UTNRHD (450 O'Farrell Street) would be preserved and rehabilitated in such a way as not to impair its historic integrity and ability to convey its historic significance. Alternative 2 would not result in any significant and unavoidable environmental impacts (see Table S-4, below).

TABLE S-4
COMPARISON OF IMPACTS OF PROPOSED PROJECT TO IMPACTS OF ALTERNATIVES ANALYZED IN THE EIR

	Proposed Project	Alternative 1: No Project	Alternative 2: Full Preservation Alternative	Alternative 3: Partial Preservation Alternative
Impact CR-1	The proposed demolition of the existing Fifth Church of Christ, Scientist building at 450 O'Farrell Street and retention of the façade would result in a substantial adverse change to the significance of an individual historic architectural resource. (SUM).	There would be no impact on historic architectural resources from Alternative 1 (NI).	The full preservation and rehabilitation of the existing Fifth Church of Christ, Scientist building at 450 O'Farrell Street would not have a substantial adverse effect on an individual historic architectural resource (LSM).	The partial demolition of the existing Fifth Church of Christ, Scientist building at 450 O'Farrell Street would have a substantial adverse effect on an individual historic architectural resource (SUM).
Impact CR-2	The proposed demolition of the existing buildings on the project site and the construction of 237,810 square feet of development, as included under the proposed project, would not have a substantial adverse effect on a historic district (LTS).	There would be no impact on a historic district from Alternative 1 (NI).	The demolition of the existing buildings on the project site and the construction of 119,358 square feet of development, as included under Alternative 2, would not have a substantial adverse effect on a historic district (LTS).	The restoration and demolition of the existing buildings on the project site and the construction of 164,570 square feet of development, as included under Alternative 3, would not have a substantial adverse effect on a historic district (LTS).
Impact CR-3	Construction activities for the proposed project could result in physical damage to adjacent historic resources (LSM).	There would be no impact on adjacent historic resources from Alternative 1 (NI).	Construction activities for Alternative 2 could result in physical damage to adjacent historic resources (LSM).	Construction activities for Alterative 3 could result in physical damage to adjacent historic resources (LSM).
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 (LSM).	Alternative 1 would not result in a significant cumulative impact on cultural resources (NI).	Alternative 2, 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 (LSM).	Alternative 3, 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 (LSM).

Source: ICF 2017.

S.7 Areas of Known Controversy and Issues to Be Resolved

The Planning Department prepared an Initial Study and published an NOP for this EIR on February 22, 2017, announcing its intent to prepare and distribute a focused EIR (the NOP and Initial Study are presented as Appendix A of this EIR). Publication of the NOP and Initial Study initiated a 30-day public review and comment period that began on February 22, 2017, and ended on March 24, 2017. Individuals and agencies that received these notices included owners of properties within 300 feet of the project site and potentially interested parties, including regional and state agencies.

Based on public comments on the NOP and Initial Study, potential areas of controversy for the proposed project include the following:

- Aesthetic effects of the proposed project
- Architecture that does not fit in the neighborhood
- Increased vehicular traffic along Shannon Alley, with corresponding increases in noise and air pollutant emissions
- Sunlight being completely cut off at neighborhood buildings, particularly on the southern exposure
- Construction-related effects on air quality, surface runoff and groundwater contamination, soil contamination, noise, and traffic on O'Farrell Street
- Demolishing the existing church building at 450 O'Farrell Street and converting it to residential uses would not preserve the building
- Potential destruction of the Pacific Bay Inn residential hotel
- Construction noise and compliance with permitted construction hours and noise standards during construction
- The historic resources impacts resulting from construction of the proposed project
- Building exceeds height and bulk control district limits
- Geotechnical concerns related to pile driving and pier construction
- Concern regarding removal of five rent-controlled units in the Shalimar Building. Under the proposed project, these units would be replaced with five BMR units plus an additional 23 BMR units.

Section 1.1.3 in the Introduction provides a discussion of how these concerns are addressed in the NOP and Initial Study or in this EIR.

Several comments were also received concerning potential non-environmental impacts of the project, such as quality of life, a change in the diversity of the neighborhood, Americans with Disabilities Act compliance, effects on rents in the area, and the relatively low number of affordable units included in the project.CEQA does not require an analysis of socioeconomic concerns. The comments received on the NOP and Initial Study do not provide any evidence or additional information that any such socioeconomic effects could occur from the project and that these

socioeconomic effects could result in physical effects on the environment. An additional comment was received expressing concern that existing sidewalks adjacent to the project site require pedestrians to step into the street to avoid persons sitting or sleeping on the sidewalk. The issue of pedestrian circulation and safety was addressed in section 4, Transportation and Circulation, of the IS (see Appendix A). This comment does not raise an environmental issue related to the proposed project and is not analyzed in this EIR. However, the Planning Commission will consider all comments received in response to the NOP and Initial Study and EIR prior to making a decision on the proposed project.

Chapter 1
Introduction

The purpose of this environmental impact report (EIR) is to inform decision-makers and the general public of potential environmental impacts that could result from development of the 450–474 O'Farrell Street[1]/532 Jones Street Project (proposed project). This chapter describes the type, purpose, and function of the EIR; the environmental review process for the proposed project; and the organization of the document.

1.1 Project Summary

The proposed project would involve demolition of the existing Fifth Church of Christ, Scientist building, a vacant retail building along O'Farrell Street, and a restaurant building along Jones Street. The church façade would be retained, including several columns that form a colonnade entrance. The new building would be a 13-story, 130-foot-tall (with an additional 20 feet for an elevator penthouse) mixed-use building with up to 176 dwelling units, restaurant/retail space on the ground floor, and a replacement church (proposed religious institution) on the ground floor and two upper levels. The proposed 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,[2] 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. The project sponsors are Fifth Church of Christ, Scientist and 450 O'Farrell Partners, LLC. A description of the proposed project is provided in Chapter 2, *Project Description,* of this EIR.

1.2 Purpose and Function of the EIR

The California Environmental Quality Act (CEQA) requires an EIR to be prepared that fully describes the environmental effects of a project before a decision is made to approve a project that could pose potential adverse physical effects. The information contained in an EIR is reviewed and considered by decision-makers before ruling to approve, disapprove, or modify a project. This Draft EIR for the proposed project has been prepared by the lead agency, the City and County of San Francisco (City), in conformance with the provisions of the CEQA statute, CEQA Guidelines, and Chapter 31 of the *San Francisco Administrative Code*. The lead agency is the public agency with principal responsibility for carrying out or approving a project.

This Draft EIR assesses potentially significant impacts that could result from the proposed project. As defined in CEQA Guidelines Section 15382, a "significant effect on the environment" is:

[1] The full address of the 474 O'Farrell Street commercial building is 474–480 O'Farrell Street but for readability is referred to throughout this document as the 474 O'Farrell Street building.

[2] The project sponsors propose to develop a mix of restaurant and retail uses. The exact mix is unknown at this time; the analysis assumes restaurant uses as the higher trip generator and with greater effect on the environment.

> ... a substantial, or potentially substantial, adverse change in any of the physical conditions within the area affected by the project, including land, air, water, minerals, flora, fauna, ambient noise, and objects of historic or aesthetic significance. An economic or social change by itself shall not be considered a significant effect on the environment. A social or economic change related to a physical change may be considered in determining whether the physical change is significant.

As stated in Sections 15121 (a) and 15362 of the CEQA Guidelines, an EIR is an "informational document." It is intended to inform public-agency decision-makers and the public of the significant environmental effects of a project, identify possible ways to minimize the significant effects, and describe reasonable alternatives to a project. Similarly, the purpose of this Draft EIR is to provide the City, responsible and trustee agencies, other public agencies, and the public with detailed information about the environmental effects that could result from implementing the proposed project; examine and set forth feasible methods of mitigating any adverse environmental impacts should the proposed project be approved; and consider feasible alternatives to the proposed project. The City will use the EIR, along with other information in the public record, to determine whether to approve, modify, or deny the proposed project and specify any applicable environmental conditions or mitigation measures as part of the project approvals.

1.3 Environmental Review Process

The San Francisco Planning Department (Planning Department), serving as lead agency and responsible for administering the environmental review on behalf of the City and County of San Francisco, determined that preparation of an EIR was required for the proposed project to address issues pertaining to historic architectural resources.

Before a decision is made to approve a project that could result in adverse physical effects, CEQA requires an EIR to be prepared that fully describes the environmental effects of that project. The EIR is a public information document for use by government agencies and the public that identifies and evaluates the potential environmental impacts of a project, recommends mitigation measures to lessen or eliminate significant adverse impacts, and examines feasible alternatives. The information in the EIR must be reviewed and considered by the San Francisco Planning Commission and other approving bodies prior to a decision to approve, disapprove, or modify a project.

CEQA requires that the lead agency neither approve nor implement a project unless the project's significant environmental effects have been reduced to a less-than-significant level, essentially "eliminating, avoiding, or substantially lessening" the expected impact, except when certain findings are made (CEQA Guidelines Section 15091(a)).[3] If the lead agency approves a project that will result in significant adverse impacts that cannot be mitigated to less-than-significant levels, the agency must state the reasons for its action in writing, demonstrate that its action is based on the EIR or other information in the record, and adopt a Statement of Overriding Considerations (CEQA Guidelines Section 15092(b)(2)(B)).[4]

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[3] Section 21083, *Public Resources Code*; Reference: Sections 21002, 21002.1, 21081, and 21081.6, *Public Resources Code*; *Laurel Hills Homeowners Association v. City Council* (1978), 83 Cal.App.3d 515; *Cleary v. County of Stanislaus* (1981), 118 Cal.App.3d 348; *Sierra Club v. Contra Costa County* (1992), 10 Cal.App.4th 1212; *Citizens for Quality Growth v. City of Mount Shasta* (1988), 198 Cal.App.3d 433.

[4] Section 21083, *Public Resources Code*. Reference: Sections 21002, 21002.1, 21081 and 21159.26, *Public Resources Code*; *Friends of Mammoth v. Board of Supervisors* (1972), 8 Cal. App. 3d 247; *San Francisco Ecology Center v. City and County of San Francisco* (1975), 48 Cal. App. 3d 584; *City of Carmel-by-the-Sea v. Board of Supervisors* (1977), 71 Cal. App. 3d 84; *Laurel Hills Homeowners Association v. City Council* (1978), 83 Cal. App. 3d 515.

An EIR is prepared in two key stages. First, a Draft EIR is prepared and distributed for public and agency review. Once comments on the Draft EIR are received, responses to those comments, as well as additional relevant project information and edits to the Draft EIR, are prepared and compiled in a Final EIR. Both of these documents, along with any related technical appendices, represent the complete record of the EIR. The Final EIR is used by the recommending body (San Francisco Planning Department) and the final decision-makers (Planning Commission) in weighing the environmental impacts against the benefit of the proposed project.

This document is a project-level focused EIR. As an informational document, it does not determine whether the proposed project will be approved but, rather, aids the planning and decision-making process by disclosing the potential for significant and adverse impacts on the physical environment. In conformance with the CEQA Statute, *California Public Resources Code* Sections 21000 et seq., and Guidelines, this EIR provides information regarding the environmental consequences of the proposed project and identifies possible means for reducing or avoiding its potentially significant impacts.

The CEQA Guidelines define the role and expectations for this EIR as follows:

- **Informational Document**. An EIR is an informational document that informs public agency decision-makers and the public of the significant environmental effect(s) of a proposed project, identifies possible ways to minimize the significant effects, and describes reasonable alternatives to the proposed project. The public agency shall consider the information in the EIR along with other information that may be presented to the agency (Section 15121[a]).
- **Standards for Adequacy of an EIR**. An EIR should be prepared with a sufficient degree of analysis to provide decision-makers with the information needed to make a decision that intelligently takes account of environmental consequences. An evaluation of the environmental effects of a proposed project need not be exhaustive, but the sufficiency of an EIR is to be reviewed in light of what is reasonably feasible. Disagreement among experts does not make an EIR inadequate, but the EIR should summarize the main points of disagreement among the experts. The courts have looked not for perfection but for adequacy, completeness, and a good-faith effort at full disclosure (Section 15151).

The Planning Department prepared technical reports regarding noise, transportation, wind, shadow, and cultural resources to determine whether environmental impacts would occur with implementation of the proposed project. The findings of these reports are summarized in the Initial Study prepared for the proposed project (see Appendix A). Impacts related to these topics were found to be less than significant or less than significant with implementation of mitigation measures, except for impacts related to historic architectural resources. The analysis in the Initial Study indicates that the proposed project would result in significant impacts on historic architectural resources and could be inconsistent with policies related to such resources. For all other environmental topics, the proposed project would not result in significant impacts, provided mitigation measures identified in the Initial Study (which have been agreed to by the project sponsors) are implemented. Therefore, further environmental review of the proposed project is required only to address impacts on historic architectural resources.

In accordance with Section 15063(c)(3)(a), this focused EIR has been prepared to examine the proposed project's specific impacts on historic architectural resources, identify mitigation for potentially significant impacts, and analyze whether proposed mitigation measures would reduce the significant environmental impacts to less-than-significant levels. This focused EIR also analyzes alternatives to the proposed project that could substantially reduce or eliminate one or more significant impacts of the proposed project but still feasibly attain most of the basic project objectives. All other environmental topics are addressed only in the Initial Study.

It was determined that the analysis in the Initial Study adequately addressed the proposed project's potential impacts on all other resource topics.

1.3.1 Notice of Preparation

The Planning Department received an environmental evaluation application for the proposed project on August 21, 2015. In accordance with Sections 15063 and 15082 of the CEQA Guidelines, the Planning Department, as lead agency, published and distributed a Notice of Preparation (NOP). The NOP includes a brief project description and indicates which topics are addressed in the Initial Study and which topics are addressed in the EIR. The Planning Department also published and distributed the Initial Study checklist, which describes potential environmental impacts from implementation of the proposed project and indicates whether the impacts have been determined to be less than significant or less than significant with mitigation, thereby requiring no further discussion in the EIR. The NOP, together with the Initial Study, was mailed to responsible and trustee agencies as well as interested entities and individuals on February 22, 2017. A notice of the NOP publication was placed in the *Examiner* (San Francisco, California) on February 22, 2017, and posted to the Planning Department website along with other information related to the proposed project (see Planning Department File No. 2013.1535ENV).

1.3.2 Environmental Effects Found to Be Less than Significant in the Initial Study

The NOP and Initial Study were also sent to the California Governor's Office of Planning and Research, State Clearinghouse, for further responsible and trustee agency distribution and issuance of state identification number 2017022067, which will be referenced on the Draft EIR and Response to Comments document.

The following individual and cumulative environmental topics were determined to be less than significant, or would be reduced to less than significant with the mitigation measures identified in the Initial Study and agreed upon by the project sponsors, or the project was determined to not result in physical effects related to the environmental topics.

- Land Use and Land Use Planning
- Population and Housing
- Cultural Resources (archaeological resources, human remains, and tribal cultural resources)
- 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
- Agricultural and Forest Resources

1.3.3 Environmental Effects Requiring Further Study in the EIR

The Initial Study determined that the proposed project could conflict with a historic preservation policy of the general plan and result in potentially significant environmental impacts related to historic resources. This EIR is required under CEQA to analyze physical environmental impacts resulting from the conflict with a historic preservation policy as well as the physical impacts on historic resources.

The proposed project is subject to CEQA Section 21099(d), which eliminates aesthetic and parking impacts from consideration when determining the significance of physical environmental effects under CEQA for projects that meet certain criteria. The proposed project meets the definition of a mixed-use residential project on an infill site located within a transit priority area, as specified by California *Public Resources Code* Section 21099.[5] Accordingly, this EIR does not contain a separate discussion of aesthetics.

Publication of the NOP initiated a 30-day public comment period (February 22, 2017, through March 24, 2017). During that time, several public comment letters were received. Concerns raised in response to the NOP and Initial Study were considered during preparation of this Draft EIR. The NOP and Initial Study are presented in Appendix A of the Draft EIR.

Responses to the NOP and Initial Study were received from several individuals who raised the following environmental issues regarding the proposed project:

- Aesthetic effects of the proposed project
- Architecture that does not fit in the neighborhood
- Increased vehicular traffic along Shannon Alley, with corresponding increases in noise and air pollutant emissions
- Sunlight being completely cut off at neighborhood buildings, particularly on the southern exposure
- Construction-related effects on air quality, surface runoff and groundwater contamination, soil contamination, noise, and traffic on O'Farrell Street
- Potential destruction of the Pacific Bay Inn residential hotel
- Construction noise and compliance with permitted construction hours and noise standards during construction

[5] 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.

- The historic resources impacts resulting from construction of the proposed project
- Building exceeds height and bulk control district limits
- Geotechnical concerns related to pile driving and pier construction
- Concern regarding removal of five rent-controlled units in the Shalimar Building. Under the proposed project, these units would be replaced with five below-market-rate (BMR) units plus an additional 23 BMR units.

The Initial Study (Appendix A) addressed most of these concerns. A project description is provided in Section A of Appendix A (beginning on page 1) and Chapter 2 of this EIR. The proposed project does not include any work at 520 Jones Street, which is the location of the Pacific Bay Inn. As discussed above, because the proposed project meets the criteria for a transit-oriented infill project, pursuant to *Public Resources Code* Section 21099(d), the NOP, Initial Study, and the EIR do not consider aesthetics and the adequacy of parking in determining the significance of project impacts under CEQA.

Although the existing church would be demolished, the existing columned church façade, approximately 5 feet deep by 16 feet long, along Shannon Street would be preserved. In addition, the bronze doors and simple cornice and oculus would be preserved. The bronze doors and oculus would be savaged and relocated to the new church. Mitigation measures, as described in the *Summary* and Chapter 4*, Environmental Setting and Impacts,* would ensure that appropriate documentation of the historic architecture of the church would be completed. The compatibility of the proposed project with existing plans,policies, and the *San Francisco Planning Code* was discussed in Section C of Appendix A, beginning on page 26, with specific regard to land use controls, affordable housing, and height and bulk control district limits. The proposed project will be reviewed by the Planning Commission to receive a Conditional Use Authorization for any exceedance of the maximum bulk limits. The Planning Commission's review of the proposed project would include review of the architectural design of the proposed building. Furthermore, the proposed project has been reviewed in the context of local and regional plans and policies and would not be obviously or substantially inconsistent with them.

Section 2 of the Initial Study, Population and Housing (Appendix A, page 43, Impact PH-2), discussed impacts related to the displacement of housing. It determined that the proposed project would not displace a substantial number of existing housing units, people, or employees or create demand for additional housing elsewhere, the construction of which could result in significant physical environmental effects. The proposed project would not permanently displace existing housing units necessitating the construction of replacement housing, and the impact was determined to be less than significant.

As noted in Section 14, Hydrology and Water Quality, of the Initial Study, as new construction, the proposed project would be required to meet the standards for stormwater management identified in the San Francisco Stormwater Management Ordinance and San Francisco Public Utilities Commission (SFPUC) stormwater management requirements per the Stormwater Design Guidelines. The project sponsors would be required to submit and have approved by the SFPUC a Stormwater Control Plan that complies with the City's Stormwater Design Guidelines, using a variety of best management practices (BMPs). For a project that would disturb more than 5,000 square feet of ground surface (the project would excavate 8,900 cubic yards of soil and disturb 21,070 square feet of ground surface) and would be located in the combined sewer system, the BMPs must meet the SFPUC performance requirements, equivalent to Leadership in Energy and Environmental Design 6.1, and reduce the total stormwater runoff volume and peak runoff rate from the project site. Groundwater encountered during construction of the proposed project would be subject to requirements of Article 4.1 of the

Public Works Code, Industrial Waste, requiring that groundwater meet specified water quality standards before it is discharged into the sewer system. These measures would ensure protection of water quality during construction of the proposed project.

Traffic, noise, and air quality impacts that could occur during project construction and/or operation were analyzed in Appendix A, Section 4 (Transportation and Circulation, page 51), Section 5 (Noise, page 69), and Section 6 (Air Quality, page 76). Transportation impacts were found to be less than significant. Implementation of improvement measures I-TR-1 through I-TR-3 would further reduce the project's less–than-significant impacts on transportation. Construction equipment would generate noise as the existing site is excavated and the new building is constructed. Construction noise would be intermittent and would cease once the project is completed. At a distance of 65 feet, the worst-case combined noise level would be 79 dBA,[6] which is below the City's limit of 80 dBA at 100 feet for powered non-impact construction equipment. In addition, the project sponsor does not propose using impact equipment during construction of the proposed project. Consequently, noise from construction is expected to comply with the City's Noise Ordinance and therefore would not result in significant noise impacts. The proposed heating, ventilation, and air-conditioning equipment and the emergency generator would be located in an acoustically shielded penthouse on the roof. There would be no substantial increase in noise from vehicular traffic. With regard to air quality, the proposed project's construction activities would generate toxic air contaminants, including diesel particulate matter, exposing sensitive receptors to substantial pollutant concentrations, but these impacts can be reduced to less than significant with implementation of mitigation measure M-AQ-2, which would reduce construction emissions impacts on nearby sensitive receptors. The proposed project would also generate toxic air contaminants, including diesel particulate matter, exposing sensitive receptors to substantial air pollutant concentrations. This impact would be reduced to less than significant with implementation of mitigation measure M-AQ-4. All feasible mitigation measures and improvement measures, all of which have been agreed to by the project sponsors, will be incorporated into the proposed project to reduce traffic, noise, and air quality impacts to less than significant.

Shadow impacts resulting from the proposed project were analyzed in Section 8, Wind and Shadow (page 98), of Appendix A. *Planning Code* Section 295 addresses shadow impacts that are under the jurisdiction of the Recreation and Park Department. It was concluded that the proposed project would not cast any net new shadow on nearby public open spaces that are under the jurisdiction of the Recreation and Parks Department or other public open spaces. Shadow on public streets and sidewalks were found to be less than significant.

Geotechnical issues were analyzed in Section 13, Geology and Soils (page 113), of Appendix A. The City responded to a question from the public concerning the depth of the foundation piers on June 27, 2017. The City's response indicated that the foundation piles are anticipated to extend approximately 20 feet below the excavated grade. However, it should be noted that, since that time, the project has been revised, and piles are no longer required. The proposed building would have a concrete frame, with conventional shallow-spread footings, extending 2 to 3 feet below the foundation slab. The project sponsors propose underpinning adjacent buildings and shoring along street property lines.

[6] A reasonable worst-case construction noise level assumes that the three loudest and most frequently used pieces of equipment would operate concurrently (generator, excavator, and concrete pump). No pile driving is required or proposed to construct the building. The combined L_{eq} level for these three pieces of equipment is 81 dBA at 50 feet. Distance attenuation is calculated as 20*log(65ft/50ft) = 2 dB, 81 dBA-2 dB = 79 dBA.

Several comments were also received concerning potential non-environmental impacts of the project, such as quality of life, a change in the diversity of the neighborhood, Americans with Disabilities Act compliance, effects on rents in the area, and the relatively low number of affordable units included in the project. CEQA does not require an analysis of socioeconomic concerns. The comments received on the NOP and Initial Study do not provide any evidence or additional information that any such socioeconomic effects could occur from the project and that these socioeconomic effects could result in physical effects on the environment. An additional comment was received expressing concern that existing sidewalks adjacent to the project site require pedestrians to step into the street to avoid persons sitting or sleeping on the sidewalk. The issue of pedestrian circulation and safety was addressed in section 4, Transportation and Circulation, of the IS (see Appendix A). This comment does not raise an environmental issue related to the proposed project and is not analyzed in this EIR. However, the Planning Commission will consider all comments received in response to the NOP and Initial Study and EIR prior to making a decision on the proposed project.

1.3.4 Review of the Draft EIR

Chapter 31 of the *San Francisco Administrative Code* encourages public participation in the planning and environmental review processes. Members of the public will have opportunities to state their views during a public review and comment period and at a public hearing before the Planning Commission.

This Draft EIR will be circulated for review and comment by the public and other interested parties, agencies, and organizations for 47 calendar days. The review period began on October 25, 2017, and will close on December 11, 2017. The public is invited to submit written comments on the adequacy and accuracy of the Draft EIR. The comments should address the sufficiency of the document with respect to identifying and analyzing possible significant environmental impacts and determining how they may be avoided or mitigated. CEQA Guidelines Section 15096(d) requests that responsible agencies review proposed project activities that are in their areas of expertise, required to be carried out or approved by the agencies, and subject to an exercise of powers by the agencies. The agencies are also requested to provide comments that are supported by either oral or written documentation.

All comments or questions about the Draft EIR should be addressed to:

Jenny Delumo, Environmental Planner
San Francisco Planning Department
1650 Mission Street, Suite 400
San Francisco, CA 94103
Email: Jenny.Delumo@sfgov.org

Comments must be received by 5:00 p.m. on Monday, December 11, 2017. Comments may also be submitted in person during the public hearing before the Planning Commission, which has been scheduled for Thursday, November 30, 2017, in City Hall, 1 Dr. Carlton B. Goodlett Place, Room 400, San Francisco, California. Please call (415) 558-6422 the week of the hearing for a recorded message with the commission's agenda.

Copies of the Draft EIR are available at the Planning Information Center, San Francisco Planning Department, 1660 Mission Street, First Floor, San Francisco, California 94103. The Draft EIR is also available for viewing or downloading at the Planning Department website (search for File No. 2013.1535E, http://www.sf-planning.org/sfceqadocs). You may also request that a copy be sent to you by contacting Jenny Delumo, the environmental planner, at (415) 575-9146 or the email address

above. The distribution list for the Draft EIR, as well as all documents referenced in the Draft EIR, is available for review at the San Francisco Planning Department, 1650 Mission Street, Suite 400, San Francisco, California 94103 (as part of File No. 2013.1535ENV).

1.3.5 Other Hearings Known at the Time of Draft EIR Publication

There will be a hearing before the Historic Preservation Commission regarding this proposed project on November 1, 2017, in Room 400, City Hall, 1 Dr. Carlton B. Goodlett Place, beginning at 12:30 p.m., or later.[7] Please call (415) 558-6320 the week of the hearing for a recorded message with a more specific time.

1.4 Final EIR

Following public review of the Draft EIR, the Planning Department will prepare and publish a document entitled "Responses to Comments," which will contain a copy of all comments on this Draft EIR, the City's responses to those comments, copies of the letters received, a transcript of the Planning Commission public hearing on the Draft EIR, and any necessary revisions to the Draft EIR. This Draft EIR, together with the Responses to Comments document, will be considered by the Planning Commission in an advertised public meeting and then certified as the Final EIR, if deemed adequate.

The Final EIR will be available for public review at least 10 days prior to its certification hearing (CEQA Guidelines Section 15088(b)) at the Planning Commission. All responses to comments on the Draft EIR submitted by public agencies or members of the public will be provided at least 10 days prior to the EIR certification hearing. The Planning Commission, in its advertised public meeting, will consider the documents and, if found to be adequate, certify the Final EIR, provided it (1) has been completed in compliance with CEQA and Chapter 31 of the *Administrative Code;* (2) was presented to the Planning Commission, which reviewed and considered the information contained in the Final EIR; and (3) reflects the lead agency's independent judgment and analysis.

The Planning Commission will use the information in the Final EIR in its deliberations regarding whether to approve, modify, or deny the proposed project or aspects of the proposed project. If the Planning Commission decides to approve the proposed project, its approval action must include findings that identify the significant project-related impacts that would result, discuss mitigation measures or alternatives that have been adopted to reduce significant impacts to less-than-significant levels, determine whether mitigation measures or alternatives are within the jurisdiction of other public agencies, and explain the reasons for rejecting mitigation measures or alternatives that were considered infeasible for legal, social, economic, technological, or other reasons (CEQA findings).

A Mitigation Monitoring and Reporting Program (MMRP) must be adopted by the Planning Commission as part of adoption of the CEQA findings and project approvals, to the extent that mitigation measures are made part of the proposed project. The MMRP identifies the measures included in the proposed project or imposed by the decision-makers as conditions of approval, the entities responsible for carrying out the measures, and the timing of implementation. If significant unavoidable impacts would remain after all feasible mitigation measures are implemented, the

[7] Note that this is not a public hearing to receive comments on the EIR but rather a public hearing to provide the Historic Preservation Commission the opportunity to comment on the EIR.

approving body, if it elects to approve the proposed project, must adopt a Statement of Overriding Considerations, explaining how the benefits of the proposed project outweigh the significant impacts.

1.5 Organization of This EIR

Summary: Located at the front of this document, the Summary provides a brief description of the proposed project, including an overview of the impact analysis, recommended mitigation measures, project alternatives, and areas of known controversy.

Chapter 1, Introduction: Chapter 1 provides a general orientation regarding the purpose of CEQA and the Draft EIR, including the scoping for the Draft EIR, availability of documents, and review process.

Chapter 2, Project Description: Chapter 2 presents a statement of the project objectives, a description of the location and setting for the proposed project, a detailed description of the proposed project's physical characteristics, and related information on phasing and implementation.

Chapter 3, Plans and Policies: Chapter 3 presents the proposed project's inconsistencies, if any, with applicable plans and policies.

Chapter 4, Environmental Setting and Impacts: Chapter 4 analyzes the project's potential impacts on historic architectural resources.

Chapter 5, Other CEQA Considerations: Chapter 5 evaluates contextual impacts related to growth-inducing effects and significant irreversible changes that could result as a consequence of the project. Impacts that were found to be not significant as well as significant and unavoidable adverse impacts are also summarized.

Chapter 6, Alternatives to the Proposed Project: Chapter 6 includes a discussion of the proposed alternatives and presents the comparative merits of each as well as the environmentally superior alternative and alternatives that were considered and rejected.

Chapter 7, Report Preparers: Chapter 7 lists the authors, consultants, project sponsors, and persons who contributed directly to preparation of the Draft EIR.

Appendix A: Notice of Preparation/Initial Study

Appendix B: Historic Resource Evaluation Parts I and II

Chapter 2
Project Description

This chapter describes the 450–474 O'Farrell Street[1]/532 Jones Street Project (proposed project), which is evaluated in this environmental impact report (EIR). Topics addressed in this chapter include an overview of the proposed project, the project sponsors' objectives, a description of the project location and existing conditions at the site, a description of the proposed project's characteristics, and the intended uses for this EIR, including required approvals.

2.1 Project Overview

The proposed project would create a new space for the Fifth Church of Christ, Scientist and locate new housing and restaurant and retail uses in the Downtown/Civic Center neighborhood of San Francisco. The proposed project would involve demolition of the existing Fifth Church of Christ, Scientist building (450 O'Farrell Street), a vacant retail building along O'Farrell Street (474 O'Farrell Street), and a restaurant building along Jones Street. The existing columned church façade approximately 5 feet deep by 16 feet long, along Shannon Street will be preserved. In addition, bronze doors, and simple cornice and oculus, would be preserved. The bronze doors and oculus would be savaged and relocated to the new church. 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/retail space on the ground floor, and a replacement church (proposed religious institution) on the ground floor and two upper levels. The proposed 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,[2] 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.

2.2 Project Sponsors' 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.

[1] The full address of the 474 O'Farrell Street commercial building is 474–480 O'Farrell Street but for readability is referred to throughout this document as the 474 O'Farrell Street building.

[2] The project sponsors propose to develop a mix of restaurant and retail uses. The exact mix is unknown at this time; the analysis assumes restaurant uses as the higher trip generator and with greater effect on the environment.

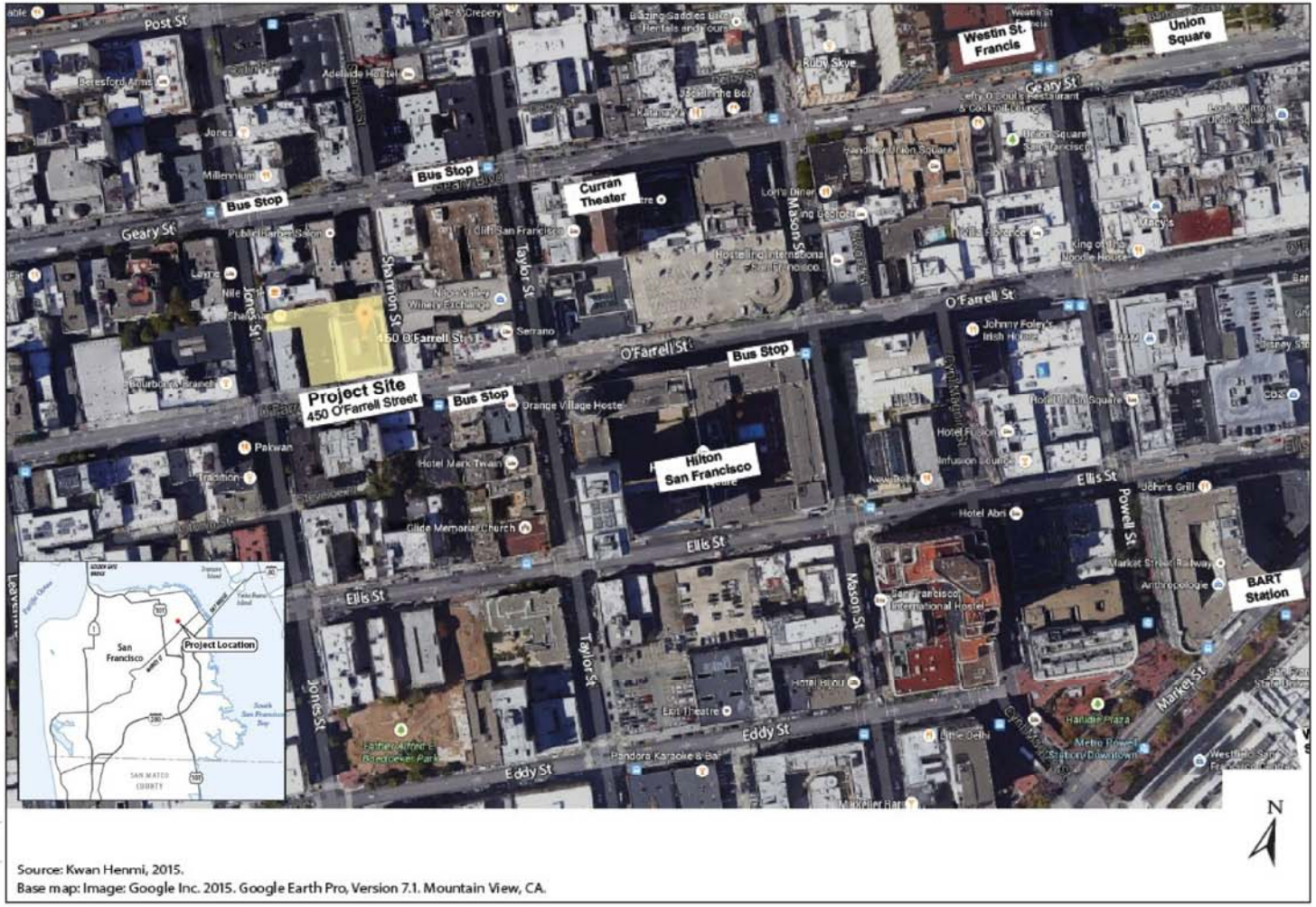
- Create a new church facility for Fifth Church of Christ, Scientist that will enable it to fulfill its mission of bringing hope, comfort, compassion, and peace to the Tenderloin, where it has been for more than 90 years, with a:
    - New Christian Science Reading Room fronting O'Farrell Street that 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.

2.3 Project Location

2.3.1 Project Site

As noted above, the project site is located within the Downtown/Civic Center neighborhood, an area governed by San Francisco's Downtown Area Plan (Figure 2-1). 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, and the two buildings that abut the lot line on the southwest and north sides. Geary Street is to the north. The project site consists of three parcels: Assessor's Blocks/Lots: 0317/007, 0317/009, and 0317/011. The project site is in the RC-4 (Residential-Commercial, High-Density) Zoning District, North of Market Residential Special Use District No. 1, the 80-T-130-T Height and Bulk District, and the UTNRHD, which is listed on the National Register of Historic Places (NRHP).

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 has a 153-foot, 6-inch frontage along O'Farrell Street; a 137-foot, 6-inch frontage along Shannon Street; a 25-foot-long frontage along Jones Street; and a 193-foot, 6-inch lot line that abuts a seven-story (90-foot-tall) mixed-use building to the north. There is one street tree in front of the existing restaurant and residential building along Jones Street; there are no existing trees along the sidewalks on O'Farrell Street or Shannon Street that front the project site. Except for small portions of the rear yard, the site is completely impervious.



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450 O'Farrell Street Project
Case No. 2013.1535ENV

Figure 2-1
Project Location

The project site is currently occupied by the three-story (50-foot-tall), 26,904-square-foot Fifth Church of Christ, Scientist building, including a 1,400-square-foot parking lot with four parking spaces at 450 O'Farrell Street; a one-story (30-foot-tall), 4,415-square-foot vacant retail building at 474 O'Farrell Street; and a one-story (30-foot-tall), 1,012-square-foot restaurant and residential building with basement at 532 Jones Street. Some of the existing units are currently rented to employees of the Shalimar restaurant, which is located on the ground floor of the 532 Jones Street building. The existing retail building was constructed in 1913, the existing church was constructed in 1923, and the existing restaurant and residential building was constructed in 1950. All of these buildings are identified as contributing resources to the UTNRHD, which was listed on the NRHP in 2009. The building at 450 O'Farrell Street appears eligible for individual listing in the California Register of Historical Resources (CRHR) under Criterion 3 (Architecture).

The closest state highway to the project site is U.S. 101/Van Ness Avenue, located five blocks west of the project site. The Powell Street Muni and BART stations are about four blocks to the south. Five blocks south of the project site lies the South of Market neighborhood.

2.3.2 Land Use Setting/Surrounding Uses

Surrounding the project site, the land uses consist primarily of neighborhood-serving retail, office, and restaurant uses on the ground level, with high-density residences above; hotels are found to the east, toward Union Square. Six blocks to the west and four blocks to the east, land uses consists mostly of four- to 12-story (60- to 140-foot-tall) hotel or residential buildings, with commercial and restaurant uses on the ground level. The 19-story (488-foot-tall) Hilton is one block to the east at O'Farrell Street and Taylor Street. Along O'Farrell Street, land uses on the project block include two hotels, a massage parlor, and a market, with residences above the commercial uses. Across the street from the project site, land uses on O'Farrell Street include ground-floor markets, a smoke shop, several small restaurants, a live music theater, a gallery space, a hostel, several hotels, and a senior center, with senior housing located above. Land uses along Jones Street are mostly two- to six-story (40- to 80-foot-tall) hotel or residential uses, with ground-level restaurants, parking, and commercial uses. On the west side of Jones Street, land uses include several ground-floor restaurants, two hotels, a massage parlor, and a parking structure, with residences above some of the commercial uses. Glide Memorial Church is one block south of the project site at Taylor and Ellis Streets.

Similar ground-floor commercial uses and upper-floor residential units are also found along Geary Street, including a smoke shop, several restaurants, a nail spa, and a hotel. Three blocks to the west and three blocks to the east, the buildings along Geary Street are typically six stories (80 feet tall), with the exception of the Hotel California and Hotel Adagio, which are 13 and 15 stories tall (150 and 170 feet tall), respectively (at Geary Street between Jones and Shannon streets). There are also two small theaters on Geary Street.

Shannon Street is a north–south alley between Post and O'Farrell streets Between O'Farrell and Geary streets, Shannon Street is a one-way southbound street with a 4-foot-wide sidewalk on the west side; a 15-foot, 4-inch-wide roadway; and a 5-foot, 4-inch-wide sidewalk on the east side of the street. Union Square, a public open space, is two and a half blocks east of the project site.

Buildings in the project vicinity vary widely in height, ranging from a handful of single-story (30-foot-tall) retail buildings to 30-story (approximately 400-foot-tall) hotels along Geary Street, such as the Westin St. Francis Hotel, which is two blocks northeast of the project site. Most nearby

structures, however, are two to seven stories in height, or about 40 to 90 feet tall. Nearly all extend to the lot line, with no front setbacks. Vegetation in the area is generally limited to street trees. Nearby public parks and open spaces, in addition to Union Square, include Boeddeker Park, about two blocks south of the project site; the Tenderloin Children's Playground, two blocks to the southwest; and Macaulay Park, three blocks to the west.

On the south side of O'Farrell Street there is a mid-block bus stop, approximately across from Shannon Street. A transit bulb-out is provided in the parking lane; buses stop in transit-only lanes, which are provided on eastbound O'Farrell Street (for the 27 Bryant, 38 Geary, and 38R Geary Rapid routes adjacent to the project site) and westbound Geary Street (for the 38 Geary and 38R Geary Rapid routes in the project vicinity).

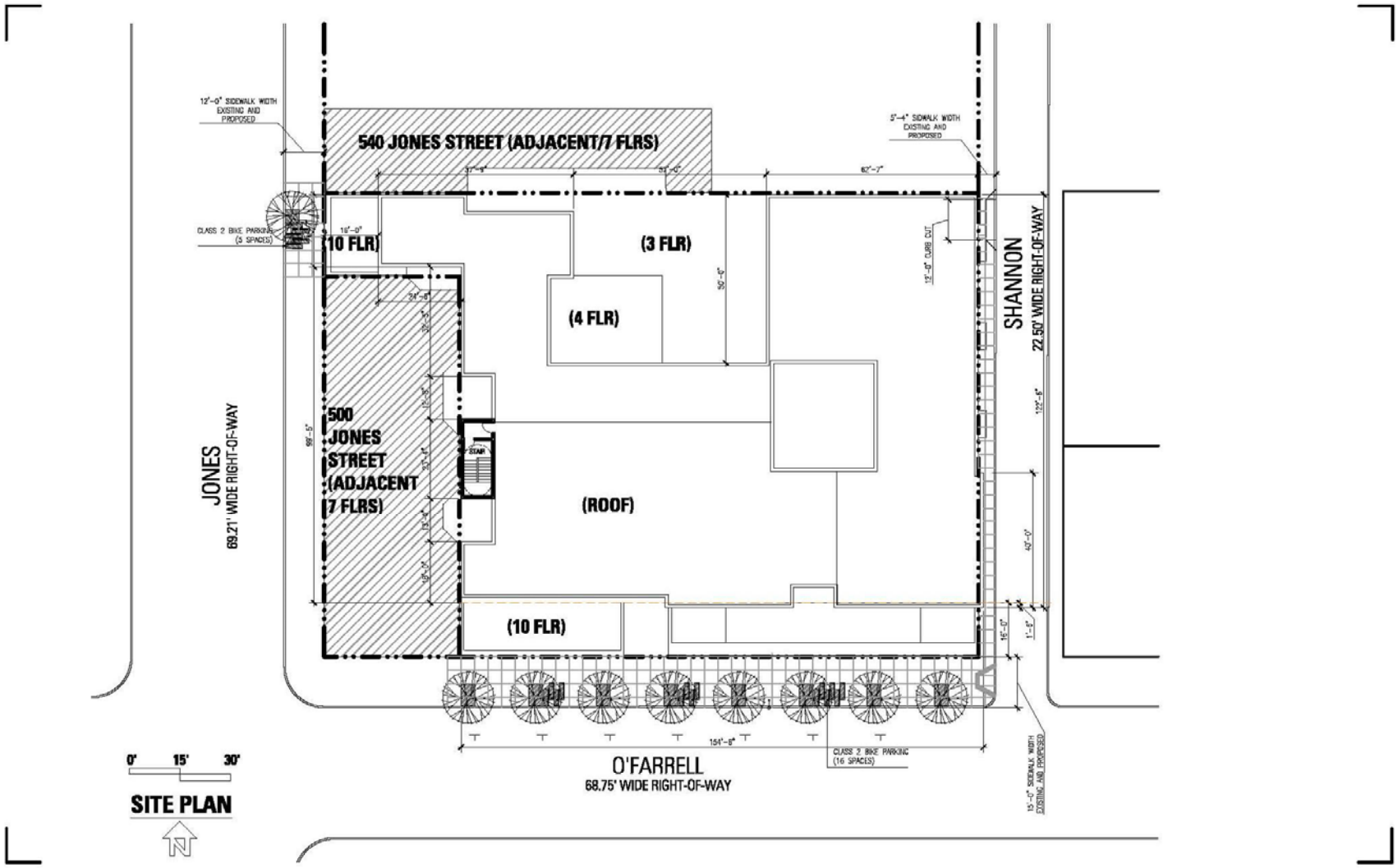
2.4 Project Characteristics

The proposed project would construct a total of 237,810 square feet of new development, including 187,640 square feet for residential uses (up to 176 dwelling units and including 28 below-market-rate units), 6,200 square feet for restaurant/retail uses, 13,595 square feet for religious institution use, and 21,070 square feet for below-grade parking. The proposed project would also include 8,398 square feet of open space (288 square feet of private open space and 8,110 square feet of common open space). The religious institution and some of the restaurant/retail space would be accessible from O'Farrell Street; a second restaurant/retail use would be accessible from Jones Street. A single basement-level parking garage beneath the building, with access from Shannon Street, would provide 41 off-street vehicle parking spaces for building tenants and religious institution use, and 125 Class 1 bicycle parking spaces (*i.e.*, bicycle lockers or spaces in a secure room) would be provided on the basement and first floor levels. The proposed project would also provide 21 Class 2 bicycle parking spaces (*i.e.,* publicly accessible bicycle racks); 16 on O'Farrell Street and five on Jones Street.

The 176 dwelling units would be made up of 22 studios, 95 one-bedroom units, 55 two-bedroom units, and four three-bedroom units (see Table 2-1 on page 2-21), of which 23 dwelling units would be designated as below-market-rate housing and an additional five dwelling units would be replacement rent-controlled units. The proposed project would incorporate common open space that would be available to project residents in three areas: on Level 1, in the open area behind the retained portion of the church façade within the colonnade; on Level 3, in an interior courtyard; and above Level 13, on a roof deck. The leasing office and amenity space for residences would be accessible from the O'Farrell Street entrance (see Table 2-1 and Figures 2-2 through 2-19). The restaurant/retail spaces would be accessed from O'Farrell and Jones Streets.

The religious institution would have a 200-seat sanctuary on the ground floor. Offices and accessory religious uses would be on two of the upper floors, including a Sunday School and an updated Children's Room. The entrance to the new religious institution and reading room, which would be located along O'Farrell Street, would be of modern design, intended to create an inviting and light-filled space. The Fifth Church of Christ, Scientist Reading Room would be open to the public during the week. Select features from the existing church space at 450 O'Farrell Street would be removed and reinstalled in the new religious institution, including stained-glass windows, oculus skylight, pipe organ, and oak pews.

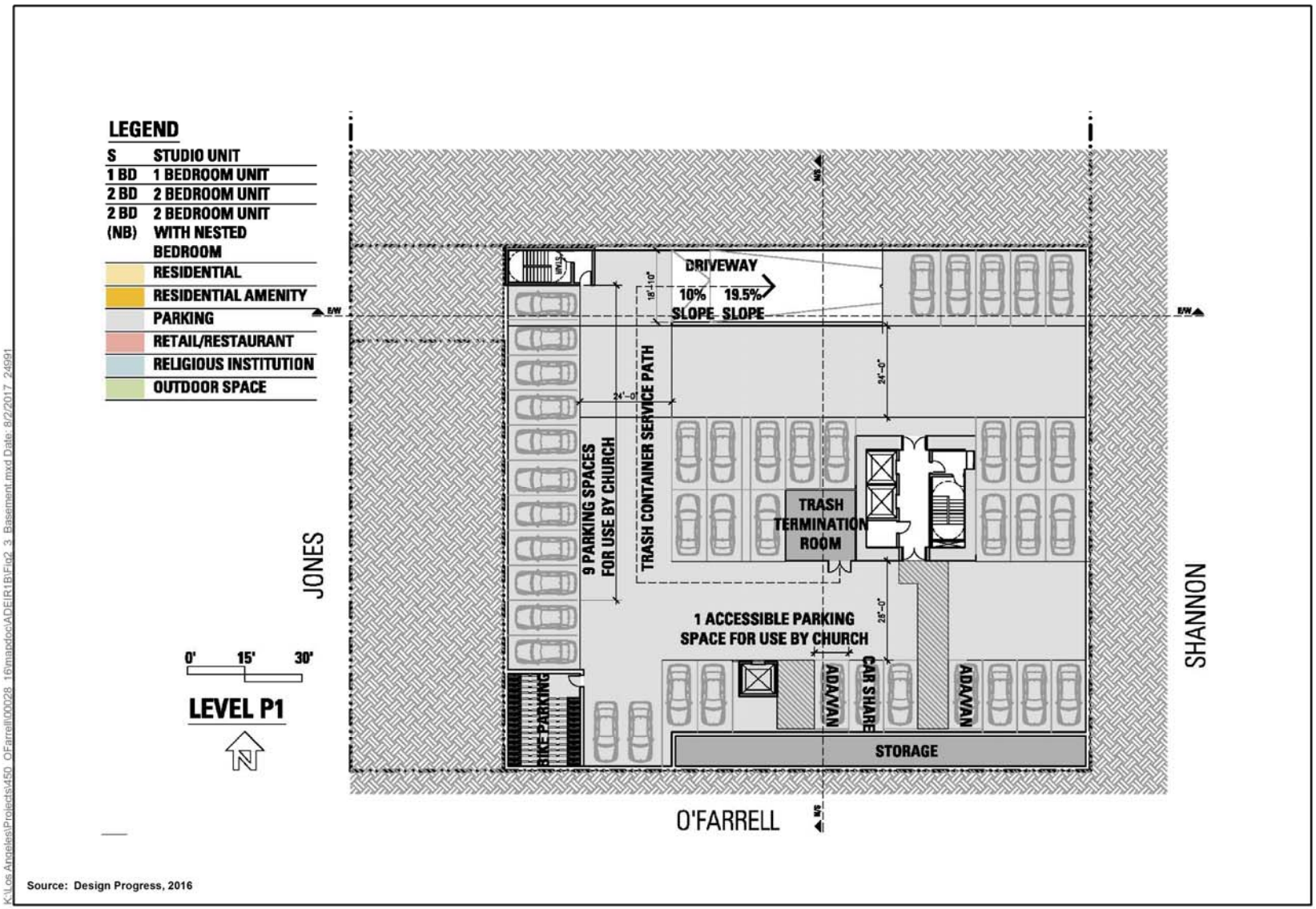
The existing church façade would be retained along O'Farrell Street, with a 16-foot return on Shannon Street. Along the primary façades on O'Farrell Street and Shannon Street, the proposed design would differentiate the retail uses from the residential uses above.



Source: Kwan Henmi, 2016

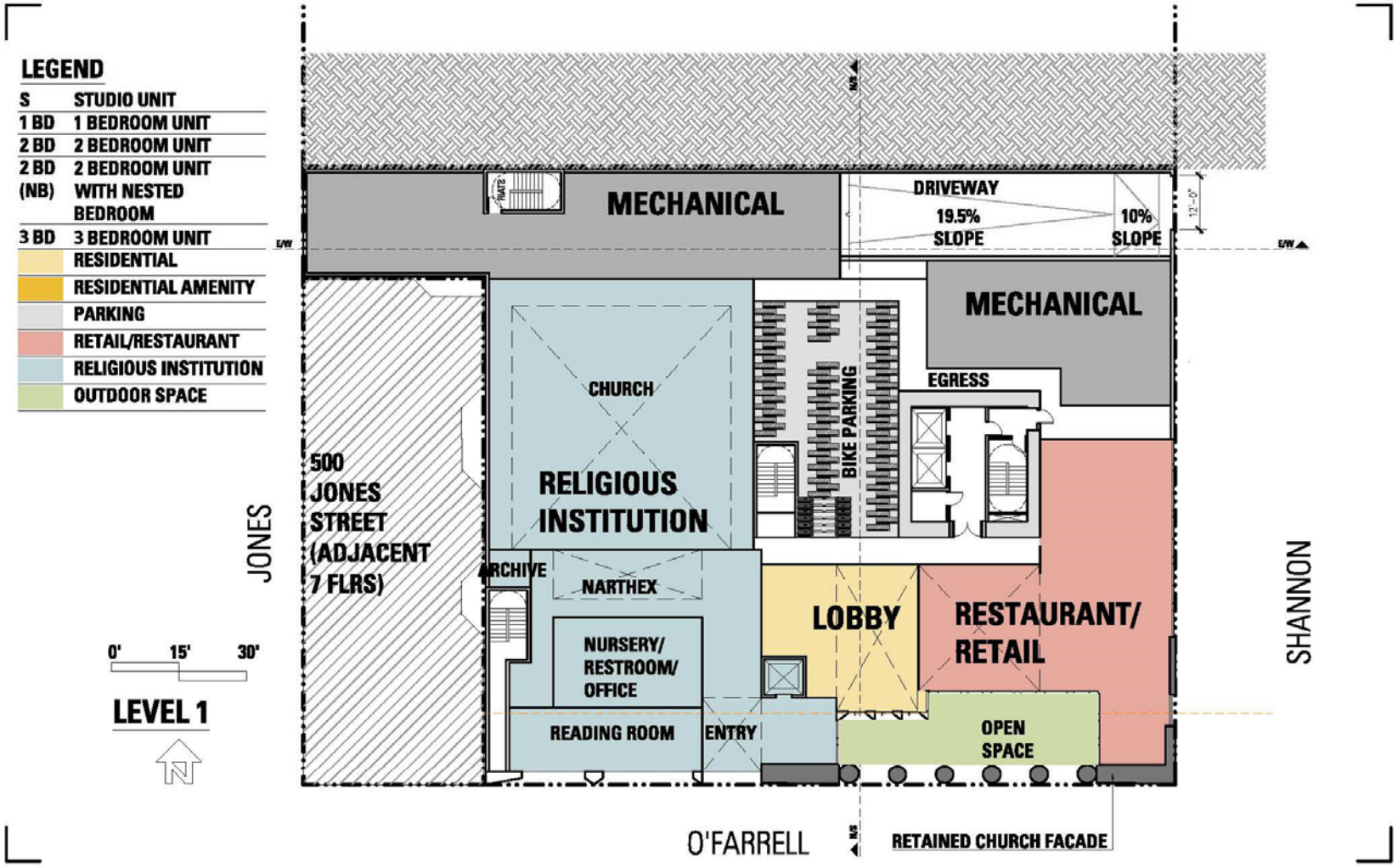
450 O'Farrell Street
Case No. 2013.1535ENV

Figure 2-2
Site Plan



450 O'Farrell Street
Case No. 2013.1535ENV

Figure 2-3
Parking Level Plan (Basement)



Source: Kwan Henmi, 2016

450 O'Farrell Street
Case No. 2013.1535ENV

Figure 2-4
Level 1 Ground Floor Plan

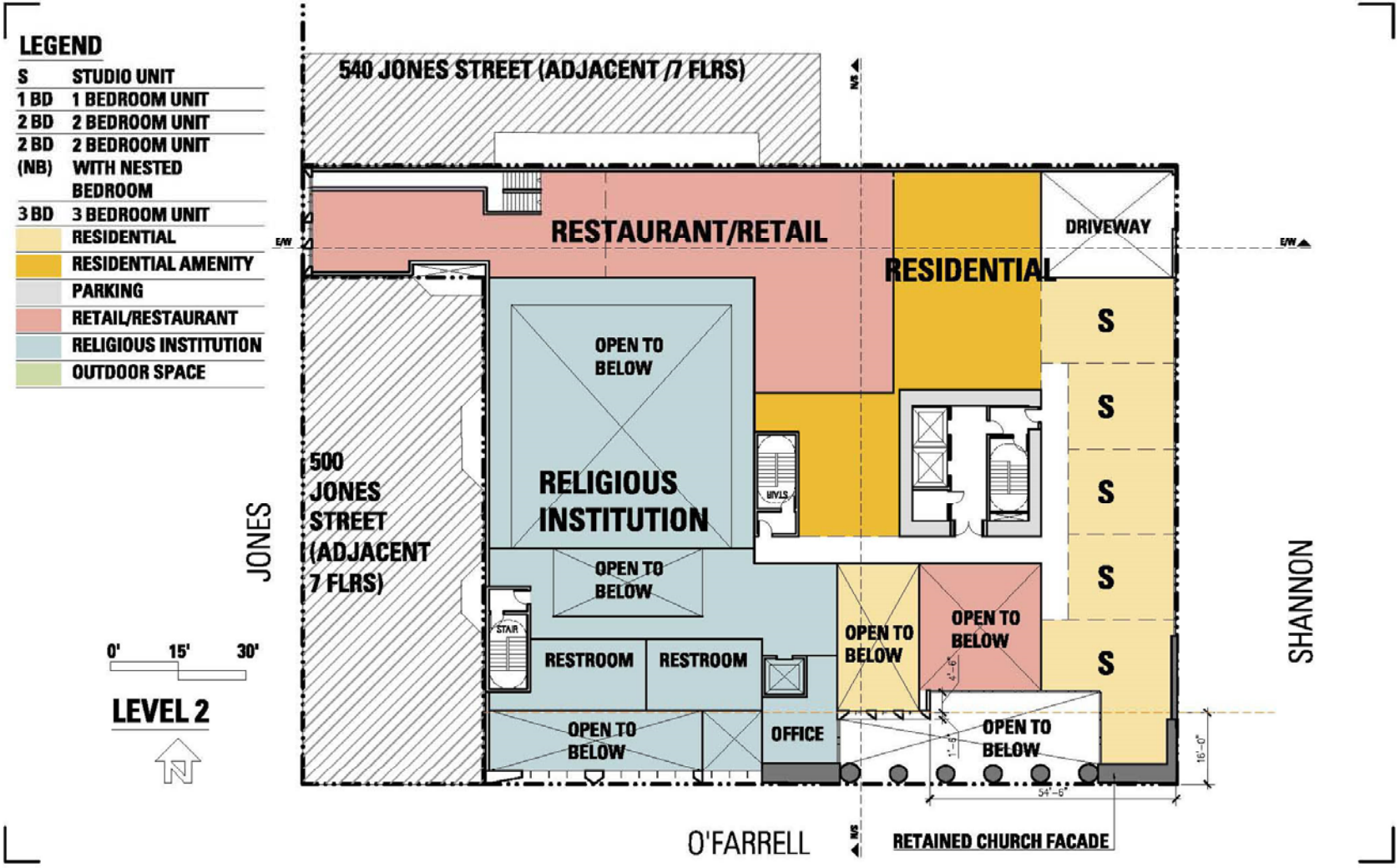


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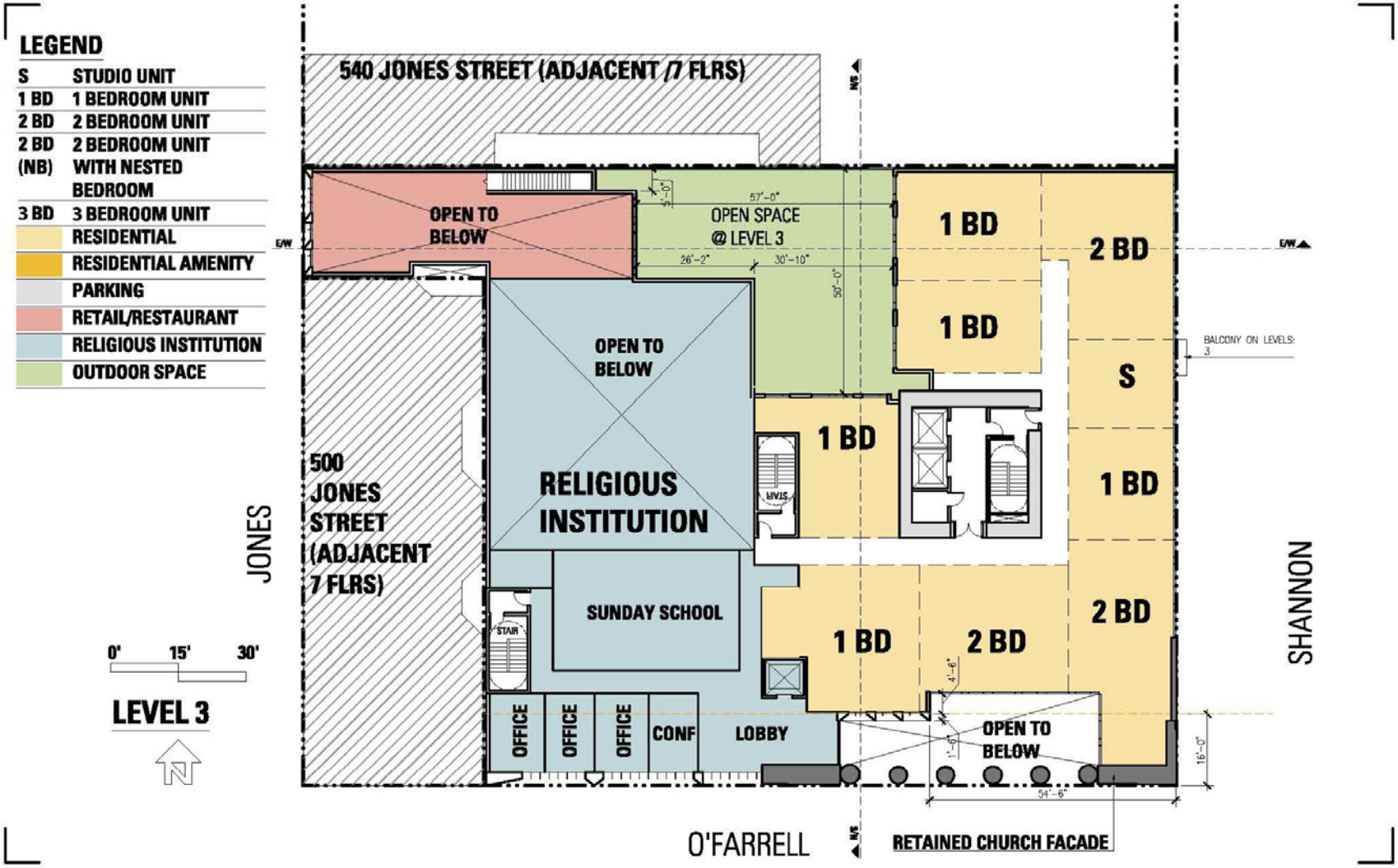
Figure 2-5
Level 2 Second Floor Plan



Source: Kwan Henmi, 2016

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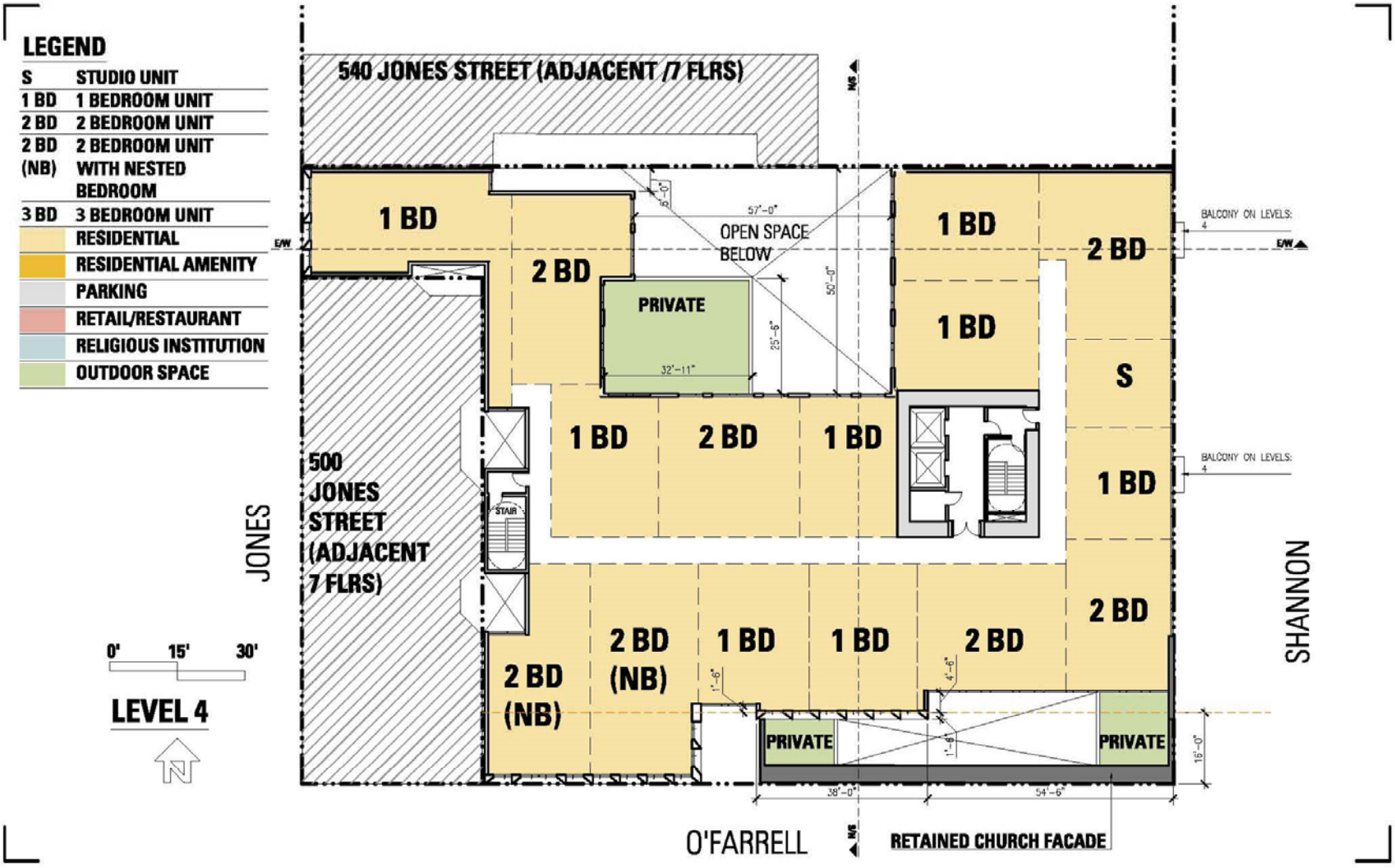
Figure 2-6
Level 3 Third Floor Plan



Source: Kwan Henmi, 2016

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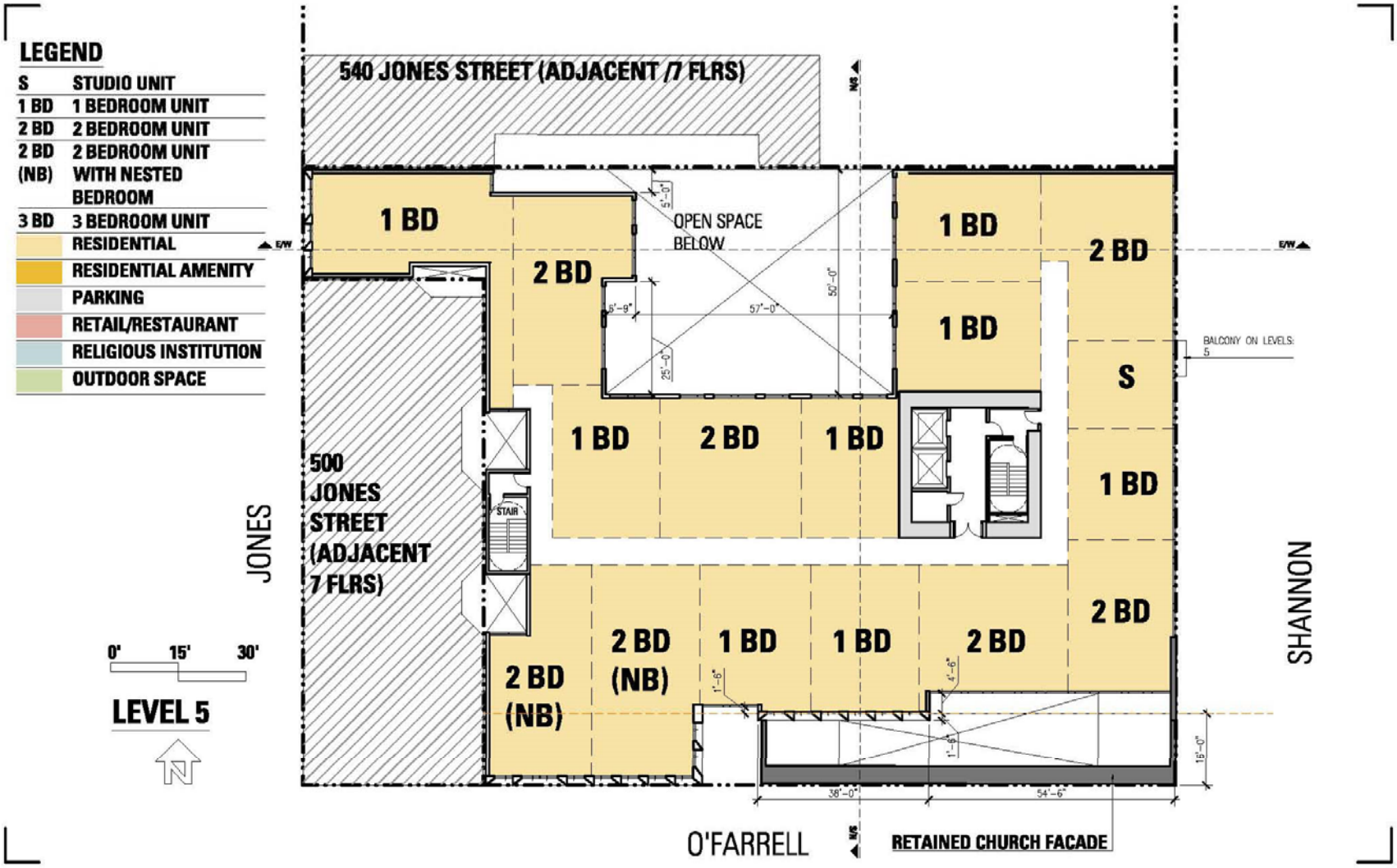
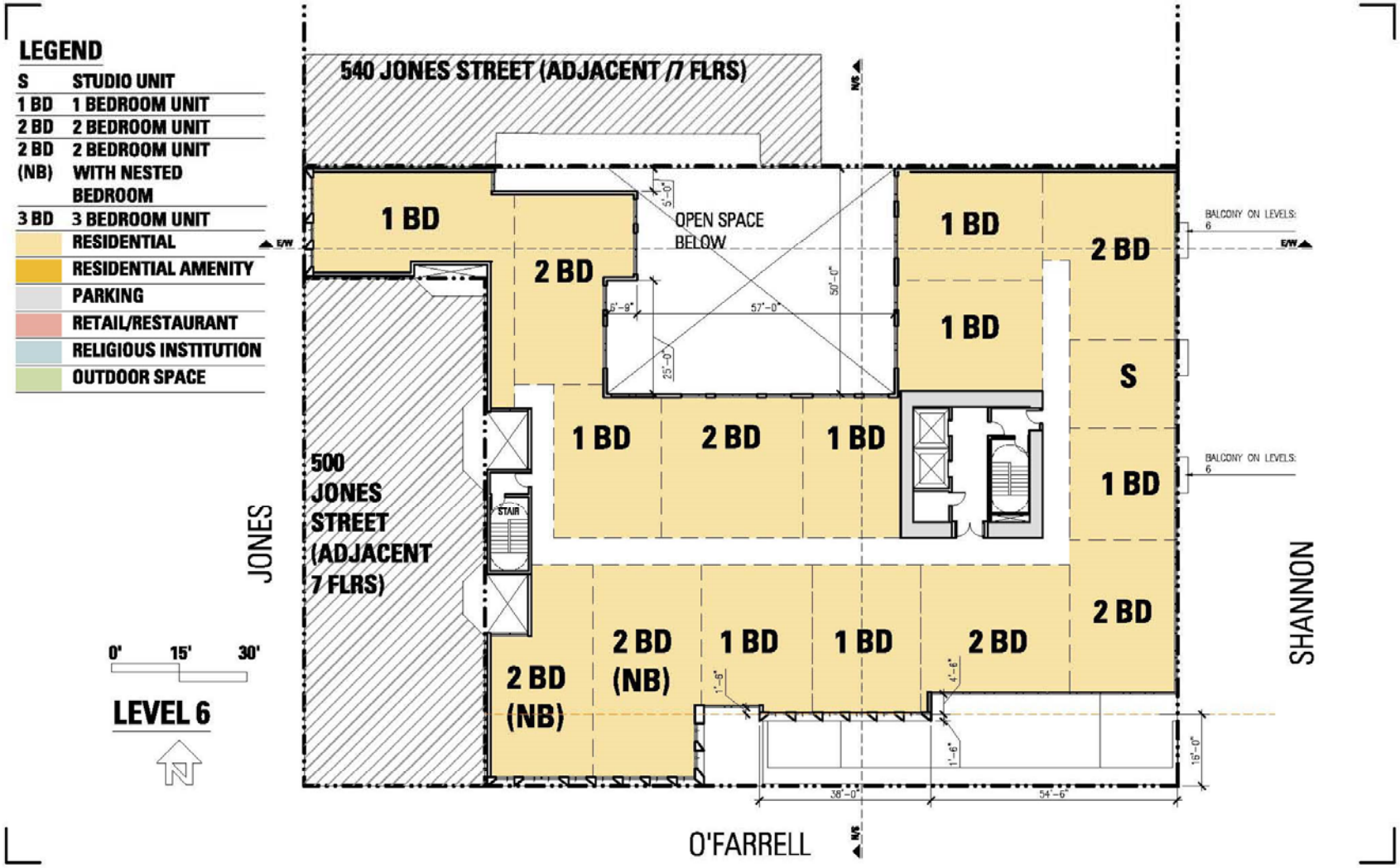
Figure 2-7
Level 4 Fourth Floor Plan



Source: Kwan Henmi, 2016

450 O'Farrell Street
Case No. 2013.1535ENV

Figure 2-8
Level 5 Fifth Floor Plan



Source: Kwan Henmi, 2016

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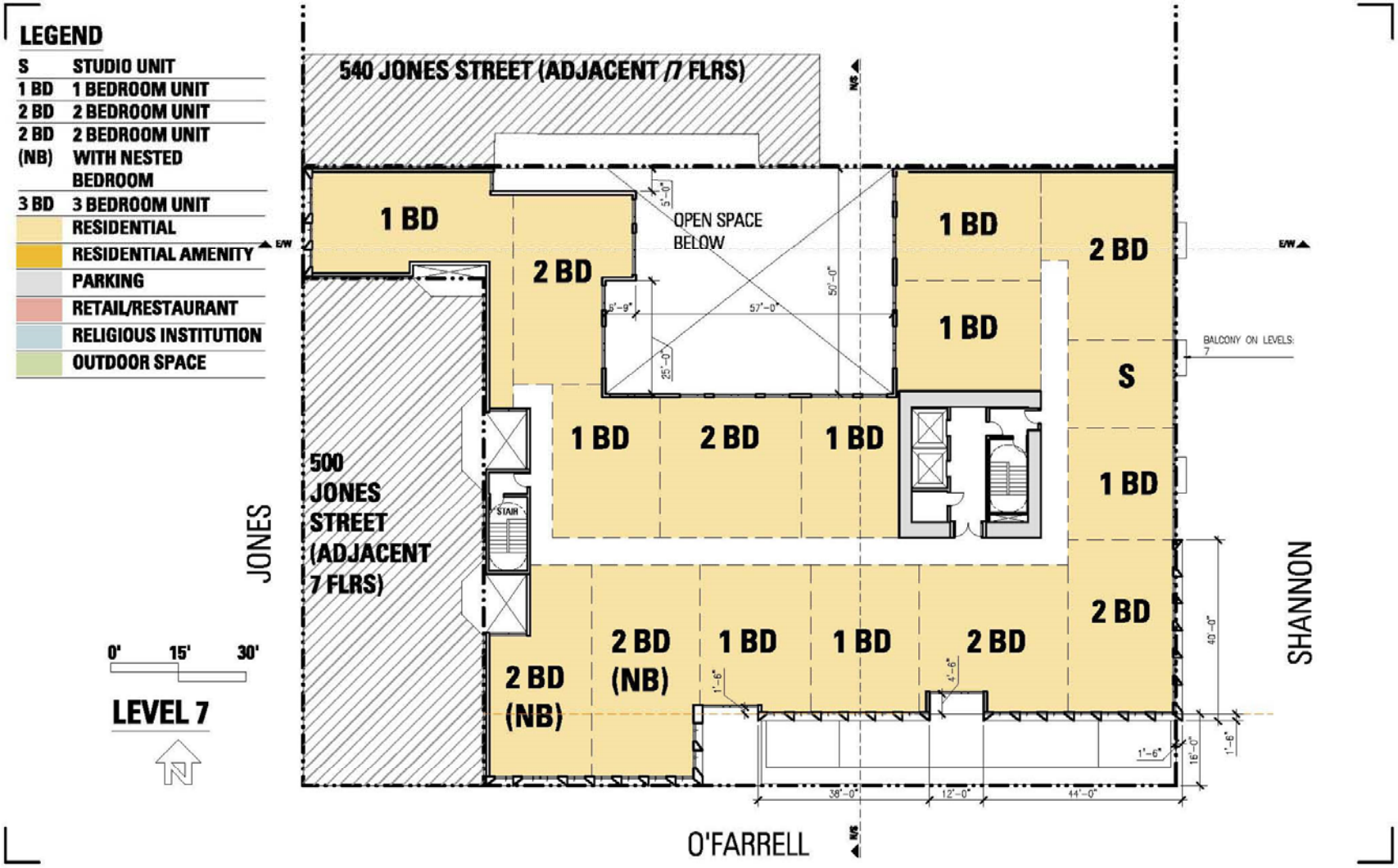
Case No. 2013.1535ENV

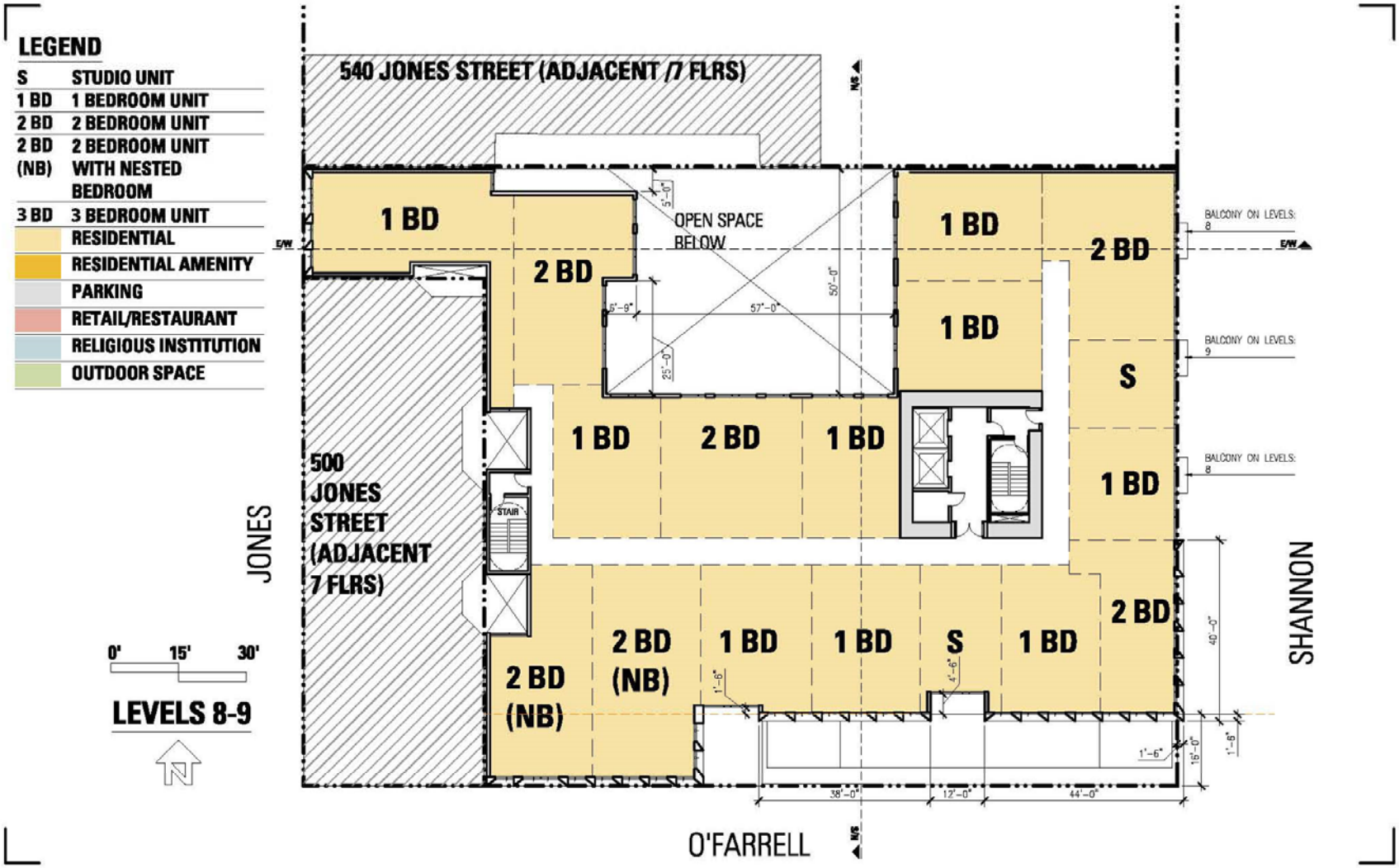
Figure 2-9
Level 6 Sixth Floor Plan



Source: Kwan Henmi, 2016

450 O'Farrell Street
Case No. 2013.1535ENV

Figure 2-10
Level 7 Seventh Floor Plan



Source: Kwan Henmi, 2016

450 O'Farrell Street
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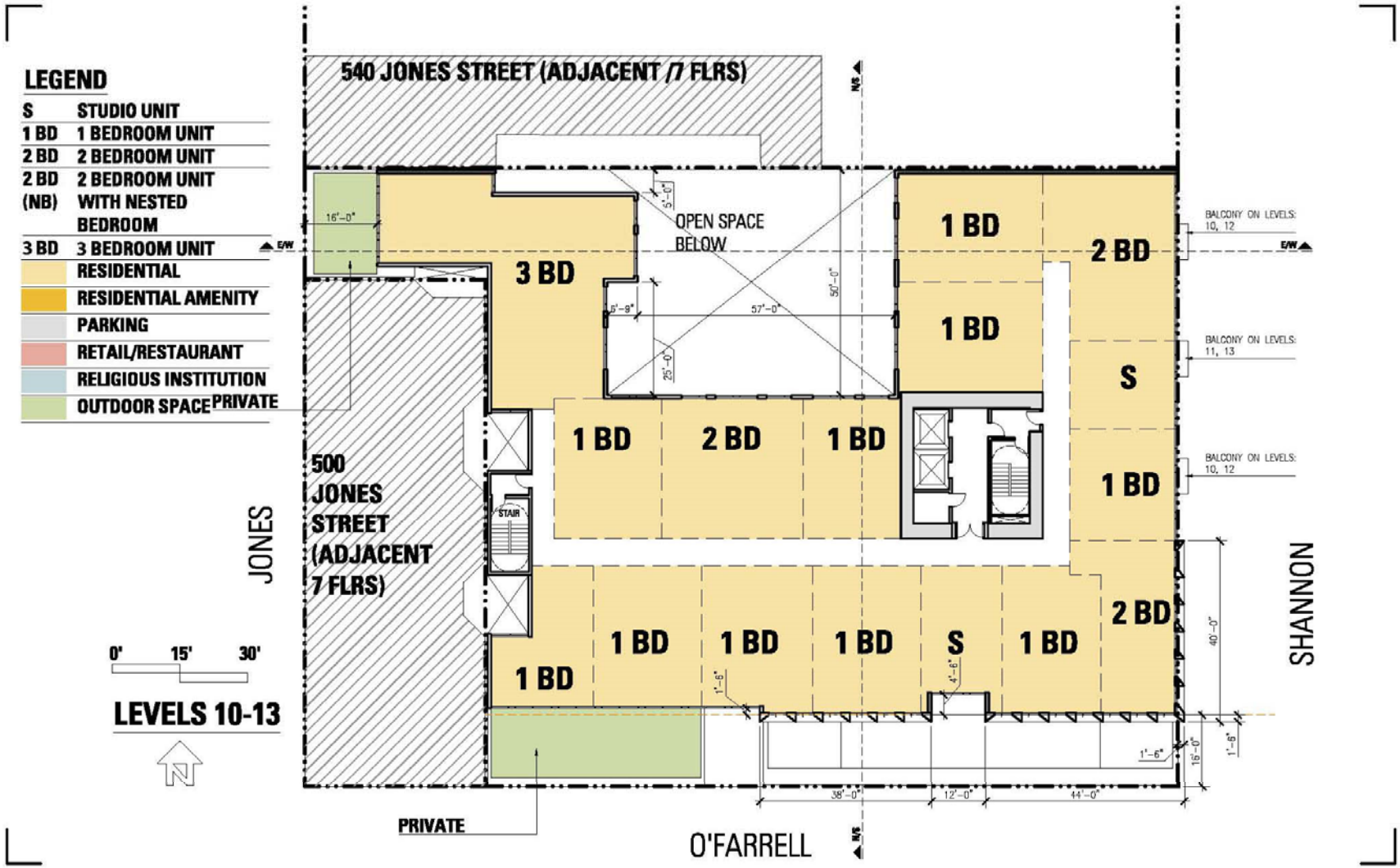
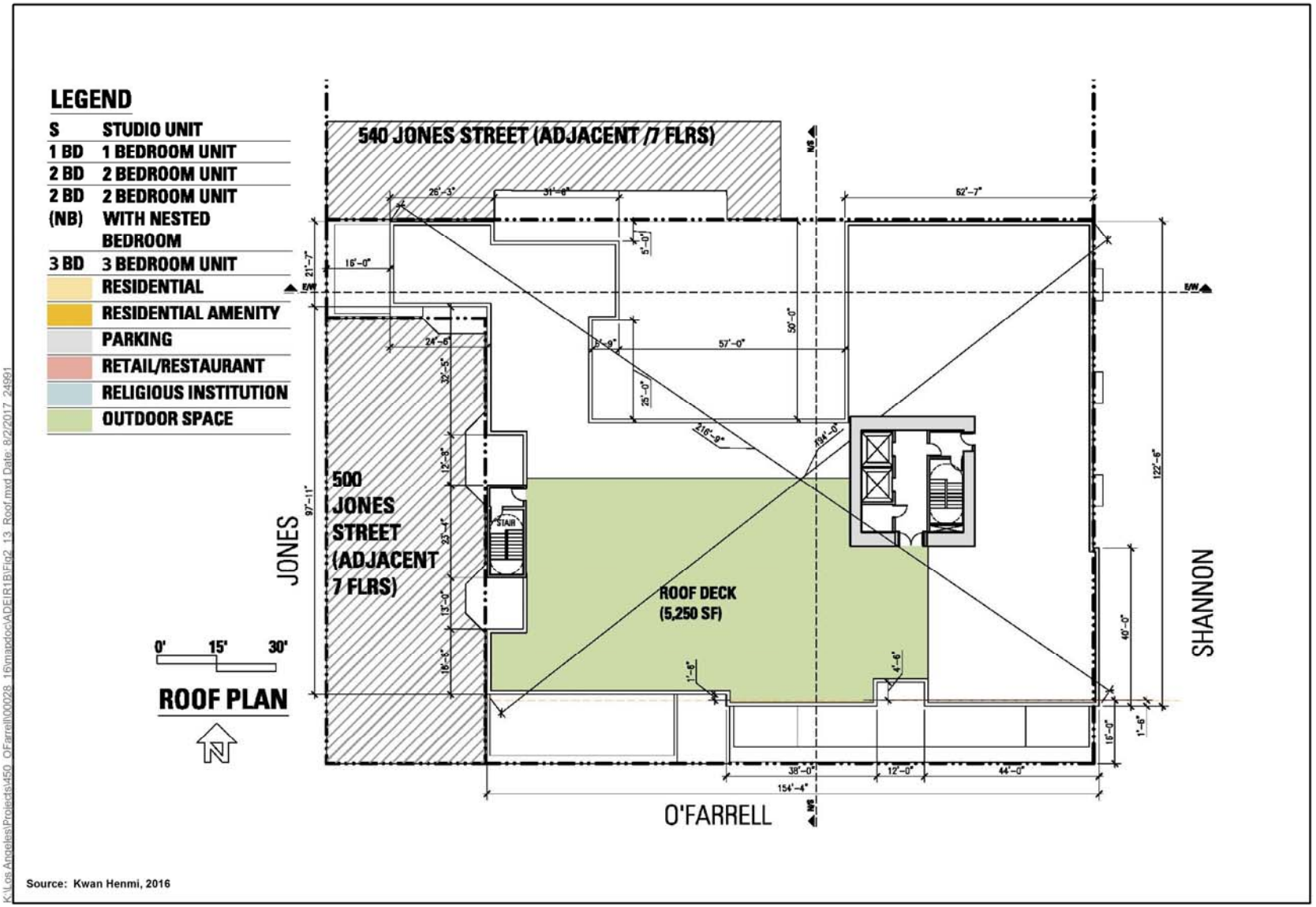
Figure 2-11
Typical Floor Plan, Levels 8 through 9



Source: Kwan Henmi, 2016

450 O'Farrell Street
Case No. 2013.1535ENV

Figure 2-12
Typical Floor Plan, Levels 10 through 13



450 O'Farrell Street
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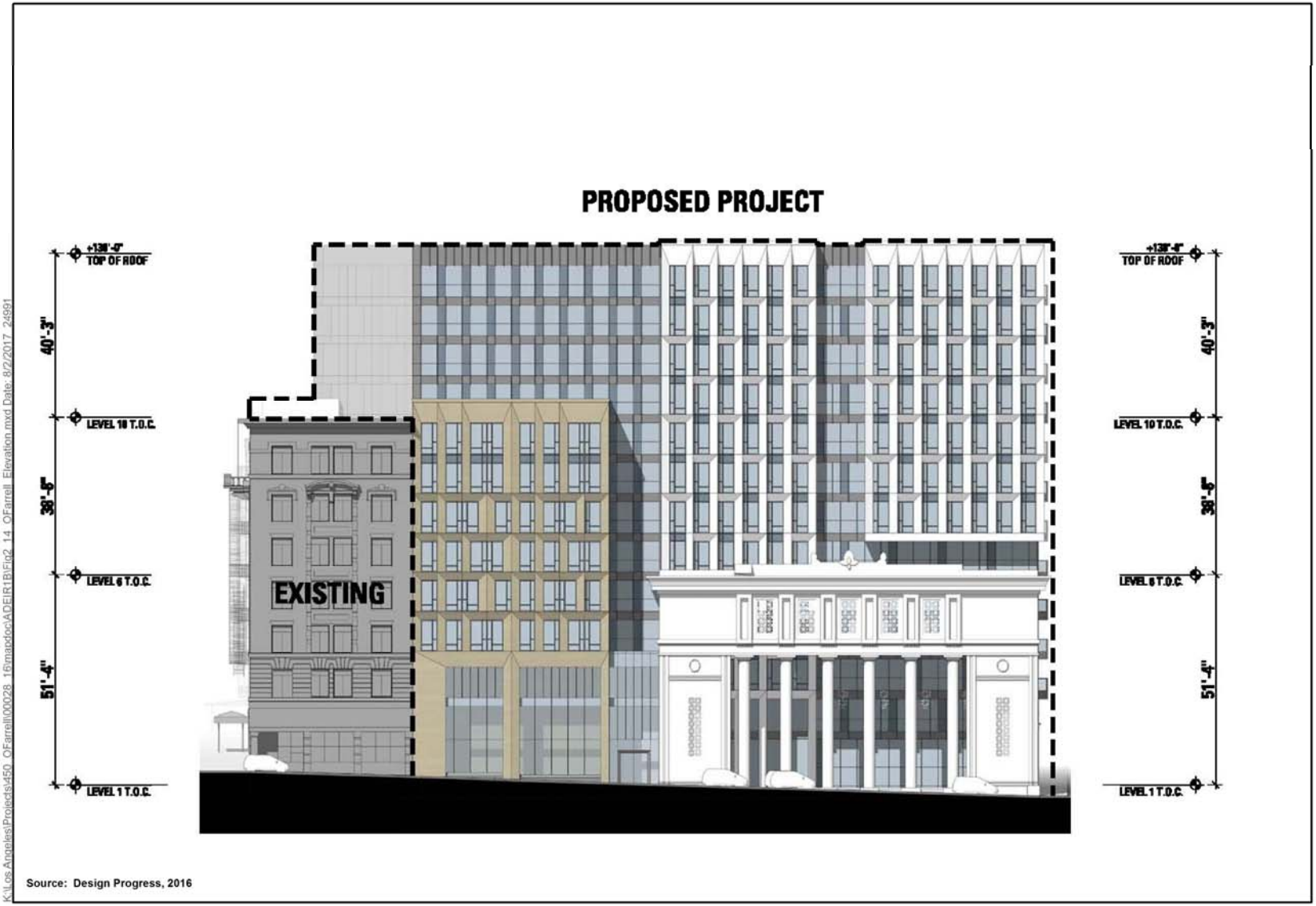
Figure 2-13
Roof Plan



450 O'Farrell Street
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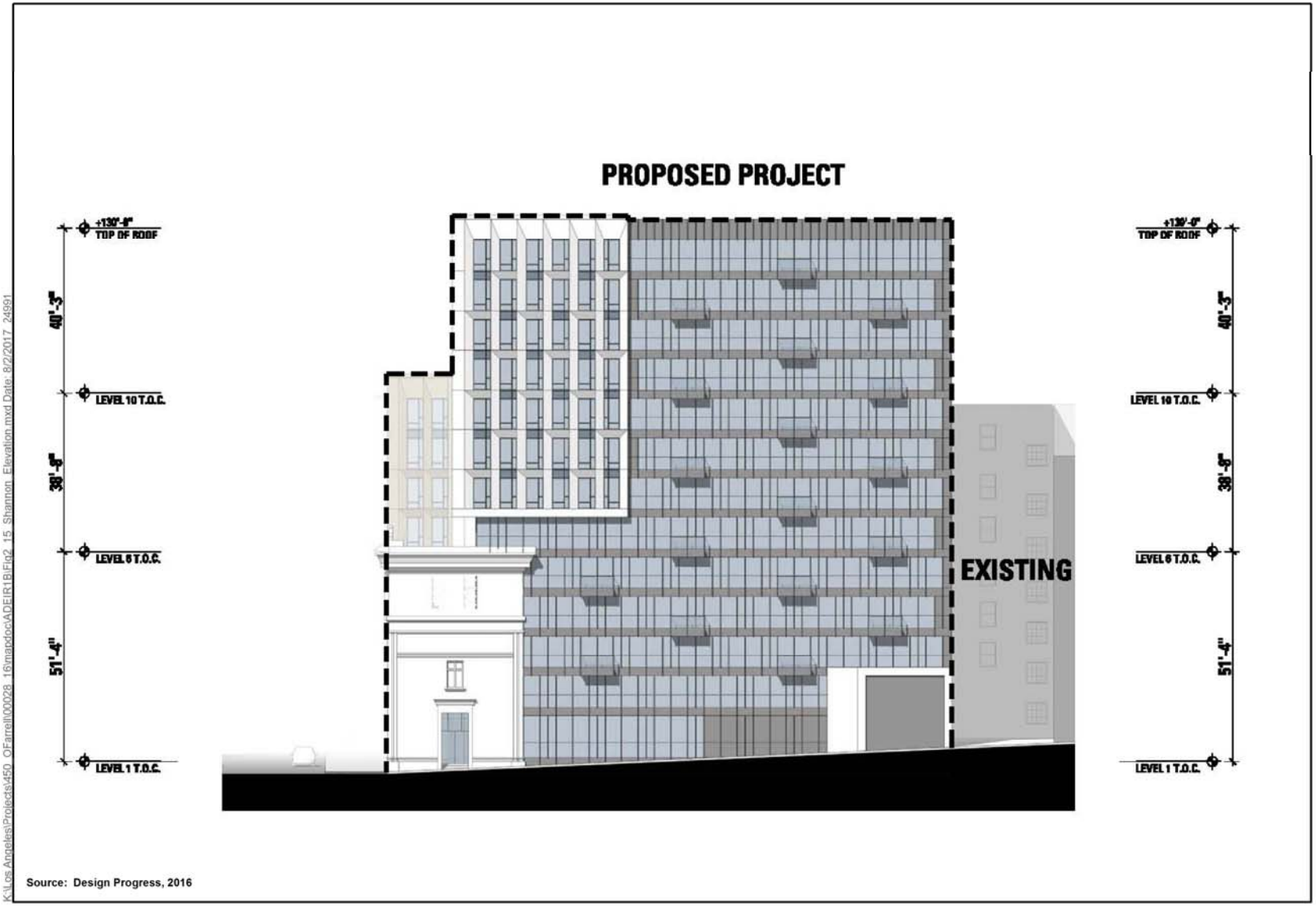
Figure 2-14
O'Farrell Street Elevation



450 O'Farrell Street
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Figure 2-15
Shannon Street Elevation

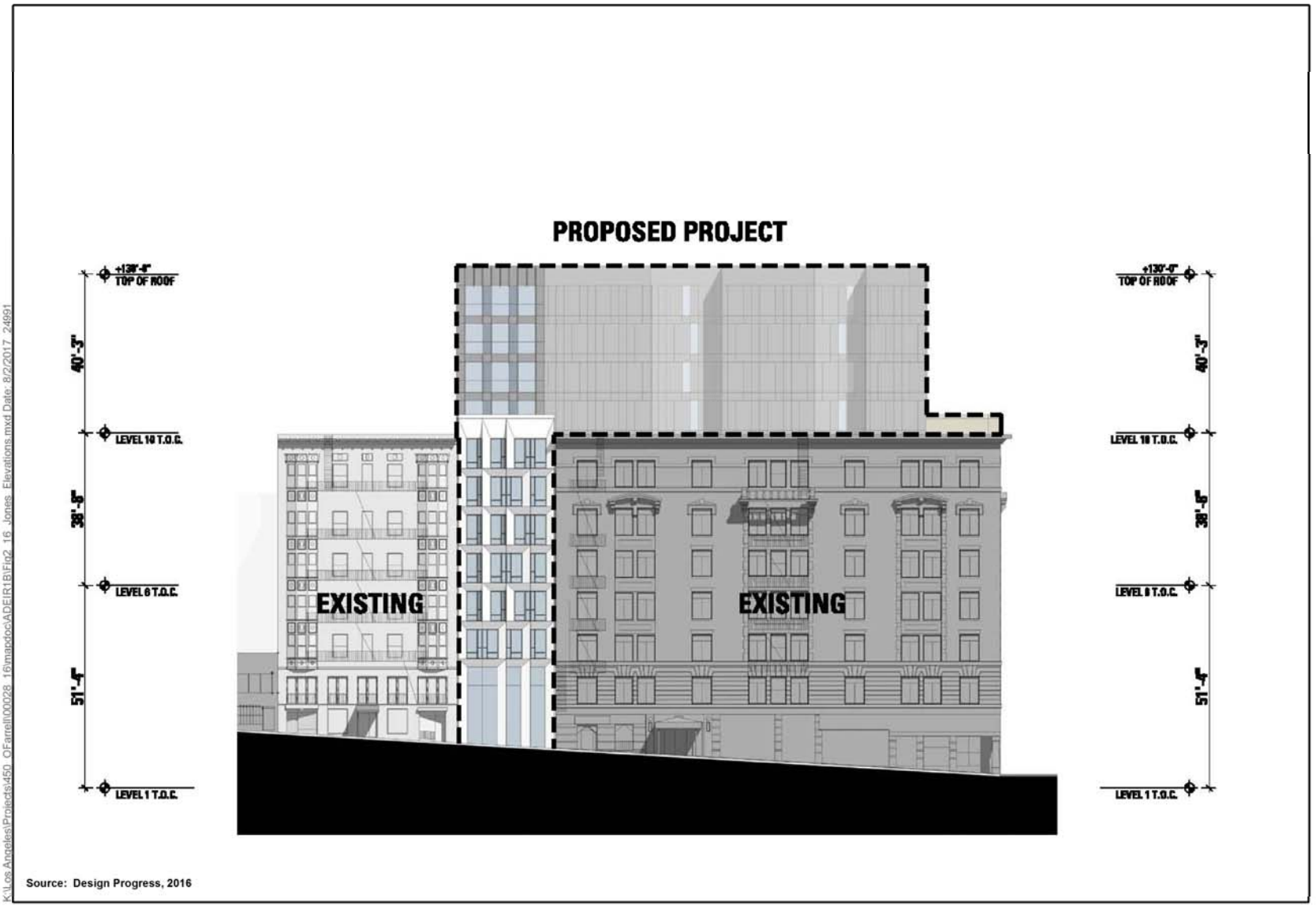

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Figure 2-16
Jones Street Elevation

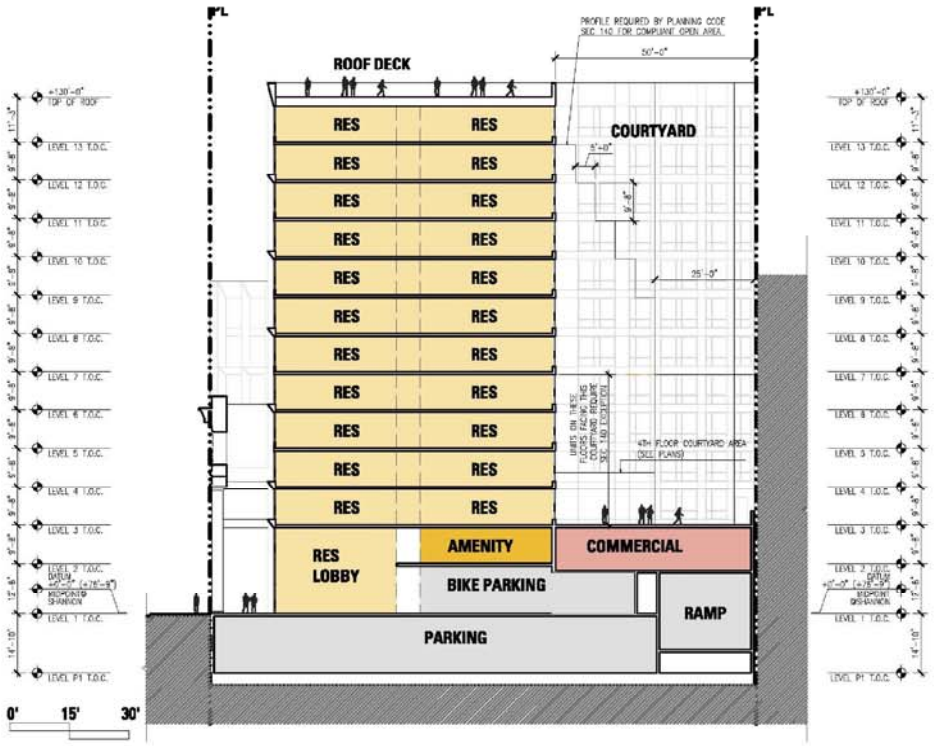

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Figure 2-17
Building Sections North/South

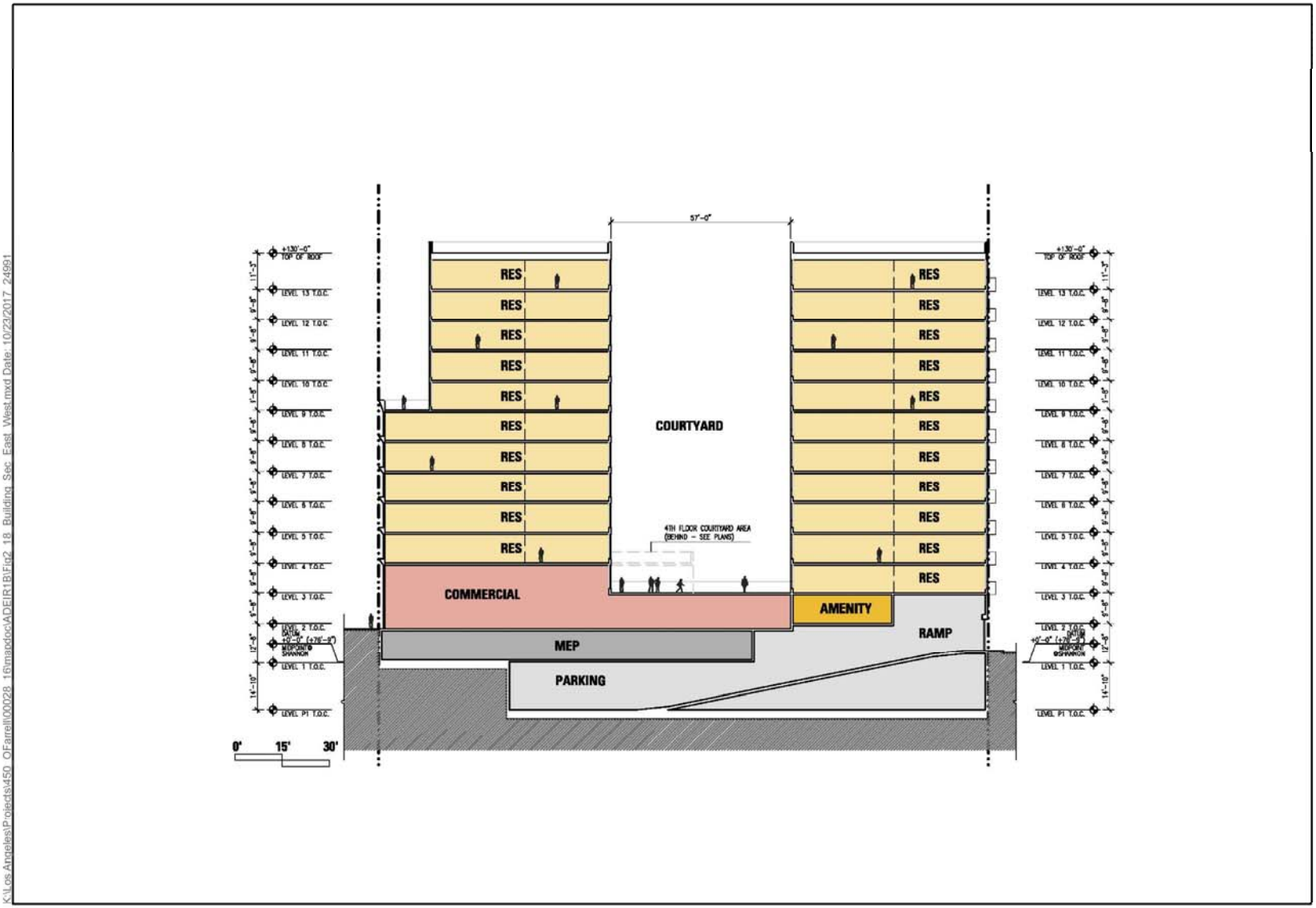

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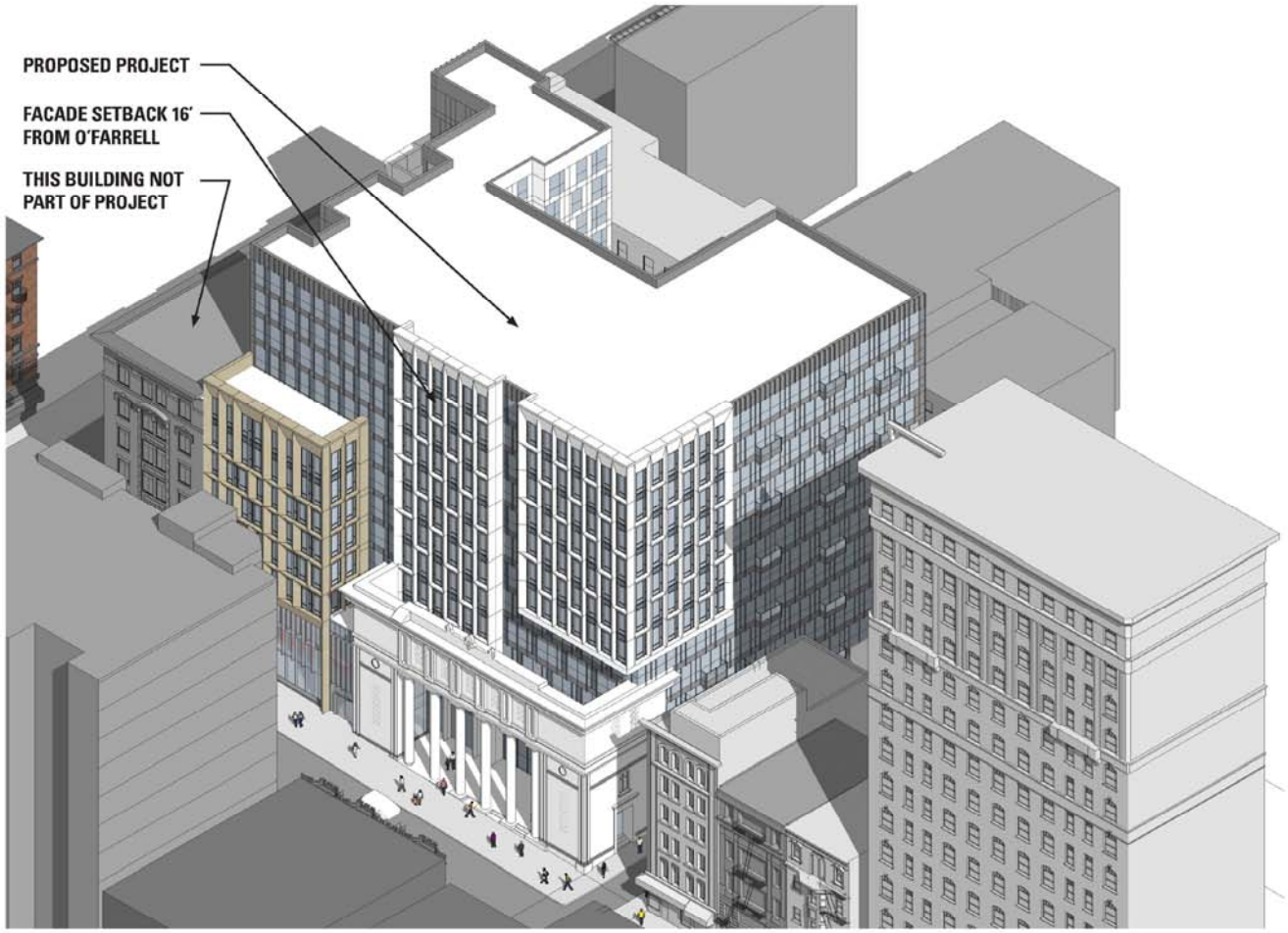
Figure 2-18
Building Sections East/West



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450 O'Farrell Street
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Figure 2-19
Conceptual Massing for the Proposed Project

TABLE 2-1
PROJECT DESCRIPTION

Proposed Use	Description	Area (gross square feet)
Residential	176 units total	187,640[a]
Restaurant/Retail	Ground floor and Level 2	6,200
Religious Institution	Ground floor and Levels 2 and 3	13,595
Vehicle Parking[b,c]	41 vehicle spaces in below-grade garage	21,070
Bicycle Parking	125 Class 1 spaces in a below-grade garage and on Level 1; 21 Class 2 spaces on street frontages	
Courtyard Open Space (residential private and common open space)	Levels 1 and 3 and rooftop	8,398

Project Component	Number
Dwelling Units	176
Studios	22
One-bedroom units	95
Two-bedroom units	55
Three-bedroom units	4
Height of Building	130 feet[d]
Number of Stories	13 stories
Number of Street Trees	9[e]

[a] Lobby and amenity space are included in the residential total.

[b] Includes ramp to garage.

[c] Includes two accessible spaces and one car-share space.

[d] Rooftop equipment above 130 feet includes an elevator overrun up to 20 feet above the top of the roof and stair penthouses and mechanical screening up to 12 feet above the top of the roof.

[e] Eight street trees would be planted on O'Farrell Street and one on Jones Street.

Source: Kwan Henmi, August 15, 2015 (revised October 10, 2016).

2.4.1 Construction

The proposed project would entail excavation to a depth of approximately 16 feet below grade as measured from O'Farrell Street (8,900 cubic yards of excavation) to accommodate the underground parking level for vehicles and bicycles. The proposed building would have a concrete frame, with conventional shallow-spread footings extending 2 to 3 feet below the foundation slab. The project sponsors propose underpinning adjacent buildings and shoring along street property lines.

Demolition and construction of the proposed project are estimated to take approximately 18 months from ground breaking, which is anticipated to occur in 2018. Demolition would require about 1 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; months 12 through 18 would be for interior construction. Pile-driving would not be necessary and is not proposed.

New construction in San Francisco must meet all applicable California codes, provide on-site facilities for recycling and composting, and meet City green building requirements, which are tied to the Leadership in Energy and Environmental Design (LEED) and GreenPoint Rated requirements. In accordance with these regulations, the proposed building would be GreenPoint Rated.

2.4.2 Required Approvals

At this time, it is anticipated that the proposed project would require the following City approvals and subsequent review processes:

2.4.2.1 Actions by the Planning Commission or Planning Department

- Certification of the Final EIR, adoption of CEQA findings, adoption of a mitigation and monitoring report by the Planning Commission, and Planning Commission approval (see below):
    - The project sponsors would seek Conditional Use Authorization from the Planning Commission. The conditionally permitted uses in the RC-4 District include 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 303 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, as discussed below:
    - The project sponsors would seek additional authorization from the Planning Commission 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 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.
    - 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, and the project site lacks one off-street loading space for residential use, as required by Section 152. The architectural features on Floors 7 through 13 of the new construction on a portion of the Shannon Street elevation do not meet the technical requirements of Section 136(c) for permitted obstructions. Therefore, the proposed project would, as part of the PUD process, request modifications for these requirements.

2.4.2.2 Actions by Other City Departments

The proposed project would require additional approvals as follows, (approving bodies noted in parentheses):

- 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).

2.4.2.3 Actions by Other Government Agencies

- Approval of permit for the installation, operation, and testing of diesel backup generator from the Bay Area Air Quality Management District.

2.5 Intended Uses of the EIR

This Draft EIR is a project-level EIR, as defined by Section 15161 of the CEQA Guidelines. As such, it serves as an informational document for the general public and the proposed project's decision-makers. In addition to describing the proposed project and required approvals, the EIR analyzes potential environmental impacts of the proposed project, identifies feasible mitigation measures when impacts would be significant, addresses cumulative adverse impacts to which the proposed project may contribute, and evaluates alternatives to the proposed project that could avoid or substantially reduce significant impacts while still meeting most of the proposed project's basic objectives. See Chapter 1, *Introduction*, for a more detailed description of CEQA requirements.

Chapter 3
Plans and Policies

3.1 Introduction

In accordance with California Environmental Quality Act (CEQA) Guidelines Section 15125(d), this chapter describes any inconsistencies between the proposed project and applicable plans and policies. This analysis evaluates 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 proposed project. This chapter also discusses compliance with the *San Francisco Planning Code (Planning Code)*, which implements the General Plan. The Planning Commission will review the proposed project for consistency with the objectives, policies, and principles of the General Plan. The specific policy inconsistencies identified in this environmental impact report (EIR) will also be referenced in the staff reports prepared in conjunction with the project's approval documentation.

A conflict between a proposed project and a General Plan policy does not, in itself, indicate a significant effect on the environment within the context of CEQA. Any physical environmental impacts that could result from such conflicts are analyzed in this EIR. Where inconsistencies are identified that could result in physical effects on the environment, the reader is directed to the analysis of those effects in Chapter 4, *Environmental Setting and Impacts,* or in the Notice of Preparation (NOP) and Initial Study prepared for this project (Appendix A). Potential conflicts with the General Plan will be considered by the Planning Commission independently of the environmental review process. Thus, in addition to considering inconsistencies that affect environmental issues, the Planning Commission considers other potential inconsistencies with the General Plan as part of the decision to approve or disapprove a proposed project. Any potential conflict that is not identified in this environmental document would be considered in that context, which would not alter the physical environmental effects of the proposed project that are analyzed in this Draft EIR.

3.1.1 San Francisco General Plan

The project site is subject to the General Plan, which provides general policies and objectives to guide land use decisions. The General Plan contains ten elements (Commerce and Industry, Recreation and Open Space, Housing, Community Facilities, Urban Design, Environmental Protection, Transportation, Air Quality, Community Safety, and Arts) that set forth goals, policies, and objectives for the physical development of the city.

3.1.1.1 Urban Design Element of the General Plan

One General Plan element that is applicable to the historic architectural resource considerations associated with the proposed project is the Urban Design Element. The objectives of the Urban Design Element that are applicable to the proposed project call for an emphasis on the characteristic patterns that give the city and its neighborhood an image, sense of purpose, and means of orientation; conservation of resources that provide a sense of nature, continuity

with the past, and freedom from overcrowding; and moderation with respect to major new development to complement the city pattern, the resources to be conserved, and the neighborhood environment.

The proposed project would include demolition of three buildings at 450 O'Farrell Street, 474 O'Farrell Street, and 532 Jones Street. All three building are considered historic architectural resources because they are contributors to the Uptown Tenderloin National Register Historic District (UTNRHD). In addition, the church at 450 O'Farrell Street is individually eligible for the California Register of Historical Resources (CRHR). For these reasons, the proposed project may be inconsistent with Policy 2.4 of the Urban Design Element, which calls for the preservation of notable landmarks and areas of historic, architectural, or aesthetic value:

- **Policy 2.4:** Preserve notable landmarks and areas of historic, architectural, or aesthetic value and promote the preservation of buildings and features that provide continuity with past development.

The physical environmental impacts that could result from this conflict are discussed in Chapter 4, *Environmental Setting and Impacts*, which evaluates the proposed project's impact on historic architectural resources.

3.1.1.2 Downtown Area Plan

The General Plan also includes area plans that outline the goals and objectives for specific geographic planning areas, such as the greater downtown area; policies for this area are contained in the Downtown Area Plan (Downtown Plan), which is within the General Plan. The project site is within an area that is covered by the Downtown Plan. The aim of the Downtown Plan is to encourage business activity and promote economic growth in the downtown area while improving the quality of place and providing necessary supporting amenities. Centered on Market Street, the Downtown Plan covers an area that is roughly bounded by Van Ness Avenue to the west, Steuart Street to the east, Folsom Street to the south, and Market Street, Sutter Street and Washington Street to the north.

The Downtown Plan contains objectives and policies that address preservation issues. The project site is within the Uptown Tenderloin National Register Historic District and adjacent to the Kearny-Market-Mason-Sutter Conservation District. The three buildings on the project site are considered historic architectural contributors to the Uptown Tenderloin National Register Historic District. Thus, the proposed demolition of these buildings could be interpreted as being inconsistent with Policy 12.1 of the Downtown Plan (this is identical in language to Policy 2.4 of the General Plan), which calls for conserving resources that provide continuity with San Francisco's past.

The demolition of these buildings and the physical environmental impacts that could result from this conflict are discussed in Chapter 4, *Environmental Setting and Impacts.*

3.1.2 San Francisco Planning Code

The *Planning Code*, which incorporates by reference City and County of San Francisco (City) zoning maps, governs permitted uses, densities, and configurations for buildings in San Francisco. Permits to construct new buildings (or to alter or demolish existing ones) may not be issued unless either the proposed action conforms to the *Planning Code* or an exception is granted, pursuant to provisions of the *Planning Code*.

3.1.2.1 Land Use Controls

The proposed project would be located in the RC-4 (Residential-Commercial, High Density) Zoning District. As stated in *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 *Planning Code* with references to other applicable articles of the *Planning Code* as necessary (for example, for provisions concerning parking, rear yards, height and bulk limits, etc.).

Within the RC-4 Zoning District, retail uses on the ground floor with residential uses above, as proposed by the project, are principally permitted. New religious institutions (churches) are a conditionally permitted use.

The project sponsors would seek additional authorization through the Planned Unit Development process from the Planning Commission under *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 project is also seeking modifications to the rear-yard requirement, per Section 134(g); the off-street loading requirement, per Section 152; and the permitted obstructions for architectural features over Shannon Street, per Section 136 (c)(1). It is also seeking an exception to the dwelling unit exposure requirement under Section 140 of the *Planning Code*.

3.1.2.2 Affordable Housing

The proposed project would comply with the City's Residential Inclusionary Affordable Housing Program requirements (City *Planning Code* Sections 415, et seq.), by including the applicable required number of units per current legislation. At this time, the requirement is 23 below-market-rate (BMR) units on the site, or 13.5 percent of the total number of units, as required by *Planning Code* Sections 415 *et seq*. In addition, there are five rent-controlled units in the 532 Jones Street building. These units would be replaced and provided as BMR units as part of the proposed project, for a total of 28 BMR units.

3.1.2.3 Height and Bulk Controls

The project site is within an 80-T-130-T Height and Bulk District. This district allows for an 80-foot base height limit, with special exceptions from the base height of 80 feet up to 130 feet. The proposed project would be 130 feet high, measured from top of curb to the top of the roof. Various rooftop elements would extend from the rooftop including an elevator overrun up to 20 feet above the top of roof. The stair penthouses and mechanical screening would be extended up to 12 feet above the top of roof. Mechanical screening and rooftop elements are exempt from the building height limit per Section 260(b)(1)(B) of the *Planning Code*. The project would be reviewed by the Planning Commission for a Conditional Use Authorization for height greater than 80 feet on the condition that the applicant pays a fee to the City Controller, which shall be deposited in the North of Market Affordable Housing Fund.

Within the 80-T-130-T Height and Bulk District, the bulk of the building above a base height of no more than 80 feet must be sculpted as prescribed by *Planning Code* Section 270. Above the base height, buildings with a "T" bulk designation shall have a maximum plan length of 110 feet and maximum diagonal dimension of 125 feet. The proposed project would have a plan length of 154 feet, 4 inches on O'Farrell Street, and would exceed the maximum plan length by 44 feet, 4 inches. The proposed project's diagonal dimension would be 216 feet, 9 inches and would exceed the maximum diagonal dimension by 91 feet, 9 inches. The project sponsors are requesting an exception to this requirements pursuant to *Planning Code* Sections 263 and 303. The project would be reviewed by the Planning Commission for a Conditional Use Authorization for exceedance of the maximum bulk limits.

3.1.3 The Accountable Planning Initiative

In November 1986, the voters of San Francisco approved Proposition M, the Accountable Planning Initiative, which added Section 101.1 to the *Planning Code* to establish eight Priority Policies. These policies are (1) preservation and enhancement of neighborhood-serving retail uses and future opportunities for resident employment in and ownership of such businesses; (2) conservation and protection of existing housing and neighborhood character to preserve the cultural and economic diversity of neighborhoods; (3) preservation and enhancement of affordable housing; (4) discouragement of commuter automobiles that impede Muni transit service or that overburden streets or neighborhood parking; (5) protection of industrial and service land uses from commercial office development and enhancement of resident employment and business ownership; (6) maximization of earthquake preparedness; (7) preservation of landmarks and historic buildings; and (8) protection of parks and open space and their access to sunlight and vistas.

Prior to issuing a permit for any project that requires an Initial Study under CEQA (see Appendix A); prior to issuing a permit for any demolition, conversion, or change in use; and prior to taking any action that requires a finding of consistency with the General Plan, the City is required to find that the proposed project or legislation is consistent with the Priority Policies. A noted above, the environmental impact of the proposed project on historic architectural resources is discussed in Chapter 4, *Environmental Setting and Impacts*, of this Draft EIR, which provides information for use in the case report for the proposed project. The case report and approval motions for the proposed project will contain the Planning Department's comprehensive analysis and findings regarding the consistency of the proposed project with the Priority Policies.

3.1.4 Other Local Plans and Policies

In addition to the *General Plan*, the *Planning Code* and Zoning Maps, and the Accountable Planning Initiative, other local plans and policies that are relevant to the proposed project are discussed below.

- The *San Francisco Sustainability Plan* is a blueprint for achieving long-term environmental sustainability by addressing specific environmental issues including, but not limited to, air quality, climate change, energy, ozone depletion, and transportation. The goal of the *San Francisco Sustainability Plan* is to enable the people of San Francisco to meet their present needs without sacrificing the ability of future generations to meet their own needs.

- The *Climate Action Plan for San Francisco: Local Actions to Reduce Greenhouse Emissions* is a local action plan that examines the causes of global climate change and the human activities that contribute to global warming, provides projections of climate change impacts on California and San Francisco based on recent scientific reports, presents estimates of San Francisco's baseline greenhouse gas emissions inventory and reduction targets, and describes recommended actions for reducing the City's greenhouse gas emissions. The 2013 Climate Action Strategy is an update to this plan.
- The *Transit First Policy* (City Charter, Section 8A.115) is a set of principles that underscore the City's commitment to prioritizing travel by transit, bicycle, and on foot over travel by private automobile. These principles are embodied in the objectives and policies of the Transportation Element of the *General Plan*. All City boards, commissions, and departments are required by law to implement Transit First principles in conducting the City's affairs.
- The *San Francisco Bicycle Plan* is a citywide bicycle transportation plan that identifies short-term, long-term, and other minor improvements to San Francisco's bicycle route network. The overall goal of the *San Francisco Bicycle Plan* is to make bicycling an integral part of daily life in San Francisco.
- The *San Francisco Better Streets Plan* consists of illustrative typologies, standards, and guidelines for the design of San Francisco's pedestrian environment, with the central focus of enhancing the livability of the City's streets.

The proposed project has been reviewed in the context of these local plans and policies and would not be obviously or substantially inconsistent with them. Staff reports and approval motions prepared for the proposed project would include a comprehensive project analysis and findings regarding the consistency of the proposed project with applicable local plans and policies.

3.1.5 Regional Plans and Policies

There are several regional planning agencies whose environmental, land use, and transportation plans and policies consider the growth and development of the nine-county San Francisco Bay Area. Some of these plans and policies are advisory, and some include specific goals and provisions that must be considered when evaluating a project under CEQA. The regional plans and policies that are relevant to the proposed project are discussed below.

- The principal regional planning documents and the agencies that guide planning in the nine-county Bay Area include *Plan Bay Area*, the region's first Sustainable Communities Strategy, developed in accordance with Senate Bill 375 and adopted jointly by the Association of Bay Area Governments (ABAG) and the Metropolitan Transportation Commission (MTC) on July 18, 2013. *Plan Bay Area* is a long-range land use and transportation plan that covers the period from 2010 to 2040. An updated plan, *Plan Bay Area 2040*, adopted in July 2017, largely reflects the foundation and regional growth pattern established in the original Plan Bay Area. *Plan Bay Area 2040's* core strategy is "focused growth" in existing communities along the existing transportation network. This strategy allows the best "bang for the buck" in achieving key regional economic, environmental and equity goals: it builds upon existing community characteristics, efficiently leverages existing infrastructure and mitigates impacts on areas with less development. Key to implementing the focused growth strategy are Priority Development

Areas (PDAs) and Priority Conservation Areas (PCAs), which are identified, recommended and approved by local governments. *Plan Bay Area 2040* focuses growth and development in nearly 200 PDAs. The project site is in the Downtown-Van Ness-Geary PDA. The existing neighborhoods are served by public transit and have been identified as appropriate for additional, compact development. *Plan Bay Area 2040* also helps preserves over 100 regionally significant open spaces that have a broad consensus for long-term protection but which face nearer-term development pressures. *Plan Bay Area 2040* concentrates both household and employment growth in the "Big 3 Cities" of San Jose, San Francisco and Oakland, as well as the east and west Bayside corridors along the region's core transit network. *Plan Bay Area 2040* also develops a blueprint for short- term and long-term transportation investments to support the plan's focused growth strategy.

- The *Regional Housing Needs Plan* for the San Francisco Bay Area: 2014–2022 reflects projected future population growth in the Bay Area region as determined by ABAG and addresses housing needs across income levels for each jurisdiction in California. All of the Bay Area's 101 cities and nine counties are given a share of the Bay Area's total regional housing need. The Bay Area's regional housing need is allocated to each jurisdiction by the California Department of Housing and Community Development (HCD) and finalized though negotiations with ABAG;
- The Bay Area Air Quality Management District (BAAQMD)'s *2017 Clean Air Plan* updates the most recent Bay Area ozone strategy, the *2010 Clean Air Plan*, in accordance with the requirements of the California Clean Air Act (CCAA), to implement feasible measures to reduce ozone and provide a control strategy to reduce ozone precursors, particulate matter (PM), air toxics, greenhouse gas emissions and short-lived climate pollutants throughout the region; and
- The San Francisco Regional Water Quality Control Board's *Water Quality Control Plan for the San Francisco Bay Basin (Basin Plan)* is a master water quality control planning document. It designates beneficial uses and water quality objectives for waters of the state, including surface waters and groundwater, and includes implementation programs to achieve water quality objectives.

The proposed project has been reviewed against these regional plans and policies. Due to the relatively small size and infill nature of the proposed project, there would be no anticipated conflicts with regional plans. Therefore, the proposed project would not be obviously or substantially inconsistent with regional plans or policies.

Chapter 4
Environmental Setting and Impacts

4.1 Introduction to the Analysis

This chapter provides a project-level analysis of the physical environmental effects of implementing the proposed project. The Initial Study (see Appendix A) determined that the only project-specific and cumulative significant and unavoidable impacts that could occur from implementation of the proposed project would be related to historic architectural resources. Impacts on other environmental resources were adequately covered in the Initial Study.

The Initial Study determined that project-specific and cumulative impacts in other topic areas would have no impact, less-than-significant impacts, or significant impacts that would be reduced to less than significant with incorporation of identified mitigation measures, and therefore would not require analysis in this environmental impact report (EIR). The topics of Land Use and Planning; Population and Housing; Cultural Resources (Archaeological Resources, tribal cultural 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 Agricultural and Forestry Resources will not be discussed further in the EIR. Please refer to the Initial Study in Appendix A for a discussion of these topics.

The Initial Study determined that the proposed project could result in potentially significant impacts on historic architectural resources; this significant impact could conflict with *San Francisco General Plan* (General Plan) policies related to the preservation of historic resources. This topic is analyzed in this chapter. This section discusses the effect of the California Environmental Quality Act (CEQA) Guidelines Section 21099 on the scope of CEQA analysis for the proposed project; describes the format of the environmental analysis; and explains the general approach to the setting and cumulative analysis in this EIR. The existing land use setting is provided in Section 2.3.2 of Chapter 2, *Project Description,* and summarized below for informational purposes to orient the reader to the surrounding context of the project site.

4.1.1 Format of the Environmental Analysis

The environmental topic considered in this chapter contains the following subsections:

- **Regulatory Framework.** This subsection describes the relevant laws and regulations that apply to the environmental topic in the proposed project area and the governmental agencies responsible for enforcing those laws and regulations.
- **Environmental Setting.** This subsection presents a description of the baseline physical environmental conditions in the vicinity of the project with respect to the resource topic addressed at an appropriate level of detail to allow the reader to understand the impact analysis. Baseline environmental conditions are those physical conditions that existed at the time of publication of the proposed project's Notice of Preparation (NOP) and Initial Study, which was published on February 22, 2017.
- **Environmental Impacts and Mitigation Measures.** This subsection evaluates the potential for the proposed project to adversely affect the physical environment described in the setting.

Significance criteria for evaluating environmental impacts are defined at the beginning of the impact analysis section. The impact analysis concludes by determining the significance of the respective impacts, as described further below. This subsection also identifies mitigation measures for all of the impacts considered significant or potentially significant, consistent with the CEQA Guidelines (Section 15126.4(a)(1)), which states that an EIR "shall describe feasible measures which could minimize significant adverse impacts."

4.1.2 Significance Determinations

A "significant effect" is defined by CEQA Guidelines Section 15382 as "a substantial, or potentially substantial, adverse change in any of the physical conditions within the area affected by the project including land, air, water, minerals, flora, fauna, ambient noise, and objects of historic or aesthetic significance. An economic or social change by itself shall not be considered a significant effect on the environment [but] may be considered in determining whether the physical change is significant." The significance criteria used in this EIR are based on the San Francisco Planning Department's (Planning Department's) Environmental Planning Division's guidance regarding the thresholds of significance for assessing the severity of the environmental impacts of the proposed project. The Planning Department's guidance is based on CEQA Guidelines Appendix G, with some modifications. The specific significance criteria used to analyze historical architectural resources are presented before the discussion of impacts. The categories used to designate impact significance are:

- No Impact (NI)—No adverse changes to (or impacts on) the environment are expected.
- Less-than-Significant Impact (LTS)—An impact that does not exceed the defined significance criteria or would be eliminated or reduced to a less-than-significant level through compliance with existing local, state, and federal laws and regulations.
- Less-than-Significant Impact with Mitigation (LSM)—An impact that is reduced to a less-than-significant level through implementation of the identified mitigation measures.
- Significant and Unavoidable Impact with Mitigation (SUM)—An impact that exceeds the defined significance criteria and can be reduced through compliance with existing local, state, and federal laws and regulations and/or implementation of all feasible mitigation measures, but cannot be reduced to a less-than-significant level.
- Significant and Unavoidable Impact for which feasible mitigation is not available (SU)—An impact that exceeds the defined significance criteria and cannot be eliminated or reduced to a less-than-significant level through compliance with existing local, state, and federal laws and regulations and for which there are no feasible mitigation measures.

4.1.3 Approach to Cumulative Analysis

Section 15130 of the CEQA Guidelines stipulates that EIRs must consider the significant environmental effects of a proposed project as well as "cumulative impacts." A cumulative impact is defined as an impact that is created as a result of the combination of the project evaluated in the EIR together with other projects that cause related impacts (CEQA Guidelines Section 15355). As stated in the CEQA Guidelines, Section 15130(a)(1), the cumulative impacts discussion in an EIR need not discuss impacts that do not result in part from the project evaluated in the EIR. Cumulative impacts may be analyzed by considering a list of past, present, and probable future projects that produce related or cumulative impacts (CEQA Guidelines Section 15130(b)(1)(A)).

The rationale used to determine an appropriate list of projects considered in an individual project's cumulative analysis is explained in the discussion of cumulative impacts for historic resources in this

EIR. As of publication of the NOP and Initial Study, there were several active development, renovation, and/or change-of-use projects surrounding the project site (please see the description of cumulative projects in Table 4-1)..

4.1.4 Land Use Setting

The project site is within the Downtown/Civic Center neighborhood, within the area governed by San Francisco's *Downtown Area Plan,* and within the Uptown Tenderloin National Register Historic District (UTNRHD), which is listed in the National Register of Historic Places (NRHP). The project site is bounded by Shannon Street to the east, O'Farrell Street to the south, Jones Street to the west, and two existing buildings abutting the lot line on the southwest and north sides of the building. Geary Street is to the north. For details of the uses surrounding the project site, please refer to Section 2.3.3 (Surrounding Uses) in Chapter 2, *Project Description*, of this EIR.

4.2 Historic Architectural Resources[1]

4.2.1 Introduction

A "historical resource" is defined in CEQA Guidelines Section 15064.5(a) and Title 14 of the *California Code of Regulations* (CCR) as (1) a resource listed in, or determined to be eligible by the state Historical Resources Commission for listing in, the CRHR; (2) a resource included in a local register of historical resources or identified as significant in a historical resource survey; and (3) any object, building, structure, site, area, place, record, or manuscript that a lead agency determines to be historically significant.

This section describes historic architectural resources on the project site, identifies potential historic architectural resources in the vicinity of the project site, and evaluates potential direct and indirect impacts on those resources that could result from the proposed project. For the purposes of analysis throughout this section, the term "historic architectural resource" is used to distinguish such resources from archaeological resources, tribal cultural resources, and human remains, which are defined as:

- Historical resources include buildings, structures, districts, objects, or sites eligible for listing in the CRHR or listed in an adopted local historic register, resources identified as significant in a historical resource survey meeting certain criteria, and properties that are not listed but are otherwise determined to be historically significant.
- Architectural resources include built environment resources such as buildings, structures, objects, or landscape features.

[1] This chapter is based on information provided in the Historical Resource Evaluation reports and response prepared for the project. Carey & Co. Inc., *450 and 474-480 O'Farrell Street and 530-532 Jones Street Historic Resource Evaluation Part 1: Significance Evaluation,* July 6, 2016, San Francisco, California; Carey & Co. Inc., *450 and 474-480 O'Farrell Street and 532 Jones Street Historic Resource Evaluation Part 2: Compatibility and Impacts Analysis,* June 7, 2017, San Francisco, California; City and County of San Francisco Planning Department, Preservation Team Review (Case No. 2013.1535ENV – "450 O'Farrell Street" Project), available at the City of San Francisco Planning Department, 1650 Mission Street, San Francisco).

4.2.2 Regulatory Framework

4.2.2.1 Federal Policies

National Historic Preservation Act and National Register of Historic Places

Architectural resources (buildings and structures) are protected through the National Historic Preservation Act (NHPA) of 1966, as amended (16 *United States Code* [USC] 470f) and its implementing regulations: Protection of Historic Properties (36 C*ode of Federal Regulations* [CFR] Part 800), the Archeological and Historic Preservation Act of 1974, and the Archeological Resources Protection Act of 1979.

Prior to implementing and undertaking (e.g., issuing a federal permit), Section 106 of the NHPA requires federal agencies (e.g., U.S. Army Corps of Engineers, National Park Service) to consider the effects of the undertaking on historic properties and to afford the Advisory Council on Historic Preservation (ACHP) and the State Historic Preservation Officer (SHPO) a reasonable opportunity to comment on any undertaking that would adversely affect properties eligible for listing on the National Register. The National Register is the nation's official comprehensive inventory of historic resources. Administered by the National Park Service, the National Register includes buildings, structures, sites, objects, and districts that possess historic, architectural, engineering, archeological, or cultural significance at the national, state, or local level. Typically, a resource over 50 years of age is eligible for listing on the National Register if it meets any one of the four eligibility criteria and if it retains sufficient historical integrity. A resource less than 50 years old may be eligible if it can be demonstrated that it is of "exceptional importance" or if it is a contributor to a historic district. National Register criteria are defined in depth in National Register Bulletin Number 15: "How to Apply the National Register Criteria for Evaluation."

There are four criteria under which a structure, site, building, district, or object may be eligible:

- Criterion A (Event): Properties associated with events that have made a significant contribution to the broad patterns of our history;
- Criterion B (Person): Properties associated with the lives of persons significant in our past;
- Criterion C (Design/Construction): Properties that embody the distinctive characteristics of a type, period, or method of construction, or that represent the work of a master, or that possess high artistic values, or that represent a significant distinguishable entity whose components lack individual distinction; and
- Criterion D (Information Potential): Properties that have yielded, or may be likely to yield, information important in prehistory or history.

A resource can be significant to American history, architecture, archeology, engineering, and/or culture at the national, state, or local level. In addition to meeting at least one of the four criteria, a property or district must retain integrity, meaning that it must have the ability to convey its significance through the retention of seven aspects, or qualities, that in various combinations define integrity:

- Location: Place where the historic property was constructed;
- Design: Combination of elements that create the form, plans, space, structure, and style of the property;

- Setting: The physical environment of the historic property, inclusive of the landscape and spatial relationships of the buildings;
- Materials: The physical elements that were combined or deposited during a particular period of time and in a particular pattern of configuration to form the historic property;
- Workmanship: Physical evidence of the crafts of a particular culture or people during any given period in history;
- Feeling: The property's expression of the aesthetic or historic sense of a particular period of time; and
- Association: Direct link between an important historic event or person and an historic property.

Secretary of the Interior Standards for the Treatment of Historic Properties

The Secretary of the Interior's (SOI's) *Standards for the Treatment of Historic Properties with Guidelines for Preserving, Rehabilitating, Restoring, and Reconstructing Historic Buildings* or the SOI *Standards for Rehabilitation and Guidelines for Rehabilitating Historic Buildings* (collectively called the Secretary's Standards) were published in 1995 and codified as 36 CFR 68.[2] Neither technical nor prescriptive, these standards are intended to promote responsible preservation practices that help protect irreplaceable cultural resources.[3] The Secretary's Standards consist of ten basic principles created to help preserve the distinctive character of an historic building and its site while allowing for reasonable changes to meet new needs. The preamble to the Secretary's Standards states that they "are to be applied to specific rehabilitation projects in a reasonable manner, taking into consideration economic and technical feasibility."

4.2.2.2 State and Local Policies

California Office of Historic Preservation

The State of California implements the NHPA through its statewide comprehensive cultural resource surveys and preservation programs. The California Office of Historic Preservation is an office of the California Department of Parks and Recreation, and implements the policies of the NHPA on a statewide level. The Office of Historic Preservation also maintains the California Historical Resources Inventory. The State Historic Preservation Officer is an appointed official who implements historic preservation programs in the state's jurisdiction, and is housed at the California Office of Historic Preservation.

California Register of Historical Resources

The CRHR is "an authoritative listing and guide to be used by state and local agencies, private groups, and citizens in identifying the existing historical resources of the state and to indicate which resources deserve to be protected, to the extent prudent and feasible, from substantial adverse

[2] U.S. Department of the Interior, National Park Service, National Register Bulletin: How to Apply the National Register Criteria for Evaluation, 2002. Available: https://www.nps.gov/nr/publications/bulletins/nrb15/index.htm. Accessed June 28, 2017.

[3] U.S. Department of the Interior, National Park Service (Kay D. Weeks and Anne E. Grimmer), The Secretary of the Interior's Standards for the Treatment of Historic Properties with Guidelines for Preserving, Rehabilitating, Restoring, and Reconstruction Historic Buildings, 1995. Available: http://www.nps.gov/tps/standards/four-treatments/treatment-guidelines.pdf. Accessed June 28, 2017.

change" (PRC Section 5024.1(a)). The criteria for eligibility to the CRHR are based on NRHP criteria (PRC Section 5024.1(b)) but with emphasis on local and state significance. Certain resources are determined by the statute to be automatically included in the CRHR, including California properties formally determined eligible for or listed in the NRHP (PRC Section 5024.1(d)), as well as certain California State Landmarks and Points of Historical Interest (CCR Title 14, Section 4850).

To be eligible for the CRHR as a historical resource, a prehistoric or historic-period resource must be significant at the local or state level under one or more of the following criteria:

- Criterion 1: Is associated with events that have made a significant contribution to the broad patterns of California's history and cultural heritage;
- Criterion 2: Is associated with the lives of persons important in our past;
- Criterion 3: Embodies the distinctive characteristics of a type, period, region, or method of construction, or represents the work of an important creative individual, or possesses high artistic values; or
- Criterion 4: Has yielded, or may be likely to yield, information important in prehistory or history (CEQA Guidelines Section 15064.5(a)(3)).

Integrity

For a resource to be eligible for the CRHR, it must also retain enough integrity to be recognizable as a historical resource and convey its significance. A resource that does not meet the NRHP criteria may still be eligible for listing in the CRHR. While a property's significance relates to its role within a specific historic context, its integrity refers to "a property's physical features and how they relate to its significance."[4] To determine if a property retains the physical characteristics corresponding to its historic context, the NRHP has identified seven aspects of integrity, which the CRHR closely follows:[5]

- *Location* is the place where the historic property was constructed or the place where the historic event occurred.
- *Design* is the combination of elements that create the form, plan, space, structure, and style of a property.
- *Setting* is the physical environment of a historic property.
- *Materials* are the physical elements that were combined or deposited during a particular period of time and in a particular pattern or configuration to form a historic property.
- *Workmanship* is the physical evidence of the crafts of a particular culture or people during any given period in history or prehistory.
- *Feeling* is a property's expression of the aesthetic or historic sense of a particular period of time.
- *Association* is the direct link between an important historic event or person and a historic property.

Because integrity is based on a property's significance within a specific historic context, an evaluation of a property's integrity can only occur after historic significance has been established.

[4] U.S. Department of the Interior, National Park Service. 1997. *How to Apply the National Register Criteria for Evaluation*. National Register Bulletin No. 15 (Washington, D.C.): 44.

[5] *Ibid.*

City of San Francisco General Plan

The draft Preservation Element of the *San Francisco General Plan*, which contains objectives and policies that promote the protection and preservation of historic architectural resources, was published in 2007, but has not been formally adopted. However, the City and County of San Francisco's commitment to historic preservation is codified generally in Section 101.1 of the *Planning Code*, which sets forth eight Priority Policies, including Policy 7, which requires that "landmarks and historic buildings be preserved."[6] The draft Preservation Element further states: "The purpose of the Preservation Element of the *San Francisco General Plan* is to provide background information related to historic preservation and to outline a comprehensive set of objectives and policies for the preservation and enhancement of San Francisco's historic resources.[3] Historic resources include buildings, sites, structures, cultural landscapes, districts, and objects that are historically and/or archaeologically significant."

The *San Francisco General Plan* Urban Design Element addresses historic preservation and includes the following policy:

- **Policy 2.4:** Preserve notable landmarks and areas of historic, architectural or aesthetic value, and promote the preservation of other buildings and features that provide continuity with past development.

The *San Francisco General Plan* Downtown Area Plan addresses historic preservation and includes the following objective and policies:

- Objective 12: Conserve resources that provide continuity with San Francisco's past.
    - **Policy 12.1:** Preserve notable landmarks and areas of historic, architectural, or aesthetic value, and promote the preservation of other buildings and features that provide continuity with past development.
    - **Policy 12.2:** Use care in remodeling significant older buildings to enhance rather than weaken their original character.
    - **Policy 12.3:** Design new buildings to respect the character of older development nearby.

San Francisco Planning Code

Adopted in 1967, *Planning Code* Article 10 provides for the identification, designation, and protection of historical resources and establishes an adopted local register of historic resources that includes designated City landmarks and historic districts. San Francisco City landmarks are buildings, properties, structures, sites, districts, and objects of "special character or special historical, architectural or aesthetic interest or value and are an important part of the city's historical and architectural heritage." Historic districts are defined generally as areas of multiple historic resources that are contextually united. Designated landmarks and historic districts are important to the city's history and help to provide significant and unique examples of the past that are irreplaceable. Landmarks and historic districts help to protect the surrounding neighborhood development and enhance the educational and cultural dimension of the city. The City landmarks and historic district designation process utilizes the NRHP criteria as the basis of evaluation for historic buildings.

[6] City and County of San Francisco. 2006. *Municipal Code, Planning Code, Volume 1*. Municipal Code Corporation, Tallahassee, Florida.

Adopted in 1985, *Planning Code* Article 11 provides for the conservation of buildings in the downtown that "possess concentrations of buildings that together create a unique historic, architectural, and aesthetic character which contributes to the beauty and attractiveness of the City." Article 11 of the *San Francisco Planning Code* designated individual buildings and six downtown conservation districts.

Article 10 and Article 11 protect City landmarks and historic districts from inappropriate alterations and demolitions through review by the San Francisco Historic Preservation Commission (HPC), a seven member body that makes recommendations to the San Francisco Board of Supervisors on landmark designations, historic district designations, and individual resource designations in historic districts. The HPC reviews and provides comments on environmental documents under CEQA for projects affecting historical resources, and the HPC reviews and comments on any agreements proposed under the NHPA where the City of San Francisco would be a signatory. The HPC also approves Certificates of Appropriateness for landmarks and properties in Article 10 historic districts. The City and County of San Francisco reviews the historical resources designated under Articles 10 and 11 of the *San Francisco Planning Code* when it evaluates project impacts on historical resources.

Pursuant to *Planning Code* Sections 1006 and 1111, a Certificate of Appropriateness or Permit to Alter, respectively, is required to be filed by the property owner or certified agent of the owner prior to most exterior alterations and all demolitions of structures that are designated City landmarks or contributors within landmark or conservation districts, and for most exterior alterations, demolitions, and new construction of a site or structure within a designated historic district when a city permit is required. The purpose of a Certificate of Appropriateness or Permit to Alter is to ensure that designated landmark sites and historic districts are preserved and that alterations, demolitions, and new construction are compatible with historical resources.

4.2.3 Environmental Setting

The site description and historical context of the project area is provided in the Historic Resource Evaluation (HRE), Part I, prepared by Carey & Company (2016).[7] ICF conducted additional research and a survey on June 6, 2016, to supplement the context provided in the HRE for the proposed project. Part II of the HRE, for assessing the impacts of the proposed project, was prepared by Carey & Company (2017).[8] The following sections summarize the significance evaluation under CRHR for the historic resources present in the project area, as adapted from HRE Parts I and II and supplemental research.

[7] Carey & Company. 2016. *Historic Resource Evaluation for 450 and 474–480 O'Farrell Street/530–532 Jones Street, San Francisco, CA.* July 6. Available: San Francisco Planning Department, 1650 Mission Street, Fourth Floor, San Francisco, CA.

[8] Carey & Company. 2017. *Historic Resource Evaluation, Part II, Compatibility and Impacts Analysis for 450 and 474–480 O'Farrell Street/530–532 Jones Street, San Francisco, CA.* June 7. Available: San Francisco Planning Department, 1650 Mission Street, Fourth Floor, San Francisco, CA.

4.2.3.1 Uptown Tenderloin National Register Historic District[9]

Historic District Summary

The UTNRHD is at the center of the Downtown/Civic Center neighborhood and bounded roughly by Mason and Taylor streets to the east, Geary Street to the north, Larkin Street to the west, and Golden Gate Avenue and McAllister Street to the south (see Figure 4-1 for a delineation of the UTNRHD). The UTNRHD was listed in the NRHP in 2009 and the project site contains three district contributors.

The UTNRHD is formed around its predominant building type: a three- to seven-story, multi-unit apartment, hotel, or apartment/hotel constructed of brick or reinforced concrete. On the exteriors, sometimes only signage clearly distinguishes between these related building types. Because virtually the entire UTNRHD was constructed in the quarter-century between 1906 and the early 1930s, a limited number of architects, builders, and clients produced a harmonious group of structures that share a single, classically oriented visual imagery using similar materials and details.

The buildings in the district therefore include many similar characteristics. Following the 1906 earthquake and fire, the buildings were required to be of fire resistant construction and include fire escapes. They contain bay windows on street facades with double-hung windows in early buildings and casement windows in later buildings. Roofs are flat and surrounded by parapets with decorative cornices. Common façade cladding includes terra cotta, molded galvanized steel or cast concrete. The buildings are composed in a two-part or three-part vertical composition depending on type and rise up from the sidewalk creating a continuous wall.

Mixed in among the predominantly residential buildings are examples of other building types that support residential life, including churches, stores, garages, a YMCA complex, and a bathhouse. In addition, there are a few building types that are not directly related to the residential neighborhood: machine shops, office buildings, union halls, and film exchanges. Although not necessarily related to residential life, the union halls (for example, those serving waitresses and musicians) and the film exchanges are related to the overlay of entertainment businesses in and around the neighborhood.

Significance and Integrity

The UTNRHD is significant at the local level for the period between 1906 and 1957 and retains a high degree of integrity. The district contributors are predominantly hotels and apartments but also include non-residential building types associated with life in the neighborhood. The UTNRHD comprises 18 whole and 15 partial city blocks and 477 buildings and sites, 409 of which were identified as contributing resources to the UTNRHD at the time of listing. All four significance criteria were assessed (see below). The district was found to have significance as a historic resource under Criteria A (Events) and C (Architecture) in the NRHP, which are analogous to Criteria 1 (Event) and 3 (Architecture) in the CRHR.

[9] This section is summarized from Michael R. Corbett and Anne Bloomfield's NRHP registration form for the Uptown Tenderloin Historic District, May 5, 2008, Section 7, 3–9, and Section 8, 35–39, and the HRE Part I drafted by Carey & Company for the 450–474 O'Farrell Street/532 Jones Street Project, May 19, 2016.

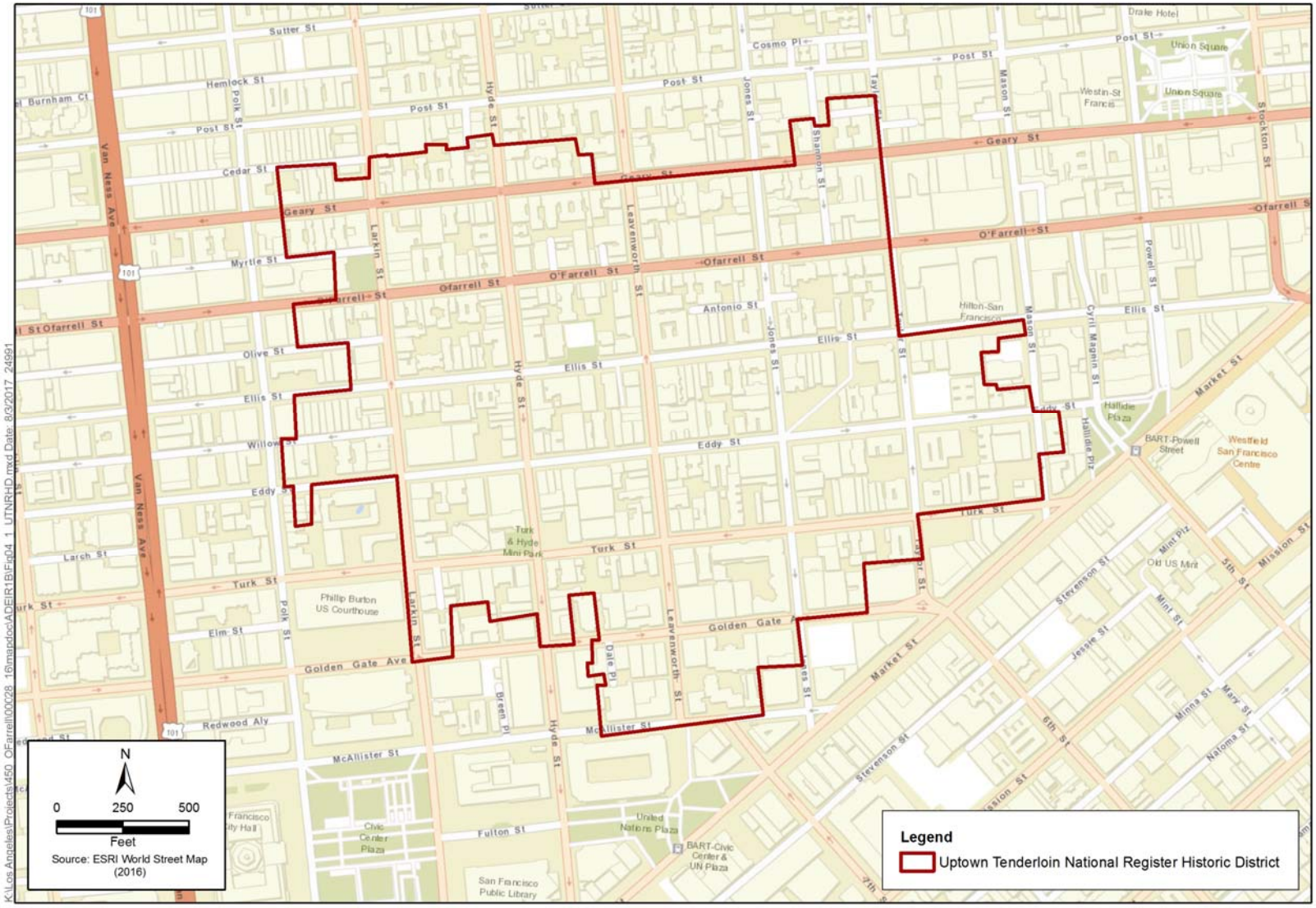

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Figure 4-1
The Uptown Tenderloin National Register Historic District

Criterion A/1 – Significant Events

To be eligible under NRHP Criterion A and CRHR Criterion 1, a property must be associated with events that have made a significant contribution to the broad patterns of local or regional history or the cultural heritage of California or the United States.

The UTNRHD is significant at the local level for the period between 1906 and 1957 under NRHP/CRHR Criterion A/1 in the area of social history for its association with the development of hotel and apartment life in San Francisco during a critical period of change. It is also significant for being a distinctive residential area that is associated with commercial activity, entertainment, and vice, serving the historically predominant working-class community of the UTNRHD.

Criterion B/2 – Important Persons

To be eligible under NRHP Criterion B and CRHR Criterion 2, a property must be associated with the lives of persons important to local, California, or national history.

The UTNRHD was not found to be eligible under NRHP/CRHR Criteria B/2 in the 2009 NRHP nomination. There is no indication that the UTNRHD was associated with persons who are currently recognized as historically significant. Therefore, the UTNRHD is not eligible for listing in the NRHP/CRHR under Criteria B/2.

Criterion C/3 – Architecture and Construction

To be eligible under NRHP Criterion C and CRHR Criterion 3, a property must embody the distinctive characteristics of a type, period, or method of construction; represent the work of a master; or possess high artistic values.

The UTNRHD is significant at the local level for the period between 1906 and 1957 under NRHP Criterion C and CRHR Criterion 3 in the area of architecture for its distinctive mix of building types that served a new urban population of office and retail workers. It is also significant for its association with master architects and locally significant architects and designers.

Criterion D/4 – Information Potential

To be eligible for NRHP Criterion D and CRHR Criterion 4, a property must have the potential to yield information important to prehistory or history. Criterion 4/D is generally understood to apply primarily to archaeological resources. (Although Criterion 4/D may apply to architectural resources under limited circumstances, which are not applicable here, in which study of the physical fabric of a building may yield important scientific and historic information that is not otherwise available in the documentary record.)

The UTNRHD was not found to be eligible under NRHP/CRHR Criteria D/4 in the 2009 NRHP nomination. The historic district does not appear to have the potential to yield information important to the prehistory or history of the local area, California, or the nation. Therefore, the UTNRHD is not eligible for listing in the NRHP/CRHR under Criteria D/4.

Integrity

The UTNRHD retains a high degree of integrity with respect to its location, design, materials, workmanship, setting, feeling, and association. Two contributors to the UTNRHD (101 Golden Gate Ave and 651 Geary Blvd) out of the original 409 have been demolished since the 2009 district listing. The majority of the individual properties date from the period of significance (1906–1957) and

since the UTNRHD's listing in the NRHP, projects within the boundaries have generally met the Secretary's Standards for rehabilitation. Constructed of brick or reinforced concrete, apartment and hotel buildings compose the majority of the district. Some buildings have undergone additions or alterations, including security gates/grilles or storefront remodels, but in many cases this work does not detract from the buildings' contributory status. The setting is mostly intact, despite the new construction outside the boundary of the eastern edge of the UTNRHD. Overall, the UTNRHD retains a high degree of integrity that conveys its historic significance.

Character-Defining Features

The character-defining features of the UTNRHD are:

- Three- to seven-story building heights
- Multi-unit apartments, hotels, or apartment/hotels as well as other building types that support residential life, including institutional and commercial uses
- Brick or reinforced concrete construction
- Bay windows on street façades, double-hung windows in the earlier buildings, and casement windows with transoms in later buildings
- Flat roofs, with parapets providing compositional space for decorative cornices
- Prominent fire escapes
- Decorative features such as brick or stucco facings with molded, galvanized iron, terra cotta, or cast concrete; deep-set windows in brick walls with segmental arches or iron lintels; decorative quoins; and sandstone or terra cotta rusticated bases, columns, sills, lintels, quoins, entry arches, keystones, and string courses (concrete, stucco, or galvanized iron is occasionally used to imitate these architectural features)
- Buildings that occupy the entire width of the lot, creating continuous street walls
- Elaborately detailed residential entrances
- Two- or three-part vertical building composition for apartment and hotel buildings, and one- or two-part commercial composition for non-residential and small residential buildings
- Engraved or painted signs, bronze plaques, and neon signs

CRHR Eligibility Conclusion

The UTNRHD is listed in the NRHP under Criterion A and eligible for the CRHR under the analogous Criterion 1 for its association with the development of apartment and hotel life in San Francisco. It is also listed in the NRHP under Criterion C and eligible for the CRHR under the analogous Criterion 3 for its distinctive mix of building types, which are constructed in classical styles. It is also listed for its association with multiple master architects. The UTNRHD is a historical resource for the purposes of CEQA because the district is listed in the NRHP and the UTNRHD has been evaluated in accordance with Section 15064.5(a)(2) of the CEQA Guidelines, using the criteria outlined in Section 5024.1 of the *California Public Resources Code*.

4.2.3.2 450 O'Farrell Street

Historic Context

Mary Baker Eddy founded the Christian Science Church in 1875, after recovering from chronic illness and an injury through spiritual meditation. Based on her recovery through religious experience, Eddy published a book on spirituality and healing, *Science and Health with Key to the Scriptures*, in 1875. By 1879, Eddy had acquired a following through her findings on religious spiritual healing and founded the Church of Christ, Scientist in Lynn, Massachusetts, a suburb of Boston.

The Christian Scientist congregation of San Francisco was formally established on October 1, 1892, at 702 Powell Street. However, the First Church of Christ, Scientist was not constructed until 1912, at which time it was located at 1700 Franklin Street. By 1914, the San Francisco community of Christian Scientists had grown significantly enough to warrant the need for the Second Church, completed in 1917. Before the Second Church was completed, however, preparations were already underway for the Third Church building, completed in 1918. In 1923, the Fourth, Fifth, and Sixth Churches were built as the community expanded. Five more churches were founded in the following decades. Today, only three churches remain in use as active Christian Science churches: the First, Fifth (subject property), and Ninth. Figure 4-2 illustrates the existing façade of the church building at 450 O'Farrell Street.

Christian Scientists were known for their unified approach to church architecture, which was typically a neoclassical-style, central-plan building with a pedimented porch. They adopted the classical style for their churches, especially in urban settings, because of its association with contemporary movements and reforms such as city beatification and renewal of urban life. Christian Scientists often located their churches in emerging residential districts or near newly expanding civic centers.

Significance and Integrity

Criterion 1 – Significant Events

To be eligible for the CRHR under Criterion 1, a property must be associated with events that have made a significant contribution to the broad patterns of local or regional history, or the cultural heritage of California or the United States.

The building at 450 O'Farrell Street is a contributor to the NRHP-listed UTNRHD, as associated with the development of hotel and apartment life. It was constructed in 1923, a time when the uptown Tenderloin was developing as a distinctive residential area; it is not associated with the residential history of the Tenderloin in an individually significant way. It was built to house the Fifth Church of Christ, Scientist, a growing Christian Science congregation in the city. Along with the First and Ninth Churches, it is one of the three remaining active Christian Scientist churches out of 12 in San Francisco. However, the property does not appear to have played a significant role in the history of the congregation, which was established in San Francisco in 1892. The Fifth Church, at 450 O'Farrell Street, was constructed the same year as the Fourth and Sixth Churches in San Francisco, during a period of widespread growth in San Francisco. The Fifth Church was constructed in the uptown Tenderloin neighborhood when the area was experiencing its greatest growth. This was typical of



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Figure 4-2
Existing Façade - 450 O'Farrell Street

Christian Scientists, who had a tendency to locate their churches in emerging residential districts or near newly expanding civic centers. The building at 450 O'Farrell Street, therefore, is not eligible for individual listing in the CRHR under Criterion 1.

Criterion 2 – Important Persons

To be eligible under CRHR Criterion 2, a property must be associated with the lives of persons important to local, California, or national history.

There is no indication that 450 O'Farrell Street was associated with significant persons in local, state, or national history. A review of the owners and tenants of the property does not indicate that any individual who performed work that is currently recognized as historically significant was directly associated with the subject property. Therefore, 450 O'Farrell Street is not eligible for individual listing in the CRHR under Criterion 2.

Criterion 3 – Architecture and Construction

To be eligible under CRHR Criterion 3, a property must embody the distinctive characteristics of a type, period, or method of construction; represent the work of a master; or possess high artistic values.

Designed by master architect Carl Werner, 450 O'Farrell Street is a notable structure, embodying characteristics of the neoclassical style for its period, as evidenced by its tri-partite vertical composition, double-height entrance portico with Tuscan columns, coffered ceiling, marbled steps, double-height bronze double doors, decorative friezes, stucco pilasters, projected cornice, and usage of clathri (the decorative lattice grating over window openings) throughout the main façade. Werner worked on other large-scale buildings in San Francisco, including the Fourth Church of Christ, Scientist and the Scottish Rite Temple (Regency Theater). Werner designed Scottish Rite and Masonic temples in Oakland, San Jose, Petaluma, Santa Rosa, South San Francisco, Stockton, Santa Barbara, Fresno, and Bakersfield. He also designed the YMCA Building (1924) on San Francisco's Embarcadero, a Colonial Revival City Hall for South San Francisco, and seven Christian Science churches in Oakland and San Francisco. The St. Anthony (Stanford) Apartments at 795 Geary Street are another contributing building in the UTNRHD designed by Werner. For its significance as a notable structure designed by Werner and for its distinctive neoclassical style, the subject property is eligible for individual listing in the CRHR under Criterion 3.

Criterion 4 – Information Potential

To be eligible for the CRHR under Criterion 4, a property must have the potential to yield information important in prehistory or history.

Archival research provided no indication that 450 O'Farrell Street has the potential to yield information important to the prehistory or history of the local area, California, or the nation. Therefore, 450 O'Farrell Street is not eligible for individual listing in the CRHR under Criterion 4.

Integrity

The Fifth Church of Christ, Scientist at 450 O'Farrell Street retains integrity of location, design, materials, workmanship, setting, feeling, and association as a contributor to the Uptown Tenderloin National Register Historic District and as an individual resource. The church has maintained its historic use and has been under the ownership of the congregation since its construction. The building has sustained only minor physical alterations, which include adding and removing

partitions at the basement level and installing a fence and security gates. Overall, the property retains high integrity and conveys its architectural significance as an early 20th century neoclassical church building designed by a master architect.

Character-Defining Features

The exterior features of 450 O'Farrell Street include its:

- Massive form
- Symmetrical tri-partite façade design with smooth wall surfaces
- Classical Tuscan columns with fluted shafts, simple capitals, and bases
- Vestibule with ornamental plaster ceiling and panels
- Simplistic projecting cornice
- Bronze doors with decorative plaster on the south and east elevation
- Windows with clathri grating

The interior features include:

- Two-story sanctuary space with balcony
- Stained glass windows
- Stained glass oculus skylight
- Decorative plaster work in the lobby and sanctuary
- Raised sanctuary stage
- Clathri grillwork fronting the organ pipes

Figure 4-3 illustrates some of the character-defining features of the building at 450 O'Farrell Street that would be retained under the proposed project.

CRHR Eligibility Conclusion

The building at 450 O'Farrell Street is a contributor to the NRHP-listed and CRHR-eligible UTNRHD, and this listing appears valid. Based on an evaluation of the building under CRHR Criteria 1 through 4, as well as an assessment of its integrity, 450 O'Farrell Street is eligible for individual listing in the CRHR under Criterion 3 at a local level of significance for its architecture and as a notable example of a master architect, Carl Werner.

The property is a historical resource for the purposes of CEQA and has been evaluated in accordance with Section 15064.5(a)(2)of the CEQA Guidelines, using the criteria outlined in Section 5024.1 of the *California Public Resources Code*.

4.2.3.3 474 O'Farrell Street

Historic Context

The building at 474 O'Farrell Street was constructed in 1913 to serve as five commercial spaces. The building was designed by Charles Peter Weeks, who contributed seven buildings to what is now known as the UTNRHD.[10] Unlike his other work, which mainly consisted of high-style Beaux Arts and

[10] Corbett, Michael R. and Anne Bloomfield. 2008. National Register of Historic Places registration form for the Uptown Tenderloin Historic District. May 5.



Bronze Door



Clathri grillwork over organ



Oculus skylight



Stained glass window on east wall

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450 O'Farrell Street Project
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Figure 4-3
Character-Defining Features of 450 O'Farrell Street

Spanish-revival apartment buildings, the subject property is a modest early 20th century business building. Weeks was one of many Bay Area architects during the initial period of San Francisco's recovery from the 1906 earthquake and fire, which destroyed most of the existing building stock in the area. The rebuilding and reconstruction efforts in the area surrounding the subject property were shaped by new city regulations for "fire limits," which required all construction to consist of brick or reinforced concrete walls and include fire escapes. Because city requirements for fire-resistant buildings dramatically increased the cost of construction for the property owners and developers, the area remained relatively vacant by 1913, whereas other areas of San Francisco, such as downtown, were nearly complete. To offset costs and generate more income from rent, property owners constructed larger buildings in the project area. The dominant building types in the neighborhood were three- to seven-story brick hotels and apartments with commercial businesses at the ground-floor level, together with smaller one-story multi-business properties, such as 474 O'Farrell Street. Figure 4-4 illustrates the façade of the building at 474 O'Farrell Street.

Following a considerable lull in building activity during World War I, construction picked up again in the 1920s, marking the second phase of San Francisco's period of reconstruction and a period of greater growth in the Tenderloin neighborhood area, which ended with the Great Depression in 1929.[11] As part of postwar growth and a transition away from hotel and tenement living, which was common throughout San Francisco, a living area and an apartment were added to the commercial spaces in 1926 (476 O'Farrell Street) and 1927 (478 O'Farrell Street).[12] This period saw the Upper Tenderloin balance its working-class residential and service side with more infamous legal and non-legal entertainment pursuits that drew patrons from around the city.[13]

Although the functionality of 474 O'Farrell Street as a retail space stayed steady throughout the last half of the 20th century, the neighborhood's character shifted perceptibly. Construction in the area was mainly limited to altering existing buildings or small infill projects, with the subject property being no exception. The buildings at 474 and 476 O'Farrell Street were combined into one retail space in 1971, and exterior changes such as the addition of neon signs and the removal of the original cornice altered the modest façade. The fabric of the neighborhood experienced fraying as a result of urban renewal, the counter-culture movement of the 1960s, and low rental rates. The subject property continued its retail presence, with various dry cleaners, salons, and small restaurants servicing the neighborhood. By the first decade of the 21st century, however, all retail spaces were vacated, and the property stood empty. Its last known businesses were a butchery service, Quick Copy and Naan-n-Curry.[14]

[11] *Ibid*.

[12] Carey & Co., Inc. 2016. Historic Resource Evaluation Part I; Corbett, Michael R. and Anne Bloomfield. 2008. National Register of Historic Places registration form for the Uptown Tenderloin Historic District. May 5.

[13] Corbett, Michael R. and Anne Bloomfield. 2008. National Register of Historic Places registration form for the Uptown Tenderloin Historic District. May 5.

[14] Carey & Co., Inc. 2016. Historic Resource Evaluation Part I; Corbett, Michael R. and Anne Bloomfield. 2008. National Register of Historic Places registration form for the Uptown Tenderloin Historic District. May 5.



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Figure 4-4
Front Façade of 474-480 O'Farrell Street

Significance

Criterion 1 – Significant Events

To be eligible for the CRHR under Criterion 1, a property must be associated with events that have made a significant contribution to the broad patterns of local or regional history, or the cultural heritage of California or the United States.

The property at 474 O'Farrell Street is a contributor to the NRHP-listed UTNRHD, which is associated with the development of hotel and apartment life. The property is significant for its contribution to the social history of San Francisco as a commercial building that served the distinctive residential area of the Uptown Tenderloin. However, the property is not singularly associated with that historic trend of apartment living in San Francisco. It is one of many that were constructed as part of that trend and appears too commonplace to confer significance on the property as individually eligible for the CRHR. Similarly, the property is associated with San Francisco's period of recovery from the1906 earthquake and fire; however, the property was one of many such buildings that were constructed during that period and does not represent a strong association with that trend as a public symbol of the recovery. Therefore, 474O'Farrell Street it is not eligible for individual listing in the CRHR under Criterion 1.

Criterion 2 – Important Persons

To be eligible under CRHR Criterion 2, a property must be associated with the lives of persons important to local, California, or national history. There is no indication that 474 O'Farrell Street was associated with significant persons in local, state, or national history. A review of the owners and tenants of these properties does not indicate that any individual who performed work that is currently recognized as historically significant was directly associated with the subject property. Therefore, 474 O'Farrell Street is not eligible for individual listing in the CRHR under Criterion 2.

Criterion 3 – Architecture and Construction

To be eligible under CRHR Criterion 3, a property must embody the distinctive characteristics of a type, period, or method of construction, or represent the work of a master, or possess high artistic values. The building at 474 O'Farrell was designed by Charles Peter Weeks, who is considered a master architect. Within the UTNRHD, Weeks designed mostly high-style apartment and hotel buildings with Renaissance/Baroque or Spanish Renaissance ornamentation, such as Hotel Aldrich at 431–439 Jones Street, Hotel Hacienda at 580 O'Farrell Street, and the Strand Hotel at 415–421 O'Farrell Street. This building's modest scale and more utilitarian commercial design do not represent the best work produced by Weeks in San Francisco or the Uptown Tenderloin neighborhood. In addition, the building is not an exemplary representative of a type, period, or method of construction; therefore, it is not eligible for individual listing under Criterion 3.

Criterion 4 – Information Potential

To be eligible for the CRHR under Criterion 4, a property must have the potential to yield information important in prehistory or history. Archival research provided no indication that 474 O'Farrell Street has the potential to yield information important to the prehistory or history of the local area, California, or the nation. Therefore, 474 O'Farrell Street is not eligible for individual listing in the CRHR under Criterion 4.

Integrity

The property at 474 O'Farrell Street retains its integrity of location, association, setting, and feeling as a contributor to the UTNRHD. However, it is not eligible for listing as an individual resource in the California Register. The building has undergone a number of alterations, including cornice removal, storefront alterations, security gate additions, and the recent boarding up of the entire main (south) façade. The north façade appears to retain its integrity of design, materials, and workmanship. However, this façade is not visible or accessible to the public. Overall, however, the building retains sufficient historic integrity to convey its significance as a contributing element to the UTNRHD.

Character-Defining Features

- One-part commercial composition
- Tile bulkheads with decorative tile vents
- Wood transoms
- Display windows
- Galvanized sheet metal pilasters
- Recessed entries

CRHR Eligibility Conclusion

The building at 474 O'Farrell Street does not meet any of the criteria for inclusion in the CRHR as an individual resource. As a contributor to the UTNRHD, the property is significant for its contribution to the distinctive mix of building types that served an emerging population of office and retail workers. However, the property does not meet the level of significance necessary for individual listing in the CRHR under Criterion 3. However, the building is a contributing element to the UTNRHD, an NRHP-listed and CRHR-eligible historic district, which qualifies it as a historical resource for the purposes of CEQA. The building is a contributor to the UTNRHD under Criterion A/1 for its association with the development of apartment and hotel life in San Francisco, and under Criterion C/3 for its contribution to the distinctive mix of building types. It has been evaluated in accordance with Section 15064.5(a)(2) of the CEQA Guidelines, using the criteria outlined in Section 5024.1 of the *California Public Resources Code*.

4.2.3.4 532 Jones Street

Historic Context

The building at 532 Jones Street was built in 1951, setting it apart from other buildings in the UTNRHD by the distinction of its construction date. Designed by architect Harold C. Dow, the 1-story building with basement was meant for a cocktail lounge and three apartments. Based on permits submitted for the construction of the building by Dennis Lynch in 1949, the building was to serve as a "taxpayer," a common building type wherein ground-floor commercial space was built first to gain revenue, which would later contribute to building the upper floors, which would be used as apartments or for lodging. Lynch had planned on two extra stories of lodging, which never came to fruition, although eventually the basement space was subdivided into additional apartments.[15] Figure 4-5 illustrates the front façade of the building at 532 Jones Street.

[15] Carey & Co., Inc. 2016. Historic Resource Evaluation Part I.



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Figure 4-5
Existing façade - 532 Jones Street

Between the 1950s and 1970s, the urban core of San Francisco was permanently changed by the urban renewal movement and the San Francisco Redevelopment Agency, which identified "blighted" urban areas that were to be razed and, later in the program, restored or reincorporated into neighborhoods. Although the Upper Tenderloin escaped being marked as a blighted area (unlike the Western Addition, South of Market, the Mission District, and Chinatown), the destruction of almost 6,000 housing units in the district created a need for affordable housing and residential services in the working-class neighborhood of the Upper Tenderloin.[16] The influx of displaced residents, combined with the eradication of government rent controls in 1947, led to infill projects and further subdividing and remodeling of existing building stock.[17] The known occupants of the apartments at 532 Jones Street reflected the working-class character of the neighborhood, ranging from seamen to newspaper printers and waitresses.[18]

By 1977, the subject property had five apartments and a neighborhood bar called Lynch's, which was operational until 1982. Lynch's had a neon blade sign, typical of the neighborhoods, hotels, and businesses; it was removed in the 1990s. Reflecting the constant change of retail businesses and apartment/hotel housing stock, 532 Jones Street also served a massage parlor in the 1980s and a restaurant space; the restaurant still operates today.[19] Five residential units are still in use today.

Significance

Criterion 1 – Significant Events

To be eligible for the CRHR under Criterion 1, a property must be associated with events that have made a significant contribution to the broad patterns of local or regional history, or the cultural heritage of California or the United States.

The building at 532 Jones Street is a contributor to the NRHP-listed UTNRHD, which is associated with the development of hotel and apartment life. The mixed-use building with a tavern and apartments was built in 1950 when hotel and apartment life in the city was redeveloping in the Uptown Tenderloin as a result of the infill projects and remodeling of the existing building stock that reflected the working-class character of the neighborhood. Residential life was associated with commercial activity and entertainment, of which 532 Jones Street was a part, functioning as a cocktail lounge and bar until 1982. However, the property is not a singularly significant mixed-use residential property that was constructed as part of that historic trend and appears too commonplace to confer significance on the property as individually eligible for the CRHR. Therefore, 532 Jones Street is not eligible for individual listing in the CRHR under Criterion 1.

Criterion 2 – Important Persons

To be eligible under CRHR Criterion 2, a property must be associated with the lives of persons important to local, California, or national history. There is no indication that 532 Jones Street was associated with significant persons in local, state, or national history. A review of the owners and

[16] Colm, Sara. 1987. Children of the Tenderloin.

[17] Brown, Mary. 2010. San Francisco Architecture and Landscape Design, 1935–1970, Historic Context Statement; Corbett, Michael R. and Anne Bloomfield. 2008. National Register of Historic Places registration form for the Uptown Tenderloin Historic District. May 5.

[18] Carey & Co., Inc. 2016. Historic Resource Evaluation Part I.

[19] *Ibid*.

tenants of the property does not indicate that any individual who performed work that is currently recognized as historically significant was directly associated with the subject property. Therefore, 532 Jones Street is not eligible for individual listing in the CRHR under Criterion 2.

Criterion 3 – Architecture and Construction

To be eligible under CRHR Criterion 3, a property must embody the distinctive characteristics of a type, period, or method of construction, or represent the work of a master, or possess high artistic values. The building at 532 Jones Street was designed by Harold C. Dow, whose residential work was occasionally featured in trade periodicals. The building, constructed in 1951, does not represent the work of a master, embody characteristics of an architectural style, or possess high artistic value. Therefore, it is not eligible for individual listing in the CRHR under Criterion 3.

Criterion 4 – Information Potential

To be eligible for the CRHR under Criterion 4, a property must have the potential to yield information important in prehistory or history. Archival research provided no indication that 532 Jones Street has the potential to yield information important to the prehistory or history of the local area, California, or the nation. Therefore, 532 Jones Street is not eligible for listing in the CRHR under Criterion 4.

Integrity

The building at 532 Jones Street retains its integrity of location, design, materials, workmanship, setting, feeling, and association as a contributor to the UTNRHD. The building has undergone alterations, including new apartments at the basement level, major interior remodels, and window replacements. However, the building's form, massing, and main façade design and materials remain. As such, the building retains sufficient integrity to convey its significance as a contributor, but is not eligible for listing as an individual resource.

Character-Defining Features

- Plain, asymmetrical façade design
- Vestibule with green terrazzo paving
- Triangular concrete canopy
- Blade neon sign on roof

CRHR Eligibility Conclusion

Based on an evaluation of the building under CRHR Criteria 1 through 4, as well as an assessment of its integrity, 532 Jones Street is not eligible for individual listing in the CRHR. As a contributor to the UTNRHD, the property is significant for its contribution to the distinctive mix of building types that served an emerging population of office and retail workers. However, the property does not meet the level of significance necessary for individual listing in the CRHR under Criterion 3. However, the building at 532 Jones Street is a contributing element to the NRHP-listed and CRHR-eligible UTNRHD under Criterion A/1 for its association with the development of apartment and hotel life in San Francisco, and under Criterion C/3 for its contribution to the distinctive mix of building types. As a contributor to an NRHP-listed and CRHR-eligible historic district, the property is a contributing element to the UTNRHD, which is a historical resource for the purposes of CEQA and has been evaluated in accordance with Section 15064.5(a)(2) of the CEQA Guidelines, using the criteria outlined in Section 5024.1 of the *California Public Resources Code*.

4.2.3.5 Summary

The UTNRHD is a CEQA historical resource that has the potential to be affected by the proposed project. All three properties within the project site (450 O'Farrell Street, 474 O'Farrell Street, and 532 Jones Street) are listed as contributors to the UTNRHD.

There is one individually eligible CEQA historical resource that has the potential to be affected by the proposed project. The building at 450 O'Farrell Street is eligible for individual listing in the CRHR under Criterion 3 for its neoclassical style and as a notable example of a master architect, Carl Werner. The 450 O'Farrell Street building retains the historic integrity to convey its significance as a historic resource. The buildings at 474 O'Farrell Street and 532 Jones Street do not appear eligible for individual listing in the CRHR. Therefore, the CEQA historical resources present in the CEQA study area are 1) the UTNRHD (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.

4.2.4 Impacts and Mitigation Measures

This section describes the impact analysis related to historic architectural resources for the proposed project. It describes the significance criteria and the methods used to determine the impacts of the project and evaluates the project's impacts on historic architectural resources to conclude whether an impact would be significant. Measures to mitigate (i.e., avoid, minimize, rectify, reduce, eliminate, or compensate for) significant impacts accompany the discussion of each identified significant impact.

4.2.4.1 Significance Criteria

The criteria for determining the significance of impacts in this analysis were determined and are consistent with the environmental checklist in Appendix G of the CEQA Guidelines, which has been adopted and modified by the Planning Department. For the purpose of this analysis, the following applicable thresholds were used to determine whether implementation of the proposed project would result in a significant historic architectural resources impact. Implementation of the proposed project would have a significant effect on historic architectural resources if the project would:

> Cause a substantial adverse change in the significance of a historical resource as defined in CEQA Guidelines Section 15064.5, including those resources listed in Article 10 or Article 11 of the *San Francisco Planning Code,* or conflict with an applicable land use plan, policy, or regulation of an agency with jurisdiction over the project (including, but not limited to, the general plan, specific plan, local coastal program, or zoning ordinance) adopted for the purpose of avoiding or mitigating an environmental effect related to historic resources.

4.2.4.2 Approach to Analysis

San Francisco Planning Department CEQA Review Procedures for Historical Resources

San Francisco Preservation Bulletin No. 16, "CEQA Review Procedures for Historical Resources," provides guidance for the CEQA review process with regard to historical resources. As a certified local government and the lead agency in CEQA determinations, the City and County of San Francisco has instituted guidelines and a system for initiating CEQA review of historical resources. While resources that are eligible for listing in the NRHP and CRHR are generally at least 50 years old, the Planning Department's policy is to review cultural resources 45 years or older. San Francisco Preservation Bulletin No. 16 incorporates the CEQA Guidelines into the City and County of San Francisco's existing regulatory framework. To facilitate the review process, the Planning Department has established categories that classify resources based on their evaluation and/or inclusion in specific registers or cultural resource surveys.

Category A: Resources listed in or formally determined to be eligible for the CRHR, resources listed in adopted local registers, and properties that have been determined to appear or may become eligible for, the CRHR. These properties are considered historical resources under CEQA.

Category B: Properties requiring further consultation and review.

Category C: Properties determined not to be historical resources or properties for which the City and County of San Francisco has no information indicating that the property is a historical resource. These properties are not considered historical resources under CEQA.

For historic buildings and structures, CEQA Guidelines Section 15064.5(b)(3) provides that a project that follows the Secretary's Standards generally shall be considered to have mitigated impacts on a historical resource to a level below significance.

Conformance with the Secretary's Standards does not determine whether a project would cause a substantial adverse change in the significance of a historic resource under CEQA. Rather, a project that complies with the Secretary's Standards benefits from a regulatory presumption that it would have a less-than-significant adverse impact on the environment. Projects that do not comply with the Secretary's Standards may or may not cause a substantial adverse change in the significance of a historic resource and would require further analysis by the Planning Department to determine whether the historic resource would be "materially impaired" by the project under CEQA Guidelines Section 15064.5(b). To evaluate the project impacts, ICF analyzed direct and indirect impacts of the project on CEQA historical resources. This includes individually eligible buildings that could be physically altered or demolished or adjacent buildings that could be damaged during construction of the proposed project. Historic districts could be impaired by the removal of contributing elements or the introduction of incompatible new construction. This EIR addresses impacts related to demolition of the Fifth Church of Christ, Scientist at 450 O'Farrell Street (with retention of the exterior colonnade and doors at O'Farrell Street), 474 O'Farrell Street, and 532 Jones Street and construction and operation of a new 13-story, 130-foot-tall (with an additional 20 feet for an elevator penthouse) mixed-use building, as described in greater detail in Chapter 2, *Project Description*.

The CEQA study area defines the boundary for potential direct and indirect impacts on historic architectural resources related to the project (see Figure 4-6). Under CEQA, direct impacts include project activities that could alter properties. The area of direct impact from the project includes the project site itself, which contains three properties that are proposed for demolition (with retention of the church façade), as well as the UTNRHD (*i.e.*, through removal of contributing elements or introduction of incompatible elements). In addition, CEQA considers indirect impacts that could result from project elements with the potential to alter the setting of properties or compromise historic integrity. Indirect impacts from the project could include visual intrusions, shadow effects, or the blocking of existing views from public viewsheds within the study area. The CEQA study area for indirect impacts from the project includes the entire city block that contains the project site and buildings directly adjacent to, and across the street from, the project site that could be indirectly impacted by changes to their setting such as the introduction of incompatible new construction. The study area is bound by the parcels on both sides of O'Farrell Street, from Taylor Street to about one-third of the block east of Jones Street, and the parcels on the south side of Geary Boulevard between Taylor and Jones streets. Project impacts on the UTNRHD are considered in relation to how the project activities would impair district contributors within the CEQA study area, and how such impairments would impact the integrity of the UTNRHD.

The properties in the area of indirect impacts are included for the purposes of analyzing the project's potential to affect the historic significance of the UTNRHD.

4.2.4.3 Approach to Cumulative Analysis of Historic Resources

Table 4-1 provides the addresses of cumulative projects, identifies whether the buildings are contributors to the UTNRHD, and provides the projects' status. Figure 4-7 illustrates the locations of the cumulative projects and, furthermore, identifies which projects include demolitions of existing structures. The cases comparable to the proposed project (demolition of contributors to the UTNRHD and new construction/replacement construction are shown in bold in Table 4-1).

4.2.4.4 Impact Evaluation

This section analyses the proposed project's impact on historic architectural resources. To evaluate the project's impact, this EIR addresses demolition of the existing Fifth Church of Christ, Scientist, with retention of the façade; full demolition of the vacant retail building on O'Farrell Street and the restaurant building on Jones Street; and construction of a total of 237,810 square feet of new development, including 187,640 square feet of residential uses (176 units, including 28 below-market-rate units), 6,200 square feet of retail and restaurant uses, 13,595 square feet for church use, 8,398 square feet of residential open space, and 21,520 square feet of below-grade parking, as described in Chapter 2, *Project Description*.

TABLE 4-1
CUMULATIVE PROJECTS WITHIN THE UPTOWN TENDERLOIN HISTORIC DISTRICT

Case Number	Location	Contributor to UTNRHD?	Status[1]	Project Description
2016-015399ENV	479 Ellis Street	Yes	Under review	Façade modifications and alterations to an existing historic building
2016-007593ENV	229/231 Ellis	Yes	Under review	Exterior modifications and one-story vertical addition
2016-006801ENV	480 Eddy Street	Yes	Closed	Exterior alterations in conformance with the Secretary's Standards
2015-015203ENV	**135 Hyde Street**	**Yes**	**Under review**	**Demolition of one-story commercial building and construction of new mixed-use, eight-story building**
2015-007525ENV	105 Turk/87 Taylor Street	Unknown	Under review	Demolition of one-story commercial building adjacent to larger building and construction of a two-story mixed-use building
2015-009851ENV	350 Ellis Street	No	Closed	Renovation of an existing three-story building; alterations in conformance with the Secretary's Standards
2015-005329ENV	**719 Larkin Street**	**Yes**	**Closed**	**Demolition of one-story contributor; HRER determined not an impact on UTNRHD and replacement structure would not materially impair UTNRHD, in conformance with the Secretary's Standards**
2014.0562E	469 Eddy Street	Yes	Closed	Preserve the existing façade, construct a new eight-story mixed-use building; HRER determined addition to contributor to UTNRHD in conformance with the Secretary's Standards
2014.0506E	519 Ellis Street	No	Closed	New construction of an eight-story mixed-use building on vacant lot in conformance with the Secretary's Standards
2014.0400E	430 Eddy Street	No	Under review	New construction of an eight-story mixed-use building on vacant lot; HRER determined addition to contributor to UTNRHD is in conformance with the Secretary's Standards
2013.0639E	201 Eddy Street	Yes	Closed	Exterior changes in conformance with Secretary's Standards
2012.0678E	19 Mason Street	No	Closed	New construction of a two-story mixed-use building on parking lot; determined in conformance with the Secretary's Standards
2012.0628E	651 Geary Street	Yes	Closed	Demolished; HRER determined no significant impact on the UTNRHD
2010.0056E	246 Eddy Street	No	Closed	Demolished; new construction determined not an impact on the UTNRHD
2009.0569E	473 Ellis Street	Yes	Closed	HRER determined alterations in conformance with the Secretary's Standards
2005.0869E_5	**101/121 Golden Gate**	**Yes**	**Closed**	**Demolished for new construction; significant cumulative impact from demolition of contributor to UTNRHD**
2009.0049E	631 O'Farrell Street	Yes	Closed	New wireless facility on top of building; in conformance with the Secretary's Standards
2007.1163_E	140 Ellis Street	Unknown	Closed	Change of use at 351 Turk and 145 Leavenworth; HRER determined project would not indirectly materially impair the UTNRHD or individual historic architectural resources
2008.0380E	472 Ellis Street	Yes	Closed	Rehabilitation; determined alterations would not materially impair the resource or adjacent resources
2007.1342E	210 Taylor Street	No	Closed	New eight-story mixed-use building; HRER determined new infill construction on vacant lot in conformance with the Secretary's Standards

Case Number	Location	Contributor to UTNRHD?	Status[1]	Project Description
2007.0980E	200 Golden Gate	Yes	Closed	HRER determined alterations in conformance with the Secretary's Standards and would not materially impair the resource or adjacent resources
2005.0267E	199 Turk Street	No	Closed	HRER determined new infill construction on vacant lot in conformance with the Secretary's Standards

HRER = Historic Resources Evaluation Response from San Francisco Planning Department

Bold = The project includes demolition

[1] "Under review" means that the Planning Department has not completed its environmental review of the proposed project; "closed" means that the environmental review has been completed and a CEQA determination has been made.

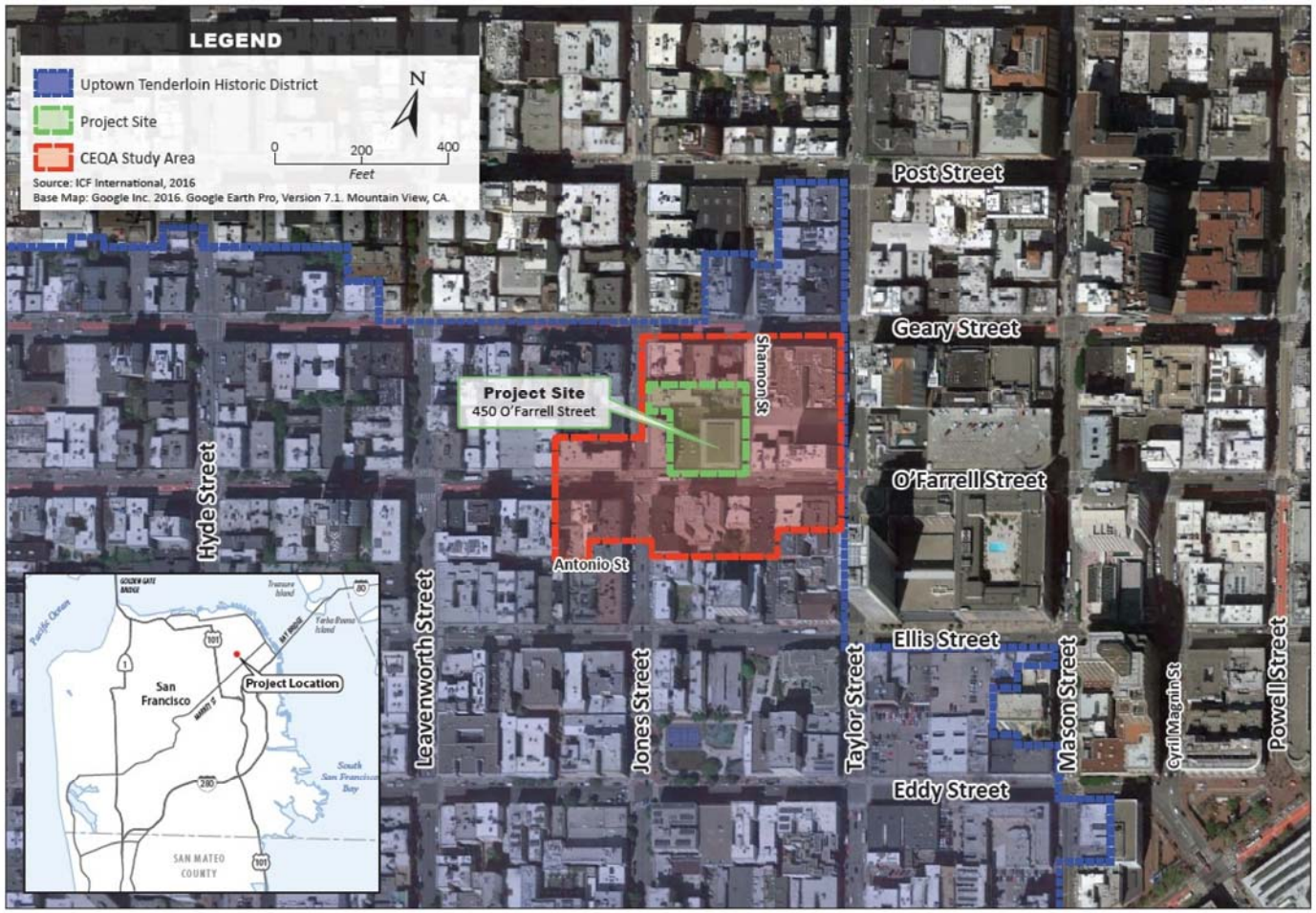

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Figure 4-6
CEQA Study Area

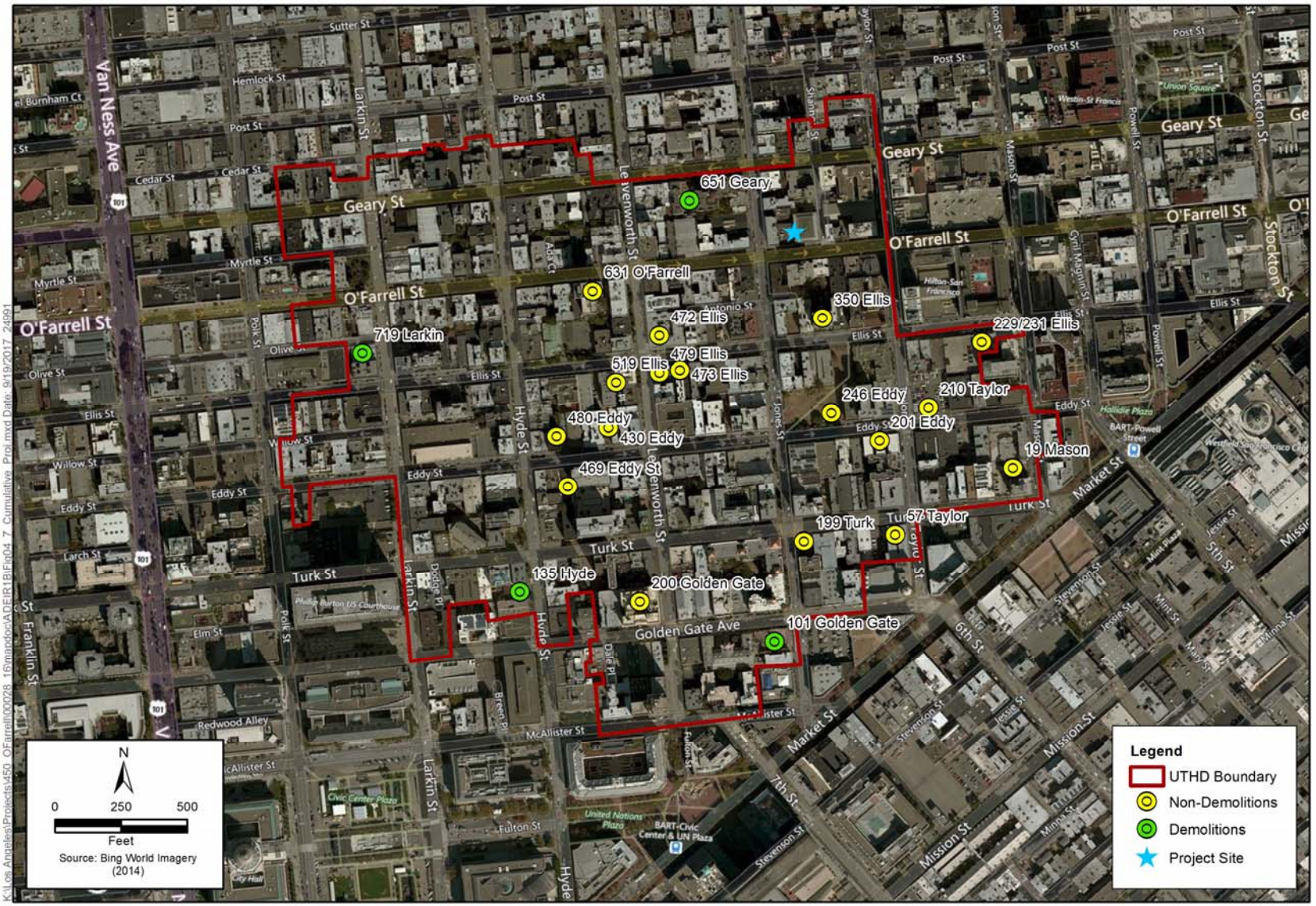

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Figure 4-7
Cumulative Projects in the UTNRHD

Impact CR-1: The proposed demolition of the existing Fifth Church of Christ, Scientist building at 450 O'Farrell Street and retention of the façade would result in a substantial adverse change to the significance of an individual historic architectural resource. (Significant and Unavoidable with Mitigation)

The project would demolish the building at 450 O'Farrell Street, which has been found to be eligible for individual listing in the CRHR under Criterion 3 (architecture and construction). The property therefore is an individual historic architectural resource for the purposes of CEQA. The existing columned church façade, bronze doors, and simple cornice and oculus, approximately 5 feet deep by 16 feet long, along Shannon Street would be preserved. The project would retain a few of the character-defining features of the exterior of the building including the columns, bronze doors, ceiling oculus, and simple projecting cornice. The proposed partial retention of the building façade does not comply with the Secretary's Standards. Demolition and significant alteration of the historic resource would materially impair the historical resource under CEQA Guidelines 15064.5(b). A significant number of the character-defining features of the resource would be lost, including its form, entrance vestibule with ornamental plaster ceiling and panels, windows with clathri grating, and many of the interior character-defining features. In addition, because the existing building at 450 O'Farrell Street is a historic architectural resource, the proposed project could be inconsistent with the following identical policies found in the Urban Design Element (Policy 2.4) of the General Plan and the Downtown Plan (Policy 12.1):

- Preserve notable landmarks and areas of historic, architectural, or aesthetic value and promote the preservation of other buildings and features that provide continuity with past development.

Thus, the proposed demolition of the 450 O'Farrell Street building would constitute a significant impact on a historic architectural resource. Mitigation Measures M-CR-1a, M-CR-1b, and M-CR-1c have been identified to reduce the severity of the project's impact. Despite the implementation of these mitigation measures which include a public interpretive display in the new church space and the retention of additional interior features of the church building at 450 O'Farrell Street, a majority of the resource would be demolished and the impact to 450 O'Farrell Street would not be reduced to less-than-significant levels under CEQA because the resource would no longer be able to convey its historical significance. Therefore, the proposed demolition and partial retention of the façade at 450 O'Farrell Street constitutes a ***significant and unavoidable*** impact on an individual historic resource under CEQA.

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:

- 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.

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 sponsors to the Planning Department, San Francisco Main Library History Room, Northwest Information Center-California Historical Resource Information System, and San Francisco Architectural Heritage.

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.

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.

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.

Significance after Mitigation: The above mitigation measures would reduce the impact of the proposed demolition and partial retention of the façade at 450 O'Farrell Street; however, the resource would no longer convey its significance. Thus, the project would result in a ***significant and unavoidable*** impact on an individual historic resource under CEQA.

Impact CR-2: The proposed demolition of the existing buildings on the project site and the construction of 237,810 square feet of development, as included under the proposed project, would not have a substantial adverse effect on the Uptown Tenderloin National Register Historic District. (Less than Significant)

Demolition

The proposed project would demolish, yet retain 16 feet of the façade of one contributor (450 O'Farrell Street), and demolish two other contributors (474 O'Farrell Street and 532 Jones Street) to the Uptown Tenderloin National Register Historic District, a NRHP-listed historic district. The proposed demolitions would destroy historic materials, features, and spatial relationships that characterize these properties as contributors to the historic district. However, the loss of three contributors to the UTNRHD would occur within the larger context of the district. The UTNRHD has a total of 407 extant contributing buildings and 68 non-contributors. With such a large ratio of contributing to non-contributing buildings in the district, the UTNRHD is a robust historic district. Thus, loss of three contributing buildings would not substantially reduce the ratio of contributing to non-contributing buildings and prevent the UTNRHD from conveying its historical significance. Their demolition would not result in a substantial adverse change to the UTNRHD and impacts would be less than significant.

New Construction

The proposed project would construct 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/retail space on the ground floor, and a replacement church (proposed religious institution use) on the ground floor and two upper levels. The proposed 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.

The historic district compatibility analysis provided in HRE Part II by Carey & Company found that, in general, the proposed new building would be a contemporary, but compatible, design that references the character-defining features of the surrounding district, including the ground-floor storefront height, tripartite façade composition, organization of the building into vertical masses, punched window openings, and material uses. It would be compatible with the UTNRHD in terms of size and scale, composition, and materials. The massing would be compatible in terms of lot occupancy, solid-to-void ratio, which refers to the relationship between the voids (i.e., window and door openings) to the solids (i.e., proportion of a building façade), and vertical articulation. The project would be in conformance with the Secretary's Standards. The following provides a summary of the compatibility analysis of the proposed new construction with the character-defining features of the historic district.[20]

[20] Carey & Co. Inc., *450 and 474-480 O'Farrell Street and 532 Jones Street Historic Resource Evaluation Part 2: Compatibility and Impacts Analysis,* June 7, 2017, San Francisco, California.

Size and Scale: The building would extend 13 stories, or 130 feet, on O'Farrell Street, and the Jones Street elevation would be eight stories. The Jones Street building's height would be compatible with the existing street wall and UTNRHD, characteristically three to seven stories tall. At 13 stories, the O'Farrell building would not be the tallest on its block; the 16-story Serrano Hotel at 403 Taylor Street (a.k.a. Hotel Californian) has that distinction. Although the height of the building would result in a taller building than those characteristic of the UTNRHD, the additional height would not impair the ability of the historic district to continue to convey its historic significance. In addition, a number of tall buildings are located within the UTNRHD, within a two-block radius of the proposed project, including: 403 Taylor Street (contributor, 16 stories), 531 Geary Street (contributor, 10 stories), 350 Ellis Street (non-contributor, 13 stories), 550 Geary Street (contributor, 14 stories), 639 Geary (non-contributor, 13 stories), 520 Leavenworth (contributor, 11 stories), 515 O'Farrell Street (contributor, 12 stories), 573 O'Farrell Street (contributor, 12 stories), 631 O'Farrell Street (contributor, 19 stories) and 230 Eddy Street (contributor, 13 stories). Therefore, the proposed project would be consistent with other building heights, including contributors, in the UTNRHD. Thus, development of the 450 O'Farrell Street would not materially impair the significance of the UTNRHD in terms of size and scale.

Massing and Composition: Most of the contributing buildings in the district occupy the entire width of the lot and create continuous street walls. However, the residential buildings do not usually occupy the entire lot; they are opened up by light courts and form L-, E-, T-, O-, or U-shaped plans.

The proposed building would be roughly U-shaped, with a rear-facing residential courtyard. The O'Farrell Street façade would be articulated to break the massing down into several distinct sections. The front façade of the historic church building would be retained and incorporated into the proposed project as an entryway to the residential and commercial sections. The three-story massing would be set back 16 feet from the historic façade. The proposed building to the west would rise to eight stories and house the church on the street level and residences above. The rest of the structure would be set back from O'Farrell Street, helping to reduce the building's apparent massing. Please see Figures 2-14 through 2-19 in Chapter 2, *Project Description*.

The proposed O'Farrell Street elevation references the tripartite composition of the contributing properties in the UTNRHD. The existing historic church façade and the proposed church façade would be the base, the apartments would be the middle, and the parapet would define the top. The proposed base at the new church would be 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 on O'Farrell Street would divide the façade in vertical sub-zones and reflect the verticality of the nearby buildings by breaking up the horizontal form. The projecting precast concrete sections (rendered in white) with punched rectangular windows would accentuate the elongated form of the building. On the western half of the elevation, the orientation of the rectangular windows would strengthen verticality while adding rhythm to the façade. The secondary façades, including the western setback and the Shannon Street elevation, would be relatively flat, broken by lines and projecting balconies.

Continuous street walls are typical of the UTNRHD. Along O'Farrell Street, the existing historic church façade would be preserved. The eight-story building to the west would come out to the property line. These two structures would be connected by a three-story glazed "hyphen" at the property line. The proposed project would address the street wall and be compatible with the UTNRHD.

The Jones Street elevation of the proposed project would occupy the entire width of the lot. The base of the building would extend to the property line, addressing the continuous street wall, and feature a two-part vertical composition with a high ground floor, similar to the bases of the adjacent district contributors.

In general, the proposed project would be 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.

Materials: The UTNRHD is characterized by common materials such as brick, concrete, terra cotta, ceramic tile, and glass. The proposed building would be constructed of precast concrete cladding, stone cladding, glazing (vision and spandrel), and metal panels. The proposed materials are found in the district and would, therefore, be compatible with the UTNRHD.

Features: The proposed design does not include or incorporate any false-historic features. Like much of the surrounding district, the proposed project would include flat roofs. The proposed parapets would reference the cornices found within the UTNRHD. The primary elevations along O'Farrell and Jones Street would feature deep-set punched openings typical of the district. The large openings on the ground floor would reference the characteristic storefronts in the UTNRHD. The proposed design includes balconies on the Shannon Street elevation. Although balconies are not typical, this secondary elevation would not be highly visible from major pedestrian viewpoints.

In general, the proposed building would be compatible with the UTNRHD in terms of size and scale, massing and composition, materials, and features. The construction of the proposed building would not prevent the UTNRHD from conveying its historical significance, and thus its construction would not result in a substantial adverse change to the UTNRHD.

Conclusion

The proposed project would entail the full demolition of three existing structures at 450 O'Farrell Street, 474 O'Farrell Street, and 532 Jones Street that are contributors to the UTNRHD. The buildings are among the extant 407 contributors to the 477 buildings in the UTNRHD. However, the loss of three contributors would not significantly alter the historic district's integrity or eligibility for the NRHP and CRHR. In addition, the proposed building would generally be compatible with the UTNRHD in terms of size and scale, massing and composition, materials, and features. Therefore, the proposed full demolition and the new construction of 237,810 square feet of development would result in a ***less-than-significant*** impact on the UTNRHD under CEQA.

Impact CR-3: Construction activities for the proposed project could result in physical damage to adjacent historic resources. (Less than Significant with Mitigation)

The project site is within 50 feet of seven contributing resources to the UTNRHD: 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. These buildings could be susceptible to ground-borne vibration from demolition and construction activities on the project site, including demolition and the use of heavy equipment near adjacent buildings, and could cause ground-borne vibration that could materially impair the identified adjacent buildings.

Perceptible ground-borne vibration is generally limited to areas within a few hundred feet of construction activities. As seismic waves travel outward from a vibration source, they cause rock and soil particles to oscillate. The actual distance that these particles move is usually only a few ten-

thousandths to a few thousandths of an inch. The rate or velocity (in inches per second) at which these particles move is referred to as peak particle velocity (PPV), the commonly accepted descriptor of vibration amplitude. Vibration amplitude attenuates (or decreases) over distance. This attenuation is a complex function of how energy is imparted into the ground as well as the soil or rock conditions through which the vibration is traveling (variations in geology can result in different vibration levels). The following equation is used to estimate the vibration level at a given distance for typical soil conditions.[21] PPVref is the reference PPV at 25 feet.

$$PPV = PPVref \times (25/Distance)^{22}$$

Table 4-2 summarizes typical vibration levels generated by construction equipment at a reference distance of 25 and 50 feet, as determined with use of the attenuation equation above.

TABLE 4-2
TYPICAL CONSTRUCTION VIBRATION

Equipment	PPV at 25'	PPV at 50'
Hoe ram	0.089	0.0315
Large bulldozer	0.089	0.0315
Loaded trucks	0.076	0.0269
Jackhammer	0.035	0.0124
Small bulldozer	0.003	0.0011

Source: Federal Transit Administration. 2006. *Transit Noise and Vibration Impact Assessment.* FTA-VA-90-1003-06. Office of Planning and Environment. Available: https://www.transit.dot.gov/sites/fta.dot.gov/files/docs/FTA_Noise_and_Vibration_Manual.pdf.

The proposed project would not require pile driving; building foundations would consist of shallow concrete piers, extending approximately 2 to 3 feet below the foundation slab. Construction of the proposed project would require the use of construction and demolition equipment such as jackhammers, bulldozers, cement trucks, and backhoes. Ground vibrations from construction activities rarely reach the levels that can damage structures, but they can when buildings are very close to the vibrating activity. In the case of fragile buildings, many of which are old, special care must be taken to avoid damage. For these structures, the threshold for vibration damage is 0.12 PPV.[23] Prolonged damage to adjacent contributing historic structures from construction vibrations is not expected because the types of construction equipment anticipated for this project do not generate sufficient vibration over an extended period that would reach this threshold. Even though it is not expected that vibration from construction activities would reach the threshold of significance for fragile buildings, as defined by the Federal Transportation Authority (FTA), there is a possibility that the threshold could be exceeded at buildings within 50 feet of the project site. Therefore, the proposed project could result in significant construction-related impacts on nearby historic architectural resources.

[21] World Health Organization, Guidelines for Community Noise, Chapter 3, p. 46, April 1999. Available online at http://www.who.int/docstore/peh/noise/guidelines2.html. Accessed July 31, 2017.

[22] Federal Transit Administration. 2006. Transit Noise and Vibration Impact Assessment. FTA-VA-90-1003-06. Office of Planning and Environment. Available: http://www.fta.dot.gov/documents/FTA_Noise_and_Vibration_Manual.pdf. Accessed: July 31, 2017.

[23] *Ibid*.

Mitigation Measure CR-3a: Vibration Monitoring and Management Plan, and Mitigation Measure CR-3b: Construction Best Practices for Historical Architectural Resources, would apply to any components of the proposed project that would result in ground-disturbing activities. These measures would require, among other things, the project sponsors to set a performance standard for maximum vibration levels and use construction best practices to avoid vibration damage to adjacent and nearby historic buildings based on that performance standard. In addition, monitoring would be required to document and remediate any damage to adjacent and nearby historic buildings caused by construction activities at the project site.

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 preservation architect that meet the Secretary of the 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 and shall contain written and photographic descriptions of the existing condition of the visible exteriors from public rights-of-way of the adjacent buildings and in 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.

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 Planning Department Preservation staff prior to issuance of Demolition or Site Permits. Should vibration levels be observed in excess of the standard, or if damage to adjacent buildings is observed, construction shall be halted and alternative techniques put in practice, to the extent feasible. 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.

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.

Significance after Mitigation: Implementation of Mitigation Measures M-CR-3a and M-CR-3b would ensure that vibration-induced damage would not occur during project demolition and construction activities. Therefore, temporary construction vibration impacts of the proposed project on adjacent historic resources would be ***less than significant***.

4.2.4.5 Cumulative Impacts

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. (Less than Significant with Mitigation)

Cumulative Effect on the UTNRHD

The geographic context for an evaluation of cumulative impacts on the UTNRHD is that area within the UTNRHD boundaries. The Planning Department identified environmental cases within the boundaries of the UTNRHD that were associated with projects either under review or approved since the establishment of the historic district (Table 4-1 and Figure 4-2). Seven projects are located on non-contributing properties: one demolition/new construction, one alteration, and five infill construction on vacant lots. The projects are all determined to be in conformance with the Secretary's Standards. Therefore, these projects would not result in substantial adverse changes to the district.

Eight alteration/addition projects at contributing resources have been identified: six are determined in conformance with the UTNRHD and would not result in substantial adverse changes. Two are still under review.

In addition to the subject project at 450 O'Farrell Street, 474 O'Farrell Street, and 532 Jones Street, four other projects involve demolition and new construction which that would affect contributing resources. A completed demolition at 651 Geary, a residential building, was determined to have no significant adverse impacts on the UTNRHD. The completed demolition at 121 Golden Gate Avenue, an institutional building, (EIR certified in 2011) resulted in significant unavoidable project-specific and cumulative impacts on the UTNRHD. A project proposing demolition of 719 Larkin, a one-story commercial building, was approved and determined to have no significant adverse impacts on the UTNRHD. The proposed demolition at 135 Hyde, a one-story commercial building, is under review and it is unknown if the building is a contributor to the UTNRHD.

The total number of original contributors to the UTNRHD was 409 at the time of NRHP listing. Two contributors were demolished prior to 2017 (651 Geary and 121 Golden Gate), bringing the total number of extant contributing buildings to 407. If the proposed demolitions of five contributors, three of them at the proposed project site, occur, the total number of contributors to the UTNRHD would be reduced to 402. Even though the proposed project would add to the cumulative loss of historic resources, the ratio of contributors to non-contributors (6 to 1) would not be drastically affected by the proposed project. Additionally, the UTNRHD is defined predominantly by residential buildings, with other uses scattered throughout which support residential life, such as commercial uses (restaurants, stores), community halls, garages, churches, and a concentration of entertainment uses, such as film exchanges and theaters. According to in the Planning Department records, approximately 31 of these 407 contributors are one-part commercial buildings and approximately four of these 407 contributors are religious (church) structures.[24] The demolition of three contributing residential support structures at the project site does not constitute a loss of the predominant building type in the district. There is no concentration of past, present, and foreseeable future demolitions within the UTNRHD 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 demolitions are found along the edges of the district (see green symbols on Figure 4-6), and not concentrated in a geographic area within the district boundaries. The rest of the projects (*e.g.*, rehabilitations, infills etc.) are scattered throughout the UTNRHD, not concentrated in any specific locus.

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. It is possible that construction of cumulative projects could undergo construction activities that would involve use of impact equipment simultaneously with the proposed project. Therefore, cumulative construction vibration impacts on adjacent historic architectural resources could be significant. However, with implementation of Mitigation Measure M-CR-3a, Vibration Monitoring and Management Plan, the proposed project's contribution to cumulative vibration impacts on adjacent historic architectural resources would be reduced to a less-than-cumulatively-considerable level.

In a district of approximately 400 contributing resources, the UTNRHD would retain the valuable sense of place and time. The historic district's integrity or eligibility for the NRHP or the CRHR would not be materially altered by the proposed project's demolition of the contributing resources at 450 O'Farrell Street, 474 O'Farrell Street, and 532 Jones Street. The proposed project would implement mitigation (Mitigation Measure CR-3a, Vibration Monitoring and Management Plan, and Mitigation Measure CR-3b, Construction Best Practices for Historical Architectural Resources) to reduce ground-borne vibration and protect adjacent historical resources during construction. Therefore, the proposed project would not combine with any other project to result in a material impairment of the UTNRHD. In addition, demolition of the CRHR-eligible resource at 450 O'Farrell Street would not contribute to a cumulative impact on historical architectural resources. Therefore, the cumulative effect on historical architectural resources would be less than significant with mitigation.

Significance after Mitigation: Implementation of Mitigation Measures M-CR-3a and M-CR-3b would ensure that vibration-induced damage would not occur. Therefore, the temporary construction vibration impacts of the proposed project, in combination with cumulative projects, on adjacent historic resources would be ***less than significant***.

[24] 719 Larkin (HRER, Case No. 2015-005329ENV, CEQA Clearance 5/17/2017) approved demolition of a one-story commercial contributor to the UTNRHD; Uptown Tenderloin National Register Nomination.

Chapter 5
Other CEQA Considerations

This chapter discusses the growth-inducement potential of the proposed project, the significant environmental effects that cannot be avoided if the project is implemented, and the significant irreversible changes associated with the proposed project.

5.1 Growth-Inducing Impacts

This section analyzes the growth-inducement potential of the proposed project, as required by the California Environmental Quality Act (CEQA). CEQA Guidelines Section 15126.2(d) requires that an environmental impact report (EIR) evaluate the growth-inducing impacts of a project. A project is considered growth inducing if it would directly or indirectly foster substantial economic or population growth or the construction of a substantial number of additional housing units. Examples of projects that are likely to result in significant adverse growth inducement include extensions or expansions of infrastructure systems beyond what is needed to serve project-specific demand and the development of new residential subdivisions in areas that are sparsely developed or undeveloped. The environmental effects of project-induced growth are considered secondary or indirect impacts of the project. Growth can result in a variety of indirect environmental impacts, including increased demand on community services and public service infrastructure, increased traffic and noise, and degradation of air and water quality.

The project site is an infill site that is surrounded on all sides by urban uses; the proposed project would not result in the extension of infrastructure into undeveloped areas or residential construction in an area that is undeveloped or lightly developed. The proposed project would increase population density in the project area by replacing 26,904 square feet of church space, 4,415 square feet of vacant retail space, 1,012 square feet of restaurant and residential uses, and a 1,400-square-foot surface parking lot with a total of 237,810 square feet of new development, including up to 187,640 square feet for residential use (176 units), 6,200 square feet for restaurant and/or retail use,[1] 13,595 square feet for religious institution use (*i.e.*, replacement of the existing church), 8,398 square feet of open space (288 square feet of private open space, 8,110 square feet of common open space), and 21,070 square feet of below-grade parking in one building.

The proposed project would result in high-density residential growth but would not require an expansion of existing infrastructure, public services, community facilities, or public utilities. Although this growth could occur at other Bay Area locations, the proposed project would focus this growth on an underused infill site that is adjacent to local and regional public transit, employment areas, and public amenities. Local transit includes bus stops on Geary Street and on O'Farrell Street and a San Francisco Municipal Railway (Muni)/ Bay Area Rapid Transit (BART) stop at Powell Street, four blocks southeast of the project site.

[1] The project sponsors propose to develop a mix of restaurant and retail uses. The exact mix is unknown at this time; the analysis assumes restaurant uses as this use generates more trips with greater effect on the environment.

The proposed project would introduce a new permanent population to the project site (approximately 405 residents). The 2015 census indicates that the residential population in Census Tract 123.02 was approximately 2,468.[2] The proposed project would increase the population within Census Tract 123.02 by approximately 16 percent.[3] By 2040, the population of San Francisco is projected to increase by 244,962, for a total population of 1,085,725.[4] The residential population accommodated as a result of the proposed project would constitute approximately 0.16 percent of projected city-wide growth.

Plan Bay Area 2040, an update to *Plan Bay Area,* is the current Regional Transportation Plan and Sustainable Communities Strategy, adopted by the Metropolitan Transportation Commission (MTC) and the Association of Bay Area Governments (ABAG) in July 2017. It provides housing and employment projections for San Francisco through 2040. *Plan Bay Area 2040* focuses growth and development in nearly 200 Priority Development Areas (PDA). These existing neighborhoods are served by public transit and have been identified as appropriate for additional, compact development. The project site is located within the Downtown-Van Ness-Geary PDA. As noted in Section 2 of the Initial Study, Population and Housing (Appendix A, page 21), the proposed project would not induce substantial direct or indirect population growth in the Downtown-Van Ness-Geary PDA or displace a substantial number of existing housing units, people, or employees or create demand for additional housing elsewhere. Thus, the small population increase as a result of the proposed project would be accommodated within the planned growth for San Francisco. Implementation of the proposed project would increase population only to the extent already envisioned in existing regional, local, and area plans and would not have a direct or indirect growth-inducing impact.

5.2 Significant and Unavoidable Impacts

In accordance with Section 21067 of CEQA as well as Sections 15126(b) and 15126.2(b) of the CEQA Guidelines, this section identifies project-related impacts that would remain significant or potentially significant, even with implementation of all identified mitigation measures. Chapter 4, *Environmental Setting and Impacts*, describes the potential environmental impacts of the proposed project and identifies mitigation measures to reduce those impacts. As described in Chapter 4, one significant and unavoidable impact would occur despite implementation of mitigation:

Impact CR-1: The proposed demolition of the existing Fifth Church of Christ, Scientist building at 450 O'Farrell Street and retention of the façade would result in a substantial adverse change to the significance of an individual historic architectural resource. (Significant and Unavoidable with Mitigation)

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[2] The population estimate is based on data from the U.S. Census Bureau's 2015 American Community Survey, 5-year Estimates, Table B03002, for Census Tract 123.02. Available: http://factfinder.census.gov/.

[3] According to the U.S. Census Bureau's 2015 American Community Survey, 5-year Estimates, Table B03002, San Francisco County has a population of 840,763. Available: http://factfinder.census.gov/faces/tableservices/jsf/pages/productview.xhtml?fpt=table. Accessed: October 4, 2016. Calculated by dividing the additional 405 residents by the 2015 census tract population.

[4] ABAG, *Plan Bay Area*, p. 40. Available: http://files.mtc.ca.gov/pdf/Plan_Bay_Area_FINAL/Plan_Bay_Area.pdf. Accessed: December 15, 2016.

5.3 Significant Irreversible Environmental Changes

In accordance with Section 21100(b)(2)(B) of CEQA as well as CEQA Guidelines Sections 15126(c) and 15126.2(c), this section identifies significant irreversible environmental changes that would be caused by implementation of the proposed project. The use of nonrenewable resources during the initial and later phases of a project may be irreversible because large commitments of such resources make removal or non-use thereafter unlikely. Primary impacts, and particularly secondary impacts (such as highway improvements that provide access to previously inaccessible areas), generally commit future generations to similar uses. Also, irreversible damage can result from environmental accidents associated with a project.

The proposed demolition and the partial retention of the façade of the building at 450 O'Farrell Street, a contributor to the Uptown Tenderloin National Register Historic District and an individual CEQA resource eligible for listing in the California Register of Historical Resources, would constitute a significant irreversible environmental change. Demolition to the extent of the proposed project is a nearly complete and total material impairment of the historical resource, and no feasible mitigation measures are available to mitigate the demolition of the CEQA historical resource to a less-than-significant level. Construction of the proposed project would result in a minor irreversible and irretrievable commitment of natural resources through the use of fossil fuels and construction materials. Additionally, operation of the proposed project would result in a minor incremental use of nonrenewable resources, such as electricity, because the project site is an infill site that is surrounded by urban uses and located near a transit hub, thereby limiting any irretrievable commitment of resources to support the proposed project. The project site is located in an area that is transit-rich and subject to relatively low vehicle miles traveled compared to the rest of the Bay Area, and implementation of the proposed project would not lead to a wasteful use of fuel. Furthermore, the project sponsors would implement applicable green building requirements, including those pertaining to construction; recycling; construction materials, including low-emitting materials; energy and water consumption; parking; and stormwater, thereby further reducing the commitment of natural resources to the proposed project.

5.4 Areas of Known Controversy and Issues to Be Resolved

The Planning Department prepared an Initial Study checklist and published a Notice of Preparation (NOP) for an EIR on February 22, 2017, thereby announcing its intent to prepare and distribute a focused EIR (the NOP and Initial Study checklist are presented as Appendix A to this EIR). Publication of the NOP and Initial Study checklist initiated a 30-day public review and comment period that began on February 22, 2017, and ended on March 24, 2017. Individuals and agencies that received these notices included owners of properties within 300 feet of the project site and potentially interested parties, including regional and state agencies.

Based on public comments on the NOP and Initial Study, potential areas of controversy for the proposed project include the following:

- Aesthetic effects of the proposed project
- Architecture that does not fit in the neighborhood

- Increased vehicular traffic along Shannon Alley, with corresponding increases in noise and air pollutant emissions
- Sunlight being completely cut off at neighborhood buildings, particularly on the southern exposure
- Construction-related effects on air quality, surface runoff and groundwater contamination, soil contamination, noise, and traffic on O'Farrell Street
- Potential destruction of the Pacific Bay Inn residential hotel
- Construction noise and compliance with permitted construction hours and noise standards during construction
- The historic resources impacts resulting from construction of the proposed project
- Building exceeds height and bulk control district limits
- Geotechnical concerns related to pile driving and pier construction
- Concern regarding removal of five rent-controlled units in the Shalimar Building. Under the proposed project, these units would be replaced with five below-market-rate (BMR) units plus an additional 23 BMR units.

Several comments were also received concerning potential socioeconomic impacts of the project, such as quality of life, effects on rents in the area, and the relatively low number of affordable units included in the project. An additional comment was received, expressing concern over pedestrian safety because of the city's narrow sidewalks, requiring pedestrians to step into the street to avoid persons sitting or sleeping on the sidewalk. This comment does not raise an environmental issue related to the proposed project and is not analyzed in this EIR.

Social or economic impacts alone are not changes in physical conditions. CEQA does not require an analysis of socioeconomic concerns, such as quality of life, the potential for increased rents, parking costs, taxes or land values, earning potential, or changes in demographics unless such impacts result in physical environmental effects (CEQA Guidelines Sections 15358(b), 15064(e), 15382). Evidence of social or economic impacts (*e.g.*, property values, rent levels, quality of life, etc.) that do not contribute to, or are not caused by, physical impacts on the environment is not substantial evidence of a significant effect on the environment. However, a social or economic change related to a physical change may be considered in determining whether a physical change is significant. Additionally, an EIR or other CEQA document must consider the reasonably foreseeable indirect environmental consequences or physical changes resulting from a project's economic or social changes (CEQA Guidelines Sections 15064(d),(e). The comments received on the NOP and Initial Study do not provide any evidence or additional information that any such socioeconomic effects could occur from the project and that these socioeconomic effects could result in physical effects on the environment. However, the Planning Commission will consider all comments received in response to the NOP and Initial Study and EIR prior to making a decision on the proposed project.

Chapter 6
Alternatives to the Proposed Project

6.1 Introduction

This chapter identifies alternatives to the proposed project and compares the environmental effects associated with them to those of the proposed project. California Environmental Quality Act (CEQA) Guidelines Section 15126.6(a) requires an environmental impact report (EIR) to evaluate "a range of reasonable alternatives to the project, or the location of the project, that would feasibly attain most of the basic project objectives but avoid or substantially lessen any of the significant effects" and also evaluate "the comparative merits of the alternatives." The alternatives considered should focus on eliminating or reducing the significant adverse impacts caused by the proposed project. An EIR need not consider every conceivable alternative to the project. Rather, it must consider a reasonable range of potentially feasible alternatives to foster informed decision-making and public participation. An EIR is not required to consider alternatives that are infeasible. The final determination of feasibility will be made by City and County of San Francisco (City) decision-makers and based on substantial evidence in the record, including, but not limited to, information presented in the EIR, comments received on the Draft EIR, responses to those comments, and information presented in the case report for the project.

As identified in Chapter 4, *Environmental Setting and Impacts*, the EIR concluded that the project, if implemented as proposed, would result in a significant and unavoidable impact related to a historic architectural resource. The intent of the alternatives discussed below is to consider building design and development programs that could avoid or lessen the significant and unavoidable impacts that would result from development (*i.e.,* demolition and new construction) of the proposed project while addressing most of the project sponsors' objectives, as outlined in Chapter 2, *Project Description*.

Three alternatives are evaluated in this chapter:

- Alternative 1: No-Project Alternative
- Alternative 2: Full Preservation Alternative
- Alternative 3: Partial Preservation Alternative

Table 6-1, Summary of Project Alternatives and Proposed Project, identifies the differences among the alternatives. Table 6-2, Impacts Comparison, compares the relative impacts of the proposed project and the identified alternatives.

TABLE 6-1
SUMMARY OF PROPOSED PROJECT AND PROJECT ALTERNATIVES

	Proposed Project	Alternative 1: No-Project Alternative	Alternative 2: Full Preservation Alternative	Alternative 3: Partial Preservation Alternative
Description	The proposed project would include demolition of the Fifth Church of Christ, Scientist at 450 O'Farrell Street and partial retention of the O'Farrell Street façade of the building. The project would also include demolition of the vacant retail building at 474 O'Farrell Street with five residential units and the restaurant building at 532 Jones Street. The project would construct a new 13-story, mixed-use building with up to 176 dwelling units, restaurant/retail space, 41 off-street vehicle parking spaces, and a replacement church (13,595 sf).	No changes would be made to the existing structures at 450– 474 O'Farrell Street and 532 Jones Street.	Under the Full Preservation Alternative, the buildings at 474 O'Farrell Street and 532 Jones Street would be demolished. A new 13-story structure would be constructed, spanning from Jones Street to Shannon Street, and a new 13-story structure would be constructed at 474 O'Farrell Street; the two structures would be connected by a walkway with a courtyard. The Fifth Church of Christ, Scientist at 450 O'Farrell Street building would be rehabilitated and retained. A new two-story, 14,000-square-foot addition would be added to the 450 O'Farrell Street building. The Full Preservation Alternative would include 97 new residential units (87,595 net square feet); one new retail space (800 square feet); open space, serving the residential use; and 28 vehicle parking spaces. Also included are retention and rehabilitation of the existing church for a 17,800-square-foot assembly use.	This 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. This alternative would construct 162 dwelling units (127,110 net square feet); a new church (10,207 square feet); new retail space (4,638 square feet); open space, serving the residential uses; and 39 parking spaces. At 450 O'Farrell Street the church would be 80 feet tall at the front and 130 feet tall at the rear. The 474 O'Farrell Street building would include 12 floors (11 floors of residential use, with the ground floor dedicated to church use). The 532 Jones Street building would include eight stories (seven floors of residential use, with retail use on the ground floor).
Ability to Meet Project Sponsors' Objectives	Meets all six of the project sponsors' objectives.	Meets none of the six objectives of the project sponsors.	Would meet five of the six project sponsors' objectives. Would not meet the project sponsors' objectives of creating a vibrant, interactive public space with a light-filled Christian Science Reading Room, sanctuary, Sunday School, and an up-to-date Children's Room. Would meet the project objectives of providing housing and a mix of uses, but not to the same extent as the proposed project.	Would meet five of the six objectives of the project sponsors but to a lesser extent than the proposed project because of a smaller number of residential units. Alternative 3 would not meet the objective of providing a contemporary image for the Fifth Church of Christ, Scientist. Alternative 3 would not meet the objective of creating a vibrant interactive public space with a light-filled Christian Science Reading Room, sanctuary, Sunday School, and an up-to-date Children's Room.

TABLE 6-2
IMPACTS COMPARISON

Impact	Proposed Project	Alternative 1: No-Project Alternative	Alternative 2: Full Preservation Alternative	Alternative 3: Partial Preservation Alternative
Impact CR-1: Proposed demolition of the existing Fifth Church of Christ, Scientist building at 450 O'Farrell Street, with retention of the façade, would have a substantial adverse effect on an individual historic architectural resource.	SUM	NI	LSM	SUM
Impact CR-2: Proposed demolition of the existing buildings on the project site and construction of 237,810 square feet of new development, as included under the proposed project, would not have a substantial adverse effect on a historic district.	LTS	NI	LTS	LTS
Impact CR-3: Construction activities for the proposed project could result in physical damage to adjacent historic resources.	LSM	NI	LSM	LSM
Impact C-CR-1: The proposed project, in combination with past, present, and reasonably foreseeable future projects in the vicinity, could result in a significant cumulative impact on historic architectural resources.	LSM	NI	LSM	LSM

* Includes two Americans with Disabilities Act–compliant accessible spaces and one car-share space.
NI = No Impact; LTS = Less than Significant; LSM = Less than Significant with Mitigation; SUM = Significant Unavoidable Impact after Mitigation.

Source: ICF 2017; Johanna Street Architects.

6.2 Analysis of Project Alternatives

6.2.1 Alternative 1: No-Project Alternative

CEQA Guidelines Section 15126.6(e) requires a "no-project" alternative to be evaluated among the project alternatives. CEQA Guidelines Section 15126.6(e)(2) requires the No-Project Alternative to "discuss the existing conditions...as well as what would be reasonably expected to occur in the foreseeable future if the project were not approved, based on current plans and policies and consistent with the available infrastructure and community services." As noted in CEQA Guidelines Section 15126.6, an EIR for "a development project on identifiable property" typically analyzes a No-Project Alternative (*i.e.,* the circumstance under which the project does not proceed). Such a discussion compares the environmental effects of the property remaining in its existing state against the environmental effects that would occur should the project be approved. If disapproval of the project under consideration would result in predictable actions by others, such as the proposal of some other project, this "no-project" consequence should be discussed.

6.2.1.1 Description

Under the No-Project Alternative, the existing conditions at the project site would not change. The existing Fifth Church of Christ, Scientist building, the vacant retail building on O'Farrell Street, and the restaurant building on Jones Street would not be demolished. Unlike the proposed project, there would be no 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, restaurant/retail space on the ground floor, or a replacement church (proposed religious institution) incorporated into the ground floor and two upper levels. There would be no construction of a total of 237,810 square feet of new development 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 open space (288 square feet of private open space and 8,110 square feet of common open space), or 21,070 square feet of below-grade parking in one building.

The analysis of Alternative 1, No-Project Alternative, also identifies and discusses reasonably foreseeable development, consistent with the zoning of the project site. The No-Project Alternative would not preclude potential future development of the project site with a range of land uses that are principally permitted at the project site. However, for the purposes of this analysis, it is assumed that under the No-Project Alternative the three properties on the project site are not likely to be developed in the near term, but possibly could be rehabilitated, because they are in a deteriorated state.

6.2.1.2 Impacts

This environmental analysis assumes that the existing structure and uses on the project site will not change and that the existing physical conditions, as described in detail for each environmental topic in Chapter 4, *Environmental Setting and Impacts*, and Section E, *Evaluation of Environmental Effects*, in the Initial Study (see Appendix A to this EIR), will remain the same. Under the No-Project Alternative, none of the impacts associated with the proposed project, as described in Chapter 4 of the EIR and Section E of the Initial Study, would occur.

Under the No-Project Alternative, existing conditions at the project site would not change. The three existing buildings on the project site would not be demolished and the high-rise, mixed-use residential building would not be constructed on the site. The 450 O'Farrell Street building, which is identified as a historical resource for purposes of CEQA as an individual resource, and the 474 O'Farrell Street and 532 Jones Street buildings which, along with the 450 O'Farrell Street building, are contributors to the Uptown Tenderloin National Register Historic District (UTNRHD) would be retained. Therefore, compared to the proposed project, which would have significant and unavoidable project-level impacts on historic architectural resources, as described in Section 4.2, Historic Architectural Resources, the No-Project Alternative would not have any impacts related to historic architectural resources and would not require mitigation measures. Additionally, compared with the proposed project, the No-Project Alternative would have no impacts related to land use or the other topics in the Notice of Preparation and Initial Study that identified either less-than-significant impacts or less-than-significant impacts with mitigation under the proposed project. Without the proposed project, incremental changes would be expected to occur in the vicinity of the project site as reasonably foreseeable projects are approved, constructed, and occupied. These projects could contribute to cumulative impacts in the vicinity. However, under the No-Project Alternative, land use activity on the project site would not contribute to these cumulative impacts.

6.2.1.3 Ability to Meet Project Objectives

The No-Project Alternative would not meet any of the six stated objectives of the project sponsors. The existing buildings would remain in their current conditions.

6.2.2 Alternative 2: Full Preservation Alternative

6.2.2.1 Description

The Full Preservation Alternative would include preservation and rehabilitation of the Fifth Church of Christ, Scientist at 450 O'Farrell Street and demolition of the vacant retail building (plus five residential units) at 474 O'Farrell Street as well as the restaurant building 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 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.

6.2.2.2 Impacts

Impacts on an Individual Historic Architectural Resource

Unlike the proposed project, the individual historic resource and contributor to the UTNRHD at 450 O'Farrell Street (Fifth Church of Christ, Scientist) would be retained under the Full Preservation Alternative. The resource would be rehabilitated and restored in conformance with the *Secretary of the Interior's Standards for the Treatment of Historic Properties* (Secretary's Standard's). Identifying the use as an "assembly" meets the Secretary's Standard No. 1, which discourages a change in use that would necessitate alterations to the building. The Full Preservation Alternative would maintain in place most of the character-defining features of the historic church at 450 O'Farrell Street, in keeping with Secretary's Standards No. 2 and No. 5, which encourage the preservation of distinctive

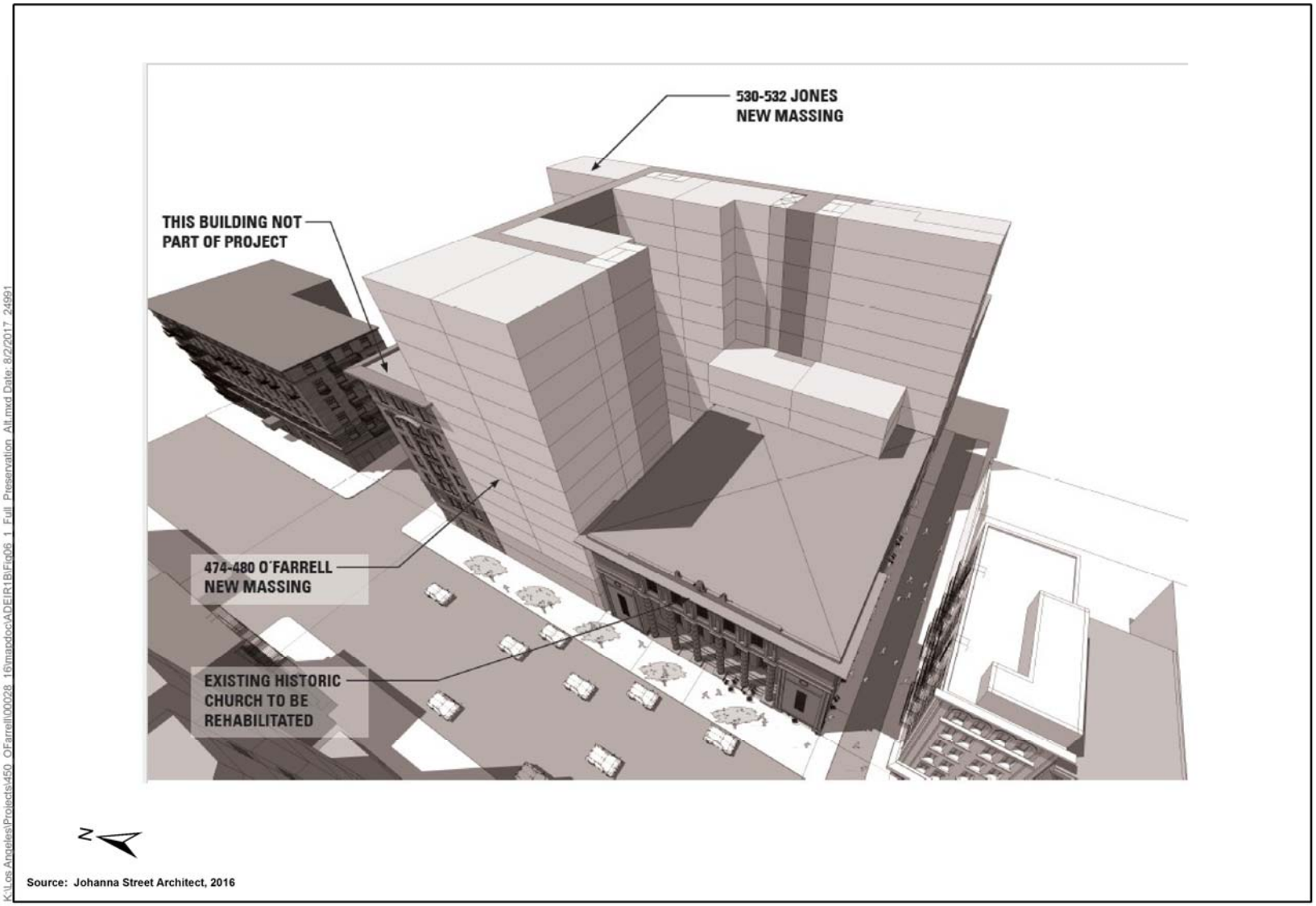

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Figure 6-1
Alternative 2 – Full Preservation Alternative

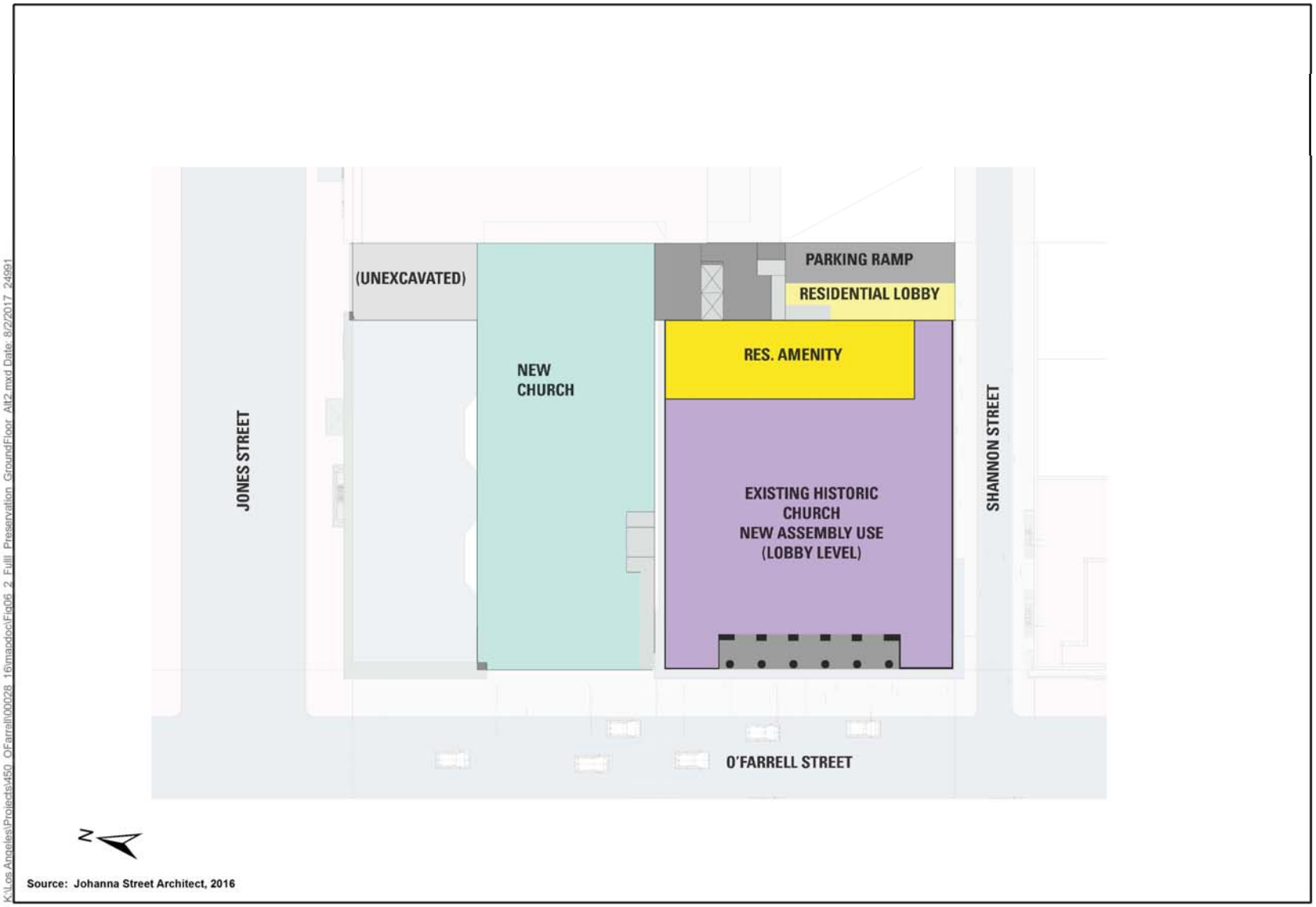

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Figure 6-2
Alternative 2 – Full Preservation Ground Floor Plan



450 O'Farrell Street Project
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Figure 6-3
Alternative 2 – Full Preservation Alternative Representational Residential Floor Plan

features, finishes, and construction techniques that characterize the building. However, the building would need to be altered slightly to meet the requirements of the Americans with Disabilities Act. An exterior ramp may require removal of part of the existing stairs, an elevator could be placed where one of the interior stairwells is located, and bathrooms may need to be added, expanded, and/or reconfigured.

A new 25-foot-deep, 80-foot-wide two-story residential addition would be included at the rear of the church building. Despite the addition, the building would still retain enough of its character-defining features to maintain its historic integrity, including, but not limited to, its massive form, symmetrical tri-partite façade, Tuscan columns, exterior vestibule with ornamental plaster ceiling and panels, cornice, akroterion, bronze doors, windows, two-story sanctuary space with sloped floor and curving balcony, stained glass, and oculus skylight. The raised stage, organ and clathri grillwork that would be removed from the rear portion would be reinstalled in the new interior space at 450 O'Farrell Street, if feasible. The modest and visually subordinate two-story rooftop addition under this alternative would be differentiated from the old and compatible with the massing, size, and scale of the existing building, in keeping with Secretary's Standards No. 9 and No. 10. Overall, the proposed interior and exterior work at the existing historic church building would conform to the Secretary's Standards.

Compared with the proposed project, which would have significant and unavoidable project-level impacts on the individual historic architectural resource at 450 O'Farrell Street, the Full Preservation Alternative would have less-than-significant impacts related to an individual historic architectural resource and would not require implementation of mitigation measures.

Impacts on a Historic District

The proposed treatment of the individual historic resource and contributor to the UTNRHD at 450 O'Farrell Street under the Full Preservation Alternative would be compatible with the character of the UTNRHD because it would retain a contributor to the UTNRHD. The new work at 450 O'Farrell Street would also be similar in size and scale, massing and composition, and materials and features to the UTNRHD.

Similar to the proposed project, the Full Preservation Alternative would demolish the other buildings on the site at 474 O'Farrell Street and 532 Jones Street, which are contributors to the UTNRHD. As noted in Chapter 4, Section 4.2.4.4, the loss of the contributing buildings should be evaluated within the larger context of the District. The UTNRHD has a total of 407 extant contributing buildings and 68 non-contributors. With this ratio, the UTNRHD is a robust historic district, and the loss of the two contributing buildings at 474 O'Farrell Street and 532 Jones Street under the Full Preservation Alternative would not prevent the district from conveying its historical significance, similar to the proposed project. Thus, their demolition would not result in a substantial adverse change to the UTNRHD.

The proposed new construction at 474 O'Farrell Street and 532 Jones Street would be compatible with the character of the UTNRHD. The proposed new construction does not include a front setback at the street-wall property line, consistent with other buildings in the district that span the width of their lots and create continuous street walls. The storefront treatment of the new church would be compatible with other street-level treatments in the UTNRHD. Similar to the proposed project, the proposed new building under the Full Preservation Alternative would have a contemporary but compatible design that references the character-defining features of the surrounding district, including ground-floor storefront height, the tripartite façade composition, the organization of the building into vertical masses, punched window openings, and material uses. It would be compatible

with the UTNRHD in terms of size and scale, composition and materials. The massing would be compatible in terms of lot occupancy, solid-to-void ratio, which refers to the relationship between the voids (*i.e.*, window and door openings) to the solids (*i.e.*, proportion of a building façade), and vertical articulation. The height would be 130 feet (13 stories), the maximum height the zoning allows; the additional height was included to address the housing goal of the project. The proposed new building under this alternative would be taller than the three- to seven-story buildings that are commonly found in the district. Although the building would be taller than the characteristic buildings of the UTNRHD, similar to the proposed project, the additional height would not impair the ability of the district to continue to convey its historic significance. In addition, a number of tall buildings are already within the UTNRHD, as well as within a two-block radius from the project site. Thus, the Full Preservation Alternative would be compatible with the district and would not affect its historic integrity. The proposed new construction under the Full Preservation Alternative would conform to the Secretary's Standards. Therefore, similar to the proposed project, the Full Preservation Alternative would result in a less-than-significant impact on the UTNRHD from proposed demolition of district contributors and new construction on the project site.

Impacts on Adjacent Historic Resources

The project site is within 50 feet of seven contributing resources to the UTNRHD: 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. Similar to the proposed project, under the Full Preservation Alternative, these buildings could be susceptible to ground-borne vibration from demolition and construction activities on the project site, including the use of heavy equipment near adjacent buildings, which could cause ground-borne vibration that could materially impair the identified adjacent buildings. Typically, ground-borne vibration generated by construction activities attenuates rapidly with distance from the source. Mitigation measures CR-3a, Vibration Monitoring, and CR-3b, Construction Best Practices for Historic Architectural Resources, which were identified for the proposed project, would also be implemented under the Full Preservation Alternative. With implementation of these mitigation measures, the impact would be less than significant, as with the proposed project. Therefore, the overall construction impacts on adjacent historic architectural resources under the Full Preservation Alternative would be similar to the impacts under the proposed project.

Impacts Identified in the Initial Study

The Full Preservation Alternative's impacts on the other environmental topics would be the same as those identified in the Initial Study (Appendix A). As with the proposed project, the impacts would either be less than significant or less than significant with the mitigation measures that were identified for the proposed project. The Initial Study identified significant impacts related to archeological resources, human remains, and tribal cultural resources that could be affected during ground-disturbing activities. Similarly, the Full Preservation Alternative would include below-grade parking and therefore would have the same potential to affect such resources. This impact would be mitigated to less than significant by implementation of mitigation measures M-CP-2 and M-CP-3, as identified for the proposed project. The Initial Study also identified significant impacts resulting from diesel particulate matter emissions in areas that would be affected by air pollution during construction and from the proposed diesel emergency backup generator. The Full Preservation Alternative would require similar construction equipment and, at 13 stories, a diesel emergency backup generator. These significant impacts would be mitigated to less-than-significant levels by implementation of mitigation measures M-AQ-2 and M-AQ-4, which were identified for the proposed project.

6.2.2.3 Ability to Meet Project Objectives

The Full Preservation Alternative partially meets the six objectives of the project. Because of the reduced space allocated for retail under the Full Preservation Alternative, this alternative would only partially meet the project sponsors' objective to create a vibrant, interactive ground plane for the public in the area surrounding the project and the neighborhood. The proposed project would dedicate 6,200 square feet to retail; the Full Preservation Alternative would dedicate only 800 square feet. Under the Full Preservation Alternative, the existing church space would be retained and rehabilitated for assembly use. The building would have the potential to provide a flexible space for both corporate and private events within the assembly space.

The Full Preservation Alternative would develop a mixed-use project, create new housing units, implement high-density zoning, and create new retail. However, the Full Preservation Alternative would not meet the project sponsors' objective to provide a new, inviting Christian Science Reading Room in a storefront setting that would be readily accessible for the public or a modern, light-filled sanctuary and Sunday School.

The Full Preservation Alternative would most likely be able to take advantage of many preservation incentives, including, but not limited to, federal tax credits and the Mills Act, to fund aspects of church preservation and offset costs. However, the Full Preservation Alternative would not generate the same amount of revenue as the proposed project, revenue that could be necessary to produce the new church facility and secure its legacy.

Another objective of the proposed project is to increase the amount of housing in San Francisco. The Full Preservation Alternative is consistent with this objective because it would create a total of 97 new dwelling units. However, because the Full Preservation Alternative would result in fewer units, it would not achieve this objective to the same extent as the proposed project.

6.2.3 Alternative 3: Partial Preservation Alternative

6.2.3.1 Description

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.

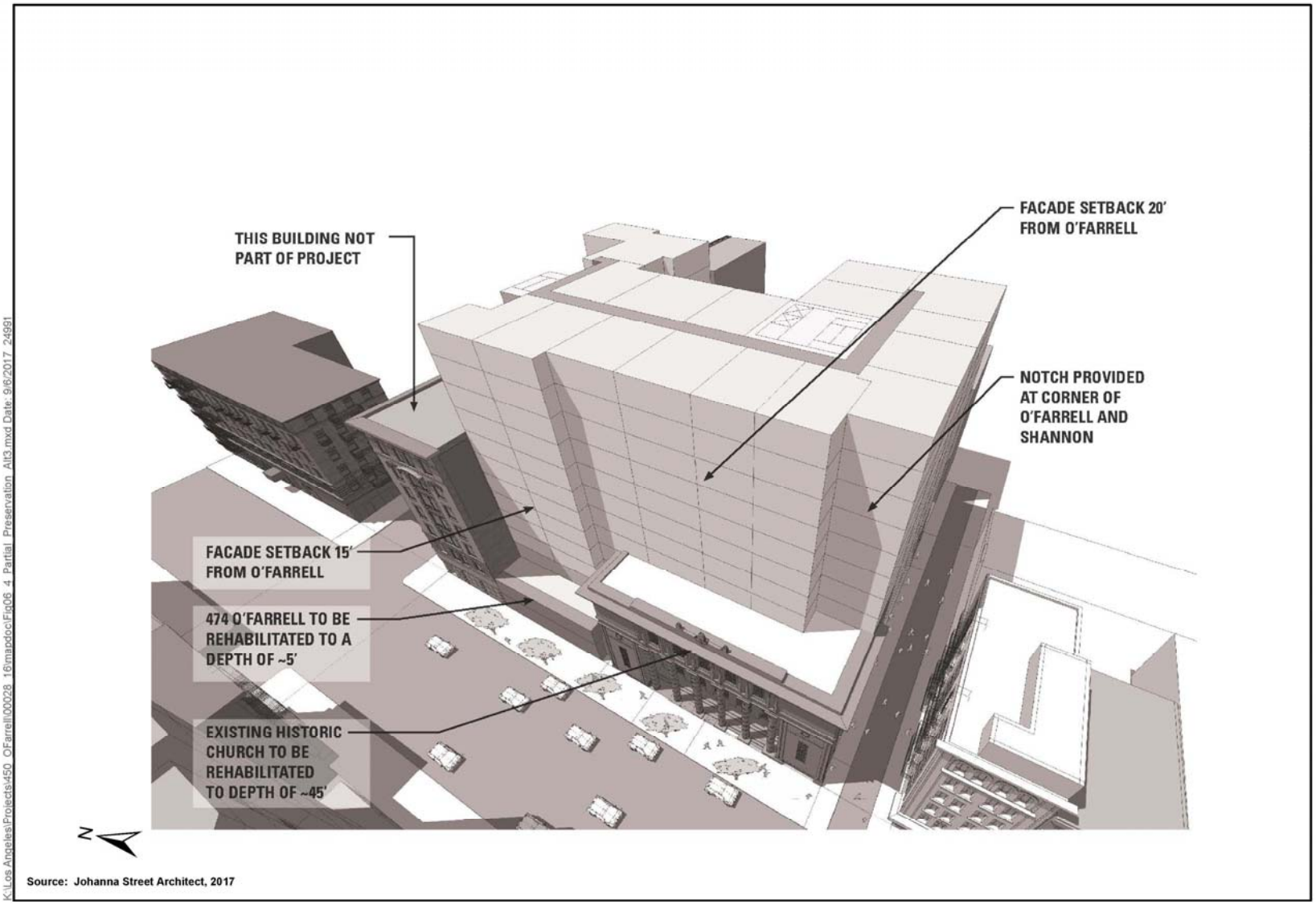

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Figure 6-4
Alternative 3 – Partial Preservation Alternative



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Figure 6-5
Alternative 3 Partial Preservation Alternative Ground Floor Plan

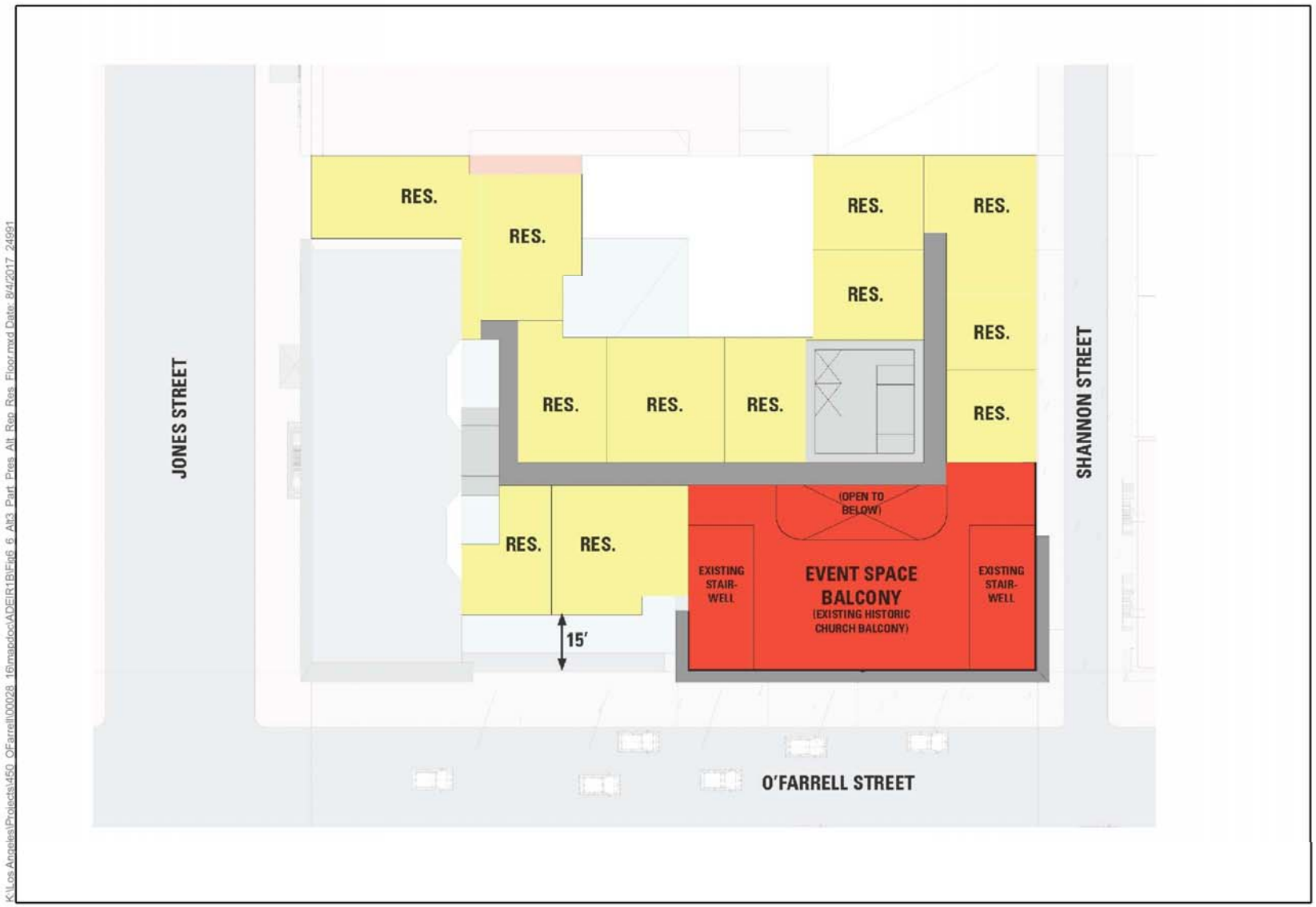

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Figure 6-6
Alternative 3 Partial Preservation Alternative Representational Residential Floor Plan

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) along 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. 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.

6.2.3.2 Impacts

Impacts on an Individual Historic Architectural Resource

Under the Partial Preservation Alternative, the existing individual historic architectural resource at 450 O'Farrell Street would be retained and rehabilitated up to 45 feet of depth from the O'Farrell Street property line. The project would retain some of the character-defining features of the exterior of the building including its symmetrical tri-partite façade, Tuscan columns, exterior vestibule with ornamental plaster ceiling and panels, cornice, akroterion, bronze doors, some of the windows, and part of the curving balcony. The Partial Preservation Alternative would remove the rear 67 feet of the existing church, including the following character-defining features: the windows, raised stage, clathri grillwork, stained glass, and oculus skylight. These features would be reinstalled in new locations wherever feasible. The new construction would demolish much of the two-story sanctuary space with sloped floor and curving balcony. This interior space is of equal importance to the exterior, and its substantial alteration would materially impair the historic resource. The new work would destroy materials that characterize the property, and although the new work would be differentiated from the old, it would not be compatible with the massing, size, and scale of the existing building under the Secretary's Standards (No. 9 and No. 10). Although the front of the building would appear unaltered, the size and height of the addition would visually overwhelm the retained portion of the building.

The Partial Preservation Alternative would result in a significant and unavoidable impact on the historic architectural resource at 450 O'Farrell Street, similar to the proposed project. Demolition or significant alteration would materially impair the historical resource under CEQA Guidelines Section 15064.5(b) for the reasons discussed above and constitute a significant impact. Similar to the proposed project, the identified mitigation measures, M-CR-1a, Documentation; M-CR-1b, Interpretation; and M-CR-1c, Salvage, which include documentation of the 450 O'Farrell Street building, a public interpretive display in the new church space, and retention of interior features of the church building at 450 O'Farrell Street, would not reduce this significant impact to less-than-significant levels under CEQA because the resource would no longer be able to convey its historical significance.

Similar to the proposed project, because the existing building at 450 O'Farrell Street is a historic architectural resource, the Partial Preservation Alternative could conflict with General Plan Policies 2.4 and 12.1 (preserve notable landmarks and areas of historic, architectural, or aesthetic value and promote the preservation of other buildings and features that provide continuity with past development). Therefore, the Partial Preservation Alternative would result in the same significant and unavoidable adverse impact as the proposed project.

Impacts on a Historic District

The Partial Preservation Alternative would retain 45 feet of depth of one contributor (450 O'Farrell Street), partially retain and rehabilitate one contributor (474 O'Farrell Street), and demolish one other contributor (532 Jones Street) to the UTNRHD. The proposed demolitions would destroy historic materials, features, and spatial relationships that characterize these properties as contributors to the historic district. However, the loss of these contributors to the UTNRHD is evaluated within the larger context of the district. The UTNRHD has a total of 407 extant contributing buildings and 68 non-contributors. With this ratio, the UTNRHD is a robust historic district. The loss of one contributing building and substantial alterations to two other contributing buildings would not prevent the UTNRHD from conveying its historical significance, and thus, this alternative would not result in a substantial adverse change to the UTNRHD.

Under the Partial Preservation Alternative, the proposed new construction would be compatible at the street level with the character of the UTNRHD, which does not include a front setback at the street-wall property line, consistent with other buildings in the district that span the width of their lots and create continuous street walls. Setbacks at the upper levels would not affect the district. Similar to the proposed project, the proposed new building would have a contemporary but compatible design that would reference the character-defining features of the surrounding district, including ground-floor storefront heights, tripartite façade composition, organization of the buildings into vertical masses, punched window openings, and material uses. The 13-story building and addition at 450 O'Farrell Street proposed under the Partial Preservation Alternative would be compatible with the UTNRHD in terms of size and scale, composition, and materials. The massing would be compatible in terms of lot occupancy, solid-to-void ratio, which refers to the relationship between the voids (*i.e.,* window and door openings) to the solids (*i.e.,* proportion of a building façade), and vertical articulation. The height would be 130 feet (13 stories), the maximum height the zoning allows. The13-story building and addition at 450 O'Farrell Street proposed under the Partial Preservation Alternative would be taller than the three- to seven-story buildings that are commonly found in the district. The additional height was included to address the housing goal of the project and is compatible with the UTNRHD. The building would conform to the Secretary's Standards. Therefore, similar to the proposed project, the Partial Preservation Alternative would result in a less-than-significant impact on the UTNRHD from the proposed demolition and partial retention of the district contributors.

Impacts on Adjacent Historic Resources

The project site is within 50 feet of seven contributing resources to the UTNRHD: 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. Similar to the proposed project, under the Partial Preservation Alternative these buildings could be susceptible to ground-borne vibration from demolition and construction activities on the project site, including from the use of heavy equipment near adjacent buildings, which could cause ground-borne vibration that

could materially impair the identified adjacent buildings. Typically, ground-borne vibration generated by construction activities attenuates rapidly with distance from the source. Mitigation measures CR-3a, Vibration Monitoring, and CR-3b, Construction Best Practices for Historic Architectural Resources, which were identified for the proposed project, would also be implemented under Alternative 3. With implementation of these mitigation measures, this impact would be less than significant, as with the proposed project. The overall impacts on adjacent historic architectural resources under the Full Preservation Alternative would be similar to the impacts under the proposed project.

The Partial Preservation Alternative would result in environmental impacts that would be similar to those of the proposed project but more than those of the Full Preservation Alternative, which would fully preserve the individual historic architectural resource, the Fifth Church of Christ, Scientist at 450 O'Farrell Street.

Impacts Identified in the Initial Study

The Partial Preservation Alternative would have the same impacts on other environmental topics as those identified in the Initial Study (Appendix A). As with the proposed project, those impacts would either be less than significant or less than significant with the mitigation measures that were identified for the proposed project. Similarly, the Partial Preservation Alternative would include below-grade parking and therefore have the same potential to affect archeological resources, human remains, and tribal cultural resources during ground-disturbing activities. These impacts would be mitigated to less than significant with implementation of mitigation measures M-CP-2 and M-CP-3, as identified for the proposed project. The Initial Study also identified significant impacts resulting from diesel particulate matter emissions in areas that would be affected by air pollution during construction and from the proposed diesel emergency backup generator. The Partial Preservation Alternative would require similar construction equipment and, at 13 stories, a diesel emergency backup generator. These significant impacts would be mitigated to less-than-significant levels with implementation of mitigation measures M-AQ-2 and M-AQ-4, which were identified for the proposed project.

6.2.3.3 Ability to Meet Project Objectives

The Partial Preservation Alternative would meet most of the objectives of the project, except for the objective to provide a new, inviting Christian Science Reading Room in a storefront setting that would be readily accessible to the public or a modern, light-filled sanctuary, Sunday School, and Children's Room. Because of the reduced space allocated for retail under the Partial Preservation Alternative, this alternative would only partially meet the project sponsors' objective to create a vibrant, interactive ground plane for the public in the area surrounding the project and the neighborhood.

The Partial Preservation Alternative would retain a more substantial portion of the historic church than the proposed project and part of an additional district contributor; however, the demolition and partial retention of the individual historic architectural resource (*i.e.*, the building at 450 O'Farrell Street) would constitute material impairment under CEQA and would be a significant and unavoidable impact on an individual resource. The Partial Preservation Alternative would not be able to take advantage of any incentives, including, but not limited to, federal tax credits and the *Mills Act*, to fund aspects of the preservation of the historic church building at 450 O'Farrell Street and the building at 474 O'Farrell Street and offset the cost of rehabilitation work.

Overall, the Partial Preservation Alternative would develop a mixed-use project, create new housing units, implement high-density zoning, and create new retail but not to the same degree as the proposed project. One objective of the project is to increase the amount of housing in San Francisco. The Partial Preservation Alternative is consistent with this objective because it would create 162 new dwelling units. However, because the Partial Preservation Alternative would construct 14 fewer dwelling units than the proposed project, it would not achieve this objective to the same extent as the proposed project. Furthermore, the proposed project would dedicate 6,200 square feet to retail, whereas the Partial Preservation Alternative would dedicate only 4,638 square feet.

6.3 Environmentally Superior Alternative

CEQA Guidelines Section 15126.6(e)(2) requires identification of an environmentally superior alternative if the proposed project has significant impacts that cannot be mitigated to a less-than-significant level. The environmentally superior alternative is the alternative that best avoids or lessens any significant and unavoidable effects of the proposed project, even if the alternative would impede, to some degree, the attainment of some of the project objectives. The No-Project Alternative is considered the overall environmentally superior alternative because implementation of the proposed project would not occur with the No-Project Alternative and, therefore, would not result in significant impacts related to historic architectural resources.

If the No-Project Alternative is environmentally superior, CEQA requires selection of the "environmentally superior alternative other than the No-Project Alternative" from among the other alternatives evaluated. Alternative 2 (the Full Preservation Alternative), is the environmentally superior alternative and would result in the fewest significant impacts related to historic architectural resources. The Full Preservation Alternative would demolish two contributors to the UTNRHD, but the individually eligible resource that also contributes to the UTNRHD (450 O'Farrell Street) would be preserved and rehabilitated in such a way as not to impair its historic integrity and ability to convey its historic significance. The Full Preservation Alternative would not result in any significant and unavoidable environmental impacts.

6.4 Alternatives Considered But Rejected

Pursuant to CEQA Guidelines Section 15126.6(c), an EIR should "identify any alternatives that were considered by the lead agency but rejected as infeasible during the scoping process and briefly explain the reasons underlying the lead agency's determination." The screening process for identifying viable EIR alternatives included consideration of the following criteria:

- Ability to meet the project objectives,
- Ability to substantially lessen or avoid significant environmental effects associated with the proposed project, and
- Feasibility.

The discussion below describes the alternatives considered and provides the reasons for their elimination from detailed consideration in the EIR.

- **Alternative Considered but Rejected No. 1**

  This alternative (Alternative Considered but Rejected No. 1) included only the parcel at 450 O'Farrell Street. This alternative would have demolished the existing building on the project site, including the existing church. A new 130' foot tall building would have been constructed. The

building would have consisted of 180,600 square feet. This alternative included 149 residential units (totaling 151,000 square feet), 3,500 square feet of retail, and a new 8,100 square foot church. This alternative also included 75 parking spaces and 15 bicycle spaces (18,000 square feet). 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.

- **Alternative Considered but Rejected No. 2**

  This alternative (Alternative Considered but Rejected No. 2) would include and combine the parcels at 450 O'Farrell Street and 474–480 O'Farrell Street only. The parcel at 530 Jones Street would remain unchanged. This alternative would include construction of a new church space, 170 new residential units, new open space, new retail space, and parking spaces. This alternative would demolish the Fifth Church of Christ, Scientist at 450 O'Farrell Street and the building at 474 O'Farrell Street. The new construction would be 130 feet tall and L-shaped, with an interior courtyard. It would meet all of the project sponsors' objectives. The project would be 120 feet tall at the street-wall property line. The street level along O'Farrell Street would feature a new church, retail space, and a lobby for the residential units above. The parcel at 530 Jones Street would remain unchanged. 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.

- **Alternative Considered but Rejected No. 3**

  This alternative (Alternative Considered but Rejected No. 3) was similar to the actual Full Preservation Alternative. It would have preserved and rehabilitated the Fifth Church of Christ, Scientist at 450 O'Farrell Street (retaining all of the character-defining features) and demolished the buildings at 474 O'Farrell Street and 532 Jones Street. The new construction would include two new structures, a new nine-story structure, extending from Jones Street to Shannon Street, and a new nine-story structure at 474 O'Farrell Street. This alternative did not, however, include a housing addition within the church at 450 O'Farrell, and the new construction did not take advantage of maximum height limits. The 70 housing units included under this alternative were not enough to meet the project sponsors' housing objectives. This alternative was rejected in favor of an alternative with a greater number of housing units.

Chapter 7
Report Preparers

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Appendix A
Notice of Preparation and Initial Study

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NOTICE OF PREPARATION OF AN ENVIRONMENTAL IMPACT REPORT

Date:	February 22, 2017
Case No.:	**2013.1535ENV**
Project Title:	**450-474 O'Farrell Street/532 Jones Street**
Zoning:	RC-4 (Residential-Commercial, High Density) North of Market Residential Special Use District (SUD) #1 80-T-130-T Height and Bulk District
Block/Lot:	0317/007, 009, and 011
Lot Size:	22,106 square feet
Project Sponsor:	Bruce Fairty – 450 O'Farrell Partners, LLC (650) 477-8115
Lead Agency:	San Francisco Planning Department
Staff Contact:	Jenny Delumo – (415) 575-9146 jenny.delumo@sfgov.org

PROJECT DESCRIPTION

The project site is located on a block bounded by Geary Boulevard 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. The project site is located within San Francisco's Downtown/Civic Center neighborhood. The project site is currently occupied by the three-story (50 feet tall), 26,904 square foot (sf) Fifth Church of Christ Scientist with a 1,400 sf parking lot with four parking spaces at 450 O'Farrell Street; a one-story (30 feet tall), 4,415 sf vacant retail building at 474 O'Farrell Street; and a one-story (30 feet tall) with basement 1,012 sf restaurant and residential building with five units at 532 Jones Street. The existing vacant retail building was constructed in 1913, the existing church was constructed in 1923, and the existing restaurant and residential building was constructed in 1950. All of these buildings were identified as contributing resources to the Uptown Tenderloin Historic District, which is listed on the National Register of Historic Places (NRHP).

The proposed project would involve demolition of the existing Fifth Church of Christ Scientist building, the vacant retail building along O'Farrell Street, and the restaurant building along Jones Street, and the merging of three lots. The church façade would be retained including several columns forming a colonnade entrance. 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/retail space on the ground floor and a replacement church (proposed religious institution) incorporated into the ground and two upper levels. The project would construct a total of approximately 237,353 sf of development

including up to 187,640 sf of residential use, 6,200 sf of restaurant and/or retail (restaurant/retail) use,[1] 13,595 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), and 21,070 sf of below-grade parking in one building. The same church would continue to operate on the project site after project completion. Of the 176 units, five of the proposed units would be below-market-rate (BMR) units to replace the existing units in the 532 Jones Street building. 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 parking garage with access from Shannon Street would provide 41 off-street vehicle parking spaces for building tenants and religious institution use and 125 Class 1 (bicycle locker or space in a secure room) kept on the basement and first levels. The project would also provide 21 Class 2 (publicly accessible bicycle rack) bicycle parking spaces, 16 on O'Farrell Street and five on Jones Street. The project would incorporate common open space in three areas: on level one in a portion of the open area behind the church façade within the colonnade, on level three in an interior courtyard, and above level 13 in a roof deck. The religious institution and residential building entrances would be located along O'Farrell Street.

The proposed project would entail excavation to a depth of approximately 16 feet below grade (approximately 8,900 cubic yards of excavation) to accommodate the underground parking level for vehicles and bicycles.

FINDING

This project may have a significant effect on the environment and an Environmental Impact Report (EIR) is required. This determination is based upon the criteria of the State California Environmental Quality Act (CEQA) Guidelines, Sections 15063 (Initial Study), 15064 (Determining Significant Effect), and 15065 (Mandatory Findings of Significance), and for the reasons documented in the Environmental Evaluation (Initial Study) for the project, which is attached. The purpose of the EIR will be to provide information about potential significant physical environmental impacts of the proposed project and variant, identify possible ways to minimize the potentially significant impacts, and describe and analyze possible alternatives to the proposed project and variant. Publication of a Notice of Preparation, Initial Study or EIR does not indicate a decision by the City to approve or disapprove a proposed project. However, before making any such decision, the decision makers must review and consider the EIR.

ALTERNATIVES

Alternatives to be considered for this project will include, but not be limited to, the No Project Alternative and one or more alternatives that preserve all or most of the historic resources at 450-474 O'Farrell Street/532 Jones Street. This determination is based upon the criteria of the State CEQA Guidelines, Section 15126.6 (Consideration and Discussion of Alternatives to the Proposed Project).

PUBLIC SCOPING PROCESS

Written comments concerning the scope of the EIR will be accepted until 5:00 p.m. on March 24, 2017. Written comments should be sent to Lisa M. Gibson, San Francisco Planning Department, 1650 Mission Street, Suite 400, San Francisco, CA 94103.

[1] The project sponsor proposes to develop a mix of restaurant and retail uses. The exact mix is unknown at this time; the analysis assumes restaurant uses as the restaurant uses generate a greater number of trips, with greater effect on the environment.

If you work for a responsible State agency, we need to know the views of your agency regarding the scope and content of the environmental information that is germane to your agency's statutory responsibilities in connection with the proposed project. Your agency may need to use the EIR when considering a permit or other approval for this project. Please include the name of a contact person in your agency.

Members of the public are not required to provide personal identifying information when they communicate with the Planning Commission or the Planning Department. All written or oral communications, including submitted personal contact information, may be made available to the public for inspection and copying upon request and may appear on the Department's website or in other public documents.

February 22, 2017
Date

Lisa M. Gibson
Acting Environmental Review Officer

INITIAL STUDY

450-474 O'Farrell Street/532 Jones Street
Project Planning Department Case No. 2013.1535ENV

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INITIAL STUDY

450-474 O'Farrell Street/532 Jones Street
Project Planning Department Case No. 2013.1535ENV

A. PROJECT DESCRIPTION

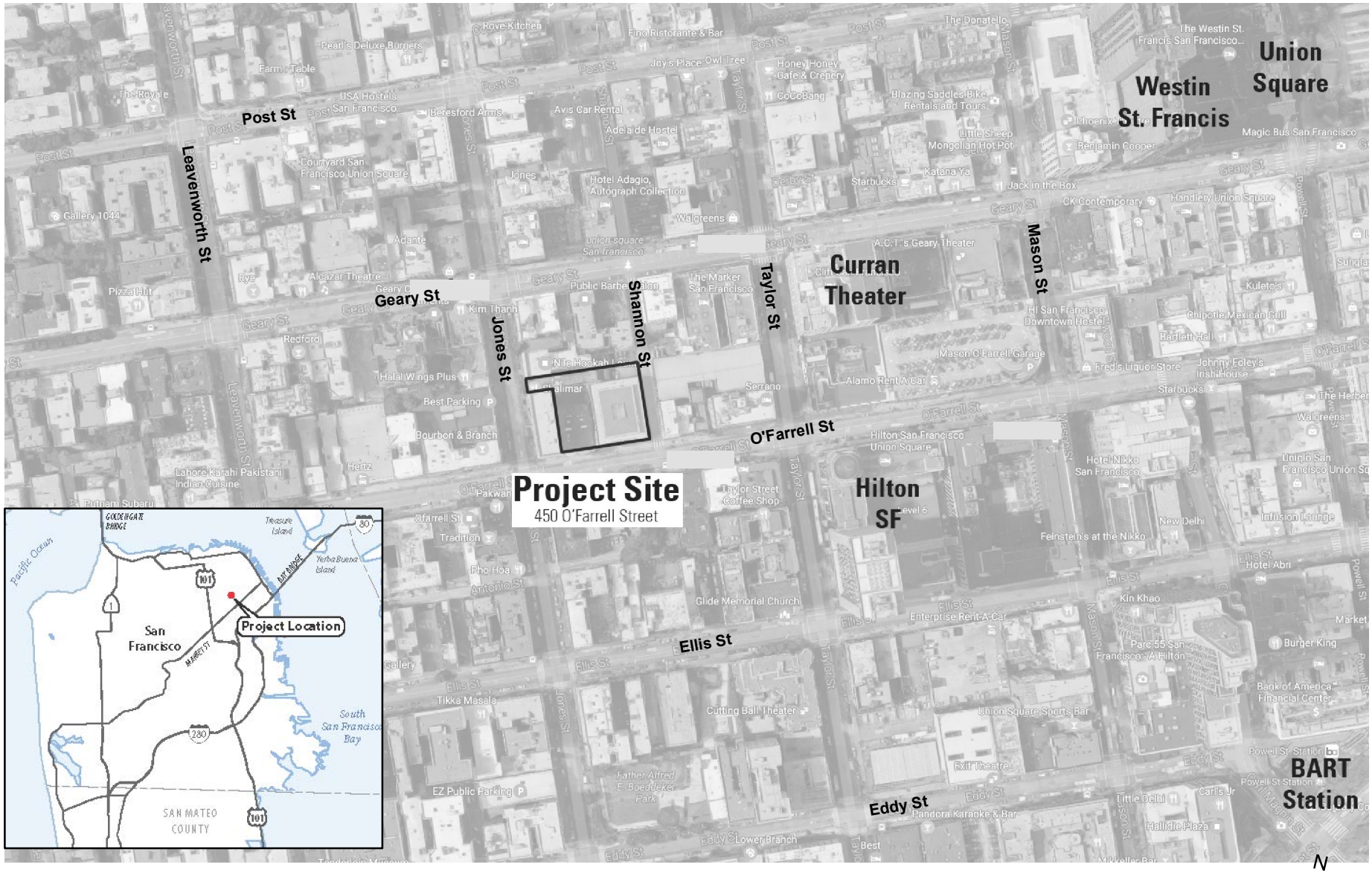
The proposed project is located at 450-474 O'Farrell Street/532 Jones Street and would involve demolition of the existing Fifth Church of Christ Scientist, the vacant retail building along O'Farrell Street, and the restaurant and residential building with five units along Jones Street, and the merging of three lots. 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 with restaurant/retail space and a replacement church (proposed religious institution) incorporated into the ground and two upper levels. The proposed project would retain the church façade. The project would construct a total of approximately 237,353 square feet (sf) of development including up to 187,640 sf of residential use, 6,200 sf of restaurant/retail use, 13,595 sf of religious institution use, 8,398 square feet of open space (288 sf of private open space and 8,110 of common open space), and 21,070 sf of below-grade parking in one building.

Project Location and Site Characteristics

The approximately 22,106 sf (0.5-acre) project site is located on a block bounded by Geary Boulevard 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, parallel to Jones and Taylor Streets. The site slopes down gently to the southeast such that access to the Jones Street frontage is one floor above the O'Farrell Street frontage. The project site consists of three parcels: Assessor's block/lot 0317/007, 0317/009, and 0317/011. The project site is within the Downtown/Civic Center neighborhood and three blocks west of Union Square (see Figure 1). The project site is located in the RC-4 (Residential-Commercial, High Density) Zoning District; North of Market Residential Special Use District (North of Market SUD) No. 1; the 80-T-130-T Height and Bulk District; and within the Uptown Tenderloin National Register Historic District, which is listed on the National Register of Historic Places (NRHP).

The project site is currently occupied by the three-story (50 feet tall), 26,904 sf Fifth Church of Christ Scientist building with a rear 1,400 sf parking lot containing four parking spaces at 450 O'Farrell Street; a one-story (30 feet tall), 4,415-sf vacant retail building at 474 O'Farrell Street; and a one-story (30 feet tall) with basement 1,012-sf restaurant and residential building with five units at 532 Jones Street. The existing units are currently rented to employees of the Shalimar restaurant located on the ground floor of the 532 Jones Street building. The existing retail building was constructed in 1913, the existing church was constructed in 1923, and the existing restaurant and residential building was constructed in 1950. All of these buildings are identified as contributing resources to the Uptown Tenderloin National Register Historic District, which was listed on the NRHP in 2009. The building at 450 O'Farrell Street appears eligible for individual listing in the California Register of Historical Resources (CRHR) under Criterion 3 (Architecture).

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 has a 153-foot, 6-inch frontage along O'Farrell Street; a 137-foot, 6-inch frontage along Shannon Street; a 25-foot-long frontage along Jones Street; and a 193-foot, 6-inch frontage abutting a seven-story (90-foot-tall) mixed-use building to the north. There is one street tree in front of the existing restaurant and residential building along Jones Street; there are no existing trees on O'Farrell Street or Shannon Street. The site is completely impervious (paved).



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Source: Kwan Henmi, 2015
Base map: Image: Google Inc. 2015. Google Earth Pro, Version 7.1. Mountain View, CA.

450 O'Farrell Street
Case No. 2013.1535ENV

Figure 1
Project Location

Project Characteristics

The project would include construction of a single 13-story, 130-foot-tall (with an additional 20 feet for the elevator penthouse) building. The project would construct a total of approximately 237,353 sf of development, including up to 187,640 sf of residential use (up to 176 dwelling units), 6,200 sf of restaurant/retail use, 13,595 sf for the religious institution use, and 21,070 sf of below-grade parking. The project would also include 8,398 sf of open space (288 sf of private open space, 8,110 sf of common open space). The religious institution and some of the restaurant/retail would be accessible from O'Farrell Street; a second restaurant/retail use would be accessible from Jones Street. The religious institution space would replace the church currently on the project site, and would be smaller than the existing facility. A single basement level beneath the building with access from Shannon Street would provide for 41 off-street vehicle parking spaces for building tenants and religious institution use and 125 Class 1 (bicycle locker or space in a secure room) kept on the basement and first levels. The project would also provide 21 Class 2 (publicly accessible bicycle rack) bicycle parking spaces, 16 on O'Farrell Street and five on Jones Street. The 176 dwelling units would be made up of 22 studios, 95 one-bedroom units, 55 two-bedroom units, and 4 three-bedroom units (see Table 1, below). The project would incorporate common open space in three areas: on level one in the open area behind the church façade within the colonnade, on level three in an interior courtyard, and above level 13 in a roof deck. The religious institution would have 200 seats on the ground floor and other uses on two upper levels. The new religious institution entrance and a reading room would be located along O'Farrell Street, while restaurant/retail spaces would be accessed from O'Farrell and Jones Streets. The leasing office and amenity space would be accessible from the O'Farrell Street entrance (see Table 1 and Figures 2 through 13, pp. 5 through 16).

The proposed building would be a concrete frame building constructed using conventional spread footings or concrete piers as foundations. The existing church façade would be retained along O'Farrell Street with a small return on Shannon Street. Along the primary façades on O'Farrell Street and Shannon Street, the proposed design would differentiate the restaurant/retail uses from the residential uses above (see Figures 14 through 16, pp. 17 through 19).

New construction in San Francisco must meet all applicable California codes, provide on-site facilities for recycling and composting, and meet the City's *Green Building Code* requirements tied to the LEED and GreenPoint Rated green building rating systems. In accordance with these regulations, the proposed building would be GreenPoint Rated.

Parking, Loading, and Bicycle Facilities

The project site currently contains four off-street parking spaces accessed from a 12-foot-wide curb cut along Shannon Street. The proposed project would retain the existing curb cut on Shannon Street in order to access to the garage entry ramp leading to the proposed below-grade garage. The proposed project would be required to provide one off-street loading space for the residential use; however, as the project does not propose any off-street loading spaces, a modification through the Planned Unit Development (PUD) process would be sought. The proposed project would convert one of the three existing general on-street metered parking spaces on O'Farrell Street adjacent to the project site to a metered commercial loading space, and would request from the San Francisco Municipal Transportation Agency (SFMTA) that the hours of operation of the existing two-vehicle passenger loading/unloading zone adjacent to the project site be revised from only during church service to all-day passenger loading/unloading, with an exception during the tow-away peak periods. The conversion of one general on-street metered parking space to a metered commercial loading space, and extension of the hours of operation of the passenger loading/unloading zone would require approval at a public hearing of the SFMTA.

TABLE 1: PROJECT CHARACTERISTICS

Proposed Use	Description	Gross Building Area (square feet)
Residential	176 units total	187,640
Restaurant/retail	Ground floor	6,200
Lobby	Ground Floor	1,620*
Leasing Office/Amenity	Ground Floor	2,405*
Religious Institution	Ground Floor, Level 2 and Level 3	13,595
Vehicle Parking[a,b]	41 vehicle spaces in below-grade garage	21,070
Bicycle Parking	125 Class 1 spaces in below-grade garage and Level 1; 21 Class 2 spaces on street frontages	
TOTAL	—	228,505
Common Open Space	Level 1 and 3 and rooftop of site	8,110
Project Component	**Number**	
Dwelling Units	176	
Studios	22	
One-bedroom units	95	
Two-bedroom units	55	
Three-bedroom units	4	
Height of Building	130 feet[c]	
Number of Stories	13 stories	

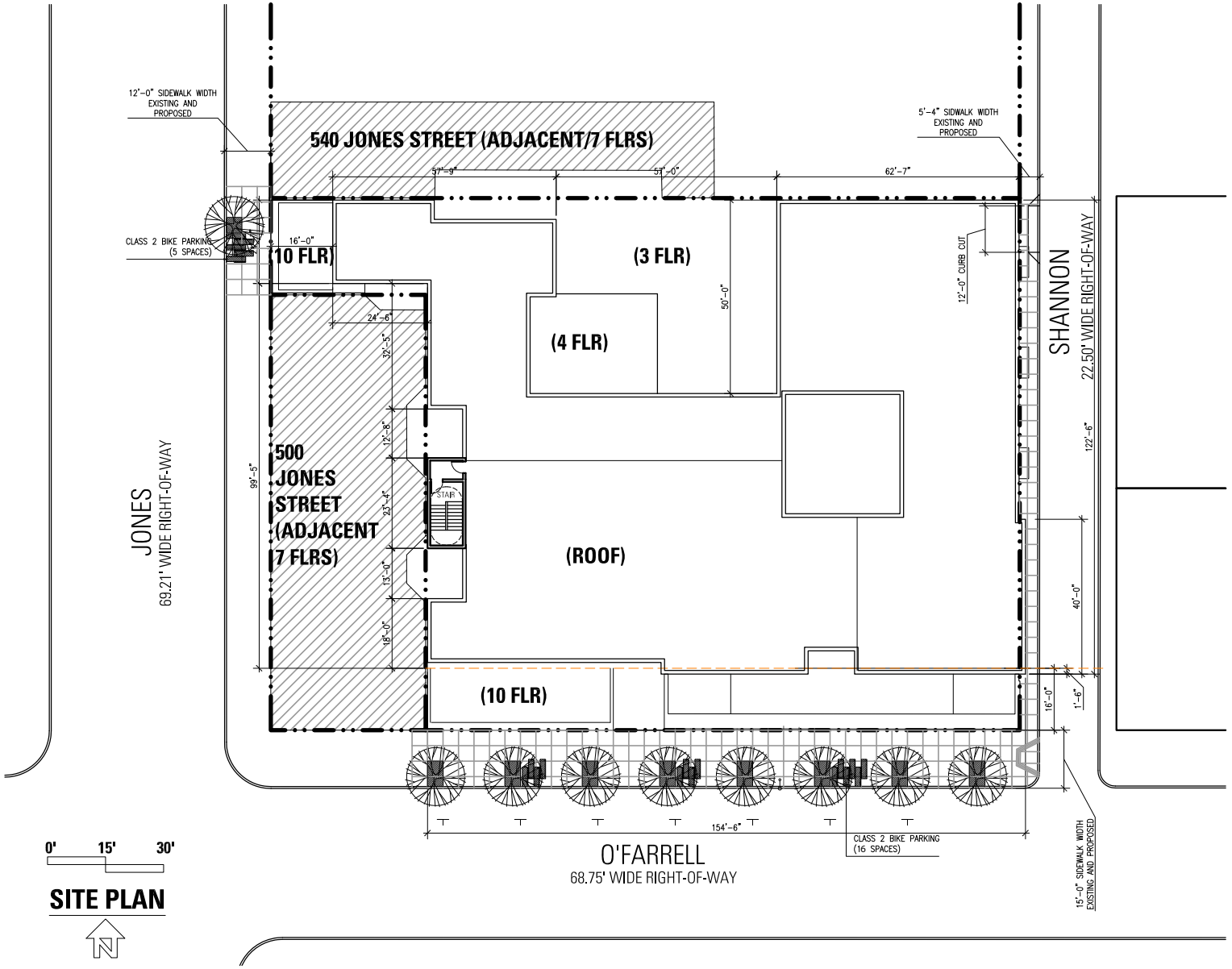
*Lobby and leasing office/amenity are included within the residential total.

[a] Includes ramp to garage.

[b] Includes two ADA-accessible and one car share space.

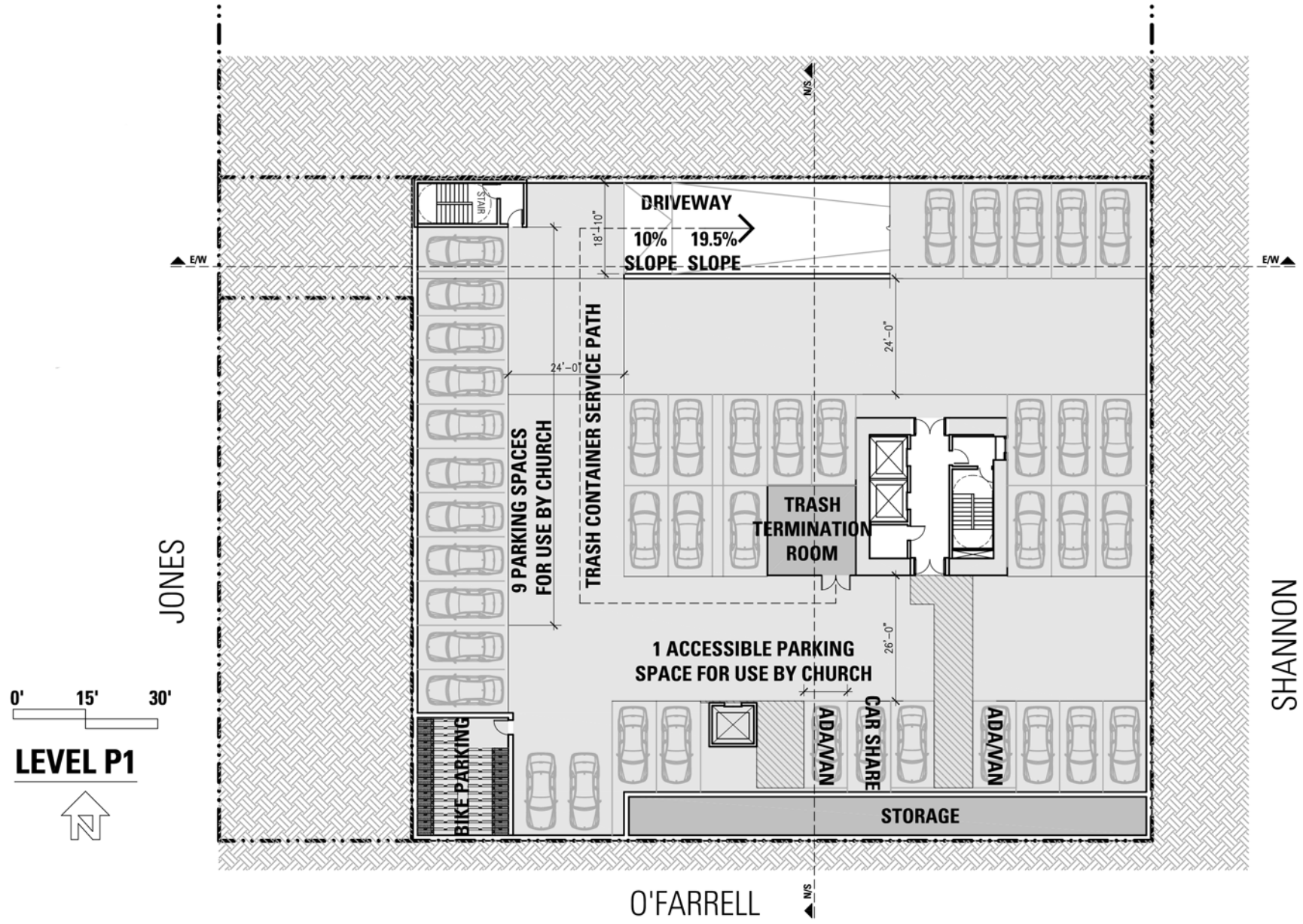
[c] Rooftop equipment above 130 feet includes an elevator overrun up to 20 feet above the top of roof, and the stair penthouses and mechanical screening up to 12 feet above the top of roof.

Source: Kwan Henmi, August 15, 2015 (revised October 10, 2016).



Source: Kwan Henmi, 2016

Figure 2
Site Plan



Source: Kwan Henmi, 2016

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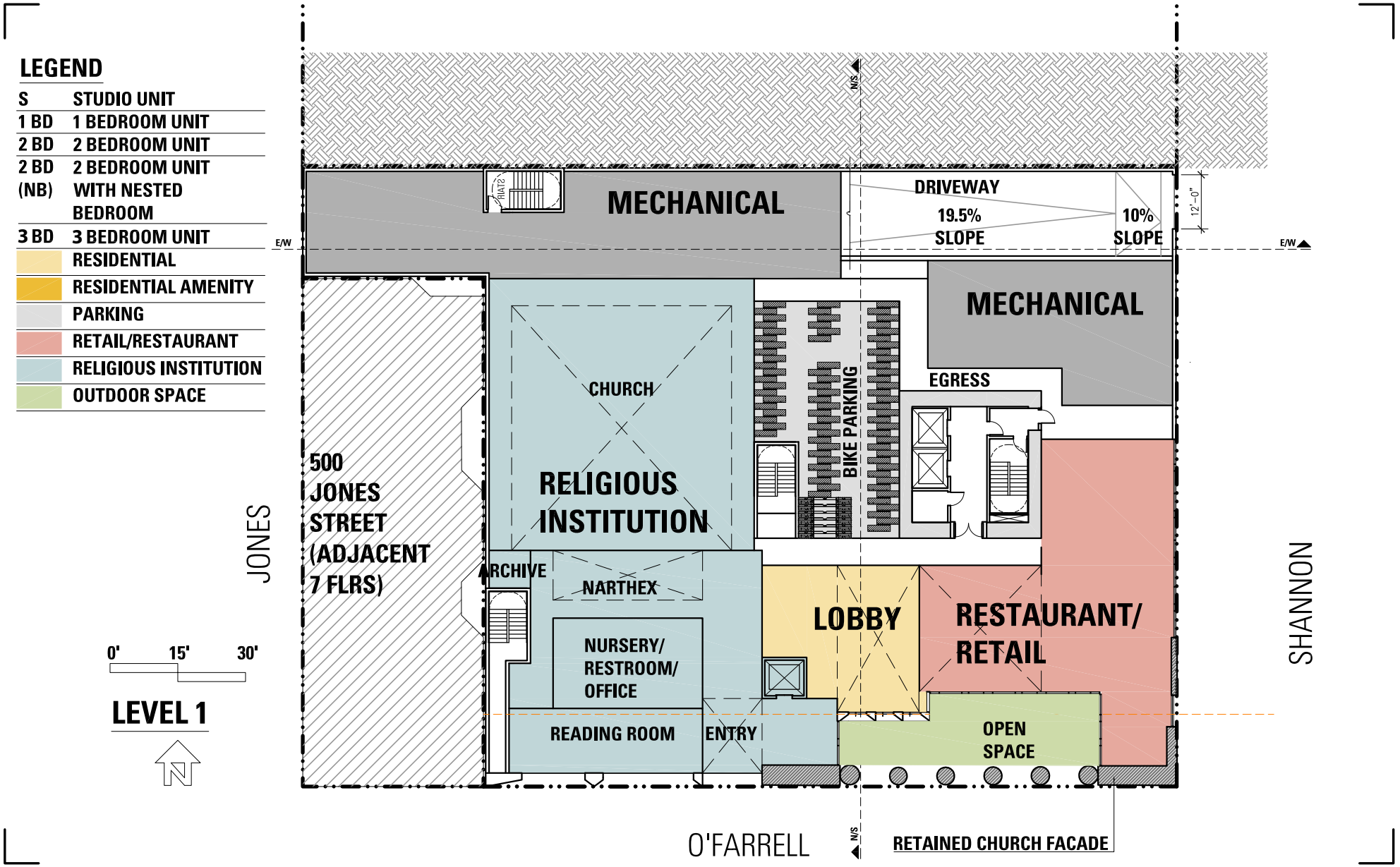
Figure 3
Parking Level Plan (Basement)



Source: Kwan Henmi, 2016

450 O'Farrell Street
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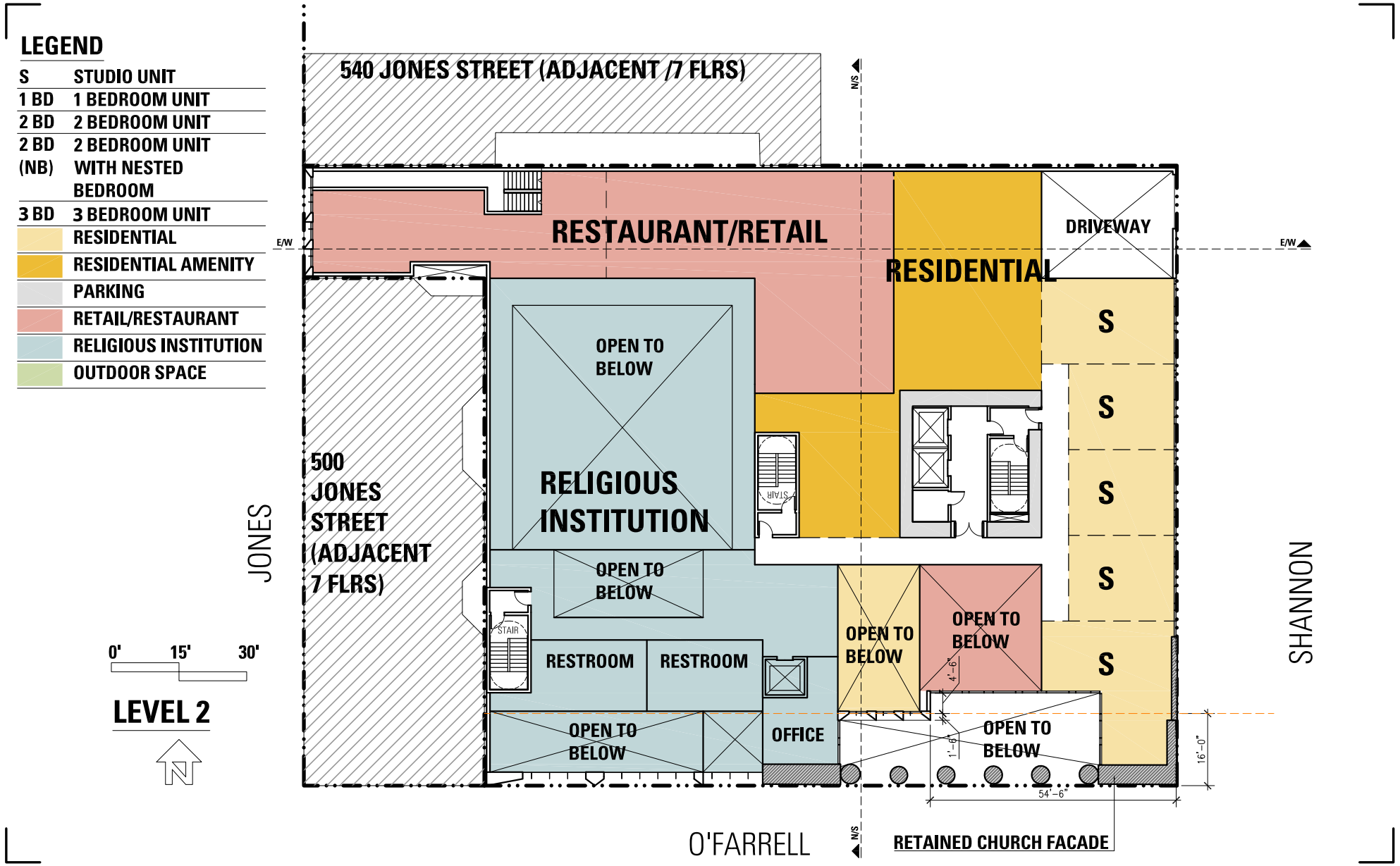
Figure 4
Level 1 Ground Floor Plan



Source: Kwan Henmi, 2016

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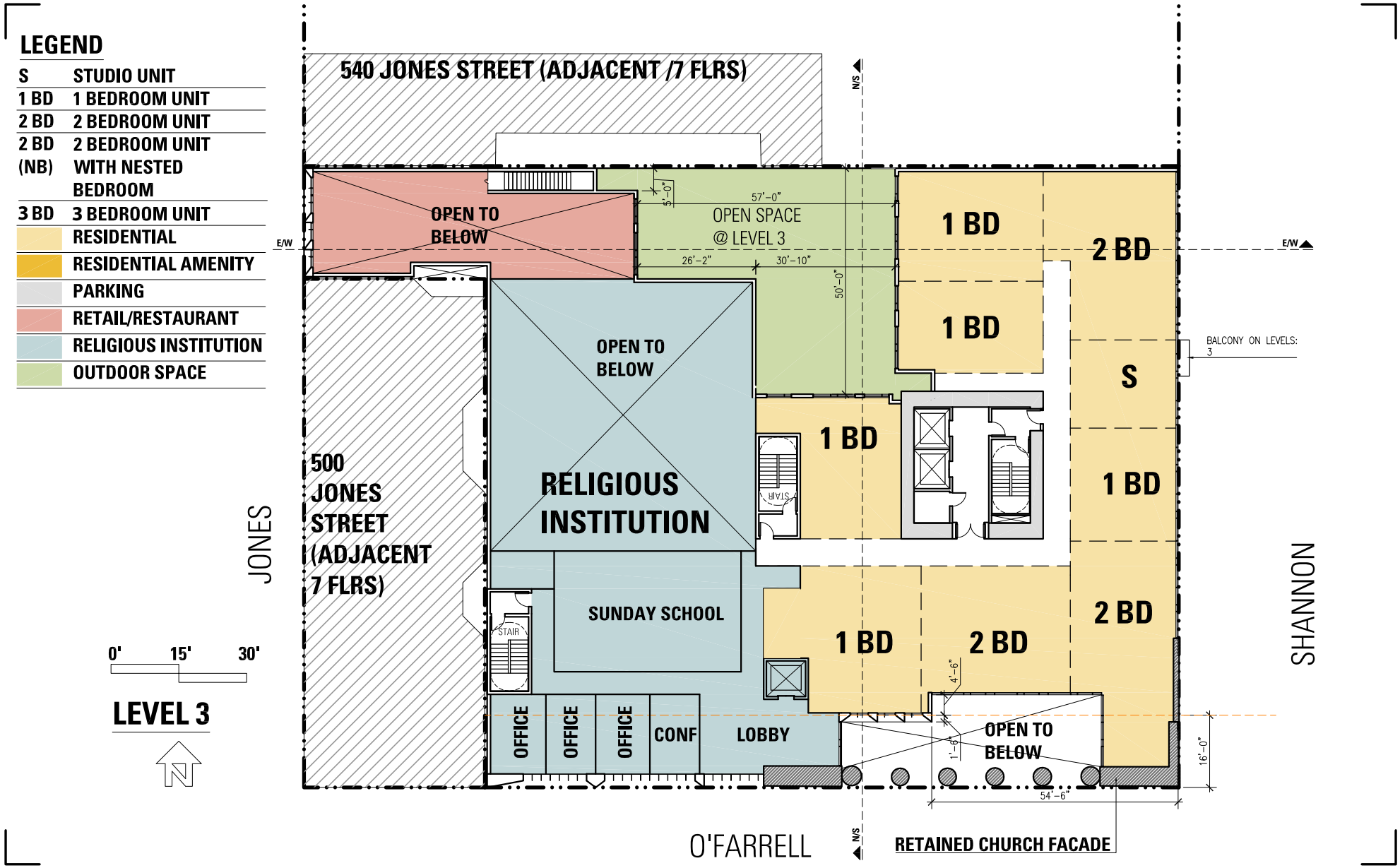
Figure 5
Level 2 Second Floor Plan



Source: Kwan Henmi, 2016

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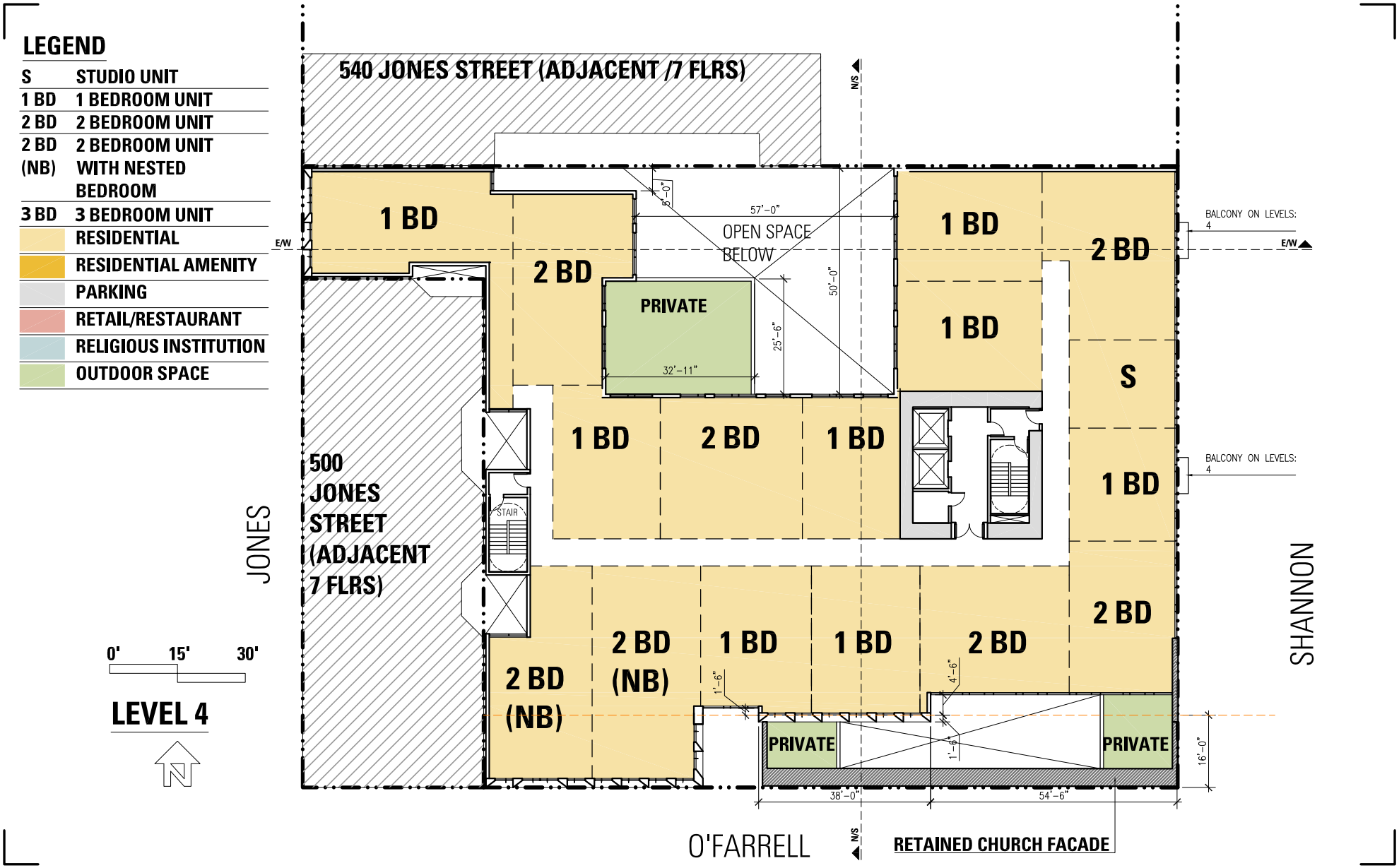
Figure 6
Level 3 Third Floor Plan



Source: Kwan Henmi, 2016

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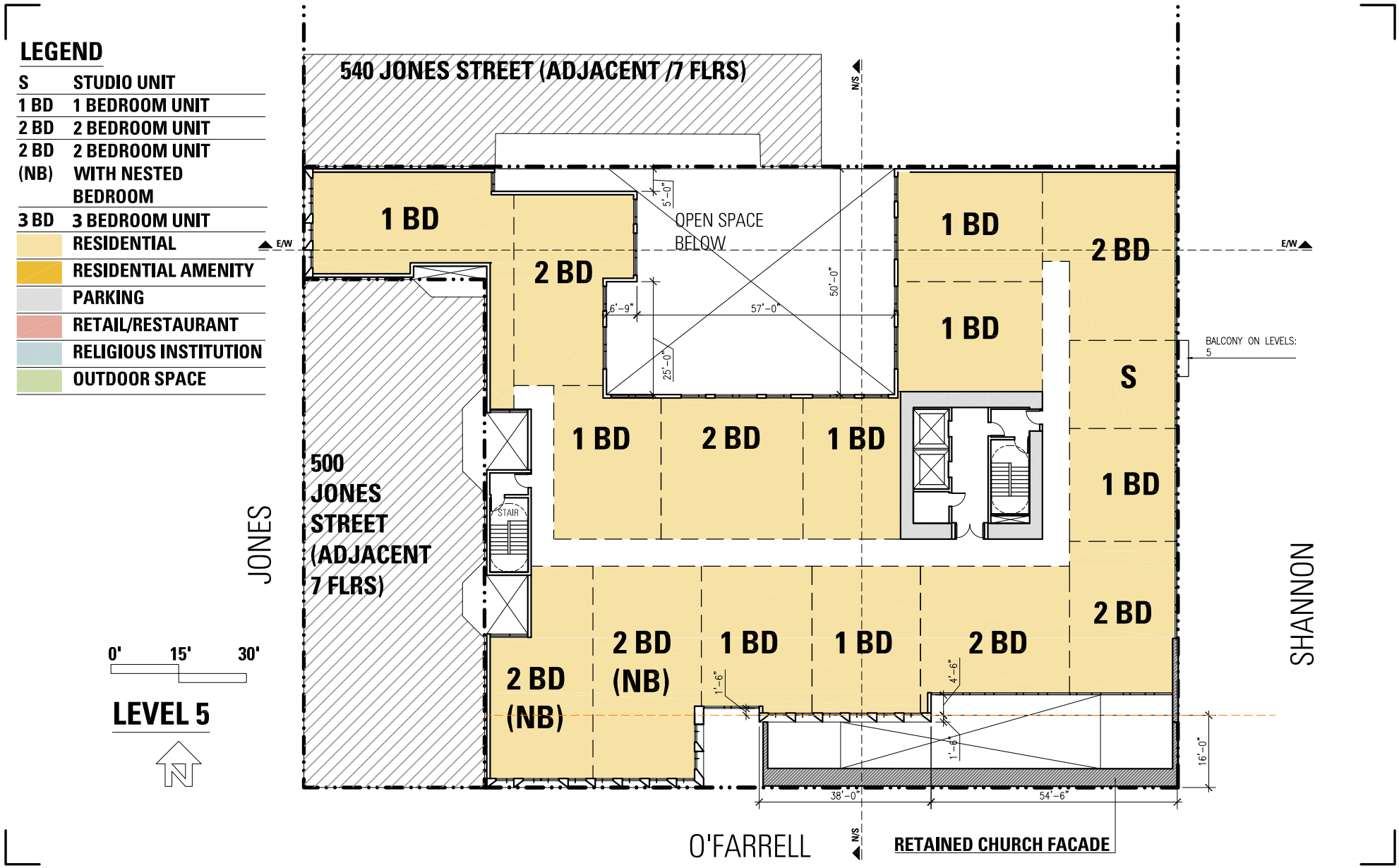
Figure 7
Level 4 Fourth Floor Plan



Source: Kwan Henmi, 2016

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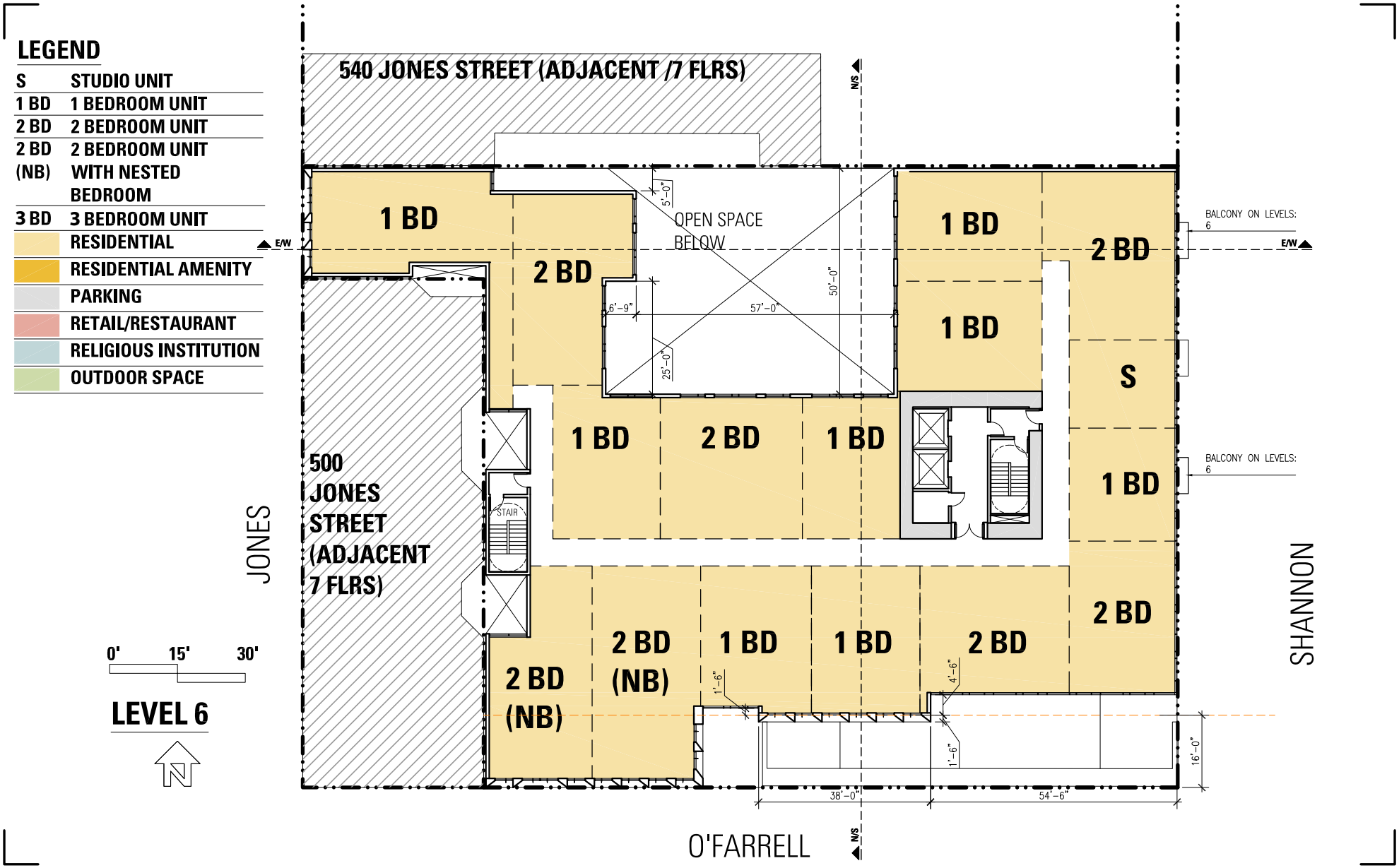
Figure 8
Level 5 Fifth Floor Plan



Source: Kwan Henmi, 2016

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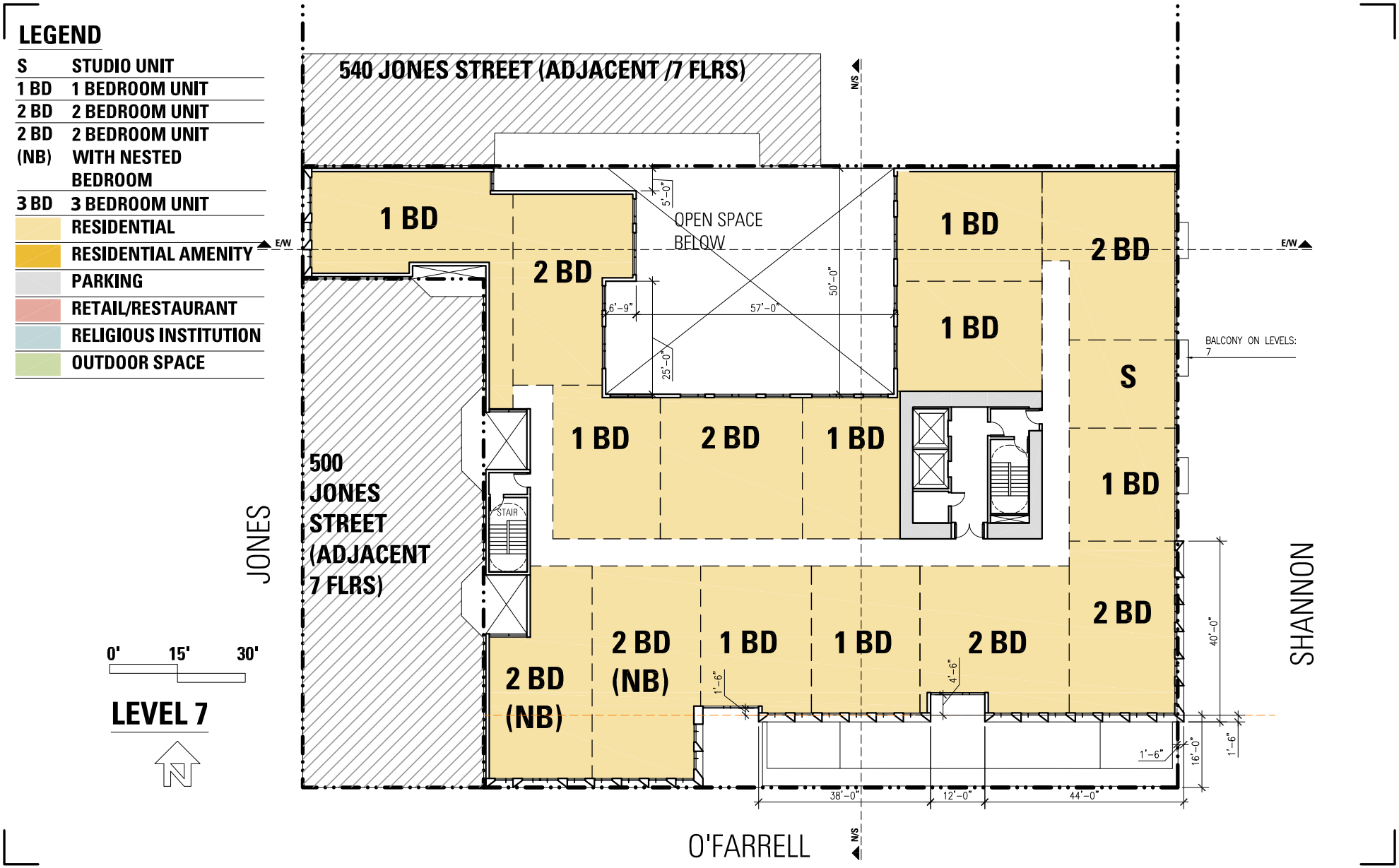
Figure 9
Level 6 Sixth Floor Plan



Source: Kwan Henmi, 2016

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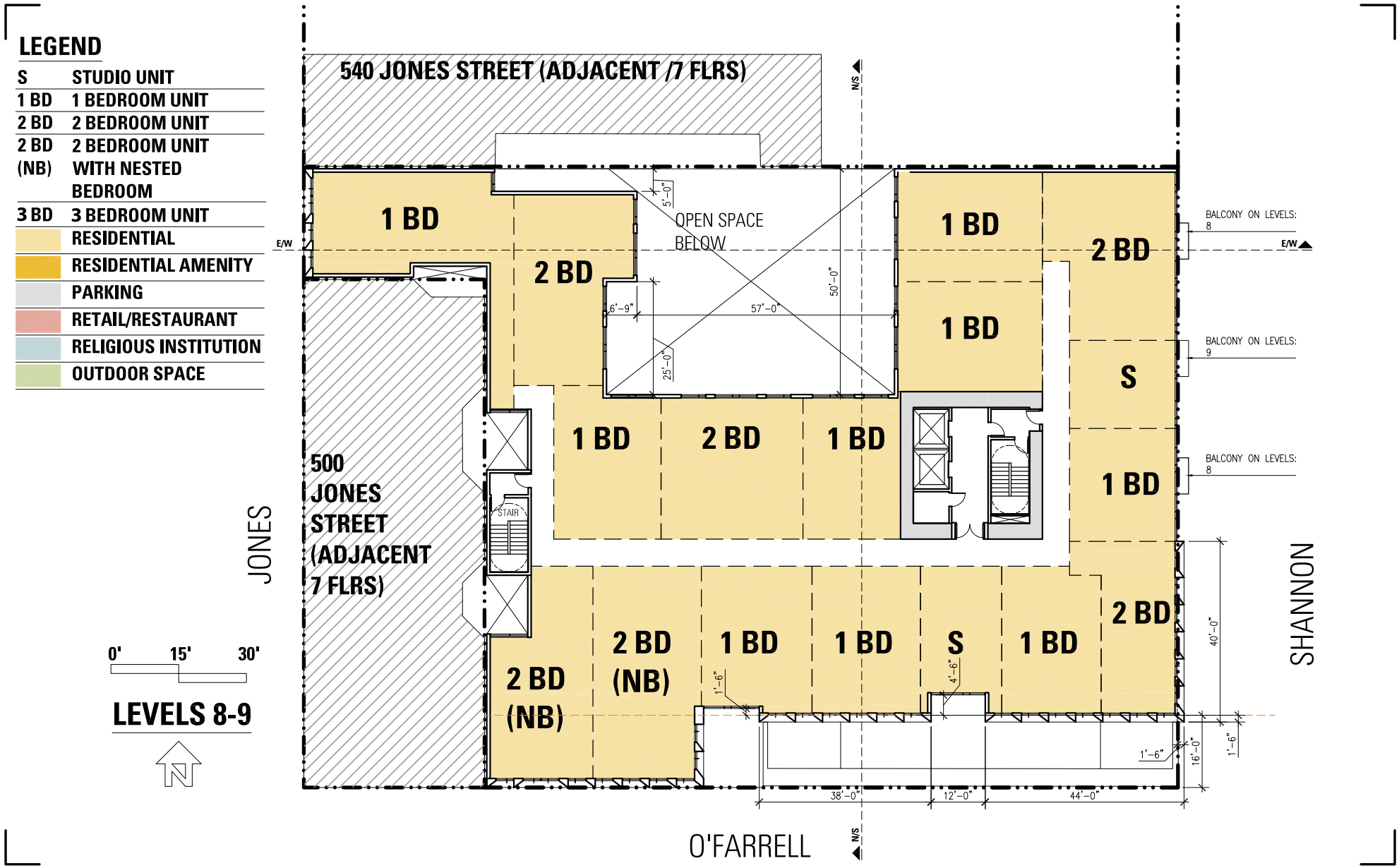
Figure 10
Level 7 Seventh Floor Plan



Source: Kwan Henmi, 2016

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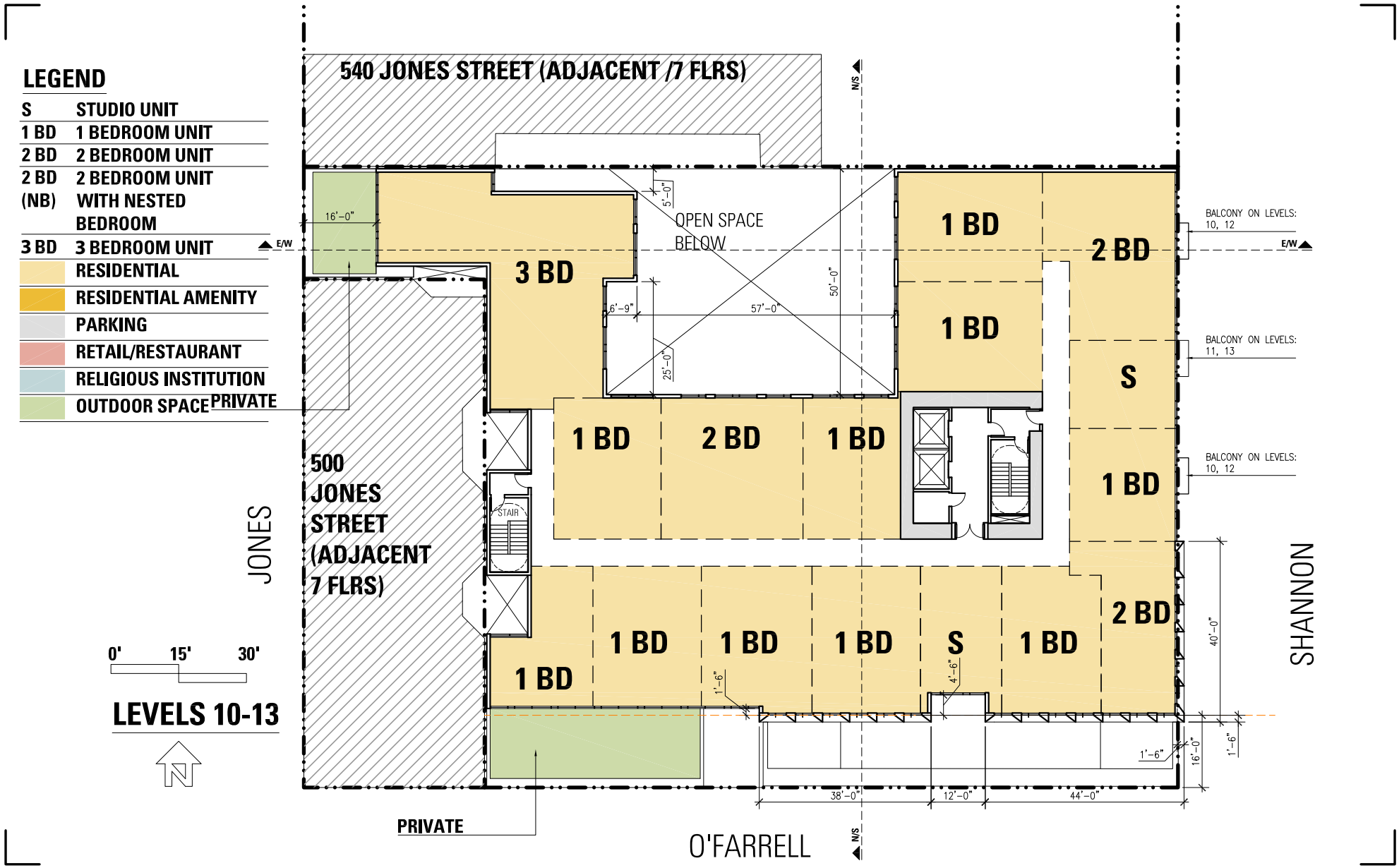
Figure 11
Typical Floor Plan, Levels 8 through 9



Source: Kwan Henmi, 2016

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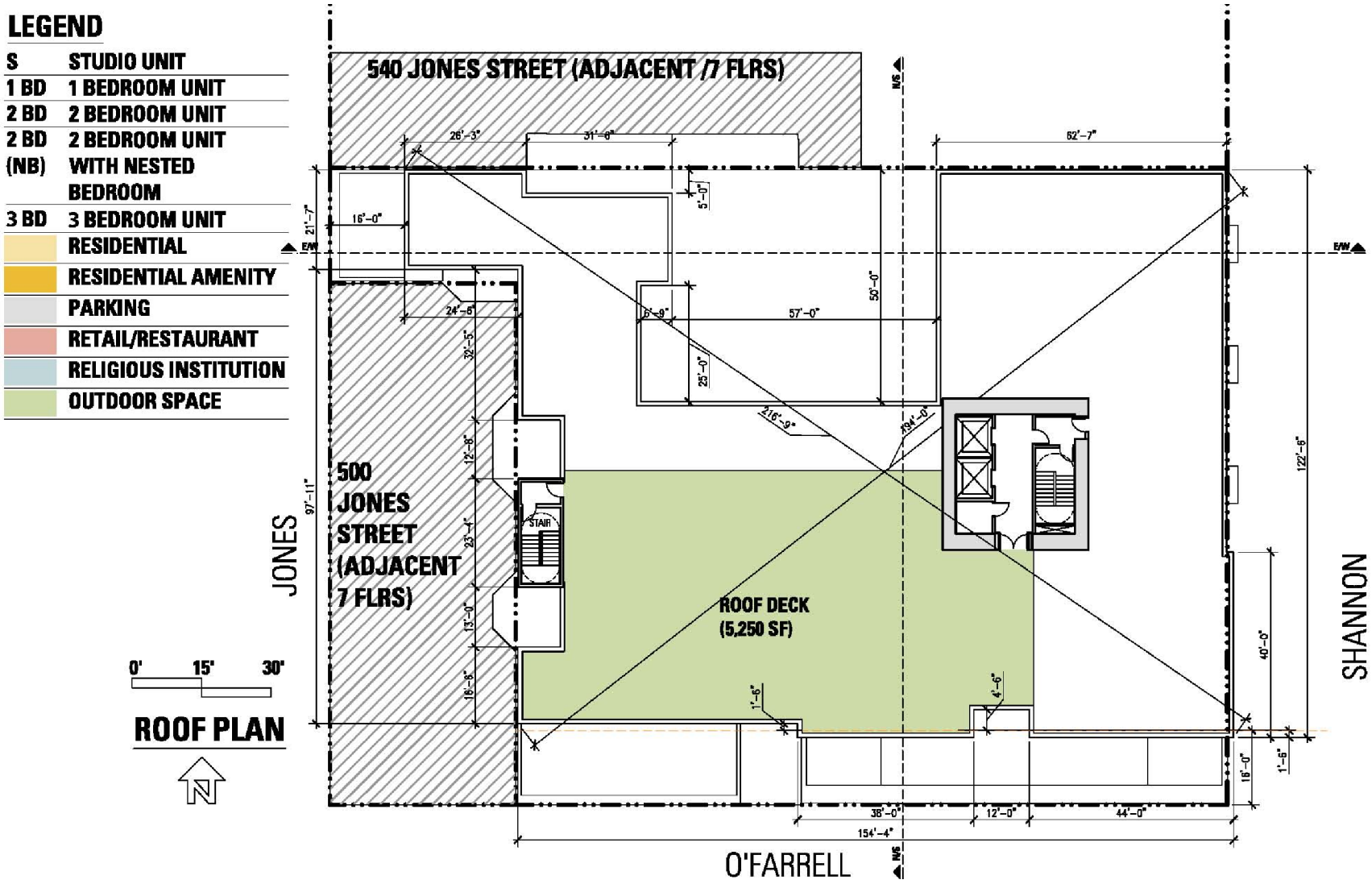
Figure 12
Typical Floor Plan, Levels 10 through 13



Source: Kwan Henmi, 2016

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450 O'Farrell Street
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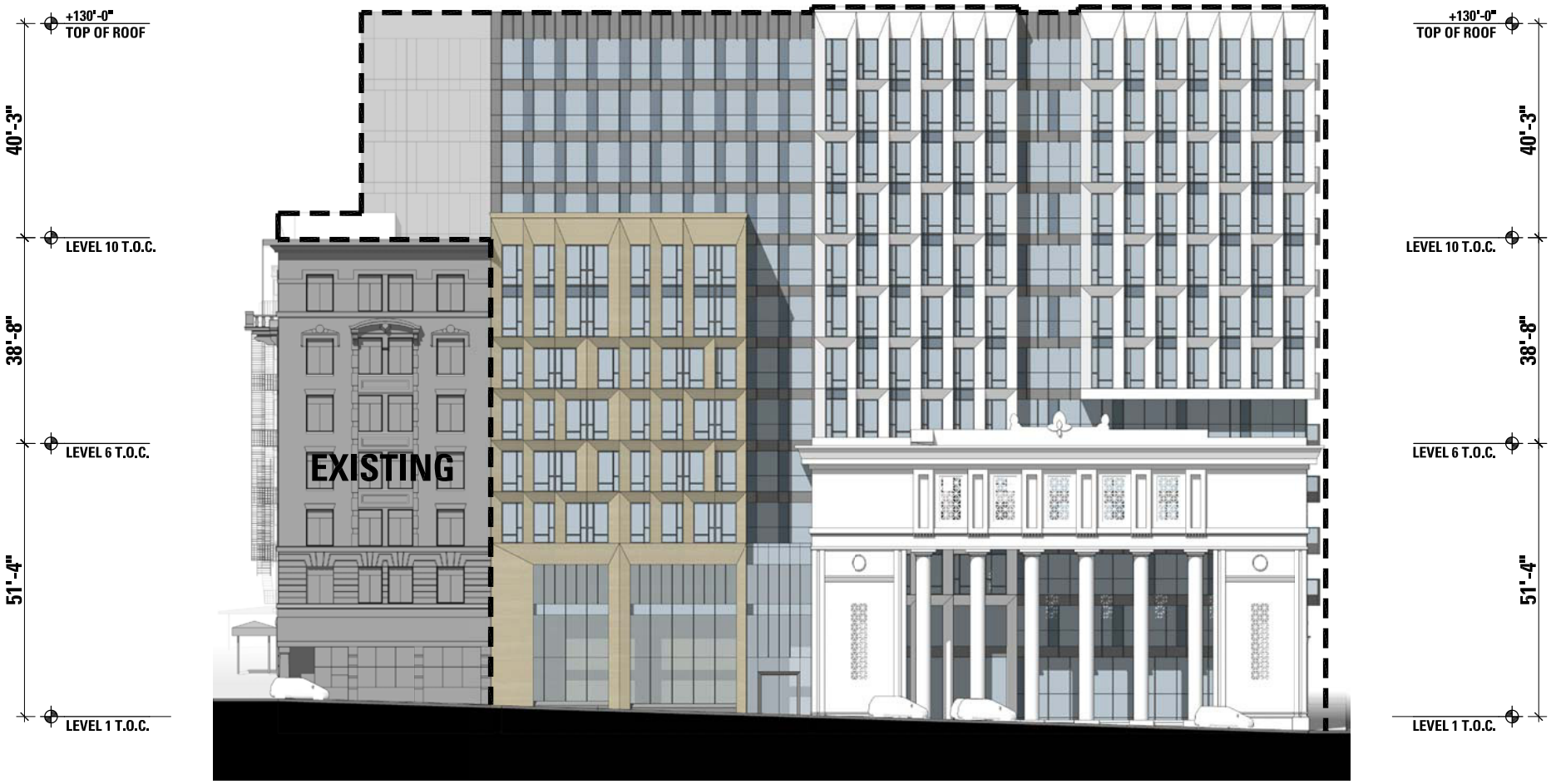
Figure 13
Roof Plan



Source: Kwan Henmis, 2016

450 O'Farrell Street
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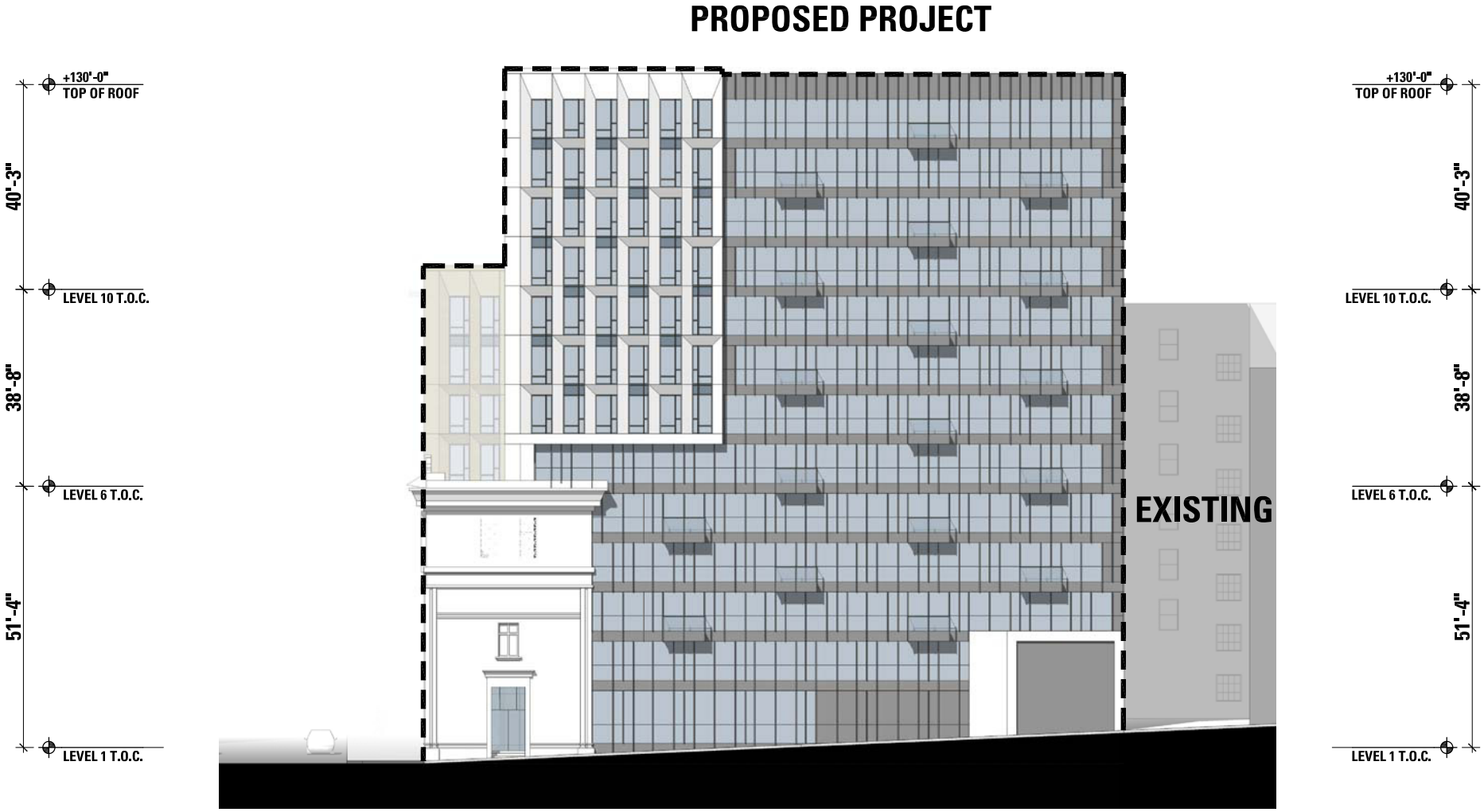
Figure 14
O'Farrell Street Elevation



Source: Kwan Henmi, 2016

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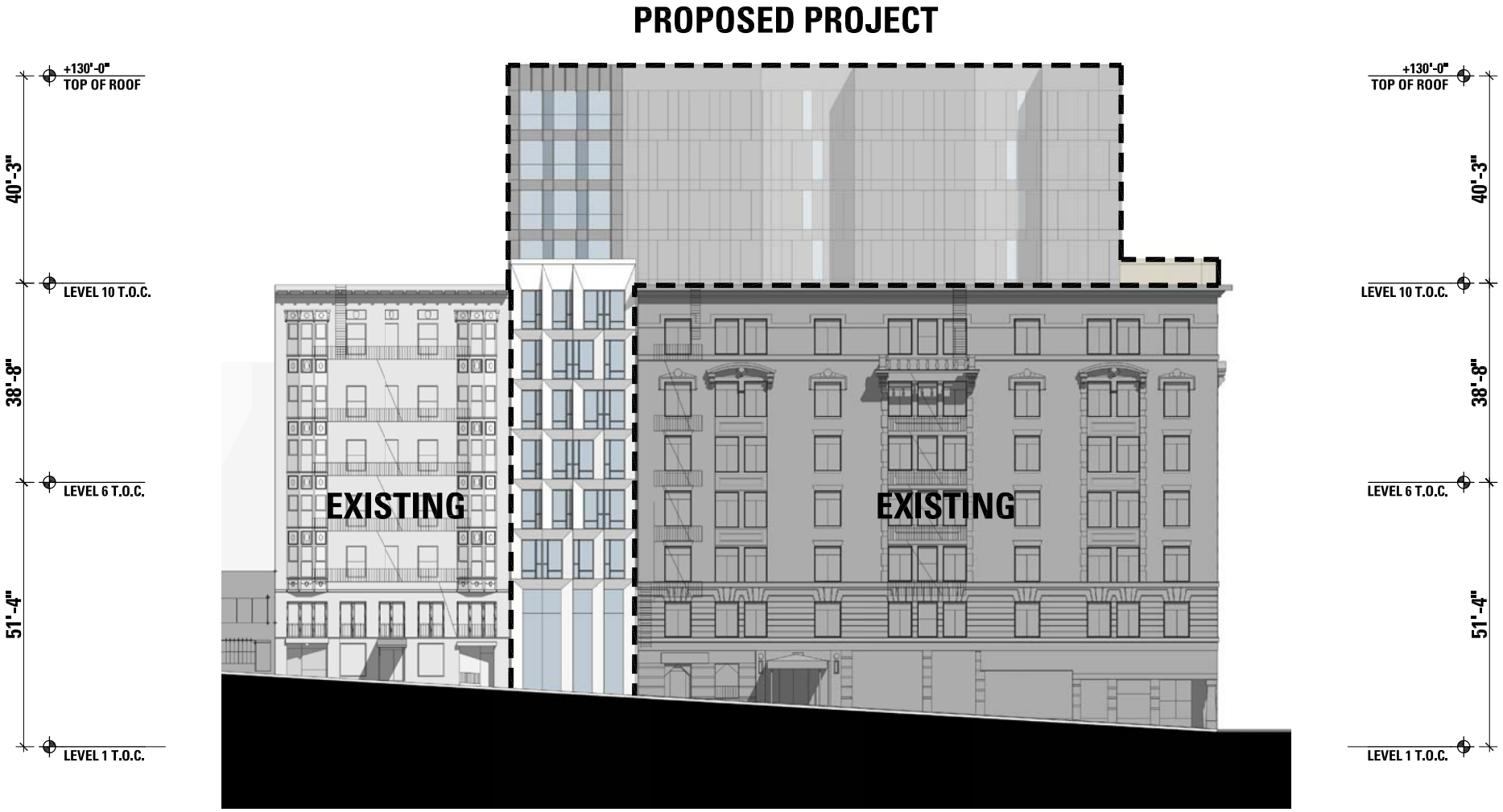
Figure 15
Shannon Street Elevation



Source: Kwan Henmi, 2016

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Figure 16
Jones Street Elevation

The below-grade garage would contain 41 parking spaces, including two ADA-accessible parking spaces and one car-share space. Ten vehicle spaces would be reserved for the religious institution use on Wednesday evenings and Sunday mornings when services are held. In addition, 125 Class 1 (bicycle locker or space in a secure room) kept on the basement and first levels. The project would also provide 21 Class 2 (publicly accessible bicycle rack) bicycle parking spaces, 16 on O'Farrell Street and five on Jones Street. The Class 1 bicycle parking spaces would be available to dwelling unit residents, non-residential occupants, and employees. The Class 2 bicycle spaces would be available for transient and short-term use by visitors, guests, and patrons of the residential, restaurant/retail and religious institution uses.

During construction of the proposed project, worker parking would occur off site. No designated parking for construction workers would be provided and they would be expected to park on the street or in nearby garages, or use transit.

Landscaping

One existing tree is located on Jones Street, in front of the existing restaurant and residential building. As part of the proposed project, the existing street tree would be retained and eight new trees would be planted along the project sidewalks on O'Farrell Street and Shannon Street, in accordance with *Planning Code* Section 138.1(c)(1), as set forth in Article 16, Sections 805(a) and (d) and 806(d) of the *Public Works Code*.

Foundation and Excavation

The project would entail excavation to a depth of approximately 16 feet below grade (8,900 cubic yards of excavation) to accommodate the underground parking level for vehicles and bicycles. The project sponsor proposes underpinning of adjacent buildings, shoring along street property lines, and conventional spread footings or concrete piers as foundations.

Construction Schedule

Demolition and construction of the proposed project are estimated to take approximately 18 months from groundbreaking, which is anticipated to occur in 2018. Demolition would require about 1 month, with excavation the following month. Month 3 would include primarily shoring activities. Months 4 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.

Project Approvals

Planning Commission

The conditionally permitted uses in the RC-4 District include 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 303 of the *Planning Code*.

Implementation of the proposed project would require the authorization, modification or waiver of the following *Planning Code* requirements through the approval of a PUD, as discussed below:

- The project sponsor would seek additional authorizations from the Planning Commission under *Planning Code* Section 317(g)(5) for demolition of existing residential units; Section 253(b) for new construction over 40 feet in height, for a building street frontage greater than 50 feet; Section 263.7 for

an exception to the 80-foot base height limit in the 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.

- As proposed, the configuration of the rear yard of the project does not meet code requirements of *Planning Code* Section 134(g). Some dwelling units do not meet the technical requirements of Section 140 for dwelling unit exposure, some architectural projections do meet the requirements of Section 136 for permitted obstructions over public right of way, and the project lacks one off-street loading space for residential use as required by Section 152. Therefore, the project would, as part of the PUD process, request modifications of these requirements.

Actions by Other City Departments

- Approval of a site permit (Planning Department and Department of Building Inspection).
- Approval of demolition, grading, and building permits (Planning Department and Department of Building Inspection).
- Approval of a lot merger and tentative subdivision maps; recommendation to the Board of Supervisors for 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).
- Issuance of a certification of registration for a diesel backup generator (San Francisco Department of Public Health).
- Approval of a Site Mitigation Plan pursuant to the Maher Ordinance prior to the commencement of any excavation work and approval of a Soil Mitigation Plan and 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).

Actions by Other Government Agencies

- Approval of permit for installation, operation, and testing of diesel backup generator (Bay Area Air Quality Management District).

B. PROJECT SETTING

As noted above, the project site is within the Downtown/Civic Center neighborhood, within the area governed by San Francisco's Downtown Plan. The project site is bounded by Shannon Street to the east, O'Farrell Street to the south, Jones Street to the west, and two existing buildings abutting the lot line on the southwest and north sides of the building. Geary Street is to the north.

Surrounding the project site, land uses consist primarily of neighborhood-serving retail, office, and restaurant uses on the ground level with high-density residences above or hotels to the east towards Union Square. O'Farrell Street, six blocks to the west and four blocks to the east, consists mostly of four- to 12-story (60 to 140 feet tall) hotel or residential buildings with commercial and restaurant uses on the ground level. The 19-story (488 feet tall) Hilton is one block east at O'Farrell Street and Taylor Street. Along O'Farrell Street, land uses on the project block include two hotels, a massage parlor, and a market, with residences above the commercial uses. Across the street from the project site on O'Farrell Street, land uses include ground-floor markets, a smoke shop, several small restaurants, a live music theater, a gallery space, a hostel, several hotels, a senior center, and senior housing with residences above those uses. Land uses along Jones Street are mostly two- to six-story (40 to 80 feet tall) hotel or residential buildings with ground-level restaurants, parking and commercial uses. On the west side of Jones Street, land uses include several ground-floor restaurants, two hotels, a massage parlor, a parking structure, with residences above some of the commercial uses.

Similar ground-floor commercial uses and upper-floor residential units are also along Geary Street, including a smoke shop, several restaurants, a nail spa, and hotel. Along Geary Street, three blocks to the west and three blocks to the east, buildings are typically six stories (80 feet tall) in this area; with the exception of the Hotel California and Hotel Adagio at 13 and 15 stories tall (150 and 170 feet tall), respectively, at Geary Street between Jones and Shannon Streets. There are also two small theaters on Geary Street. Glide Memorial Church is located one block south of the project site at Taylor and Ellis Streets. Shannon Street is a north-south alley that runs between Post and O'Farrell Streets; between O'Farrell and Geary Streets, Shannon Street is one-way southbound, with a 4-foot-wide sidewalk on the west side of the street, a 15-foot, 4-inch roadway, and a 5-feet, 4-inch-wide sidewalk on the east side of the street. Union Square, a public open space, is located two and a half blocks to the east of the project site. Buildings in the project vicinity vary widely in height, ranging from a handful of single-story (30 feet tall) retail buildings to 30-story (about 400 feet tall) hotels along Geary Street, such as The Westin St. Francis Hotel located two blocks northeast of the project site. Most structures nearby, however, are two to seven stories in height, or about 40 to 90 feet tall, and nearly all extend to the lot line with no front setbacks. Vegetation in the area is generally limited to street trees. Nearby public parks and open spaces, in addition to Union Square, include Boeddeker Park, about two blocks south of the project site; the Tenderloin Children's Playground, two blocks southwest; and Macaulay Park, three blocks west.

A mid-block bus stop is located on the south side of O'Farrell Street, across from Shannon Street. At this location, a transit bulb is provided within the parking lane and buses stop within the transit-only lane. A transit-only lane is provided on eastbound O'Farrell Street (for the 27 Bryant, 38 Geary and 38R Geary Rapid routes adjacent to the project site) and on westbound Geary Street (for the 38 Geary and 38R Geary Rapid routes in the project vicinity). The closest state highway to the project site is U.S. Route 101/Van Ness Avenue, five blocks west of the project site. The Powell Street San Francisco Municipal Railway (Muni) and Bay Area Rapid Transit (BART) station is located about four blocks south. Five blocks south of the project site lies the South of Market neighborhood. Lastly, the project site is situated within the Uptown Tenderloin National Register Historic District, which was listed as a historic district in the NRHP in 2009.

Cumulative Setting

Reasonably foreseeable cumulative development projects within a 0.25-mile radius of the project site are shown in Figure 17 and listed below in Table 2. As of January 2017, there were several active development, renovation, and/or change-of-use projects surrounding the project site.

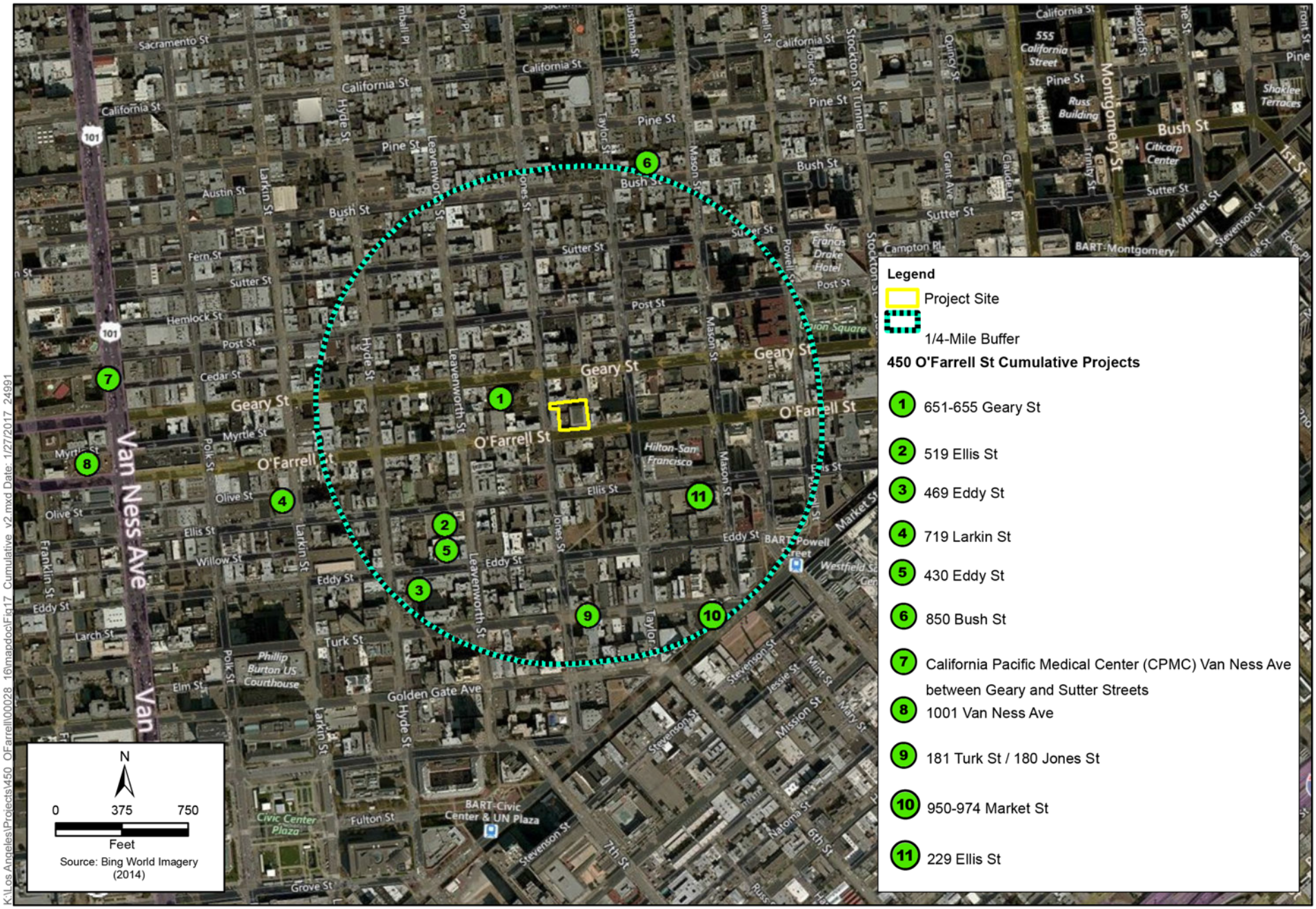

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Figure 17
Cumulative Projects

TABLE 2: CUMULATIVE PROJECTS WITHIN ¼ MILE OF PROJECT SITE

Figure No.	Address/Proximity to Project Site	Case File No.	Project Status	Construction Timeline (approximate)	Dwelling Units	Height (stories)	Hospital/ Medical Office (sf)	Hotel Rooms	Retail/ Commercial (gsf)	Non-Profit Arts (gsf)
1	651–655 Geary Street (1 block)	2014.0482ENV	Environmental review complete	18 months	47	13	n/a	n/a	738	n/a
2	519 Ellis Street (2 blocks)	2014.0506E	Environmental review under way	Unknown	21	8	n/a	n/a	5,624	n/a
3	469 Eddy Street (3 blocks)	2014.0562E	Environmental review complete	21 months	29	8	n/a	n/a	2,600	n/a
4	719 Larkin Street (3 blocks)[a]	2015.005329ENV	Environmental review under way	12 months	40	8	n/a	n/a	2,083	n/a
5	430 Eddy Street (3 blocks)	2014.0400E	Environmental review complete	15–18 months	23	8	n/a	n/a	1,000	n/a
6	850 Bush Street (4 blocks)[a]	2015-005983ENV	Environmental review under way	Unknown	20	6	n/a	n/a	2,200	n/a
7	California Pacific Medical Center (CPMC) Van Ness Avenue between Geary and Sutter Streets (5 blocks)[a,b]	2005.0555E	Environmental review complete	Hospital construction complete in mid-2018; medical office building (MOB) construction complete in early 2019	n/a	12	274 beds for acute care/ 253,000 gsf MOB	n/a	n/a	n/a
8	1001 Van Ness Avenue (5 blocks)	2014.1305E	Environmental review complete	24 months; demolition and construction to begin in spring 2017 and complete in mid-2019	239	7	n/a	n/a	5,100	n/a

Figure No.	Address/Proximity to Project Site	Case File No.	Project Status	Construction Timeline (approximate)	Dwelling Units	Height (stories)	Hospital/ Medical Office (sf)	Hotel Rooms	Retail/ Commercial (gsf)	Non-Profit Arts (gsf)
9	181 Turk Street/180 Jones Street (3 blocks)[a]	2005.0267E	Environmental review complete	Approvals extended to Sept 2015	32	8	n/a	n/a	2,700	n/a
10	950-974 Market Street (3 blocks)	2013.1049E	Environmental review complete	27 months	242	12	n/a	232	16,600	65,000
11	229 Ellis Street (3 blocks)	2016.007593ENV	Environmental review complete	Unknown	50[c]	5	n/a	n/a	310	n/a
	TOTAL				743		274 beds, 253,000 gsf	232	38,955	65,000

[a] Outside the ¼-mile buffer but included because could have a potential cumulative impact to historic resources

[b] Outside the ¼-mile buffer but included because could have a potential cumulative impact on traffic

[c] 50 group housing rooms

Of the active Planning Department cases and active building permits within the area, one proposed project is four blocks north and two proposed projects are five blocks west. The majority of the proposed projects are one to three blocks to the southwest, south and southeast. The closest proposed project is one block northwest. Table 2, above, provides the address, proposed uses, proximity to the site, and construction timeline of these projects, if known.

C. COMPATIBILITY WITH EXISTING ZONING AND PLANS

	Applicable	*Not Applicable*
Discuss any variances, special authorizations, or changes proposed to the Planning Code or Zoning Map, if applicable.	☒	☐
Discuss any conflicts with any adopted plans and goals of the City or Region, if applicable.	☒	☐
Discuss any approvals and/or permits from City departments other than the Planning Department or the Department of Building Inspection, or from Regional, State, or Federal Agencies.	☒	☐

San Francisco Planning Code

The *San Francisco Planning Code* (*Planning Code*), which incorporates by reference the City's Zoning Maps, governs permitted uses, densities and the configuration of buildings in San Francisco. Permits to construct new buildings (or to alter or demolish existing ones) may not be issued unless either the proposed action conforms to the *Planning Code*, or an exception is granted pursuant to provisions of the *Planning Code*.

Land Use Controls

The proposed project would be located in the RC-4 (Residential-Commercial, High Density) Zoning District and the North of Market Residential SUD #1. As stated in *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 *Planning Code* with references to other applicable articles of the *Planning Code* as necessary (for example, for provisions concerning parking, rear yards, height and bulk limits, etc.).

Within the RC-4 Zoning District, retail uses on the ground floor with residential uses above, as proposed by the project, are principally permitted; new religious institutions (church) are a conditionally permitted use.

The project sponsor would seek additional authorization through the Planned Unit Development process from the Planning Commission under *Planning Code* Section 253(b)(1) for new construction of a building over 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 the North of Market Residential Special Use District No. 1; and Section 271 for exceptions to Section 270 governing the bulk of the building.

Affordable Housing

The proposed project would comply with the City's Residential Inclusionary Affordable Housing Program requirements (City *Planning Code* Sections 415, et seq.), by including the applicable required number of units per current legislation. At this time, the requirement is 24 below-market-rate (BMR) units on site, or 13.5 percent of the total number of units, as required by *Planning Code* Section 415 *et seq.* In addition, there are five rent-controlled units in the 532 Jones Street building. These units would be replaced and provided as BMR units as part of the proposed project.

Height and Bulk Controls

The project site is within an 80-T130-T Height and Bulk District. This district allows for an 80-foot base height limit, with special exceptions from the base height of 80 feet up to 130 feet. The proposed project would be 130 feet high, measured from top of curb to the top of the roof. Various rooftop elements would extend from the rooftop including an elevator overrun up to 20 feet above the top of the roof. The stair penthouses and mechanical screening would be extended up to 12 feet above the top of the roof. Mechanical screening and rooftop elements are exempt from the building height limit per Section 260(b)(1)(B) of the *Planning Code*. The project would be reviewed by the Planning Commission for a Conditional Use Authorization for height greater than 80 feet on the condition that the applicant pays a fee to the City Controller, which shall be deposited in the North of Market Affordable Housing Fund.

Within the 80-T-130-T Height and Bulk District, the bulk of the building above a base height of no more than 80 feet must be sculpted as prescribed by *Planning Code* Section 270. Above the base height, buildings with a "T" bulk designation shall have a maximum plan length of 110 feet and maximum diagonal dimension of 125 feet. The proposed project would have a plan length of 154 feet, 4 inches on O'Farrell, and would exceed the maximum plan length by 44 feet, 4 inches. The proposed project diagonal dimension would be 216 feet, 9 inches and would exceed the maximum diagonal dimension by 91 feet, 9 inches. The project would be reviewed by the Planning Commission for a Conditional Use Authorization for exceedance of the maximum bulk limits.

Street Trees

Planning Code Section 138.1(c)(1) requires that the Project Sponsor shall plant and maintain street trees as set forth in Article 16, Sections 805(a) and (d) and 806(d) of the Public Works Code. Sections 805(a) and (d) and 806(d) require that for every 20 feet of property frontage along each street, one 24-inch box tree be planted, with any remaining fraction of 10 feet or more of frontage requiring an additional tree. The project site has a 153-foot, 6-inch-long frontage along O'Farrell Street; a 137-foot, 6-inch-long frontage along Shannon Street; a 25-foot long frontage along Jones Street; and a 193-foot, 6-inch-long width abutting a seven-story mixed-use building to the north. The proposed project would comply with Section 138.1(c)(1) by retaining the one existing tree along Jones Street and planting eight new street trees along the project sidewalks on O'Farrell Street and Shannon Street.

Rear Yard and Open Space Requirements

Planning Code Section 134 requires a rear yard equivalent to 25 percent of total lot depth at all residential levels; however, Section 134(g) permits a reduction in rear yard requirements in the North of Market if the open space can be provided elsewhere on site and if the new structure will not impede the midblock open space pattern. The proposed project would not provide a rear yard meeting the technical

requirements of Code. Therefore, the project applicant is requesting a reduction of the rear yard requirements per *Planning Code* Section 134(g), as a modification through the PUD process, to allow for open space in a configuration other than a rear yard and a reduced rear yard.

Planning Code Section 135 requires either 36 sf of private open space per unit or 1.33 times the amount of private open space required as common open space. The proposed project would be required to provide 6,336 sf of private open space or 8,427 sf of common open space, or a combination thereof. The proposed project would provide private open space for 8 dwelling units in the form of private decks or balconies on Levels 4, 10, 11, 12, and 13. The common open space requirement is 8,064 sf. Common open space is provided in the form of approximately 635 sf open space on the first floor, a 2,225 sf courtyard on the third floor that would be open to the sky, and approximately 5,250 sf for a rooftop deck, for a total of 8,110 sf.

Parking and Loading

According to *Planning Code* Section 151.1, one off-street parking space is permitted for every four dwelling units. As the proposed project includes up to 176 dwelling units, the project would be allowed to provide 45 off-street parking spaces for residential use. Religious institution uses are permitted one off-street parking space for every 20 seats; as the proposed project would include 200 seats in the religious institution, the project would be allowed to provide 10 off-street parking spaces for the religious institution use. The religious institution parking of ten spaces would be dedicated for church use and would not allow utilization by the restaurant/retail or residential uses of the project. The proposed below-grade garage would provide 41 vehicle parking spaces, consisting of 30 spaces for residential uses, 10 spaces for the religious institution use, and one car-share space, which would comply with *Planning Code* Section 151.1. Two of the spaces would be ADA-accessible.

Planning Code Section 155.2 requires, for new residential buildings containing more than 100 dwelling units, one secure (Class 1) bicycle parking space be provided for each unit for the first 100 units and one secure space for each four units above that, along with one Class 2 space for each 20 units. Therefore, the proposed 176 residential units would require 119 Class 1 spaces and nine Class 2 spaces. Section 155.2 also requires five Class 1 spaces for religious facilities with a capacity of fewer than 500 guests and one Class 2 space for every 500 seats, equaling five Class 1 and four Class 2 bicycle parking spaces for the religious institution use. Section 155.2 also requires one Class 1 space for each 7,500 occupied sf of restaurant space and one Class 2 space for each 750 occupied sf of restaurant space with a minimum of two spaces; as the project includes a maximum of 6,200 sf of restaurant,[2] one Class 1 and eight Class 2 spaces are required for the proposed restaurant use. The total requirement would, therefore, be 125 Class 1 spaces and 21 Class 2 spaces (racks). The project would provide 125 Class 1 (bicycle locker or space in a secure room) kept on the basement and first levels. The project would also provide 21 Class 2 (publicly accessible bicycle rack) bicycle parking spaces, 16 on O'Farrell Street and five on Jones Street.

Planning Code Section 152 requires off-street freight loading for residential buildings of 100,000 sf or more, or for retail and restaurant uses of 10,000 sf or more. The proposed project would be required to provide one off-street loading space for the up to 187,640 sf of residential uses; no off-street loading would be required for the restaurant/retail uses, as they do not exceed 10,000 sf. As previously noted, the project proposes to convert one existing metered parking space to a metered commercial loading space and would expand the hours of operation for the two-vehicle passenger loading zone, subject to approval by

[2] The 6,200 sf of restaurant/retail is evaluated as restaurant use because this use generates the greater amount of trips and requirements for bicycle parking.

the SFMTA. These commercial and passenger loading zones would be on O'Farrell Street, adjacent to the building's frontage, and would provide loading for the project's proposed religious institution and restaurant/retail uses. The project sponsor would seek a modification through the PUD process from this *Planning Code* requirement, as the project would not include an off-street loading space.

Plans and Policies

San Francisco General Plan

In addition to the *Planning Code* and its land use zoning requirements, the project site is subject to the *San Francisco General Plan (General Plan)*. The *General Plan* provides general policies and objectives to guide land use decisions. The *General Plan* contains 10 elements (Commerce and Industry, Recreation and Open Space, Housing, Community Facilities, Urban Design, Environmental Protection, Transportation, Air Quality, Community Safety, and Arts) that set forth goals, policies, and objectives for the physical development of the City.

The 2014 Housing Element seeks to ensure adequate housing for current and future San Franciscans through objectives and policies that address the city's growing housing demand, focusing on strategies that can be accomplished with the city's limited land supply. In general, the Housing Element supports projects that increase the City's housing supply (both market-rate and affordable housing), especially in areas that are close to the City's job centers and are well-served by transit. The proposed project, which is a mixed-use residential project with up to 176 residential units, would not conflict with any objectives or policies in the Housing Element.

One *General Plan* element expressly applicable to planning considerations associated with the proposed project is the Urban Design Element. Objectives of the *General Plan's* Urban Design Element that are applicable to the proposed project include emphasis of the characteristic pattern which gives to the City and its neighborhood an image, sense of purpose, and a means of orientation; conservation of resources which provide a sense of nature, continuity with the past, and freedom from overcrowding and; moderating major new development to complement the City pattern, the resources to be conserved, and the neighborhood environment.

The proposed project would include the demolition of the three existing buildings at 450 O'Farrell Street, 474 O'Farrell Street, and 532 Jones Street. All three building are considered historic architectural resources because they are contributors to the Uptown Tenderloin National Register Historic District. The church at 450 O'Farrell Street is individually eligible for the CRHR. For these reasons, the proposed project may be inconsistent with Policy 2.4 of the Urban Design Element, which calls for the preservation of notable landmarks and areas of historic, architectural, or aesthetic value. The physical environmental impacts that could result from this conflict will be discussed in the EIR, which will evaluate impacts to historic architectural resources.

The *General Plan* also includes area plans that outline goals and objectives for specific geographic planning areas, such as the greater Downtown, policies for which are contained in the *Downtown Area Plan (Downtown Plan)*, an area plan within the *General Plan*. The project site is located within the area covered by the *Downtown Plan.* The aim of the *Downtown Plan* is to encourage business activity and promote economic growth downtown, while improving the quality of place and providing necessary supporting amenities. Centered on Market Street, the Plan covers an area roughly bounded by Van Ness Avenue to the west, Steuart Street to the east, Folsom Street to the south, and Market Street, Sutter Street

and Washington Street to the north. The *Downtown Plan* contains objectives and policies that address commerce, housing, and open space; preservation; urban form; and transportation. The proposed project would not obviously conflict with most of the objectives or policies in the *Downtown Plan* that encourage utilizing underused sites, relating new buildings with existing building patterns and articulation, by providing housing, bicycle parking, and ground floor activity. However, the project site is within the Uptown Tenderloin Historic District and adjacent to the Kearny-Market-Mason-Sutter Conservation District, and the three existing buildings at the project site are considered historic architectural resources as contributors to the Uptown Tenderloin National Register Historic District. Thus, the proposed demolition of these buildings could be inconsistent with Objective 12 to conserve resources that provide continuity with San Francisco's past, specifically the following policy of the *Downtown Plan*:

- Policy 12.1 - Preserve notable landmarks and areas of historic, architectural, or aesthetic value, and promote the preservation of other buildings and features that provide continuity with past development; and

The demolition of these buildings and the physical environmental impacts that could result from this conflict will be discussed in the EIR.

A conflict between a proposed project and a *General Plan* policy does not, in itself, indicate a significant effect on the environment within the context of CEQA. Any physical environmental impacts that could result from such conflicts are analyzed in this Initial Study (or will be analyzed in the EIR). In general, potential conflicts with the *General Plan* are considered by the decisions-makers (normally the Planning Commission) independently of the environmental review process. Thus, in addition to considering inconsistencies that affect environmental issues, the Planning Commission considers other potential inconsistencies with the *General Plan*, independent of the environmental review process, as part of the decision to approve or disapprove a proposed project. Any potential conflict not identified in this environmental document would be considered in that context and would not alter the physical environmental effects of the proposed project that are analyzed in this Initial Study.

Priority Policies

In November 1986, the voters of San Francisco approved Proposition M, the Accountable Planning Initiative, which added Section 101.1 to the *Planning Code* to establish eight Priority Policies. These policies, and the subsection of Section E of this Initial Study addressing the environmental issues associated with the policies, are: (1) preservation and enhancement of neighborhood-serving retail uses; (2) protection of neighborhood character; (3) preservation and enhancement of affordable housing (Topic 2, Population and Housing, Question 2b, with regard to housing supply and displacement issues); (4) discouragement of commuter automobiles (Topic 4, Transportation and Circulation, Questions 4a, 4b, and 4f); (5) protection of industrial and service land uses from commercial office development and enhancement of resident employment and business ownership; (6) maximization of earthquake preparedness (Topic 13, Geology and Soils, Questions 13a through 13d); (7) landmark and historic building preservation (Topic 3, Cultural Resources, Question 3a); and (8) protection of open space (Topic 8, Wind and Shadow, Questions 8a and 8b; and Topic 9, Recreation, Questions 9a and 9c).

Prior to issuing a permit for any project that requires an Initial Study under CEQA; prior to issuing a permit for any demolition, conversion, or change of use; and prior to taking any action that requires a finding of consistency with the *General Plan*, the City is required to find that the proposed project or legislation is consistent with the Priority Policies. As noted above, the consistency of the proposed project with the environmental topics associated with the Priority Policies is discussed in Section E, Evaluation of

Environmental Effects, of this Initial Study, providing information for use in the case report for the proposed project. The case report and approval motions for the project will contain the Department's comprehensive analysis and findings regarding consistency of the proposed project with the Priority Policies.

The proposed project could result in impacts to cultural resources as a result of the demolition of the 1923 Fifth Church of Christ, the 1913 retail building and the 1950 restaurant building, all identified as contributing resources to the Uptown Tenderloin National Register Historic District. The project proposes to retain the church façade. The church has also been determined as individually eligible for listing on the CRHR. For purposes of this Initial Study, impacts to historic architectural resources are identified as potentially significant. Project effects on historic resources and consistency with Priority Policy No. 7, landmark and historic building preservation, will be analyzed in the EIR, which will determine the significance of the project's impacts on historic resources. Mitigation measures and alternatives will be developed, as feasible, to reduce impacts that are found to be significant.

Other Local Plans and Policies

In addition to the *General Plan*, the *Planning Code* and Zoning Maps, and the Accountable Planning Initiative, other local plans and policies that are relevant to the proposed project are discussed below.

- The *San Francisco Sustainability Plan* is a blueprint for achieving long-term environmental sustainability by addressing specific environmental issues including, but not limited to, air quality, climate change, energy, ozone depletion, and transportation. The goal of the *San Francisco Sustainability Plan* is to enable the people of San Francisco to meet their present needs without sacrificing the ability of future generations to meet their own needs.
- The *Climate Action Plan for San Francisco: Local Actions to Reduce Greenhouse Emissions* is a local action plan that examines the causes of global climate change and the human activities that contribute to global warming, provides projections of climate change impacts on California and San Francisco based on recent scientific reports, presents estimates of San Francisco's baseline greenhouse gas emissions inventory and reduction targets, and describes recommended actions for reducing the City's greenhouse gas emissions. The 2013 Climate Action Strategy is an update to this plan.
- The *Transit First Policy* (City Charter, Section 8A.115) is a set of principles that underscore the City's commitment to prioritizing travel by transit, bicycle, and on foot over travel by private automobile. These principles are embodied in the objectives and policies of the Transportation Element of the *General Plan*. All City boards, commissions, and departments are required by law to implement Transit First principles in conducting the City's affairs.
- The *San Francisco Bicycle Plan* is a citywide bicycle transportation plan that identifies short-term, long-term, and other minor improvements to San Francisco's bicycle route network. The overall goal of the *San Francisco Bicycle Plan* is to make bicycling an integral part of daily life in San Francisco.
- The *San Francisco Better Streets Plan* consists of illustrative typologies, standards, and guidelines for the design of San Francisco's pedestrian environment, with the central focus of enhancing the livability of the City's streets.
- *Transportation Sustainability Fee Ordinance* requires that development projects that filed environmental review applications prior to July 21, 2015, but have not yet received approval, pay 50 percent of the applicable Transportation Sustainability Fee (TSF). TSF funds may be used to improve transit services and pedestrian and bicycle facilities.

The proposed project has been reviewed in the context of these local plans and policies and would not obviously or substantially conflict with them. Staff reports and approval motions prepared for the decision-makers would include a comprehensive project analysis and findings regarding the consistency of the proposed project with applicable local plans and policies.

Regional Plans and Policies

There are several regional planning agencies whose environmental, land use, and transportation plans and policies consider the growth and development of the nine-county San Francisco Bay Area. Some of these plans and policies are advisory, and some include specific goals and provisions that must be considered when evaluating a project under CEQA. The regional plans and policies that are relevant to the proposed project are discussed below.

- The principal regional planning documents and the agencies that guide planning in the nine-county Bay Area include *Plan Bay Area*, the region's first Sustainable Communities Strategy, developed in accordance with Senate Bill 375 and adopted jointly by the Association of Bay Area Governments (ABAG) and the Metropolitan Transportation Commission (MTC) on July 18, 2013. *Plan Bay Area* is a long-range land use and transportation plan that covers the period from 2010 to 2040. *Plan Bay Area* calls for concentrating housing and job growth around transit corridors, particularly within areas identified by local jurisdictions as Priority Development Areas. In addition, *Plan Bay Area* specifies strategies and investments for maintaining, managing, and improving the region's multi-modal transportation network and proposes transportation projects and programs to be implemented with reasonably anticipated revenue. *Plan Bay Area* will be updated every four years;
- *Plan Bay Area* includes the population and employment forecasts from ABAG's Projections 2013, which is an advisory policy document used to assist in the development of local and regional plans and policy documents, and MTC's 2040 *Regional Transportation Plan*, which is a policy document that outlines transportation projects for highway, transit, rail, and related uses through 2040 for the nine Bay Area counties;
- The *Regional Housing Needs Plan* for the San Francisco Bay Area: 2014–2022 reflects projected future population growth in the Bay Area region as determined by ABAG and addresses housing needs across income levels for each jurisdiction in California. All of the Bay Area's 101 cities and nine counties are given a share of the Bay Area's total regional housing need. The Bay Area's regional housing need is allocated to each jurisdiction by the California Department of Housing and Community Development (HCD) and finalized though negotiations with ABAG;
- The Bay Area Air Quality Management District (BAAQMD)'s *2010 Clean Air Plan* updates the Bay Area 2005 Ozone Strategy, in accordance with the requirements of the California Clean Air Act (CCAA), to implement feasible measures to reduce ozone and provide a control strategy to reduce ozone, particulate matter (PM), air toxics, and greenhouse gas emissions throughout the region; and
- The San Francisco Regional Water Quality Control Board's *Water Quality Control Plan for the San Francisco Bay Basin (Basin Plan)* is a master water quality control planning document. It designates beneficial uses and water quality objectives for waters of the state, including surface waters and groundwater, and includes implementation programs to achieve water quality objectives.

The proposed project has been reviewed against these regional plans and policies. Due to the relatively small size and infill nature of the proposed project, there would be no anticipated conflicts with regional plans. Therefore, the proposed project would not obviously or substantially conflict with regional plans or policies.

D. SUMMARY OF ENVIRONMENTAL EFFECTS

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

☒ Land Use	☐ Air Quality	☐ Biological Resources
☐ Aesthetics	☐ Greenhouse Gas Emissions	☐ Geology & Soils
☐ Population & Housing	☐ Wind & Shadow	☐ Hydrology & Water Quality
☒ Cultural Resources	☐ Recreation	☐ Hazards/Hazardous Materials
☐ Transportation & Circulation	☐ Utilities & Service Systems	☐ Mineral/Energy Resources
☐ Noise	☐ Public Services	☐ Agricultural/Forest Resources
		☒ Mandatory Findings of Significance

E. EVALUATION OF ENVIRONMENTAL EFFECTS

All items on the Initial Study Checklist that have been checked "Less than Significant with Mitigation Incorporated," "Less-than-Significant Impact," "No Impact" or "Not Applicable" indicate that, upon evaluation, staff has determined that the proposed project could not have a significant adverse environmental effect relating to that topic. A discussion is included for those issues checked "Less than Significant with Mitigation Incorporated" and "Less-than-Significant Impact" and for most items checked "No Impact" or "Not Applicable." For all of the items checked "Not Applicable" or "No Impact" without discussion, the conclusions regarding potential significant adverse environmental effects are based upon field observation, staff experience and expertise on similar projects, and/or standard reference material available within the Planning Department, such as the Department's *Transportation Impact Analysis Guidelines for Environmental Review*, or the California Natural Diversity Data Base and maps, published by the California Department of Fish and Wildlife. Items on the Initial Study Checklist that have been checked "Potentially Significant" will be discussed in an EIR to be prepared for this project. For each checklist item, the evaluation has considered the impacts of the proposed project both individually and cumulatively.

Effects Found to Be Potentially Significant

This Initial Study evaluates the proposed 450 O'Farrell Street project to determine whether it would result in significant environmental impacts. The following potential individual and cumulative environmental effects for the topics below were determined to be "Potentially Significant."

- Cultural Resources (historical architectural resources only)
- Land Use (conflict with plans or policies)

These environmental topics will be analyzed in greater depth in an EIR prepared for the proposed project.

Effects Found to Not Be Significant or Not Significant with Identified Mitigation Measures

The following potential individual and cumulative environmental effects were determined to be less than significant, would be reduced to less than significant with mitigation measures identified in this Initial Study and agreed upon by the project sponsor, or result in no physical environmental impact.

- Land Use and Land Use Planning (physical division of an established community)
- Population and Housing (all topics)
- Cultural Resources (archaeological resources, human remains, tribal cultural resources)
- Transportation and Circulation (all topics)
- Noise (all topics)
- Air Quality (all topics)
- Greenhouse Gas Emissions (all topics)
- Wind and Shadow (all topics)
- Recreation (all topics)
- Utilities and Service Systems (all topics)
- Public Services (all topics)
- Biological Resources (all topics)
- Geology and Soils (all topics)
- Hydrology and Water Quality (all topics)
- Hazards and Hazardous Materials (all topics)
- Mineral and Energy Resources (all topics)
- Agricultural and Forest Resources (all topics)

Senate Bill 743 and Public Resources Code Section 21099

On September 27, 2013, Governor Brown signed Senate Bill (SB) 743, which became effective on January 1, 2014.[3] Among other provision, SB 743 amends CEQA by adding Public Resources Code Section 21099 regarding analysis of aesthetics and parking impacts for urban infill projects.[4] The project is identified as an urban infill project.[5]

Aesthetics and Parking Analysis

Public Resources Code Section 21099(d), effective January 1, 2014, states, "Aesthetic and parking impacts of a residential, mixed- use residential, or employment center project on an infill site located within a transit priority area shall not be considered significant impacts on the environment."[6] Accordingly, aesthetics and parking are no longer to be considered in determining if a project has the potential to result in significant environmental effects for projects that meet all of the following three criteria:

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[3] SB 743 can be found on-line at: http://leginfo.legislature.ca.gov/faces/billNavClient.xhtml?bill_id=201320140SB743.

[4] See *Public Resources Code* Section 21099(d).

[5] San Francisco Planning Department. 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 initial study, 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.

[6] *Public Resources Code* Section 21099(d)(1).

a) The project is in a transit priority area,[7]

b) The project is on an infill site,[8]

c) The project is residential, mixed-use residential, or an employment center.[9]

The proposed project meets each of the above three criteria because it: (1) is located within one-half mile of several rail and bus transit routes, including the BART and MUNI Powell Street Station, (2) is located on an infill site that is already developed with a church, restaurant, and vacated retail building, and is surrounded by other urban development, and (3) would be a mixed-use residential project with ground-floor restaurant/retail space. Thus, this Initial Study and the EIR do not consider aesthetics and the adequacy of parking in determining the significance of project impacts under CEQA.

Public Resources Code Section 21099(e) states that a Lead Agency maintains the authority to consider aesthetic impacts pursuant to local design review ordinances or other discretionary powers and that aesthetics impacts do not include impacts on historical or cultural resources. As such, there will be no change in the Planning Department's analysis methodology related to design and historic review.

The Planning Department recognizes that the public and decision-makers nonetheless may be interested in information pertaining to the aesthetic effects of a proposed project and may desire that such information be provided as part of the environmental review process. Therefore, some of the information that would have otherwise been provided in an aesthetics section of an Initial Study or EIR (such as project renderings and photo simulations) is included in the Project Description. However, this information is provided solely for informational purposes and is not used to determine the significance of the environmental impacts of the project, pursuant to CEQA.

Cumulative Impact Analysis

CEQA Guidelines require that the environmental document disclose the cumulative impacts of a project. Furthermore, CEQA Guidelines Section 15355 defines cumulative impacts in the following way:

> "Cumulative Impacts" refers to two or more individual effects which, when considered together, are considerable or which compound or increase other environmental impacts. The individual effects may be changes resulting from a single project or number of separate projects. The cumulative impact from several projects is the change in the environment which results from the incremental impact of the project when added to other closely related past, present, and reasonably foreseeable probable future projects. Cumulative impacts can result from individually minor but collectively significant projects taking place over a period of time.

[7] *Public Resources Code* Section 21099(a) defines a "transit priority area" as an area within one-half mile of an existing or planned major transit stop. A "major transit stop" is defined in Section 21064.3 of the *California Public Resources Code* as a rail transit station, a ferry terminal served by either a bus or rail transit service, or the intersection of two or more major bus routes with a frequency of service interval of 15 minutes or less during the morning and afternoon peak commute periods.

[8] *Public Resources Code* Section 21099(a) defines an "infill site" as a lot located within an urban area that has been previously developed, or a vacant site where at least 75 percent of the perimeter of the site adjoins, or is *separated* only by an improved public right-of-way from, parcels that are developed with qualified urban uses.

[9] Public Resources Code Section 21099(a) defines an "employment center" as a project located on property zoned for commercial uses with a floor area ratio of no less than 0.75 and located within a transit priority area.

The discussion of cumulative impacts should reflect the severity of impact and their likelihood of occurrence, but the discussion need not provide as great detail as is provided for effects attributable to the project alone (CEQA Guidelines, Section 15130 (b)). The discussion of cumulative impacts should be guided by the standards of practicality and reasonableness and should focus on the cumulative impacts to which the identified other projects contribute, rather than the attributes of other project which do not contribute to the cumulative impact.

In this Initial Study, cumulative impacts are analyzed for each environmental topic and the proposed project's contribution to a cumulative impact, if any, is discussed. Cumulative impact analysis in San Francisco generally may employ a list-based approach or a projections approach, depending on which approach best suits the individual resource topic being analyzed.

A list-based approach refers to "a list of past, present, and probable future projects producing related or cumulative impacts, including, if necessary, those projects outside of the control of the agency" (CEQA Guidelines, Section 15130(b)(1)(A)). For topics such as shadow and wind, the analysis typically considers large, individual projects that are anticipated in the project area and the extent of the affected setting where possible similar impacts may arise and combine with those of the proposed project. The cumulative analyses in the Wind and Shadow sections each use a different list of nearby projects that is appropriately tailored to the particular environmental topic based on the potential for combined localized environmental impacts.

A projections-based approach refers to "a summary of projections contained in an adopted local, regional or statewide plan, or related planning document, that describes or evaluates conditions contributing to the cumulative effect. Such plans may include: a general plan, regional transportation plan, or plans for the reduction of greenhouse gas emissions" (CEQA Guidelines, Section 15130(b)(1)(B)). The transportation analysis relies on a citywide growth projection model that also encompasses many individual development and transportation projects anticipated in the project vicinity. The projections model includes many of the larger, individual projects listed in Table 2 (see Cumulative Setting [page 22]) and applies a quantitative growth factor to account for other growth that may occur in the area.

The analysis of cumulative impacts involves the following steps: determining the cumulative context or geographic scope and location of the cumulative projects relative to the affected resource's setting (see Table 2); assessing the potential for project impacts to combine with those of other projects, including the consideration of the nature of the impacts and the timing and duration of implementation of the proposed and cumulative projects; a determination of the significance of the cumulative impact; and an assessment as to whether the project's contribution to a significant cumulative effect is considerable. CEQA does not prescribe the use of one specific approach to analyzing cumulative impacts. The rationale used to determine an appropriate list of projects or projection considered in an individual project's cumulative analysis is explained in the discussion of cumulative impacts for each environmental topic in this Initial Study.

LAND USE AND LAND USE PLANNING

Topics:	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less-than-Significant Impact	No Impact	Not Applicable
1. LAND USE AND LAND USE PLANNING— Would the project:					
a) Physically divide an established community?	☐	☐	☒	☐	☐
b) Conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the project (including, but not limited to the general plan, specific plan, local coastal program, or zoning ordinance) adopted for the purpose of avoiding or mitigating an environmental effect?	☒	☐	☐	☐	☐

Impact LU-1: The proposed project would not physically divide an established community. (Less than Significant)

As discussed in the Section A, Project Description, the 22,106 sf project site is located on a block bounded by Geary Street to the north, O'Farrell Street to the south, Shannon Street to the east and Jones Street to the west. The site is within San Francisco's Downtown/Civic Center neighborhood (see Figure 1). The project site is currently occupied by an existing three-story (50 feet tall), 26,904 sf Fifth Church of Christ Scientist; a one-story (30 feet tall) with basement 4,415 sf vacant retail building; a one-story (30 feet tall) 1,012 sf restaurant and a 1,400 sf parking lot. The site slopes southeast and the Jones Street ground floor is one floor above the O'Farrell Street entrance.

The 450-474 O'Farrell Street/532 Jones Street project would create a new home for the Fifth Church of Christ Scientist while integrating new housing, restaurant and retail uses in the Downtown/Civic Center neighborhood. At the corner of O'Farrell and Shannon Streets the project sponsor proposes restaurant/retail space. This space, extending along much of the building's length along Shannon Street, is intended to bring active use to this currently underutilized frontage. Shannon Street is currently a two-block-long service street (alley) between Post Street and O'Farrell Street. The sidewalks are narrow (2 feet on the east side of the street and 4 feet on the west side of the street). The proposed project would add active uses to Shannon Street.

The project would also provide restaurant/retail fronting on Jones Street. The existing building houses the Shalimar restaurant as well as five residential units. The residential units would be replaced with five BMR units and similar restaurant use at the ground floor would be retained. The upper floors would house new residential uses. The residential and ground-floor restaurant would be compatible with other restaurant and retail along Jones Street. At Jones, the first ten stories are proposed at the streetwall with no setback.

The proposed project would include the demolition of the existing church and a replacement religious institution incorporated into the ground level and two upper floors. The church façade would be retained and a portion of the area behind the colonnade would be dedicated to common residential open space. The existing church façade is three stories, or about 50 feet tall and is at the streetwall; the proposed new

facade at O'Farrell includes a three-story segment adjacent to the existing church façade and a ten-story segment both at the streetwall. The upper levels of the proposed building would have a setback of between 16 feet and 17 feet 6 inches from the streetwall along O'Farrell Street; part of this would be the open space behind the church façade and part of this would be a private roof deck at level 10, or at about 90 feet. This would provide continuity in the roofline between the existing 500 O'Farrell Street building (corner building) and this portion of the proposed project façade.

Beyond the setback on O'Farrell Street, the proposed mixed-use structure would be approximately 130 feet from top of curb to the roofline. The elevator overrun would extend up to 20 feet above the top of roof, and the stair penthouses and mechanical screening would extend up to 12 feet above the top of roof (both exempt from the height limits).

The existing buildings contain a vacant commercial space, a church, a restaurant, and residential space. The proposed project would intensify the use of the project site, but would not alter the general land use pattern of the immediate area, which already includes nearby buildings with commercial uses on the ground floor and residential uses above. Buildings along O'Farrell Street are mostly four- to 12-story (60 to 140 feet tall) hotel or residential buildings with commercial uses on the ground level. The 19-story (488 feet tall) Hilton is one block east at O'Farrell Street and Taylor Street. The proposed building massing, with the majority of the building at 13 stories and with a setback at the tenth story (90 feet from top of curb) for a depth of 18 feet on Jones Street and O'Farrell Street, would be in keeping with the existing six- and seven-story (90 feet tall) buildings immediately east and west of the project site as well as with the 12- to 19-story (130 to 348 feet tall) buildings approximately one block east and west of the project site along O'Farrell Street.

Land use impacts are considered to be significant if the proposed project would physically divide an established community. The proposed project would be developed within the established street plan and would not create an impediment to the passage of persons or vehicles. Accordingly, the proposed project would not disrupt or divide the physical arrangement of the existing neighborhood. Because the proposed project would establish a mixed-use building in proximity to other similar mixed-use structures and would not introduce an incompatible land use to the area, the project would not divide an established community. Therefore, the proposed project would result in less-than-significant impacts related to physically dividing an established community, and no mitigation measures are necessary. This topic will not be discussed in the EIR.

Impact LU-2: The proposed project could conflict with applicable land use plans, policies or regulations of an agency with jurisdiction over the project adopted for the purpose of avoiding or mitigating an environmental effect. (Significant)

Land use impacts are also considered to be significant if the proposed project would conflict with any plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect. Environmental plans and policies are those, like the BAAQMD *2010 Clean Air Plan*, which directly address environmental issues and/or contain targets or standards that must be met in order to preserve or improve characteristics of the City's physical environment. The proposed project would not obviously or substantially conflict with any goals, policies, or objectives of the *2010 Clean Air Plan.*

The proposed project would include the demolition of the three existing buildings at 450 O'Farrell Street, 474 O'Farrell Street, and 532 Jones Street. All three building are considered historic architectural resources because they are contributors to the Uptown Tenderloin National Register Historic District. The church at 450 O'Farrell Street is individually eligible for the CRHR. For these reasons, the proposed project may be

inconsistent with Policy 2.4 of the Urban Design Element, which calls for the preservation of notable landmarks and areas of historic, architectural, or aesthetic value. The physical environmental impacts that could result from this conflict will be discussed in the EIR.

The *General Plan* also includes area plans that outline goals and objectives for specific geographic planning areas, such as the greater Downtown, policies which are contained in the *Downtown Area Plan (Downtown Plan)*, an area plan within the *General Plan*. The project site is located within the area covered by the *Downtown Plan.* The aim of the *Downtown Plan* is to encourage business activity and promote economic growth downtown, while improving the quality of place and providing necessary supporting amenities. Centered on Market Street, the Plan covers an area roughly bounded by Van Ness Avenue to the west, Steuart Street to the east, Folsom Street to the south, and Market Street, Sutter Street and Washington Street to the north. The *Downtown Plan* contains objectives and policies that address commerce, housing, and open space; preservation; urban form; and transportation. The proposed project would not obviously conflict with most of the objectives or policies in the *Downtown Plan* that encourage utilizing underused sites, relating new buildings with existing building patterns and articulation, by providing housing, bicycle parking, and ground floor activity. However, the project site is within the Uptown Tenderloin National Register Historic District and adjacent to the Kearny-Market-Mason-Sutter Conservation District, and the three existing buildings at the project site are considered historic architectural resources as contributors to the Uptown Tenderloin National Register Historic District. Thus, the proposed demolition of these buildings could be inconsistent with Objective 12 to conserve resources that provide continuity with San Francisco's past, specifically the following policy of the *Downtown Plan*:

- Policy 12.1 – Preserve notable landmarks and areas of historic, architectural, or aesthetic value, and promote the preservation of other buildings and features that provide continuity with past development; and

The demolition of these buildings and the physical environmental impacts that could result from this conflict will be discussed in the EIR.

The proposed project would not conflict with any other plans adopted for the purpose of mitigating an environmental effect.

As discussed above, applicable plans, policies, and regulations adopted for the purpose of mitigating an environmental effect and result in an adverse physical change to the environment. The demolition of three buildings on the project site and the physical environmental impacts that could result would conflict with policies in the Urban Design Element and the *Downtown Plan*. The physical impacts resulting from this policy conflict will be discussed in the EIR, and there are no other policy conflicts identified.

Impact C-LU: The proposed project could make a considerable contribution to cumulative significant land use impacts. (Significant)

Section B. Project Setting, Cumulative Setting provides a discussion of the cumulative projects within ¼ mile of the proposed project. It includes a list of active development, renovation, and/or change of use projects surrounding the project site. The geographic context for land use impacts for the proposed project is the relevant plan areas within which the project site resides.

Because the project would not physically divide an established community, no impact would occur and no cumulative analysis is required.

The proposed project would conflict with applicable plans and policies adopted to avoid or mitigate environment effects, including the Urban Design Element (i.e., preservation of notable landmarks and areas of historic, architectural, or aesthetic value) and the *Downtown Plan* (i.e., preserve notable landmarks, areas of historic, architectural, or aesthetic value, and other buildings and features that provide continuity with past development).

As described in Table 2, the cumulative projects are generally residential infill projects, ranging from 18 to 47 units, and heights ranging from six- to 13-stories or 80 to 150 feet. The majority of existing buildings in this area are similar hotel or mixed-use residential over ground floor retail or restaurant. Many surrounding buildings are historic resources, as they are contributors to the Uptown Tenderloin National Register District or rated buildings within the boundaries of the Kearny-Market-Mason-Sutter Conservation District. Related development could have cumulative policy conflicts if other projects would demolish historic resources. In this case, the proposed project would result in a considerable contribution to this cumulative impact because the project would include demolition of three buildings that are contributors to the Uptown Tenderloin National Register Historic District. Since policy conflicts, in and of themselves, do not constitute physical impacts on the environment, but could result in secondary physical effects, this cumulative impact will be fully disclosed in the EIR.

No other potential conflicts with policies adopted for the purpose of mitigating an environmental effect have been identified. In summary, the proposed project in combination with other foreseeable projects would result in a cumulative historic resource impact that would conflict with historic resource policies of the *General Plan* and *Downtown Plan*.

Population and Housing

Topics:	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less-than-Significant Impact	No Impact	Not Applicable
2. POPULATION AND HOUSING— Would the project:					
a) Induce substantial population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)?	☐	☐	☒	☐	☐
b) Displace substantial numbers of existing housing units or create demand for additional housing, necessitating the construction of replacement housing?	☐	☐	☒	☐	☐
c) Displace substantial numbers of people, necessitating the construction of replacement housing elsewhere?	☐	☐	☒	☐	☐

Impact PH-1: The proposed project would not induce substantial population growth either directly or indirectly. (Less than Significant)

As noted above, *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. With its abundant transit service and mixed-use neighborhoods, San Francisco is expected to accommodate an increasing share of future regional growth. In the last few years the supply of housing has not met the demand for housing within San Francisco. In July 2013, ABAG projected regional housing needs in the *Regional Housing Need Plan for the San Francisco Bay Area: 2014–2022*. ABAG's projected housing need in San Francisco for 2014–2022 is 28,869 dwelling units, consisting of 6,234 dwelling units within the very low income level (0–50 percent), 4,639 within the low income level (51–80 percent), 5,460 within the moderate income level (81-120 percent), and 12,536 within the above-moderate income level (120 percent plus).[10] As part of the planning process for *Plan Bay Area*, San Francisco identified Priority Development Areas, which are existing neighborhoods near transit that are appropriate places to concentrate future growth, and the project site is in the Downtown-Van Ness-Geary Priority Development Area.[11]

[10] ABAG, *Regional Housing Need Plan for the San Francisco Bay Area: 2014–2022*. Available online at http://planbayarea.org/pdf/final_supplemental_reports/Final_Bay_Area_2014-2022_RHNA_Plan.pdf, accessed December 15, 2016.

[11] ABAG, *Plan Bay Area*, Priority Development Area Showcase. Available online at http://gis.abag.ca.gov/website/PDAShowcase/, accessed December 15, 2016.

In general, a project would be considered growth-inducing if its implementation would result in substantial population increases and/or new development that might not occur if the project were not approved and implemented. The proposed 176 dwelling units would provide housing for 405 persons,[12] and would help meet the demand for housing and would not induce substantial population growth.

The proposed project would include demolition of an existing three-story, 26,904 sf Fifth Church of Christ Scientist, a one-story with basement 4,415 sf vacant retail building and a one-story 1,012 sf restaurant and residential building with five units currently housing approximately 10 residents. The proposed project would include the construction of up to 176 dwelling units, approximately 6,200 sf of restaurant/retail space, and 13,595 sf of religious institution space. The existing retail building is currently vacant and the church structure use is limited. The restaurant along Jones Street is still active, and the rent-controlled units are occupied. Together the church and restaurant employ 13 or fewer employees.[13] The proposed project would accommodate the need for housing in the local area and City. It would intensify use on the site by developing 171 net new units (176 units minus the five existing units) and would replace ground-floor uses that currently exist (the restaurant at 532 Jones Street). It would add new restaurant and retail uses.

The addition of the new residential units (171 net new) would increase the residential population on the site by approximately 405 persons. While the addition of 405 residents would be noticeable to residents of immediately adjacent properties, this increase would not result in a substantial increase to the population of the larger neighborhood or the City and County of San Francisco. The 2010 U.S. Census indicates that the residential population in Census Tract 123.02 is approximately 3,073 persons.[14] The proposed project would increase the population within Tract 123.02 by approximately 3 percent.[15] The population of San Francisco is projected to increase by approximately 280,490 persons for a total of 1,085,725 persons by 2040.[16] The residential population introduced as a result of the proposed project would constitute approximately 0.14 percent of projected city-wide growth. This population increase would be accommodated within the planned growth for San Francisco. Overall, implementation of the proposed project would not directly induce substantial population growth.

The existing church has one employee, the existing restaurant employs 12 people and, as it has been vacant for more than ten years, the existing commercial space does not have any employees. Thus, the existing uses on the project site employ 13 people. The project proposes to replace the church structure within a smaller facility, resulting in no permanent change in employment associated with this use. The project also proposes to construct 6,200 sf of restaurant and or retail uses, replacing an active 1,012 sf

[12] The project site is located in Census Tract 123.02, which is generally bounded by Post Street to the north, O'Farrell Street to the south, Powell Street to the east and Leavenworth Street to the west. The population calculation is based on Census 2010 data. While the census data estimates 1.46 persons per household in Census Tract 123.02, the citywide average of 2.3 persons per household is used for this analysis as it is a conservative estimate (i.e., provides a higher estimate of impacts).

[13] The restaurant employs five or six employees per shift, resulting in about 12 or fewer employees. The church employs one part-time employee, the rest of the church work is done by volunteers.

[14] The population estimate is based on data from the 2010 Census for Census Tract 123.02.

[15] 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?fpt=table. Accessed October 4, 2016.

[16] 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.

restaurant and 4,415 sf of vacant commercial space. Based on the total size of the proposed restaurant/retail uses on the project site, the new businesses would employ approximately 18 full-time employees, since restaurant and retail uses generate the same amount of associated employment. An additional three employees would staff the leasing office.[17] The proposed project would result in 22 employees on the project site (one for the church use, 18 for restaurant/retail uses and three for the leasing office), representing a net increase of nine employees at the project site. The proposed project's residential, retail, and restaurant uses would not likely offer sufficiently high wages such that they would be anticipated to attract new employees to San Francisco or nearby communities. Therefore, it can be anticipated that most of the employees would already live in San Francisco (or nearby communities), and that the project would not generate demand for new housing as a result of the new residential uses or from the potential retail employees. San Francisco's employment base is projected to increase from approximately 617,420 in 2015 to approximately 759,500 in 2040, for a total estimated increase of 142,080 employees.[18] Even if the all of the 22 employees associated with the proposed project were conservatively assumed to be new to the City, the project-related employment growth would represent a negligible proportion (less than one percent) of the city-wide estimated job growth. Thus, the proposed project would not induce substantial population growth due to the increase of employees on the project site.

The proposed project also would not indirectly induce substantial population growth in the project area because it would be located on an infill site in an urbanized area and would not involve any extensions to area roads or other infrastructure that could enable additional development in currently undeveloped areas.

In light of the above, the additional population and employees associated with the project would have a less-than-significant impact related to population growth, both directly and indirectly. This topic will not be discussed in the EIR.

Impact PH-2: The proposed project would not displace a substantial number of existing housing units, people, or employees, or create demand for additional housing elsewhere. (Less than Significant)

The proposed project would impact employees in the existing church and employees and residents in the existing restaurant building; the retail building is currently vacant. The restaurant currently employs 12 people and the church employs one person. The restaurant employees would be displaced (potentially only temporarily since they could be reemployed at the new restaurant and retail uses proposed for the project site). The church employee would be only temporarily displaced during construction, as the same church would continue to operate on the project site after project completion. Thus the proposed project would result in displacement of 12 employees, and one employee only temporarily. However, an estimated 22 jobs would be created with the establishment of approximately 6,200 sf of restaurant/retail uses on the project site, the residential leasing office, and the replacement church. With the temporary loss of 13 jobs, the proposed project would result in nine net new permanent jobs. As discussed above, it is anticipated that people employed by the restaurant/retail operators, residential leasing office and church would already live within the City or in nearby communities, and thus would not generate demand for additional housing elsewhere.

[17] 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 18 employees. The employee generation rate for office use is one employee per 276 square feet. The employee generation rate for restaurant and for retail is the same.

[18] Projections 2013, p. 75.

There are currently approximately ten residents in the five rent-controlled residential units (two persons per unit) in the restaurant building who would be displaced by the proposed project. The project proposes to replace these units with five BMR units, displacing these residents. The existing residents would not be offered first right of refusal for the new BMR units.

The number of people currently residing in the five units on the project site is not substantial and would not necessitate construction of replacement housing elsewhere, as the proposed project would provide 171 net new units on site. Thus, the proposed project would not permanently displace existing units. For these reasons, the proposed project would have a less-than-significant impact related to the displacement of housing or employees. This topic will not be discussed in the EIR.

Impact C-PH: The proposed project would not make a considerable contribution to any cumulative significant effects related to population or housing. (Less than Significant)

As noted above, *Plan Bay Area* is the current regional transportation plan and Sustainable Communities Strategy that was adopted by MTC and ABAG in July 2013, and contains housing and employment projections anticipated to occur in San Francisco through 2040. *Plan Bay Area* projections provide the context for the population and housing cumulative analysis.

As described above, the proposed project would not induce substantial direct or indirect population growth or displace a substantial number of existing housing units, people, or employees, or create demand for additional housing elsewhere.

The past, present, and reasonably foreseeable projects within a ¼-mile radius of the proposed project, identified in Table 2, would add approximately 1,644[19] new residents in 693 dwelling units and 50 group housing rooms into the area, and, with the proposed project, would add 2,049 new residents in 869 dwelling units and 50 new group housing rooms within a ¼-mile radius of and including the project site. For comparison purposes, the eight-block census tract containing the project site contains approximately 3,073 residents. These projects would be required to pay an affordable housing in-lieu fee or provide the required percentage of on-site below-market-rate units (12 or 13.5 percent of the total number of residential units) or off-site below-market-rate units (20 percent of the total number of residential units).

In addition, past, present, and reasonably foreseeable future projects would add up to approximately 38,955 gross sf of commercial and retail space 65,000 gross sf of nonprofit arts-related uses, and 232 hotel rooms to the project area. The CPMC project would add an additional 274 acute-care beds and a 253,000 sf medical office building. The addition of employment-generating square footage could result in approximately 556 new employees as follows: 111 from commercial/retail uses, 236 from non-profit arts-related uses, and 209 from hotel uses.[20] Based on the conservative assumption that all new employees would be new San Francisco residents and the conversion and demolition of existing buildings for the cumulative projects would not result in employment decreases, an estimated 578 new employees (including new employees associated with the proposed project) would be added within a ¼-mile radius

[19] Assuming 2.3 persons per unit provides 1,594 persons from 693 dwelling units; group housing rooms are assumed to have one person per room.

[20] 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 sf of retail/restaurant. Hotel employees are estimated at 0.9 per hotel room. Non-Profit Arts employees are estimated at one per every 276 sf.

of the project site. The 578 new employees would generate a potential demand for approximately 455 new dwelling units.[21] The proposed project and nearby cumulative development projects would add to the City's housing stock and could accommodate some of the new employment-related housing demand.

Based on information in ABAG's Projections 2013, the proposed project and nearby cumulative development projects could accommodate employment-related housing demand. The City's projected housing growth between 2015 and 2040 is 84,910 units. In combination with the past, present, and reasonably foreseeable projects, the estimated demand for housing associated with the proposed project and cumulative projects within ¼ mile of the project site would account for approximately 0.5, or less than 1 percent, of projected citywide household growth.[22]

Recently, the supply of housing has not met the demand for housing within San Francisco. Therefore, as noted above, San Francisco identified Priority Development Areas as part of the planning process for *Plan Bay Area* to identify existing neighborhoods near transit that are appropriate places to concentrate future growth, such as the Downtown-Van Ness-Geary Priority Development Area in which the project site is located. As such, although the proposed project, in combination with other past, present, and reasonably foreseeable future projects, would increase the population in the ¼-mile radius of the project site. The increase would not constitute substantial unplanned growth. This population growth has been anticipated and accounted for in ABAG's and the City's projections and, therefore, would accommodate planned population growth that, in and of itself, would not result in a significant impact on the physical environment. Other sections of this document that address physical environmental impacts related to cumulative growth with regard to specific resources can be found in Section E, Topic 4—Transportation and Circulation; Topic 5—Noise; Topic 6—Air Quality; Topic 9—Recreation; Topic 10—Utilities and Service Systems; and Topic 11—Public Services. Therefore, although the proposed project, in combination with other past, present, and reasonably foreseeable future projects would increase the population and employment in the area, it would not induce substantial population and employment growth, as this growth has been anticipated. No permanent impact would occur with regard to displacement of housing units or employees and, as such, the project would not result in a cumulative contribution to displacement-related cumulative impacts. For these reasons, the proposed project in combination with other past, present, and reasonably foreseeable future projects would not result in a cumulatively considerable population and housing impact. This topic will not be discussed in the EIR.

[21] Assumes the ABAG 2013 Projections figure of 1.27 workers per household for San Francisco.

[22] San Francisco's employment base is projected to increase approximately 142,080, from about 617,420 total jobs in 2015 to approximately 759,500 in 2040. ABAG, Projections 2013, p. 75.

Cultural Resources

Topics:	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less-than-Significant Impact	No Impact	Not Applicable
3. CULTURAL RESOURCES—Would the project:					
a) Cause a substantial adverse change in the significance of a historical resource as defined in §15064.5, including those resources listed in Article 10 or Article 11 of the San Francisco *Planning Code*?	☒	☐	☐	☐	☐
b) Cause a substantial adverse change in the significance of an archeological resource pursuant to §15064.5?	☐	☒	☐	☐	☐
c) Disturb any human remains, including those interred outside of formal cemeteries?	☐	☒	☐	☐	☐
d) Cause a substantial adverse change in the significance of a tribal cultural resource as defined in Public Resources Code §21074?	☐	☒	☐	☐	☐

Impact CP-1: Implementation of the proposed project would result in the demolition of historical resources contributing to the Uptown Tenderloin Historic District and demolition of a building individually eligible for inclusion on the California Register of Historic Resources. (Potentially Significant)

The 450-474 O'Farrell Street/532 Jones Street project would create a new home for the Fifth Church of Christ Scientist while integrating new housing, restaurant and retail in the Downtown/Civic Center neighborhood. The design of the project is intended to respond to the context of the Uptown Tenderloin National Register Historic District. The proposed building's height of 13 stories and massing with setbacks at the 10 floors on O'Farrell and Jones Streets are designed to respond to other historic buildings along the block and within the surrounding district.

The proposed project could result in impacts to cultural resources as a result of demolition of the 1923 Fifth Church of Christ, a contributing resource to the Uptown Tenderloin National Register Historic District, and two individually eligible buildings, the 1913 retail building and the 1950 restaurant building, both identified as contributing resources to the Uptown Tenderloin National Register Historic District. The church façade would be retained. The Uptown Tenderloin National Register Historic District is a high-density residential area characterized by a variety of multiple-story commercial, residential, hotel, and institutional buildings dating from 1906 to the 1930s, with a few newer, noncontributory buildings. In general, contributing buildings are multi-unit apartments or hotels that are built to the lot lines and rise continuously straight up from the sidewalk, usually for two to seven stories with façades of brick or reinforced concrete.

For purposes of this Initial Study, impacts to historic architectural resources are identified as ***potentially significant***. The demolition of three contributing buildings to a National Register Historic District is a potentially significant impact, as is the compatibility of a new structure within or adjacent to an existing National Register Historic District. The church building is also individually eligible for listing in the

CRHR. To evaluate the proposed project's potential impacts to a historical resource, a Historic Resources Evaluation will be prepared by a qualified consultant and the City will prepare a Historic Resources Evaluation Response, which will be summarized in the EIR. The EIR will determine the significance of the project's impacts on cultural resources and develop mitigation measures and alternatives, as feasible, to reduce those impacts found to be significant.

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, should such resources exist beneath the project site. (Less than Significant with Mitigation)

The proposed project would require excavation for a single level of below-grade parking. The proposed structure would be supported on a spread-type foundation consisting of isolated footings interconnected with grade beams or a mat. The following information is based on the Preliminary Archeological Review (PAR) prepared by the San Francisco Planning Department[23] and the Geotechnical Investigations prepared by Langan Treadwell Rollo.[24] The PAR concluded that the accidental discovery of archaeological resources could occur at the project site. Accordingly, in order to reduce potential impacts on archaeological resources, the project sponsor has agreed to comply with Mitigation Measure M-CP-2: Accidental Discovery. The mitigation measure is required to avoid any potential adverse effect from the proposed project on accidentally discovered buried or submerged historical resources as defined in *CEQA Guidelines* Section 15064.5(a) and (c).

Mitigation Measure M-CP-2: Accidental Discovery

The project sponsor shall distribute the Planning Department archeological resource "ALERT" sheet to the project prime contractor; to any project subcontractor (including demolition, excavation, grading, foundation, etc. firms); or utilities firm involved in soils disturbing activities within the project site. Prior to any soils disturbing activities being undertaken; each contractor is responsible for ensuring that the "ALERT" sheet is circulated to all field personnel including, machine operators, field crew, supervisory personnel, etc. The project sponsor shall provide the Environmental Review Officer (ERO) with a signed affidavit from the responsible parties (prime contractor, subcontractor(s), and utilities firm) to the ERO confirming that all field personnel have received copies of the Alert Sheet.

Should any indication of an archeological resource be encountered during any 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 activities in the vicinity of the discovery until the ERO has determined what additional measures should be undertaken.

If the ERO determines that an archeological resource may be present within the project site, the project sponsor shall retain the services of an 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

[23] San Francisco Planning Department, Preliminary Archeological Review 450 O'Farrell Street/532 Jones Street, January 7, 2016.

[24] Langan Treadwell Rollo Preliminary Geotechnical Study 450-474 O'Farrell Street, San Francisco, California, September 8, 2014; Langan Treadwell Rollo Preliminary Geotechnical Study 532 Jones Street, San Francisco, California, April 13, 2015.

archeological resource. The archeological consultant shall make a recommendation as to what action, if any, is warranted. Based on this information, the ERO may require, if warranted, specific additional measures to be implemented by the project sponsor.

Measures might include: preservation in situ of the archeological resource; an 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 sponsor immediately implement a site security program if the archeological resource is at risk from vandalism, looting, or other damaging actions.

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

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

With implementation of Mitigation Measure M-CP-2: Accidental Discovery, project construction would have a less-than-significant impact on prehistoric or historical archaeological resources, and this topic will not be discussed in the EIR.

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. (Less than Significant with Mitigation)

In the unlikely event that human remains are encountered during construction, any inadvertent damage to human remains would be considered a significant impact. Accordingly, in order to reduce this potential impact to a less-than-significant level, the project sponsor has agreed to comply with Mitigation Measure M-CP-3: Human Remains, which includes the required procedures for the treatment of human remains.

Mitigation Measure M-CP-3: Human Remains

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-2, 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 sponsor and the ERO to accept recommendations of an MLD. The archeological consultant shall retain possession of any Native American human remains and associated or unassociated burial objects until completion of any scientific analyses of the human remains or objects as specified in the treatment agreement if such as agreement has been made or, otherwise, as determined by the archeological consultant and the ERO.

With implementation of Mitigation Measure M-CP-3: Human Remains, project construction would have a less-than-significant impact on prehistoric or historical archaeological resources, and this topic will not be discussed in the EIR.

Impact CP-4: Construction activities for the proposed project could result in the disturbance of tribal cultural resources, should such resources exist beneath the project site. (Less than Significant with Mitigation)

Tribal cultural resources are those resources that meet the definitions in *Public Resources Code* Section 21074. Tribal cultural resources are defined as sites, features, places, cultural landscapes, sacred places, and objects with cultural value to a California Native American tribe that are also either (a) included or determined to be eligible for inclusion in the CRHR or (b) included in a local register of historical resources as defined in *Public Resources Code* Section 5020.1(k). Based on discussions with Native American tribal representatives in San Francisco, prehistoric archeological resources are presumed to be potential tribal cultural resources. A tribal cultural resource is adversely affected when a project impacts its significance.

Pursuant to Assembly Bill 52, effective July 1, 2015, within 14 days of a determination that an application for a project is complete or a decision by a public agency to undertake a project, the lead agency is required to contact the Native American tribes that are culturally or traditionally affiliated with the geographic area in which the project is located. Notified tribes have 30 days to request consultation with the lead agency to discuss potential impacts on tribal cultural resources and measures for addressing those impacts.

On April 6, 2016, the Planning Department mailed a "Tribal Notification Regarding Tribal Cultural Resources and CEQA" to the appropriate Native American tribal representatives who have requested notification. During the 30-day comment period, no Native American tribal representatives contacted the Planning Department to request consultation. Furthermore, as discussed above under Impact CP-2 and Impact CP-3, the proposed project would have a less-than-significant impact related to the potential disturbance of historic and prehistoric archeological resources and human remains with implementation of Mitigation Measure M-CP-22 and M-CP-33. These mitigation measures would be sufficient to reduce impacts to tribal cultural resource should they occur. Therefore, this topic will not be discussed in the EIR.

Impact C-CP-1: The proposed project, in combination with past, present, and reasonably foreseeable future projects in the site vicinity could result in cumulative impacts to historic architectural resources (Potentially Significant)

The geographic context for an analysis of cumulative impacts to historic resources would be the Uptown Tenderloin National Register Historic District. Historic resources are a finite resource and cannot be replaced once demolished. Past development has resulted in a diminution of historic resources. Present and future development would be required to comply with city, state, and federal regulations concerning preservation of historic resources, but further reduction in these resources could occur with future development. The proposed project would result in demolition of three identified historic resources that contribute to the Uptown Tenderloin National Register Historic District. This impact has been identified as potentially significant and will be analyzed in the EIR. Similarly, the project's contribution to cumulative impacts on historic resources will be analyzed in the EIR.

Impact C-CP-2: The proposed project, in combination with past, present, and reasonably foreseeable future projects in the vicinity, would not cause a substantial adverse change in the significance of an archeological or tribal cultural resource nor disturb human remains. (Less than Significant)

Project-related impacts on these resources are site-specific and generally limited to the project's construction area. The geographic context for archaeological, tribal cultural resource and human remains impacts is the City of San Francisco. Cumulative development projects throughout the City could result in substantial adverse changes in the significance of an archaeological or tribal cultural resource and may also disturb human remains. Preservation of significant historic and cultural properties is an important aspect of planning in San Francisco. Development projects in the City are subject to historic, archaeological, and cultural resource investigations, and standard mitigation measures are implemented to insure that, in the event cultural resources are discovered during construction, the artifacts or human remains are properly handled and not further disturbed.

It is not likely that these resources will be unearthed, as the PAR for the proposed project did not find evidence for potential sites. For these reasons, the proposed project, in combination with other past, present, and reasonably foreseeable future projects, would not result in a cumulatively considerable impact on archeological resources, human remains, or tribal cultural resources. This topic will not be discussed in the EIR.

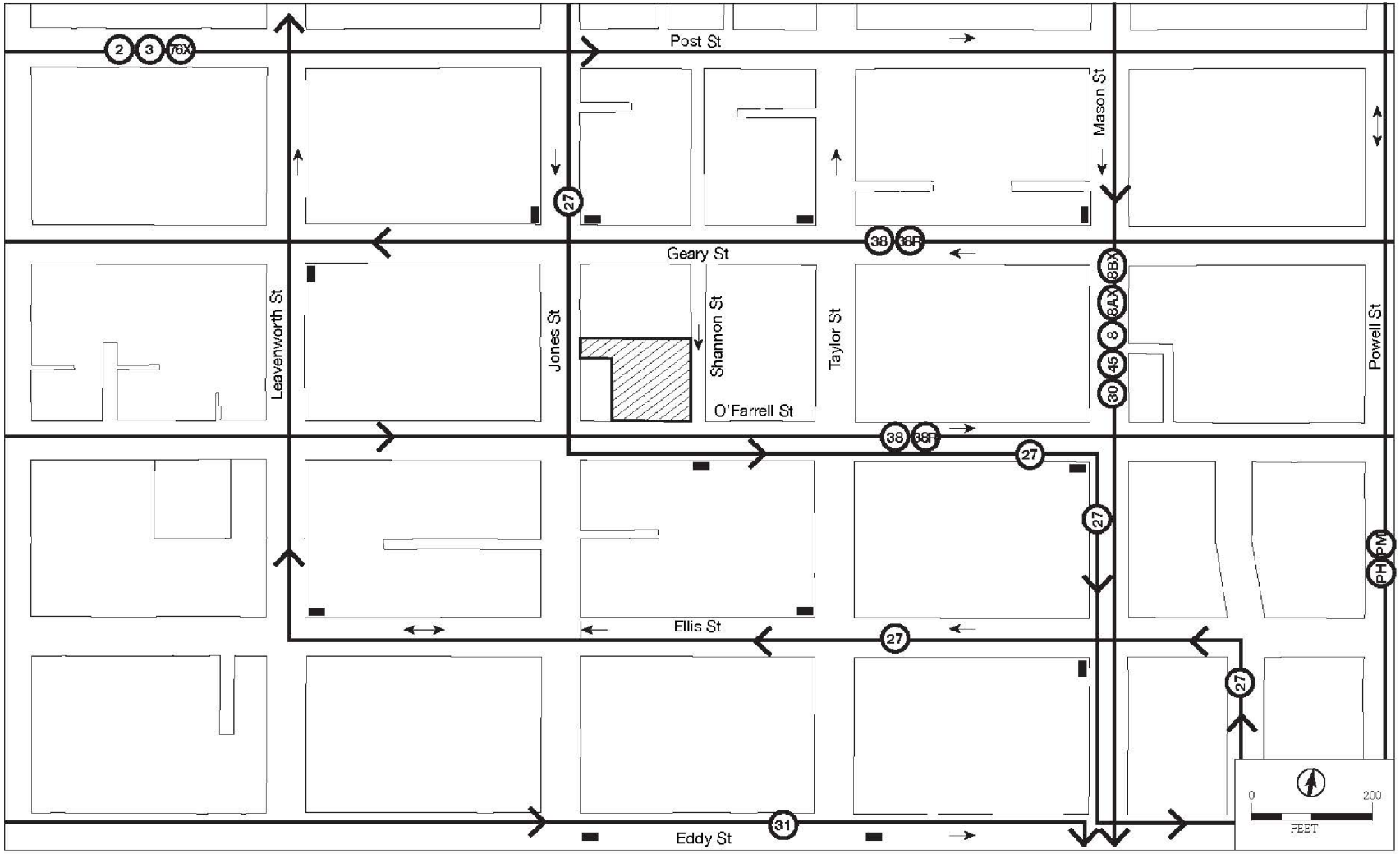
Transportation and Circulation

Topics:	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less-than-Significant Impact	No Impact	Not Applicable
4. TRANSPORTATION AND CIRCULATION— Would the project:					
a) Conflict with an applicable plan, ordinance or policy establishing measures of effectiveness for the performance of the circulation system, taking into account all modes of transportation including mass transit and non-motorized travel and relevant components of the circulation system, including but not limited to intersections, streets, highways and freeways, pedestrian and bicycle paths, and mass transit?	☐	☐	☒	☐	☐
b) Conflict with an applicable congestion management program, including but not limited to level of service standards and travel demand measures, or other standards established by the county congestion management agency for designated roads or highways?	☐	☐	☒	☐	☐
c) Result in a change in air traffic patterns, including either an increase in traffic levels or a change in location that results in substantial safety risks?	☐	☐	☐	☐	☒
d) Substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses?	☐	☐	☒	☐	☐
e) Result in inadequate emergency access?	☐	☐	☒	☐	☐
f) Conflict with adopted policies, plans, or programs regarding public transit, bicycle, or pedestrian facilities, or otherwise decrease the performance or safety of such facilities?	☐	☐	☒	☐	☐

The proposed project would not be located within an airport land use plan area or in the vicinity of a private airstrip. Therefore, Question 4c is not applicable to the project.

This analysis is based on the *450 O'Farrell Street Transportation Impact Study* (TIS)[25] prepared for the proposed project by LCW Consulting in February 2017. According to the TIS, because the proposed project would replace the existing church within a smaller facility, it is not anticipated that the proposed project would result in an increase in travel demand for the religious institution use. Church services are currently held on Wednesday evenings at 7 p.m. and on Sundays at 11 a.m., and they are not anticipated to change. Any travel demand associated with the existing church use during the PM peak hour is reflected in the existing conditions. The existing transit network is shown in Figure 18.

[25] LCW Consulting, *Traffic Impact Study for 450-474 O'Farrell Street and 572 Jones Street*, San Francisco, California, February 15, 2017.



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450 O'Farrell Street
Case No. 2013.1535ENV

Figure 18
Existing Transit Network

Project Travel Demand

Table 3 summarizes the weekday daily and PM peak hour trip generation for the proposed project by proposed land uses. A credit for the person trips associated with the existing restaurant use is also presented. The existing restaurant trips are subtracted from the overall trips associated with the project to identify the net new trips. As a conservative assumption, the travel demand associated with the five residential units within the existing 532 Jones Street building was not subtracted from the proposed project travel demand. Because these five units are currently rented to employees of the Shalimar restaurant on the ground floor of the building, the existing travel demand is less than that for a typical residential unit, as the "work to home" trips occur within the same building. Overall, the proposed project would generate about 4,810 net-new daily person trips, and about 704 net-new PM peak hour person trips.

TABLE 3: PROPOSED PROJECT NET-NEW DAILY AND PM PEAK HOUR PERSON TRIP GENERATION

Land Use[1]	Size	Daily Person Trip Generation	PM Peak Hour Person Trip Generation
Residential (176 units)	187,640 gsf	1,468	253
Restaurant/Retail	6,200 gsf	3,720	502
	193,840 gsf	***5,188***	***755***
Credit for Existing Restaurant		***378***	***51***
Net-new Project Trips		***4,810***	***704***

Note:

1. The church is an existing use that would be maintained within a smaller facility. The travel demand associated with the church use is not anticipated to substantially change from existing conditions. Church services are held on Wednesday evenings and on Sunday mornings. The church services would not generate new trips during the weekday PM peak hour of analysis.

Source: *SF Guidelines*, LCW Consulting.

Table 4 summarizes the weekday PM peak hour trip generation by mode for the proposed project. The credit for the existing restaurant uses on the project site that would be displaced is also presented. During the weekday PM peak hour, about 28 percent of the net-new person-trips would be by auto, 28 percent by transit, 44 percent by walking and other modes (including bicycling). During the PM peak hour, the proposed project would generate about 98 net-new vehicle-trips, of which 50 vehicle-trips would be inbound to the project site, and 45 vehicle-trips would be outbound from the project site.

TABLE 4: PROPOSED PROJECT NET-NEW TRIP GENERATION BY MODE WEEKDAY PM PEAK HOUR

Land Use	Person-Trips					Vehicle Trips
	Auto	Transit	Walk	Other[1]	Total	
Residential	38	120	74	21	253	29
Restaurant/Retail	180	86	175	61	502	76
	218	***206***	***249***	***82***	***755***	***105***
Credit for Existing Restaurant	***18***	***8***	***18***	***7***	***51***	***7***
Net-new Project Trips	***200***	***198***	***231***	***75***	***704***	***98***

Notes:

[1] "Other" mode includes bicycles, motorcycles, and taxis/Transportation Network Company vehicles.

Source: *SF Guidelines*, LCW Consulting.

As shown in Table 5, the residential and restaurant/retail uses associated with the proposed project would generate about 24 net-new delivery and service-vehicle trips to the project site per day. Overall this corresponds to a demand for less than 1.5 loading spaces during the peak and average hours of loading activities. It is anticipated that most of the delivery and service vehicles that would be generated by the proposed project would consist primarily of small trucks and vans. The residential uses would also generate a demand for large and small moving vans.

TABLE 5: PROPOSED PROJECT NET-NEW DELIVERY/SERVICE VEHICLE-TRIPS AND LOADING SPACE DEMAND

Land Use	Daily Truck Trip Generation	Peak Hour Loading Space Demand	Average Hour Loading Space Demand
Residential	5.6	0.33	0.26
Restaurant/Retail[1]	18.7	1.08	0.86
Total Proposed Project	**24.3**	**1.41**	**1.12**

Note:

[1] Restaurant truck trip generation and loading space demand includes a credit for the existing 1,012 gsf of restaurant uses.

Source: *SF Guidelines*, LCW Consulting.

Background on Vehicle Miles Traveled in San Francisco and Bay Area

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

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

The San Francisco County Transportation Authority (Transportation Authority) uses the San Francisco Chained Activity Model Process (SF-CHAMP) to estimate VMT by private automobiles and taxis for different land use types. Travel behavior in SF-CHAMP is calibrated based on observed behavior from the California Household Travel Survey 2010-2012, Census data regarding automobile ownership rates and county-to-county worker flows, and observed vehicle counts and transit boardings. SF-CHAMP uses a synthetic population, which is a set of individual actors that represents the Bay Area's actual population, who make simulated travel decisions for a complete day. The Transportation Authority uses tour-based analysis for office and residential uses, which examines the entire chain of trips over the course of a day, not just trips to and from the project. For retail uses, the Transportation Authority

uses trip-based analysis, which counts VMT from individual trips to and from the project (as opposed to an entire chain of trips). A trip-based approach, as opposed to a tour-based approach, is necessary for retail projects because a tour is likely to consist of trips stopping in multiple locations, and the summarizing of tour VMT to each location would over-estimate VMT.[26,27]

Existing plus Project Impacts

Impact TR-1: The proposed project would not conflict with an applicable plan, ordinance or policy establishing measures of effectiveness for the performance of the circulation system, taking into account all modes of transportation including mass transit and non-motorized travel and relevant components of the circulation system, including but not limited to intersections, streets, highways and freeways, pedestrian and bicycle paths, and mass transit. (Less than Significant)

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

In January 2016, OPR published for public review and comment a Revised Proposal on Updates to CEQA Guidelines on Evaluating Transportation Impacts in CEQA[28] (proposed transportation impact guidelines) recommending that transportation impacts for projects be measured using a vehicle miles traveled (VMT) metric. VMT measures the amount and distance that a project might cause people to drive, accounting for the number of passengers within a vehicle. OPR's proposed transportation impact guidelines provides substantial evidence that VMT is an appropriate standard to use in analyzing transportation impacts to protect environmental quality and a better indicator of greenhouse gas, air quality, and energy impacts than automobile delay. Acknowledging this, San Francisco Planning Commission Resolution 19579, adopted on March 3, 2016:

- Found that automobile delay, as described solely by LOS or similar measures of vehicular capacity or traffic congestion, shall no longer be considered a significant impact on the environment pursuant to CEQA, because it does not measure environmental impacts and therefore it does not protect environmental quality.
- Directed the Environmental Review Officer to remove automobile delay as a factor in determining significant impacts pursuant to CEQA for all guidelines, criteria, and list of exemptions, and to update the Transportation Impact Analysis Guidelines for Environmental Review and Categorical Exemptions from CEQA to reflect this change.

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

[27] San Francisco Planning Department, Executive Summary: Resolution Modifying Transportation Impact Analysis, Appendix F, Attachment A, March 3, 2016.

[28] This document is available online at: https://www.opr.ca.gov/s_sb743.php.

- Directed the Environmental Planning Division and Environmental Review Officer to replace automobile delay with VMT criteria which promote the reduction of greenhouse gas emissions, the development of multimodal transportation networks, and a diversity of land uses; and consistent with proposed and forthcoming changes to CEQA Guidelines by OPR.

Planning Commission Resolution 19579 became effective immediately for all projects that have not received a CEQA determination and all projects that have previously received CEQA determinations, but require additional environmental analysis.

VMT Analysis. Land use projects may cause substantial additional VMT. The following identifies thresholds of significance and screening criteria used to determine if a land use project would result in significant impacts under the VMT metric.

For residential projects, a project would generate substantial additional VMT if it exceeds the regional household VMT per capita minus 15 percent.[29] For office projects, a project would generate substantial additional VMT if it exceeds the regional VMT per employee minus 15 percent. As documented in the proposed transportation impact guidelines, a 15 percent threshold below existing development is "both reasonably ambitious and generally achievable."[30] For retail projects, the Planning Department uses a VMT efficiency metric approach for retail projects: a project would generate substantial additional VMT if it exceeds the regional VMT per retail employee minus 15 percent. This approach is consistent with CEQA Section 21099 and the thresholds of significance for other land uses recommended in OPR's proposed transportation impact guidelines. For mixed-use projects, each proposed land use is evaluated independently, per the significance criteria described above.

OPR's proposed transportation impact guidelines provides screening criteria to identify types, characteristics, or locations of land use projects that would not exceed these VMT thresholds of significance. OPR recommends that if a project or land use proposed as part of the project meets any of the below screening criteria, then VMT impacts are presumed to be less than significant for that land use and a detailed VMT analysis is not required. These screening criteria and how they are applied in San Francisco are described below:

- Map-Based Screening for Residential, Office, and Retail Projects. OPR recommends mapping areas that exhibit where VMT is less than the applicable threshold for that land use. Accordingly, the Transportation Authority has developed maps depicting existing VMT levels in San Francisco for residential, office, and retail land uses based on the SF-CHAMP 2012 base-year model run. The Planning Department uses these maps and associated data to determine whether a proposed project is located in an area of the City that is below the VMT threshold.
- Small Projects – OPR recommends that lead agencies may generally assume that a project would not have significant VMT impacts if the project would either: (1) generate fewer trips than the level required for studying consistency with the applicable congestion management program or (2) where the applicable congestion management program does not provide such a level, fewer than 100 vehicle

[29] OPR's proposed transportation impact guidelines state a project would cause substantial additional VMT if it exceeds both the existing City household VMT per capita minus 15 percent and existing regional household VMT per capita minus 15 percent. In San Francisco, the City's average VMT per capita is lower (8.4) than the regional average (17.2). Therefore, the City average is irrelevant for the purposes of the analysis.

[30] Governor's Office of Planning and Research, *Revised Proposal on Updates to CEQA Guidelines on Evaluating Transportation Impacts in CEQA,* January 20, 2016, p. III:20. This document is available online at: https://www.opr.ca.gov/s_sb743.php.

trips per day. The Transportation Authority's 2015 San Francisco Congestion Management Program does not include a trip threshold for studying consistency. Therefore, the Planning Department uses the 100 vehicle trip per day screening criterion as a level generally where projects would not generate a substantial increase in VMT.

- Proximity to Transit Stations. OPR recommends that residential, retail, and office projects, as well projects that are a mix of these uses, proposed within ½ 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 result in a substantial increase in VMT. However, this presumption would not apply if the project would: (1) have a floor area ratio[31] 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.[32]

The existing average daily VMT per capita for the transportation analysis zone the project site is located in, TAZ 711, is below the existing regional average daily VMT.

- For residential uses, the average daily VMT per capita is 2.3, which is about 87 percent below the existing regional average daily VMT per capita of 17.2.
- For retail/commercial uses, the average daily VMT per employee is 7.1, which is about 52 percent below the existing regional average daily VMT per employee of 14.9.

Thus, as described above, the project site is located within an area of the City where the existing VMT is more than 15 percent below the regional VMT, and the proposed project land uses would not generate substantial additional VMT.[33] Furthermore, the project site meets the Proximity to Transit Stations screening criterion, which also indicates the proposed project's uses would not cause substantial additional VMT.[34]

While the Proposed Project's impacts related to VMT and induced automobile travel would be less than significant, Improvement Measure I-TR-1: Transportation Demand Management (TDM) Plan, would further reduce the less-than-significant impacts related to VMT and would encourage sustainable travel modes. Implementation of a TDM Program would increase travel options and provide incentives and information to encourage and help individuals modify their travel behavior.

The project applicant has agreed to implement the following improvement measure to further reduce the proposed project's less-than-significant VMT-related impacts.

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[31] Floor area ratio means the ratio of gross building area of the development, excluding structured parking areas, proposed for the project divided by the net lot area.

[32] A project is considered to be inconsistent with the Sustainable Communities Strategy if development is located outside of areas contemplated for development in the Sustainable Communities Strategy.

[33] The Map-Based Screening for Residential, Office, and Retail Projects was applied to the proposed project. The project site is located within TAZ 711, which is within an area of the City where the existing VMT is more than 15 percent below the regional VMT thresholds, as documented in Executive Summary Resolution Modifying Transportation Impact Analysis, Attachment F (Methodologies, Significance Criteria. Thresholds of Significance, and Screening Criteria for Vehicle Miles Traveled and Induced Automobile Travel Impacts), Appendix A (SFCTA Memo), March 3, 2016. Available online at http://commissions.sfplanning.org/cpcpackets/Align-CPC%20exec%20summary_20160303_Final.pdf. Accessed March 21, 2016.

[34] San Francisco Planning Department. Eligibility Checklist: CEQA Section 21099 – Modernization of Transportation Analysis for 1500 Mission.

Improvement Measure I-TR-1: Transportation Demand Management (TDM) Plan

As an improvement measure to encourage the use of sustainable modes, the project sponsor and subsequent property owners, should develop and implement a TDM Plan. The scope and number of TDM measures included in the TDM Plan should be in accordance with the Planning Commission Standards for the TDM Program (TDM Program) for the type of development proposed.[35] The proposed project's TDM Plan should conform to the most recent version of the TDM Program Standards available at the time of the project's approval. The Planning Department should review and approve the TDM Plan, as well as any subsequent revisions to the TDM Plan, pursuant to the TDM Program Standards. The TDM Plan should target a reduction in the vehicle miles traveled (VMT) rate (e.g., VMT per capita), monitor and evaluate project performance (actual VMT), and adjust TDM measures over time to attempt to meet VMT target reduction.

The TDM Plan may include, but is not limited to, the types of measures summarized below for explanatory example purposes. Actual TDM measures selected should include those from the TDM Program Standards which describe the scope and applicability of candidate measures in detail and include:

1. Active Transportation: Provision of streetscape improvements to encourage walking, secure bicycle parking, shower and locker facilities for cyclists, subsidized bike share memberships for project occupants, bicycle repair and maintenance services, and other bicycle-related services
2. Car-Share: Provision of car-share parking spaces and subsidized memberships for project occupants
3. Delivery: Provision of amenities and services to support delivery of goods to project occupants
4. Family-Oriented Measures: Provision of on-site childcare and other amenities to support the use of sustainable transportation modes by families
5. High-Occupancy Vehicles: Provision of carpooling/vanpooling incentives and shuttle bus service
6. Information and Communications: Provision of multimodal wayfinding signage, transportation information displays, and tailored transportation marketing services
7. Land Use: Provision of on-site affordable housing and healthy food retail services in underserved areas
8. Parking: Provision of unbundled parking, short term daily parking provision, parking cash out offers, and reduced off-street parking supply.

Traffic Hazards

Pursuant to recent revisions to CEQA Guidelines by OPR, in March 2016, the San Francisco Planning Department adopted the OPR recommendations to use a VMT metric instead of automobile delay to evaluate the transportation impacts of projects. Therefore, vehicle delay (i.e., intersection LOS) is no longer used as a significance criterion in San Francisco, and traffic impacts were assessed based on whether the Proposed Project would cause traffic hazards.

[35] San Francisco Planning Department, *Draft TDM Program Standards*, July 2016 are available online at: http://sf-planning.org/tdm-materials-and-resources.

Vehicular access to the proposed project's residential building garage would be via a 12-foot-wide driveway on Shannon Street (approximately 140 feet south of Geary Street, and 130 feet north of O'Farrell Street). The residential building garage driveway would be 20 feet wide at the property line. The driveway access ramp to the below-grade level would be about 110 feet in length, which would accommodate about five vehicles on the ramp. The residential building garage would be gated and accessed remotely. Due to the generally limited number of vehicle parking spaces (30 parking spaces for the 176 residential units, 10 spaces dedicated for the religious institution use only, one car-share space, and no parking spaces for the restaurant/retail use), it is not anticipated that queues entering the garage would exceed the five vehicles that can be accommodated on the access ramp. Therefore, garage operations are not anticipated to affect Shannon Street traffic flow (traffic volumes on Shannon Street are low – about 40 vehicles during the PM peak hour). In summary, the proposed project would not cause traffic hazards, and therefore, proposed project impacts related to traffic would be less than significant.

Although the proposed project's impacts related to traffic hazards are expected to be less than significant, the project applicant has agreed to implement the following improvement measure, which may be recommended for consideration by City decision makers, to further reduce the proposed project's less-than-significant impacts related to traffic hazards.

Improvement Measure I-TR-2: Monitoring and Abatement of Queues

To reduce the potential for queuing of vehicles accessing the project site, it should be the responsibility of the project sponsor to ensure that recurring vehicle queues or vehicle conflicts do not occur on Shannon Street. A vehicle queue is defined as one or more vehicles (destined to the parking garage) blocking any portion of the Shannon Street sidewalk or travel lanes for a consecutive period of three minutes or longer on a daily and/or weekly basis.

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

Transit

There are no bus stops adjacent to the project site on either the north side of O'Farrell Street or the east side of Jones Street. On the south side of O'Farrell Street there is a midblock bus stop approximately across from Shannon Street. At this location, a transit bulb is provided within the parking lane and buses stop within the transit-only lane. A transit-only lane is provided on eastbound O'Farrell Street (for the 27 Bryant, 38 Geary and 38R Geary Rapid routes adjacent to the project site) and on westbound Geary Street (for the 38 Geary and 38R Geary Rapid routes in the project vicinity). Taxis are also permitted to use the transit-only lane. At intersections where right turns are permitted (e.g., eastbound O'Farrell at Jones and Mason Streets), vehicles must travel across the transit-only lane to access the curbside right-turn pocket.

The majority of the transit trips generated by the Proposed Project during the PM peak hour would be inbound (returning home) to the site. During the PM peak hour, the Proposed Project would generate about 198 net-new transit trips (113 inbound to the project site and 85 outbound from the project site). Of

the 198 net-new transit trips, 156 trips would be to and from locations within San Francisco, and 42 trips would be to and from locations in the East Bay, North Bay, and South Bay. Transit trips to and from the Proposed Project would utilize the nearby Muni routes and transfer to other Muni bus and light rail lines, or to regional transit providers. With the addition of the project-generated riders to the Muni downtown and regional screenlines,[36] the capacity utilization would remain similar to existing conditions. The proposed project would not contribute riders to Muni screenlines currently operating at more than Muni's 85 percent capacity utilization standard. In addition, the proposed project's contribution to regional screenlines would be minimal, including the BART East Bay screenline which currently operates at more than BART's 100 percent capacity utilization standard. The proposed project's ridership contribution the BART East Bay screenline during the PM peak hour would be less than 1 percent. For transit screenlines that already operate above the utilization standard during the peak hour, a project would have a significant effect on the transit provider if project-related transit trips were more than five percent of total transit trips during the peak hour. Therefore, the contribution to the PM peak hour regional screenlines would not be considered a significant impact. Overall, the proposed project would not conflict with, nor substantially affect the capacity utilization of local and regional transit routes.

The proposed project does not include any driveways on O'Farrell Street, and would not conflict with the existing 27 Bryant, 38 Geary, and 38R Geary Rapid routes operating within the eastbound transit-only lane on O'Farrell Street. Because the transit-only lane is located adjacent to the parking lane on the south side of the street (i.e., across the street from the project site), vehicles exiting Shannon Street would not need to cross the transit-only lane to enter the eastbound mixed-flow travel lane. 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 southbound Shannon Street.

The proposed project would be subject to the Transportation Sustainability Fee, which is assessed on residential and non-residential development to help fund improvements to transit capacity and reliability, as well as bicycle and pedestrian improvements.

Overall, for the reasons described above, the Proposed Project would not substantially affect the capacity utilization of the local and regional transit routes, and would not affect the operations of the adjacent Muni bus routes, and transit impacts of the Proposed Project would be less than significant.

Bicycles

There are no bicycle racks on the sidewalks adjacent to the project site on O'Farrell, Shannon, or Jones Streets. On the east sidewalk of Jones Street there are two bicycle racks north of the project site, and one bicycle rack south of the project site. The closest bicycle routes are westbound along Sutter Street, eastbound on Post Street, northbound/southbound on Polk Street. The garage curb cut is not on a bicycle route. Bicycle counts were conducted as part of the PM peak hour intersection traffic volume counts in April 2015. Bicycle volumes on the streets in the immediate vicinity of the project site during the PM peak hour range from 10 to 15 bicyclists on O'Farrell (eastbound), Jones (southbound) Taylor (northbound), and Mason (southbound) Streets, 1 bicyclist on Shannon Street (southbound), and between 25 and 35

[36] The concept of screenlines is used to describe the magnitude of travel to or from the greater downtown area, and to compare estimated transit ridership to available capacities. Screenlines are hypothetical lines that would be crossed by persons traveling between downtown and its vicinity and other parts of San Francisco and the region.

bicyclists on Geary Street (westbound). The project site is located within convenient bicycling distance of office and retail buildings in the downtown and Union Square area. Although the proposed project would result in an increase in the number of vehicles and bicycles in the vicinity of the project site, the increase would not be substantial enough to affect bicycle travel or facilities in the area. Therefore, impacts to bicyclists would be less than significant.

Pedestrians

Pedestrian volumes in the project vicinity vary, but generally are low to moderate. During the PM peak hour there were 190 pedestrians walking on the sidewalk (125 westbound and 65 eastbound). Pedestrian volumes in the crosswalks at intersections in the project vicinity generally range between 150 and 400 pedestrians per hour during the PM peak hour. During field observations, crosswalks and sidewalks in the project vicinity were observed to be operating at generally unconstrained conditions; at normal walking speeds and with freedom to bypass other pedestrians.

The existing sidewalk width on O'Farrell Street currently meets the minimum and recommended sidewalk width in the Better Streets Plan (minimum width of 12 feet, and recommended width of 15 feet), 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 (east and west sides) on Shannon Street do not meet the Better Streets Plan minimum width of 6 feet for an alley (nor the recommended width of 9 feet). The east and west sidewalks on Shannon Street north of O'Farrell Street have bollards at the curb (for about 150 feet north of O'Farrell Street) to prevent vehicles from parking on the sidewalks (on-street parking is not permitted on either side of Shannon Street). Adjacent to the project site, there is a continental crosswalk across Shannon Street, and a red curb approximately 25 feet to the west of Shannon Street that allows for vehicles exiting Shannon Street to see approaching vehicles on eastbound O'Farrell Street without encroaching into the crosswalk.

Pedestrian trips generated by the proposed project would include walk trips to and from the new uses, plus walk trips to and from the bus stops and the BART/Muni Powell station. During the weekday PM peak hour, the new uses would add about 404 net-new pedestrian trips to the sidewalks and crosswalks in the vicinity of the Proposed Project (including about 198 trips destined to and from the transit lines and 306 walk/other trips). Although the addition of project-generated pedestrian trips would incrementally increase pedestrian volumes on adjacent streets, additional pedestrian trips generated from the project would not substantially affect sidewalk conditions or pedestrian flow in the project vicinity. Therefore, impacts on pedestrians would be less than significant.

Loading

The Proposed Project would not provide an on-site off-street truck loading space. Instead, the loading demand generated by the Proposed Project is anticipated to primarily be accommodated within the five existing on-street commercial loading spaces on the north side of O'Farrell Street between Jones and Taylor Streets (including one space adjacent to the project site). In addition, the project sponsor would request that one of the three existing general on-street metered parking spaces adjacent to the project site be converted to a metered commercial loading space. The existing passenger loading/unloading zone (accommodating two vehicles) adjacent to the project site serving the church uses during services would be maintained as part of the Proposed Project, however, the hours of operation would be revised from only during church service to all day passenger loading/unloading, with the exception during the tow-away peak periods between 7 and 9 AM and between 4 and 6 PM. Conversion to all day passenger

loading/unloading would remove two general metered parking spaces. The conversion of one general on-street metered parking space to a metered commercial loading space, and extension of the hours of operation of the passenger loading/unloading zone would require approval at a public hearing through the SFMTA.

The residential and restaurant/retail uses associated with the Proposed Project would generate about 24 net-new delivery/service vehicle-trips to the project site per day, which correspond to a demand for about 1.5 loading spaces during the peak and average hours of loading activities. The loading demand would be accommodated within the four existing (three spaces) and one proposed on-street commercial loading spaces on the north side of O'Farrell Street between Jones and Shannon Streets, and within the two commercial loading spaces on the north side of O'Farrell Street between Shannon and Taylor Streets. In addition, there is one on-street commercial loading space on the east side of Jones Street immediately south of Geary Street.

As noted above, the project sponsor would request that one general vehicle parking space adjacent to the project site be converted to a commercial loading space, which would further accommodate the proposed project's loading demand. The project sponsor request that the existing passenger loading/unloading zone adjacent to the project site be converted to an all-day passenger loading/unloading zone would accommodate the proposed residential and existing church uses.

Construction

Construction staging would occur on-site and on the sidewalks adjacent to the project site (i.e., O'Farrell, Shannon, and Jones Streets). The sidewalks adjacent to the project site on O'Farrell Street would be closed for the duration of the construction period, and protected pedestrian walkways would be provided in the adjacent parking lane. Because the north curb of O'Farrell Street is subject to tow-away regulations during the AM and PM peak periods to provide additional vehicular capacity, the SFMTA may require that the protected pedestrian walkway be provided on the O'Farrell Street sidewalk. It is not anticipated that complete sidewalk closures would be required on Jones Street, although closure of a portion of the sidewalk may be required.

Prior to construction, the project sponsor and construction contractor(s) would be required to meet with Public Works and SFMTA staff to develop and review truck routing plans for demolition, disposal of excavated materials, materials delivery and storage, as well as staging for construction vehicles. Additionally, any proposed vehicle lane and sidewalk closures, and other temporary traffic and transportation changes are subject to review by the SFMTA's Interdepartmental Staff Committee on Traffic and Transportation (ISCOTT) and would require approval at a public meeting. ISCOTT is an interdepartmental committee that includes representatives from the Public Works, SFMTA, Police Department, Fire Department, and the Planning Department. The construction contractor would be required to comply with the Blue Book requirements, including those regarding sidewalk and lane closures. 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.

In light of the above, construction-related impacts related to the proposed project would be less than significant. The project applicant has agreed to implementation of Improvement Measure I-TR-3: Construction Management Plan and Public Updates (below), which would further reduce the magnitude of the Proposed Project's less than significant construction-related transportation impact.

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) should meet with San Francisco Public Works (Public Works), 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.

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 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.

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.

Impact TR-2: The proposed project would not substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses. (Less than Significant)

Vehicle access to the garage would be provided via a driveway on Shannon Street, which would be located about 130 feet north of O'Farrell Street and 140 feet south of Geary Street. The residential building garage driveway would be 12 feet wide at the property line. The driveway access ramp to the below-grade level would be about 110 feet in length, which would accommodate about five vehicles on the ramp. The residential building garage would be gated and accessed remotely. Due to the generally limited number of vehicle parking spaces (41 parking spaces), it is not anticipated that queues entering the garage would exceed the five vehicles that can be accommodated on the access ramp, and no hazards would occur due to the curb design. The proposed project would not include hazardous design features, nor would it result in a dangerous intersection. Thus, the project would have a less-than-significant impact on hazards due to design features or incompatible uses.

Impact TR-3: The proposed project would not result in inadequate emergency access. (Less than Significant)

Emergency vehicle access to the project site would remain unchanged from existing conditions, and the proposed project would not change adjacent travel lanes. Emergency service providers would continue to be able to pull up to the project site, as well as to other buildings on the project block primarily from O'Farrell and Jones Streets, but could also occur via Shannon Street. Although the proposed project would result in additional vehicles on the adjacent streets, because multiple travel lanes are provided in each direction on most streets in the vicinity of the project site, the increases in vehicle traffic would not impede or hinder emergency vehicle travel. Therefore, impacts on emergency vehicle access would be less than significant.

Impact TR-4: The proposed project would not conflict with adopted policies, plans, or programs regarding public transit, bicycle, or pedestrian facilities, or otherwise decrease the performance or safety of such facilities. (Less than Significant)

As discussed under Impact TR-1, although the proposed project would result in an increase in the number of vehicles and bicycles in the vicinity of the project site, the increase would not be substantial enough to affect bicycle travel or facilities in the area. Therefore, impacts to bicyclists would be less than significant.

Similarly, although the addition of project-generated pedestrian trips would incrementally increase pedestrian volumes on adjacent streets, additional pedestrian trips and transit trips generated from the project would not substantially affect sidewalk conditions or pedestrian flow in the project vicinity. Therefore, impacts on pedestrians would be less than significant.

Overall, as discussed above, the proposed project would not conflict with any applicable plan, ordinance or policy establishing measures of effectiveness for the performance of the circulation system; would not substantially increase hazards due to a design feature; would not result in inadequate emergency access; and would not conflict with any adopted policies, plans, or programs regarding public transit, bicycle, or pedestrian facilities. Thus impacts are less than significant. These topics will not be discussed in the EIR.

Impact C-TR: The proposed project, in combination with past, present and reasonably foreseeable projects, would not result in cumulative transportation impacts. (Less than Significant)

The geographic context for the analysis of cumulative transportation impacts includes the sidewalks and roadways adjacent to the project site, and the local roadway and transit network in the vicinity of the project site. The discussion of cumulative transportation impacts assesses the degree to which the

Proposed Project would affect the transportation network in conjunction with overall citywide growth and other reasonably foreseeable projects. Examples of reasonably foreseeable development projects that were considered in the 2040 Cumulative analysis include those listed in Table 2. In addition, the cumulative analysis considers planned transportation network changes, including:

- Muni's Transit Effectiveness Project (TEP) - Aimed at improving reliability, reducing travel times, providing more frequent service and updating Muni bus routes and rail lines to better match current travel patterns
- Van Ness Bus Rapid Transit Project - Program to improve Muni bus service along Van Ness Avenue between Mission and Lombard Streets through the implementation of operational improvements and physical improvements
- Geary Corridor Bus Rapid Transit Project - program to improve Muni bus service along the Geary corridor between the new Transbay Transit Center (under construction) and the Pacific Ocean through the implementation of operational improvements and physical improvements
- Polk Street Improvement Project - The SFMTA is finalizing design of streetscape improvements on Polk Street between Union and McAllister Streets to create a thriving and active corridor, enhance the pedestrian experience, complement bicycle and transit mobility, and support commercial activities
- Better Market Street Project - Proposes to redesign and provide various transportation and streetscape improvements to the 2.2-mile segment of Market Street between Octavia Boulevard and The Embarcadero, and potentially to the 2.3-mile segment of Mission Street between Valencia Street and The Embarcadero, as well as Valencia Street between McCoppin and Market Streets, and 10th Street between Market and Mission Streets

The TIS includes further details of the reasonably foreseeable nearby development projects and transportation network changes.

VMT

San Francisco 2040 cumulative VMT conditions were projected using a SF-CHAMP model run, which included residential and job growth estimates and reasonably foreseeable transportation investments through 2040.

The TIS analysis projected San Francisco 2040 cumulative conditions using a SF-CHAMP model run, using the same methodology as outlined for existing conditions, but includes residential and job growth estimates and reasonably foreseeable transportation investments through 2040. This analysis finds:

- Projected 2040 average daily VMT per capita for residential land uses is 1.9 for the transportation analysis zone the project site is located in, TAZ 711. This is 88 percent below the 2040 projected regional average daily VMT per capita of 16.1.
- Projected 2040 average daily VMT per employee for the retail use is 7.0 for TAZ 711. This is 52 percent below the 2040 projected regional average daily VMT per employee of 14.6.

Overall, because the project site is located in an area where VMT is greater than 15 percent below the projected 2040 regional average, the proposed project's residential, and retail//restaurant uses would not result in substantial additional VMT. Therefore, the proposed project would not contribute considerably to cumulative increases in VMT.

Traffic Hazards

A number of cumulative transportation network projects are currently underway, planned, or proposed that would enhance the transportation network in the project vicinity, particularly for pedestrians and bicyclists. These include the SFMTA Polk Street Improvement Project and the Better Market Street project, among others that are targeted at reducing existing hazards. Cumulative transportation projects, would not introduce unusual design features, and these projects would be designed to meet City, NACTO, and FHWA standards, as appropriate. Other development projects proposing street changes in the area would be subject to these requirements as well. Increases in vehicle, pedestrian and bicycle travel associated with cumulative development, including the proposed project, could result in the potential for increased vehicle-pedestrian and vehicle-bicycle conflicts, but the increased potential for conflicts would not be considered new or substantial worsening of a traffic hazard. Therefore, the Proposed Project, in combination with past, present, and reasonably foreseeable development projects, would result in less-than-significant cumulative traffic hazards impacts.

Transit

The 2040 cumulative transit screenline analysis accounts for ridership and/or capacity changes associated with such projects as the Muni Forward (formerly Muni Transit Effectiveness Project, or Muni TEP), the Van Ness BRT, Central Subway Project (which is scheduled to open in 2019), the new Transbay Transit Center, the electrification of Caltrain, and expanded WETA ferry service. Under 2040 cumulative conditions, selected corridors/operators on the Muni downtown and regional screenlines are projected to operate over the capacity utilization standard (i.e., at more than 85 percent for Muni and 100 percent for the regional operators). For transit screenlines that already operate above the utilization standard during the peak hour, or are projected to operate above the capacity utilization standard under cumulative conditions, a project would have a significant effect on the transit provider if project- related transit trips were more than five percent of total transit trips during the peak hour. The proposed project would contribute to transit riders on these screenlines and thereby contribute to these cumulative impacts; however, the project would contribute less than five percent of transit riders to those screenlines. Therefore, the proposed project would not contribute considerably to significant cumulative transit impacts.

Pedestrians

Pedestrian circulation impacts, unless directly adjacent to the project site, are by their nature site-specific and generally do not contribute to impacts from other development projects. The Proposed Project would not result in overcrowding of sidewalks or create new potentially hazardous conditions for pedestrians under existing or cumulative conditions. The SFMTA has recently implemented a number of projects in the vicinity to enhance pedestrian safety at intersections in the project vicinity, including daylighting (i.e., restricting parking adjacent to corners to enhance visibility for pedestrians and drivers at the intersection) at the corners of intersections, continental crosswalks, and leading pedestrian intervals for pedestrians crossing at signalized intersections. In addition, future development projects would be required to meet the *Better Streets Plan* requirements, which would further enhance the pedestrian environment in the project vicinity. The number of pedestrians on sidewalks in the project vicinity may increase between the completion of the Proposed Project and the 2040 Cumulative conditions due to growth in the project vicinity. At most of the study intersections, there is a projected increase in background vehicle traffic between Existing plus Project and 2040 Cumulative conditions, although the increase in vehicles is

anticipated to be minimal in the project vicinity. The overall increase in traffic volumes under 2040 Cumulative conditions would result in an increase in the potential for vehicle-pedestrian conflicts at intersections in the study area. While this general increase in vehicle traffic that is expected through the future 2040 Cumulative conditions, the Proposed Project would not create potentially hazardous conditions for pedestrians, or otherwise interfere with pedestrian accessibility to the site and adjoining areas. For the above reasons, the Proposed Project, in combination with past, present and reasonably foreseeable development in San Francisco, would result in less-than-significant cumulative pedestrian impacts.

Bicycles

The Proposed Project would not significantly contribute to cumulative bicycle circulation or conditions in the area, although some of the project travel demand would occur by bicycle. Bicycling trips in the area may increase between the completion of the project and the cumulative scenario due general growth in the area. Implementation of the proposed Polk Street Improvement Project by SFMTA would enhance conditions for bicyclists on the segment of Polk Street between Union and McAllister Streets. As noted above, designs of the improvements are currently being finalized, and construction of the improvements will begin in 2018. There are no San Francisco Bicycle Plan projects planned on streets in the vicinity of the project site. The Better Market Street project, if implemented, would improve the Class II bicycle facilities to the south of the project site on Market Street and/or Mission Street, depending on the alternative selected for implementation.

As noted above, under 2040 Cumulative conditions, there is a projected increase in vehicles at many of the study intersections in the vicinity of the Proposed Project, which may result in an increase in vehicle-bicycle conflicts at intersections and driveways in the study area. While there would be a general increase in vehicle traffic that is expected through the future 2040 Cumulative conditions, the Proposed Project would not create potentially hazardous conditions for bicycles, or otherwise interfere with bicycle accessibility to the site and adjoining areas. Therefore, for the above reasons, the Proposed Project, in combination with past, present and reasonably foreseeable development in San Francisco, would result in less-than-significant cumulative impacts on bicyclists.

Loading

Loading impacts, like pedestrian impacts, are by their nature localized and site-specific, and generally would not contribute to impacts from other development projects near the project site. Moreover, the Proposed Project would not result in significant loading impacts on O'Farrell, Jones, or Shannon Streets, as the estimated loading demand would be within the existing on-street commercial and passenger loading spaces available on O'Farrell and Jones Streets. Therefore, for the above reasons, the Proposed Project, in combination with past, present and reasonably foreseeable development in San Francisco, would result in less-than-significant cumulative loading impacts.

Emergency Vehicle Access

The Proposed Project would not significantly contribute to cumulative emergency vehicle access conditions in the area. With implementation of the Proposed Project, emergency vehicle access to the project site would be maintained. Therefore, the Proposed Project, in combination with past, present and reasonably foreseeable development in San Francisco, would result in less-than-significant cumulative emergency vehicle access impacts.

Construction

The construction of the proposed project may overlap with the construction of other projects, although the majority of the projects are currently undergoing environmental review and the timing of construction is not currently known. However, the CPMC hospital and medical office building on Van Ness Avenue at Geary Street is currently under construction and will be completed in 2019. Overall, localized cumulative construction-related transportation impacts could occur as a result of cumulative projects that generate increased traffic at the same time and on the same roads as the proposed project. The construction manager for each project would be required to work with the various departments of the City to develop a detailed and coordinated plan that would address construction vehicle routing, traffic control, and pedestrian movement adjacent to the construction area for the duration of any overlap in construction activity.

The cumulative impacts of multiple nearby construction projects would not be cumulatively considerable, as the construction would be of temporary duration, and the project sponsor would be required to coordinate with various City departments such as SFMTA and Public Works, and through the ISCOTT (for temporary sidewalk and travel lane closures) to develop coordinated plans that would address construction-related vehicle routing and pedestrian movements adjacent to the construction area for the duration of construction overlap. Therefore, for the above reasons, the Proposed Project, in combination with past, present and reasonably foreseeable development in San Francisco, would result in less-than-significant cumulative construction-related transportation impacts.

Overall, as discussed above, under 2040 cumulative conditions, the proposed project, in combination with past, present and reasonably foreseeable development in San Francisco, would not result in cumulative traffic, pedestrian, bicycle, loading, emergency vehicle access, and construction-related transportation impacts, and would not contribute considerably to cumulative transit impacts. These topics will not be discussed in the EIR.

Noise

Topics:	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less-than-Significant Impact	No Impact	Not Applicable
5. NOISE—Would the project:					
a) Result in exposure of persons to or generation of noise levels in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?	☐	☐	☒	☐	☐
b) Result in exposure of persons to or generation of excessive ground-borne vibration or ground-borne noise levels?	☐	☐	☒	☐	☐
c) Result in a substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project?	☐	☐	☒	☐	☐
d) Result in a substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project?	☐	☐	☒	☐	☐
e) For a project located within an airport land use plan area, or, where such a plan has not been adopted, in an area within two miles of a public airport or public use airport, would the project expose people residing or working in the area to excessive noise levels?	☐	☐	☐	☐	☒
f) For a project located in the vicinity of a private airstrip, would the project expose people residing or working in the project area to excessive noise levels?	☐	☐	☐	☐	☒
g) Be substantially affected by existing noise levels?	☐	☐	☒	☐	☐

The project site is not within an airport land use plan area, nor is it in the vicinity of a private airstrip. Therefore, Questions 5e and 5f are not applicable.

The proposed project would involve demolition of the existing Fifth Church of Christ Scientist building, and of the vacant retail building on O'Farrell Street, and the restaurant and residential building on Jones Street. Project development would include the construction of residential use, restaurant and or retail use, religious institution use, and below-grade parking.

Noise

Noise is a category of sound that annoys or disturbs people and potentially causes an adverse psychological or physiological effect on human health. Sound is mechanical energy (vibration) transmitted by pressure waves over a medium such as air or water. Sound is characterized by various parameters, including the rate of oscillation of sound waves (frequency), the speed of propagation, and the pressure level or energy content (amplitude). In particular, the sound pressure level is the most

common descriptor for characterizing the loudness of an ambient (existing) sound level. A decibel (dB) is a unit of sound energy intensity. Sound waves, traveling outward from a source, exert a sound pressure level (commonly called "sound level"), which is measured in dB.

Although the dB scale, a logarithmic scale, is used to quantify sound intensity, it does not accurately describe how sound intensity is perceived by humans. The human ear is not equally sensitive to all frequencies in the entire spectrum, so noise measurements are weighted more heavily for frequencies to which humans are sensitive in a process called A-weighting, written as dBA and referred to as A-weighted decibels. Equivalent Sound Level (L_{eq}) is the equivalent steady-state sound level that, in a stated period of time, would contain the same acoustical energy. The 1 hour A-weighted equivalent sound level (L_{eq} 1h) is the energy average of A-weighted sound levels occurring during a 1-hour period. The maximum sound level (L_{max}) is the maximum sound level measured during a given measurement period.

In typical noisy environments, changes in noise of 1 to 2 dB are generally not perceptible. However, it is widely accepted that people are able to begin to detect sound level increases of 3 dB in typical noisy environments. Further, an increase of 5 dB is generally perceived as a distinctly noticeable increase, and an increase of 10 dB is generally perceived as a doubling of loudness.

Vibration

Construction activity can result in varying degrees of ground vibration depending on the equipment and method used. Equipment such as air compressors, light trucks, and hydraulic loaders generate little or no ground vibration. Dynamic construction equipment such as pile drivers can create vibrations that radiate along the surface and downward into the earth. These surface waves can be felt as ground-borne vibration. Vibration can result in effects ranging from annoying people to damaging structures. Variations in geology and distance result in different vibration levels comprising different frequencies and displacements. In all cases, vibration amplitudes will decrease with increasing distance from the vibration source.

Noise Compatibility

The U.S. Department of Housing and Urban Development (HUD) has developed minimum national noise standards for land use compatibility. HUD considers noise levels below 65 dB to be generally “acceptable,” between 65 dB and 75 dB “normally unacceptable,” and in excess of 75 dB “considered unacceptable” for residential land uses. The California State Office of Planning and Research (OPR) has developed similar statewide guidelines that have largely been incorporated into the Land Use Compatibility Guidelines for Community Noise within the Environmental Protection Element of the General Plan. In addition, Title 24 (Part 2, Volume 1) of the California Code of Regulations requires interior noise levels that are attributable to exterior noise sources to have a day-night average sound level (L_{dn}) of 45 or less in any habitable room.

Impact NO-1: The proposed project would not result in exposure of persons to or generation of noise levels in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies. (Less than Significant)

Construction

Residential development in urban environments could expose sensitive receptors to noise levels that would be in excess of established noise standards.

The City Noise Ordinance (Article 29, Sections 2907 and 2908) limits noise from powered non-impact construction equipment to a level of 80 dBA at a distance of 100 feet. Construction activities may not exceed 5 dB above ambient noise levels at the nearest property line between the hours of 8:00 p.m. and 7:00 a.m. Permits to allow work during these hours are issued by the Director of Public Works or the Director of Building Inspection.

Demolition and construction activities associated with the proposed project would occur for approximately 18 months from ground breaking. No nighttime work is proposed; work would occur during regular workday hours.

During this time, construction equipment would generate noise as the existing site is demolished and excavated, and the new building is constructed. Construction noise would be intermittent and would cease once the project is completed. Table 6 summarizes noise levels produced by equipment that is expected to be used during construction of the proposed project. L_{max} sound levels at 50 feet are shown along with the typical acoustical use factors. The acoustical use factor is the percentage of time each piece of construction equipment is assumed to be operating at full power (i.e., its noisiest condition) during construction, and is used to estimate L_{eq} values from L_{max} values. As discussed previously, the equivalent sound level (L_{eq}) values "average" out the sound energy over a specific time period. The maximum sound level (L_{max}) is the maximum sound level measured during a given measurement period. For example, the L_{eq} value for a piece of equipment that operates at full power and 50 percent of the time (acoustical use factor of 50) is 3 dB less than the L_{max} value.

TABLE 6: TYPICAL NOISE LEVELS OF CONSTRUCTION EQUIPMENT

Equipment	Acoustical Use Factor (percent)	Typical Noise Level (dBA) at 50 feet from Source	
		L_{max}	L_{eq}
Concrete pump	20	81	74
Crane	16	81	73
Drill	20	79	72
Excavator	40	81	77
Loader	40	79	75
Generator	50	81	78
Personnel Hoist	20	75	68

Source: Federal Highway Administration 2006

A reasonable worst-case construction noise level assumes that the three loudest and most frequently used pieces of equipment would operate concurrently (generator, excavator, and concrete pump). No pile driving is required or proposed to construct the building. The combined L_{eq} level for these three pieces of equipment is 81 dBA at 50 feet.[37] The nearest receptors are the O'Farrell Towers housing units and the San Francisco Senior Center, which are approximately 65 feet from limits of construction at the proposed

[37] This is a decibel addition of the L_{eq} values of the three equipment types shown in the preceding table: 10*Log([78+77+74]/10)=81 dBA.

project site. At a distance of 65 feet, the worst-case combined noise level would be 79 dBA,[38] which is below the City's limit of 80 dBA for powered construction equipment. Consequently, noise from construction is expected to comply with the City's noise ordinance and therefore would not result in significant noise impacts.

Operation

Long-term (minimum of 24 hours) ambient noise levels in the Project area were measured by ICF at three sites to characterize existing ambient noise levels along both O'Farrell Street and Jones Street.

As shown in Table 7, measured ambient noise levels range from 76 L_{dn} along O'Farrell Street to 77 L_{dn} along Jones Street. Vehicle traffic was the dominant noise source observed at these locations. Other noise sources include human voices and loading/unloading noise from commercial delivery vehicles.

TABLE 7. LONG-TERM NOISE MEASUREMENTS RESULTS

Site #	Location	Start Time	End Time	L_{dn}	Loudest Hour L_{eq}	Loudest Hour
LT-1	450 O'Farrell Street	2/25/16, 11:34 a.m.	2/26/16, 1:24 p.m.	76	77	1:00 p.m.
LT-2	538 Jones Street	2/25/16, 11:47 a.m.	2/26/16, 1:27 p.m.	77	79	1:00 p.m.
LT-3	Jones Street/Steveloe Place	2/25/16, 12:04 p.m.	2/26/16, 1:30 p.m.	77	78	2:00 p.m.

Source: ICF October 2016.
Note: Values rounded to the nearest decibel (dBA).

Future Noise Levels with Proposed Project

The proposed project would include new fixed noise sources that would produce operational noise on the project site, as well as new mobile sources. The proposed heating, ventilation, and air conditioning (HVAC) equipment and the emergency generator would be located in a mechanical penthouse on the roof. The rooftop enclosures would provide acoustical shielding. Operation of this equipment would be subject to the City's Noise Ordinance (Article 29 of the San Francisco Police Code), amended in November 2008. Section 2909 (a)(1) regulates noise from mechanical equipment and other similar sources on residential property. Mechanical equipment operating on residential property must not produce a noise level more than 5 dBA above the ambient noise level at the property boundary. Section 2909 (d) states that no fixed noise source may cause the noise level measured inside any sleeping or living room in a dwelling unit on residential property to exceed 45 dBA between 10 pm and 7 am or 55 dBA between 7 am and 10 pm with windows open, except where building ventilation is achieved through mechanical systems that allow windows to remain closed. The proposed project would comply with the regulations and would not exceed limits for fixed noise sources set forth in the Noise Ordinance.

Vehicle traffic is the dominant source of noise in the project vicinity. The L_{dn} values indicated in Table 7, above, account for all noise sources in the area, including traffic. To determine the magnitude of change in noise levels under future with-project and future cumulative conditions, a traffic noise

[38] Distance attenuation is calculated as 20*log(65ft/50ft)=2 dBb, 81 dBA-2 dB=79 dBA.

analysis was conducted, based on future project trip generation (i.e., existing plus Project) and 2040 cumulative traffic volumes. Operation of the Project is expected to generate 299 daily net new vehicle trips from the residential and restaurant/retail uses of the project. According to calculations from the Federal Highway Administration's Traffic Noise Model (Version 2.5) (2004), this volume of project-related traffic is predicted to result in a noise level of 50 L_{dn}. Adding the project noise contribution to measured ambient noise levels at each location in Table 7 would result in an increase of less than one-tenth of 1 dB at all three locations, which is not a substantial increase in traffic noise levels relative to existing conditions. Additionally, to comply with Title 24 standards for proposed residential uses, attenuation from window and wall assemblies should be rated at an outdoor-indoor transmission class (OITC) of 33 or higher. As discussed in the noise analysis, areas of outdoor use within the proposed project including courtyards would be shielded by project buildings and thus outside noise levels would not be considered annoying or disruptive. Therefore, the proposed project would not generate noise levels that would exceed City standards. This impact is considered to be less than significant. This topic will not be discussed in the EIR.

Impact NO-2: The proposed project would not result in exposure of persons to, or generation of, excessive ground-borne vibration or ground-borne noise levels. (Less than Significant)

The proposed project would not include activities that would result in the exposure of persons to, or generation of, excessive ground-borne vibration or ground-borne noise levels. Construction activities may result in ground vibration that may be intermittently perceptible within buildings up to 50 feet away from vibration-producing equipment. Vibration from demolition, excavation, and building construction would not require high-impact activities, such as pile driving. Perceptible vibration from construction would be temporary, and would cease once construction is complete. Because vibration from non-impact construction equipment is typically below the threshold of perception at a distance greater than 50 feet, and because construction activity would not involve high-impact equipment and would be short-term in nature, people living in the project vicinity are not expected to be exposed to excessive ground-borne vibration or noise levels. Therefore, impacts due to ground-borne vibration or ground-borne noise generated by the proposed project are considered to be less than significant. This topic will not be discussed in the EIR.

Impact NO-3: The proposed project would not result in a substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project. (Less than Significant)

The proposed project would introduce noise from residential and commercial uses, and generate traffic entering and leaving the building site. However, operations would be in compliance with the San Francisco Noise Ordinance and would not significantly increase ambient noise levels in the project vicinity above existing levels without the proposed project as discussed in impact NO-1. Operation of the proposed project may result in a traffic noise level increase of less than 1 dB, which would not be perceptible compared to existing ambient levels. In addition, operation of HVAC equipment would be subject to the City's Noise Ordinance (Article 29 of the San Francisco Police Code). This would ensure the project would not result in a substantial permanent increase in ambient noise levels in the project vicinity above existing levels. Therefore, this impact is considered to be less than significant. This topic will not be discussed in the EIR.

Impact NO-4: The proposed project would not result in a substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project. (Less than Significant)

As described above under NO-1, construction noise would be intermittent and would cease once the project is complete. Noise levels during construction are expected to comply with the City noise ordinance. Worst-case noise level from construction may be as high as 79 dBA at the nearest noise-sensitive receptors. Noise from construction may intermittently be perceptible above ambient levels, but given that noise levels are in the range of 76 to 77 L_{dn} under existing conditions, primarily due to local traffic, noise from construction would not result in a substantial temporary or periodic increase in ambient noise levels in the project vicinity. This impact is therefore considered to be less than significant. This topic will not be discussed in the EIR.

Impact NO-5: The proposed project would not be substantially affected by existing noise levels. (Less than Significant)

This impact is only to be analyzed if the proposed project would exacerbate the existing noise environment. As Impacts NO-1 through NO-4 concluded the proposed project would not result in a significant noise impact; therefore, this impact need not be analyzed and will not be discussed in the EIR. However, the following is provided for informational purposes.

Vehicle traffic is the dominant source of noise at the O'Farrell Street noise monitoring location. Other sources of ambient noise include people and vehicles associated with daily activity at residential uses, commercial uses, health and social services, government buildings, and parks. Land uses including fire and police stations, hospitals, airports, train stations, rail lines, concert halls, music venues, scrap yards, machine shops, or other industrial uses which are expected to generate high noise levels are not existent within two blocks of the project site nor within a direct line of sight to the project site. Building design and materials for the proposed project are expected to comply with Title 24 standards which states that interior noise levels attributable to exterior sources shall not exceed 45 dBA (L_{dn}) in any habitable room of new dwellings, and elements of the project with mechanical systems would comply with the San Francisco Noise Ordinance. Therefore, the proposed project would not be substantially affected by existing ambient noise levels

Impact C-NO: The proposed project, in combination with past, present, and reasonably foreseeable future development in the project area, would contribute to cumulative noise impacts but would not result in a cumulatively considerable contribution to a cumulative impact. (Less than Significant)

The geographic context for an analysis of cumulative impacts related to noise is the immediate project area. During construction, if construction of related projects occurs concurrently, the noise levels would be additive and could increase the ambient noise levels temporarily and intermittently in the project area to a significant level. As noted, above, the City Noise Ordinance (Article 29, Sections 2907 and 2908) limits noise from powered non-impact construction equipment to a level of 80 dBA at a distance of 100 feet. Construction activities may not exceed 5 dB above ambient noise levels at the nearest property line between the hours of 8:00 p.m. and 7:00 a.m. No nighttime construction is anticipated; in the event nighttime construction does occur, the proposed project and related projects would be required to obtain construction permits from the City Permits to allow work during these hours and would be evaluated on a case-by-case basis. Construction noise would be temporary and intermittent, and it is not likely that all related projects would be under construction at the same time so as to result in a significant, though

temporary, increase in ambient noise. As the noise from construction would be temporary, and regulated by the City Noise Ordinance, the proposed project would not make a cumulatively considerable contribution to construction noise impacts.

The proposed project would include new fixed noise sources that would produce operational noise on the project site, as well as new mobile sources. Similar new fixed noise sources would produce noise for projects within ¼-mile radius of the project site. This could result in a permanent increase in ambient noise above levels existing without the projects. Operation of all mechanical equipment would be subject to the City's Noise Ordinance (Article 29 of the San Francisco Police Code), amended in November 2008. Section 2909 (a)(1) regulates noise from mechanical equipment and other similar sources on residential property. Mechanical equipment operating on residential property must not produce a noise level more than 5 dBA above the ambient noise level at the property boundary. Section 2909 (d) states that no fixed noise source may cause the noise level measured inside any sleeping or living room in a dwelling unit on residential property to exceed 45 dBA between 10 pm and 7 am or 55 dBA between 7 am and 10 pm with windows open, except where building ventilation is achieved through mechanical systems that allow windows to remain closed. The proposed project and reasonably foreseeable projects would comply with the regulations and would not exceed limits for fixed noise sources set forth in the Noise Ordinance. Thus, cumulative long-term noise impacts from fixed noise sources would be less than significant.

As noted, vehicle traffic is the dominant source of noise in the project vicinity. Related projects would be expected to add additional vehicular trips, increasing the level of ambient noise potentially to a cumulatively significant level. However, the analysis above indicates that adding the proposed project's noise contribution to measured ambient noise levels would result in an increase of less than one-tenth of 1 dB at all three measurement locations, which is not a substantial increase in traffic noise levels relative to existing conditions. In addition, the project's contribution of 1 dB would represent an even smaller fraction of the cumulative increase to traffic noise. Thus, even if the proposed project in combination past, present, and reasonably foreseeable projects resulted in cumulative vehicle traffic noise in the vicinity reaching a significant level, the project-related contribution to traffic noise under cumulative conditions would not be considerable because it would represent a minor proportion of the overall traffic volume in the site vicinity and traffic noise from the project would not be perceptible.

Additionally, to comply with Title 24 standards for proposed residential uses, attenuation from window and wall assemblies should be rated at OITC 33 or higher. Related projects would also be required to implement noise attenuation features in all residential development and each of the related projects would require evaluation of the outdoor noise levels and to implement appropriate shielding to meet Title 24 standards

In light of the above, when considered in combination with past, present, and reasonably foreseeable projects, the proposed project's contribution to noise impacts would not be cumulatively considerable, and, therefore, the cumulative impact is less than significant. This topic will not be discussed in the EIR.

Air Quality

Topics:		Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less-than-Significant Impact	No Impact	Not Applicable
6.	**AIR QUALITY—Would the project:**					
a)	Conflict with or obstruct implementation of the applicable air quality plan?	☐	☐	☒	☐	☐
b)	Violate any air quality standard or contribute substantially to an existing or projected air quality violation?	☐	☐	☒	☐	☐
c)	Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal, state, or regional ambient air quality standard (including releasing emissions that exceed quantitative thresholds for ozone precursors)?	☐	☐	☒	☐	☐
d)	Expose sensitive receptors to substantial pollutant concentrations?	☐	☒	☐	☐	☐
e)	Create objectionable odors affecting a substantial number of people?	☐	☐	☒	☐	☐

Setting

Overview

The Bay Area Air Quality Management District (BAAQMD) is the regional agency with jurisdiction over the nine-county San Francisco Bay Area Air Basin (SFBAAB), which includes San Francisco, Alameda, Contra Costa, Marin, San Mateo, Santa Clara, and Napa Counties and portions of Sonoma and Solano Counties. The BAAQMD is responsible for attaining and maintaining air quality in the SFBAAB within federal and state air quality standards, as established by the federal Clean Air Act (CAA) and the California Clean Air Act (CCAA), respectively. Specifically, the BAAQMD has the responsibility to monitor ambient air pollutant levels throughout the SFBAAB and to develop and implement strategies to attain the applicable federal and state standards. The CAA and the CCAA require plans to be developed for areas that do not meet air quality standards, generally. The most recent air quality plan, the 2010 Clean Air Plan, was adopted by the BAAQMD on September 15, 2010. The 2010 Clean Air Plan updates the Bay Area 2005 Ozone Strategy in accordance with the requirements of the CCAA to implement all feasible measures to reduce ozone; provide a control strategy to reduce ozone, particulate matter, air toxics, and greenhouse gases in a single, integrated plan; and establish emission control measures to be adopted or implemented. The 2010 Clean Air Plan contains the following primary goals:

- Attain air quality standards;
- Reduce population exposure and protect public health in the San Francisco Bay Area; and
- Reduce greenhouse gas emissions and protect the climate.

The 2010 Clean Air Plan represents the most current applicable air quality plan for the SFBAAB. Consistency with this plan is the basis for determining whether the proposed project would conflict with or obstruct implementation of air quality plans.

Criteria Air Pollutants

In accordance with the state and federal CAAs, air pollutant standards are identified for the following six criteria air pollutants: ozone, carbon monoxide (CO), particulate matter (PM), nitrogen dioxide (NO_2), sulfur dioxide (SO_2), and lead. These air pollutants are termed criteria air pollutants because they are regulated by developing specific public health- and welfare-based criteria as the basis for setting permissible levels. In general, the SFBAAB experiences low concentrations of most pollutants when compared to federal or state standards. The SFBAAB is designated as either in attainment[39] or unclassified for most criteria pollutants with the exception of ozone, PM2.5, and PM10, for which these pollutants are designated as non-attainment for either the state or federal standards. By its very nature, regional air pollution is largely a cumulative impact in that no single project is sufficient in size to, by itself, result in non-attainment of air quality standards. Instead, a project's individual emissions contribute to existing cumulative air quality impacts. If a project's contribution to cumulative air quality impacts is considerable, then the project's impact on air quality would be considered significant.[40]

Land use projects may contribute to regional criteria air pollutants during the construction and operational phases of a project. Table 8 identifies air quality significance thresholds followed by a discussion of each threshold. Projects that would result in criteria air pollutant emissions below these significance thresholds would not violate an air quality standard, contribute substantially to an air quality violation, or result in a cumulatively considerable net increase in criteria air pollutants within the SFBAAB.

TABLE 8: CRITERIA AIR POLLUTANT SIGNIFICANCE THRESHOLDS

Pollutant	Construction Thresholds	Operational Thresholds	
	Average Daily Emissions (lbs./day)	Average Daily Emissions (lbs./day)	Maximum Annual Emissions (tons/year)
ROG	54	54	10
NO_x	54	54	10
PM10	82 (exhaust)	82	15
PM2.5	54 (exhaust)	54	10
Fugitive Dust	Construction Dust Ordinance or other Best Management Practices	Not Applicable	

Ozone Precursors. As discussed previously, the SFBAAB is currently designated as non-attainment for ozone and particulate matter. Ozone is a secondary air pollutant produced in the atmosphere through a complex series of photochemical reactions involving reactive organic gases (ROG) and oxides of nitrogen (NOx). The potential for a project to result in a cumulatively considerable net increase in criteria air

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

[40] Bay Area Air Quality Management District (BAAQMD), *California Environmental Quality Act Air Quality Guidelines,* May 2011, page 2-1.

pollutants, which may contribute to an existing or projected air quality violation, are based on the state and federal Clean Air Acts emissions limits for stationary sources. To ensure that new stationary sources do not cause or contribute to a violation of an air quality standard, BAAQMD Regulation 2, Rule 2 requires that any new source that emits criteria air pollutants above a specified emissions limit must offset those emissions. For ozone precursors ROG and NOx, the offset emissions level is an annual average of 10 tons per year (or 54 pounds (lbs.) per day).[41] These levels represent emissions below which new sources are not anticipated to contribute to an air quality violation or result in a considerable net increase in criteria air pollutants.

Although this regulation applies to new or modified stationary sources, land use development projects result in ROG and NOx emissions as a result of increases in vehicle trips, architectural coating and construction activities. Therefore, the above thresholds can be applied to the construction and operational phases of land use projects and those projects that result in emissions below these thresholds, would not be considered to contribute to an existing or projected air quality violation or result in a considerable net increase in ROG and NOx emissions. Due to the temporary nature of construction activities, only the average daily thresholds are applicable to construction phase emissions.

Particulate Matter (PM10 and PM2.5).[42] The BAAQMD has not established an offset limit for PM2.5. However, the emissions limit in the federal NSR for stationary sources in nonattainment areas is an appropriate significance threshold. For PM10 and PM2.5, the emissions limit under NSR is 15 tons per year (82 lbs. per day) and 10 tons per year (54 lbs. per day), respectively. These emissions limits represent levels below which a source is not expected to have an impact on air quality.[43] Similar to ozone precursor thresholds identified above, land use development projects typically result in particulate matter emissions as a result of increases in vehicle trips, space heating and natural gas combustion, landscape maintenance, and construction activities. Therefore, the above thresholds can be applied to the construction and operational phases of a land use project. Again, because construction activities are temporary in nature, only the average daily thresholds are applicable to construction-phase emissions.

Fugitive Dust. Fugitive dust emissions are typically generated during construction phases. Studies have shown that the application of best management practices (BMPs) at construction sites significantly control fugitive dust[44] and individual measures have been shown to reduce fugitive dust by anywhere from 30 to 90 percent.[45] The BAAQMD has identified a number of BMPs to control fugitive dust emissions from construction activities.[46] The City's Construction Dust Control Ordinance (Ordinance 176-08, effective July 30, 2008) requires a number of measures to control fugitive dust and the BMPs employed in compliance with the City's Construction Dust Control Ordinance is an effective strategy for controlling construction-related fugitive dust.

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[41] BAAQMD, *Revised Draft Options and Justification Report, California Environmental Quality Act Thresholds of Significance,* October 2009, page 17.

[42] PM10 is often termed "coarse" particulate matter and is made of particulates that are 10 microns in diameter or smaller. PM2.5, termed "fine" particulate matter, is composed of particles that are 2.5 microns or less in diameter.

[43] BAAQMD, *Revised Draft Options and Justification Report, California Environmental Quality Act Thresholds of Significance,* October 2009, page 16.

[44] Western Regional Air Partnership. *2006. WRAP Fugitive Dust Handbook.* September 7, 2006. This document is available online at http://www.wrapair.org/forums/dejf/fdh/content/FDHandbook_Rev_06.pdf, accessed February 16, 2012.

[45] BAAQMD, *Revised Draft Options and Justification Report, California Environmental Quality Act Thresholds of Significance,* October 2009, page 27.

[46] BAAQMD, *CEQA Air Quality Guidelines,* May 2011.

Other Criteria Pollutants. Regional concentrations of CO in the Bay Area have not exceeded the state standards in the past 11 years and SO_2 concentrations have never exceeded the standards. The primary source of CO emissions from development projects is vehicle traffic. Construction-related SO_2 emissions represent a negligible portion of the total basin-wide emissions and construction-related CO emissions represent less than five percent of the Bay Area total basin-wide CO emissions. As discussed previously, the Bay Area is in attainment for both CO and SO_2. Furthermore, the BAAQMD has demonstrated, based on modeling, that in order to exceed the California ambient air quality standard of 9.0 ppm (8-hour average) or 20.0 ppm (1-hour average) for CO, project traffic in addition to existing traffic would need to exceed 44,000 vehicles per hour at affected intersections (or 24,000 vehicles per hour where vertical and/or horizontal mixing is limited). Therefore, given the Bay Area's attainment status and the limited CO and SO_2 emissions that could result from a development projects, development projects would not result in a cumulatively considerable net increase in CO or SO_2, and quantitative analysis is not required.

Local Health Risks and Hazards

In addition to criteria air pollutants, individual projects may emit toxic air contaminants (TACs). TACs collectively refer to a diverse group of air pollutants that are capable of causing chronic (i.e., of long-duration) and acute (i.e., severe but short-term) adverse effects to human health, including carcinogenic effects. Human health effects of TACs include birth defects, neurological damage, cancer, and mortality. There are hundreds of different types of TACs with varying degrees of toxicity. Individual TACs vary greatly in the health risk they present; at a given level of exposure, one TAC may pose a hazard that is many times greater than another.

Unlike criteria air pollutants, TACs do not have ambient air quality standards but are regulated by the BAAQMD using a risk-based approach to determine which sources and pollutants to control as well as the degree of control. A health risk assessment is an analysis in which human health exposure to toxic substances is estimated, and considered together with information regarding the toxic potency of the substances, to provide quantitative estimates of health risks.[47]

Air pollution does not affect every individual in the population in the same way, and some groups are more sensitive to adverse health effects than others. Land uses such as residences, schools, children's day care centers, hospitals, and nursing and convalescent homes are considered to be the most sensitive to poor air quality because the population groups associated with these uses have increased susceptibility to respiratory distress or, as in the case of residential receptors, their exposure time is greater than that for other land uses. Therefore, these groups are referred to as sensitive receptors. Exposure assessment guidance typically assumes that residences would be exposed to air pollution 24 hours per day, 350 days per year, for 30 years. Therefore, assessments of air pollutant exposure to residents typically result in the greatest adverse health outcomes of all population groups.

[47] In general, a health risk assessment is required if the BAAQMD concludes that projected emissions of a specific air toxic compound from a proposed new or modified source suggest a potential public health risk. The applicant is then subject to a health risk assessment for the source in question. Such an assessment generally evaluates chronic, long-term effects, estimating the increased risk of cancer as a result of exposure to one or more TACs.

Exposures to fine particulate matter (PM2.5) are strongly associated with mortality, respiratory diseases, and lung development in children, and other endpoints such as hospitalization for cardiopulmonary disease.[48] In addition to PM2.5, diesel particulate matter (DPM) is also of concern. The California Air Resources Board (ARB) identified DPM as a TAC in 1998, primarily based on evidence demonstrating cancer effects in humans.[49] The estimated cancer risk from exposure to diesel exhaust is much higher than the risk associated with any other TAC routinely measured in the region.

In an effort to identify areas of San Francisco most adversely affected by sources of TACs, San Francisco partnered with the BAAQMD to conduct a citywide health risk assessment based on an inventory and assessment of air pollution and exposures from mobile, stationary, and area sources within San Francisco. Areas with poor air quality, termed the "Air Pollutant Exposure Zone," were identified based on health-protective criteria that considers estimated cancer risk, exposures to fine particulate matter, proximity to freeways, and locations with particularly vulnerable populations. Each of the Air Pollutant Exposure Zone criteria is discussed below.

Excess Cancer Risk. The Air Pollutant Exposure Zone includes all areas where excess cancer risk from known sources exceeds 100 per one million persons. This criterion is based on United States Environmental Protection Agency (USEPA) guidance for conducting air toxic analyses and making risk management decisions at the facility and community-scale level.[50] As described by the BAAQMD, the USEPA considers a cancer risk of 100 per million to be within the "acceptable" range of cancer risk. Furthermore, in the 1989 preamble to the benzene National Emissions Standards for Hazardous Air Pollutants (NESHAP) rulemaking,[51] the USEPA states that it "…strives to provide maximum feasible protection against risks to health from hazardous air pollutants by (1) protecting the greatest number of persons possible to an individual lifetime risk level no higher than approximately one in one million and (2) limiting to no higher than approximately one in ten thousand [100 in one million] the estimated risk that a person living near a plant would have if he or she were exposed to the maximum pollutant concentrations for 70 years." The 100 per one million excess cancer cases is also consistent with the ambient cancer risk in the most pristine portions of the Bay Area based on BAAQMD regional modeling.[52]

Fine Particulate Matter. In April 2011, the USEPA published *Policy Assessment for the Particulate Matter Review of the National Ambient Air Quality Standards*, "Particulate Matter Policy Assessment." In this document, USEPA staff concludes that the then current federal annual PM2.5 standard of 15 μg/m^3 should be revised to a level within the range of 13 to 11 μg/m^3, with evidence strongly supporting a standard within the range of 12 to 11 μg/m^3. The Air Pollutant Exposure Zone for San Francisco is based on the health protective PM2.5 standard of 11 μg/m^3, as supported by the USEPA's Particulate Matter Policy Assessment, although lowered to 10 μg/m^3 to account for uncertainty in accurately predicting air pollutant concentrations using emissions modeling programs.

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[48] SFDPH, *Assessment and Mitigation of Air Pollutant Health Effects from Intra-Urban Roadways: Guidance for Land Use Planning and Environmental Review,* May 2008.

[49] California Air Resources Board (ARB), Fact Sheet, "The Toxic Air Contaminant Identification Process: Toxic Air Contaminant Emissions from Diesel-fueled Engines," October 1998.

[50] BAAQMD, *Revised Draft Options and Justification Report, California Environmental Quality Act Thresholds of Significance,* October 2009, page 67.

[51] 54 Federal Register 38044, September 14, 1989.

[52] BAAQMD, *Revised Draft Options and Justification Report, California Environmental Quality Act Thresholds of Significance,* October 2009, page 67.

Proximity to Freeways. According to ARB, studies have shown an association between the proximity of sensitive land uses to freeways and a variety of respiratory symptoms, asthma exacerbations, and decreases in lung function in children. Siting sensitive uses in close proximity to freeways increases both exposure to air pollution and the potential for adverse health effects. As evidence shows that sensitive uses in an area within a 500-foot buffer of any freeway are at an increased health risk from air pollution,[53] lots that are within 500 feet of freeways are included in the Air Pollutant Exposure Zone.

Health Vulnerable Locations. Based on the BAAQMD's evaluation of health vulnerability in the Bay Area, those zip codes (94102, 94103, 94105, 94124, and 94130) in the worst quintile of Bay Area Health vulnerability scores as a result of air pollution-related causes were afforded additional protection by lowering the standards for identifying lots in the Air Pollutant Exposure Zone to: (1) an excess cancer risk greater than 90 per one million persons exposed, and/or (2) PM2.5 concentrations in excess of 9 $\mu g/m^3$.[54]

The above citywide health risk modeling was also used as the basis in approving a series of amendments to the San Francisco Building and Health Codes, generally referred to as the Enhanced Ventilation Required for Urban Infill Sensitive Use Developments or Health Code, Article 38 (Ordinance 224-14, effective December 8, 2014) (Article 38). The purpose of Article 38 is to protect the public health and welfare by establishing an Air Pollutant Exposure Zone and imposing an enhanced ventilation requirement for all urban infill sensitive use development within the Air Pollutant Exposure Zone. In addition, projects within the Air Pollutant Exposure Zone require special consideration to determine whether the project's activities would add a substantial amount of emissions to areas already adversely affected by poor air quality. The project site is located within the Air Pollutant Exposure Zone.[55]

Construction Air Quality Impacts

Project-related air quality impacts fall into two categories: short-term impacts from construction and long-term impacts from project operation. The following addresses construction-related air quality impacts resulting from the proposed project.

Impact AQ-1: The proposed project's construction activities would generate fugitive dust and criteria air pollutants, but would not violate an air quality standard, contribute substantially to an existing or projected air quality violation, or result in a cumulatively considerable net increase in criteria air pollutants. (Less than Significant)

Construction activities (short-term) typically result in emissions of ozone precursors and PM in the form of dust (fugitive dust) and exhaust (e.g., vehicle tailpipe emissions). Emissions of ozone precursors and PM are primarily a result of the combustion of fuel from on-road and off-road vehicles. However, ROGs are also emitted from activities that involve painting, other types of architectural coatings, or asphalt paving. The proposed project includes demolition of the existing 26,904 sf Fifth Church of Christ Scientist

[53] California Air Resources Board, *Air Quality and Land Use Handbook: A Community Health Perspective.* April 2005. Available online at: http://www.arb.ca.gov/ch/landuse.htm.

[54] San Francisco Planning Department and San Francisco Department of Public Health, *2014 Air Pollutant Exposure Zone Map (Memo and Map)*, April 9, 2014. These documents are part of San Francisco Board of Supervisors File No. 14806, Ordinance No. 224-14, Amendment to Health Code Article 38.

[55] San Francisco Planning Department. San Francisco Property Information Map, Version 3.4.4 Map. 2016. Available at: *http://propertymap.sfplanning.org/?dept=planning,* Accessed on February 25, 2016.

building and adjoining 1,400 sf surface parking lot, 4,415 sf vacant retail building, and 1,012 sf restaurant and residential building with five units. The church façade would be retained. Development of the 22,106 sf project site includes construction of a new building. The building would be a 13-story, 130-foot-tall mixed-use building containing approximately up to 176 dwelling units, with 6,200 sf of restaurant/retail space and a 13,595 sf replacement religious institution incorporated into the ground level. The project would also construct one level of subterranean parking containing 41 parking spaces. The total proposed project would include up to 187,640 sf of residential use and leasing office/amenity space, 6,200 sf of restaurant/retail space, and 21,070 sf of parking. During the proposed project's approximately 18-month construction period, construction activities would have the potential to result in emissions of ozone precursors and PM, as discussed below.

Fugitive Dust

Project-related demolition, excavation, grading, and other construction activities may cause wind-blown dust that could contribute particulate matter into the local atmosphere. Although there are federal standards for air pollutants and implementation of state and regional air quality control plans, air pollutants continue to have impacts on human health throughout the country. California has found that particulate matter exposure can cause health effects at lower levels than national standards. The current health burden of particulate matter demands that, where possible, public agencies take feasible available actions to reduce sources of particulate matter exposure. According to the ARB, reducing particulate matter PM2.5 concentrations to state and federal standards of 12 μg/m3 in the San Francisco Bay Area would prevent between 200 and 1,300 premature deaths.[56]

Dust can be an irritant causing watering eyes or irritation to the lungs, nose, and throat. Demolition, excavation, grading, and other construction activities can cause wind-blown dust that adds particulate matter to the local atmosphere. Depending on exposure, adverse health effects can occur due to this particulate matter in general and also due to specific contaminants such as lead or asbestos that may be constituents of soil.

In response, the San Francisco Board of Supervisors approved a series of amendments to the San Francisco Building and Health Codes generally referred hereto as the Construction Dust Control Ordinance (Ordinance 176-08, effective July 30, 2008) with the intent of reducing the quantity of dust generated during site preparation, demolition and construction work in order to protect the health of the general public and of onsite workers, minimize public nuisance complaints, and to avoid orders to stop work by the Department of Building Inspection (DBI).

The Ordinance requires that all site preparation work, demolition, or other construction activities within San Francisco that have the potential to create dust or to expose or disturb more than 10 cubic yards or 500 square feet of soil comply with specified dust control measures whether or not the activity requires a permit from DBI. The Director of DBI may waive this requirement for activities on sites less than one half-acre that are unlikely to result in any visible wind-blown dust.

In compliance with the Construction Dust Control Ordinance, the project sponsor and the contractor responsible for construction activities at the project site would be required to use the following practices to control construction dust on the site or other practices that result in equivalent dust control that are

[56] ARB, *Methodology for Estimating Premature Deaths Associated with Long-term Exposure to Fine Airborne Particulate Matter in California*, Staff Report, Table 4c, October 24, 2008.

acceptable to the Director. Dust suppression activities may include watering all active construction areas sufficiently to prevent dust from becoming airborne; increased watering frequency may be necessary whenever wind speeds exceed 15 miles per hour. During excavation and dirt-moving activities, contractors shall wet sweep or vacuum the streets, sidewalks, paths, and intersections where work is in progress at the end of the workday. Inactive stockpiles (where no disturbance occurs for more than seven days) greater than 10 cubic yards or 500 square feet of excavated material, backfill material, import material, gravel, sand, road base, and soil shall be covered with a 10 mil (0.01 inch) polyethylene plastic (or equivalent) tarp, braced down, or use other equivalent soil stabilization techniques. City and County of San Francisco Ordinance 175-91 restricts the use of potable water for soil compaction and dust control activities undertaken in conjunction with any construction or demolition project occurring within the boundaries of San Francisco, unless permission is obtained from the San Francisco Public Utilities Commission (SFPUC). Non-potable water must be used for soil compaction and dust control activities during project construction and demolition. The SFPUC operates a recycled water truck-fill station at the Southeast Water Pollution Control Plant that provides recycled water for these activities at no charge.

The site-specific Dust Control Plan required by the Dust Control Ordinance would require the project sponsor to: submit of a map to the Director of Public Health showing all sensitive receptors within 1,000 feet of the site; wet down areas of soil at least three times per day; provide an analysis of wind direction and install upwind and downwind particulate dust monitors; record particulate monitoring results; hire an independent, third-party to conduct inspections and keep a record of those inspections; establish shut-down conditions based on wind, soil migration, etc.; establish a hotline for surrounding community members who may be potentially affected by project-related dust; limit the area subject to construction activities at any one time; install dust curtains and windbreaks on the property lines, as necessary; limit the amount of soil in hauling trucks to the size of the truck bed and securing with a tarpaulin; enforce a 15 mph speed limit for vehicles entering and exiting construction areas; sweep affected streets with water sweepers at the end of the day; install and utilize wheel washers to clean truck tires; terminate construction activities when winds exceed 25 miles per hour; apply soil stabilizers to inactive areas; and sweep off adjacent streets to reduce particulate emissions. The project sponsor would be required to designate an individual to monitor compliance with these dust control requirements. Compliance with the regulations and procedures set forth by the San Francisco Dust Control Ordinance would ensure that potential dust-related air quality impacts would be reduced to a less-than-significant level. This topic will not be discussed in the EIR.

Criteria Air Pollutants

As discussed above, construction activities would result in emissions of criteria air pollutants from the use of off- and on-road vehicles and equipment. To assist lead agencies in determining whether short-term construction-related air pollutant emissions require further analysis as to whether the project may exceed the criteria air pollutant significance thresholds shown in Table 8, above, the BAAQMD, in its CEQA Air Quality Guidelines (May 2011), developed screening criteria. If a proposed project meets the screening criteria, then construction of the project would result in less-than-significant criteria air pollutant impacts. A project that exceeds the screening criteria may require a detailed air quality assessment to determine whether criteria air pollutant emissions would exceed significance thresholds. The CEQA Air Quality Guidelines note that the screening levels are generally representative of new

development on greenfield[57] sites without any form of mitigation measures taken into consideration. In addition, the screening criteria do not account for project design features, attributes, or local development requirements that could also result in lower emissions.

The proposed project includes up to 187,640 sf of residential use and office/amenity space, 6,200 sf of restaurant/retail space, and 21,070 sf of parking. As shown in Table 9, the size of proposed construction activities would be below the criteria air pollutant screening sizes for the land use types associated with the project and identified in the BAAQMD's CEQA Air Quality Guidelines. Project-specific construction data was also provided by the project sponsor[58]. While multiple construction phases are anticipated to occur simultaneously during the year 2018 only two pieces of diesel powered construction equipment would operate concurrently during this period of construction phase overlap. Total soil export quantities expected for the project total 8,900 cubic yards of material to be exported. This amount of material transport is not anticipated to require a significant amount of haul truck activity. Thus, quantification of construction-related criteria air pollutant emissions is not required and the proposed project's construction activities would result in a less-than-significant criteria air pollutant impact. This topic will not be discussed in the EIR.

TABLE 9: COMPARISON OF PROPOSED PROJECT TO BAAQMD CRITERIA AIR POLLUTANTS AND PRECURSORS CONSTRUCTION AND OPERATIONAL SCREENING LEVEL CRITERIA

Land Use Type	Operational Criteria Pollutant Screening Size	Construction Criteria Pollutant Screening Size	Project Components
Apartment, high-rise	510 dwelling units	249 dwelling units	up to 176 dwelling units
High turnover restaurant	33,000 sf	277,000 sf	6,200 sf

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. (Less than Significant with Mitigation)

The project site is located within the Air Pollutant Exposure Zone as described above. Sensitive receptors are located in close proximity to the project site, including high density residences, a hostel, a senior center, and senior housing.

With regards to construction emissions, off-road equipment (which includes construction-related equipment) is a large contributor to DPM emissions in California, although since 2007, the ARB has found the emissions to be substantially lower than previously expected.[59] Newer and more refined emission inventories have substantially lowered the estimates of DPM emissions from off-road equipment such

[57] A greenfield site refers to agricultural or forest land or an undeveloped site earmarked for commercial, residential, or industrial projects.

[58] 450 O'Farrell Partners, 2016. Project Description Information for Air Quality Analysis. May 9.

[59] ARB, *Staff Report: Initial Statement of Reasons for Proposed Rulemaking, Proposed Amendments to the Regulation for In-Use Off-Road Diesel-Fueled Fleets and the Off-Road Large Spark-Ignition Fleet Requirements,* p.1 and p. 13 (Figure 4), October 2010.

that off-road equipment is now considered the sixth largest source of DPM emissions in California.[60] For example, revised PM emission estimates for the year 2010, which DPM is a major component of total PM, have decreased by 83 percent from previous 2010 emissions estimates for the SFBAAB.[61] Approximately half of the reduction in emissions can be attributed to the economic recession and half to updated methodologies used to better assess construction emissions.[62] Additionally, a number of federal and state regulations are requiring cleaner off-road equipment. Specifically, both the USEPA and California have set emissions standards for new off-road equipment engines, ranging from Tier 1 to Tier 4. Tier 1 emission standards were phased in between 1996 and 2000 and Tier 4 Interim and Final emission standards for all new engines were phased in between 2008 and 2015. To meet the Tier 4 emission standards, engine manufacturers will be required to produce new engines with advanced emission-control technologies. Although the full benefits of these regulations will not be realized for several years, the USEPA estimates that by implementing the federal Tier 4 standards, NOx and PM emissions will be reduced by more than 90 percent.[63]

In addition, construction activities do not lend themselves to analysis of long-term health risks because of their temporary and variable nature. As explained in the BAAQMD's CEQA Air Quality Guidelines:

> Due to the variable nature of construction activity, the generation of TAC emissions in most cases would be temporary, especially considering the short amount of time such equipment is typically within an influential distance that would result in the exposure of sensitive receptors to substantial concentrations. Concentrations of mobile-source diesel PM emissions are typically reduced by 70 percent at a distance of approximately 500 feet (ARB 2005). In addition, current models and methodologies for conducting health risk assessments are associated with longer-term exposure periods of 9, 40, and 70 years, which do not correlate well with the temporary and highly variable nature of construction activities. This results in difficulties with producing accurate estimates of health risk.[64]

Therefore, project-level analyses of construction activities have a tendency to produce overestimated assessments of long-term health risks. However, within the Air Pollutant Exposure Zone, as discussed above, additional construction activity may adversely affect populations that are already at a higher risk for adverse long-term health risks from existing sources of air pollution.

The proposed project would require construction activities for the approximate 18-month construction period. Project construction activities would result in short-term emissions of DPM and other TACs. The project site is located in an area that already experiences poor air quality and project construction activities would generate additional air pollution, affecting nearby sensitive receptors and resulting in a significant impact. Implementation of Mitigation Measure M-AQ-2, Construction Air Quality, would reduce the magnitude of this impact to a less-than-significant level. While emission reductions from limiting idling, educating workers and the public and properly maintaining equipment are difficult to quantify, other measures, specifically the requirement for equipment with Tier 2 engines and Level 3

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[60] ARB, *Staff Report: Initial Statement of Reasons for Proposed Rulemaking, Proposed Amendments to the Regulation for In-Use Off-Road Diesel-Fueled Fleets and the Off-Road Large Spark-Ignition Fleet Requirements,* October 2010.

[61] ARB, "In-Use Off-Road Equipment, 2011 Inventory Model," Query accessed online, April 2, 2012, http://www.arb.ca.gov/msei/categories.htm#inuse_or_category.

[62] ARB, *Staff Report: Initial Statement of Reasons for Proposed Rulemaking, Proposed Amendments to the Regulation for In-Use Off-Road Diesel-Fueled Fleets and the Off-Road Large Spark-Ignition Fleet Requirements,* October 2010.

[63] USEPA, "Clean Air Nonroad Diesel Rule: Fact Sheet," May 2004.

[64] BAAQMD, *CEQA Air Quality Guidelines,* May 2011, page 8-6.

Verified Diesel Emission Control Strategy (VDECS) can reduce construction emissions by 89 to 94 percent compared to equipment with engines meeting no emission standards and without a VDECS.[65] Emissions reductions from the combination of Tier 2 equipment with level 3 VDECS is almost equivalent to requiring only equipment with Tier 4 Final engines. Therefore, compliance with Mitigation Measure M-AQ-2 would reduce construction emissions impacts on nearby sensitive receptors to a less-than-significant level. This topic will not be discussed in the EIR.

Mitigation Measure M-AQ-2: Construction Air Quality

The project sponsor or the project sponsor's Contractor shall comply with the following:

A. *Engine Requirements.*

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 Emissions Control Strategy. Equipment with engines meeting Tier 4 Interim or Tier 4 Final off-road emission standards automatically meet this requirement.

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.

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

B. Waivers.

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 10.

TABLE 10: OFF-ROAD EQUIPMENT COMPLIANCE STEP-DOWN SCHEDULE

Compliance Alternative	Engine Emission Standard	Emissions Control
1	Tier 2	ARB Level 2 VDECS
2	Tier 2	ARB Level 1 VDECS
3	Tier 2	Alternative Fuel*

** Alternative fuels are not a VDECS.

C. *Construction Emissions Minimization Plan.* 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.

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 sponsor 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.

D. *Monitoring.* After the 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 sponsor 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.

Operational Air Quality Impacts

Land use projects typically result in emissions of criteria air pollutants and toxic air contaminants primarily from an increase in motor vehicle trips. However, land use projects may also result in criteria air pollutants and toxic air contaminants from combustion of natural gas, landscape maintenance, use of consumer products, and architectural coating. The following addresses air quality impacts resulting from operation of the proposed project.

Impact AQ-3: During project operations, the proposed project would result in emissions of criteria air pollutants, but not at levels that would violate an air quality standard, contribute to an existing or projected air quality violation, or result in a cumulatively considerable net increase in criteria air pollutants. (Less than Significant)

As discussed above in Impact AQ-1, the BAAQMD, in its CEQA Air Quality Guidelines (May 2011), has developed screening criteria to determine whether a project requires an analysis of project-generated criteria air pollutants. If all the screening criteria are met by a proposed project, then the lead agency or applicant does not need to perform a detailed air quality assessment.

The proposed project includes up to 176 residential dwelling units, of which 117 units would be studio/one bedroom and 59 units would be two or greater bedrooms. The proposed project also includes 6,200 sf of restaurant/retail space. The land uses associated with the project would generate 299 net new vehicle trips. However, as indicated in Table 9, the proposed project would be below the criteria air pollutant screening sizes identified in the BAAQMD's CEQA Air Quality Guidelines. Thus, quantification of project-generated criteria air pollutant emissions is not required, and the proposed project would not exceed any of the significance thresholds for criteria air pollutants, and would result in less-than-significant impact with respect to criteria air pollutants. This topic will not be discussed in the EIR.

Impact AQ-4: The proposed project would generate toxic air contaminants, including diesel particulate matter, exposing sensitive receptors to substantial air pollutant concentrations. (Less than Significant with Mitigation)

The project site is located within the Air Pollutant Exposure Zone as described above. Sensitive receptors are located in close proximity to the project site, including high density residences, a hostel, a senior center, and senior housing.

Sources of Toxic Air Contaminants

Individual projects result in emissions of toxic air contaminants primarily as a result of an increase in vehicle trips. The BAAQMD considers roads with fewer than 10,000 vehicles per day "minor, low-impact" sources that do not pose a significant health impact, even in combination with other nearby

sources, and recommends that these sources be excluded from the environmental analysis. The proposed project's 299 vehicle trips would be well below this level and distributed among the local roadway network, therefore an assessment of project-generated TACs resulting from vehicle trips is not required and the proposed project would not generate a substantial amount of TAC emissions that could affect nearby sensitive receptors.

The proposed project would also include a backup emergency generator. Emergency generators are regulated by the BAAQMD through their New Source Review (Regulation 2, Rule 5) permitting process. The project applicant would be required to obtain applicable permits to operate an emergency generator from the BAAQMD. Although emergency generators are intended only to be used in periods of power outages, monthly testing of the generator would be required. The BAAQMD limit testing to no more than 50 hours per year. Additionally, as part of the permitting process, the BAAQMD would limit the excess cancer risk from any facility to no more than ten per one million population and requires any source that would result in an excess cancer risk greater than one per one million population to install Best Available Control Technology for Toxics (TBACT). However, because the project site is located in an area that already experiences poor air quality, the proposed emergency back-up generator has the potential to expose sensitive receptors to substantial concentrations of diesel emissions, a known TAC, resulting in a significant air quality impact. Implementation of Mitigation Measure AQ-4, Best Available Control Technology for Diesel Generators, would reduce the magnitude of this impact to a less-than-significant level by reducing emissions by 89 to 94 percent compared to equipment with engines that do not meet any emission standards and without a VDECS. Therefore, although the proposed project would add a new source of TACs within an area that already experiences poor air quality, implementation of M-AQ-4 would reduce this impact to a less-than-significant level. This topic will not be discussed in the EIR.

Mitigation Measure M-AQ-4: Best Available Control Technology for Diesel Generators

The project sponsor shall ensure that the backup diesel generator meet or exceed one of the following emission standards for particulate matter: (1) 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 sponsor 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.

Siting Sensitive Land Uses

The proposed project would include development of up to 176 high-rise apartment residential dwelling units and is considered a sensitive land use for purposes of air quality evaluation. For sensitive-use projects within the Air Pollutant Exposure Zone as defined by Article 38, such as the proposed project, Article 38 requires that the project sponsor submit an Enhanced Ventilation Proposal for approval by the Department of Public Health (DPH) that achieves protection from PM2.5 (fine particulate matter) equivalent to that associated with a Minimum Efficiency Reporting Value 13 MERV filtration. DBI will not issue a building permit without written notification from the Director of Public Health that the applicant has an approved Enhanced Ventilation Proposal.

In compliance with Article 38, the project sponsor has submitted an initial application to DPH.[66] The regulations and procedures set forth by Article 38 would protect sensitive receptors occupying the proposed residential units. This topic will not be discussed in the EIR.

Impact AQ-5: The proposed project would not conflict with, or obstruct implementation of, the *2010 Clean Air Plan*. (Less than Significant).

The most recently adopted air quality plan for the SFBAAB is the 2010 Clean Air Plan. The 2010 Clean Air Plan is a road map that demonstrates how the San Francisco Bay Area will achieve compliance with the state ozone standards as expeditiously as practicable and how the region will reduce the transport of ozone and ozone precursors to neighboring air basins. In determining consistency with the 2010 Clean Air Plan (CAP), this analysis considers whether the project would: (1) support the primary goals of the CAP, (2) include applicable control measures from the CAP, and (3) avoid disrupting or hindering implementation of control measures identified in the CAP.

The primary goals of the CAP are to: (1) reduce emissions and decrease concentrations of harmful pollutants, (2) safeguard the public health by reducing exposure to air pollutants that pose the greatest health risk, and (3) reduce greenhouse gas emissions. To meet the primary goals, the CAP recommends specific control measures and actions. These control measures are grouped into various categories and include stationary and area source measures, mobile source measures, transportation control measures, land use measures, and energy and climate measures. The CAP recognizes that to a great extent, community design dictates individual travel mode, and that a key long-term control strategy to reduce emissions of criteria pollutants, air toxics, and greenhouse gases from motor vehicles is to channel future Bay Area growth into vibrant urban communities where goods and services are close at hand, and people have a range of viable transportation options. To this end, the *2010 Clean Air Plan* includes 55 control measures aimed at reducing air pollution in the SFBAAB.

The measures most applicable to the proposed project are transportation control measures and energy and climate control measures. The proposed project's impact with respect to GHGs are discussed in Section 7, Greenhouse Gas Emissions, which demonstrates that the proposed project would comply with the applicable provisions of the City's Greenhouse Gas Reduction Strategy.

The compact development of the proposed project and high availability of viable transportation options ensure that residents could bicycle, walk, and ride transit to and from the project site instead of taking trips via private automobile. These features ensure that the project would avoid substantial growth in automobile trips and vehicle miles traveled. The proposed project's anticipated 299 net new vehicle trips would result in a negligible increase in air pollutant emissions. Furthermore, the proposed project would be generally consistent with the *San Francisco General Plan* except with regard to preservation of historic resources, as discussed in Section C, Transportation control measures that are identified in the 2010 Clean Air Plan are implemented by the *San Francisco General Plan* and the *Planning Code*, for example, through the City's Transit First Policy, bicycle parking requirements, and transit impact development fees. Compliance with these requirements would ensure the project includes relevant transportation control measures specified in the *2010 Clean Air Plan*. Therefore, the proposed project would include applicable control measures identified in the CAP to the meet the CAP's primary goals.

[66] Article 38 Application for 450-474 O'Farrell Street/532 Jones Street Project, July 26, 2016. This document is available for review at the San Francisco Planning Department, 1650 Mission Street, Suite 400, as part of Case File No 2013.1535E.

Examples of a project that could cause the disruption or delay of Clean Air Plan control measures are projects that would preclude the extension of a transit line or bike path, or projects that propose excessive parking beyond parking requirements. The project would construct a total of approximately 237,353 sf of development, including up to 187,640 sf of residential use, 6,200 sf of restaurant and or retail (restaurant/retail), 13,595 sf for religious institution use, 8,398 sf of open space (288 sf of private open space, 8,110 sf of common open space), and 21,070 sf of below-grade parking in one building. The project would be constructed in a dense, walkable urban area near a concentration of regional and local transit service. It would not preclude the extension of a transit line or a bike path or any other transit improvement, and thus would not disrupt or hinder implementation of control measures identified in the CAP.

For the reasons described above, the proposed project would not interfere with implementation of the 2010 Clean Air Plan, and because the proposed project would be consistent with the applicable air quality plan that demonstrates how the region will improve ambient air quality and achieve the state and federal ambient air quality standards, this impact would be less than significant. This topic will not be discussed in the EIR.

Impact AQ-6: The proposed project would not create objectionable odors that would affect a substantial number of people. (Less than Significant)

Typical odor sources of concern include wastewater treatment plants, sanitary landfills, transfer stations, composting facilities, petroleum refineries, asphalt batch plants, chemical manufacturing facilities, fiberglass manufacturing facilities, auto body shops, rendering plants, and coffee roasting facilities. During construction, diesel exhaust from construction equipment would generate some odors. However, construction-related odors would be temporary and would not persist upon project completion. Observation indicates that the project site is not substantially affected by sources of odors[67]. Additionally, the proposed project includes up to 187,640 sf of residential use, 6,200 sf of retail/restaurant use, and 21,070 sf of parking, and would not create a significant source of new odors. Therefore, odor impacts would be less than significant. This topic will not be discussed in the EIR.

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. (Less than Significant with Mitigation)

The geographic context for an evaluation of cumulative air quality impacts is the SFBAAB, as governed by the BAAQMD. As discussed above, regional air pollution is by its very nature largely a cumulative impact. Emissions from past, present, and future projects contribute to the region's adverse air quality on a cumulative basis. No single project by itself would be sufficient in size to result in regional nonattainment of ambient air quality standards. Instead, a project's individual emissions contribute to existing cumulative adverse air quality impacts.[68] The project-level thresholds for criteria air pollutants are based on levels by which new sources are not anticipated to contribute to an air quality violation or result in a considerable net increase in criteria air pollutants. Therefore, because the proposed project's construction (Impact AQ-1) and operational (Impact AQ-3) emissions would not exceed the project-level thresholds for criteria air pollutants, the proposed project would not be considered to result in a cumulatively considerable contribution to regional air quality impacts.

[67] Project site was visited in February, 2016.

[68] BAAQMD, *CEQA Air Quality Guidelines,* May 2011, page 2-1.

As discussed above, the project site is located in an area that already experiences poor air quality. The project would add DPM during construction and other TACs associated with the 299 new vehicle trips as well as an emergency generator within an area already adversely affected by air quality, resulting in a considerable contribution to cumulative health risk impacts on nearby sensitive receptors. This would be a significant cumulative impact. The proposed project would be required to implement Mitigation Measure M-AQ-2: Construction Air Quality, which could reduce construction period emissions by as much as 94 percent and Mitigation Measure M-AQ-4: Best Available Control Technology for Diesel Generators, which requires best available control technology to limit emissions from the project's emergency back-up generator. Implementation of these mitigation measures would reduce the project's contribution to cumulative air quality impacts to a less-than-significant level.

Greenhouse Gas Emissions

Topics:	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less-than-Significant Impact	No Impact	Not Applicable
7. GREENHOUSE GAS EMISSIONS – Would the project:					
a) Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?	☐	☐	☒	☐	☐
b) Conflict with any applicable plan, policy, or regulation of an agency adopted for the purpose of reducing the emissions of greenhouse gases?	☐	☐	☒	☐	☐

Greenhouse gas (GHG) emissions and global climate change represent cumulative impacts. GHG emissions cumulatively contribute to the significant adverse environmental impacts of global climate change. No single project could generate enough GHG emissions to noticeably change the global average temperature; instead, the combination of GHG emissions from past, present, and future projects have contributed and will continue to contribute to global climate change and its associated environmental impacts.

The BAAQMD has prepared guidelines and methodologies for analyzing GHGs. These guidelines are consistent with CEQA Guidelines Sections 15064.4 and 15183.5 which address the analysis and determination of significant impacts from a proposed project's GHG emissions. CEQA Guidelines Section 15064.4 allows lead agencies to rely on a qualitative analysis to describe GHG emissions resulting from a project. CEQA Guidelines Section 15183.5 allows for public agencies to analyze and mitigate GHG emissions as part of a larger plan for the reduction of GHGs and describes the required contents of such a plan. Accordingly, San Francisco has prepared *Strategies to Address Greenhouse Gas Emissions*[69] which presents a comprehensive assessment of policies, programs, and ordinances that collectively represent San Francisco's qualified GHG reduction strategy in compliance with CEQA guidelines. These GHG reduction actions have resulted in a 23.3 percent reduction in GHG emissions in 2012 compared to 1990 levels,[70] exceeding the year 2020 reduction goals outlined in the BAAQMD's *Bay Area 2010 Clean Air Plan*, Executive Order (EO) S-3-05, and Assembly Bill (AB) 32 (also known as the Global Warming Solutions Act).[71] Senate Bill (SB) 32 sets an overarching climate pollution reduction target of 80 percent below 1990 levels by 2050.[72] Given that the City has met the State and region's 2020 GHG reduction targets and

[69] San Francisco Planning Department, *Strategies to Address Greenhouse Gas Emissions in San Francisco,* 2010. This document is available online at: http://www.sf-planning.org/index.aspx?page=2627.

[70] ICF International, *Technical Review of the 2012 Community-wide GHG Inventory for the City and County of San Francisco,* January 21, 2015. Available at http://sfenvironment.org/sites/default/files/fliers/files/icf_verificationmemo_2012sfecommunityinventory_2015-01-21.pdf, accessed March 16, 2015.

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

[72] SB 32, Climate Pollution Reduction Beyond 2020, sets a climate pollution reduction target of 80 percent below 1990 levels by 2050.

San Francisco's GHG reduction goals are consistent with, or more aggressive than, the long-term goals established under EO S-3-05[73] and EO B-30-15,[74,75] the City's GHG reduction goals are consistent with EO S-3-05, EO B-30-15, AB 32, SB 32, and the *Bay Area 2010 Clean Air Plan*. Therefore, proposed projects that are consistent with the City's GHG reduction strategy would be consistent with the aforementioned GHG reduction goals, would not conflict with these plans or result in significant GHG emissions, and would therefore not exceed San Francisco's applicable GHG threshold of significance.

The following analysis of the proposed project's impact on climate change focuses on the project's contribution to cumulatively significant GHG emissions. Because no individual project could emit GHGs at a level that could result in a significant impact on the global climate, this analysis is in a cumulative context, and this section does not include an individual project-specific impact statement.

Impact C-GG-1: The proposed project would generate greenhouse gas emissions, but not at levels that would result in a significant impact on the environment or conflict with any policy, plan, or regulation adopted for the purpose of reducing greenhouse gas emissions. (Less than Significant)

Individual projects contribute to the cumulative effects of climate change by directly or indirectly emitting GHGs during construction and operational phases. Direct operational emissions include GHG emissions from new vehicle trips and area sources (natural gas combustion). Indirect emissions include emissions from electricity providers; energy required to pump, treat, and convey water; and emissions associated with waste removal, disposal, and landfill operations.

The proposed project would increase the intensity of use of the site by replacing two single story (30 feet tall) buildings (retail and restaurant) and a three story (50 feet tall) church with a single 13-story (130 feet tall) mixed use residential building. Net new employment would increase by 9 employees, and net new residents would increase by 293 persons. Therefore, the proposed project would contribute to annual long-term increases in GHGs as a result of increased vehicle trips (mobile sources) and residential and commercial operations that result in an increase in energy use, water use, wastewater treatment, and solid waste disposal. Construction activities would also result in temporary increases in GHG emissions.

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

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[73] Office of the Governor, Executive Order S-3-05, June 1, 2005. Available at http://www.pcl.org/projects/2008symposium/proceedings/Coatsworth12.pdf, accessed March 16, 2016. Executive Order S-3-05 sets forth a series of target dates by which statewide emissions of GHGs need to be progressively reduced, as follows: by 2010, reduce GHG emissions to 2000 levels (approximately 457 million metric tons of carbon dioxide equivalents ($MTCO_2E$)); by 2020, reduce emissions to 1990 levels (approximately 427 million $MTCO_2E$); and by 2050 reduce emissions to 80 percent below 1990 levels (approximately 85 million $MTCO_2E$). Because of the differential heat absorption potential of various GHGs, GHG emissions are frequently measured in "carbon dioxide-equivalents," which present a weighted average based on each gas's heat absorption (or "global warming") potential.

[74] Office of the Governor, *Executive Order B-30-15,* April 29, 2015. Available at https://www.gov.ca.gov/news.php?id=18938, accessed March 3, 2016. Executive Order B-30-15, issued on April 29, 2015, sets forth a target of reducing GHG emissions to 40 percent below 1990 levels by 2030 (estimated at 2.9 million $MTCO_2E$).

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

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

The proposed project would be required to comply with the energy efficiency requirements of the City's Green Building Code, Stormwater Management Ordinance, Water Conservation and Irrigation ordinances, and Energy Conservation Ordinance, which would promote energy and water efficiency, thereby reducing the proposed project's energy-related GHG emissions.[76]

The proposed project's waste-related emissions would be reduced through compliance with the City's Recycling and Composting Ordinance, Construction and Demolition Debris Recovery Ordinance, and Green Building Code requirements. These regulations reduce the amount of materials sent to a landfill, reducing GHGs emitted by landfill operations. These regulations also promote reuse of materials, conserving their embodied energy[77] and reducing the energy required to produce new materials.

Compliance with the City's Street Tree Planting requirements would serve to increase carbon sequestration. Other regulations, including those limiting refrigerant emissions and the Wood Burning Fireplace Ordinance would reduce emissions of GHGs and black carbon, respectively. Regulations requiring low-emitting finishes would reduce volatile organic compounds (VOCs).[78] Thus, the proposed project was determined to be consistent with San Francisco's GHG reduction strategy.[79]

The project sponsor is required to comply with these regulations, which have proven effective as San Francisco's GHG emissions have measurably decreased when compared to 1990 emissions levels, demonstrating that the City has met and exceeded EO S-3-05, AB 32, and the *Bay Area 2010 Clean Air Plan* GHG reduction goals for the year 2020. Other existing regulations, such as those implemented through AB 32 and SB 32, will continue to reduce a proposed project's contribution to climate change. In addition, San Francisco's local GHG reduction targets are consistent with the long-term GHG reduction goals of EO S-3-05, EO B-30-15, AB 32, SB 32 and the *Bay Area 2010 Clean Air Plan*. Therefore, because the proposed project is consistent with the City's GHG reduction strategy, it is also consistent with the GHG reduction goals of EO S-3-05, EO B-30-15, AB 32, SB 32 and the *Bay Area 2010 Clean Air Plan*, would not conflict with these plans, and would therefore not exceed San Francisco's applicable GHG threshold of significance. As such, the proposed project would result in a less-than-significant impact with respect to GHG emissions. This topic will not be addressed in the EIR.

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

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

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

[79] San Francisco Planning Department, *Greenhouse Gas Analysis: Compliance Checklist for 450-474 O'Farrell Street/532 Jones Street Project*, June 10, 2016.

Wind and Shadow

Topics:	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less-than-Significant Impact	No Impact	Not Applicable
8. WIND AND SHADOW—Would the project:					
a) Alter wind in a manner that substantially affects public areas?	☐	☐	☒	☐	☐
b) Create new shadow in a manner that substantially affects outdoor recreation facilities or other public areas?	☐	☐	☒	☐	☐

The proposed project would include the construction of a 13-story mixed-use building. The proposed mixed-use structure would be approximately 130 feet from top of curb to the roofline, with an additional approximately 10 to 20 feet in height for proposed rooftop elements (elevator shaft, staircase return, mechanical screening). The proposed building is tall enough that it could affect ground-level wind currents on and around the project site.

Wind

This discussion is based on the Screening–Level Wind Analysis Report, prepared by Rowan William Davies Inc. in May 2016.[80] The report uses a qualitative approach to provide a screening-level estimation of the potential wind impact of the proposed project.

Existing Climate and Wind Conditions

The difference in atmospheric pressure between two points on the earth causes air masses to move from the area of higher pressure to the area of lower pressure. This movement of air masses results in wind currents. Meteorological data from the United States Weather Bureau and the BAAQMD show that winds from the northwest, west-northwest, west, and west-southwest, reflecting the persistence of sea breezes, are the most prevalent in San Francisco. Average wind speeds are highest during the summer and lowest during the winter, with the strongest peak winds occurring in the winter. Typically, the highest wind speeds occur during the mid-afternoon, and the lowest wind speeds occur during the early morning.

Buildings and Wind Speed

The direction and speed of wind currents can be altered by natural features of the land or by buildings and structures. Groups of buildings clustered together tend to act as obstacles that reduce wind speeds; the heights, massing, and orientations or profiles of the buildings are some of the factors that can affect wind speeds. When a building is much taller than those around it, rather than a similar height, it can intercept and redirect winds downward that might otherwise flow overhead. The massing of a building can affect wind speeds. In general, slab-shaped buildings have the greatest potential to accelerate ground-level winds, while buildings that have unusual shapes or are more geometrically complex tend to have

[80] Rowan William Davies, Inc. *Screening-Level Wind Analysis,* May 2016.

lesser effects. The orientation or profile of a building is another factor that can affect wind speeds. When the wide face of a building, as opposed to its narrow face, is oriented toward the prevailing wind direction, the building has more surface area to intercept and redirect winds down to ground level.

Wind Speed and Pedestrian Comfort

The comfort of pedestrians varies under different conditions of sun exposure, temperature, clothing, and wind speed. Winds up to 4 mph have no noticeable effect on pedestrian comfort. With winds from 4 to 8 mph, wind is felt on the face. Winds from 8 to 13 mph will disturb hair, cause clothing to flap, and extend a light flag mounted on a pole. Winds from 13 to 19 mph will raise loose paper, dust, and dry soil, and will disarrange hair. With winds from 19 to 26 mph, the force of the wind will be felt on the body. With 26- to 34-mph winds, umbrellas are used with difficulty, hair is blown straight, walking steadily is difficult, and wind noise is unpleasant. Winds over 34 mph increase difficulty with balance, and gusts can be hazardous and can blow people over.

The San Francisco Planning Code Section 148, Reduction of Ground-level Wind Currents in C-3 Districts, requires buildings to be shaped so as not to cause ground-level wind currents to exceed defined comfort and hazard criteria. The comfort criteria are that wind speeds will not exceed, more than 10% of the time, 11 mph in substantial pedestrian use areas, and 7 mph in public seating areas. Similarly, the hazard criterion of the Code requires that buildings not cause equivalent wind speeds to reach or exceed the hazard level of 26 mph as averaged from a single full hour of the year. The hazard criterion is based on winds that are measured for one hour and averaged corresponding to a one-minute average of 36 mph, to distinguish between the wind comfort conditions and hazardous winds.

The Planning Code defines these wind speeds in terms of equivalent wind speeds, which are average wind speed (mean velocity), adjusted to include the level of gustiness and turbulence. These wind requirements are often used for other zoning districts in San Francisco. For the purposes of evaluating wind impacts under CEQA, this analysis uses the wind hazard criterion to determine if the proposed project would have significant impacts.

Impact WS-1: The proposed project would not alter wind in a manner that would substantially affect public areas (Less than Significant)

The project site is in an RC-4 zoning district. Thus, it is not subject to *San Francisco Planning Code* Section 148, which applies to C-3 Districts. However, as noted above, the proposed project would have a significant impact on wind should it exceed the wind hazard criterion of *Planning Code* Section 148.

A screening level wind analysis was conducted to evaluate the potential for the proposed project to affect wind conditions on surrounding sidewalks.[81] Surrounding the project site, land uses consist primarily of neighborhood-serving retail, office, and restaurant uses on the ground level with high-density residences above or hotels to the east towards Union Square. O'Farrell Street, six blocks to the west and four blocks to the east, consists mostly of four- to 12-story (60 to 140 feet tall) hotel or residential buildings with commercial and restaurant uses on the ground level. The 19-story (488 feet tall) Hilton is one block east at O'Farrell Street and Taylor Street. The results of the screening level wind analysis indicate that considering the relatively low height of the existing buildings on the site (30 to 50 feet tall) and taller surrounding buildings of 90 feet in height, the existing wind conditions on the site are expected to be within the established criteria throughout the year at building entrances and along sidewalks.

[81] Rowan Williams Davies & Irwin Inc. *Screening-Level Wind Analysis,* May 16, 2016.

The proposed project would consist of a new 13-story, approximately 130-foot--foot-tall (with an additional 20 feet for the elevator penthouse) residential tower. Given the size and location of the proposed project, it is unlikely that the project would cause any significant wind impact on surrounding public areas. Sidewalks along O'Farrell Street, as well as building entrances, would be generally protected from approaching winds by the proposed building itself. The entrance to the restaurant/retail on Jones Street may experience higher wind speeds, and thus a recessed position of the entrance would protect the area, creating suitable wind conditions. Exceedance of the wind hazard criterion is not expected at any of the building entrances, adjacent sidewalks, and other surrounding public areas. Winds might accelerate through the gap between the existing building to the west and the project building, intercept the tall building to the south of the project building, and accelerate along O'Farrell Street, resulting in higher wind speeds along O'Farrell Street sidewalks. However, the project design eliminates the gap between the adjacent buildings. Trees along the south side of O'Farrell Street are expected to improve these wind conditions as well. Exceedance of the wind hazard criterion is not expected to occur along sidewalks adjacent to the project site.

Increased wind speeds may also occur at the upper courtyard of the proposed project (level 3), which would be located in the center of the building. The screening analysis determined that the proposed project would not significantly increase wind conditions in the courtyard area so as to decrease occupant comfort.

Because the proposed project would not result in any new increases of the wind hazard criterion, the proposed project would not alter wind in a matter that substantially affects public areas. Thus, impacts are considered less than significant. This topic will not be discussed in the EIR.

Shadow

This discussion is based on the Shadow Report, prepared by CADP in January 2016.[82] The report uses a quantitative approach to provide an assessment of the potential shadow impacts of the proposed project.

Planning Code Section 295 was adopted in 1985 in response to voter-approved Proposition K which required Planning Commission disapproval of any structure greater than 40 feet in height that cast a shadow on property under the jurisdiction of the Recreation and Park Department, unless the Planning Commission found the shadow would not be significant. To implement Planning Code Section 295 and Proposition K, the Planning Commission and Recreation and Park Commission in 1989 jointly adopted a memorandum establishing qualitative criteria for evaluating shadow impacts as well as Absolute Cumulative Limits ("ACLs") for certain parks. ACLs are "shadow" budgets that establish absolute cumulative limits for additional shadows expressed as a percentage of Theoretically Available Annual Sunlight ("TAAS") on a park with no adjacent structures present. To date, ACL standards have been established for fourteen (14) downtown parks.

The 1989 Memorandum sets forth qualitative criteria to determine when a shadow would be substantial, in terms of Planning Code Section 295 compliance as well as information on how to quantitatively measure shadow impacts. Qualitatively, shadow impacts, per Section 295, are evaluated based on (1) existing shadow profiles, (2) important times of day, (3) important seasons in the year, (4) location of the new shadow, (5) size and duration of new shadows, and (6) the public good served by buildings casting a new shadow. Quantitatively, new shadows are to be measured by the additional annual amount of shadow-square foot-hours as a percent of TAAS.

[82] CADP, *Shadow Analysis*, January 10, 2017.

Where an ACL has not been adopted for a park, the Planning Commission's decision under Section 295, on whether a structure has a significant impact on property under the jurisdiction of the Recreation and Park Department is based on a review of qualitative and quantitative factors. Where an ACL has been adopted for a park, the Planning Commission must, upon recommendation of the General Manager of the Recreation and Park Department and in consultation with the Recreation and Park Commission, adopt a resolution raising the ACL for additional shadow on the park. A determination to raise an ACL for a park is also based on qualitative factors and whether the additional shadow cast would have an adverse impact on the park.

Impact WS-2: The proposed project would not create new shadow in a manner that would substantially affect outdoor recreation facilities or other public areas. (Less than Significant)

The proposed project would include the construction of a 13-story multi-family residential building. The proposed mixed-use structure would be approximately 130 feet from top of curb to the roofline, with an additional approximately 10 to 20 feet in height for proposed rooftop elements including the elevator overrun, stairway penthouse and mechanical screening.

Because the proposed project exceeds 40 feet in height, *Planning Code* Section 295 requires that a shadow analysis measure and quantify any potential shadow impact of the proposed project on properties under the jurisdiction of, or designated to be acquired by, the San Francisco Recreation and Parks Department (RPD). The San Francisco Planning Department prepared an initial shadow fan that indicated the proposed project may cast a shadow on Boeddeker Park and the Tenderloin Recreation Center, both of which fall under the jurisdiction of the RPD.

For the shadow analysis, the proposed 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 angles presented during the sample time frame. A multiplier is used to put the sample results into calendar year units, which does not change the percentages. For the purposes of the analysis, time was measured in decimal hours at 15 minute intervals from sunrise plus one hour to sunset less one hour. The results indicated that the proposed project would add no new square foot hours of shadow on either the Tenderloin Recreation Center or Boeddeker Park.

The proposed 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 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 rarely considered to be a significant environmental impact. Furthermore, the limited increase in shading as a result in the proposed project would not be considered a significant impact under CEQA. Therefore, the proposed 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. This topic will not be discussed in the EIR.

Impact C-WS-1: The proposed project, in combination with past, present, and reasonably foreseeable future development in the project area, would result in less-than-significant impacts related to wind. (Less than Significant)

The geographic context for an analysis of cumulative analysis of wind impacts would be the immediate vicinity of the proposed project site, as wind effects are localized and site-specific. Past and present development has not resulted in a significant wind impacts in the project area. There are no related projects in the immediate vicinity of the proposed project that could combine with the project's effects to result in significant cumulative wind impacts.

As noted, the proposed project would not result in any new increases of the wind hazard or comfort criteria that would substantially affect outdoor recreation facilities or other public areas. Therefore, the cumulative impact of the proposed project on wind would be less than significant. This topic will not be discussed in the EIR.

Impact C-WS-2: New shadow from the proposed project, in combination with new shadow from reasonably foreseeable future projects, would not create new shadow that would substantially affect outdoor recreation facilities or other public areas. (No Impact)

The geographic context for an analysis of shadow impacts is the project vicinity, as shadow impacts are localized and site-specific. Two public open spaces have been identified in the project vicinity, Tenderloin Recreation Center and Boeddeker Park. Based on the information provided above, the proposed project would not cast any net new shadow on nearby public open spaces under the jurisdiction of the Recreation and Parks Commission or other City agencies. All other reasonably foreseeable projects within a ¼-mile radius of the project site and subject to *Planning Code* Section 295 and other controls would have to undergo a shadow analysis to determine potential shadow effects on parks protected under Section 295. As the shadow analysis determined that the proposed project would have no impact on Tenderloin Recreation Center or Boeddeker Park or other parks and public open spaces, the proposed project would not make a considerable contribution to any significant cumulative impacts on shadow. Thus, the proposed 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. This topic will not be discussed in the EIR.

Recreation

Topics:	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less-than-Significant Impact	No Impact	Not Applicable
9. RECREATION—Would the project:					
a) Increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facilities would occur or be accelerated?	☐	☐	☒	☐	☐
b) Include recreational facilities or require the construction or expansion of recreational facilities that might have an adverse physical effect on the environment?	☐	☐	☒	☐	☐
c) Physically degrade existing recreational resources?	☐	☐	☒	☐	☐

The proposed project would develop approximately 6,200 sf of restaurant/retail uses and 176 residential units on multiple parcels that currently contain a three-story church, one-story with basement vacant retail building, and a one-story restaurant and residential building. As described in Section E.2, Population and Housing, implementation of the proposed project would add approximately 393 new residents to the project area. This would represent an approximately 11 percent increase over the existing population of 3,073 in Census Tract 123.02. In addition, San Francisco's population is projected to reach 1,085,725 persons by 2040, and the estimated 405 new residents would represent approximately 0.14 percent of that growth. The new residents of the proposed 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, swimming pools, golf courses, and athletic fields, tennis courts, and basketball courts.[83] The project site is in an intensely 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.

There are several facilities managed by the SFRPD within a ¼-mile radius of the project site:

- Father Alfred E. Boeddeker Park (at the intersection of Eddy and Jones Streets): An approximately 0.97-acre park containing a basketball half-court, swings, slide and play structures as well as a community clubhouse, located two blocks south of the project site.
- Tenderloin Children's Playground (at Ellis Street and Leavenworth Street): An approximately 0.61-acre public open space containing a play structure and a multipurpose court, located adjacent to the Tenderloin Recreation Center, approximately two blocks southwest of the project site.
- Sergeant John Macaulay Park (at the intersection of Larkin Street and O'Farrell Street): An approximately 0.21-acre mini park containing a play structure, located approximately three blocks west of the project site.

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

- Union Square, an approximately 2.6-acre open space bordered by Post Street to the north, Geary Boulevard to the south, Stockton Street to the east, and Powell Street to the west, is located three blocks to the northeast of the project site. Union Square contains landscaped areas and seating used primarily for passive recreation, in addition to holding events such as art galleries, live music, and holiday festivals.

The April 2014 San Francisco General Plan's Recreation and Open Space Element (ROSE) provides a 20-year vision for open spaces in the City, and includes objectives and policies about accessing, acquiring, funding, and managing open spaces in San Francisco. The ROSE includes a map (Map 7: High Needs Areas: Priority Acquisition & Renovation Area)[84] that identifies priority acquisition and renovation areas for recreation facilities by identifying five categories of need ranging from greater need to lesser need. According to the map, the project site and the larger area bounded by Larkin Street to the west, Sutter Street to the north, Mason Street to the east and Market Street to the south is not within an area in moderate need of new public open space.

Impact RE-1: The proposed project would not result in substantial increase in the use of existing parks and recreational facilities, the deterioration of such facilities, or include recreation facilities, or require the expansion of recreational facilities, or physically degrade existing recreational resources. (Less than Significant)

Planning Code Section 135 requires the project to provide approximately 8,427 sf of common open space. The proposed project would provide 8,110 sf of passive recreational uses onsite for the residents, including approximately 635 sf of open space on the first floor, a 2,225 sf courtyard on the third floor, and a 5,250 sf rooftop deck above level 13. The proposed project would not meet open space code criteria, and must seek a modification through the PUD process for this requirement. Residents of the proposed residential units would be within walking distance of the above-noted public open spaces and parks. These recreational spaces provide a variety of sports courts, play structures, and other landscaped and green areas for community gathering. While the building would not meet the code requirement, the provision of private balconies and common open space on the project site, and the presence of other nearby open space and parks would provide adequate open space and recreation facilities to serve the increase in residents and would not accelerate the use of existing recreational resources such that new facilities would be required to be built.

Although the proposed project would introduce a new permanent population (approximately 393 net new 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. Furthermore, 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. Thus, the permanent residential population on the site and the incremental on-site daytime population growth that would result from the proposed restaurant/retail and religious institution uses would not require the construction of new recreational facilities or the expansion of existing facilities. Therefore, the project would have a less-than-significant effect on existing recreational facilities. This topic will not be discussed in the EIR.

[84] San Francisco, *San Francisco General Plan: Recreation and Open Space Element*, Map 7, p. 24. Available online at http://www.sf-planning.org/ftp/General_Plan/Recreation_OpenSpace_Element_ADOPTED.pdf, accessed January 6, 2017.

Impact C-RE: The proposed project, in combination with other past, present, or reasonably foreseeable projects would contribute to cumulative recreational resource impacts but would not result in a cumulatively considerable contribution to a cumulative impact. (Less than Significant)

The geographic context for analysis of cumulative impacts to recreational resources consists of the Downtown/Civic Center neighborhood and the recreational facilities within it. These include parks, recreation centers, dog play areas, basketball court, and tennis courts. As noted, this area has been identified as an area in moderate need of new public open space. Past, present, and reasonably foreseeable cumulative development in this area would result in greater demand for recreational resources, and could introduce increases in population that would result in deterioration of existing resources, a potentially significant impact. A number of recreational facilities exist in the neighborhood, as noted above. Recreational facility use in the project area would likely increase with the development of the proposed project in combination with other reasonably foreseeable residential and mixed-use development projects in the vicinity listed in Table 2.

As noted, implementation of the proposed project would result in the introduction of approximately 405 new residents to the project area, which would incrementally increase demand for open space and recreation facilities in the project area and the City generally. The proposed project would provide approximately 8,110 square feet of passive recreational uses onsite for the residents, including a courtyard on level three and a roof deck that would be accessible to building residents only. Private balconies on levels four, 10, 11, 12, and 13 would provide additional open space. The common open space provided in the proposed project would not meet the *Planning Code* requirement of 8,427 square feet of common open space and a modification from the Planning Code will be required. While this could result in greater deficiency in existing recreational facilities and deterioration of existing facilities the proposed open space on the project provides would partially meet the demand for recreation facilities in the project vicinity. Future residents of cumulative development projects would use some of the same public parks, open spaces, and recreation facilities as the residents of the proposed project. However, similar to the proposed project, any future residential development would be required to provide common and or private open space, as defined in the *Planning Code*. Furthermore, the additional population that would be added to the project area as a result of project implementation would represent a very small proportion of the residents of the Downtown/Civic Center neighborhood, and implementation of the policies included in the ROSE would address long-term needs associated with population increase in the project vicinity. Therefore, the proposed project would not make a cumulatively considerable contribution to cumulative impacts on recreational resources, and the impact would be less than significant. This topic will not be discussed in the EIR.

Utilities and Service Systems

Topics:	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less-than-Significant Impact	No Impact	Not Applicable
10. UTILITIES AND SERVICE SYSTEMS— Would the project:					
a) Exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board?	☐	☐	☒	☐	☐
b) Require or result in the construction of new water or wastewater treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?	☐	☐	☒	☐	☐
c) Require or result in the construction of new storm water drainage facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?	☐	☐	☒	☐	☐
d) Have sufficient water supply available to serve the project from existing entitlements and resources, or require new or expanded water supply resources or entitlements?	☐	☐	☒	☐	☐
e) Result in a determination by the wastewater treatment provider that would serve the project that it has inadequate capacity to serve the project's projected demand in addition to the provider's existing commitments?	☐	☐	☒	☐	☐
f) Be served by a landfill with sufficient permitted capacity to accommodate the project's solid waste disposal needs?	☐	☐	☒	☐	☐
g) Comply with federal, state, and local statutes and regulations related to solid waste?	☐	☐	☒	☐	☐

The project site is within an urban area that is served by utility service systems, including water, wastewater and storm water collection and treatment, and solid waste collection and disposal. The proposed project would add new daytime and nighttime population to the site that would increase the demand for utilities and service systems on the site, but not in excess of amounts expected and provided for in the project area.

Impact UT-1: The proposed project would not significantly affect wastewater collection and treatment facilities and would not require or result in the construction of new stormwater drainage facilities, wastewater treatment facilities, expansion of existing facilities, or exceed wastewater treatment requirements of the Regional Board. (Less than Significant)

The project site is served by San Francisco's combined sewer system, which handles both sewage and stormwater runoff. The Southeast Water Pollution Control Plant (Southeast Plant) provides wastewater and stormwater treatment and management for the east side of the City, including the project site. No new sewer or stormwater facilities or construction would be needed to serve the proposed project. The

proposed project would meet the wastewater pre-treatment requirements of the SFPUC, as required by the San Francisco Industrial Waste Ordinance in order to meet Regional Water Quality Control Board requirements (see Impact HYD-1a for discussion of additional stormwater management requirements).[85] The proposed project would add residential units and restaurant/retail uses to the project site, which would incrementally increase the demand for wastewater and stormwater treatment services, but not in excess of amounts expected and provided for in the project area.

The project site is currently covered with impervious surfaces and the proposed project would not create any additional impervious surfaces, resulting in little effect on the total stormwater volume discharged through the combined sewer system. While the proposed project would add to sewage flows in the area, it would not cause collection treatment capacity of the sewer system in the City to be exceeded. In light of the above, the proposed project would not exceed wastewater treatment requirements of the Regional Water Quality Control Board and would not require the construction of new wastewater/storm water treatment facilities or expansion of existing ones. Because the project site is fully developed at present, new development could not result in an increase in stormwater runoff. However, the project would be required to comply with the City's Stormwater Design Guidelines, and thus would be required to reduce the total stormwater runoff volume and peak stormwater runoff rate, compared to existing conditions, through the use of Low Impact Design approaches and BMPs such as rainwater reuse, landscape planters, rain gardens, and green roofs. The SFPUC would review and approve the project's stormwater compliance strategy. Therefore, the proposed project would not substantially increase the demand for wastewater and would result in a less-than-significant impact on wastewater treatment and storm drainage facilities. This topic will not be discussed in the EIR.

Impact UT-2: The proposed project would not require expansion or construction of new water supply or treatment facilities. (Less than Significant)

The proposed project would add residential units and restaurant/retail uses to the project site, which would increase the demand for water on the site, but not in excess of amounts expected and provided for in the project area.

Although the proposed project would incrementally increase the demand for water in San Francisco, the estimated increase in demand could be accommodated within anticipated water use and supply for San Francisco.[86] The proposed project would also be designed to incorporate water-conserving measures, such as low-flush toilets and urinals, as required by the San Francisco Green Building Ordinance. The project site is not located within a designated recycled water use area, as defined in the Recycled Water Ordinance 390-91 and 393-94; thus, the project is not required to install a recycled water system. Since the proposed project's water demand could be accommodated by the existing and planned supply anticipated under the SFPUC's 2010 Urban Water Management Plan (UWMP), as updated by the SFPUC's 2013 Water Availability Study, the proposed project would result in less-than-significant water supply impacts. This topic will not be discussed in the EIR.

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[85] City and County of San Francisco, Ordinance No. 19-92, San Francisco Municipal Code (Public Works), Part II, Chapter X, Article 4.1 (amended), January 13, 1992.

[86] San Francisco Public Utilities Commission (SFPUC), *2010 Urban Water Management Plan*, which includes county-wide demand projections through the year 2035, and compares water supply and demand. Available online at: *http://www.sfwater.org/Modules/ShowDocument.aspx?documentID=1055*, accessed October 21, 2015; and SFPUC, *2013 Water Availability Study for the City and County of San Francisco*. Available online at: http://www.sfwater.org/modules/showdocument.aspx?documentid=4168. Accessed October 21, 2015.

Impact UT-3: The proposed project would be served by a landfill with sufficient permitted capacity to accommodate the project's solid waste disposal needs, and construction and operation of the proposed project would comply with all applicable statutes and regulations related to solid waste. (Less than Significant)

In September, 2015, the City approved an Agreement with Recology, Inc., for the transport and disposal of the City's municipal solid waste at the Recology Hay Road Landfill in Solano County. The City began disposing its municipal solid waste at Recology Hay Road Landfill in January, 2016, and that practice is anticipated to continue for approximately nine years, with an option to renew the Agreement thereafter for an additional six years. Reports filed by the San Francisco Department of the Environment show that the City generated approximately 870,000 tons of waste material in 2000. By 2010, that figured decreased to approximately 455,000 tons. Waste diverted from landfills is defined as recycled or composted. San Francisco has a goal of 75 percent landfill diversion by 2010, and 100 percent by 2020.[87] As of 2012, 80 percent of San Francisco's solid waste was being diverted from landfills, indicating that San Francisco met the 2010 diversion target.[88]. San Francisco Ordinance No. 27-06 requires mixed construction and demolition debris be transported by a Registered Transporter and taken to a Registered Facility that must recover for reuse or recycling and divert from landfill at least 65 percent of all received construction and demolition debris. The San Francisco Green Building Code also requires certain projects to submit a Recovery Plan to the Department of the Environment demonstrating recovery or diversion of at least 75 percent of all demolition debris. San Francisco's Mandatory Recycling and Composting Ordinance No. 100-09 requires all properties and everyone in the City to separate their recyclables, compostables, and landfill trash.

Although the proposed project would incrementally increase total waste generation from the City, the increasing rate of diversion through recycling and other methods would result in a decreasing share of total waste that requires deposition into the landfill. Given this, and given the City's recent agreement for disposal of municipal solid waste at the Recology Hay Road Landfill in Solano County, the solid waste generated by project construction and operation would not result in the landfill exceeding its permitted capacity.

The California Integrated Waste Management Act of 1989 (AB 939) requires municipalities to adopt an Integrated Waste Management Plan (IWMP) to establish objectives, policies, and programs relative to waste disposal, management, source reduction, and recycling. The proposed project would be required to comply with the San Francisco Construction and Demolition Recovery Ordinance, which requires a minimum of 65 percent of all construction and demolition debris to be recycles and diverted from landfills, thereby meeting both the construction and demolition debris diversion rate. The project would also be subject to the requirements of the Mandatory Recycling and Composting Ordinance, which requires all persons in San Francisco to separate recyclables, compostables and landfilled trash and participate in recycling and composting programs. Therefore, solid waste generated from the project's construction and operation would comply with statutes and regulations for solid waste disposal and no associated impacts related to compliance with solid waste regulations would occur.

[87] San Francisco Department of the Environment, *Zero Waste Frequently Asked Questions (FAQs)*. Available online at: http://sfenvironment.org/article/zero-waste-frequently-asked-questions-faqs. Accessed January 6, 2017.

[88] Office of the Mayor, *Mayor Lee Announces San Francisco Reaches 80 Percent Landfill Waste Diversion*, October 2012. Available online at: http://www.sfmayor.org/index.aspx?recordid=113&page=846. Accessed January 6, 2017.

Based on the foregoing, the proposed project would comply with all applicable local, state, and federal laws and regulations pertaining to solid waste, and the project's impact on solid waste generation would be less than significant. This topic will not be discussed in the EIR.

Impact C-UT: The proposed project in combination with reasonably foreseeable cumulative development would not result in any significant effects related to utilities or service systems. (Less than Significant)

The geographic context for cumulative impacts on utilities and service systems is the service area for Recology, the City's municipal solid waste handler. Cumulative development in the project site vicinity would incrementally increase demand on citywide utilities and service systems, but not beyond levels anticipated and planned for by public service providers. Future development projects in the site vicinity would be subject to the same water conservation, wastewater discharge, construction demolition and debris, and recycling and composting regulations applicable to the proposed project. Thus, no cumulative impact related to solid waste disposal or compliance with solid waste regulations would occur. Therefore, impacts to utilities and service systems from the proposed project, in combination with past, present and reasonably foreseeable future projects, would not result in cumulative significant impacts. This topic will not be discussed in the EIR.

Public Services

Topics:	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less-than-Significant Impact	No Impact	Not Applicable
11. PUBLIC SERVICES — Would the project:					
a) Result in substantial adverse physical impacts associated with the provision of, or the need for, new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times, or other performance objectives for any public services such as fire protection, police protection, schools, parks, or other services?	☐	☐	☒	☐	☐

The proposed project's impacts to parks are discussed in Section E.9 Recreation. Impacts to other public services are discussed below.

Impact PS-1: The proposed project would not increase the demand for police service, and would not result in substantial adverse impacts associated with the provision of such services. (Less than Significant)

The proposed project would result in more intensive use of the project site than currently exists, and thus would likely incrementally increase police 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. Although the proposed project could increase the number of calls received from the area or the level of regulatory oversight that must be provided as a result of the increased concentration of activity on site, the increase in service calls would not be substantial in light of the existing demand for police protection services. The Tenderloin Police Station would be able to provide the necessary police services and crime prevention in the area. Meeting the additional service demand of the project would not require the construction of new police facilities. Hence, the proposed project would have a less-than-significant impact on police services. This topic will not be discussed in the EIR.

Impact PS-2: The proposed project would not increase demand for fire protection services, and would not result in substantial adverse impacts associated with the provision of such service. (Less than Significant)

The proposed project would result in more intensive use of the project site than currently exists, and thus, as with police service calls, would likely incrementally increase fire service calls in the project area. The project site receives fire protection services from 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 proposed project would increase the number of calls received from the area, the increase in service calls would not be substantial in light of existing demand for fire protection services. Furthermore, the proposed 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. Since the proposed project would be required to comply with all applicable building and fire codes, and the proposed project would result in an incremental increase in demand for service and oversight, it would not result in the need for new fire protection facilities, and would therefore not result in significant impacts to the physical environment. Hence, the proposed project would have a less-than-significant impact on fire protection services. This topic will not be discussed in the EIR.

Impact PS-3: The proposed project would generate school students, but would not result in a substantial adverse impact associated with the provision of school services, and there would be a less-than-significant impact on existing school facilities. (Less than Significant)

A decade-long decline in San Francisco Unified School District (SFUSD) enrollment ended in the 2008–2009 school year, and total enrollment in the SFUSD has increased from approximately 55,000 in 2007-2008 to above 58,800 in the 2015-2016 school year.[89] According to a 2010 SFUSD enrollment study, new market-rate condominium units in San Francisco generate very few public school students. In projecting enrollment through 2035, the study used a mix of enrollment factors; for the Market and Octavia and Transbay areas combined, the overall weighted student generation rate was 0.19 Kindergarten through 12th grade students per unit. Applying that rate to the proposed project's 176 dwelling units would result in an enrollment increase in the SFUSD of approximately 34 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 about two miles from the site. Nearby private schools include the following: DeMarillac Academy, at 175 Golden Gate Avenue (about four blocks southwest of the project site), and the San Francisco City Academy, at 230 Jones Street (just over two blocks south of the project site). The proposed project, a mix of commercial and residential uses, would incrementally increase the number of school-aged children that would attend public schools, by a total of about 34 students, as noted above.[90] 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, implementation of the proposed project would not necessitate the need for new or physically altered schools.

In addition, the proposed project would be subject to a citywide development impact fee, which requires a payment of $2.91 per square foot of assessable space for residential development and $0.243 per square foot of covered and enclosed space for commercial/industrial development applicable to the "retail and services" constructed within the SFUSD to be paid to the district.[91]

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[89] California Department of Education, Data Reporting Office, San Francisco Unified School District, K-12 Public School Enrollment, Time Series, 1996-2015. Available on the internet at: http://dq.cde.ca.gov/dataquest/DQ/EnrTimeRpt.aspx?Level=District&cYear=2013-14&cname=San%20Francisco%20Unified&cCode=3868478. Reviewed December 14, 2016.

[90] San Francisco Unified School District uses an internal school choice system whereby students submit an application listing their school choices. Students will not necessarily attend school in their neighborhood.

[91] San Francisco Unified School District, Developer Impact Fee Annual and Five Year Reports for the Fiscal Year Ending June 30 2015, December 8, 2015. Available online at *http://www.sfusd.edu/assets/sfusd-staff/_site-wide/files/SFUSD_AnnualFiveYearReports_FY1415.pdf*. Accessed December 14, 2016.

In summary, the proposed project would not result in a substantially increased demand for school facilities, and would not require new or expanded school facilities. The proposed project would thus result in a less-than-significant impact on school facilities. This topic will not be discussed in the EIR.

Impact PS-4: The proposed project would not substantially increase demand for government services, and there would be no adverse impact on government facilities. (Less than Significant)

The proposed 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 accommodated without the need to construct or physically alter these existing facilities. The San Francisco Public Library (SFPL) provides library services throughout the city through 28 neighborhood branches and mobile outreach services. The project site is served by the Main Library (at 100 Larkin Street) and the Chinatown Branch (at 1135 Powell Street), both of which are within one mile of the site. Thus, the existing SFPL system would be able to accommodate the increase in demand for library services generated by the project's future residents, and it is anticipated that this population increase could be accommodated by other government services. Therefore, the proposed project would have less-than-significant impacts on governmental services. This topic will not be discussed in the EIR.

Impact C-PS: The proposed project, combined with past, present, and reasonably foreseeable future projects in the vicinity, would have a less than significant cumulative impact on public services. (Less than Significant)

The geographic context for an analysis of cumulative impacts on public services includes the service areas of the service providers. For police and fire, this would comprise the service area of the Tenderloin Police Station and Fire Station 3. For schools, the context is the catchment area of the San Francisco Unified School District. Each of these service providers, through the annual budgeting process, assesses the adequacy of levels of service and provides for needed expansion, equipment, or school facilities. The proposed project is not expected to significantly increase demand for public services beyond levels anticipated and planned for by public service providers. Additionally, police and fire services are provided on a cooperative basis; i.e., other stations can respond to calls for service if needed and service would not be restricted to the local police and fire stations. For schools, the San Francisco Unified School District operates on a lottery system and students may attend schools outside their local geographic boundaries; therefore, additional students generated by cumulative development, including the proposed project, would be distributed over the entire district and would be within student capacity projections. 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. As discussed in Section E.2, Population and Housing, implementation of the proposed project and reasonably foreseeable development project would not exceed growth projections for San Francisco. Thus, cumulative impacts on public services would be less than significant. This topic will not be discussed in the EIR.

Biological Resources

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

The proposed project is located in a developed area completely covered by impervious surfaces. The project area does not include riparian habitat or other sensitive natural communities as defined by the California Department of Fish and Wildlife and the United States Fish and Wildlife Service; therefore, Question 13b is not applicable to the proposed project. In addition, the project area does not contain any wetlands as defined by Section 404 of the Clean Water Act; therefore, Question 13c is not applicable to the proposed project. Moreover, the proposed project does not fall within any local, regional or state habitat conservation plans; therefore, Question 13f is not applicable to the proposed project.

Impact BI-1: The proposed project would have no substantial impact on special status species, including avian species. (No Impact)

The project site is mostly covered with impervious surfaces and does not provide habitat for any rare or endangered plant or animal species. Thus, the proposed project would not adversely affect or substantially diminish plant or animal habitats. The proposed project would not interfere with any resident or migratory species, nor affect any rare, threatened or endangered species. The proposed project would not interfere with species movement or migratory corridors.

Migrating birds do pass through San Francisco, but the project site does not contain habitat to support migrating birds. Nesting birds, their nests, and eggs are fully protected by Fish and Game Code (Sections 3503, 3503.5) and the federal Migratory Bird Treaty Act (MBTA). Although the proposed project would be subject to the MBTA, the site does not contain habitat supporting migratory birds; therefore, the project would have no impact to nesting birds.

The proposed project would not conflict with any local policies or ordinances directed at protecting biological resources,, and would have no impact on special status species. This topic will not be discussed in the EIR.

Impact BI-2: The proposed project would not conflict with the City's local tree ordinance. (No Impact)

The City's Urban Forestry Ordinance, *Public Works Code* Sections 801 et seq., requires a permit from San Francisco Public Works to remove any protected trees. One existing tree is located on the Jones Street frontage, in front of the existing building. As part of the proposed project, the existing street tree would be retained. *Planning Code* Section 138.1(c)(1) requires that for every 20 feet of property frontage along each street, one 24-inch box tree be planted, with any remaining fraction of 10 feet or more of frontage requiring an additional tree. The project site has a 153 foot, 6-inch-long frontage along O'Farrell Street; a 137-foot, 6 inch-long frontage along Shannon Street; a 25-foot-long frontage along Jones Street. The proposed project would comply with Section 138.1(c)(1) by retaining the existing tree along Jones Street and planting eight new street trees along O'Farrell Street and Shannon Street. Because the proposed project would not conflict with the City's local tree ordinance, no impact would occur. This topic will not be discussed in the EIR.

As there are no impacts to biological resources, no cumulative impacts could occur.

Geology and Soils

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

The project site would be connected to the existing sewer system and would not require use of septic systems. Therefore, Question 13e would not be applicable to the project site.

This section describes the geology, soils, and seismicity characteristics of the project area as they relate to the proposed project. Responses in this section rely on the information and findings provided in the Preliminary Geotechnical Investigations prepared by Langan Treadwell Rollo[92] for the project site. The studies relied on available geotechnical data from the surrounding area to develop preliminary conclusions and recommendations.

The report identifies that the proposed structure can be supported on a spread-type foundation consisting of isolated footings interconnected with grade beams or a mat. For construction of the basement and to prevent movement, the perimeter of the excavation and adjacent buildings and streets should be supported. The most common shoring system consists of soldier piles and wood lagging. This shoring system consists of steel piles that are placed in predrilled holes; the annulus between the piles and the sides of the hole are backfilled with concrete. Wood lagging is placed between the soldier piles as excavation proceeds. Seven-story (90 feet tall) structures are present west and north of the site. These buildings may be supported on spread-type foundations. These structures should be underpinned. Hand-excavated, end-bearing piers are the most appropriate underpinning system for this project. The piers are generally installed by excavating 3-foot by 5-foot rectangular shafts down to bearing layer. The underpinning piers are constructed with reinforcing steel and backfilled with structural concrete. The shafts should be contiguous but constructed in phases. Each shaft is shored with timber lagging as it is excavated. Because loose sand is present, the shafts should be shored with every foot of excavation. The resistance to lateral loads can be provided by tiebacks or internal bracings, if required.

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 to 30 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 would be to a depth of 16 feet; therefore, dewatering would not be required.

These geologic units present at the project site, their paleontological sensitivity, and information about the age of each geologic unit are shown in Table 11. Paleontological sites are defined by the entire extent (both areal and stratigraphic) of a unit or formation. In other words, once a unit is identified as containing vertebrate fossils, or other rare fossils, the entire unit is a potential paleontological site.[93] For this reason, the paleontological sensitivity of geologic units is described and analyzed broadly rather than within the context of a specific site.

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[92] Langan Treadwell Rollo Preliminary Geotechnical Study 450-474 O'Farrell Street, San Francisco, California, September 8, 2014; Langan Treadwell Rollo Preliminary Geotechnical Study 532 Jones Street, San Francisco, California, April 13, 2015.

[93] Society of Vertebrate Paleontology. 2010. *Standard Procedures for the Assessment and Mitigation of Adverse Impacts to Paleontological Resources*. Impact Mitigation Guidelines Revision Committee. Available: http://vertpaleo.org/The-Society/Governance-Documents/SVP_Impact_Mitigation_Guidelines.aspx. Accessed: May, 2016.

TABLE 11: GEOLOGIC UNITS AND PALEONTOLOGICAL SENSITIVITY IN THE PROJECT AREA

Age	Geologic Unit[a,b]	Paleontological Sensitivity[c]
Holocene	Dune Sand	Undetermined
Pleistocene	Colma Formation	High
Cretaceous-Jurassic	Franciscan Formation	High

Notes:

a. Langan Treadwell Rollo Preliminary Geotechnical Study 450-474 O'Farrell Street, San Francisco, California, September 8, 2014; Langan Treadwell Rollo Preliminary Geotechnical Study 532 Jones Street, San Francisco, California, April 13, 2015.

b. Rodda, P.U., and N. Baghai. 1993. Late Pleistocene Vertebrates from Downtown San Francisco, California. *Journal of Paleontology* 67:1,058–1,063.

c. The fossil-yielding potential of geologic units in a particular area depends on the geologic age and origin of the underlying rocks as well as on the processes that the rocks have undergone, both geologic and anthropogenic. The Impact Mitigation Guidelines Revisions Committee of the Society of Vertebrate Paleontology (SVP) has published Standard Guidelines. The Standard Guidelines include procedures for the investigation, collection, preservation, and cataloging of fossil-bearing sites. The Standard Guidelines identify the two key phases of paleontological resource protection: (1) assessment and (2) implementation. Assessment involves identifying the potential for a project site or area to contain significant nonrenewable paleontological resources that could be damaged or destroyed by project excavation or construction. Implementation involves formulating and applying measures to reduce such adverse effects. The SVP defines the level of potential as one of four sensitivity categories for sedimentary rocks: High, Undetermined, Low, and No Potential as defined below.
   - High Potential. Assigned to geologic units from which vertebrate or significant invertebrate, plant, or trace fossils have been recovered and sedimentary rock units that are suitable for the preservation of fossils (e.g., middle Holocene and older fine-grained fluvial sandstones, fine-grained marine sandstones, etc.). Paleontological potential is the potential for yielding abundant fossils, a few significant fossils, or recovered evidence for new and significant taxonomic, phylogenetic, paleoecologic, taphonomic, biochronologic, or stratigraphic data.
   - Undetermined Potential. Assigned to geologic units for which little information is available concerning their paleontological content, geologic age, and depositional environment. In cases where no subsurface data already exist, paleontological potential can sometimes be assessed by subsurface site investigations.
   - Low Potential. Field surveys or paleontological research may allow a determination that a geologic unit has low potential for yielding significant fossils (e.g., basalt flows). Mitigation is generally not required to protect fossils.
   - No Potential. Some geologic units have no potential for containing significant paleontological resources, such as high-grade metamorphic rocks (e.g., gneisses and schists) and plutonic igneous rocks (e.g., granites and diorites). Mitigation is not required.

The Colma Formation consists of moderately sorted fine to medium fine sand with small to moderate amounts of silt and clay.[94] The origin of the materials is terrestrial deposition associated with the onset of Wisconsin glaciation.[95] The age is approximately 83,000 to 120,000 years.[96] Vertebrate fossils documented from the Colma Formation approximately 1 mile from the project site include *Mammuthus Columbia* and *Bison laitrons*.[97]

[94] Schlocker, J. 1974. *Geology of the San Francisco North Quadrangle, California.* (Geological Survey Professional Paper 782.) Washington, DC: United States Printing Office. Available: http://pubs.usgs.gov/pp/0782/report.pdf. Accessed: May, 2016.

[95] Simpson, L.A., and G.E. Treadwell & Rollo Inc. 2006. Case Studies in Mission Bay, San Francisco: Deep Foundations in Challenging Soil Conditions. In D*FI Proceedings of the 31st Annual Conference on Deep Foundations*. Washington, D.C.

[96] Caskey, S.J., K. Grove, C. Li, and G. Berger. 2004. *Constraints on Late Pleistocene and Active Uplift Rates along the Serra Fault and the Timing of Late Pleistocene Transpressional Deformation along the San Andreas Fault, Northern San Francisco Peninsula.* (U.S. Geological Survey award number 04HQGR0024.) Available: http://earthquake.usgs.gov/research/external/reports/04HQGR0024.pdf. Accessed: May, 2016.

[97] Rodda, P.U., and N. Baghai. 1993. Late Pleistocene Vertebrates from Downtown San Francisco, California. *Journal of Paleontology* 67:1,058–1,063.

The Franciscan Formation consists of sandstone, shale, siltstone, chert, and other oceanic deposits and ultramafic volcanic rock in the California Coast Ranges. In the San Francisco North quadrangle, the formation is characterized by 80 percent greywacke sandstone, 10 percent shale and siltstone, 6 percent mafic volcanic rocks, 3 percent radiolarian chert, and less than 1 percent conglomerate, limestone, and glocophane schist. Ultramafic rock, principally serpentine, has intruded all of these deposits. The origin of the materials is oceanic deposits. The age is approximately 150 to 66 million years (Ma).[98] Although vertebrate fossils in Franciscan Formation are rare, documented instances include three aquatic reptiles.[99]

Data from the University of California Museum of Paleontology database were analyzed to assign each geologic unit in the study area a paleontological sensitivity category, according to the Society of Vertebrate Paleontology's (SVP) Standard Guidelines. To identify and evaluate impacts on paleontologically sensitive geologic units resulting from project and program actions, the depth of ground disturbance was assessed, with consideration of the location of geologic units with high potential and undetermined potential.

Impact GE-1: The proposed project would not result in exposure of people and structures to potential substantial adverse effects, including the risk of loss, injury, or death involving rupture of a known earthquake fault, seismic ground-shaking, liquefaction, lateral spreading, or landslides. (Less than Significant)

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 at the site.

In terms of the potential for strong seismic ground shaking, the site is located within a 50-kilometer radius of several major active faults, including the San Andreas (12 km), Hayward (17 km), and San Gregorio (18 km). According to U.S. Geological Survey, the overall probability of moment magnitude 6.7 or greater earthquake to occur in the San Francisco Bay Region during the next thirty years is 63 percent. Therefore, there is potential that a strong to very strong earthquake would affect the project during its lifetime.

The Association of Bay Area Governments (ABAG) has classified the Modified Mercalli Intensity Shaking Severity Level of ground shaking in the proposed project vicinity due to an earthquake on the North San Andreas Fault as "VIII-Very Strong."[100] Very strong shaking would result in damage to some masonry buildings, fall of stucco and some masonry walls, fall of chimneys and elevated tanks, and shifting of unbolted wood frame structures off their foundations. Design and construction of the proposed project would be in accordance with the provisions of the 2013 California Building Code. With implementation of these recommendations, and compliance with the *San Francisco Building Code*, the proposed project would not be expected to expose persons or structures to substantial adverse effects from ground shaking in the event of an earthquake, and the impact would be less than significant.

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[98] Schlocker, J. 1974. *Geology of the San Francisco North Quadrangle, California.* (Geological Survey Professional Paper 782.) Washington, DC: United States Printing Office. Available: http://pubs.usgs.gov/pp/0782/report.pdf. Accessed: May, 2016.

[99] Hilton, R.P. 2003. Dinosaurs and Other Mesozoic Reptiles of California. University of California Press. Appendix: Summary of the Mesozoic Reptilian Fossils of California.

[100] Association of Bay Area Governments. Resilience Program: Earthquakes http://resilience.abag.ca.gov/earthquakes/. Accessed on October 22, 2015.

Liquefaction and lateral spreading of soils can occur when ground shaking causes saturated soils to lose strength due to an increase in pore pressure. 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 compliance with the San Francisco Building Code, the impacts to the proposed project due to strong seismic ground shaking would not be expected to increase effects from liquefaction and lateral spreading in the event of an earthquake, and the impact would be less than significant.

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.[101] The site is not within a designated earthquake-induced landslide zone as shown on the California Geological Survey seismic hazard zone map for the area. Therefore, the proposed project would have a less-than-significant impact with respect to potential for landslides. This topic will not be discussed in the EIR.

Impact GE-2: The proposed project would not result in substantial loss of topsoil or erosion. (Less than Significant)

The project site slopes southeast so that the Jones Street frontage is one floor above the O'Farrell Street frontage. The project site is entirely covered with impervious surfaces. The proposed 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 sf (0.5 acre) would be under the 1-acre threshold for a National Pollutant Discharge Elimination System (NPDES) General Construction Permit.

The project sponsor and its contractor would be required to implement an erosion and sediment control plan for construction activities, in accordance with Article 4.1 of the *San Francisco Public Works Code*, to address sediment-laden construction-site stormwater runoff. The SFPUC must review and approve the erosion and sediment control plan prior to the plan's implementation, and the SFPUC would inspect the project site periodically to ensure compliance with the plan. These erosion and sedimentation control measures would reduce short-term construction-related erosion impacts to less-than-significant levels. This topic will not be discussed in the EIR.

Impact GE-3: The proposed project would not be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction, or collapse. (Less than Significant)

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 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 20 to 30 feet beneath the fill. Groundwater levels in the site vicinity were generally reported at depths of approximately 50 feet bgs.

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

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. DBI would review background information, including geotechnical and structural engineering reports, to ensure the suitability of the soils on the project site for development of the proposed project. *San Francisco Building Code* requirements would ensure that the project applicant include analysis of the potential for unstable soil impacts and inclusion of recommendations to address unstable soils as part of the design-level geotechnical investigation prepared for the proposed project; therefore, potential impacts of unstable soils would be less than significant. This topic will not be discussed in the EIR.

Impact GE-4: The proposed project could be located on expansive soil, as defined in Table 18 1 B of the Uniform Building Code, but would not create substantial risks to life or property. (Less than Significant)

Expansive soils expand and contract in response to changes in soil moisture, most notably when near surface soils change from saturated to a low-moisture content condition, and back again. The presence of expansive soils is typically determined on site-specific data. As noted above, the site is likely underlain by several feet of fill. Anticipated excavation of the basement garage and foundation is expected to remove the majority of existing fill materials at the site, leaving mostly the underlying Dune sands. Due to the low clay content within the Dune sands, there would have a low likelihood for expansion. However, areas not excavated, including sidewalks and other adjacent improvements, may be affected by expansive soils, if present. Due to the *San Francisco Building Code* requirement that the project applicant include analysis of the potential for soil expansion impacts and inclusion of recommendations to address expansive soils as part of the design-level geotechnical investigation prepared for the proposed project, potential impacts related to expansive soils would be less than significant. This topic will not be discussed in the EIR.

Impact GE-5: The proposed project would not substantially change the topography or any unique geologic or physical features of the site. (No Impact)

The existing project site is already developed. The proposed 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 physical features on the site. Therefore, no impact would occur to topographic or unique geologic or physical features. This topic will not be discussed in the EIR.

Impact GE-6: The proposed project would not directly or indirectly destroy a unique paleontological resource or site or unique geologic feature. (Less than Significant)

Paleontological resources, or fossils, are the remains, imprints, or traces of animals, plants, and invertebrates, including their imprints, from a previous geological period. Collecting localities and the geologic formations containing those localities are also considered paleontological resources, representing a limited, nonrenewable resource. Once destroyed, they cannot be replaced.

The potential to affect fossils varies with the depth of disturbance and previous disturbance. The logistics of excavation also affect the possibility of recovering scientifically significant fossils because information regarding location, vertical elevation, geologic unit of origin, and other aspects of context is critical to the significance of any paleontological discovery.

The Colma formation, which underlies the project site, has high paleontological sensitivity. The Colma formation is known to have yielded vertebrate fossils of large mammals approximately 1 mile from the Project site. Based on geologic studies of nearby sites, the Colma formation likely underlies the Quaternary dune sand at a depth of approximately 30 feet below ground surface. Project activities involve excavation to a depth of 16 feet below ground surface. Thus, project excavation would not encounter the Colma formation and would not disturb, damage, or destroy paleontological resources. This constitutes a less-than-significant impact, and this topic will not be discussed in the EIR.

Impact C-GE: The proposed project combined with past, present, and reasonably foreseeable future projects in the vicinity, would not result in a cumulative significant effect related to geology or soils. (Less than Significant)

The geographic context for cumulative analysis of impacts on geology and soils is site-specific and comprises the project site and immediately adjacent properties. Past, present, and foreseeable cumulative projects could require various levels of excavation or cut-and-fill, which could affect local geologic conditions. The *Building Code* regulates construction in the City of San Francisco, and all development projects would be required to comply with its requirements to ensure maximum feasible seismic safety and minimize geologic impacts. Site-specific mitigation measures would also be implemented as site conditions warrant to reduce any potential impacts from unstable soils, ground shaking, liquefaction, or lateral spreading. The project would entail excavation to a depth of approximately 16 feet below grade (requiring 8,900 cubic yards of excavation) to accommodate the underground parking level for vehicles and bicycles. Given that the church building contains an existing basement, the proposed project would not result in a large degree of excavation. The project would require adequate underpinning of adjacent structures so that excavation would not affect nearby buildings. Nearby reasonably foreseeable future projects from Table 2 would be subject to the same seismic safety standards and design review procedures applicable to the proposed project. Compliance with the seismic safety standards and the design review procedures would ensure that the effects from nearby cumulative projects would be reduced to less-than-significant levels. Thus, the proposed project's impacts related to geology and soils, both individually and cumulatively, would be less than significant. This topic will not be discussed in the EIR.

Hydrology and Water Quality

Topics:	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less-than-Significant Impact	No Impact	Not Applicable
14. HYDROLOGY AND WATER QUALITY— Would the project:					
a) Violate any water quality standards or waste discharge requirements?	☐	☐	☒	☐	☐
b) Substantially deplete groundwater supplies or interfere substantially with groundwater recharge such that there would be a net deficit in aquifer volume or a lowering of the local groundwater table level (e.g., the production rate of pre-existing nearby wells would drop to a level which would not support existing land uses or planned uses for which permits have been granted)?	☐	☐	☒	☐	☐
c) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, in a manner that would result in substantial erosion of siltation on- or off-site?	☐	☐	☒	☐	☐
d) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, or substantially increase the rate or amount of surface runoff in a manner that would result in flooding on- or off-site?	☐	☐	☒	☐	☐
e) Create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff?	☐	☐	☒	☐	☐
f) Otherwise substantially degrade water quality?	☐	☐	☒	☐	☐
g) Place housing within a 100-year flood hazard area as mapped on a federal Flood Hazard Boundary or Flood Insurance Rate Map or other authoritative flood hazard delineation map?	☐	☐	☒	☐	☐
h) Place within a 100-year flood hazard area structures that would impede or redirect flood flows?	☐	☐	☒	☐	☐
i) Expose people or structures to a significant risk of loss, injury or death involving flooding, including flooding as a result of the failure of a levee or dam?	☐	☐	☒	☐	☐
j) Expose people or structures to a significant risk of loss, injury or death involving inundation by seiche, tsunami, or mudflow?	☐	☐	☐	☐	☒

The project is not located in an area identified as subject to seiche or potential inundation in the event of a tsunami along the San Francisco coast, based on the Community Safety Element of the *San Francisco General Plan*. In addition, the developed area of the project site would not be subject to mudflow. Thus, Question 14j does not apply.

Impact HY-1: The proposed project would not violate any water quality standards or waste discharge requirements and would result in less-than-significant impacts to water quality. (Less than Significant)

During operation of the proposed project, as discussed in the utilities and services section, wastewater and stormwater from the project site would continue to flow into the City's combined stormwater and sewer system and would be treated to the standards contained in the City's National Pollutant Discharge Elimination System (NPDES) Permit for the Southeast Water Pollution Control Plant, prior to discharge into the San Francisco Bay. Treatment would be provided pursuant to the effluent discharge standards contained in the City's NPDES permit for the plant.

As new construction, the proposed project would be required to meet the standards for stormwater management identified in the San Francisco Stormwater Management Ordinance (SFSMO) and meet SFPUC stormwater management requirements per the Stormwater Design Guidelines. The project sponsor would be required to submit and have approved by the SFPUC a Stormwater Control Plan (SCP) that complies with the City's Stormwater Design Guidelines using a variety of BMPs. For a project that would disturb over 5,000 square feet of ground surface (the project would excavate 8,900 cubic yards of soil and disturb 21,070 square feet of ground surface) and that is located in the combined sewer system, the BMPs must meet the SFPUC performance requirements equivalent to LEED 6.1 and reduce the total stormwater runoff volume and peak runoff rate from the project site. The SFPUC emphasizes the use of low-cost, low impact BMPs to meet this requirement. Implementation of the SCP would ensure that the project meets performance measures set by the SFPUC related to stormwater runoff rate and volume. Construction Best Management Practices (BMP) would be implemented to ensure compliance with water quality and waste discharge requirements. In addition, wastewater is treated per requirements of the RWQCB before discharge to the San Francisco Bay. Groundwater encountered during construction of the proposed project would be subject to requirements of the Article 4.1 of the Public Works Code, Industrial Waste, requiring that groundwater meet specified water quality standards before it may be discharged into the sewer system. These measures would ensure protection of water quality during construction of the proposed project. Therefore, the proposed project would not substantially degrade water quality and water quality standards or waste discharge requirements would not be violated. Thus, the project would have a less-than-significant impact on water quality. This topic will not be discussed in the EIR.

Impact HY-2: The proposed project would not substantially deplete groundwater supplies or interfere with groundwater recharge, or otherwise substantially alter the existing drainage pattern of the site resulting in erosion or flooding on- or off-site. (Less than Significant)

Construction of the proposed project would not increase the amount of impervious surface as the site is completely impervious; therefore, the project would not result in any change in infiltration or runoff. As noted above, groundwater was encountered at about 50 feet bgs. Groundwater is not used as a drinking water supply in San Francisco. As noted above, improvements proposed as part of the project would require excavation to approximately 16 feet below the ground surface, which would be approximately 30 feet above the groundwater table. However, if groundwater were encountered on-site, then dewatering activities would be necessary. The Bureau of Systems Planning, Environment, and Compliance of the

SFPUC must be notified of projects necessitating dewatering. The SFPUC may require water analysis before discharge to the combined sewer system. The project would be required to obtain a Batch Wastewater Discharge Permit from the SFPUC Wastewater Enterprise Collection System Division (WWE/CSD) prior to any dewatering activities. Since the project site and project vicinity are completely covered by impervious surfaces, the proposed project would not alter drainage patterns in a manner that would result in substantial erosion, siltation, or flooding. Runoff from the project site would drain into the City's combined stormwater/sewer system. Therefore, groundwater resources would not be substantially degraded or depleted, and the proposed project would not substantially alter the existing drainage pattern of the site resulting in erosion or flooding on- or off-site. Thus, the proposed project would have a less-than-significant impact on groundwater supplies and recharge and would not result in erosion or flooding on- or off-site. This topic will not be discussed in the EIR.

Impact HY-3: The proposed project would not result in an increase in risks from flooding. (Less than Significant)

The project site is not located within a Special Flood Hazard Area identified on San Francisco's Interim Floodplain Map.[102] According to SFPUC's areas of inundation maps, the project site is not located in an area subject to permanent or temporary inundation as a result of a 100-year storm surge in addition to projected water level increases as a result of sea level rise.[103] For these reasons, the project would not place housing or structures in a flood zone or impede or redirect flood flows within a 100-year flood hazard area. Therefore, impacts related to placement of housing within a 100-year flood zone and impedance or redirection of flood flows would be less than significant. This topic will not be discussed in the EIR.

Impact C-HY: The proposed project, in combination with other past, present, or reasonably foreseeable projects, would result in less-than-significant hydrology and water quality cumulative impacts. (Less than Significant)

The geographic context for an analysis of cumulative impacts to hydrology and water quality consists of the service area of the Southeast Water Pollution Control Plant. Cumulative development in this service area would result in intensification of land uses, as well as anticipated increases in water consumption and wastewater generation. Future development could increase the overall amount of impervious surface and result in increased discharge to the San Francisco Bay. The SFPUC has accounted for population growth in its service projections. Nearby reasonably foreseeable projects would be subject to the same water conservation, stormwater management, and wastewater discharge ordinances applicable to the proposed project. All development projects would be required to implement construction BMPs to ensure compliance with water quality and waste discharge requirements. In addition, the Public Works Code requires that ground water meet specified water quality before it may be discharged. Therefore, it is not anticipated that cumulative development would result in violation of water quality standards or waste discharge requirements. Construction BMPs would also be implemented to avoid or minimize dewatering that could deplete groundwater supplies. Cumulative development could also alter the existing drainage patterns. Implementation of construction BMPs would ensure that there would not be significant impacts related to erosion, siltation, or flooding on or off site. Therefore, cumulative hydrology and water quality impacts would be less than significant**.** This topic will not be discussed in the EIR.

[102] City and County of San Francisco, San Francisco Interim Floodplain Map, Northeast. Final Draft July, 2008.

[103] City and County of San Francisco, Sea Level Rise Vulnerability Zone Map Plus 100 Year Storm. Available at http://onesanfrancisco.org/staff-resources/sea-level-rise-guidance/. Reviewed October 23, 2015.

Hazards and Hazardous Materials

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

The project site is not located within an airport land use plan area or in the vicinity of a private airstrip. Therefore, Questions 15e and 15f are not applicable.

Impact HZ-1: The proposed project would not create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials. (Less than Significant)

For buildings constructed prior to 1980, the Code of Federal Regulations (29 CFR 1926.1101) states that all thermal system insulation and surface materials must be designated as "presumed asbestos-containing material" (PACM) unless proven otherwise through sampling in accordance with the standards of the Asbestos Hazard Emergency Response Act. All of the existing buildings on the project site were constructed prior to 1980. Demolition of the existing buildings and removal of construction debris from

the project site could release asbestos into the air. All demolition and construction activities that could disturb PACM are required to comply with federal, state, and local regulations related to the removal and disposal of PACM. For buildings constructed prior to 1978, it is highly likely that lead-based paint was used in their construction. Demolition of the existing buildings and removal of construction debris from the project site could release lead into the air. All demolition and construction activities that could disturb lead-based paint are required to comply with the provisions of San Francisco Building Code Section 3407, which regulates the removal and disposal of building materials that contain lead-based paint.

There also may be hazardous materials stored on site during construction such as fuel for construction equipment, paints, solvents, and other types of construction materials that may contain hazardous ingredients. Transportation of hazardous materials to and from the project site would occur on designated hazardous materials routes, by licensed hazardous materials handlers, as required, and would be subject to regulation by the California Highway Patrol and the California Department of Transportation. This oversight would reduce any risk from the routine transport, use, or disposal of hazardous materials to less than significant.

Operation of the project would likely result in use of common types of hazardous materials typically associated with retail and residential uses, such as cleaning products and disinfectants. These products are labeled to inform users of their potential risks and to instruct them in appropriate handling procedures. Most of these materials are consumed through use, resulting in relatively little waste. The use and storage of these typical hazardous materials would comply with San Francisco Health Code Article 21, which implements the hazardous materials requirements of the California Health and Safety Code and provides for the safe handling of hazardous materials in the City. Any person or business that handles, sells, stores, or otherwise uses hazardous materials in quantities exceeding specified threshold amounts would be required to obtain and keep a current hazardous materials certificate of registration and to implement a hazardous materials business plan submitted with the business license application. Businesses are required by law to ensure employee safety by identifying hazardous materials in the workplace, providing safety information to workers who handle hazardous materials, and adequately training workers. For these reasons, hazardous materials used during project operation would not pose any substantial public health or safety hazards. In addition, the California Highway Patrol and the California Department of Transportation regulate the transportation of hazardous materials. Due to the small quantities of hazardous materials expected to be used and/or generated on the project site, the proposed project would not routinely transport hazardous materials. Compliance with local and State regulations would ensure that impacts related to the routine transport, use, or disposal of hazardous materials would not create a significant hazard to the public or the environment. This impact would be less than significant. This topic will not be discussed in the EIR.

Impact HZ-2: The proposed project would not create a significant hazard to the public or the environment through reasonably foreseeable conditions involving the release of hazardous materials into the environment. (Less than Significant)

The proposed project site is located in an area of San Francisco governed by Article 22A of the Health Code, also known as the Maher Ordinance and projects excavating more than 50 cubic yards of soil also are subject to the Maher Ordinance.[104] San Francisco Department of Public Health (SFDPH) requires soil

[104] City and County of San Francisco Planning Department, "Expanded Maher Area" Map, March 2015. Available: http://www.sf-planning.org/ftp/files/publications_reports/library_of_cartography/Maher%20Map.pdf. Accessed: October 23, 2015.

sampling if a project requires excavation. The Project Sponsor submitted a Maher Application and Work Plan to the SFDPH in accordance with Article 22A[105], and the SFDPH will make a determination if a complete Phase II Site Characterization and Work Plan should be submitted once onsite buildings have been demolished. The Project Sponsor would also be required to submit a site mitigation plan (SMP) to SFDPH or other appropriate state or federal agencies, and to remediate any site contamination in accordance with an approved SMP prior to the issuance of the building permit. Because the aforementioned documents would be prepared, and remediation activities if necessary would be conducted at the site, the proposed project would not result in a significant hazard to the public or environment from site contamination, and the impact would be less than significant.

Phase I ESA has been prepared for the project site to assess the potential for site contamination. The Phase I ESA included: (1) a reconnaissance-level site visit to look for evidence of the release(s) of hazardous materials and petroleum products; (2) inquiries by telephone, visit, online databases, and/or written correspondence to regulatory agencies regarding building or environmental permits, environmental violations, incidents and/or status of enforcement actions at the project site; (3) review local, state, and federal records pertinent to a Phase I ESA; (4) review of relevant documents and maps regarding local geologic and hydrogeologic conditions; and (5) review of historical documents including aerial photographs and topographical maps.

According to historic sources, the earliest recorded land uses in the immediate area were residential and retail. Based on land use history research, a bakery with upstairs living quarters and seven one- to three-story brick residences occupied the site from at least 1886 to 1906, when the San Francisco Earthquake and Fire destroyed the site and surrounding areas. A four-unit commercial building was constructed in 1913 and a church in 1923 on the 450-474 O'Farrell parcel. A one-story commercial building was constructed in 1950 on the 532 Jones Street parcel. Since the 1950's, there has been no identifiable changes in configuration to the present.

No observed evidence of any significant staining, spillage, and/or ponded liquids or unconfined solids was discovered on the project site during site reconnaissance. No recognized environmental conditions associated with the storage of hazardous materials at the project site were observed. No potential underground storage tanks (USTs), fill ports, or groundwater monitoring wells were noted at adjacent properties. No apparent signs of chemical releases or leaks were noted at any of the nearby facilities.

As noted in the Phase I, a regulatory agency database report (EDR Report) indicates that facilities of environmental concern in the vicinity of the project site had no violations, were closed by the regulatory agency, were hydrologically cross-gradient or down-gradient, or were determined to be a significant distance (greater than ¼ mile) from the project site. As a result, these listings are not expected to pose an environmental risk to the project site and are not discussed. The project site itself was not listed on any of the regulatory databases.

Overall, the documented nearby off-site sources that could affect environmental conditions at the project is judged to be unlikely. Although several neighboring properties were identified as potential sources of activities involving hazardous substances or petroleum products, there is no available evidence that these facilities have affected the environmental conditions of the project site.

[105] RGA Environmental. Maher Ordinance Application and Work Plan for Maher Ordinance Subsurface Investigation. March 11, 2016.

Based on the information and conclusions from the Phase I, and because of required compliance with Article 22A, the proposed project would not result in a significant hazard to the public or environment from contaminated soil and/or groundwater and the proposed project would result in a less-than-significant impact. This topic will not be discussed in the EIR.

Impact HZ-3: The proposed project would not emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within a quarter-mile of an existing or proposed school. (Less than Significant)

There is one school located within a quarter-mile of the project site. The San Francisco City Academy, at 230 Jones Street, is about 0.1 mile south of the project site. The proposed project would not store, handle, or dispose of significant quantities of hazardous materials and would not otherwise include any uses that would include emissions of hazardous substances. As identified previously, the proposed emergency back-up generator has the potential to expose sensitive receptors to substantial concentrations of diesel emissions, a known TAC, resulting in a significant air quality impact. The project sponsor has agreed to implement Mitigation Measure AQ-4a: Best Available Control Technology for Diesel Generators, which would reduce the magnitude of this impact to a less-than-significant level by reducing emissions by 89 to 94 percent compared to equipment with engines that do not meet any emission standards and without a VDECS. Thus, with implementation of Mitigation Measure AQ-4a, the proposed project would have a less-than-significant impact related to emitting or handling hazardous materials within a quarter mile of a school. This topic will not be discussed in the EIR.

Impact HZ-4: The proposed project is not included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5. (No Impact)

The project site is not on any available environmental databases as compiled by the California Department of Toxic Substances Control (DTSC) or the State Water Resources Control Board pursuant to Government Code Section 65962.5. The project site is not listed in database reports from state and federal regulatory agencies that identify businesses and properties that handle or have released hazardous materials or waste.[106] The proposed project would have no impact related to this criterion. This topic will not be discussed in the EIR.

Impact HZ-5: The proposed project would not expose people or structures to a significant risk of loss, injury or death involving fires, nor interfere with the implementation of an emergency response plan. (Less than Significant)

San Francisco ensures fire safety primarily through provisions of the Building and Fire Codes. Final building plans are reviewed by the San Francisco Fire Department (as well as the Department of Building Inspection), to ensure conformance with these provisions. In this way, potential fire hazards, including those associated with hydrant water pressures and emergency access, would be addressed during the permit review process.

The implementation of the proposed project could add incrementally to congested traffic conditions in the immediate area in the event of an emergency evacuation. However, the proposed project would be relatively insignificant within the dense urban setting of the project site and it is expected that traffic would be dispersed within the existing street grid such that there would be no significant adverse

[106] RGA Environmental. Phase I Environmental Site Assessment Report, 450 and 474 O'Farrell Street, San Francisco, CA, September 11, 2014. RGA Environmental. Phase I Environmental Site Assessment Report, 532 Jones Street, San Francisco, CA, April 29, 2015.

effects on nearby traffic conditions. Therefore, the proposed project would not impair implementation of, or physically interfere with, an adopted emergency response plan or emergency evacuation plan and this impact would be less than significant. This topic will not be discussed in the EIR.

Impact C-HZ: The proposed project, in combination with other past, present, and reasonably foreseeable projects, would result in less-than-significant cumulative effects related to hazardous materials. (Less than Significant)

The geographic context for an analysis of cumulative impacts related to handling of hazardous materials is site-specific. The geographic context is broader for transportation and disposal of hazardous materials, as these are transported to and from project sites on designated hazardous materials routes throughout the City. Impacts from hazardous materials are generally site-specific and typically do not result in cumulative impacts. Any hazards at nearby sites would be subject to the same safety or remediation requirements discussed for the proposed project, which would reduce any hazard effects to less-than-significant levels. As such, the proposed project's impacts related to hazardous materials, both individually and cumulatively, would be less than significant.

Mineral and Energy Resources

Topics:	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less-than-Significant Impact	No Impact	Not Applicable
16. MINERAL AND ENERGY RESOURCES— Would the project:					
a) Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state?	☐	☐	☐	☒	☐
b) Result in the loss of availability of a locally-important mineral resource recovery site delineated on a local general plan, specific plan or other land use plan?	☐	☐	☐	☒	☐
c) Encourage activities that result in the use of large amounts of fuel, water, or energy, or use these in a wasteful manner?	☐	☐	☒	☐	☐

Impact ME-1: The proposed project would have no impact on mineral resources. (No Impact)

All land in the City of San Francisco, including the project site, is designated by the California Geological Survey as Mineral Resource Zone Four (MRZ-4) under the Surface Mining and Reclamation Act of 1975. The MRZ-4 designation indicates that adequate information does not exist to assign the area to any other MRZ; thus, the area is not one designated to have significant mineral deposits. The project site has previously been developed, and future evaluations of the presence of minerals at this site would therefore not be affected by the proposed project. Further, the development and operation of the proposed project would not have an impact on any off-site operational mineral resource recovery sites. In addition, because the site has been designated as having no known mineral deposits, the proposed project would not result in the loss of availability of a locally or regionally important mineral resource, and would have no impact on mineral resources. This topic will not be discussed in the EIR.

Impact ME-2: The proposed project would result in increased energy consumption, but not in large amounts or in a wasteful manner. (Less than Significant)

The proposed project would add new restaurant/retail and residential uses, and an increased intensity of use, to the project site, although, not to an extent that exceeds anticipated growth in the area. As a new building in San Francisco, the proposed project would be subject to the energy conservation standards included in the San Francisco Green Building Ordinance, which would require the project to meet a number of conservation standards. Documentation showing compliance with the San Francisco Green Building Ordinance would be submitted with the application of the building permit, and would be enforced by the Department of Building Inspection.

In summary, the proposed project would not cause a wasteful use of energy, and effects related to use of fuel, water, or energy would be less than significant. This topic will not be discussed in the EIR.

Impact C-ME: The proposed project, in combination with other past, present or reasonably foreseeable projects, would not result in a cumulative impact on mineral and energy resources. (Less than Significant)

The geographic context for an analysis of cumulative impacts to mineral resources and energy resources varies depending on the resource. For mineral resources, the context could be assumed to be nationwide, as mineral resources are a dwindling resource as mineral extraction becomes costlier and less feasible. With regard to energy use, the geographic context would be the area served by Pacific Gas & Electric. All of the City of San Francisco falls within MRZ-4, as described above, which indicate that insufficient information exists to determine the presence of significant mineral deposits. There are no mineral extraction areas in the City and the City is completely urbanized. Therefore, cumulative development would not affect known mineral resources and there would be no cumulative impact. No known minerals exist on the project site or in the vicinity and the proposed project would result in a less-than-significant cumulative impact.

Title 24 of the *California Code of Regulations*, known as the California Building Standards Code (CBC) contains the regulations that govern the construction of buildings in California. The CBC contains general building design and construction requirements relating to fire and life safety, structural safety, and access compliance. CBC provisions provide minimum standards to safeguard life or limb, health, property and public welfare by regulating and controlling the design, construction, quality of materials, use and occupancy, location and maintenance of all buildings and structures and certain equipment. Part 6 of the CBC is the *California Energy Code* and contains energy conservation standards (Building Energy Efficiency Standards) applicable to all residential and non-residential buildings throughout California, including schools and community colleges. The standards contain energy and water efficiency requirements (and indoor air quality requirements) for newly constructed buildings, additions to existing buildings, and alterations to existing buildings.[107] These standards are updated every three years; the most recent update went into effect on January 1, 2017. The 2016 update to the Building Energy Efficiency Standards focuses on several key areas to improve the energy efficiency of newly constructed buildings and additions and alterations to existing buildings. The most significant efficiency improvements to the residential Standards include improvements for attics, walls, water heating, and lighting. The most significant efficiency improvements to the nonresidential Standards include alignment with the ASHRAE 90.1 2013 national standards. New efficiency requirements for elevators and direct digital controls are included in the nonresidential Standards. *Public Resources Code* Section 25402.1 also requires the Energy Commission to support the performance standards with compliance tools for builders and building designers.

The proposed project and nearby residential and nonresidential cumulative development projects would be required by the DBI to conform to current state and local energy conservation standards, including Title 24 of the *California Code of Regulations*. As a result, the proposed project, in combination with other reasonably foreseeable projects, would not cause a wasteful use of energy or other non-renewable natural resources. The project-generated demand for electricity would be negligible in the context of overall demand within San Francisco, the greater Bay Area, and the State, and would not in and of itself require any expansion of power facilities. The City plans to reduce GHG emissions to 25 percent below 1990 levels by the year 2017 and ultimately reduce GHG emission to 80 percent below 1990 levels by 2050, which would be achieved through a number of different strategies, including energy efficiency. As

[107] *Public Resources Code* Sections 25402 subdivisions (a)-(b) and 25402.

discussed in Section 4.7, Greenhouse Gas Emissions, the proposed project would be would be consistent with the City's GHG reduction strategy. Therefore, the energy demand associated with the proposed project would not substantially contribute to a cumulative impact on existing or proposed energy supplies or resources.

Based on the foregoing, the proposed project in combination with reasonably foreseeable projects in the project vicinity would not cause a significant cumulative impact on mineral and energy resources. This topic will not be discussed in the EIR.

Agriculture and Forest Resources

Topics:	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less-than-Significant Impact	No Impact	Not Applicable
17. AGRICULTURE AND FOREST RESOURCES: *In determining whether impacts to agricultural resources are significant environmental effects, lead agencies may refer to the California Agricultural Land Evaluation and Site Assessment Model (1997) prepared by the California Dept. of Conservation as an optional model to use in assessing impacts on agriculture and farmland. In determining whether impacts to forest resources, including timberland, are significant environmental effects, lead agencies may refer to information compiled by the California Department of Forestry and Fire Protection regarding the state's inventory of forest land, including the Forest and Range Assessment Project and the Forest Legacy Assessment project; and forest carbon measurement methodology provided in Forest Protocols adopted by the California Air Resources Board.* **—Would the project**					
a) Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance, as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?	☐	☐	☐	☒	☐
b) Conflict with existing zoning for agricultural use, or a Williamson Act contract?	☐	☐	☐	☒	☐
c) Conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code Section 12220(g)) or timberland (as defined by Public Resources Code Section 4526)?	☐	☐	☐	☒	☐
d) Result in the loss of forest land or conversion of forest land to non-forest use?	☐	☐	☐	☒	☐
e) Involve other changes in the existing environment that, due to their location or nature, could result in conversion of Farmland to non-agricultural use or forest land to non-forest use?	☐	☐	☐	☒	☐

Impact AF-1: The proposed project would not convert farmland, conflict with existing zoning for agricultural uses or forest land, and would not result in the loss or conversion of forest land. (No Impact)

The project site is located within an urbanized area of San Francisco. No land in San Francisco County has been designated by the California Department of Conservation's Farmland Mapping and Monitoring Program as agricultural land. Because the project site does not contain agricultural uses and is not zoned for such uses, the proposed project would not require the conversion of any land designated as prime farmland, unique farmland, or Farmland of Statewide Importance to non-agricultural use. The proposed project would not conflict with any existing agricultural zoning or Williamson Act contracts.[108] No land in San Francisco is designated as forest land or timberland by the State Public Resource Code. Therefore, the proposed project would not conflict with zoning for forest land, cause a loss of forest land, or convert forest land to a different use. The proposed project would therefore have no impact on agricultural and forest resources. This topic will not be discussed in the EIR.

As there are no impacts to agricultural and forest resources, no cumulative impacts could occur.

[108] San Francisco is identified as "Urban and Built-Up Land" on the California Department of Conservation Important Farmland in California Map, 2008. Available online at *http://www.conservation.ca.gov.* Accessed on October 22, 2015.

Mandatory Findings of Significance

Topics:	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less-than-Significant Impact	No Impact	Not Applicable
18. MANDATORY FINDINGS OF SIGNIFICANCE—Would the project:					
a) Have the potential to degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, reduce the number or restrict the range of a rare or endangered plant or animal, or eliminate important examples of the major periods of California history or prehistory?	☒	☐	☐	☐	☐
b) Have impacts that would be individually limited, but cumulatively considerable? ("Cumulatively considerable" means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects.)	☒	☐	☐	☐	☐
c) Have environmental effects that would cause substantial adverse effects on human beings, either directly or indirectly?	☐	☒	☐	☐	☐

The foregoing analysis identifies potentially significant impacts to cultural resources, which would be further analyzed in the EIR.

a) As discussed in the various topics in this Initial Study, the proposed project is anticipated to have less-than-significant impacts on the environmental topics discussed in this Initial Study. The project, however, could have potentially significant impacts resulting from impacts to historic architectural resources, including the demolition of three contributors, one of which is individually eligible for the CRHR, to a National Register listed historic district. These impacts will be further discussed in the EIR.

b) The proposed project, in combination with the past, present and foreseeable projects as described in Section E, would not result in cumulative impacts with mitigation to land use, aesthetics, population and housing, transportation and circulation, noise, air quality, wind and shadow, GHG emissions, 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 agricultural and forest resources. However, the proposed project in combination with the past, present and foreseeable projects could result in cumulative impacts to historic architectural resources, which will be further analyzed in the EIR.

c) The proposed project, as discussed above, would result in significant air quality impacts to human beings; however, these impacts would be reduced to less than significant with implementation of the identified mitigation. No further analysis will be required in the EIR.

F. MITIGATION MEASURES AND IMPROVEMENT MEASURES

The following mitigation measures have been adopted by the project sponsor and are necessary to reduce the potentially significant environmental impacts of the proposed project to less-than-significant levels. In addition, improvement measures have been agreed-upon to by the project sponsor to further reduce less-than-significant impacts.

Mitigation Measures

Mitigation Measure M-CP-2: Accidental Discovery

The project sponsor shall distribute the Planning Department archeological resource "ALERT" sheet to the project prime contractor; to any project subcontractor (including demolition, excavation, grading, foundation, etc. firms); or utilities firm involved in soils disturbing activities within the project site. Prior to any soils disturbing activities being undertaken each contractor is responsible for ensuring that the "ALERT" sheet is circulated to all field personnel including, machine operators, field crew, supervisory personnel, etc. The project sponsor shall provide the Environmental Review Officer (ERO) with a signed affidavit from the responsible parties (prime contractor, subcontractor(s), and utilities firm) to the ERO confirming that all field personnel have received copies of the Alert Sheet.

Should any indication of an archeological resource be encountered during any 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 activities in the vicinity of the discovery until the ERO has determined what additional measures should be undertaken.

If the ERO determines that an archeological resource may be present within the project site, the project sponsor shall retain the services of an 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.

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 sponsor immediately implement a site security program if the archeological resource is at risk from vandalism, looting, or other damaging actions.

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

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

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 sponsor and the ERO to accept recommendations of an MLD. The archeological consultant shall retain possession of any Native American human remains and associated or unassociated burial objects until completion of any scientific analyses of the human remains or objects as specified in the treatment agreement if such as agreement has been made or, otherwise, as determined by the archeological consultant and the ERO.

Mitigation Measure M-AQ-2: Construction Air Quality

The project sponsor or the project sponsor's Contractor shall comply with the following

A. *Engine Requirements.*

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 Emissions Control Strategy. Equipment with engines meeting Tier 4 Interim or Tier 4 Final off-road emission standards automatically meet this requirement.

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.

B. Waivers.

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.

TABLE 12: OFF-ROAD EQUIPMENT COMPLIANCE STEP-DOWN SCHEDULE

Compliance Alternative	Engine Emission Standard	Emissions Control
1	Tier 2	ARB Level 2 VDECS
2	Tier 2	ARB Level 1 VDECS
3	Tier 2	Alternative Fuel*

** Alternative fuels are not a VDECS.

C. *Construction Emissions Minimization Plan.* 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.

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 sponsor 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.

D. *Monitoring.* 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 sponsor 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.

Mitigation Measure M-AQ-4: Best Available Control Technology for Diesel Generators

The project sponsor shall ensure that the backup diesel generator meet or exceed one of the following emission standards for particulate matter: (1) 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 sponsor 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.

Improvement Measures

Improvement Measure I-TR-1: Transportation Demand Management (TDM) Plan

As an improvement measure to encourage the use of sustainable modes, the project sponsor and subsequent property owners, should develop and implement a TDM Plan. The scope and number of TDM measures included in the TDM Plan should be in accordance with the Planning Commission Standards for the TDM Program (TDM Program) for the type of development proposed.[109] The proposed project's TDM Plan should conform to the most recent version of the TDM Program Standards available at the time of the project's approval. The Planning

[109] San Francisco Planning Department, *Draft TDM Program Standards*, July 2016 are available online at: http://sf-planning.org/tdm-materials-and-resources.

Department should review and approve the TDM Plan, as well as any subsequent revisions to the TDM Plan, pursuant to the TDM Program Standards. The TDM Plan should target a reduction in the vehicle miles traveled (VMT) rate (e.g., VMT per capita), monitor and evaluate project performance (actual VMT), and adjust TDM measures over time to attempt to meet VMT target reduction.

The TDM Plan may include, but is not limited to, the types of measures summarized below for explanatory example purposes. Actual TDM measures selected should include those from the TDM Program Standards which describe the scope and applicability of candidate measures in detail and include:

1. Active Transportation: Provision of streetscape improvements to encourage walking, secure bicycle parking, shower and locker facilities for cyclists, subsidized bike share memberships for project occupants, bicycle repair and maintenance services, and other bicycle-related services
2. Car-Share: Provision of car-share parking spaces and subsidized memberships for project occupants
3. Delivery: Provision of amenities and services to support delivery of goods to project occupants
4. Family-Oriented Measures: Provision of on-site childcare and other amenities to support the use of sustainable transportation modes by families
5. High-Occupancy Vehicles: Provision of carpooling/vanpooling incentives and shuttle bus service
6. Information and Communications: Provision of multimodal wayfinding signage, transportation information displays, and tailored transportation marketing services
7. Land Use: Provision of on-site affordable housing and healthy food retail services in underserved areas
8. Parking: Provision of unbundled parking, short term daily parking provision, parking cash out offers, and reduced off-street parking supply.

Improvement Measure I-TR-2: Monitoring and Abatement of Queues

To reduce the potential for queuing of vehicles accessing the project site, it should be the responsibility of the project sponsor to ensure that recurring vehicle queues or vehicle conflicts do not occur on Shannon Street. A vehicle queue is defined as one or more vehicles (destined to the parking garage) blocking any portion of the Shannon Street sidewalk or travel lanes for a consecutive period of three minutes or longer on a daily and/or weekly basis.

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

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) 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.

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 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.

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.

G. DETERMINATION

On the basis of this Initial Study:

☐ I find that the proposed project COULD NOT have a significant effect on the environment, and a NEGATIVE DECLARATION will be prepared.

☐ I find that although the proposed project could have a significant effect on the environment, there will not be a significant effect in this case because revisions in the project have been made by or agreed to by the project proponent. A MITIGATED NEGATIVE DECLARATION will be prepared.

☒ I find that the proposed project MAY have a significant effect on the environment, and an ENVIRONMENTAL IMPACT REPORT is required.

☐ I find that the proposed project MAY have a "potentially significant impact" or "potentially significant unless mitigated" impact on the environment, but at least one effect 1) has been adequately analyzed in an earlier document pursuant to applicable legal standards, and 2) has been addressed by mitigation measures based on the earlier analysis as described on attached sheets. An ENVIRONMENTAL IMPACT REPORT is required, but it must analyze only the effects that remain to be addressed.

☐ I find that although the proposed project could have a significant effect on the environment, because all potentially significant effects (a) have been analyzed adequately in an earlier EIR or NEGATIVE DECLARATION pursuant to applicable standards, and (b) have been avoided or mitigated pursuant to that earlier EIR or NEGATIVE DECLARATION, including revisions or mitigation measures that are imposed upon the proposed project, no further environmental documentation is required.

Lisa M. Gibson
Acting Environmental Review Officer
for
John Rahaim
Director of Planning

DATE February 22, 2017

H. INITIAL STUDY PREPARERS

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Appendix B
Historic Resource Evaluation, Part I and Part II

July 6, 2016

450 and 474-480 O'Farrell Street
530-532 Jones Street
San Francisco, California

HISTORIC RESOURCE EVALUATION

PART 1: SIGNIFICANCE EVALUATION

INTRODUCTION

A proposed project will impact the buildings at 450 and 474-480 O'Farrell Street (Block 0317; Lots 007 and 009) and 532 Jones Street (Lot 011) in the Downtown/Civic Center neighborhood of San Francisco. All properties are located in Zoning District RC-4. The church at 450 O'Farrell Street was built in 1923, on a 96 feet by 137.5 feet lot. The commercial building at 474-480 O'Farrell Street was built in 1913 on a 57.50 feet by 112.50 feet lot. Both buildings are located on the northern side of O'Farrell Street, between Jones and Shannon Streets.[1] The construction of the mixed-use building at 530-532 Jones Street was completed in 1950. The one-story structure is located on the eastern side of Jones Street, between Geary and O'Farrell Streets. The lot is 25 feet by 137.5 feet.[2]

450 O'Farrell Street was listed as a contributor to the Uptown Tenderloin Historic District but determined ineligible for listing for the National Register individually (February 5, 2009). The property was surveyed as part of the San Francisco Architectural Heritage Survey in 1978 and rated "B – Major Importance." 450 O'Farrell Street was also assessed by the 1976 Department of City Planning Architectural Quality Survey and assigned a rating of "3" on a scale of -2 to 5, with 5 being the highest rating.[3]

474-480 O'Farrell Street was listed as a contributor to the Uptown Tenderloin Historic District (February 5, 2009). The property was surveyed as part of the San Francisco Architectural Heritage Survey in 1978 and rated "C – Contextual Importance."[4]

530 Jones Street was listed as a contributor to the Uptown Tenderloin Historic District (February 5, 2009). The property was assessed by the 1976 Department of City Planning

[1] San Francisco Planning Department, San Francisco Property Information Map – 450 O'Farrell Street, 474 O'Farrell Street, http://propertymap.sfplanning.org/?dept=planning (accessed March 26, 2015).
[2] San Francisco Planning Department, San Francisco Property Information Map – 532 Jones Street, http://propertymap.sfplanning.org/?dept=planning (accessed September 3, 2015).
[3] Ibid., 450 O'Farrell Street.
[4] Ibid., 474 O'Farrell Street.

Architectural Quality Survey and assigned a rating of "2" on a scale of -2 to 5, with 5 being the highest rating.[5]

Currently all three properties are identified as historic resources by the Planning Department. To meet the City Planning Department's project review procedures for properties over fifty years old, the project sponsor requested the preparation of a Historic Resource Evaluation. This report is an evaluation of the properties' potential eligibility to be individually listed in the California Register of Historical Resources (CRHR).

METHODOLOGY

Carey & Co. conducted two site visits, on April 23 2015, September 16, 2015, and July 5, 2016 to evaluate the existing conditions, historic features, and architectural significance of the properties. Additional research was completed including consultation of block books, Assessor/Recorder's sales ledgers, all available building permits, the San Francisco Public Library Historical Photograph Collection, Sanborn Fire Insurance maps, *San Francisco Chronicle* and *Examiner* newspaper indexes, the San Francisco History Room biography card file, and San Francisco City Directories.

The first part of this report includes:

- Building and Property Description/Site History
- Neighborhood Context
- Owner/Occupant History
- Architect/Builder Information
- California Register Significance Evaluation
- Integrity Evaluation
- Character Defining Features
- Bibliography
- Appendix containing buildings permits, Sanborn and Block Book maps

SUMMARY OF FINDINGS

The building at 450 O'Farrell Street is a contributor to the Uptown Tenderloin Historic District and it also appears eligible for individual listing in the CRHR under Criterion 3 (Architecture) for displaying the characteristics of the Neoclassical architectural style and for being a significant example of master architect Carl Werner's work. The property also retains its integrity of location, association, design, workmanship, setting, feeling, and materials.

The buildings at 474-480 O'Farrell Street and 530-532 Jones Street do not appear eligible for individual listing in the CRHR. No historic events or individuals of particular significance are associated with the properties. Although 474-480 O'Farrell Street is the work of a master architect, Charles Peter Weeks, both properties fail to be distinctive examples of a style, or architecturally significant in any other respect. There is no indication that the properties have the potential to yield information important to the prehistory or history of the local area,

[5] Ibid., 532 Jones Street.

California, or the nation. While not individually eligible for the California Register, both 474-480 O'Farrell Street and 530-532 Jones Street are currently considered contributors to the National Register-listed Uptown Tenderloin Historic District.

BUILDING AND PROPERTY DESCRIPTION / SITE HISTORY

Neighborhood Setting

Located in the Downtown/Civic Center neighborhood in San Francisco, 450 and 474-480 O'Farrell Street are surrounded by brick or concrete apartment buildings, hotels and commercial buildings which exhibit a wide variety of architectural styles – Beaux Arts, Classical, Renaissance, Gothic, and Baroque revivals, and Moderne. The buildings on the block are mostly multi-story (five to seven stories high), except four one-story commercial buildings including 474-480 O'Farrell and 530-532 Jones Street. The neighboring blocks are similar in terms of architectural style, building height, and construction dates.



Figure 1. Aerial view of 530-532 Jones Street (top left), 474-480 O'Farrell Street (bottom left), and 450 O'Farrell Street (bottom right), marked by red arrows (Bing Maps, accessed on April 13, 2015).

Site

450 and 474-480 O'Farrell Street are located on the north side of O'Farrell Street between Jones Street to the west and Shannon Street to the east (Figure 1). The two-story plus basement church at 450 O'Farrell Street covers most of the 96 feet wide by 137.5 feet deep lot, leaving a 15 by 70 foot strip vacant at the north. This area and the vacant lot to the north are currently used as a parking lot. The church is at the corner of O'Farrell and Shannon Streets and can be accessed from both streets.

The one-story retail building at 474-480 O'Farrell Street sits on a 57.5 foot wide by 112.5 foot deep lot. The property has a 30 feet deep yard at the back.

The one-story mixed-use building at 530-532 Jones Street sits on a 27 foot wide by 137.5 foot deep lot. The property has a 5 feet wide passageway along the south lot line providing access to five apartments and a 25 feet deep rear yard on the east.

Architectural Description

The Fifth Church of Christ, Scientist at 450 O'Farrell is a two-story plus basement steel and reinforced concrete building with a stucco façade and a low-pitched hipped roof. It is rectangular in plan, built in temple composition with the Greek Tuscan order and Greek classical ornamentation.

The front (south) elevation has six Tuscan order columns (fluted shafts, simple capitals and bases) at the center of the façade that form a vestibule. It is reached with between one and four marble steps (depending on the slope). The double-height main entrance vestibule is centered on the façade. The vestibule has marble steps and floors, scored stucco walls, and a coffered ceiling with alternating decorative panels with palmettes and recessed lights. There are five bronze double doors; each door has ten panels with rosette patterns and bronze pilasters. Decorative friezes (festoons, egg-and-dart moldings, palmettes) and bronze clathri are placed above each door, framed by stucco pilasters on both sides and topped by a decorative panel featuring a vase and leaves. There is a "Fifth Church of Christ, Scientist" sign, a narrow window and a stucco medallion at each end of the elevation. The marble cornerstone has the date 1923. The third floor (frieze) has alternating vertical windows and rectangular reliefs set into wide band trim below the cornice. All windows on this elevation have concrete clathri. The projected cornice wraps partially around the west and east elevations. From top to bottom, the cornice consists of a simply decorated molding, mutules, and a floral crown molding. On the top is a wide band with "FIFTH CHURCH OF CHRIST, SCIENTIST" in relief, centered below an akroterion. There are double pilasters at the corners. A fence was added across the vestibule.



Figure 2. The front (south) and east elevations of 450 O'Farrell Street.




Figures 3 and 4. One of the bronze doors (left) and detail of classical ornamentation (right).

The east elevation follows the design of the front facade for 1/3 of its width. The cornice wraps around for approximately 35 feet and a bronze double door with bronze clathri is located at the center of this portion. This bronze door is less decorative than the ones on the front façade: each door has eight plain panels and the door opening is framed with simple moldings and a dentil cornice. An iron security door was added in 2013 in front of the bronze one. There is a window right above the door and two other vertical windows on the second floor with *clathri*. The rest of this elevation has a plain cornice and is punctuated with three rows of windows. The bottom row (basement) has five multi-pane wood windows and a glazed double door with side lights and transom. The second and third rows have three stained glass windows each. There are two smaller windows towards the corner of this elevation, located roughly above the wood door.

The north elevation is a painted concrete blind wall.



Figure 5. The east and north elevations from Shannon Street.



Figure 6. The west elevation partially seen from O'Farrell Street.

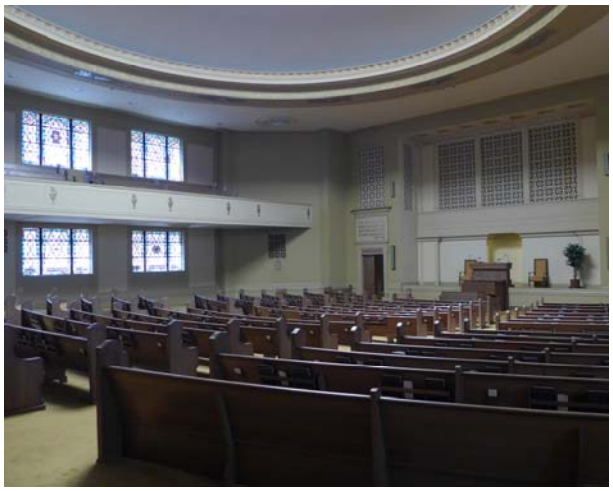
The west elevation is similar to the east. The cornice wraps around for 20 feet on this side. Fenestration includes a vertical window with clathri below the cornice, and two rows of stained glass windows, three per row. The northwest corner is set back slightly at the basement level and has three wood windows identical to the ones on the east.

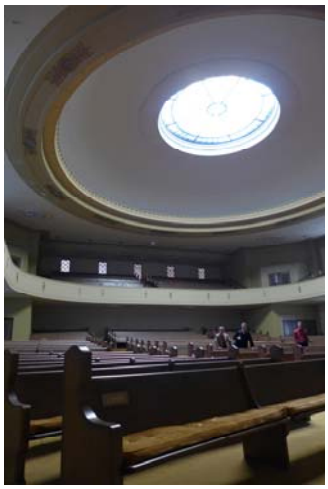
The interior of the Fifth Church of Christ, Scientist at 450 O'Farrell Street houses two main functions: the sanctuary and the Sunday school. The vast but modest entrance lobby has marble floors, scored stucco walls, square columns, and painted moldings. The backs of five bronze double doors, which are simple paneled wood, face the lobby; with the center door articulated by a contemporary enclosed vestibule containing glazed double doors. Hanging from the ceiling are brass and glass octagonal pendants. Two staircases on east and west provide access to the sanctuary.

The two-story high sanctuary is rectangular in plan with chamfered corners and a U-shaped balcony. The sanctuary features carpeted floors and plaster walls. On the main level, the space is divided into three sections of wood pews facing north. The balcony has rows of pews facing north, east and west. At the front of the sanctuary is the raised stage with a wood podium. The keyboard, foot pedals and a short wood-panel partition is at center stage on the sanctuary floor level. Above the platform are the organ pipes concealed behind the clathri. Double doors on both sides of the stage provide access to the small rooms behind the auditorium. The sanctuary is somewhat austere, with only a few decorative elements, including stained glass windows, clathri, a multi-rank pipe organ, and reliefs with a vase motif along the balcony edge. There are no overt religious symbols; the decorations have either geometric or natural patterns. The existing stained glass windows on the east and west walls are signed by the "Cummings Studio-S.F." These three-part fixed Medieval-style stained glass windows are located both on the lower and upper levels of the sanctuary. The windows mainly have diamond-shaped linear decorations, central medallions, and a blue border with small flowers. The first floor windows have biblical quotations at the bottom. Centered in the ceiling is a flat dome with a stained glass oculus skylight: the simple decorations of the skylight include a geometrical border and a rosette with an eight-arm star. The oculus is framed by plaster molding with floral decorations and embedded lights.

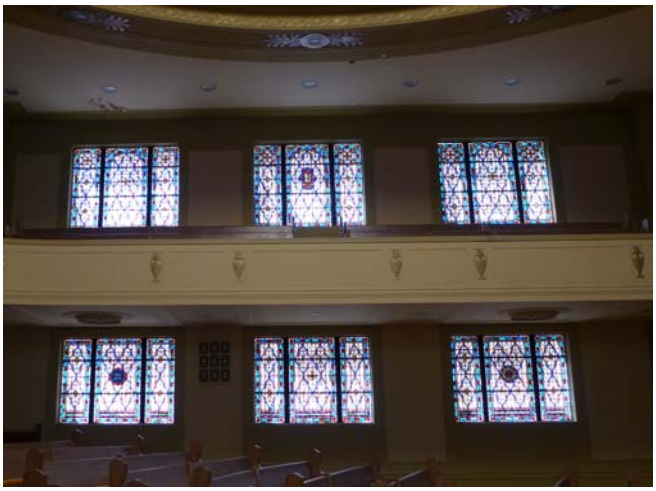


Figure 7. The entrance lobby.





Figures 8 and 9. The sanctuary.





Figures 10 and 11. The stained glass windows (left) and the oculus skylight (right).



Figure 12. One of the stained glass windows on the east wall.

The Sunday school occupies most of the basement. The auditorium has carpeted floors, plaster walls and three rows of wood pews. A slightly raised stage with a wood podium and paneling is located on the south wall; remaining walls have reading alcoves. Three six-pane fixed windows on the east and west provide daylight. Also on this level are a reading room, restrooms, lounges, offices (i.e. organist's and soloist's rooms), storage space and the furnace. Most of these spaces (except for the restrooms, boiler room, and storage) have carpeted floors, painted plaster walls, and paneled or glazed wood doors. The ladies lounge has floral wallpaper.





Figures 13 and 14. The auditorium (left) and the reading room (right) at the basement.

474-480 O'Farrell Street is a one story plus basement brick building with stucco façade. The front (south) elevation is entirely boarded up today but has galvanized sheet metal pilasters, tile bulkheads with decorative tile vents (visible on the eastern half), and display windows with wood transoms.[6] There are four storefronts of equal width with recessed entries, two of them (474 and 476) combined with a single entrance. The north elevation is brick with no stucco or paint. An arched door with transom is centered at this elevation. Also found are five window openings of different sizes, one of them arched and two boarded up (and therefore not accessible for

[6] Corbett and Bloomfield, *Uptown Tenderloin Historic District*, Section 7, Page 76; Google Maps Street View, Historical Imagery from May 2008 and July 2009 (accessed on April 27, 2015).

identification). The visible windows towards east are similar in design with different widths and groupings: three-part wood-sash double-hung windows with transoms. A white painted sign is located above the door but it is illegible. The interior of the building is plain with plaster on wood lath walls and a mix of carpeting and wood floors; no historic features remaining.



Figure 15. The front elevation of 474-480 O'Farrell.



Figure 16. The front elevation of 474-480 O'Farrell, July 2009.[7]

[7] Google Maps Street View, Historical Imagery from July 2009 (accessed on April 27, 2015)



Figures 17, 18, and 19. The storefront in July 2016.



Figure 20. The north elevation of 474-480 O'Farrell.



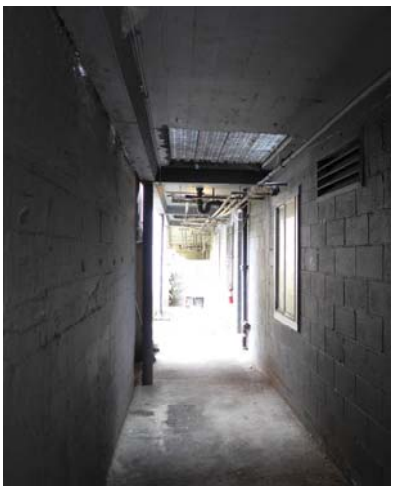
Figures 21, 22, and 23. The interior of 474-480 O'Farrell.

530-532 Jones Street is a one story reinforced concrete frame building with painted concrete masonry unit walls. The asymmetrical front (west) elevation has a recessed main entry and a green terrazzo vestibule. An aluminum-sash glazed door with sidelight and transom opens to a restaurant (532 Jones Street). A secondary wood panel door with security bars opens to the passageway on south, leading to the apartments behind (530 Jones Street). A fixed two-part aluminum corner window and a three-part ribbon window above are located at the chamfered north corner of the entry. A former planter box—now blocked by panels—cascades at the south. The main entrance is sheltered by a triangular concrete canopy. The building ends with parapet walls, a simple coping and a flat roof. The overscaled blade sign on the roof, which used to be a neon sign depicting a cocktail glass and reading "LYNCH'S," reads "SHALIMAR" today.



Figure 24. The west elevation of 530-532 Jones Street.





Figures 25 and 26. The south elevation of 530-532 Jones Street: upper level (left) and basement level (right).

The south elevation of 530-532 Jones Street has a 5 feet wide raised walkway that runs along the entire length of the elevation to the east where steel stairs descend to the partial basement. Single wood panel doors of three apartments and sliding vinyl windows with wood casings are located on the upper level of this elevation. The lower level has aluminum-sash sliding windows,

a grilled vent and a recessed entry with two doors to two apartments on this level. The east elevation has similar features: two aluminum-sash sliding windows and a wood panel door on the basement level and a vinyl sliding window on the upper level.




Figures 27 and 28. The east elevation (left) and the restaurant space (right).

Architectural Style: Classical Revival and Commercial

The architectural style of 450 O'Farrell Street is Classical Revival. This style is characterized by its massive form, simple walls and lack of ornamentation.[8] The façade is dominated by classical columns of Greek or Roman orders; lintelled door and window openings are common. The design is usually simple and symmetrical with smooth wall surfaces. This style was popular in the 1890s and during the first half of the 20th century.

The property at 474-480 O'Farrell Street does not have a formal style; it is an early 20th century commercial building. The elevations are fairly simple with large openings. Decorative detailing is limited to a cornice with a dentil molding on the south and arched openings on the north elevation.

The property at 530-532 Jones Street is a Midcentury Modern commercial building. The reinforced concrete structure is fairly plain with an asymmetrical façade, a recessed terrazzo vestibule, an integrated planter and a triangular concrete canopy.

Site History

The Fifth Church of Christ, Scientist at 450 O'Farrell Street was built in 1923.[9] The 1913 Sanborn map does not show any properties on the lot but the 1938 aerial, and 1948 and 1950 Sanborn maps show the two-story plus basement church with steel and reinforced concrete

[8] San Francisco Planning Department, *San Francisco Preservation Bulletin No. 18, Residential and Commercial Architectural Periods and Styles in San Francisco* (January 2003), 8.
[9] San Francisco Planning Department, San Francisco Property Information Map – 450 O'Farrell Street, http://propertymap.sfplanning.org/?dept=planning (accessed on March 24, 2015); San Francisco Department of Building Inspection, Permit Application #117724.

construction (Figures 29 to 32).[10] The church was designed by architect Carl Werner and built by John Mortar. The building had experienced minor alterations including adding or removing partitions at the basement level, bracing the center ornament, installing a fence, and repairing plastering, parapet, roof and cornice; all of which are listed in detail below. More recently, a fence was added in front of the vestibule (date unknown) and an iron security door was installed in front of the bronze gate (2013) for security.

The one-story brick commercial building at 474-480 O'Farrell Street was built in 1913; it was designed by Charles Peter Weeks.[11] The 1913 Sanborn map shows five separate stores in the building, one of which was a very small corner store.[12] The 1948 and 1950 Sanborn maps show four equal-sized spaces used as restaurants at 474 and 478, and stores at 476 and 480.[13] A residence with two rooms and a bath was built at 476 O'Farrell in 1926 and at 478 O'Farrell in 1927.[14] The storefront of 478 O'Farrell was altered by moving the door to the west of the store in 1930. The storefront of 474 O'Farrell was altered in 1933 and 1938.[15] In 1971, two stores at 474 and 476 O'Farrell were connected from inside and the storefronts were altered to have one entrance.[16] The original cornice of the building (seen in Figure 35) was removed, date unknown. Other minor additions and alterations regarding partitions, signs, and awnings are listed below in the construction chronology.

The one-story plus basement commercial building at 530-532 Jones Street was completed in 1951. It was designed by architect Harold C. Dow and built as a cocktail lounge and three apartments.[17] In 1971, a permit application was filed by G. P. Baglietto, the owner, to add two new studio apartments in the basement.[18] The building housed a bar, real estate office and three apartments and the basement was vacant at the time. The construction was completed in 1977. In 1982, a building permit was issued to convert the bar area to a massage parlor with six rooms.[19] The demolished bar was rebuilt in 1984; the building permit lists five apartments in addition to the bar.[20] In 1995, 532 Jones Street was repurposed as restaurant: it went through some repairs that did not change the exterior and a fire system was installed in the kitchen.[21] The steel-sash windows were replaced by aluminum-sash on the west elevation and vinyl-sash on the south. The neon tubing of the blade sign was removed and it was painted a solid color, probably in the 1990s (Figures 36 and 37). The original green terrazzo vestibule remains.

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[10] Harrison Ryker, San Francisco Aerial Views, David Rumsey Historical Map Collection, August 1938, http://www.davidrumsey.com/ (accessed on March 24, 2015); Sanborn Fire Insurance Map, San Francisco 1913 updated 1915, Volume 1, Sheet 76; Sanborn Fire Insurance Map, San Francisco 1913 updated 1949, Volume 1, Sheet 76; Sanborn Fire Insurance Map, San Francisco 1913 updated 1950, Volume 1, Sheet 76.
[11] Corbett and Bloomfield, *Uptown Tenderloin Historic District,* Section 7, Page 76.
[12] Sanborn Fire Insurance Map, San Francisco 1913 updated 1915, Volume 1, Sheet 76.
[13] Sanborn Fire Insurance Map, San Francisco 1913 updated 1949, Volume 1, Sheet 76; Sanborn Fire Insurance Map, San Francisco 1913 updated 1950, Volume 1, Sheet 76.
[14] San Francisco Department of Building Inspection, Permit Application #147028 and #157867.
[15] San Francisco Department of Building Inspection, Permit Application #1209 and #34339.
[16] San Francisco Department of Public Works, Permit Application #400685.
[17] San Francisco Department of Building Inspection, Permit Application #116116.
[18] San Francisco Department of Building Inspection, Permit Application #401768.
[19] San Francisco Department of Building Inspection, Permit Application #08209531.
[20] San Francisco Department of Building Inspection, Permit Application #08410568.
[21] San Francisco Department of Building Inspection, Permit Application #9500689 and 09506291.

Construction Chronology – 450 O'Farrell Street

June 20, 1923	Application for building permit to erect a one story over basement reinforced concrete church; owner Fifth Church of Christ, Scientist, Architect Carl Werner (906 Santa Fe Building), Builder John Mortar (Balboa Building).[22]
January 8, 1934	Application for building permit to install lattice fence on west side of church between church and vacant lot.[23]
October 15, 1936	The center ornament at front wall was braced.[24]
August 15, 1938	A partition with a door opening was built.[25]
February 28, 1952	Sunday school rooms were remodeled.[26]
November 4, 1954	New gate and steel framework for entrance were constructed at west side of building.[27]
September 27, 1954	Loose cement plastering was removed and replaced on three street fronts; steel scaffolding was erected on O'Farrell St and alley.[28]
July 3, 1958	A non-bearing partition was installed in the church restroom and two door openings were moved about three feet.[29]
June 18, 1968	The parking area of 450 O'Farrell Street (fronting on Shannon Street) was improved by installing a catch basin and paving the area with asphaltic concrete.[30]
July 25, 1968	A bundle chute from the side entry wall--street level to basement mail room--was installed at the southwest corner of the building; existing nonbearing plaster partitions were removed at the basement; and a T-bar noncombustible suspended ceiling was installed over the new mail room area.[31]
January 7, 1975	An access opening (2x5 feet) was cut in the floor at organ loft and a 1-hour UL labeled access door was installed.[32]
July 16, 1978	An accessible ramp was installed.[33]

[22] San Francisco Department of Building Inspection, Permit Application #117724.
[23] San Francisco Department of Building Inspection, Permit Application #5020.
[24] San Francisco Department of Building Inspection, Permit Application #22324.
[25] San Francisco Department of Building Inspection, Permit Application #37199.
[26] San Francisco Department of Building Inspection, Permit Application #144160.
[27] San Francisco Department of Building Inspection, Permit Application #170019.
[28] San Francisco Department of Building Inspection, Permit Application #168901.
[29] San Francisco Department of Building Inspection, Permit Application #212517.
[30] San Francisco Department of Building Inspection, Permit Application #358380.
[31] San Francisco Department of Building Inspection, Permit Application #359778.
[32] San Francisco Department of Building Inspection, Permit Application #442126.

February 16, 1982	Parapet reinforcing and remedial roof repairs.[34]
March 20, 1990	Loose cornice work was removed, scaffolding was set up at the sidewalk for the work.[35]
November 8, 2010	The existing roof was taken off to the deck and a 4 ply cap sheet built up roof was installed.[36]
May-November 2013	An iron security door was installed in front of the east bronze door sometime between May and November of 2013.[37]

Construction Chronology – 474-480 O'Farrell Street

March 6, 1913	A concrete retaining wall was constructed under the curb at the north side of O'Farrell and 97'-6" east of Jones Street at 472 O'Farrell.[38]
1913	A one story brick building was built to be used as stores.[39]
October 26, 1916	A small partition was removed at 474 O'Farrell.[40]
July 29, 1921	Sidewalk lights in front of building 472 to 480 O'Farrell Street were repaired.[41]
January 28, 1926	A partition was installed in the rear of the vacant store at 476 O'Farrell to provide living quarters including two rooms and bath.[42]
January 25, 1927	A two room with bath apartment was built in the rear of the store at 478 O'Farrell.[43]
October 30, 1929	Alterations and repairs to sidewalk lights in front of 474 O'Farrell.[44]
May 22, 1930	The storefront at 478 O'Farrell was changed by shifting the door from the center of the front to the west side of the front.[45]
April 17, 1933	The storefront at 474 O'Farrell was changed.[46]

[33] San Francisco Department of Building Inspection, Permit Application #7806423.
[34] San Francisco Department of Building Inspection, Permit Application #08201124.
[35] San Francisco Department of Building Inspection, Permit Application #09005338.
[36] San Francisco Department of Building Inspection, Permit Application #201011084508.
[37] Google Maps Street View, Historical Imagery from May 2013 and November 2013 (accessed on April 28, 2015).
[38] San Francisco Department of Building Inspection, Permit Application #48020.
[39] Sanborn Fire Insurance Map, San Francisco 1913 updated 1915, Volume 1, Sheet 76; Corbett and Bloomfield, *Uptown Tenderloin Historic District*, Section 7, Page 76.
[40] San Francisco Department of Building Inspection, Permit Application #42884.
[41] San Francisco Department of Building Inspection, Permit Application #100445.
[42] San Francisco Department of Building Inspection, Permit Application #147028.
[43] San Francisco Department of Building Inspection, Permit Application #157867.
[44] San Francisco Department of Building Inspection, Permit Application #182289.
[45] San Francisco Department of Building Inspection, Permit Application #186126.
[46] San Francisco Department of Building Inspection, Permit Application #1209.

March 5, 1935	The sign was removed from 474 O'Farrell, repainted and rehung in exactly the same place. This sign was originally hung on May 6, 1933.[47]
March 26, 1938	A two face neon sign was erected at 480 O'Farrell.[48]
March 26, 1938	A two face neon sign was erected at 478 O'Farrell.[49]
April 13, 1938	A rough partition in the basement between stores at 474 and 476 O'Farrell Street was installed. A stairway at the rear of the store at 476 O'Farrell Street was installed.[50]
April 14, 1938	A window was changed and a counter and balcony were added inside 474 O'Farrell.[51]
May 16, 1946	A double faced horizontal neon sign was installed at 478 O'Farrell.[52]
June 20, 1946	A double faced horizontal neon sign was installed at 476 O'Farrell.[53]
July 15, 1959	The existing neon sign from 224 Ellis Street was moved to its new location at 474 O'Farrell.[54]
April 11, 1966	Standard pipe and canvas type awnings, frames and covers were installed at 476 O'Farrell.[55]
April 22, 1966	A standard pipe and canvas awning (2'-10" high, 15'-0" wide, 6'-0" projection) was installed at 474 O'Farrell.[56]
October 26, 1966	Standard pipe and canvas awning (6'-0" high, 13'-7" wide, 2'-8" projection) was installed at 478 O'Farrell.[57]
January 7, 1968	Repairs to the top edge of the cornice (app. 2'-0" x 36'-0") at 474 O'Farrell: existing tar and ply were removed and new 3 ply and tar was installed.[58]
August 24, 1971	The front entrance of 476 O'Farrell was closed with glass window and tile; two openings were made between the two stores at 474 and 476 O'Farrell.[59]

[47] San Francisco Department of Building Inspection, Permit Application #10830.
[48] San Francisco Department of Building Inspection, Permit Application #33858.
[49] San Francisco Department of Building Inspection, Permit Application #33856.
[50] San Francisco Department of Building Inspection, Permit Application #34297.
[51] San Francisco Department of Building Inspection, Permit Application #34339.
[52] San Francisco Department of Building Inspection, Permit Application #88842.
[53] San Francisco Department of Building Inspection, Permit Application #89709.
[54] San Francisco Department of Public Works, Permit Application #226004.
[55] San Francisco Department of Public Works, Permit Application #328401.
[56] San Francisco Department of Building Inspection, Permit Application #328861.
[57] San Francisco Department of Building Inspection, Permit Application #336159.
[58] San Francisco Department of Public Works, Permit Application #352291.
[59] San Francisco Department of Public Works, Permit Application #400685.

September 21, 1971	Awnings, frame of steel tubing, and cover of approved canvas were installed at 474 O'Farrell.[60]
November 15, 1974	A double faced, projecting neon sign was installed at 478 O'Farrell.[61]
May 12, 1981	Parapet correction work was completed at 474 O'Farrell.[62]
December 27, 1995	Interior tenant improvements at 480 O'Farrell for a new meat market.[63]
March 20, 2001	A new walk-in cooler box was put in and the old one was removed at 480 O'Farrell.[64]

Construction Chronology – 530-532 Jones Street

April l5, 1949	Dennis Lynch filed a permit application to erect a one-story plus basement building at 530-532 Jones Street that would include a cocktail lounge and three apartments. The permit notes that two more stories would be added later. The application names Harold C. Dow as the architect, George D. Lodvick as the engineer, and Harry C. Knight and Sons as the contractor.[65]
September 21, 1971	G. P. Baglietto filed a permit application to install two new studio apartments in basement in addition to existing three apartments. "The existing improvements are to a one-story building containing a bar, real estate office and three apartments with a basement at the rear of the lot and a passageway approximately five feet wide at the southerly side lot line providing access to the dwelling units. The basement, which is vacant, opens into a rear yard (…). The subject proposal is to convert the basement area into two studio apartments. No one has rented the basement area during the eight years of the present ownership."[66]
November 17, 1982	A permit application was filed to build 8-foot high partitions to have six massage rooms. The existing use was noted as bar with no dwelling units and the proposed use was massage parlor.[67]
October 1, 1984	A permit application to rebuild demolished bar and paint interior. Present and proposed use were both noted as bar and five apartments.[68]

[60] San Francisco Department of public Works, Permit Application #101773.
[61] San Francisco Department of Public Works, Permit Application #441303.
[62] San Francisco Department of Public Works, Permit Application #08104351.
[63] San Francisco Department of Building Inspection, Permit Application #09521603.
[64] San Francisco Department of Building Inspection, Permit Application #200103204772.
[65] San Francisco Department of Building Inspection, Permit Application #116116.
[66] San Francisco Department of Building Inspection, Permit Application #401768.
[67] San Francisco Department of Building Inspection, Permit Application #08209531.
[68] San Francisco Department of Building Inspection, Permit Application #08410568.

January 18, 1995 — A permit application to fix hood, restroom, floors and front door was filed. The present use of the building was noted as "restaurant/bar café" with no dwelling units.[69]

May 1, 1995 — A permit application to install fire system in kitchen hood.[70] (Restaurant, no dwelling units.)

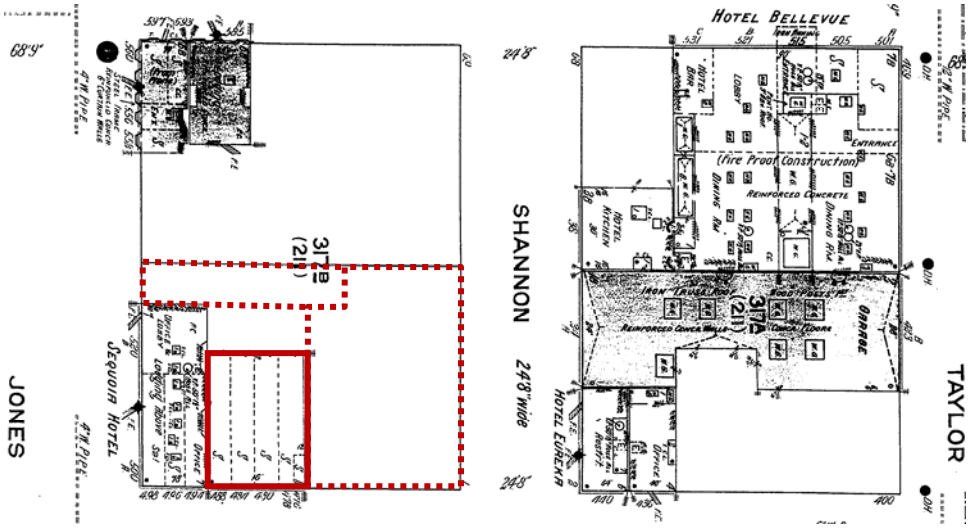

Figure 29. 1913 Sanborn map. For full page Sanborn maps see Appendix.



Figure 30. 1938 aerial photograph of the block from the David Rumsey Historical Map Collection.

[69] San Francisco Department of Building Inspection, Permit Application #9500689.
[70] San Francisco Department of Building Inspection, Permit Application #09506291.

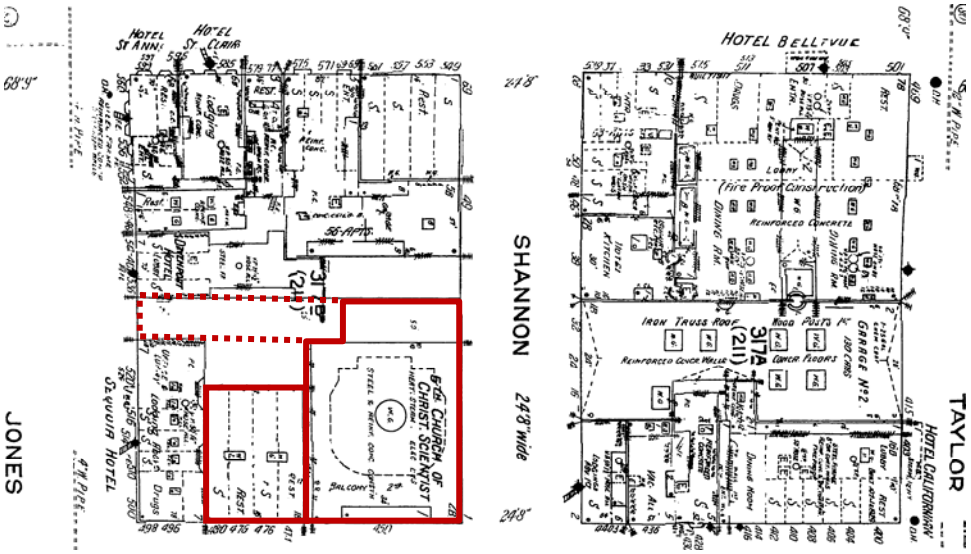

Figure 31. 1948 Sanborn map. For full page Sanborn maps see Appendix.

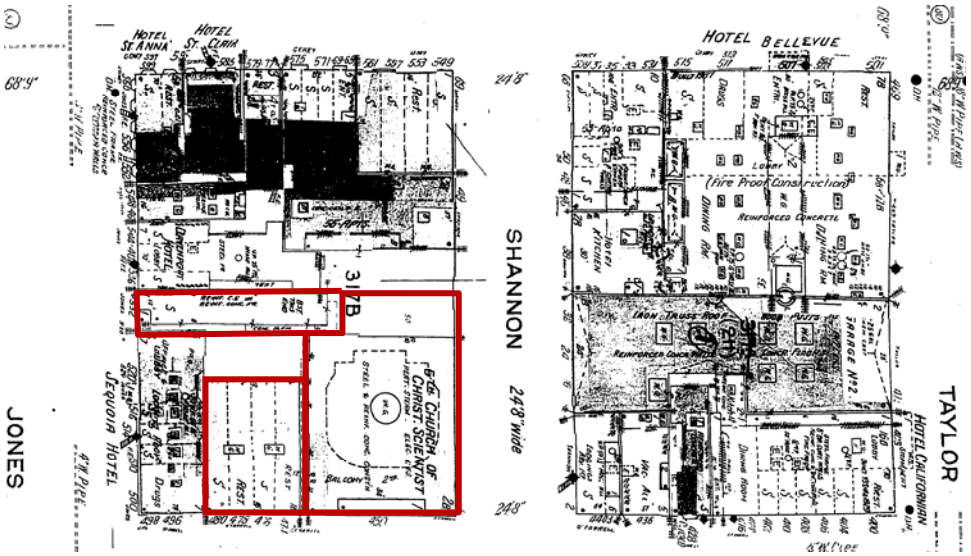

Figure 32. 1950 Sanborn map. For full page Sanborn maps see Appendix.



Figures 33 and 34. Fifth Church of Christ, Scientist in 1930 (left) and in 1964 (right).[71]



Figure 35. 474-480 O'Farrell Street, between 1962 and 1964 (San Francisco Assessor's Office Negative Collection, San Francisco Public Library).



Figures 36 and 37. 530-532 Jones Street in 1976 (left) and in 1985 (right).[72]

[71] "Fifth Church of Christ Scientist, 450 O'Farrell Street," AAB-1099, http://sflib1.sfpl.org:82/record=b1006148; "Fifth Church of Christ Scientist, 450 O'Farrell Street," AAB-1098, http://sflib1.sfpl.org:82/record=b1006147 from San Francisco Historical Photograph Collection, San Francisco Public Library (accessed on March 24, 2015).

HISTORIC CONTEXT: CHURCH OF CHRIST, SCIENTIST[73]

Mary Baker Eddy founded the Christian Science Church in 1866 after recovering from chronic illness and an injury through spiritual meditation. Based on her recovery through a religious experience, Eddy published a book on spirituality and healing, *Science and Health with Key to the Scriptures*, in 1875. By 1879, Eddy had acquired a following through her findings on religious healing and founded "The Church of Christ, Scientist" in Lynn, Massachusetts, a suburb of Boston. Christian Scientists were known for their unified approach to church architecture. Typically, the urban Christian Science church was a Neoclassical style, central-plan building with a pedimented porch.

Although the Christian Scientist Congregation was formally established in San Francisco on October 1, 1892, at 702 Powell Street, the First Church of Christ, Scientist was not constructed until 1912, and was located at 1700 Franklin Street. By 1914 the San Francisco community of Christian Scientists had grown significantly enough to warrant the need for the Second Church, which was completed in 1917. Before the Second Church had been completed, however, preparations were already underway for the Third Church building, completed in 1918. In 1923, the Fourth, Fifth, and Sixth Churches were built as the community expanded. Five more Churches of Christian Science were founded in the following decades. Many of the churches were built in the Neoclassical style. Today, only three churches remain in use as active Christian Science churches: the First, Fifth (the subject property) and Ninth.

Table 1. Christian Scientist Churches in San Francisco.[74]

Name	Address	Date Built	Architect	Architectural Style	Historic Resource Status
First Church	1700 Franklin St	1912	Edgar A. Mathews	Romanesque Revival	Appears eligible for NR individually
Second Church	651 Dolores St	1917	William Crim, Jr.	Neoclassical	Appears eligible for NR individually
Third Church	1250 Haight St	1918	Edgar A. Mathews	Romanesque Revival	Contributor to the CR Buena Vista North Historic District
Fourth Church	300 Funston Ave	1923	Carl Werner	Neoclassical	Appears eligible for CR individually
Fifth Church	450 O'Farrell St	1923	Carl Werner	Neoclassical	Contributor to the NR Uptown Tenderloin Historic District

[72] San Francisco Planning Department, 1976 Architectural Survey Form for 530 Jones Street, http://propertymap.sfplanning.org/?&search=532%20jones (accessed September 17, 2015); "3D Lynchs Neon Sign 532 Jones St," https://www.flickr.com/photos/21895107@N07/4474887101 (accessed September 3, 2015).
[73] Excerpted from San Francisco Planning Department, *651 Dolores Street – Second Church of Christ, Scientist, Draft Environmental Impact Report, Case No.2006.0144.E*, October 2008, III.B-2 and III.B-3.
[74] San Francisco Planning Department Property Information Map and Archives; Page & Turnbull, *Second Church of Christ, Scientist, San Francisco, California Historic Resource Evaluation*, July 3, 2006, 29.

Name	Address	Date Built	Architect	Architectural Style	Historic Resource Status
Sixth Church	2899 Clay St	1923	Crim & Murdock	Neoclassical	None
Seventh Church	532-536 Sutter St	1910	MacDonald & Applegarth	Neoclassical	Appears eligible for NR individually
Eight Church	1984 Great Hwy	1906	Fred C. Jones	Bungalow	Appears eligible for NR individually
Ninth Church	175 Junipero Serra Blvd	1941	Henry H. Gutterson	Spanish Colonial Revival	Contributor to the CR Balboa Terrace Historic District
Tenth Church	2246 Lombard St	N/A	-	N/A	None
Eleventh Church	3030 Judah St	1947	-	Spanish Colonial Revival	None
Twelfth Church	60 Onondaga Ave	N/A	-	N/A	None

Christian Science Church Architecture

The Christian Science building movement adopted the Classical style, especially in urban settings, for its churches because of its association with contemporary movements such as reform, city beautification, and renewal of urban life. Christian Scientists often located their churches in emerging residential districts or near newly expanding civic centers:

> Typically, the urban Christian Science branch church was a central-plan building with a pedimented porch…The porch was frequently made of fine materials such as marble or terra-cotta. The building was often crowned by a low dome centered over an auditorium. There were usually three to five doors giving access to the interior. The typical interior was also classical in detailing and consisted of a large foyer created to foster sociability among church members, with at least three main entrances to the auditorium; a Sunday school underneath the auditorium, and offices for church business. The heaviness and authority of the exterior contrasted with the lightness and comfort in the domed auditorium…Christian Science continued much of the iconoclasm associated with the Puritan's rejection of symbols and other decoration in churches. Christian Science interiors were less elaborate and less ornamented than the interiors of the buildings of many Protestant denominations.
>
> …In classical churches, the large dome, often fitted with beautiful stained glass, dominated the experience of the worship space…The readers' platform, often framed by a decorative screen hiding organ pipes, was often adorned with cut flowers or potted plants rather than with Christian symbols."[75]

[75] Paul Eli Ivey, *Prayers in Stone: Christian Science Architecture in the United States, 1894-1930* (Urbana: University of Illinois Press, 1999), 3-4.

Four Neoclassical Christian Science church buildings remain in San Francisco: the Second (adapted for residential use), Fourth (adapted for library/museum use), Fifth, and Sixth (currently Church of Christ-Iglesia Ni Cristo).[76] The decorations of these churches mostly follow the subtle, floral or geometrical approach of the Christian Science churches. Decorative plaster work on the ceiling and around windows, decorative screens in front of the organ pipes, and stained glass windows are common in all four churches. Both the Second and the Fourth churches have arched leaded glass windows and oculi with a band of intricate floral motives in yellow, green and brown hues. In terms of stained glass, the Fifth Church features the most elaborate and colorful designs, especially on the east and west windows.

OWNER/OCCUPANT HISTORY[77]

Ownership History of Lot 7 (450 O'Farrell Street)

Dates of Ownership	Owner	Occupation
… - February 6, 1919	Leonora Mayer	Widow of Charles Jr, music teacher[78]
February 6, 1919 - April 3, 1919	W. F. and L. Hampel	William: secretary to manager at Simmons Co. (furniture manufacturer)[79]
April 3, 1919 - February 6, 1920	Andrew and Herminie Rudgear	Andrew: vice president at Simmons Co.[80]
February 6, 1920 - …	P. S. Scales	Secretary at Real Property Investment Co.[81]
… - June 17, 1921	The First National Bank of San Francisco[82]	
June 17, 1921 - November 4, 1922	William F. Dunn	Partner at Dunn Williams Co., real estate[83]
November 4, 1922 - Present	Fifth Church of Christ, Scientist[84]	

[76] Although the Seventh Church is Neoclassical, it was originally constructed as a commercial building; it was adapted to be used as a Christ Scientist church in the 1940s and vacated ca. 1975.
[77] The occupant and address information for the subject properties were cross-referenced with the *Gay Inc., Gay San Francisco Business Directory* (2006) at the San Francisco Public Library; none of the occupants or the businesses were listed.
[78] San Francisco Assessor's Office – Sales Ledgers, H. S. Crocker Co., Inc., *Crocker-Langley San Francisco City Directory*, San Francisco: H.S. Crocker Co., 1918-1920.
[79] San Francisco Assessor's Office – Sales Ledgers, H. S. Crocker Co., Inc., *Crocker-Langley San Francisco City Directory*, San Francisco: H.S. Crocker Co., 1919.
[80] San Francisco Assessor's Office – Sales Ledgers, H. S. Crocker Co., Inc., *Crocker-Langley San Francisco City Directory*, San Francisco: H.S. Crocker Co., 1919-1920.
[81] San Francisco Assessor's Office – Sales Ledgers, H. S. Crocker Co., Inc., *Crocker-Langley San Francisco City Directory*, San Francisco: H.S. Crocker Co., 1920.
[82] San Francisco Assessor's Office – Sales Ledgers.
[83] San Francisco Assessor's Office – Sales Ledgers, H. S. Crocker Co., Inc., *Crocker-Langley San Francisco City Directory*, San Francisco: H.S. Crocker Co., 1919-1922.
[84] San Francisco Assessor's Office – Sales Ledgers.

Ownership History of Lot 8 (450 O'Farrell Street)

Dates of Ownership	Owner	Occupation
… - June 6, 1913	W. W. Anderson	Contractor[85]
June 6, 1913 - May 9, 1916	J. H. and Edith M. Skinner	John H.: vice president at Bank of Italy[86]
May 9, 1916 - June 17, 1921	The First National Bank of San Francisco[87]	
June 17, 1921 - April 1, 1922	William F. Dunn	Partner at Dunn Williams Co., real estate[88]
April 1, 1922 - Present	Fifth Church of Christ, Scientist[89]	

Ownership History of Lot 9 (474-480 O'Farrell Street)

Dates of Ownership	Owner	Occupation
… - June 1, 1920	Sheridan Procter Co.	Real estate[90]
June 1, 1920 - May 10, 1922	John W. Procter	Partner at Chamberlain & Procter, real estate[91]
May 10, 1922 - June 21, 1922	Sheridan Procter Co.	Real estate[92]
June 21, 1922 - February 10, 1923	Jesse H. and Amy Steinhart	Jesse H.: Attorney[93]
February 10, 1923 - February 17, 1923	Lester G. and Ruth Loupe	Lester G.: real estate[94]
February 17, 1923 - July 27, 1960	Carrie G. McElroy	Wife of real estate and insurance agent Robert D.[95]
July 27, 1960 - Present	Fifth Church of Christ, Scientist	

[85] San Francisco Assessor's Office – Sales Ledgers, H. S. Crocker Co., Inc., *Crocker-Langley San Francisco City Directory*, San Francisco: H.S. Crocker Co., 1913.
[86] San Francisco Assessor's Office – Sales Ledgers, H. S. Crocker Co., Inc., *Crocker-Langley San Francisco City Directory*, San Francisco: H.S. Crocker Co., 1914-1916.
[87] San Francisco Assessor's Office – Sales Ledgers.
[88] San Francisco Assessor's Office – Sales Ledgers, H. S. Crocker Co., Inc., *Crocker-Langley San Francisco City Directory*, San Francisco: H.S. Crocker Co., 1919-1922.
[89] San Francisco Assessor's Office – Sales Ledgers.
[90] San Francisco Assessor's Office – Sales Ledgers; H. S. Crocker Co., Inc., *Crocker-Langley San Francisco City Directory*, San Francisco: H.S. Crocker Co., 1919.
[91] San Francisco Assessor's Office – Sales Ledgers; H. S. Crocker Co., Inc., *Crocker-Langley San Francisco City Directory*, San Francisco: H.S. Crocker Co., 1920-1922.
[92] San Francisco Assessor's Office – Sales Ledgers; H. S. Crocker Co., Inc., *Crocker-Langley San Francisco City Directory*, San Francisco: H.S. Crocker Co., 1919.
[93] San Francisco Assessor's Office – Sales Ledgers; H. S. Crocker Co., Inc., *Crocker-Langley San Francisco City Directory*, San Francisco: H.S. Crocker Co., 1922-1923.
[94] San Francisco Assessor's Office – Sales Ledgers; H. S. Crocker Co., Inc., *Crocker-Langley San Francisco City Directory*, San Francisco: H.S. Crocker Co., 1923.
[95] San Francisco Assessor's Office – Sales Ledgers; H. S. Crocker Co., Inc., *Crocker-Langley San Francisco City Directory*, San Francisco: H.S. Crocker Co., 1923; R.L. Polk & Co., *Crocker-Langley San Francisco City Directory*, San Francisco: R.L. Polk & Co., 1925.

Occupant History of 474 O'Farrell Street [96]

Dates of Occupancy	Occupant
1913 - 1916	Laundry (Mrs. Rose Jochumsen)
1917 - 1929	Laundry (Jean/John Victor)
1934 - 1935	Restaurant Mrs. Ann L. Williams
1936 - 1937	Restaurant (Harold Yee)
1941	Laundry (Albert Lee)
1945 - 1946	Florist (John M. Kurtnsy)
1948 - 1949	Real Estate (John M. Kurtnys)
1953 - 1954	Royal Flocking Company
1955 - 1959	Vacant
1960 - 1961	T&S Tackle Repair Shop
1962 - 1965	Vacant
1966 - 1982	Firenze Furniture

Occupant History of 476 O'Farrell Street [97]

Dates of Occupancy	Occupant
1914	Milliner (Alexander Gladstone)
1916	Milliner (Mrs. Berry Schmersahl)
1917 - 1918	Milliner (Mrs. B. Berny)
1920 - 1923	Men's Furnishing Goods-Retail (Jacob Seeman)
1928 - 1930	Restaurant (Samuel Rocco)
1934 - 1940	Embroidery, Hemstitching (George Hein)
1941	Bookseller (C. A. Johnstone)
1945 - 1946	Gift shop (Mrs. Eva Zabel)
1948	Cleaner (R. L. Patton)
1953 - 1959	Personal Service Cleaners
1960 - 1962	Vacant
1963	Espinoza Jerry, insurance general, Lambert Realty Co.
1965 - 1965	Vacant
1966 - 1973	Rinks Theresa Salon
1974 - 1982	Firenze Furniture

[96] *San Francisco City Directories*, 1913-1982; Ancestry Website, http://www.ancestry.com/ (accessed June 29, 2016).
[97] *San Francisco City Directories*, 1914-1982; Ancestry Website, http://www.ancestry.com/ (accessed June 29, 2016).

Occupant History of 478 O'Farrell Street [98]

Dates of Occupancy	Occupant
1918 - 1925	Jeweler (George Hein)
1926	Hemstitching (George & Matilda Hein)
1932	Restaurant (S. Edward Williams)
1933 - 1935	Restaurant (Antone Koutoulogenis)
1936	Restaurant (Alfred O. Ellison)
1937	Restaurant (Bernard Kiem)
1938 - 1946	Restaurant (Carl L. Cavallo)
1948-49	Shanghai Cafe
1953 - 1961	Joe's Cafe
1962	Lily's Café Restaurant
1963 - 1982	O'Farrell Café Restaurant

Occupant History of 480 O'Farrell Street [99]

Dates of Occupancy	Occupant
1916 - 1917	Restaurant (K. E. Smith)
1919 - 1921	Art goods (John Schramm)
1922 - 1929	Milliner (Louise Pfeffer) and Furrier (Jennie Nerler, 1922)
1932	Hat cleaner (George Canellos), shoe shiner (J. Ganarakos)
1933	Shoe repairer and shiner (Nisam Kacherian, John Rokos)
1934 - 1935	Clothes cleaner (K. Hirota)
1937 - 1939	Clothes cleaner (H. Hiyeda)
1940 - 1942	Clothes cleaner (S. and F. Ikeda)
1943 - 1944	Sang Lung Laundry
1945 - 1949	Laundry (Hing Bow Yee)
1953 - 1971	San Lung Steam Laundry
1972 - 1973	Vacant
1974 - 1982	Rinks Theresa Salon

[98] *San Francisco City Directories*, 1918-1982; Ancestry Website, http://www.ancestry.com/ (accessed June 29, 2016).
[99] *San Francisco City Directories*, 1916-1982; Ancestry Website, http://www.ancestry.com/ (accessed June 29, 2016).

Ownership History of Lot 11 (530-532 Jones Street)

Dates of Ownership	Owner	Occupation
… - April 23, 1946	Victorine S. Fayard and Jenny F. Coon (Fayard)[100]	
April 23, 1946 - November 27, 1963	Denis & Margaret M. Lynch	Denis: tavern owner (Lynch's)[101]
November 27, 1963 - September 15, 1964	Fred A. & Olive S. Areias[102]	
September 15, 1964 - October 22, 1974	George Baglietto	Executive secretary at The Irving Ballard Co.[103]
October 22, 1974 - July 22, 1982	George Baglietto and Meyers Safety Switch Co.[104]	
July 22, 1982 - August 6, 1986	Manouchehr & Daryoush Amirehsani	
August 6, 1986 - December 11, 2013	Kim D. & Tad V. Nguyen, and Cong Dinh Pham[105]	
December 11, 2013 - Present	Jones Street Apartment Group[106]	

Occupant History of 530 Jones Street[107]

Dates of Occupancy	Occupant	Occupation
1953	Evelyn Antoinetti (Apt 3)	Waitress
1955-1956	Frank Goodwin	Manager at Weldon H. Emigh Co. Inc.
1957	Anne Chenault (Apt 2)	Owner of Martha's Kitchen, restaurant
1961	Cloyce L. & Tina E. Petree (Apt 1)	Seaman
	Arthur Salmon (Apt 2)	Printer at SF Examiner
	Samuel M. Jones (Apt 3)	Printer at SF Chronicle
1962	Alma Jones (Apt 1)	Telephone operator
	Arthur Salmon(Apt 2)	Printer at SF Examiner

[100] San Francisco Assessor's Office – Sales Ledgers.
[101] San Francisco Assessor's Office – Sales Ledgers, R.L. Polk & Co., Inc., *Polk's Crocker-Langley San Francisco City Directory,* San Francisco: R.L Polk & Co., 1945-1949; R.L. Polk & Co., Inc., *Polk's San Francisco City Directory,* San Francisco: R.L Polk & Co., 1953-1963.
[102] San Francisco Assessor's Office – Sales Ledgers.
[103] San Francisco Assessor's Office – Sales Ledgers; R.L. Polk & Co., Inc., *Polk's San Francisco City Directory,* San Francisco: R.L Polk & Co., 1964-1974.
[104] San Francisco Assessor's Office – Sales Ledgers.
[105] San Francisco Assessor's Office – Sales Ledgers.
[106] San Francisco Planning Department, San Francisco Property Information Map – 530 Jones Street, http://propertymap.sfplanning.org/?dept=planning (accessed September 3, 2015).
[107] R.L. Polk & Co., Inc., P*olk's San Francisco City Directory,* San Francisco: R.L. Polk & Co., 1953-1981.

	Doris Smith (Apt 3)	Waitress
1967	Marie Brenick	
1977-1983	Charles R. Ingbritsen (Apt 1a)	Clerk at El Cortez Hotel
1981	Sue Ann Lee (Apt 3) Dan Ryan (Apt 5)	

Occupant History of 532 Jones[108]

Dates of Occupancy	**Occupant**
1953 - 1963	Lynch's, tavern (Denis, Mitch and Timothy Lynch)
1964 - 1966	Lynch's, tavern (William D. and Ova V. Prideaux)
1967 - 1970	Lynch's, tavern (Fidel Sanchez)
1971 - 1976	Lynch's, tavern (Sydney and Marie Lipton)
197 - 1982	Lynch's, tavern (Charlene Gustis)
1983 - 1985	Vacant
1986	Bit of Paradise [Massage parlor]
1987 - 1994	Ritz Bar
1995	Vacant
1996 - Present	Shalimar Restaurant

ARCHITECT/ARTIST

The original building permit identifies Carl Werner as the architect of 450 O'Farrell Street.[109] Carl Werner (1875-1943) came to the Bay Area from Philadelphia at the age of twelve. A graduate of MIT in 1898, he worked for several years in the office of Julius Krafft who designed such San Francisco mansions as the Flood House at 2120 Broadway (now the Hamlin School) and the Heller Place at 2020 Jackson. From 1903 to 1914 Werner was the junior partner of Mathew O'Brien and their work received considerable attention in the architectural press. San Francisco's Scottish Rite Temple at Sutter and Van Ness, later the Regency Theater, was a product of O'Brien and Werner. Thereafter he practiced alone and designed Scottish Rite or Masonic temples in Oakland, San Jose, Petaluma, Santa Rosa, South San Francisco, Stockton, Santa Barbara, Fresno, and Bakersfield. He also designed the YMCA Building (1924) on San Francisco's Embarcadero, a Colonial Revival City Hall for South San Francisco, and seven Christian Science churches in Oakland and San Francisco including the still standing Fourth Church at 300 Funston Avenue and the Fifth Church, the subject property. St. Anthony (Stanford) Apartments at 795 Geary Street is another contributing building in the Uptown

[108] *San Francisco City Directories,* 1953-1996.
[109] San Francisco Department of Building Inspection, Permit Application #117724. Following text about Carl Werner is summarized from Anne Bloomfield, Kit Haskell, and Arthur Bloomfield, *Gables and fables: a portrait of San Francisco's Pacific Heights* (Berkeley, Calif: Heyday Books, 2007), 27-29.

Tenderloin Historic District designed by Werner in cooperation with O'Brien [not specified which O'Brien brother].[110]

The commercial building at 474-480 O'Farrell Street was designed by Charles Peter Weeks.[111] Architect Charles Peter Weeks (1870-1928) attended the Ecole des Beaux-Arts in Paris, where he trained in the atelier of Victor Laloux, one of the most prominent French architects of the time and the most popular mentor among American architects studying in Paris. In 1902, Weeks joined John Galen Howard, a fellow student of Laloux, in the New York firm of Howard & Cauldwell. Weeks then followed Howard to Berkeley in 1903/04 to assist with the design of the new campus for the University of California, the largest Beaux-Arts project in the United States. Weeks next joined San Francisco architect Albert Sutton in 1903 to form Sutton & Weeks. After Sutton moved to Oregon in 1910, Weeks worked independently until joining forces with William Peyton Day in 1916. With Day, Weeks later designed Shriner's Hospital (1923), the Huntington Hotel (1924), and the Mark Hopkins Hotel (1925). There are seven other contributing buildings—mostly apartment buildings and hotels—in the Uptown Tenderloin Historic District that were designed by Weeks during his solo period and his partnerships.[112]

The original building permit of 1949 names Harold C. Dow of San Francisco as the architect of the property at 530-532 Jones Street.[113] Harold C. Dow designed houses in the Bay Area and California. He partnered with Bernard Sabaroff from 1953 to 1958.[114]

Harold W. "Pat" Cummings (1897-1962) was born in Hampton, Iowa, and studied electrical engineering at Iowa State College. He moved to San Francisco and started his studio in 1923. The studio was listed as the Western Art Glass Studios, "art glasses for churches, mausoleums, residences and public buildings," in the city directories from 1923 to 1929. The name of the business was changed to Cumming Studios in 1930.[115] As one of the well-known stained glass studios in the United States, Cummings and his staff (including resident designers) worked on stained glass windows in the Temple Methodist Episcopal Church, the Presidio Chapel, St. Ignatius Church, the Fifth Church of Christ, Scientist in San Francisco as well as the Robert Dollar Memorial Chapel in San Rafael, the First Church of Christ, Scientist in Belvedere, the Third Brigade Chapel at Fort Ord, and the Morris Chapel at the University of the Pacific in

[110] Corbett and Bloomfield, *Uptown Tenderloin Historic District,* Section 7, page 40.
[111] Corbett and Bloomfield, *Uptown Tenderloin Historic District,* Section 7, pages 3-4 and 76. Following text about Charles Peter Weeks is excerpted from Carey & Co., *Draft National Register Nomination for Port of San Francisco Union Iron Works/Bethlehem Steel Historic District – Pier 70,* June 2013, Section 8, page 43.
[112] Contributing buildings designed by Charles Peter Weeks: 431-439 Jones Street, 765 Geary Street, 474-480 O'Farrell Street, 580 O'Farrell Street, 134 Golden Gate Avenue (with William Peyton Day), as well as 450 Jones Street, 401-411 O'Farrell Street, and 415-421 O'Farrell Street (with Albert Sutton).
[113] San Francisco Department of Building Inspection, Permit Application #116116.
[114] The AIA Historical Directory of American Architects, s.v. "Sabaroff, Bernard J.," (ahd1038830), http://public.aia.org/sites/hdoaa/wiki/Wiki%20Pages/ahd1038830.aspx (accessed September 14, 2015).
[115] H.S. Crocker Co., Inc, *Crocker-Langley San Francisco City Directory,* 1923-1929; R.L. Polk & Co., Polk's *Crocker-Langley San Francisco City Directory,* 1930.

Stockton.[116] Cummings passed away in 1962 and his son Harold W. "Bill" Cummings took over. The Cummings Studio moved to North Adams, Massachusetts in 1977.[117]

REGULATORY CONTEXT

California Environmental Quality Act

When a proposed project may adversely affect a historical resource, California Environmental Quality Act (CEQA) requires a city or county to carefully consider the possible impacts before proceeding (Public Resources Code Sections 21084 and 21084.1). CEQA equates a substantial adverse change in the significance of a historical resource with a significant effect on the environment (Section 21084.1). The Act explicitly prohibits the use of a categorical exemption within the CEQA Guidelines for projects which may cause such a change (Section 21084).

For the purposes of CEQA (Guidelines Section 15064.5), the term "historical resources" shall include the following:

1. A resource listed in, or determined to be eligible by the State Historical Resources Commission, for listing in, the CRHR (Pub. Res. Code §5024.1, Title 14 CCR, Section 4850 et seq.).
2. A resource included in a local register of historical resources, as defined in Section 5020.1(k) of the Public Resources Code or identified as significant in an historical resource survey meeting the requirements of Section 5024.1(g) of the Public Resources Code, shall be presumed to be historically or culturally significant. Public agencies must treat any such resource as significant unless the preponderance of evidence demonstrates that it is not historically or culturally significant.
3. Any object, building, structure, site, area, place, record, or manuscript which a lead agency determines to be historically significant or significant in the architectural, engineering, scientific, economic, agricultural, educational, social, political, military, or cultural annals of California, may be considered to be an historical resource, provided the lead agency's determination is supported by substantial evidence in light of the whole record. Generally, a resource shall be considered by the lead agency to be "historically significant" if the resource meets the criteria for listing in the CRHR, including the following:
    A. Is associated with events that have made a significant contribution to the broad patterns of California's history and cultural heritage;
    B. Is associated with the lives of persons important in our past;
    C. Embodies the distinctive characteristics of a type, period, region, or method of construction, or represents the work of an important creative individual, or possesses high artistic values; or

[116] Carolyn Anspacher, "Reviving Old Art," *San Francisco Chronicle,* August 3, 1936; "A break with tradition: S.F. artist 'sculptures' stained glass," *San Francisco Chronicle,* June 8, 1958; "Harold Cummings," *San Francisco Chronicle,* October 31, 1962.
[117] Vivian and Harold W. Cummings, "Cummings Stained Glass Studio," an oral history conducted by Suzanne B. Riess in 1984, in *Renaissance of Religious Art and Architecture in the San Francisco Bay Area, 1946-1968*, Regional Oral History Office, the Bancroft Library, University of California, Berkeley, 1985.

D. Has yielded, or may be likely to yield, information important in prehistory or history.

4. The fact that a resource is not listed in, or determined to be eligible for listing in the California Register of Historical Resources, not included in a local register of historical resources (pursuant to section 5020.1(k) of the Public Resources Code), or identified in an historical resources survey (meeting the criteria in section 5024.1(g) of the Public Resources Code) does not preclude a lead agency from determining that the resource may be an historical resource as defined in Public Resources Code sections 5020.1(j) or 5024.1.[118]

Federal (National Register) Criteria

National Register Bulletin Number 15, *How to Apply the National Register Criteria for Evaluation*, describes the Criteria for Evaluation as being composed of two factors. First, the property must be "associated with an important historic context."[119] The National Register identifies four possible context types, of which at least one must be applicable at the national, state, or local level. These are:

A. Property is associated with events that have made a significant contribution to the broad patterns of our history.

B. Property is associated with the lives of persons significant in our past.

C. Property embodies the distinctive characteristics of a type, period, or method of construction or represents the work of a master, or possesses high artistic values, or represents a significant and distinguishable entity whose components lack individual distinction.

D. Property has yielded, or is likely to yield, information important to prehistory or history.[120]

Second, for a property to qualify under the National Register's Criteria for Evaluation, it must also retain "historic integrity of those features necessary to convey its significance."[121] While a property's significance relates to its role within a specific historic context, its integrity refers to "a property's physical features and how they relate to its significance."[122] To determine if a property retains the physical characteristics corresponding to its historic context, the National Register has identified seven aspects of integrity:

- Location is the place where the historic property was constructed or the place where the historic event occurred.
- Design is the combination of elements that create the form, plan, space, structure, and style of a property.

[118] CEQA Guidelines, Article 5, Section 15064.5.
[119] National Park Service, National Register Bulletin 15, 3.
[120] National Park Service, National Register Bulletin 16A, 75.
[121] National Register Bulletin 15, page 3.
[122] Ibid., 44.

- Setting is the physical environment of a historic property.
- Materials are the physical elements that were combined or deposited during a particular period of time and in a particular pattern or configuration to form a historic property.
- Workmanship is the physical evidence of the crafts of a particular culture or people during any given period in history or prehistory.
- Feeling is a property's expression of the aesthetic or historic sense of a particular period of time.
- Association is the direct link between an important historic event or person and a historic property.[123]

Since integrity is based on a property's significance within a specific historic context, an evaluation of a property's integrity can only occur after historic significance has been established.[124]

State of California Criteria

The California Office of Historic Preservation's Technical Assistance Series #6, *California Register and National Register: A Comparison*, outlines the differences between the federal and state processes. The criteria to be used when establishing the significance of a property for listing on the California Register of Historical Resources (CRHR) are very similar, with emphasis on local and state significance. They are:

1. It is associated with events that have made a significant contribution to the broad patterns of local or regional history, or the cultural heritage of California or the United States; or

2. It is associated with the lives of persons important to local, California, or national history; or

3. It embodies the distinctive characteristics of a type, period, or method of construction or represents the work of a master, or possesses high artistic values; or

4. It has yielded, or is likely to yield, information important to prehistory or history of the local area, California, or the nation.[125]

The CRHR requires the establishment of historic significance before integrity is considered. California's integrity threshold is slightly lower than the federal level. As a result, some resources

[123] Ibid., 44-45.
[124] Ibid..
[125] California Office of Historic Preservation, *California Register and National Register: A Comparison*, Technical Assistance Series 6, (Sacramento, 2001), 1.

that are historically significant but do not meet National Register of Historic Places (NRHP) integrity standards may be eligible for listing on the CRHR.[126]

California's list of special considerations is shorter and more lenient than the NRHP. It includes some allowances for moved buildings, structures, or objects, as well as lower requirements for proving the significance of resources that are less than 50 years old and a more elaborate discussion of the eligibility of reconstructed buildings.[127]

In addition to separate evaluations for eligibility for the CRHR, the state automatically lists on the CRHR resources that are listed or determined eligible for the NRHP through a complete evaluation process.[128]

Integrity

Second, for a property to qualify under the CRHR's Criteria for Evaluation, it must also retain "historic integrity of those features necessary to convey its significance."[129] While a property's significance relates to its role within a specific historic context, its integrity refers to "a property's physical features and how they relate to its significance."[130] To determine if a property retains the physical characteristics corresponding to its historic context, the NRHP has identified seven aspects of integrity, which the CRHR closely follows: [131]

> Location is the place where the historic property was constructed or the place where the historic event occurred.
>
> Design is the combination of elements that create the form, plan, space, structure, and style of a property.
>
> Setting is the physical environment of a historic property.
>
> Materials are the physical elements that were combined or deposited during a particular period of time and in a particular pattern or configuration to form a historic property.
>
> Workmanship is the physical evidence of the crafts of a particular culture or people during any given period in history or prehistory.

[126] Ibid.
[127] Ibid., 2.
[128] All State Historical Landmarks from number 770 onward are also automatically listed on the California Register. California Office of Historic Preservation, *California Register of Historical Resources: The Listing Process*, Technical Assistance Series 5, (Sacramento, n.d.) 1.
[129] United States Department of the Interior, *How to Apply the National Register Criteria for Evaluation*, National Register Bulletin, No. 15, (Washington, D.C., 1997): 3.
[130] United States, *How to Apply the National Register Criteria for Evaluation*: 44.
[131] United States, *How to Apply the National Register Criteria for Evaluation*: 1.

> Feeling is a property's expression of the aesthetic or historic sense of a particular period of time.
>
> Association is the direct link between an important historic event or person and a historic property.[132]

Since integrity is based on a property's significance within a specific historic context, an evaluation of a property's integrity can only occur after historic significance has been established.

EVALUATION

California Register Evaluation – Individual Significance

Criterion 1 – Association with significant events

450 O'Farrell Street was constructed in 1923, a time when Uptown Tenderloin was developing as a distinctive residential area. The church is a contributor to the National Register listed Historic District which possesses a high degree of integrity for the period 1906-1931 but it is not associated with the residential history of the Tenderloin in an individually significant way. Also built to house the growing Christian Science congregation in the city, the Fifth Church of Christ Scientist at 450 O'Farrell is one of the remaining extant Christian Science churches in San Francisco. However, the property did not play a significant role in the history of the congregation. Therefore, 450 O'Farrell Street is not eligible for listing in the CRHR under Criterion 1.

474-480 O'Farrell Street was also constructed during the construction boom happening at Uptown Tenderloin and is a contributor to the National Register listed Historic District. However, the property is not associated with the history of the era in an individually significant way. Therefore, it is not eligible for listing in the CRHR under Criterion 1.

530-532 Jones Street is a contributor to the Uptown National Register listed Historic District. The mixed-use building with a tavern and apartments was built in 1950 when the hotel and apartment life of the city was developing in the Tenderloin. The residential life was associated with commercial activity and entertainment of which 530-532 Jones Street was a part. However, the property is not associated with the history of the era in an individually significant way. Therefore, it is not eligible for listing in the CRHR under Criterion 1.

Criterion 2 – Persons

There is no indication that 450 O'Farrell, 474-480 O'Farrell or 530-532 Jones Street were associated with significant persons. Therefore, none appears to be eligible under Criterion 2.

Criterion 3 – Architecture and Construction

Designed by master architect Carl Werner, 450 O'Farrell Street is a notable structure embodying characteristics of the Neoclassical style of its period as evidenced by its tri-partite vertical composition, Tuscan columns, decorative friezes, stucco pilasters, projected cornice, and usage of

[132] United States, *How to Apply the National Register Criteria for Evaluation*: 44-45.

clathiri. Werner worked on other large-scale buildings in San Francisco including the Fourth Church of Christ Scientist and the Scottish Rite Temple (Regency Theater). Therefore, the subject property appears eligible for listing under Criterion 3.

474-480 O'Farrell was designed by Charles Peter Weeks who is considered a master architect. Within the Uptown Tenderloin Historic District, Weeks mostly designed high-style apartment and hotel buildings with Renaissance/Baroque or Spanish Renaissance ornamentation. This building's modest scale and more utilitarian commercial design do not represent the best work of Weeks. The building also is not an exemplary representative of a type, period, or a method of construction; therefore, it does not appear eligible for listing under Criterion 3.

530-532 Jones Street was designed by Harold C. Dow whose residential work was featured in trade periodicals. The building does not represent the work of a master, embody characteristics of an architectural style or possess high artistic value. Therefore, it does not appear eligible for listing under Criterion 3.

Criterion 4 – Information Potential
Archival research provided no indication that these buildings have the potential to yield information important to the prehistory or history of the local area, California, or the nation. The properties do not appear eligible for listing in the CRHR under Criterion 4.

Uptown Tenderloin Historic District[133]
The Uptown Tenderloin Historic District is located at the center of the Downtown/Civic Center neighborhood and bounded roughly by Mason and Taylor Streets to the east, Geary Street to the north, Larkin Street to the west, and Golden Gate Avenue and McAllister Street to the south.

The Uptown Tenderloin is a largely intact, visually consistent, inner-city high-density residential area constructed during the years between the earthquake and fire of 1906 and the Great Depression. It comprises 18 whole and 15 partial city blocks in the zone where the city has required fire-resistant construction since 1906. The district is formed around its predominant building type: a 3- to 7- story, multi-unit apartment, hotel, or apartment-hotel constructed of brick or reinforced concrete. On the exteriors, sometimes only signage clearly distinguishes between these related building types. A limited number of architects, builders, and clients produced a harmonious group of structures that share a single, classically oriented visual imagery using similar materials and details. Mixed in among the predominantly residential buildings are examples of other building types that support residential life, including churches, stores, garages, a YMCA complex, and a bathhouse. In addition there are a few building types that are not directly related to the residential neighborhood - machine shops, office buildings, union halls, and film exchanges.

[133] This section is excerpted from the Uptown Tenderloin Historic District National Register Form. (Michael R. Corbett and Anne Bloomfield, *National Register of Historic Places Registration Form – Uptown Tenderloin Historic District,* May 5, 2008, Section 7, 3-4 and Section 8, 3-37).

The district possesses a high degree of integrity for the period 1906-1931 in terms of location, design, setting, materials, workmanship, feeling, and association. The Uptown Tenderloin is significant:

- Under Criterion A in the area of Social History for its association with the development of hotel and apartment life in San Francisco during a critical period of change. As a distinctive residential area it is also associated with commercial activity, entertainment, and vice. The district is significant under Criterion A at the local level for the period 1906-1957.
- Under Criterion C in the area of Architecture for its distinctive mix of building types that served a new urban population of office and retail workers. Predominantly hotels and apartments, the district also includes non-residential building types associated with life in the neighborhood. The district is significant under Criterion C at the local level for the period 1906-1931.

Integrity

The Uptown Tenderloin Historic District retains a good degree of integrity. The majority of the individual properties dates from the period of significance (1906-1957) and retains sufficient individual integrity to be contributors. Constructed of brick or reinforced concrete, apartment and hotel buildings comprise the majority of the district. Some buildings have received additions or alterations including security gates/grilles or storefront remodels, but in many cases this work does not detract from the building's contributory status. The setting is mostly intact despite the new development on the east edge of the district. Overall, the Uptown Tenderloin Historic District retains the aspects of location, design, setting, materials, workmanship, feeling, and workmanship.

The Fifth Church of Christ, Scientist at 450 O'Farrell Street retains its integrity of location, association, design, workmanship, setting, feeling, and materials. The church has undergone a few alterations and has been owned by the congregation since its construction. It has continued its original use as a worship hall. Known changes include adding or removing partitions at the basement level, and installing a fence and security gates. These changes are relatively minor and do not affect the major character-defining features of the building. As such, the building retains sufficient physical integrity to convey its architectural significance. The building has a high integrity and retains much of the original building fabric. The period of significance under Criterion 3 (Architecture) is 1923, the year of construction.

474-480 O'Farrell Street retains its integrity of location, association, setting, and feeling. The building has undergone a number of alterations and the front elevation was boarded up first partially ca. 2005, and then entirely ca. November 2013. Changes to the original front elevation design include cornice removal, security gate additions, and eastern storefront alterations; however, the original transoms and pilasters remain. The north (rear) elevation, not visible from public right-of-way, retains its original design and materials. As such, the building retains sufficient physical integrity to convey its significance as a district contributor.

530-532 Jones Street retains its integrity of location, association, design, workmanship, setting, feeling, and materials. The building has undergone a few alterations including new apartments at the basement, major interior remodels, and window replacements; however, the building's form and major character-defining features remain. As such, the building retains sufficient physical integrity to convey its significance as a district contributor.

Character-Defining Features of the Uptown Tenderloin Historic District

- Three- to-seven-story building height
- Multi-unit apartments, hotels, or apartment-hotels, as well as other building types that support residential life (including institutional and commercial uses)
- Constructed of brick or reinforced concrete
- Bay windows on street facades, double-hung windows in the earlier buildings, casement windows with transoms in later buildings
- Flat roofs with parapets providing compositional space for decorative cornices
- Prominent fire escapes
- Decorative features: brick or stucco facings with molded galvanized iron, terra cotta, or cast concrete; deep set windows in brick walls with segmental arches or iron lintels; decorative quoins; sandstone or terra cotta rusticated bases, columns, sills, lintels, quoins, entry arches, keystones, string courses (concrete, stucco or galvanized iron also used to imitate these architectural features)
- Buildings occupy the entire width of the lot creating continuous street walls
- Elaborately detailed residential entrances
- Two- or three-part vertical building composition for apartment and hotel buildings, one- or two-part commercial composition for non-residential and small residential buildings,
- Engraved or painted signs, bronze plaques and neon signs

Character-Defining Features of 450 O'Farrell Street

Exterior:

- Massive form
- Symmetrical tri-partite façade design with smooth wall surfaces
- Classical Tuscan order columns (fluted shafts, simple capitals and bases)
- Vestibule with ornamental plaster ceiling and panels
- Cornice and centered, projecting akroterion crowning the parapet
- Bronze doors with decorative plaster on the south and east elevations
- Windows with clathri

Interior:

- Two-story sanctuary space with balcony
- Stained glass windows and stained glass oculus skylight of the sanctuary
- Decorative plaster work in the lobby and the sanctuary
- Raised stage of the sanctuary
- Clathri grillwork in front of the organ pipes

Character-Defining Features of 474-480 O'Farrell Street

- One-part commercial composition
- Tile bulkheads with decorative tile vents
- Wood transoms
- Display windows
- Galvanized sheet metal pilasters
- Recessed entries

Character-Defining Features of 530-532 Jones Street

- Plain, asymmetrical façade design
- Vestibule with green terrazzo paving
- Triangular concrete canopy
- Blade neon sign on roof

CONCLUSION

The property at 450 O'Farrell Street appears eligible for individual listing in the CRHR under Criterion 3 (Architecture) for displaying the characteristics of the Neoclassical architectural style and for being a significant example of master architect Carl Werner's work. The property also retains its integrity of location, association, design, workmanship, setting, feeling, and materials.

474-480 O'Farrell Street and 530-532 Jones Street do not appear eligible for individual CRHR listing as they do not meet any eligibility criteria. No historic events or no persons important to our past are associated with properties. Although 474-480 O'Farrell Street is the work of a master architect, Charles Peter Weeks, both buildings fail to be distinctive examples of a style, or architecturally significant in any other respect. Both buildings are currently considered contributors to the National Register Uptown Historic District.

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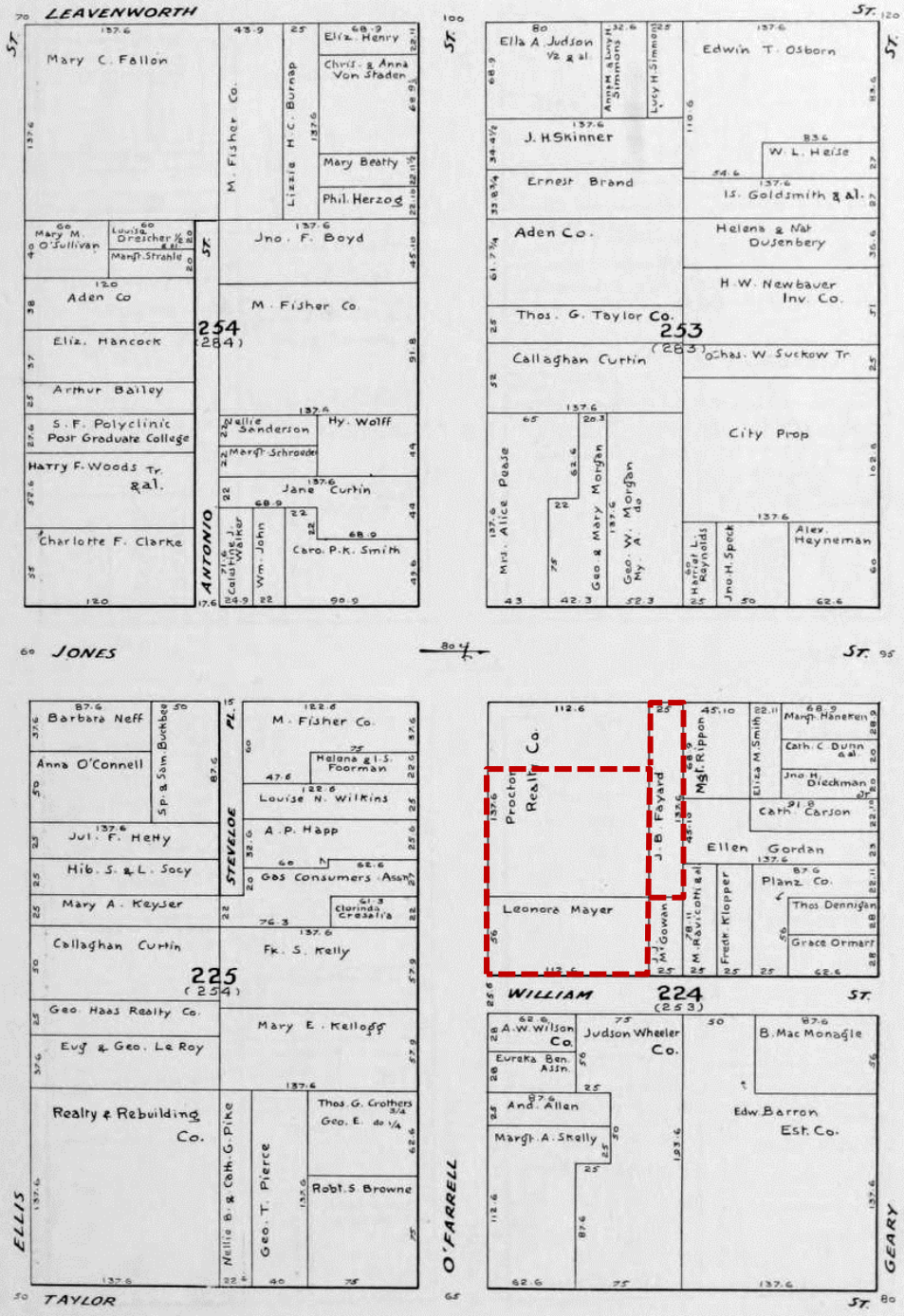
APPENDIX



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Sanborn Fire Insurance Maps, 1913 updated 1950, vol. 1, Sheet 76.

Building Permits – 450 O'Farrell Street

SAN FRANCISCO
DEPARTMENT OF BUILDING INSPECTION
OFFICIAL COPY

3.7

No. 117724

APPLICATION OF

460 O'Farrell

FIFTH CHURCH of CHRIST SCIENTIST

For Permit to Erect a

ONE **STORY**

Brick Building

Location On the north west corner of O'Farrell St. and Shannon St.

Filed

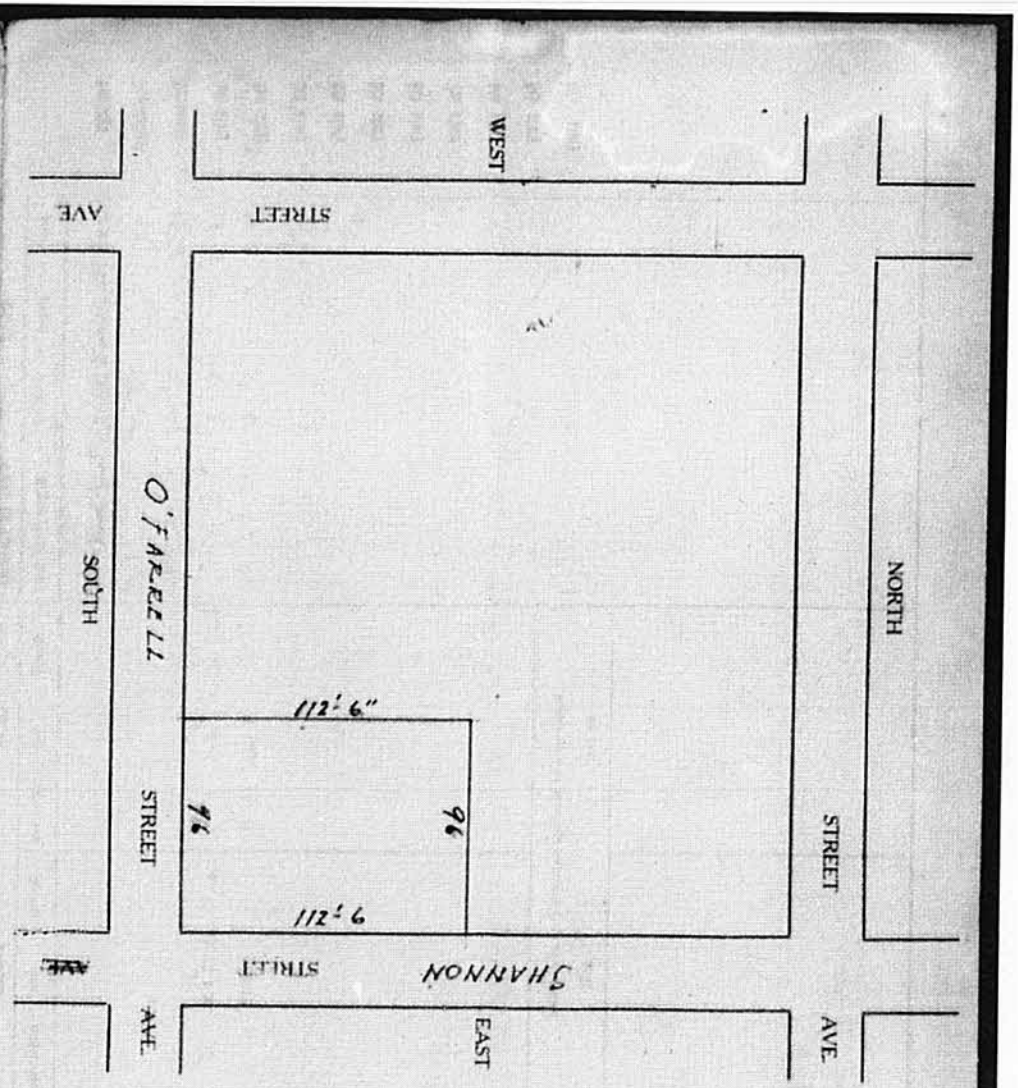
Referred to Inspector

APPROVED:

J. P. Horgan

Chief Building Inspector

6/20/23



Floor construction Reinforced Concrete

Flat roof, construction of Steel and planking. Covered with Tar and gravel

Steep roof, construction of " " Covered with Tar and gravel

Walls coped with Cement Cornices of Concrete

Partition, of metal studs Covered with plaster

Light court walls, of

Exterior columns, of Reinforced Concrete Protected with

Interior columns, of " Protected with

Trusses supporting roofs, if of iron, describe Steel angles and plates

Flue linings, of height of chimneys above roof

Boiler flue, of Reinforcete lined with Terra Cotta height of flue above roof 6'-0"

No. of Stairways, width and construction four (4) - one 5'-0" wide 3 - 7'-0" wide all of reinforced concrete

Boiler-room location basement rear walls of boiler-room 6" reinforced concrete

Ceiling and floor over boiler-room 5" reinforced concrete doors to boiler-room metal covered

Fire shutters

Bay windows, covered with

Towers, domes or spires, size and extreme height above level

Sky-lights, material, number and size one - 20'×20' Galv iron, Steel frame.

No. of elevators

Elevator enclosures, of

Vaults under sidewalk

Retaining walls of Present walls to remain height thickness at bottom thickness at top

Areas, coal holes, etc., state if any, and where

I hereby agree to save, indemnify and keep harmless the City and County of San Francisco against all liabilities, judgments, costs and expenses which may in anywise accrue against said city and county in consequence of the granting of this permit, or from the use or occupancy of any sidewalk, street or sub-sidewalk place by virtue thereof and will in all things strictly comply with the conditions of this permit.

Architect Carl Werner | Owner Fifth Church of Christ, Scientist

Address 906 Santa Fe Bldg | Address San Francisco

Builder John Morton | By Carl Werner

Address Balboa Bldg

(NOTE—The owner's name must be signed by himself, or by his Architect or authorized Agent.)

SAN FRANCISCO
OFFICIAL COPY
DEPARTMENT OF BUILDING INSPECTION

OFFICIAL COPY
SAN FRANCISCO
DEPARTMENT OF BUILDING INSPECTION

MARK STREET LINE ON FOUNDATION OR FIRST FLOOR PLAN

WRITE IN INK—FILE TWO COPIES B&P

Applicant must indicate in ink correctly and distinctly on the back of this sheet, a diagram of the lot with street, alleys, location of existing buildings on the lot, if any, and location and dimensions of proposed buildings. Plans and Specifications must be fastened together.

APPLICATION FOR BUILDING PERMIT

BRICK BUILDING

Application is hereby made to the Board of Public Works of the City and County of San Francisco for permission to build one story and basement reinforced concrete building on the lot situated on the north west corner of O'Farrell St. and Shannon St. San Francisco

in accordance with the plans and specifications submitted herewith.

All provisions of the building laws shall be complied with in the erection of said building, whether specified herein or not. Estimated cost of building $ 70,000.00

Building to be occupied as Church by (No.) families

Size of lot 96 feet front 96 feet rear 112 feet deep.

Size of Proposed Building 96' X 112'

Height from curb to roof beams 56'

If party walls are to be used, give thickness and height of stories

Are foundations to be on solid or filled ground? Solid

Footings will be of Reinforced concrete Foundation walls will be of Reinforced concrete

Concrete will be made of Portland cement 1 parts, Sand 2 parts, Broken Stone 4 parts

Stone work laid in mortar

Brick work laid in mortar

Face brick work laid in mortar

Face brick work. How bonded

	WALLS				PIERS OR COLUMNS		JOISTS			GIRDERS		
	Height	Material	Thickness Side	Thickness Front	Material	Size	Material	Size	Longest Span	Material	Size	Longest Span
Footings	13"	Reinf Concrete	13"	13"	Reinf Concrete	4'x4'						
Foundations	13"	" "	13"	13"	" "	1'-9"						
Basement	15'-0"	" "	6"	6"	" "	20"x20"						
1st story	18'-0	" "	6"	6"	" "	"	Reinf Concrete	5" slab	11'-3"	Reinf Concrete	12'x36"	35'-9"
Balcony 2nd story	10'-0	" "	6"	6"	" "	"	" "	4" slab	15'-0"	" "	16"x18"	
3rd story												
4th story												
5th story												
6th story												
7th story												
8th story												
9th story												
10th story												

State size of bearing partitions on each floor

MATERIAL	SIZES

OFFICIAL COPY
SAN FRANCISCO
DEPARTMENT OF BUILDING INSPECTION

BUREAU OF FIRE PREVENTION AND PUBLIC SAFETY

Construct and Install on Building to Satisfaction of Bureau of Fire Prevention the Following Fire Protection Equipment and Appliances

F. D. (Dry) Standpipes
Wet Standpipes
Hose Reels
Tanks
Downpipes
Automatic Fire Pumps
Automatic Sprinkler System
Water Service Connection
Groundfloor Pipe Casings
Refrigeration
Incinerators

APPROVED:
Lieut B. J. Nemel
Bureau of Fire Prevention and Public Safety

APPROVED:
Fire Marshal

APPROVED:
Superintendent Bureau of Building Inspection

APPROVED: 1/10/34
R. S. Woodward
City Planning Commission

APPROVED:
Director of Public Health

APPROVED:
Department of Electricity

APPROVED:
Bureau of Engineering

APPROVED:
Art Commission

Report Favorably
Louis J. Bailey
Jan 9 - 1934

BLDG. FORM. **3** No. 5020

APPLICATION OF
Christian Science Church Owner

FOR PERMIT TO MAKE
ADDITIONS, ALTERATIONS OR REPAIRS
TO BUILDING

Location 450 O'Farrel St

Cost $ 85.00

Filed JAN 8 1934 19

APPROVED:
Superintendent Bureau of Building Inspection
1/18/34

Permit No. 7786

Issued 19

OFFICIAL COPY
SAN FRANCISCO DEPARTMENT OF BUILDING INSPECTION

Central Permit Bureau—P. No. 5

Write in Ink—File Two Copies

CITY AND COUNTY OF SAN FRANCISCO

DEPARTMENT OF PUBLIC WORKS — CENTRAL PERMIT BUREAU

BLDG FORM

APPLICATION FOR BUILDING PERMIT

3

ALTERATION

Jan 8 1934

Application is hereby made to the Department of Public Works of the City and County of San Francisco for permission to build in accordance with the plans and specifications submitted herewith and according to the description and for the purpose hereinafter set forth:

(1) Location 450 O'Farrel St

(2) For what purpose is present building now used?

(3) For what purpose will building be used hereafter?

(4) Total Cost $ 85.00

(5) Description of work to be done Lattice Fence

40 ft

10 ft 7 ft

On West Side of Church Between Church and Vacant Lot

(6) Contractor (DOES) (DOES NOT) carry Workmen's Compensation Insurance.

(7) Supervision of construction by Frank S Ostrowski

Address 1144 Howard St

I hereby certify and agree, if a permit is issued, that all the provisions of the BUILDING LAW, THE BUILDING ZONE ORDINANCES, SET BACK LINE REQUIREMENTS AND THE FIRE ORDINANCES OF THE CITY AND COUNTY OF SAN FRANCISCO and the STATE HOUSING ACT OF CALIFORNIA will be complied with, whether herein specified or not; and I hereby agree to save, indemnify and keep harmless the City and County of San Francisco against all liabilities, judgments, costs and expenses which may in anywise accrue against said city and county in consequence of the granting of this permit, or from the use or occupancy of any sidewalk, street or sub-sidewalk placed by virtue thereof, and will in all things strictly comply with the conditions of this permit.

(8) Architect

Certificate No. State of California — License No. City and County of San Francisco

Address

(9) Engineer

Certificate No. State of California — License No. City and County of San Francisco

Address

(10) Plans and specifications prepared by Other than Architect or Engineer

Address

(11) Contractor Frank S Ostrowski

License No. State of California — License No. City and County of San Francisco

Address 1144 Howard St

(12) Owner Christian Science Church

Address 450 O'Farrel St

By F. S. Ostrowski

V Alenia 6199

Owner's Authorized Agent.

THE DEPARTMENT WILL CALL UP TELEPHONE NO.

IF ANY ALTERATIONS OR CHANGES ARE NECESSARY ON THE PLANS SUBMITTED.

OFFICIAL COPY
SAN FRANCISCO
DEPARTMENT OF BUILDING INSPECTION

BUREAU OF FIRE PREVENTION AND PUBLIC SAFETY

Construct and Install on Building to Satisfaction of Bureau of Fire Prevention the Following Fire Protection Equipment and Appliances

F. D. (Dry) Standpipes
Wet Standpipes
Hose Reels
Tanks
Downpipes
Automatic Fire Pumps
Automatic Sprinkler System
Water Service Connection
Groundfloor Pipe Casings
Refrigeration
Incinerators

APPROVED:
Bureau of Fire Prevention and Public Safety

APPROVED:
Fire Marshal

APPROVED: VAN.
Superintendent Bureau of Building Inspection

APPROVED:
City Planning Commission

APPROVED:
Director of Public Health

APPROVED:
Department of Electricity

APPROVED:
Bureau of Engineering

APPROVED:
Art Commission

BLDG. FORM.
3

No. 22324

APPLICATION OF

Fair Mfg. Co. Owner

FOR PERMIT TO MAKE ADDITIONS, ALTERATIONS OR REPAIRS TO BUILDING

Location 450 O'Farrell

Cost $ 53.00

Filed OCT 15 1936 19 36

APPROVED:
Superintendent Bureau of Building Inspection

Permit No. 23014

Issued OCT 16 1936 19

Central Permit Bureau—F.No. 435

Write in Ink—File Two Copies

SAN FRANCISCO DEPARTMENT BUILDING INSPECTION OFFICIAL COPY

3

CITY AND COUNTY OF SAN FRANCISCO

DEPARTMENT OF PUBLIC WORKS **CENTRAL PERMIT BUREAU**

BLDG. FORM

APPLICATION FOR BUILDING PERMIT

ALTERATION

10 - 15 1936

Application is hereby made to the Department of Public Works of the City and County of San Francisco for permission to build in accordance with the plans and specifications submitted herewith and according to the description and for the purpose hereinafter set forth:

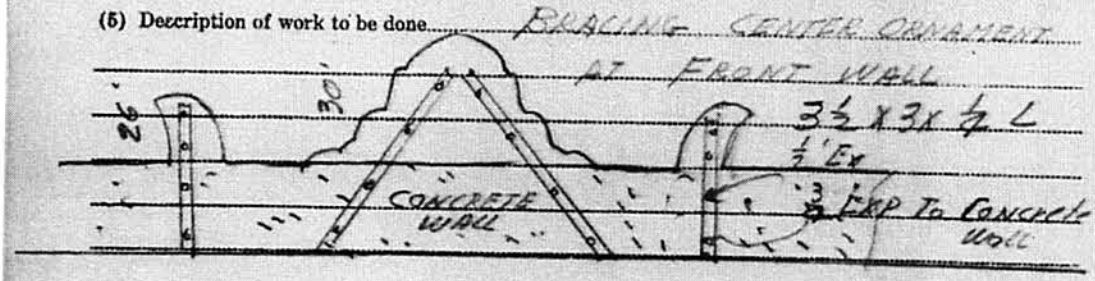
(1) Location 450 O. FARREL STR.

(2) For what purpose is present building now used? CHURCH

(3) For what purpose will building be used hereafter? "

(4) Total Cost $ 53.00

(5) Description of work to be done BRACING CENTER ORNAMENT AT FRONT WALL



(6) Contractor (DOES) (DOES NOT) carry Workmen's Compensation Insurance.

(7) Supervision of construction by FAIR MFG CO

Address 617 BRYANT STR.

I hereby certify and agree, if a permit is issued, that all the provisions of the BUILDING LAW, THE BUILDING ZONE ORDINANCES, SET BACK LINE REQUIREMENTS AND THE FIRE ORDINANCES OF THE CITY AND COUNTY OF SAN FRANCISCO and the STATE HOUSING ACT OF CALIFORNIA will be complied with, whether herein specified or not; and I hereby agree to save, indemnify and keep harmless the City and County of San Francisco against all liabilities, judgments, costs and expenses which may in anywise accrue against said city and county in consequence of the granting of this permit, or from the use or occupancy of any sidewalk, street or sub-sidewalk placed by virtue thereof, and will in all things strictly comply with the conditions of this permit.

(8) Architect

Certificate No. State of California — License No. City and County of San Francisco

Address

(9) Engineer

Certificate No. State of California — License No. City and County of San Francisco

Address

(10) Plans and specifications prepared by Other than Architect or Engineer

Address

(11) Contractor FAIR MFG. CO

License No. 7348 State of California — License No. A 576 City and County of San Francisco

Address 617 BRYANT STR.

(12) Owner FAIR MFG CO.

Address 617 BRYANT St.

By John [illegible]

Owner's Authorized Agent.

THE DEPARTMENT WILL CALL UP TELEPHONE NO.

IF ANY ALTERATIONS OR CHANGES ARE NECESSARY ON THE PLANS SUBMITTED.

OFFICIAL COPY
SAN FRANCISCO
DEPARTMENT OF BUILDING INSPECTION

BUREAU OF FIRE PREVENTION AND PUBLIC SAFETY

Construct and Install on Building to Satisfaction of Bureau of Fire Prevention the Following Fire Protection Equipment and Appliances

F. D. (Dry) Standpipes .....
Wet Standpipes .....
Hose Reels .....
Tanks .....
Downpipes .....
Automatic Fire Pumps .....
Automatic Sprinkler System .....
Water Service Connection .....
Groundfloor Pipe Casings .....
Refrigeration .....
Incinerators .....

APPROVED:
E. J. McGonna
Bureau of Fire Prevention and Public Safety

APPROVED:
Fire Marshal

APPROVED:
Superintendent
Bureau of Building Inspection

APPROVED: 8/17/38
A. J. Johnson
City Planning Commission

APPROVED:
Director of Public Health

APPROVED:
Department of Electricity

APPROVED:
Bureau of Engineering

APPROVED:
Art Commission

Report Favorable 8/17/38
L Bush

BLDG. FORM. **3**

No. 37199

APPLICATION OF
Fifth Church of Christ, Scientist
Owner

FOR PERMIT TO MAKE **ADDITIONS, ALTERATIONS OR REPAIRS TO BUILDING**

Location 450 O'Farrell

Cost $ 4190.00

Filed AUG 15 1938 19

APPROVED:
8/17/38
Superintendent
Bureau of Building Inspection

Permit No. 36548

Issued 19

OFFICIAL COPY

Central Permit Bureau—F. No. 435

Write in Ink—File Two Copies

CITY AND COUNTY OF SAN FRANCISCO

DEPARTMENT OF PUBLIC WORKS — **CENTRAL PERMIT BUREAU**

BLDG. FORM **3**

APPLICATION FOR BUILDING PERMIT

ALTERATION

Aug 15 1938

Application is hereby made to the Department of Public Works of the City and County of San Francisco for permission to build in accordance with the plans and specifications submitted herewith and according to the description and for the purpose hereinafter set forth:

(1) Location 450 6' Fanell St.

(2) For what purpose is present building now used? Church

(3) For what purpose will building be used hereafter?

(4) Total Cost $ 419 00

(5) Description of work to be done Build partition and cut in door opening.

(6) Contractor (DOES) carry Workmen's Compensation Insurance.
(DOES NOT)

(7) Supervision of construction by

Address

I hereby certify and agree, if a permit is issued, that all the provisions of the BUILDING LAW, THE BUILDING ZONE ORDINANCES, SET BACK LINE REQUIREMENTS AND THE FIRE ORDINANCES OF THE CITY AND COUNTY OF SAN FRANCISCO and the STATE HOUSING ACT OF CALIFORNIA will be complied with, whether herein specified or not; and I hereby agree to save, indemnify and keep harmless the City and County of San Francisco against all liabilities, judgments, costs and expenses which may in anywise accrue against said city and county in consequence of the granting of this permit, or from the use or occupancy of any sidewalk, street or sub-sidewalk placed by virtue thereof, and will in all things strictly comply with the conditions of this permit.

(8) Architect

Certificate No. State of California — License No. City and County of San Francisco

Address

(9) Engineer

Certificate No. State of California — License No. City and County of San Francisco

Address

(10) Plans and specifications prepared by Other than Architect or Engineer

Address

(11) Contractor Eg Ellington Jr

License No. 36559 State of California — License No. 401 City and County of San Francisco

Address 33 Sutter Heights Ave

(12) Owner Fifth Church of Christ, Scientist

Address 450 0' Fanel St

By Eg Ellington Jr
Owner's Authorized Agent.

THE DEPARTMENT WILL CALL UP TELEPHONE NO. Ba 4874
IF ANY ALTERATIONS OR CHANGES ARE NECESSARY ON THE PLANS SUBMITTED.

Approved:

Zone Comm

CPC Setbacks

Samuel Lang
Department of City Planning

Approved:

Provide ~~[illegible]~~ out off fire door on Boiler Room at foot of stairs

FRANK P. KELLY, CHIEF
DIVISION OF FIRE PREVENTION

[illegible] 3/6/52
Bureau of Fire Prevention & Public Safety

Approved:

Structural Engineer, Bureau Building Inspection

Approved:

Bureau of Engineering

Approved:

Department of Public Health

Approved:

Department of Electricity

Approved:

Art Commission

Approved:

Boiler Inspector

Workman's Compensation Insurance Policy or Certificate filed with Central Permit Bureau . . . . . ☑

No Workman's Compensation Insurance Policy or Certificate on file for reason of exclusion checked:

(a) No one to be employed . . . . . ☐

(b) Casual labor only to employed . ☐

(c) Services or labor to be performed in return for aid or sustenance only, received from any religious, charitable or relief organization . . . ☐

REFER TO:

Bureau of Engineering . . . . . ☐
BBI Struct. Engineer . . . . . ☐
Boiler Inspector . . . . . ☐
Art Commission . . . . . ☐
Dept. of Public Health . . . . . ☐
. . . . . ☐

Approved 3-5 1952

Provided
All New Partitions in Sunday School Rm and entire area in basement shall be 1 Hr incombustible materials

W. E. Hume
Building Inspector, Bureau of Building Inspection

I agree to comply with all conditions or stipulations of the various Bureaus or Departments noted hereon.

[illegible]
Owner's Authorized Agent

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SAN FRANCISCO
DEPARTMENT OF BUILDING INSPECTION

BLDG. FORM

3 No. 144160

APPLICATION OF

Fifth Church of Christ, Scientist Owner

FOR PERMIT TO MAKE
ADDITIONS, ALTERATIONS or REPAIRS
TO BUILDING

Location 450 O'Farrell St

Total Cost $29,516

Filed 19

Approved:

APPROVED
Dept. Public Works
MAR - 6 1952
Lester C. Bush
SUPERINTENDENT
BUREAU BUILDING INSPECTION

Superintendent, Bureau of Building Inspection

Permit No. 129945

Issued 3/6/52 19

CENTRAL PERMIT BUREAU F426

Write in Ink—File Two Copies

CITY AND COUNTY OF SAN FRANCISCO

DEPARTMENT OF PUBLIC WORKS

CENTRAL PERMIT BUREAU

BLDG. FORM 3

APPLICATION FOR BUILDING PERMIT
ADDITIONS, ALTERATIONS OR REPAIRS

Feb 28 1952

Application is hereby made to the Department of Public Works of San Francisco for permission to build in accordance with the plans and specifications submitted herewith and according to the description and for the purpose hereinafter set forth:

(1) Location 450 O'Farrell St.

(2) Total Cost $29,516 (3) No. of stories 1 (4) Basement Yes (Yes or No)

(5) Present use of building Church (6) No. of families ——

(7) Proposed use of building " (8) No. of families ——

(9) Type of construction 1 (1, 2, 3, 4, or 5) (10) 12 (Building Code Occupancy Classification)

(11) Any other building on lot No (Yes or No) (Must be shown on plot plan if answer is Yes.)

(12) Does this alteration create an additional floor of occupancy No (Yes or No)

(13) Does this alteration create an additional story to the building No (Yes or No)

(14) Electrical work to be performed Yes (Yes or No) Plumbing work to be performed Yes (Yes or No)

(15) Ground floor area of building 10,000 sq. ft. (16) Height of building 44 ft.

(17) Detailed description of work to be done remodel sunday school rooms in accordance with plans.

(18) No portion of building or structure or scaffolding used during construction, to be closer than 6'0" to any wire containing more than 750 volts. See Sec. 385, California Penal Code.

(19) Supervision of construction by ..... Address .....

(20) General contractor G. J. Ellington & Son California License No. 118219

Address 673-677 4th Ave

(21) Architect Henry Gutterson California Certificate No. .....

Address 421 Powell St.

(22) Engineer ..... California Certificate No. .....

Address .....

(23) I hereby certify and agree that if a permit is issued for the construction described in this application, all the provisions of the permit and all laws and ordinances applicable thereto will be complied with. I further agree to save San Francisco and its officials and employees harmless from all costs and damages which may accrue from use or occupancy of the sidewalk, street or subsidewalk space or from anything else in connection with the work included in the permit. The foregoing covenant shall be binding upon the owner of said property, the applicant, their heirs, successors and assignees.

(24) Owner Fifth Church of Christ, Scientist (Phone Prospect 1-4874) (For Contact by Bureau)

Address 450 O'Farrell St

By G. J. Ellington Address .....

Owner's Authorized Agent to be Owner's Authorized Architect, Engineer or General Contractor.

CERTIFICATE OF OCCUPANCY MUST BE OBTAINED ON COMPLETION OF BUILDING PURSUANT TO SEC. 808, SAN FRANCISCO BUILDING CODE, AND SEC. 4, PUBLIC WORKS CODE.

OFFICIAL COPY

Approved:

Zone Com

CPC Setback

Hendricks 11/8/54

Department of City Planning

Approved:

If gate to be locked provide lock that needs no special knowledge to open from inside Lt Engler 11/12/54

Bureau of Fire Prevention & Public Safety

Approved:

Structural Engineer, Bureau of Building Inspection

Approved:

Department of Public Health

Approved:

Electrical Inspector

Approved:

Art Commission

Approved:

Boiler Inspector

Approved:

Bureau of Engineering

REFER TO:

- Bureau of Engineering ☐
- BBI Struct. Engineer ☐
- Boiler Inspector ☐
- Art Commission ☐
- Dept. of Public Health ☐
- ☐

Approved 11-9 1954

W. C. Hines

Building Inspector, Bureau of Building Inspection

I agree to comply with all conditions or stipulations of the various Bureaus or Departments noted hereon.

Donald J. Johnson

Owner's Authorized Agent

SAN FRANCISCO DEPARTMENT OF BUILDING INSPECTION OFFICIAL COPY

BLDG. FORM 3

No. 170019

APPLICATION OF

5TH CHURCH OF CHRIST SCIENTIST Owner

FOR PERMIT TO MAKE ADDITIONS, ALTERATIONS or REPAIRS TO BUILDING

Location 450 - O'FARRELL ST.

Total Cost $ 500.-

Filed 195

Approved:

Superintendent Bureau of Building Inspection

Permit No. 152424

Issued 11/9/54 195

CENTRAL PERMIT BUREAU P-435

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SAN FRANCISCO DEPARTMENT 3 BUILDING INSPECTION

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RECEIVED
DEPT. OF PUBLIC WORKS

CITY AND COUNTY OF SAN FRANCISCO

DEPARTMENT OF PUBLIC WORKS
BLDG. FORM 3

1954 CENTRAL PERMIT BUREAU

BUILDING INSPECTION

APPLICATION FOR BUILDING PERMIT
ADDITIONS, ALTERATIONS OR REPAIRS

Nov. 4 1954

Application is hereby made to the Department of Public Works of San Francisco for permission to build in accordance with the plans and specifications submitted herewith and according to the description and for the purpose hereinafter set forth:

(1) Location 450- O'FARRELL St.

(2) Total Cost $ 500. (3) No. of stories 1 (4) Basement ____ (Yes or No)

(5) Present use of building Church (6) No. of families ____

(7) Proposed use of building Same (8) No. of families ____

(9) Type of construction 1 (1, 2, 3, 4, or 5) (10) ____ (Building Code Occupancy Classification)

(11) Any other building on lot No (Yes or No) (Must be shown on plot plan if answer is Yes.)

(12) Does this alteration create an additional floor of occupancy No (Yes or No)

(13) Does this alteration create an additional story to the building No (Yes or No)

(14) Electrical work to be performed Yes (Yes or No) Plumbing work to be performed No (Yes or No)

(15) Ground floor area of building ____ sq. ft. (16) Height of building ____ ft.

(17) Describe Work to be done (in addition to reference to drawings & specifications)

New Gate & steel framework for entrance at west side of building as per plan

(18) No portion of building or structure or scaffolding used during construction, to be closer than 6'0" to any wire containing more than 750 volts. See Sec. 385, California Penal Code.

(19) Supervision of construction by Alfred W. Johnson Address 165- Jessie St.

(20) General contractor 1585- Church St. California License No. 73065

Address Fifth Church of Christ Scientist

(21) Architect Alfred W. Johnson California Certificate No. ____

Address 165- Jessie St.

(22) Engineer ____ California Certificate No. ____

Address ____

(23) I hereby certify and agree that if a permit is issued for the construction described in this application, all the provisions of the permit and all laws and ordinances applicable thereto will be complied with. I further agree to save San Francisco and its officials and employees harmless from all costs and damages which may accrue from use or occupancy of the sidewalk, street or subsidewalk space or from anything else in connection with the work included in the permit. The foregoing covenant shall be binding upon the owner of said property, the applicant, their heirs, successors and assignees.

(24) Owner Fifth Church of Christ Scientist (Phone Mi. 7-7314) (For Contact by Bureau)

Address 1585 Church St.

By Alfred W. Johnson Address 585 Church St.

Owner's Authorized Agent to be Owner's Authorized Architect, Engineer or General Contractor.

OFFICIAL COPY

DEPARTMENT OF BUILDING INSPECTION

Approved
Zone Com
CLC Setback

9/24/54
Hendricks
Department of City Planning

Approved

Fire Engler 9/30/54
Bureau of Fire Prevention & Public Safety

Approved:

Structural Engineer, Bureau of Building Inspection

Approved:

Department of Public Health

Approved:

Electrical Inspector

Approved:

Art Commission

Approved:

Boiler Inspector

Approved:

Bureau of Engineering

REFER TO:

- Bureau of Engineering ☐
- BBI Struct. Engineer ☐
- Boiler Inspector ☐
- Art Commission ☐
- Dept. of Public Health ☐

Approved 9-29 1954

W. C. Hume
Building Inspector, Bureau of Building Inspection

I agree to comply with all conditions or stipulations of the various Bureaus or Departments noted hereon.

Owner's Authorized Agent

BLDG. FORM 3

No. 16898

APPLICATION OF

Owner

FOR PERMIT TO MAKE ADDITIONS, ALTERATIONS or REPAIRS TO BUILDING

Location 450 - O'Farrell St.
Church Christ Scientist

Total Cost $ 2500.00

Filed Sept. 27. 1954.

Approved:

Superintendent Bureau of Building Inspection

Permit No. [illegible]

Issued 10/1/[illegible] 195[illegible]

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DEPARTMENT OF BUILDING INSPECTION

CENTRAL PERMIT BUREAU P455

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RECEIVED

CITY AND COUNTY OF SAN FRANCISCO

DEPARTMENT OF PUBLIC WORKS — CENTRAL PERMIT BUREAU

BLDG. FORM **3**

APPLICATION FOR BUILDING PERMIT
ADDITIONS, ALTERATIONS OR REPAIRS

_____ 19__

Application is hereby made to the Department of Public Works of San Francisco for permission to build in accordance with the plans and specifications submitted herewith and according to the description and for the purpose hereinafter set forth:

(1) Location 450 - O'Farrell St.

(2) Total Cost $ 2500.00 (3) No. of stories One (4) Basement No (Yes or No)

(5) Present use of building Church. (6) No. of families X

(7) Proposed use of building " (8) No. of families X

(9) Type of construction 1B (1, 2, 3, 4, or 5) (10) Building Code Occupancy Classification ##/V

(11) Any other building on lot No. (Yes or No) (Must be shown on plot plan if answer is Yes.)

(12) Does this alteration create an additional floor of occupancy No (Yes or No)

(13) Does this alteration create an additional story to the building No (Yes or No)

(14) Electrical work to be performed No (Yes or No) Plumbing work to be performed No (Yes or No)

(15) Ground floor area of building _____ sq. ft. (16) Height of building _____ ft.

(17) Describe Work to be done (in addition to reference to drawings & specifications)

Remove loose cement plastering and replace on 3 Street fronts.

Erect steel scaffolding on O'Farrell St & alley.

(18) No portion of building or structure or scaffolding used during construction, to be closer than 6'0" to any wire containing more than 750 volts. See Sec. 385, California Penal Code.

(19) Supervision of construction by Lemmel Bosch Address 666 - Mission St.

(20) General contractor None. California License No. 3630.

Address _____

(21) Architect Alfred W. Johnson. California Certificate No. _____

Address 165 - Jessie St. S.F.

(22) Engineer None California Certificate No. _____

Address _____

(23) I hereby certify and agree that if a permit is issued for the construction described in this application, all the provisions of the permit and all laws and ordinances applicable thereto will be complied with. I further agree to save San Francisco and its officials and employees harmless from all costs and damages which may accrue from use or occupancy of the sidewalk, street or subsidewalk space or from anything else in connection with the work included in the permit. The foregoing covenant shall be binding upon the owner of said property, the applicant, their heirs, successors and assignees.

(24) Owner Fifth Church Christ Scientist (Phone _____) (For Contact by Bureau)

Address 450 - O'Farrell St.

By Lemmel Bosch. Address 666 - Mission St.

Owner's Authorized Agent to be Owner's Authorized Architect, Engineer or General Contractor.

OFFICIAL COPY

DEPARTMENT OF BUILDING INSPECTION

Approved:

Zone Comm

CPC Setbacks

[illegible]

[illegible]

Department of City Planning

Approved:

J Comisky 7-9-58

Bureau of Fire Prevention & Public Safety

Approved:

Structural Engineer, Bureau Building Inspection

Approved:

Bureau of Engineering

Approved:

Department of Public Health

Approved:

Department of Electricity

Approved:

Art Commission

Approved:

Boiler Inspector

Workman's Compensation Insurance Policy or Certificate filed with Central Permit Bureau . . . . . ☐

No Workman's Compensation Insurance Policy or Certificate on file for reason of exclusion checked:

(a) No one to be employed . . . . . ☐

(b) Casual labor only to employed . ☐

(c) Services or labor to be performed in return for aid or sustenance only, received from any religious, charitable or relief organization . . . ☐

REFER TO:

Bureau of Engineering . . . . . ☐
BBI Struct. Engineer . . . . . ☐
Boiler Inspector . . . . . ☐
Art Commission . . . . . ☐
Dept. of Public Health . . . . . ☐
. . . . . ☐

Approved 7-7 1958

W. C. Hume

Building Inspector, Bureau of Building Inspection

I agree to comply with all conditions or stipulations of the various Bureaus or Departments noted hereon.

Paul Brouillard

Owner's Authorized Agent

BLDG. FORM

3

No. 212417

APPLICATION OF

Fifth Church of Christ Owner

FOR PERMIT TO MAKE

ADDITIONS, ALTERATIONS or REPAIRS

TO BUILDING

Location 450 O. Farrell St

Total Cost $ 850.00

Filed July 3 JUL 3 1958 1958

Approved:

[illegible]

Superintendent, Bureau of Building Inspection

Permit No. 190145

Issued JUL 11 1958 19

OFFICIAL COPY

SAN FRANCISCO
DEPARTMENT OF BUILDING INSPECTION

CENTRAL PERMIT BUREAU F-635

Write in Ink—File Two Copies

CITY AND COUNTY OF SAN FRANCISCO

DEPARTMENT OF PUBLIC WORKS

BLDG. FORM 3

APPLICATION FOR BUILDING PERMIT
ADDITIONS, ALTERATIONS OR REPAIRS

RECEIVED
DEPT. OF PUBLIC WORKS
1958 JUL 1 PM 12:25
BUILDING INSPECTION

CENTRAL PERMIT BUREAU

July 3 1958

Application is hereby made to the Department of Public Works of San Francisco for permission to build in accordance with the plans and specifications submitted herewith and according to the description and for the purpose hereinafter set forth:

(1) Location 450 O'Farrell St. San Francisco

(2) Total Cost $ 850.00 (3) No. of stories 1 (4) Basement Yes (Yes or No)

(5) Present use of building Church (6) No. of families

(7) Proposed use of building same (8) No. of families

(9) Type of construction A1 (1, 2, 3, 4, or 5) (10) 12-V (Building Code Occupancy Classification)

(11) Any other building on lot no (Yes or No) (Must be shown on plot plan if answer is Yes.)

(12) Does this alteration create an additional floor of occupancy no (Yes or No)

(13) Does this alteration create an additional story to the building no (Yes or No)

(14) Electrical work to be performed none (Yes or No) Plumbing work to be performed none (Yes or No)

(15) Ground floor area of building 5000 sq. ft. (16) Height of building 25 ft.

(17) Detailed description of work to be done Installing a non-bearing partition in the church nursery and moving two door openings about three feet

(18) No portion of building or structure or scaffolding used during construction, to be closer than 6'0" to any wire containing more than 750 volts. See Sec. 385, California Penal Code.

(19) Supervision of construction by Jno Allen Montgomery Address 539 Washington St.

(20) General contractor Paul Brouillard California License No. 152553

Address 8 Arlington Dr So. S.F.

(21) Architect Allen Montgomery California Certificate No.

Address 539 Washington St. S.F.

(22) Engineer California Certificate No.

Address

(23) I hereby certify and agree that if a permit is issued for the construction described in this application, all the provisions of the permit and all laws and ordinances applicable thereto will be complied with. I further agree to save San Francisco and its officials and employees harmless from all costs and damages which may accrue from use or occupancy of the sidewalk, street or subsidewalk space or from anything else in connection with the work included in the permit. The foregoing covenant shall be binding upon the owner of said property, the applicant, their heirs, successors and assignees.

(24) Owner ~~Paul Brouillard~~ First Church of Christ (Phone PL 5-8128) (For Contact by Bureau)

Address 8 Arlington Dr So. S.F.

By Paul Brouillard Address

Owner's Authorized Agent to be Owner's Authorized Architect, Engineer or General Contractor.

PERMIT OF OCCUPANCY MUST BE OBTAINED ON COMPLETION OF HOTEL OR APARTMENT HOUSE PURSUANT TO SEC. 808 SAN FRANCISCO BUILDING CODE.

OFFICIAL COPY

SAN FRANCISCO
DEPARTMENT OF
BUILDING INSPECTION

Approved:
Zone C-3
CPC Setbacks —

JUN 24 1968 L. Johnson
Department of City Planning

Approved:

Bureau of Fire Prevention & Public Safety

Approved:

Civil Engineer, Bureau of Building Inspection

Approved: A SEPARATE PERMIT IS REQUIRED FOR DRIVEWAYS AND STREET SPACE

ALL ENCROACHMENTS IN THE OFFICIAL STREET OR SIDEWALK AREAS MUST BE GRANTED IN WRITING BY THE DIRECTOR OF PUBLIC WORKS OR BY RESOLUTION OF THE BOARD OF SUPERVISORS. ALL ENTRANCES, BOTH PEDESTRIAN AND VEHICULAR, SHALL MEET THE SIDEWALK GRADE. ALL RAMPING SHALL BE INSIDE OF PROPERTY.

6/28/68 R. Hoene

Approved:

Department of Public Health

Approved:

Department of Electricity

Approved:

Art Commission

Approved:

Boiler Inspector

Approved:

Redevelopment Agency

Approved:

Parking Authority

No portion of building or structure or scaffolding used during construction to be closer than 6'0" to any wire containing more than 750 volts. See Sec. 385 California Penal Code.

A separate permit is required for construction, repair, and/or replacement of all sidewalk over 10 square feet. For further information telephone 558-4391.

REFER TO:

Bureau of Engineering	☑
BBI Struct. Engineer	☐
Boiler Inspector	☐
Art Commission	☐
Dept. of Public Health	☐
Dept. of Electricity	☐
Redevelopment Agency	☐
Parking Authority	☐

Approved 6/20 1968

Provided the following conditions are complied with:

For maintenance only.

E. Sullivan
Building Inspector, Bureau of Building Inspection

I agree to comply with all conditions or stipulations of the various Bureaus or Departments noted hereon.

Jim Lowrie
Owner or Owner's Authorized Agent

BLDG. FORM 3 APPLICATION OF

No. 358380

5th CHURCH OF CHRIST Lessee Owner

FOR PERMIT TO MAKE ADDITIONS, ALTERATION or REPAIRS TO BUILDING

Location REAR OF 450 O'FARRELL ST ON SHANNON ST

Total Cost $ 1575

Filed JUN 18 1968 19

APPROVED:

APPROVED
Dept. Public Works
JUL 3 1968
Alfred Goldberg
SUPERINTENDENT
BUREAU BUILDING INSPECTION

Superintendent, Bureau of Building Inspection

Permit No. 7974 3/1680

Issued JUL 3 1968 19

City Plan.

OFFICIAL COPY

SAN [illegible]

DEPARTMENT OF BUILDING INSPECTION

CENTRAL PERMIT BUREAU F435

Write in Ink—File Two Copies

CITY AND COUNTY OF SAN FRANCISCO

DEPARTMENT OF PUBLIC WORKS
BLDG. FORM 3

CENTRAL PERMIT BUREAU

APPLICATION FOR BUILDING PERMIT
ADDITIONS, ALTERATIONS OR REPAIRS

JUNE 18, 1962

Application is hereby made to the Department of Public Works of San Francisco for permission to build in accordance with the plans and specifications submitted herewith and according to the description and for the purpose hereinafter set forth:

(1) Location REAR OF 450 O'FARRELL ST - ON SHANNON ST

(2) Total Cost ($) 1,575 (3) No. of Stories 1 (4) Basement or Cellar NO (yes or no)

(5) Present Use of building [blank] (6) No. of families [blank]

(7) Proposed Use of building PAVE PARKING LOT (8) No. of families [blank]

(9) Type of construction [blank] (1, 2, 3, 4, or 5) (10) [blank] Proposed Building Code Classification

(11) Any other building on lot NO (yes or no) (must be shown on plot plan if answer is yes.)

(12) Does this alteration create an additional story to the building? NO (yes or no)

(13) Does this alteration create a horizontal extension to the building? NO (yes or no)

(14) Does this alteration constitute a change of occupancy NO (yes or no)

(15) Electrical work to be performed NO (yes or no) (16) Plumbing work to be performed YES (yes or no)

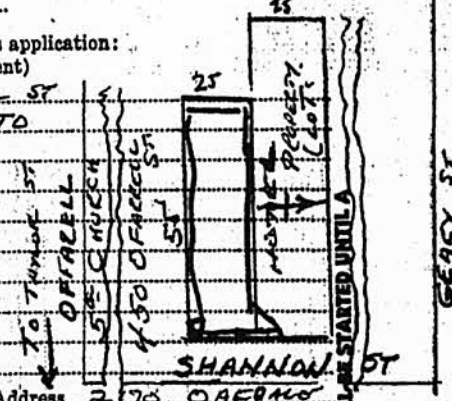
(17) Automobile runway to be altered or installed NO (yes or no)

(18) Sidewalk over sub-sidewalk space to be repaired or altered NO (yes or no)

(19) Will street space be used during construction? NO (yes or no)

(20) Write in description of all work to be performed under this application:
(Reference to plans is not sufficient)

PARKING AREA TO 450 O'FARRELL ST (FRONTING ON SHANNON ST 125 x 55) TO BE IMPROVED BY INSTALLING A CATCHBASIN AND PAVING THE AREA WITH ASPHALTIC CONCRETE.



(21) Supervision of construction by LOWRIE PAVING CO Address 2170 OAKDALE

(22) General Contractor LOWRIE PAVING CO California License No. 32858
Address 2170 OAKDALE AVE.

(23) Architect or Engineer (for design) California Certificate No.
Address

(24) Architect or Engineer (for construction) California Certificate No.
Address

(25) I hereby certify and agree that if a permit is issued for the construction described in this application, all the provisions of the permit and all laws and ordinances applicable thereto will be complied with. I further agree to save San Francisco and its officials and employees harmless from all costs and damages which may accrue from use or occupancy of the sidewalk, street or subsidewalk space or from anything else in connection with the work included in the permit. The foregoing covenant shall be binding upon the owner of said property, the applicant, their heirs, successors and assignees.

(26) Owner 5TH CHURCH OF CHRIST MCKERSK (Phone 474-2747)
For contract by Bureau
Address 450 O'FARRELL ST

By LOWRIE PAVING CO (AGENT) Address 2170 OAKDALE AVE
Owner's Authorized Agent to be Owner's Authorized Architect, Engineer or General Contractor.

CERTIFICATE OF FINAL COMPLETION AND/OR PERMIT OF OCCUPANCY MUST BE OBTAINED ON COMPLETION OF WORK OR ALTERATION INVOLVING AN ENLARGEMENT OF THE BUILDING OR A CHANGE OF OCCUPANCY PURSUANT TO SEC. 808 AND 809, SAN FRANCISCO BUILDING CODE, BEFORE BUILDING IS OCCUPIED.

Pursuant to Sec. 804, San Francisco Building Code, the building permit shall be posted on job. Owner is responsible for approved plans and application being kept at building site.

APPROVAL OF THIS APPLICATION DOES NOT CONSTITUTE AN APPROVAL FOR THE ELECTRICAL WIRING OR PLUMBING INSTALLATIONS. A SEPARATE PERMIT FOR THE WIRING AND PLUMBING MUST BE OBTAINED.

THIS IS NOT A BUILDING PERMIT. NO WORK SHALL BE STARTED UNTIL A BUILDING PERMIT IS ISSUED.

OFFICIAL COPY

SAN FRANCISCO
DEPARTMENT OF
BUILDING INSPECTION

Approved:

Zone .....

CPC Setbacks .....

Not reviewed by the Department of City Planning. Issuance of the requested permit constitutes no indication that use of this

.....

Department of City Planning

Approved: PROVIDE SPRINKLER ~~[illegible]~~ HEAD AT CEILING ABOVE UNLOADING AREA. SEC - 65.01 & 65.03 TITLE 19 CALIF. ADM. CODE.

R. [illegible] 8/1/68

Bureau of Fire Prevention & Public Safety

Approved:

.....

Civil Engineer, Bureau of Building Inspection

Approved:

.....

Bureau of Engineering

Approved:

.....

Department of Public Health

Approved:

.....

Department of Electricity

Approved:

.....

Art Commission

Approved:

.....

Boiler Inspector

Approved:

.....

Redevelopment Agency

Approved:

.....

Parking Authority

No portion of building or structure or scaffolding used during construction to be closer than 6'0" to any wire containing more than 750 volts. See Sec. 385 California Penal Code.

REFER TO:

Bureau Fire Prev. ☑

Bureau of Engineering . . . . . ☐

BBI Struct. Engineer . . . . . ☐

Boiler Inspector . . . . . ☐

Art Commission . . . . . ☐

Dept. of Public Health . . . . . ☐

Dept. of Electricity . . . . . ☐

Redevelopment Agency . . . . . ☐

Parking Authority . . . . . ☐

Approved July 29, 1968

Provided the following conditions are complied with;

No structural changes.

[illegible]

.....

Building Inspector, Bureau of Building Inspection

I agree to comply with all conditions or stipulations of the various Bureaus or Departments noted hereon.

[illegible]

Owner or Owner's Authorized Agent

BLDG. FORM No. 359778

3 APPLICATION OF

(Mr. Fred Darley)

5th Church of Christ Owner

FOR PERMIT TO MAKE ADDITIONS, ALTERATION or REPAIRS TO BUILDING

Location 450 O'Farrell St.

Total Cost $ 3,000.00

JUL 25 1968

Filed July 25, 1968

APPROVED:

APPROVED
Dept. Public Works
AUG 13 1968

Alfred Goldberg

Superintendent, Bureau of Building Inspection

Permit No. 30157 323164

Issued AUG 13 1968 19

Bur Fire Prev.

OFFICIAL COPY

SAN FRANCISCO
DEPARTMENT OF BUILDING INSPECTION

CENTRAL PERMIT BUREAU F435

Write in Ink—File Two Copies

CITY AND COUNTY OF SAN FRANCISCO

DEPARTMENT OF PUBLIC WORKS
BLDG. FORM 3

CENTRAL PERMIT BUREAU

APPLICATION FOR BUILDING PERMIT
ADDITIONS, ALTERATIONS OR REPAIRS

July 25, 1968

Application is hereby made to the Department of Public Works of San Francisco for permission to build in accordance with the plans and specifications submitted herewith and according to the description and for the purpose hereinafter set forth:

(1) Location 450 O'Farrell Street

(2) Total Cost ($) 3,000.00 (3) No. of Stories 2 (4) Basement or Cellar yes (yes or no)

(5) Present Use of building: Church (6) No. of families

(7) Proposed Use of building Same (8) No. of families

(9) Type of construction 1 (1, 2, 3, 4, or 5) (10) 12 (Proposed Building Code Classification)

(11) Any other building on lot no (yes or no) (must be shown on plot plan if answer is yes.)

(12) Does this alteration create an additional story to the building? no (yes or no)

(13) Does this alteration create a horizontal extension to the building? no (yes or no)

(14) Does this alteration constitute a change of occupancy no (yes or no)

(15) Electrical work to be performed yes (yes or no) (16) Plumbing work to be performed no (yes or no)

(17) Automobile runway to be altered or installed no (yes or no)

(18) Sidewalk over sub-sidewalk space to be repaired or altered no (yes or no)

(19) Will street space be used during construction? no (yes or no)

(20) Write in description of all work to be performed under this application:
(Reference to plans is not sufficient)

Install bundle chute from side entry wall, street level to basement mail room, S.W. corner of bldg.
Remove existing non bearing plaster partitions at basement.
Install T-bar incombustible suspended ceiling over new mail room area.

(21) Supervision of construction by Peter D. Scatena Address 1265-69 Shafter Ave.

(22) General Contractor Peter D. Scatena, Inc. California License No. 203453
Address 1265-69 Shafter Avenue

(23) Architect or Engineer (for design) California Certificate No.
Address

(24) Architect or Engineer (for construction) California Certificate No.
Address

(25) I hereby certify and agree that if a permit is issued for the construction described in this application, all the provisions of the permit and all laws and ordinances applicable thereto will be complied with. I further agree to save San Francisco and its officials and employees harmless from all costs and damages which may accrue from use or occupancy of the sidewalk, street or subsidewalk space or from anything else in connection with the work included in the permit. The foregoing covenant shall be binding upon the owner of said property, the applicant, their heirs, successors and assignees.

(26) Owner 5th Church of Christ RE: Fred Darley (Phone 474-2747 / 822-4774 For contract by Bureau)

Address 450 O'Farrell Street

By P.D. Scatena Address 1265-69 Shafter Avenue
Owner's Authorized Agent to be Owner's Authorized Architect, Engineer or General Contractor.

CERTIFICATE OF FINAL COMPLETION AND/OR PERMIT OF OCCUPANCY MUST BE OBTAINED ON COMPLETION OF WORK OR ALTERATION INVOLVING AN ENLARGEMENT OF THE BUILDING OR A CHANGE OF OCCUPANCY PURSUANT TO SEC. 808 AND 809, SAN FRANCISCO BUILDING CODE, BEFORE BUILDING IS OCCUPIED.

Pursuant to Sec. 304, San Francisco Building Code, the building permit shall be posted on job. Owner is responsible for approved plans and application being kept at building site.

APPROVAL OF THIS APPLICATION DOES NOT CONSTITUTE AN APPROVAL FOR THE ELECTRICAL WIRING OR PLUMBING INSTALLATIONS. A SEPARATE PERMIT FOR THE WIRING AND PLUMBING MUST BE OBTAINED.

THIS IS NOT A BUILDING PERMIT. NO WORK SHALL BE STARTED UNTIL A BUILDING PERMIT IS ISSUED.

OFFICIAL COPY

SAN FRANCISCO
DEPARTMENT OF
BUILDING INSPECTION

Approved:

Zone .....

CPC Setbacks .....

Not reviewed by the Department of City Planning. Issuance of the requested permit constitutes no indication that use of this property does or does not conform to the City Planning Code.

Department of City Planning

Approved:

W Engler 12/15/69

Bureau of Fire Prevention & Public Safety

Approved:

Civil Engineer, Bureau of Building Inspection

Approved:

Bureau of Engineering

Approved:

Department of Public Health

Approved:

Department of Electricity

Approved:

Art Commission

Approved:

Boiler Inspector

Approved:

Redevelopment Agency

Approved:

Parking Authority

No portion of building or structure or scaffolding used during construction to be closer than 6'0" to any wire containing more than 750 volts. See Sec. 385 California Penal Code.

REFER TO:

For Prev. Bur. ☑
Bureau of Engineering ☐
BBI Struct. Engineer ☐
Boiler Inspector ☐
Art Commission ☐
Dept. of Public Health ☐
Dept. of Electricity ☐
Redevelopment Agency ☐
Parking Authority ☐

Approved 18/11 1969

Provided the following conditions are complied with:

For maintenance only.
All new work: min one Hour fire rated construction, — or noncombustible.

The approval of this application and issuance of permit applies to specified work only and does not constitute an approval of the building.

Building Inspector, Bureau of Building Inspection

I agree to comply with all conditions or stipulations of the various Bureaus or Departments noted hereon.

R S Scatena

Owner or Owner's Authorized Agent

BLDG. FORM 3 No. 378131

APPLICATION OF

5th Church of Christ Owner

~~FOR PERMIT TO MAKE~~
ADDITIONS, ALTERATION or REPAIRS
TO BUILDING

OFFICE COPY

Location 450 O'Farrell St.

Total Cost $ 1,500.00

DEC 10 1969

Filed December 10, 1969

APPROVED:

APPROVED
Dept. Public Works
DEC 31 1969
Alfred Goldberg
SUPERINTENDENT
BUREAU BUILDING INSPECTION

Superintendent, Bureau of Building Inspection

Permit No. 43530 379603

DEC 31 1969

Issued ..... 19....

F.P.

Bur. Fire Prevention

OFFICIAL COPY

SAN FRANCISCO
DEPARTMENT OF
BUILDING INSPECTION

CENTRAL PERMIT BUREAU F435
5044 6-68

Write in Ink—File Two Copies

CITY AND COUNTY OF SAN FRANCISCO

DEPARTMENT OF PUBLIC WORKS
BLDG. FORM

CENTRAL PERMIT BUREAU

3

APPLICATION FOR BUILDING PERMIT
ADDITIONS, ALTERATIONS OR REPAIRS

December 10, 1969

Application is hereby made to the Department of Public Works of San Francisco for permission to build in accordance with the plans and specifications submitted herewith and according to the description and for the purpose hereinafter set forth:

(1) Location 450 O'Farrell Street

(2) Total Cost ($) 1500.00 (3) No. of Stories 2 (4) Basement or Cellar yes (yes or no)

(5) Present Use of building Church (6) No. of families

(7) Proposed Use of building Same (8) No. of families

(9) Type of construction 1 (1, 2, 3, 4, or 5) (10) B (Proposed Building Code Classification)

(11) Any other building on lot no (yes or no) (must be shown on plot plan if answer is yes.)

(12) Does this alteration create an additional story to the building? no (yes or no)

(13) Does this alteration create a horizontal extension to the building? no (yes or no)

(14) Does this alteration constitute a change of occupancy no (yes or no)

(15) Electrical work to be performed yes (yes or no) (16) Plumbing work to be performed no (yes or no)

(17) Automobile runway to be altered or installed no (yes or no)

(18) Sidewalk over sub-sidewalk space to be repaired or altered no (yes or no)

(19) Will street space be used during construction? no (yes or no)

(20) Write in description of all work to be performed under this application:
(Reference to plans is not sufficient)

Alter Ladies Lounge in basement. (No Structural Changes)
Install 2 False Planter Boxes on walls. Install Luminous
suspended ceiling at recessed ceiling area Ladies Lounge.
New floor tile at toilet rooms.

(21) Supervision of construction by Peter D. Scatena Address 1265-69 Shafter Ave

(22) General Contractor Peter D. Scatena, Inc. California License No. 203453
Address 1265-69 Shafter Avenue, San Francisco, California 94124

(23) Architect or Engineer (for design) California Certificate No.
Address

(24) Architect or Engineer (for construction) California Certificate No.
Address

(25) I hereby certify and agree that if a permit is issued for the construction described in this application, all the provisions of the permit and all laws and ordinances applicable thereto will be complied with. I further agree to save San Francisco and its officials and employees harmless from all costs and damages which may accrue from use or occupancy of the sidewalk, street or subsidewalk space or from anything else in connection with the work included in the permit. The foregoing covenant shall be binding upon the owner of said property, the applicant, their heirs, successors and assignees.

(26) Owner 5th Church of Christ, Scientist (Mr. Allan) (Phone 474-2747 / 822-4774) For contract by Bureau

Address 450 O'Farrell Street

By P. D. Scatena Address 1265-69 Shafter Ave.
Owner's Authorized Agent to be Owner's Authorized Architect, Engineer or General Contractor.

CERTIFICATE OF FINAL COMPLETION AND/OR PERMIT OF OCCUPANCY MUST BE OBTAINED ON COMPLETION OF WORK OR ALTERATION INVOLVING AN ENLARGEMENT OF THE BUILDING OR A CHANGE OF OCCUPANCY PURSUANT TO SEC. 808 AND 809, SAN FRANCISCO CODE, BEFORE BUILDING IS OCCUPIED.

Pursuant to Sec. 304, San Francisco Building Code, the building permit shall be posted on job. Owner is responsible for approved plans and application being kept at building site.

APPROVAL OF THIS APPLICATION DOES NOT CONSTITUTE AN APPROVAL FOR THE ELECTRICAL WIRING OR PLUMBING INSTALLATIONS. A SEPARATE PERMIT FOR THE WIRING AND PLUMBING MUST BE OBTAINED.

THIS IS NOT A BUILDING PERMIT. NO WORK SHALL BE STARTED UNTIL A BUILDING PERMIT IS ISSUED.

OFFICIAL COPY

SAN FRANCISCO
DEPARTMENT OF BUILDING INSPECTION

FOR DEPARTMENTAL USE ONLY

APPROVED FOR ISSUANCE:

APPROVED Dept. Public Works JAN 7 1975

Alfred Goldberg SUPERINTENDENT BUREAU OF BUILDING INSPECTION

CITY AND COUNTY OF SAN FRANCISCO
DEPARTMENT OF PUBLIC WORKS
APPLICATION FOR BUILDING PERMIT
ADDITIONS, ALTERATIONS OR REPAIRS

VOID BLDG 3

APPLICATION IS HEREBY MADE TO THE DEPARTMENT OF PUBLIC WORKS OF SAN FRANCISCO FOR PERMISSION TO BUILD IN ACCORDANCE WITH THE PLANS AND SPECIFICATIONS SUBMITTED HEREWITH AND ACCORDING TO THE DESCRIPTION AND FOR THE PURPOSE HEREINAFTER SET FORTH:

OFFICE COPY

DATE FILED	FILING FEE RECEIPT NO.
[illegible]	9:35
PERMIT NO.	ISSUED
395774	JAN 7 1975

(1) STREET ADDRESS OF JOB: 950 O'Farrell Street

(3) ESTIMATED COST OF JOB: $ 1,000.00

DESCRIPTION OF EXISTING BUILDING

(4A) TYPE OF CONSTR. 1-hr ☐ N ☐ 1 ☐ 2 ☐ 3 ☒ 4 ☐ 5 ☐	(5A) NUMBER OF STORIES OF OCCUPANCY: 1	(6A) NUMBER OF BASEMENTS AND CELLARS: 0	(7A) PRESENT USE: Church	(8A) BLDG. CODE OCCUP. CLASS: B-3	(9A) NO. OF DWG. UNITS 0

DESCRIPTION OF BUILDING AFTER PROPOSED ALTERATION

(4) TYPE OF CONSTR. 1-hr ☐ N ☐ 1 ☐ 2 ☐ 3 ☒ 4 ☐ 5 ☐	(5) NUMBER OF STORIES OF OCCUPANCY: 1	(6) NUMBER OF BASEMENTS AND CELLARS: 0	(7) PROPOSED USE: Church	(8) BLDG. CODE OCCUP. CLASS: B-3	(9) NO. OF DWG. UNITS 0

(10A) DOES THIS ALTERATION CREATE ADDITIONAL STORY TO BUILDING? YES ☐ NO ☒	(10) IF YES, STATE NEW HEIGHT AT CENTER LINE OF FRONT: FT.	(11A) DOES THIS ALTERATION CREATE A HORIZONTAL EXTENSION TO BUILDING? YES ☐ NO ☒	(11) IF YES, STATE NEW GROUND FLOOR AREA: SQ. FT.		
(14) WILL SIDEWALK OVER SUB-SIDEWALK SPACE BE REPAIRED OR ALTERED? YES ☐ NO ☒	(15) WILL BUILDING EXTEND BEYOND PROPERTY LINE? YES ☐ NO ☒	(34) IS AUTO RUNWAY TO BE CONSTRUCTED OR ALTERED? YES ☐ NO ☒	(17) WILL STREET SPACE BE USED DURING CONSTRUCTION? YES ☐ NO ☒		
(19) ANY OTHER EXISTING BLDG. ON LOT? (IF YES, SHOW ON PLOT PLAN) YES ☐ NO ☒	(20) DOES THIS ALTERATION CONSTITUTE A CHANGE OF OCCUPANCY? YES ☐ NO ☒	(21) ELECTRICAL WORK TO BE PERFORMED? YES ☐ NO ☒	(22) PLUMBING WORK TO BE PERFORMED? YES ☐ NO ☒		

(23) GENERAL CONTRACTOR: Ira W. Cobura, Inc — ADDRESS: 2440 Malvina St S.F. — CALIF. LICENSE NO. 184129

(24) ARCHITECT OR ENGINEER (FOR DESIGN): Eagle & Eagle — ADDRESS: 1539 4th Street San Rafael — CALIF. CERTIFICATE NO. 5417

(25) ARCHITECT OR ENGINEER (FOR CONSTRUCTION) — ADDRESS — CALIF. CERTIFICATE NO.

(26) CONSTRUCTION LENDER (ENTER NAME AND BRANCH DESIGNATION IF ANY. IF THERE IS NO KNOWN CONSTRUCTION LENDER, ENTER "UNKNOWN"). — ADDRESS

(27) OWNER — LESSEE (CROSS OUT ONE): U.S. Govt — ADDRESS — PHONE (FOR CONTACT BY BUREAU)

(28) WRITE IN DESCRIPTION OF ALL WORK TO BE PERFORMED UNDER THIS APPLICATION (REFERENCE TO PLANS IS NOT SUFFICIENT):

S.F. Council of Christ Scientist 950 O'Farrell St. #78-2747

Cut access opening 28" x 50" in floor at access left and install 1½ hr W.L. labled access door per attached drawing

IMPORTANT NOTICES

No change shall be made in the character of the occupancy or use without first obtaining a Building Permit authorizing such change. See Sec. 103, 104.8, 104.8.1, 104.C, 502, 502.1, San Francisco Building Code and Sec. 104, San Francisco Housing Code.

No portion of building or structure or scaffolding used during construction, to be closer than 6'0" to any wire containing more than 750 volts. See Sec. 385, California Penal Code.

Pursuant to Sec. 302.A.8, San Francisco Building Code, the building permit shall be posted on the job. The owner is responsible for approved plans and application being kept at building site.

Grade lines as shown on drawings accompanying this application are assumed to be correct. If actual grade lines are not the same as shown revised drawings showing correct grade lines, cuts and fills together with complete details of retaining walls and wall footings required must be submitted to this bureau for approval.

ANY STIPULATION REQUIRED HEREIN OR BY CODE MAY BE APPEALED.

BUILDING NOT TO BE OCCUPIED UNTIL CERTIFICATE OF FINAL COMPLETION IS POSTED ON THE BUILDING OR PERMIT OF OCCUPANCY GRANTED, WHEN REQUIRED. APPROVAL OF THIS APPLICATION DOES NOT CONSTITUTE AN APPROVAL FOR THE ELECTRICAL WIRING OR PLUMBING INSTALLATIONS. A SEPARATE PERMIT FOR THE WIRING AND PLUMBING MUST BE OBTAINED. SEPARATE PERMITS ARE REQUIRED IF ANSWER IS "YES" TO ANY OF ABOVE QUESTIONS (15) (16) (17) (20) (21) or (22).

THIS IS NOT A BUILDING PERMIT. NO WORK SHALL BE STARTED UNTIL A BUILDING PERMIT IS ISSUED.

In dwellings all insulating materials must have a clearance of not less than two inches from all electrical wires or equipment.

APPLICANT'S CERTIFICATION

I HEREBY CERTIFY AND AGREE THAT IF A PERMIT IS ISSUED FOR THE CONSTRUCTION DESCRIBED IN THIS APPLICATION, ALL THE PROVISIONS OF THE PERMIT AND ALL LAWS AND ORDINANCES THERETO WILL BE COMPLIED WITH.

I CERTIFY THAT IN THE PERFORMANCE OF THE ABOVE WORK I SHALL NOT EMPLOY ANY PERSON IN VIOLATION OF THE LABOR CODE OF CALIFORNIA RELATING TO WORKMEN'S COMPENSATION INSURANCE.

I FURTHER AGREE TO SAVE SAN FRANCISCO AND ITS OFFICIALS AND EMPLOYEES HARMLESS FROM ALL COSTS AND DAMAGES WHICH MAY ACCRUE FROM USE OR OCCUPANCY OF THE SIDEWALK, STREET OR SUB-SIDEWALK SPACE OR FROM ANYTHING ELSE IN CONNECTION WITH THE WORK INCLUDED IN THE PERMIT. THE FOREGOING COVENANT SHALL BE BINDING UPON THE OWNER OF SAID PROPERTY, THE APPLICANT, THEIR HEIRS, SUCCESSORS AND ASSIGNEES.

SIGNATURE OF OWNER OR AUTHORIZED AGENT

CHECK APPROPRIATE BOX:

☐ OWNER ☐ ARCHITECT ☐ ENGINEER
☐ LESSEE ☐ AGENT WITH POWER OF ATTORNEY
☑ CONTRACTOR ☐ ATTORNEY IN FACT

OFFICIAL COPY

SAN FRANCISCO
DEPARTMENT OF BUILDING INSPECTION

CONDITIONS AND STIPULATIONS

APPROVED:

12-18-74 [signature]
BUILDING INSPECTOR, BUR. OF BLDG. INSP.

DATE:
REASON:
NOTIFIED MR.

☐ APPROVED:

[illegible] reviewed by the Department of City Planning [illegible] permit [illegible]

DEPARTMENT OF CITY PLANNING

DATE:
REASON:
NOTIFIED MR.

☑ APPROVED:

PLEASE NOTIFY SFFD
AT START OF WORK
CONTACT FIRE INSPECTOR – Hallberg
(415) 861-8000 EXT: 393

C. Healy
BUREAU OF FIRE PREVENTION & PUBLIC SAFETY

DATE:
REASON:
NOTIFIED MR.

☑ APPROVED:

[signature]
CIVIL ENGINEER, BUR. OF BLDG. INSPECTION

DATE:
REASON:
NOTIFIED MR.

☐ APPROVED:

BUREAU OF ENGINEERING

DATE:
REASON:
NOTIFIED MR.

☐ APPROVED:

DEPARTMENT OF PUBLIC HEALTH

DATE:
REASON:
NOTIFIED MR.

☐ APPROVED:

REDEVELOPMENT AGENCY

DATE:
REASON:
NOTIFIED MR.

☐ APPROVED:

DATE:
REASON:
NOTIFIED MR.

☐ APPROVED:

DATE:
REASON:
NOTIFIED MR.

HOLD SECTION – NOTE DATES AND NAMES OF ALL PERSONS NOTIFIED DURING PROCESSING.

I AGREE TO COMPLY WITH ALL CONDITIONS OR STIPULATIONS OF THE VARIOUS BUREAUS OR DEPARTMENTS NOTED ON THIS APPLICATION, AND ATTACHED STATEMENTS OF CONDITIONS OR STIPULATIONS, WHICH ARE HEREBY MADE A PART OF THIS APPLICATION.
NUMBER OF ATTACHMENTS ☐

[signature]
SIGNATURE OF OWNER, LESSEE OR AUTHORIZED AGENT FOR OWNER OR LESSEE

OFFICIAL COPY

SAN FRANCISCO
DEPARTMENT OF
BUILDING INSPECTION

442126

BUILDING INSPECTORS JOB RECORD

DATE	
8/3/75	WORK COMMENCED Prev to
/ /	FOUNDATION FORMS INSPECTED. O.K. TO POUR
/ /	LATHING PERMISSION TAG POSTED
/ /	FLUES BY _____ NO. _____
/ /	EXTERIOR OR STRUCTURAL PLASTERING OK
/ /	ALL SPECIAL INSPECTION REPORTS RECEIVED.
/ /	FIRE ESCAPE INSTALLED PER APPROVED PLAN.
4/11/75	No entry
8/8/75	Inspection installation
/ /	of form installed 1½ hr
/ /	trap door @ one flr.
/ /	between organ loft +
/ /	main floor area
/ /	
/ /	
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/ /	
8-8-75	WORK COMPLETED. FINAL CERTIFICATE POSTED.

[signature]
BUILDING INSPECTOR

DATE	BUILDING INSPECTORS JOB RECORD
/ /	WORK COMMENCED
/ /	FOUNDATION FORMS INSPECTED. O.K. TO POUR
/ /	LATHING PERMISSION TAG POSTED
/ /	FLUES BY _____ NO. _____
/ /	EXTERIOR OR STRUCTURAL PLASTERING OK
/ /	ALL SPECIAL INSPECTION REPORTS RECEIVED.
/ /	FIRE ESCAPE INSTALLED PER APPROVED PLAN.
7/24/78	[illegible]
/ /	to pour [illegible]
/ /	[illegible]
10/24/78	Inspected - O.K. -
/ /	
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/ /	
/ /	
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/ /	
10/24/78	WORK COMPLETED. FINAL CERTIFICATE POSTED.

1806423

Geo. L. Gearey
BUILDING INSPECTOR

OFFICIAL COPY

DEPARTMENT OF BUILDING INSPECTION

FOR DEPARTMENTAL USE ONLY

JUL 14 1978

FILMED

DATE FILED: JUN 16 1978

FILING FEE RECEIPT NO.: 7643

PERMIT NO.: 434142

ISSUED: JUL 17 1978

CITY AND COUNTY OF SAN FRANCISCO
DEPARTMENT OF PUBLIC WORKS

OFFICE COPY

APPLICATION FOR BUILDING PERMIT
ADDITIONS, ALTERATIONS OR REPAIRS

FORM BLDG. 3

APPLICATION NO.: 434142

APPLICATION IS HEREBY MADE TO THE DEPARTMENT OF PUBLIC WORKS OF SAN FRANCISCO FOR PERMISSION TO BUILD IN ACCORDANCE WITH THE PLANS AND SPECIFICATIONS SUBMITTED HEREWITH AND TO THE DESCRIPTION AND FOR THE PURPOSE HEREINAFTER SET FORTH.

(1) STREET ADDRESS OF JOB: 450 O'Farrell St

(2) ESTIMATED COST OF JOB: $50.

DESCRIPTION OF EXISTING BUILDING

(4A) TYPE OF CONSTR. 1-hr ☐ N ☐ 1 ☐ 2 ☐ 3 ☒ 4 ☐ 5 ☐	(5A) NUMBER OF STORIES OF OCCUPANCY: 3	(6A) NUMBER OF BASEMENTS AND CELLARS: 1	(7A) PRESENT USE: Church	(8A) BLDG. CODE OCCUP. CLASS:	(9A) NO. OF DWELLING UNITS:

DESCRIPTION OF BUILDING AFTER PROPOSED ALTERATION

(4) TYPE OF CONSTR. 1-hr ☐ N ☐ 1 ☐ 2 ☐ 3 ☐ 4 ☐ 5 ☐	(5) NUMBER OF STORIES OF OCCUPANCY: 3	(6) NUMBER OF BASEMENTS AND CELLARS: 1	(7) PROPOSED USE: Same	(8) BLDG. CODE OCCUP. CLASS:	(9) NO. OF DWELLING UNITS:

(10A) DOES THIS ALTERATION CREATE ADDITIONAL STORY TO BUILDING? YES ☐ NO ☒	(10) IF YES, STATE NEW HEIGHT AT CENTER LINE OF FRONT: FT.	(11A) DOES THIS ALTERATION CREATE DECK OR HORIZ. EXTENSION TO BUILDING? YES ☐ NO ☒	(11) IF YES, STATE NEW GROUND FLOOR AREA: SQ. FT.		
(14) WILL SIDEWALK OVER BULKHEAD SPACE BE REPAIRED OR ALTERED? YES ☐ NO ☐	(15) WILL BUILDING EXTEND BEYOND PROPERTY LINE? YES ☐ NO ☒	(14) IS AUTO RUNWAY TO BE CONSTRUCTED OR ALTERED? YES ☐ NO ☒	(17) WILL STREET SPACE BE USED DURING CONSTRUCTION? YES ☐ NO ☐		
(19) ANY OTHER EXISTING BLDG. ON LOT? IF YES, SHOW ON PLOT PLANS YES ☐ NO ☒	(20) DOES THIS ALTERATION CONSTITUTE A CHANGE OF OCCUPANCY? YES ☐ NO ☒	(21) ELECTRICAL WORK TO BE PERFORMED? YES ☐ NO ☒	(22) PLUMBING WORK TO BE PERFORMED? YES ☐ NO ☒		

(23) GENERAL CONTRACTOR: Phoenix Simpton Co. ADDRESS: 320-6th St SF PHONE: 861-5606 CALIF. LICENSE NO.: 307G

(24) ARCHITECT OR ENGINEER (DESIGN ☐ CONSTRUCTION SP.): Engle & Engle ADDRESS: 1539-4th St SanRafael CALIF. CERTIFICATE NO.: 51361

(25) CONSTRUCTION LENDER (ENTER NAME AND BRANCH DESIGNATION IF ANY. IF THERE IS NO KNOWN CONSTRUCTION LENDER, ENTER "UNKNOWN"): Unknown ADDRESS:

(26) OWNER — LESSEE (CROSS OUT ONE): First Church of Christ, Scientist ADDRESS: 474-2747 PHONE (FOR CONTACT BY BUREAU): 474-2747

(27) WRITE IN DESCRIPTION OF ALL WORK TO BE PERFORMED UNDER THIS APPLICATION (REFERENCE TO PLANS IS NOT SUFFICIENT):

Install handicap ramp as per plans and specification by Engle & Engle

~~HOLD HARMLESS CLAUSE.~~ The Permittee(s) by acceptance of this permit, agree(s) to indemnify and hold harmless the City and County of San Francisco from and against any and all claims, demands and actions for damages resulting from operations under this permit, regardless of negligence of the City and County of San Francisco, and to assume the defense of the City and County of San Francisco against all such claims, demands and actions.

IMPORTANT NOTICES

No change shall be made in the character of the occupancy or use without first obtaining a Building Permit authorizing such change. See Sec. 103, 104.8, 104.8.1, 104.C, 502, 502.1, San Francisco Building Code and Sec. 104, San Francisco Housing Code.

No portion of building or structure or scaffolding used during construction, to be closer than 6'0" to any wire containing more than 750 volts. See Sec. 385, California Penal Code.

Pursuant to Sec. 302.A.8, San Francisco Building Code, the building permit shall be posted on the job. The owner is responsible for approved plans and application being kept at building site.

Grade lines as shown on drawings accompanying this application are assumed to be correct. If actual grade lines are not the same as shown revised drawings showing correct grade lines, cuts and fills together with complete details of retaining walls and wall footings required must be submitted to this bureau for approval.

ANY STIPULATION REQUIRED HEREIN OR BY CODE MAY BE APPEALED.

BUILDING NOT TO BE OCCUPIED UNTIL CERTIFICATE OF FINAL COMPLETION IS POSTED ON THE BUILDING OR PERMIT OF OCCUPANCY GRANTED, WHEN REQUIRED.

APPROVAL OF THIS APPLICATION DOES NOT CONSTITUTE AN APPROVAL FOR THE ELECTRICAL WIRING OR PLUMBING INSTALLATIONS. A SEPARATE PERMIT FOR THE WIRING AND PLUMBING MUST BE OBTAINED. SEPARATE PERMITS ARE REQUIRED IF ANSWER IS "YES" TO ANY OF ABOVE QUESTIONS (15) (16) (17) (20) (21) or (22).

THIS IS NOT A BUILDING PERMIT. NO WORK SHALL BE STARTED UNTIL A BUILDING PERMIT IS ISSUED.

In dwellings all insulating materials must have a clearance of not less than two inches from all electrical wires or equipment.

CHECK APPROPRIATE BOX:

☐ OWNER ☐ ARCHITECT ☐ ENGINEER
☐ LESSEE ☐ AGENT WITH POWER OF ATTORNEY
☒ CONTRACTOR ☐ ATTORNEY IN FACT

APPLICANT'S CERTIFICATION

I HEREBY CERTIFY AND AGREE THAT IF A PERMIT IS ISSUED FOR THE CONSTRUCTION DESCRIBED IN THIS APPLICATION, ALL THE PROVISIONS OF THE PERMIT AND ALL LAWS AND ORDINANCES THERETO WILL BE COMPLIED WITH.

NOTICE TO APPLICANT

In conformity with the provisions of Section 3800 of the Labor Code of the State of California, the applicant shall have on file, or file with the Central Permit Bureau, either Certificate (I) or (II) or (III) designated below or shall indicate item (IV) or (V) or (VI) below, whichever is applicable. Check one of the following methods of compliance:

( ) I. Certificate of Consent to Self-Insure issued by the Director of Industrial Relations.

(X) II. Certificate of Workman's Compensation Insurance issued by an admitted insurer.

( ) III. An exact copy or duplicate of (I) certified by the Director or (II) certified by the insurer.

( ) IV. The cost of the work to be performed is $100 or less.

( ) V. I certify that in the performance of the work for which this Permit is issued, I shall not employ any person in any manner so as to become subject to the workman's compensation laws of California. I further acknowledge that I understand, in the event that I should become subject to the workman's compensation provisions of the Labor Code of California and fail to comply forthwith with the provisions of Section 3800 of the Labor Code, that the Permit herein applied for shall be deemed revoked.

( ) VI. I certify as the owner (or the agent of the owner) that in the performance of the work for which this Permit is issued, I will employ a contractor who complies with the workman's compensation laws of California and who has on file, or will file, with the Central Permit Bureau evidence that workman's compensation insurance is carried.

Applicant's Signature: Quentin Johnson Date: 6/16/78

OFFICIAL COPY

SAN FRANCISCO
DEPARTMENT OF
BUILDING INSPECTION

CONDITIONS AND STIPULATIONS

REFER TO

APPROVED: For purpose requested (Handicap Ramp)

Geo. D. Gearey 6/22/78
BUILDING INSPECTOR, BUR. OF BLDG. INSP.

DATE:
REASON:
NOTIFIED MR.

☐ APPROVED:

reviewed by the Department of City
ing. Issuance of the requested permit
tutes no indication that use of this
rty does or does not conform to the
Planning Code.

N/A 6/22/78
DEPARTMENT OF CITY PLANNING

DATE:
REASON:
NOTIFIED MR.

☐ APPROVED:

N/A 6/22/78
BUREAU OF FIRE PREVENTION & PUBLIC SAFETY

DATE:
REASON:
NOTIFIED MR.

☒ APPROVED:

SPECIAL INSPECTION AND REPORTS
REQUIRED UNDER SECTION 305.A
SUBMIT REPORTS TO THE BUREAU OF
BLDG. INSPECTION FOR THE FOLLOWING:
See plan

Bruce R. Fisher 7/13/78
CIVIL ENGINEER, BUR. OF BLDG. INSPECTION

DATE:
REASON:
NOTIFIED MR.

☒ APPROVED:

BUREAU OF ENGINEERING

DATE:
REASON:
NOTIFIED MR.

☐ APPROVED:

N/A 6/22/78
DEPARTMENT OF PUBLIC HEALTH

DATE:
REASON:
NOTIFIED MR.

☐ APPROVED:

N/A 6/23/78
REDEVELOPMENT AGENCY

DATE:
REASON:
NOTIFIED MR.

☐ APPROVED:

N/A 6/27/78
RESIDENTIAL ENV. INSPECTOR, DIV. OF APT. & HOTEL INSP., B.B.I.

DATE:
REASON:
NOTIFIED MR.

☐ APPROVED:

DATE:
REASON:
NOTIFIED MR.

HOLD SECTION — NOTE DATES AND NAMES OF ALL PERSONS NOTIFIED DURING PROCESSING

I AGREE TO COMPLY WITH ALL CONDITIONS OR STIPULATIONS OF THE VARIOUS BUREAUS OR DEPARTMENTS NOTED ON THIS APPLICATION, AND ATTACHED STATEMENTS OF CONDITIONS OR STIPULATIONS, WHICH ARE HEREBY MADE A PART OF THIS APPLICATION.
NUMBER OF ATTACHMENTS ☐

X
SIGNATURE OF OWNER, LESSEE OR AGENT FOR OWNER OR LESSEE

OFFICIAL COPY

SAN
DEPARTMENT OF
BUILDING INSPECTION

BUILDING INSPECTORS JOB RECORD

DATE	
/ /	WORK COMMENCED
/ /	FOUNDATION FORMS INSPECTED. O.K. TO POUR
/ /	LATHING PERMISSION TAG POSTED
/ /	FLUES BY _____ NO.
/ /	EXTERIOR OR STRUCTURAL PLASTERING OK
/ /	ALL SPECIAL INSPECTION REPORTS RECEIVED.
/ /	FIRE ESCAPE INSTALLED PER APPROVED PLAN.
4/23/82	WORK COMPLETED
/ /	
4/26/82	Need engr's letter to close
/ /	
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WORK COMPLETED. FINAL CERTIFICATE POSTED.

[signature]

BUILDING INSPECTOR

OFFICIAL COPY

DEPARTMENT OF BUILDING INSPECTION

FOR DEPARTMENTAL USE ONLY

APPROVED for issuance MAR 09 1982

APPROVED Dept. of Public Works

FILED MAR 9 1982

Bureau of Building Inspection

Exp. 1-1-83

DATE FILED 2-16-82 | FILING FEE RECEIPT NO 107372

PERMIT NO 479729 | ISSUED MAR 12 1982

CITY AND COUNTY OF SAN FRANCISCO
DEPARTMENT OF PUBLIC WORKS
APPLICATION FOR BUILDING PERMIT ADDITIONS, ALTERATIONS OR REPAIRS

BLDG. FORM 3

APPLICATION NO 8202124

OFFICE COPY

APPLICATION IS HEREBY MADE TO THE DEPARTMENT OF PUBLIC WORKS OF SAN FRANCISCO FOR PERMISSION TO BUILD IN ACCORDANCE WITH THE PLANS AND SPECIFICATIONS SUBMITTED HEREWITH AND ACCORDING TO THE DESCRIPTION AND FOR THE PURPOSE HEREINAFTER SET FORTH.

1 STREET ADDRESS OF JOB: 450 O'Farrell Street, San Francisco, CA

FEB 17 ...

3 ESTIMATED COST OF JOB: $3500.00 ND

DESCRIPTION OF EXISTING BUILDING

(4A) TYPE OF CONSTR 1 ☐ N ☐ 2 ☐ 3 ☐ 4 ☐ 5 ☐: A

5A NUMBER OF STORIES OF OCCUPANCY: 1

6A NUMBER OF BASEMENTS AND CELLARS: 1

7A PRESENT USE: church

8A BLDG CODE OCCUP: B-3

9A NO OF DWELLING UNITS: 0

DESCRIPTION OF BUILDING AFTER PROPOSED ALTERATION

(4) TYPE OF CONSTR 1 ☐ N ☐ 2 ☐ 3 ☐ 4 ☐ 5 ☐: A

5 NUMBER OF STORIES OF OCCUPANCY: 1

6 NUMBER OF BASEMENTS AND CELLARS: 1

7 PROPOSED USE: church

8 BLDG CODE OCCUP: B-3

9 NO OF DWELLING UNITS: 0

(10A) DOES THIS ALTERATION CREATE ADDITIONAL STORY TO BUILDING? YES ☐ NO ☒

10 IF YES STATE NEW HEIGHT AT CENTERLINE OF FRONT

11A DOES THIS ALTERATION CREATE DECK OR HORIZ EXTENSION TO BUILDING? YES ☐ NO ☒

11 IF YES STATE NEW GROUND FLOOR AREA: 60 FT

(14) WILL SIDEWALK OVER SUB-SIDEWALK SPACE BE REPAIRED OR ALTERED? YES ☐ NO ☒

15 WILL BUILDING EXTEND BEYOND PROPERTY LINE? YES ☐ NO ☒

19 SAUTO RUNWAY TO BE CONSTRUCTED OR ALTERED? YES ☐ NO ☒

17 WILL STREET SPACE BE USED DURING CONSTRUCTION? YES ☒ NO ☐

(19) ANY OTHER EXISTING BLDG ON LOT? IF YES, SHOW ON PLOT PLAN! YES ☐ NO ☒

20 DOES THIS ALTERATION CONSTITUTE A CHANGE OF OCCUPANCY? YES ☐ NO ☒

21 ELECTRICAL WORK TO BE PERFORMED? YES ☐ NO ☒

22 PLUMBING WORK TO BE PERFORMED? YES ☐ NO ☒

(23) GENERAL CONTRACTOR: Phoenix-Simpton Co. ADDRESS: 1177 Indiana Street San Francisco, PHONE: 861-5606 CALIF LICENSE NO: 3076

(24) ARCHITECT OR ENGINEER DESIGN ☐ CONSTRUCTION ☐: Sexton, FitzGerald & Kaplan ADDRESS: 965 Mission Street San Francisco CALIF CERTIFICATE NO

(25) CONSTRUCTION LENDER ENTER NAME AND BRANCH DESIGNATION IF ANY IF THERE IS NO KNOWN CONSTRUCTION LENDER, ENTER "UNKNOWN": Unknown ADDRESS

(26) OWNER — LESSEE CROSS OUT ONE: Fifth Church of Christ, Scientist ADDRESS: 450 O'Farrell San Francisco PHONE FOR CONTACT BY BUREAU

(27) WRITE IN DESCRIPTION OF ALL WORK TO BE PERFORMED UNDER THIS APPLICATION REFERENCE TO PLANS IS NOT SUFFICIENT

Parapet Reinforcing and Remedial Roof Repairs. Per Attached Drawing

IMPORTANT NOTICES

No change shall be made in the character of the occupancy or use without first obtaining a Building Permit authorizing such change. See Sec. 103, 104.8, 104.8.1, 104.C, 502, 502.1, San Francisco Building Code and Sec. 104, San Francisco Housing Code.

No portion of building or structure or scaffolding used during construction, to be closer than 6'0" to any wire containing more than 750 volts. See Sec. 385, California Penal Code.

Pursuant to Sec. 302 A 8, San Francisco Building Code, the building permit shall be posted on the job. The owner is responsible for approved plans and application being kept at building site.

Grade lines as shown on drawings accompanying this application are assumed to be correct. If actual grade lines are not the same as shown revised drawings showing correct grade lines, cuts and fills together with complete details of retaining walls and wall footings required must be submitted to this bureau for approval.

ANY STIPULATION REQUIRED HEREIN OR BY CODE MAY BE APPEALED.

BUILDING NOT TO BE OCCUPIED UNTIL CERTIFICATE OF FINAL COMPLETION IS POSTED ON THE BUILDING OR PERMIT OF OCCUPANCY GRANTED, WHEN REQUIRED APPROVAL OF THIS APPLICATION DOES NOT CONSTITUTE AN APPROVAL FOR THE ELECTRICAL WIRING OR PLUMBING INSTALLATIONS. A SEPARATE PERMIT FOR THE WIRING AND PLUMBING MUST BE OBTAINED. SEPARATE PERMITS ARE REQUIRED IF ANSWER IS "YES" TO ANY OF ABOVE QUESTIONS 15, 16, 17, 20, 21 or 22.

THIS IS NOT A BUILDING PERMIT. NO WORK SHALL BE STARTED UNTIL A BUILDING PERMIT IS ISSUED.

In dwellings all insulating materials must have a clearance of not less than two inches from all electrical wires or equipment.

CHECK APPROPRIATE BOX

☐ OWNER ☐ ARCHITECT ☐ ENGINEER

☐ LESSEE ☐ AGENT WITH POWER OF ATTORNEY

☒ CONTRACTOR ☐ ATTORNEY IN FACT

APPLICANT'S CERTIFICATION

I HEREBY CERTIFY AND AGREE THAT IF A PERMIT IS ISSUED FOR THE CONSTRUCTION DESCRIBED IN THIS APPLICATION, ALL THE PROVISIONS OF THE PERMIT AND ALL LAWS AND ORDINANCES THERETO WILL BE COMPLIED WITH.

NOTICE TO APPLICANT

HOLD HARMLESS CLAUSE. The Permittee(s) by acceptance of this permit, agree(s) to indemnify and hold harmless the City and County of San Francisco from and against any and all claims, demands and actions for damages resulting from operations under this permit, regardless of negligence of the City and County of San Francisco, and to assume the defense of the City and County of San Francisco against all such claims, demands and actions.

In conformity with the provisions of Section 3800 of the Labor Code of the State of California, the applicant shall have on file, or file with the Central Permit Bureau either Certificate (I) or (II) or (III) designated below or shall indicate Item (IV) or (V) or (VI) below, whichever is applicable. If however Item (VI) is checked then Item (V) must be checked as well. Mark the appropriate method of compliance below.

I Certificate of Consent to Self-Insure issued by the Director of Industrial Relations.

X II Certificate of Workman's Compensation Insurance issued by an admitted insurer.

III An exact copy or duplicate of (I) certified by the Director or (II) certified by the insurer.

IV The cost of the work to be performed is $100 or less.

V I certify that in the performance of the work for which this Permit is issued, I shall not employ any person in any manner so as to become subject to the workman's compensation laws of California. I further acknowledge that I understand, in the event that I should become subject to the workman's compensation provisions of the Labor Code of California and fail to comply forthwith with the provisions of Section 3800 of the Labor Code, that the Permit hereon applied for shall be deemed revoked.

VI I certify that I or the agent of the owner, that in the performance of the work for which this Permit is issued, I will employ a contractor who complies with workman's compensation laws of California and who shall, prior to the commencement of any work under the Permit, file with the Central Permit Bureau evidence that workman's compensation insurance is carried.

Applicant's Signature: [signature] Date: 2/16/82

OFFICIAL COPY

SAN
DEPARTMENT OF
BUILDING INSPECTION

CONDITIONS AND STIPULATIONS

APPROVED:

DATE:
REASON:

3-1-82
BUILDING INSPECTOR, BUR. OF BLDG. INSP

NOTIFIED MR.

APPROVED:

NOT REFERRED TO
CITY PLANNING
BY _____ DATE _____

DEPARTMENT OF CITY PLANNING

DATE:
REASON:

NOTIFIED MR.

APPROVED:

BUREAU OF FIRE PREVENTION & PUBLIC SAFETY

DATE:
REASON:

NOTIFIED MR.

APPROVED:

THIS PERMIT IS ISSUED ONLY FOR EFFECTING COMPLIANCE WITH THE HAZARD SAFETY PROGRAM. THIS PERMIT DOES NOT INDICATE COMPLIANCE WITH OTHER APPLICABLE CODE PROVISIONS AND REGULATIONS.

3-9-82
CIVIL ENGINEER, BUR. OF BLDG. INSPECTION

DATE:
REASON:

NOTIFIED MR.

APPROVED:

BUREAU OF ENGINEERING

DATE:
REASON:

NOTIFIED MR.

APPROVED:

DEPARTMENT OF PUBLIC HEALTH

DATE:
REASON:

NOTIFIED MR.

APPROVED:

REDEVELOPMENT AGENCY

DATE:
REASON:

NOTIFIED MR.

APPROVED:

RESIDENTIAL ENV. INSPECTOR, DIV. OF APT. & HOTEL INSP. (B.B.)

DATE:
REASON:

NOTIFIED MR.

APPROVED:

DATE:
REASON:

NOTIFIED MR.

I AGREE TO COMPLY WITH ALL CONDITIONS OR STIPULATIONS OF THE VARIOUS BUREAUS OR DEPARTMENTS NOTED ON THIS APPLICATION, AND ATTACHED STATEMENTS OF CONDITIONS OR STIPULATIONS WHICH ARE HEREBY MADE A PART OF THIS APPLICATION.
NUMBER OF ATTACHMENTS ☐

SIGNATURE OF OWNER, LESSEE OR AUTHORIZED AGENT FOR OWNER OR LESSEE

HOLD SECTION — NOTE DATES AND NAMES OF ALL PERSONS NOTIFIED DURING PROCESSING

OFFICIAL COPY

SAN FRANCISCO

DEPARTMENT OF BUILDING INSPECTION

DATE	BUILDING INSPECTORS JOB RECORD
8/22/90	Work Completed
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WORK COMPLETED. ~~FINAL CERTIFICATE POSTED.~~

APP. NO. 9005338

BUILDING INSPECTOR

AN FRANCISCO

EPARTMENT OF
UILDING INSPECTION

HAZARDOUS MATERIALS - INDICATE IF THE INTENDED OCCUPANCY WILL USE CHEMICALS, INITIALING YES OR NO. ACKNOWLEDGES THAT HAS CODE SECTIONS 25503, 25530, 25534 AS WELL AS FILING DIRECTIONS WERE MADE AVAILABLE TO YOU.

SFRA PCD PARAPET PAD-STR PAD-FD PAD-ARC HEALTH HID CPB PCP CNTR BE BID-FP DIST

APPROVED FOR ISSUANCE APR 09 1990

BLDG FORM 3/8 WCW

APPLICATION NUMBER 9005338

OSHA APPROVAL REQ'D ☐

APPROVED
Dept. of Public Works

FIRE

APR 9 1990

EXPEDITER YES ☐ NO ☐ TOP ☐ TITLE 24-2 ☐

STEVEN TOY

SUPERINTENDENT, BUREAU OF BUILDING INSPECTION

CITY AND COUNTY OF SAN FRANCISCO
DEPARTMENT OF PUBLIC WORKS

APPLICATION FOR BUILDING PERMIT
ADDITIONS, ALTERATIONS OR REPAIRS

OFFICE COPY

APPLICATION IS HEREBY MADE TO THE DEPARTMENT OF PUBLIC WORKS OF SAN FRANCISCO FOR PERMISSION TO BUILD IN ACCORDANCE WITH THE PLANS AND SPECIFICATIONS SUBMITTED HEREWITH AND ACCORDING TO THE DESCRIPTION AND FOR THE PURPOSE HEREINAFTER SET FORTH.

FORM 3 ☒ OTHER AGENCIES REVIEW REQUIRED WCW
FORM 8 ☐ OVER-THE-COUNTER ISSUANCE

2 NUMBER OF PLAN SETS 3-29

* DO NOT WRITE ABOVE THIS LINE *

DATE FILED	FILING FEE RECEIPT NO.	(1) STREET ADDRESS OF JOB	BLOCK & LOT
3/20/90	21188S	450 FARRELL	317-7
PERMIT NO.	**ISSUED**	**(3A) ESTIMATED COST OF JOB**	**(3B) REVISED COST**
639444	4-9-90	73307 03	3307 03 BY AASAND CON DATE: 3/20/90

INFORMATION TO BE FURNISHED BY ALL APPLICANTS

DESCRIPTION OF EXISTING BUILDING

(4A) TYPE OF CONSTR.	(5A) NO. OF STORIES OF OCCUPANCY	(6A) NO. OF BASEMENTS AND CELLARS	(7A) PRESENT USE	(8A) OCCUP. CLASS	(9A) NO. OF DWELLING UNITS
~~03~~ A2	1	1	Church	~~A3~~ A2	NONE

DESCRIPTION OF BUILDING AFTER PROPOSED ALTERATION

(4) TYPE OF CONSTR.	(5) NO. OF STORIES OF OCCUPANCY	(6) NO. OF BASEMENTS AND CELLARS	(7) PROPOSED USE (LEGAL USE)	(8) OCCUP. CLASS	(9) NO. OF DWELLING UNITS
03	1	1	Church	~~A3~~ A2	NONE

(10) IS AUTO RUNWAY TO BE CONSTRUCTED OR ALTERED? YES ☐ NO ☒

(11) WILL STREET SPACE BE USED DURING CONSTRUCTION? SIDE WALK YES ☒ NO ☐

(12) ELECTRICAL WORK TO BE PERFORMED? YES ☐ NO ☐

(13) PLUMBING WORK TO BE PERFORMED? YES ☐ NO ☐

(14) GENERAL CONTRACTOR — ADDRESS — PHONE 837100 — CAL. LIC. NO. — EXPIRATION DATE

AASAND Construction 1376 S. 50th Richmond 549188 (414770) 12/90

(15) OWNER (OR CROSS OUT ONE) — ADDRESS — ZIP — PHONE FOR CONTACT BY BUREAU

5th Church of Christ Scientist 450 FARRELL S.F. 94109 474-2747

(16) WRITE IN DESCRIPTION OF ALL WORK TO BE PERFORMED UNDER THIS APPLICATION (REFERENCE TO PLANS IS NOT SUFFICIENT) 1. ☐ 2. ☐ 3. ☐

scaffolding to be set up on sidewalk, Remove loose cornice work, remove scaffolding. All work to be non structural!

ADDITIONAL INFORMATION — FORM 3 APPLICANTS ONLY

(17) DOES THIS ALTERATION CREATE ADDITIONAL STORY TO BUILDING?	YES ☐ NO ☒	(18) IF (17) IS "YES," STATE NEW HEIGHT AT CENTER LINE OF FRONT	FT	(19) DOES THIS ALTERATION CREATE DECK OR MORE EXTENSION TO BUILDING?	YES ☐ NO ☒	(20) IF (19) IS "YES," STATE NEW GROUND FLOOR AREA	SQ. FT
(21) WILL SIDEWALK OVER SUB SIDEWALK SPACE BE REPAIRED OR ALTERED?	YES ☐ NO ☒	(22) WILL BUILDING EXTEND BEYOND PROPERTY LINE?	YES ☐ NO ☒	(23) ANY OTHER EXISTING BLDG ON LOT? IF YES, SHOW ON PLOT PLAN	YES ☐ NO ☒	(24) DOES THIS ALTERATION CONSTITUTE A CHANGE OF OCCUPANCY?	YES ☐ NO ☒

(25) ARCHITECT OR ENGINEER (DESIGN ☐ / CONSTRUCTION ☐) — ADDRESS — CALIF. CERTIFICATE NO.

Levon Nishkian 150 4th St #640 28549

(26) CONSTRUCTION LENDER (ENTER NAME AND BRANCH DESIGNATION IF ANY. IF THERE IS NO KNOWN CONSTRUCTION LENDER ENTER "UNKNOWN") — ADDRESS

N/A

IMPORTANT NOTICES

No change shall be made in the character of the occupancy or use without first obtaining a Building Permit authorizing such change. See San Francisco Building Code and San Francisco Housing Code.

No portion of building or structure or scaffolding used during construction, to be closer than 6'0" to any wire conducting more than 750 volts. See Sec. 385, California Penal Code.

Pursuant to San Francisco Building Code, the building permit shall be posted on the job. The owner is responsible for approved plans and application being kept at building site.

Grade lines as shown on drawings accompanying the application are assumed to be correct. If actual grade lines are not the same as shown revised drawings showing correct grade lines, cuts and fills together with complete details of retaining walls and wall footings required must be submitted to the bureau for approval.

ANY STIPULATION REQUIRED HEREIN OR BY CODE MAY BE APPEALED.

BUILDING NOT TO BE OCCUPIED UNTIL CERTIFICATE OF FINAL COMPLETION IS POSTED ON THE BUILDING OR PERMIT OF OCCUPANCY GRANTED, WHEN REQUIRED.

APPROVAL OF THIS APPLICATION DOES NOT CONSTITUTE AN APPROVAL FOR THE ELECTRICAL WIRING OR PLUMBING INSTALLATIONS. A SEPARATE PERMIT FOR THE WIRING AND PLUMBING MUST BE OBTAINED. SEPARATE PERMITS ARE REQUIRED IF ANSWER IS "YES" TO ANY OF ABOVE QUESTIONS (10), 11, 12, 13, 22 or 24.

THIS IS NOT A BUILDING PERMIT. NO WORK SHALL BE STARTED UNTIL A BUILDING PERMIT IS ISSUED.

In dwellings of insulating materials must have a clearance of not less than two inches from all electrical wires or equipment.

CHECK APPROPRIATE BOX

☐ OWNER ☐ ARCHITECT ☐ ENGINEER
☐ LESSEE ☐ AGENT WITH POWER OF ATTORNEY
☒ CONTRACTOR ☐ ATTORNEY IN FACT

APPLICANT'S CERTIFICATION

I HEREBY CERTIFY AND AGREE THAT IF A PERMIT IS ISSUED FOR THE CONSTRUCTION DESCRIBED IN THIS APPLICATION, I/WE THE PROVISIONS OF THE PERMIT AND ALL LAWS AND ORDINANCES THERETO SHALL BE COMPLIED WITH.

NOTICE TO APPLICANT

HOLD HARMLESS CLAUSE. The Permittee(s) by acceptance of the permit, agree(s) to indemnify and hold harmless the City and County of San Francisco from and against any and all claims, demands and actions for damages resulting from operations under this permit, regardless of negligence of the City and County of San Francisco, and to assume the defense of the City and County of San Francisco against all such claims, demands and actions.

In conformity with the provisions of Section 3800 of the Labor Code of the State of California, the applicant shall have on file, or file with the Central Permit Bureau, either Certificate I or II or III, designated below or shall indicate item IV or V or VI below whichever is applicable. If however item VII is checked then item VI must be checked as well. Mark the appropriate method of compliance below.

I Certificate of Consent to Self-Insure issued by the Director of Industrial Relations

II Certificate of Workman's Compensation Insurance issued by an admitted insurer

III An exact copy or duplicate of I certified by the Director or II certified by the insurer

IV The cost of the work to be performed is $100 or less.

V I certify that in the performance of the work for which this Permit is issued I shall not employ any person in any manner so as to become subject to the workmen's compensation laws of California. I further acknowledge that I understand in the event that I should become subject to the workmen's compensation provisions of the Labor Code of California and fail to comply forthwith with the provisions of Section 3800 of the Labor Code that the Permit herein applied for shall be deemed revoked.

VI I certify as the owner or the agent of the owner that on the portion of the work for which this Permit is issued, I will employ a contractor who complies with the workmen's compensation laws of California and who has on file, at prior to the commencement of any work on this job, with the Central Permit Bureau evidence that workmen's compensation insurance is carried.

WCW X

Applicant's Signature — Date 3/20/90

FRANCISCO
DEPARTMENT OF
BUILDING INSPECTION

CONDITIONS AND STIPULATIONS

REFER TO:

APPROVED: as noted

DATE:
REASON:

03002338

Sears 4-2-90
BUILDING INSPECTOR, BUR. OF BLDG. INSP.

NOTIFIED MR.

☐ APPROVED:

DATE:
REASON:

W/A R/B
DEPARTMENT OF CITY PLANNING

NOTIFIED MR.

☒ APPROVED:
approved for the work applied for erection of scaffolding and removal of loose molding

DATE:
REASON:

Robert Gallot 4-9-90
BUREAU OF FIRE PREVENTION & PUBLIC SAFETY

NOTIFIED MR.

☐ APPROVED:

DATE:
REASON:

NOTIFIED MR.

CITY ENGINEER

☐ APPROVED

DATE:
REASON:

NOTIFIED MR.

BUREAU OF ENGINEERING

☐ APPROVED:

DATE:
REASON:

NOTIFIED MR.

DEPARTMENT OF PUBLIC HEALTH

☐ APPROVED:

DATE:
REASON:

NOTIFIED MR.

REDEVELOPMENT AGENCY

☐ APPROVED:

DATE:
REASON:

NOTIFIED MR.

HOUSING INSPECTION

I agree to comply with all conditions or stipulations of the various bureaus of departments [illegible] statements of conditions or stipulations which are hereby made a part of this application.

Signature of [illegible]

OWNER'S AUTHORIZED AGENT

HOLD SECTION — NOTE DATES AND NAMES OF ALL PERSONS NOTIFIED DURING PROCESSING

OFFICIAL COPY

SAN FRANCISCO DEPARTMENT BUILDING INSPECTION

APPROVED
Dept. of Building Insp.
NOV 8 2010
Vivian L. Day
VIVIAN L. DAY
DIRECTOR/CHIEF BUILDING OFFICIAL
DEPT. OF BUILDING INSPECTION

REROOFING

PLEASE CALL THE INSPECTION SERVICES AT 558-6570. FOR A FINAL INSPECTION APPOINTMENT, NEW OR REPLACEMENT SHEATING AND SKYLIGHTS REQUIRES A SEPARATE BUILDING PERMIT.

APPROVED FOR ISSUANCE 11/8/10

BLDG. FORM 3(8)

APPLICANT NUMBER 2010 1108 4508

OSHA APPROVAL REQ'D ☐ APPROVAL NUMBER

APPLICATION FOR BUILDING PERMIT ADDITIONS, ALTERATIONS OR REPAIRS

FORM 3 ☐ OTHER AGENCIES REVIEW REQUIRED

FORM 8 ☒ OVER-THE COUNTER ISSUANCE

0 NUMBER OF PLAN SETS 12/9/10

CITY AND COUNTY OF SAN FRANCISCO DEPARTMENT OF BUILDING INSPECTION

APPLICATION IS HEREBY MADE TO THE DEPARTMENT OF BUILDING INSPECTION OF SAN FRANCISCO FOR PERMISSION TO BUILD IN ACCORDANCE WITH THE PLANS AND SPECIFICATIONS SUBMITTED HEREWITH AND ACCORDING TO THE DESCRIPTION AND FOR THE PURPOSE HEREINAFTER SET FORTH.

▼ DO NOT WRITE ABOVE THIS LINE ▼

DATE FILED	FILING FEE RECEIPT NO	(1) STREET ADDRESS OF JOB	BLOCK & LOT
11/8/10		450 O'FARRELL	0317 007
PERMIT NO.	**ISSUED**	**(2A) ESTIMATED COST OF JOB**	**(2B) REVISED COST**
1225329	11-8-10	$57,500.00	BY ✓ $57,500.00 DATE 11/8/10

1225329

INFORMATION TO BE FURNISHED BY ALL APPLICANTS

LEGAL DESCRIPTION OF EXISTING BUILDING

(4A) TYPE OF CONSTR	(5A) NO OF STORIES OF OCCUPANCY	(6A) NO OF BASEMENTS AND CELLARS	(7A) PRESENT USE	(8A) OCCUP CLASS	(9A) NO OF DWELLING UNITS
II	3	0	CHURCH	A-3	0

DESCRIPTION OF BUILDING AFTER PROPOSED ALTERATION

(4) TYPE OF CONSTR	(5) NO OF STORIES OF OCCUPANCY	(6) NO OF BASEMENTS AND CELLARS	(7) PROPOSED USE (LEGAL USE)	(8) OCCUP CLASS	(9) NO OF DWELLING UNITS
II	3	0	CHURCH	A-3	0

(10) IS AUTO RUNWAY TO BE CONSTRUCTED OR ALTERED?	(11) WILL STREET SPACE BE USED DURING CONSTRUCTION?	(12) ELECTRICAL WORK TO BE PERFORMED	(13) PLUMBING WORK TO BE PERFORMED
YES ☐ NO ☒	YES ☐ NO ☒	YES ☐ NO ☒	YES ☐ NO ☒

(14) GENERAL CONTRACTOR	ADDRESS	PHONE	CALIF LIC NO	EXPIRATION DATE
ACKER & GUERRERO	1098 CHABOT PL OAKLAND	510 569 7227	610861	11/31/11

(15) OWNER - LESSEE (CROSS OUT ONE)	ADDRESS	ST/ZIP	PHONE (FOR CONTACT BY DEPT.)
FIFTH CHURCH OF CHRIST SCIENTIST	450 O'FARRELL		415-474-2747

(16) WRITE IN DESCRIPTION OF ALL WORK TO BE PERFORMED UNDER THIS APPLICATION (REFERENCE TO PLANS IS NOT SUFFICIENT)

T/O EXISTING ROOF TO DECK—
INSTALL 4 PLY CAP SHEET BUR ROOF.

ADDITIONAL INFORMATION

(17) DOES THIS ALTERATION CREATE ADDITIONAL HEIGHT OR STORY TO BUILDING?	(18) IF (17 IS YES, STATE) NEW HEIGHT AT CENTER LINE OF FRONT	(19) DOES THE ALTERATION CREATE DECK OR HORIZ. EXTENSION TO BUILDING?	(20) IF (19) IS YES, STATE NEW GROUND FLOOR AREA
YES ☐ NO ☒	FT	YES ☐ NO ☒	SQ. FT.

(21) WILL SIDEWALK OVER SUB-SIDEWALK SPACE BE REPAIRED OR ALTERED?	(22) WILL BUILDING EXTEND BEYOND PROPERTY LINE	(23) ANY OTHER EXISTING BLDG ON LOT? (IF YES, SHOW ON PLOT PLAN)	(24) DOES THIS ALTERATION CONSTITUTE A CHANGE OF OCCUPANCY?
YES ☐ NO ☒	YES ☐ NO ☒	YES ☐ NO ☒	YES ☐ NO ☒

(25) ARCHITECT OR ENGINEER (DESIGN ☐ CONSTRUCTION ☐) ADDRESS CALIF CERTIFICATE NO.

(26) CONSTRUCTION LENDER (ENTER NAME AND BRANCH DESIGNATION IF ANY, IF THERE IS NO KNOWN CONSTRUCTION LENDER, ENTER "UNKNOWN") ADDRESS

IMPORTANT NOTICES

No change shall be made in the character of the occupancy or use without first obtaining a Building Permit authorizing such change. See San Francisco Building Code and San Francisco Housing Code

No portion of building or structure or scaffolding used during construction, to be closer than 6'0" to any wire containing more than 750 volts See Sec 385, California Penal Code

Pursuant to San Francisco Building Code, the building permit shall be posted on the job The owner is responsible for approved plans and application being kept at building site

Grade lines as shown on drawings accompanying this application are assumed to be correct If actual grade lines are not the same as shown revised drawings showing correct grade lines, cuts and fills together with complete details of retaining walls and wall footings required must be submitted to this department for approval.

ANY STIPULATION REQUIRED HEREIN OR BY CODE MAY BE APPEALED.

BUILDING NOT TO BE OCCUPIED UNTIL CERTIFICATE OF FINAL COMPLETION IS POSTED ON THE BUILDING OR PERMIT OF OCCUPANCY GRANTED, WHEN REQUIRED

APPROVAL OF THIS APPLICATION DOES NOT CONSTITUTE AN APPROVAL FOR THE ELECTRICAL WIRING OR PLUMBING INSTALLATIONS. A SEPARATE PERMIT FOR THE WIRING AND PLUMBING MUST BE OBTAINED SEPARATE PERMITS ARE REQUIRED IF ANSWER IS "YES" TO ANY OF ABOVE QUESTIONS (10) (11) (12) (13) (22) OR (24)

THIS IS NOT A BUILDING PERMIT NO WORK SHALL BE STARTED UNTIL A BUILDING PERMIT IS ISSUED.

In dwellings all insulating materials must have a clearance of not less than two inches from all electrical wires or equipment

CHECK APPROPRIATE BOX

☐ OWNER ☐ ARCHITECT
☐ LESSEE ☒ AGENT
☒ CONTRACTOR ☐ ENGINEER

APPLICANT'S CERTIFICATION

I HEREBY CERTIFY AND AGREE THAT IF A PERMIT IS ISSUED FOR THE CONSTRUCTION DESCRIBED IN THIS APPLICATION, ALL THE PROVISIONS OF THE PERMIT AND ALL LAWS AND ORDINANCES THERETO WILL BE COMPLIED WITH

8003-03 (REV 1/02)

NOTICE TO APPLICANT

HOLD HARMLESS CLAUSE The permittee(s) by acceptance of the permit, agree(s) to indemnify and hold harmless the City and County of San Francisco from and against any and all claim, demands and actions for damages resulting from operations under the permit, regardless of negligence of the City and County of San Francisco, and to assume the defense of the City and County of San Francisco against all such claims, demands or actions.

In conformity with the provisions of Section 3800 of the Labor Code of the State of California, the applicant shall have coverage under (I), or (II) designated below or shall indicate item (III), or (IV), or (V), whichever is applicable If however item (V) is checked item (IV) must be checked as well Mark the appropriate method of compliance below.

I hereby affirm under penalty of perjury one of the following declarations,

( ) I I have and will maintain a certificate of consent to self-insure for worker's compensation, as provided by Section 3700 of the Labor Code, for the performance the work for which this permit is issued

✓ II I have and will maintain workers' compensation insurance, as required by Section 3700 of the Labor Code, for the performance of the work for which this permit is issued. My workers' compensation insurance carrier and policy number are:
Carrier UCIP
Policy Number WCE 110413-05

( ) III The cost of the work to be done is $100 or less

( ) IV I certify that in the performance of the work for which this permit is issued, I shall not employ any person in any manner so as to become subject to the workers' compensation laws of California. I further acknowledge that I understand that in the event that I should become subject to the workers' compensation provisions of the Labor Code of California and fail to comply forthwith with the provisions of Section 3800 of the Labor Code, that the permit herein applied for shall be deemed revoked.

( ) V I certify as the owner (or the agent for the owner) that in the performance of the work for which this permit is issued, I will employ a contractor who complies with the workers' compensation laws of California and who, prior to the commencement of any work, will file a completed copy of this form with the Central Permit Bureau

R. Wakefield 11/8/10
Signature of Applicant or Agent Date

OFFICE COPY

OFFICIAL COPY

SAN FRANCISCO
DEPARTMENT OF BUILDING INSPECTION

REFER TO:

CONDITIONS AND STIPULATIONS

APPROVED:

DBI, 415-558-6570, to schedule inspections for building, electrical and / or plumbing. This application is approved without site inspection, detailed plumbing or electrical plan review and does not constitute an approval of the building. Work authorized must be done in strict accordance with all applicable codes. Any electrical or plumbing work shall require appropriate separate permits.

By JIMMY CHEUNG, DBI
NOV 0 8 2010

BUILDING INSPECTOR, DEPT. OF BLDG. INSP

DATE:
REASON:
NOTIFIED MR.

☐ APPROVED:

N/A CWA

DEPARTMENT OF CITY PLANNING

DATE:
REASON:
NOTIFIED MR.

☐ APPROVED:

REVIEWED BY FIRE DEPT. 11/8/10
FIRE DEPT INSPECTIONS NOT REQUIRED

PLEASE NOTIFY FIRE INSPECTOR AT THE START OF WORK 558-3300
FEES no later than 8:30 3308

BUREAU OF FIRE PREVENTION & PUBLIC SAFETY

DATE:
REASON:
NOTIFIED MR.

☒ APPROVED: OK
REPORTED FOR CASE PROP 10 # 0678-0021

JEFF LAI, DBI
NOV 0 8 2010
By

MECHANICAL ENGINEER, DEPT OF BLDG. INSPECTION

DATE:
REASON:
NOTIFIED MR.

☐ APPROVED:

CWA

CIVIL ENGINEER, DEPT OF BLDG INSPECTION

DATE:
REASON:
NOTIFIED MR

☐ APPROVED:

OFF STREET PARKING VIA SHANNON ST.
NO ST. SPACE NEEDED

By
Simon S. Chan, DPW/BSM
11-8-2010

BUREAU OF ENGINEERING

DATE:
REASON:
NOTIFIED MR.

☐ APPROVED:

MA

DEPARTMENT OF PUBLIC HEALTH

DATE:
REASON:
NOTIFIED MR.

☐ APPROVED:

REDEVELOPMENT AGENCY

DATE:
REASON:
NOTIFIED MR.

☐ APPROVED:

HOUSING INSPECTION DIVISION

DATE:
REASON:
NOTIFIED MR.

I agree to comply with all conditions or stipulations of the various bureaus or department noted on this application, and attached statements of conditions or stipulations, which are hereby made a part of this application

Number of attachments ☐

OWNER'S AUTHORIZED AGENT

HOLD SECTION – NOTE DATES AND NAMES OF ALL PERSONS NOTIFIED DURING PROCESSING

OFFICIAL COPY

SAN FRANCISCO
DEPARTMENT OF
BUILDING INSPECTION

DATE	BUILDING INSPECTORS JOB RECORD
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1/2/11	WORK COMPLETED. FINAL CERTIFICATE ISSUED

APP. NO.
201011084508

BUILDING INSPECTOR

Building Permits – 474-480 O'Farrell Street

SAN FRANCISCO

...MENT OF
...G INSPECTION

No. W5070

APPLICATION

OF

W W Anderson Owner
472 O'Farrell

To make alterations or repairs at

Location No Line of O'Farrell St
97'6" E of Jones Street

Estimated Cost $ 225.00

Fee $

Filed MAR 6 - 1913

Referred to Inspector

MAR 7 - 1913

Approved:

Chief Building Inspector.

March 7-13

OFFICIAL COPY

SAN FRANCISCO
DEPARTMENT OF
BUILDING INSPECTION

Bureau of Building Inspection
Dept. of Public Works No. 1

B&P SCo.

WRITE IN INK—FILE 2 COPIES

TO THE HONORABLE

THE BOARD OF PUBLIC WORKS

OF THE CITY AND COUNTY OF SAN FRANCISCO

Gentlemen:

The undersigned respectfully petition your Honorable Board for permission to do the following work at

~~corner~~ No side of O'Farrell street 97'6" feet East of Jones St street

WRITE PLAINLY FULL DESCRIPTION OF WORK TO BE DONE

Concrete retaining wall under curb line 30" footing battered to 17" on top

Estimated cost of work, $ 225.00

Building to be used as

In consideration of the granting of the foregoing application, I hereby agree to save the City and County of San Francisco harmless from all costs and damages which may accrue from the use or occupancy of the sidewalk, street or sub-sidewalk space in the said work.

Name of Builder H N McClure

Address 425 Fulton St

Name of Architect None

Address

W W Anderson Owner

Grant Av Geary Address

Per H N McClure

Report ✓ **favorably** no objection.

P Fitzsimon Inspector.

March 7th 1913

SAN FRANCISCO
DEPARTMENT OF
BUILDING INSPECTION
OFFICIAL COPY

No. 72884

APPLICATION

of

Procter Realty Owner

To make additions, alterations or repairs in building

Location #74 Farrell St

Street

Estimated Cost, $

Filed OCT 26 1916

Referred to Inspector Fitz For Report

NOV 1 - 1916

Approved: J P Horgan

Chief Building Inspector

SAN FRANCISCO
DEPARTMENT OF BUILDING INSPECTION
Bureau of Building Inspection
Dept. of Public Works No. 1

WRITE IN INK—FILE 2 COPIES

TO THE HONORABLE

THE BOARD OF PUBLIC WORKS

OF THE CITY AND COUNTY OF SAN FRANCISCO

Gentlemen:

The undersigned respectfully petition your Honorable Board for permission to do the following work at

North corner side of O'Farrell street feet

of 474 O'Farrell st. street

WRITE PLAINLY FULL DESCRIPTION OF WORK TO BE DONE

Small partition to be removed

Oct. 16-16

APPROVED
W. C. Hassler
HE... ...ICER

Estimated cost of work, $ 15.00

Building to be used as French Laundry Office

In consideration of the granting of the foregoing application, I hereby agree to save the City and County of San Francisco harmless from all costs and damages which may accrue from the use or occupancy of the sidewalk, street or sub-sidewalk space in the said work.

Name of Architect

Address

Name of Builder

Address

Procter Realty Co Owner

320 Market St. Address

Room 6 of

Per Geo F. Decker

Report — favorably no objection

P. Fitzsimon Inspector

Oct 27th 1916.

SAN FRANCISCO
DEPARTMENT OF
BUILDING INSPECTION
OFFICIAL
COPY

317

No. 100445

APPLICATION

OF

Owner

To make additions, alterations or repairs to building

Location Street

Estimated Cost $

Filed

Referred to Inspector For Report

Approved:

Chief Building Insp

OFFICIAL COPY

SAN FRANCISCO
DEPARTMENT OF BUILDING INSPECTION

Bureau of Building Inspection
Dept. of Public Works No. 1

Wilson & Co.

ALTERATION BLANKS

WRITE IN INK—FILE TWO COPIES

TO THE HONORABLE

THE BOARD OF PUBLIC WORKS

OF THE CITY AND COUNTY OF SAN FRANCISCO

Gentlemen:

The undersigned respectfully petition your Honorable Board for permission to do the following work at corner

N. side of O'Farrell street 50 feet East

of Jones street

WRITE PLAINLY FULL DESCRIPTION OF WORK TO BE DONE

Repairing sidewalk lights in front of building #172 to #180 O'Farrell Street

Estimated cost of work, $ 30.00

Building to be used as

In consideration of the granting of the foregoing application, I hereby agree to save the City and County of San Francisco harmless from all costs and damages which may accrue from the use or occupancy of the sidewalk, street or sub-sidewalk space in the said work.

Name of Architect none

Address "

Name of Builder P. H. Jacobsen & Co

Address 237 First Street

Sheridan Proctor Co Owner

Mills Bldg Address

Per

Report — favorably

Geo. Beagley Inspector

July 30 1921

OFFICIAL COPY
SAN FRANCISCO
DEPARTMENT OF BUILDING INSPECTION

No. 147028

APPLICATION

OF

Rhm McElroy Owner

To make additions, alterations or repairs to building

Location 476

6th Farrell Street

Estimated Cost, $ 500

Filed

Referred to Inspector Lamp, For Report.

no report

Approved:

Chief Building Inspector.

Bureau of Building Inspection
Dept. of Public Works No. 1

SAN FRANCISCO
DEPARTMENT OF
BUILDING INSPECTION

ALTERATION BLANKS

WRITE IN INK—FILE TWO COPIES

TO THE HONORABLE

THE BOARD OF PUBLIC WORKS

OF THE CITY AND COUNTY OF SAN FRANCISCO

Gentlemen:

The undersigned respectfully petition your Honorable Board for permission to do the following work at ~~corner~~ north side of O'Farrell street about 75 feet East of Jones (Number 476 O'Farrell) street

WRITE PLAINLY FULL DESCRIPTION OF WORK TO BE DONE

Partition rear of vacant store to provide living quarters — two rooms & bath

Estimated cost of work, $ 500.00

Building to be used as store

I hereby agree to save, indemnify and keep harmless the City and County of San Francisco and its officials against all liabilities, judgments, costs and expenses which may in anywise accrue against said city and county in consequence of the granting of this permit, and all costs and damages which may accrue from the use or occupancy of any sidewalk, street or sub-sidewalk place by virtue hereof and will in all things strictly comply with the conditions of this permit.

Name of Architect —

Address —

Name of Builder Day Carpenter & Plumber

Address —

R. N. McElroy Owner

607 Phelan Bldg Address

Per R. E. Mills

Report Con favorably

Proposed room would not have proper lighting, or ventilation

G. F. Lampson Inspector.

Jan 28 1926.

OFFICIAL COPY
SAN FRANCISCO
DEPARTMENT OF BUILDING INSPECTION

No. 157867

APPLICATION

OF

CARRIE S. McELROY Owner

To make additions, alterations or repairs to building

Location 476 O'Farrell Street

near Jones Street

Estimated Cost, $500.00

Filed JAN 25 1927

Referred to Inspector.....
For Report,

1/31/27

Approved:

Chief Building Inspector.

Jan 26 1927

OFFICIAL COPY

SAN FRANCISCO
DEPARTMENT OF BUILDING INSPECTION
Bureau of Building Inspection
Dept. of Public Works No. 1

ALTERATION BLANKS

WRITE IN INK—FILE TWO COPIES

TO THE HONORABLE

THE BOARD OF PUBLIC WORKS

OF THE CITY AND COUNTY OF SAN FRANCISCO

Gentlemen:

The undersigned respectfully petition your Honorable Board for permission to do the following work at corner

side of 478 O'FARRELL street near JONES STREET feet ... street

of ... street

WRITE PLAINLY FULL DESCRIPTION OF WORK TO BE DONE

Build two (2) rooms and bath apartment in rear of store, as per attached plan.

Estimated cost of work, $ 500.00

Building to be used as Store

I hereby agree to save, indemnify and keep harmless the City and County of San Francisco and its officials against all liabilities, judgments, costs and expenses which may in anywise accrue against said city and county in consequence of the granting of this permit, and all costs and damages which may accrue from the use or occupancy of any sidewalk, street or sub-sidewalk place by virtue thereof and will in all things strictly comply with the conditions of this permit.

Name of Architect ...

Address ...

Name of Builder R. D. McELROY

Address 607 Phelan Building

CARRIE G. McELROY ... Owner

Los Altos, California ... Address

Per ROSS L. MACK

Report ... favorably ...

... Inspector.

... 192...

SAN FRANCISCO
DEPARTMENT OF
BUILDING INSPECTION

OFFICIAL COPY

No. 182289

APPLICATION

OF

R. D. McElroy Owner

To make additions, alterations or repairs to building

Location ~~480~~ 474 O'Farrell Street

Estimated Cost, $ 75.00

Filed October 30 - 1929

Referred to Inspector For Report,

CONTRACTOR PROPERTY
WORKMEN'S COMPENSATION INSURANCE

Notice to C. I. before [illegible]

NOV 1 1929

474

Approved:

Chief Building Inspector.

11/1/29

16181

Bureau of Building Inspection
Dept. of Public Works No. 1

SAN FRANCISCO
BUILDING INSPECTION
OFFICIAL COPY

ALTERATION BLANKS

Will comply with Section 228, Ordinance 1165; Section 102a for Sub Floors Ordinance 7791 to notify Inspector before lathing.

WRITE IN INK—FILE TWO COPIES

TO THE HONORABLE:

THE BOARD OF PUBLIC WORKS

OF THE CITY AND COUNTY OF SAN FRANCISCO

Gentlemen:

The undersigned respectfully petition your Honorable Board for permission to do the following work at corner ~~486~~ 477 O'Farrell Street

side of ..... street ..... fee

of ..... street

WRITE PLAINLY FULL DESCRIPTION OF WORK TO BE DONE

To Make alterations and repairs to sidewalk lights

Estimated cost of work, $ 75.00

Building to be used as .....

I hereby agree to save, indemnify and keep harmless the City and County of San Francisco and its officials against all liabilities, judgments, costs and expenses which may in anywise accrue against said city and county in consequence of the granting of this permit, and all costs and damages which may accrue from the use or occupancy of any sidewalk, street or sub-sidewalk place by virtue thereof and will in all things strictly comply with the conditions of this permit.

Name of Architect .....

Address .....

Name of Builder Phoenix-Simpton Co.

Address 520 Sixth Street.

Report favorably .....

R. D. McElroy Owner

Phelan Building Address

Per .....

Michael Steele
Inspector.

Oct 31 1929

OFFICIAL COPY
SAN FRANCISCO
DEPARTMENT OF
BUILDING INSPECTION

No. 186126

APPLICATION

OF

L. Edward Williams Repairs ~~Owner~~

To make additions, alterations or repairs to building

Location 478 O'Farrell

..... Street

Estimated Cost, $ .....

Filed MAY 1 0 '30

Referred to Inspector .....

For Report,

MAY 23 1930

14393

Approved:

.....

Chief Building Inspector.

5/22/30

OFFICIAL COPY
SAN FRANCISCO DEPARTMENT OF BUILDING INSPECTION

Bureau of Building Inspection
Dept. of Public Works No. 1

N. S. & K.—89465

ALTERATION BLANKS

Will comply with Section 228, Ordinance 1165; Section 102a for Sub Fi[illegible]s; Ordinance 7791 to notify Inspector before lathing.

TO THE HONORABLE: **WRITE IN INK—FILE TWO COPIES**

THE BOARD OF PUBLIC WORKS

OF THE CITY AND COUNTY OF SAN FRANCISCO

Gentlemen:

The undersigned respectfully petition your Honorable Board for permission to do the following work at corner O'Farrell near Jones on north side of ~~side of~~ O'Farrell street 80 ft from Jones of 478 O'Farrell street

WRITE PLAINLY FULL DESCRIPTION OF WORK TO BE DONE

Change front of store by shifting the door from center of front to west side of front.

Requirements of the Dept of Health to be complied with in full.

Estimated cost of work, $ 50

Building to be used as Restaurant

I hereby agree to save, indemnify and keep harmless the City and County of San Francisco and its officials against all liabilities, judgments, costs and expenses which may in anywise accrue against said city and county in consequence of the granting of this permit, and all costs and damages which may accrue from the use or occupancy of any sidewalk, street or sub-sidewalk place by virtue thereof and will in all things strictly comply with the conditions of this permit.

Name of Architect

Address

Name of Builder Alfred S. Gough

Address 10 Washburn St

Report favorably

Corrie G. and W. R. McElroy Owner

Phelan Bldg Address

Per

Michael Steele
Inspector

May - 2 1930

BUREAU OF FIRE PREVENTION AND PUBLIC SAFETY

Construct and Install on Building to Satisfaction of Bureau of Fire Prevention the Following Fire Protection Equipment and Appliances

F. D. (Dry) Standpipes .....
Wet Standpipes .....
Hose Reels .....
Tanks .....
Downpipes .....
Automatic Fire Pumps .....
Automatic Sprinkler System .....
Water Service Connection .....
Groundfloor Pipe Casings .....
Refrigeration .....
Incinerators .....

APPROVED:
Lieut. B. J. Nemec
Bureau of Fire Prevention and Public Safety

APPROVED:
Fire Marshal

APPROVED:
Superintendent Bureau of Building Inspection

APPROVED: 4/19/33
City Planning Commission

APPROVED:
Director of Public Health

APPROVED:
Department of Electricity

APPROVED:
Bureau of Engineering

APPROVED:
Art Commission

Report Favorably
Louis Bailey
April 19th, 1933

SAN FRANCISCO
DEPARTMENT OF BUILDING INSPECTION
OFFICIAL COPY

BLDG. FORM
3 No. 1209

APPLICATION OF
A. L. Williams Owner

FOR PERMIT TO MAKE
ADDITIONS, ALTERATIONS OR REPAIRS TO BUILDING

Location 474 O'Farrell St

Cost $ 750.00

Filed APR 17 1933 19..

APPROVED:
John B Leonard
SUPERINTENDENT OF THE BUREAU OF BUILDING INSPECTION
Superintendent Bureau of Building Inspection

Permit No. 4246

Issued ..... 19.....

X XX

Central Permit Bureau—P. No. 3

OFFICIAL COPY

Write in Ink—File Two Copies

CITY AND COUNTY OF SAN FRANCISCO

DEPARTMENT OF PUBLIC WORKS
BLDG. FORM 3

CENTRAL PERMIT BUREAU

APPLICATION FOR BUILDING PERMIT

ALTERATION

....., 193....

Application is hereby made to the Department of Public Works of the City and County of San Francisco for permission to build in accordance with the plans and specifications submitted herewith and according to the description and for the purpose hereinafter set forth:

(1) Location 474 O'Farrell St.

(2) For what purpose is present building now used? Store

(3) For what purpose will building be used hereafter? Same

(4) Total Cost $ 75 00

(5) Description of work to be done

Change Front.

(6) Contractor (DOES) (DOES NOT) carry Workmen's Compensation Insurance.

(7) Supervision of construction by A. L. Williams

Address 474 O'Farrell St.

I hereby certify and agree, if a permit is issued, that all the provisions of the BUILDING LAW, THE BUILDING ZONE ORDINANCES, SET BACK LINE REQUIREMENTS AND THE FIRE ORDINANCES OF THE CITY AND COUNTY OF SAN FRANCISCO and the STATE HOUSING ACT OF CALIFORNIA will be complied with, whether herein specified or not; and I hereby agree to save, indemnify and keep harmless the City and County of San Francisco against all liabilities, judgments, costs and expenses which may in anywise accrue against said city and county in consequence of the granting of this permit, or from the use or occupancy of any sidewalk, street or sub-sidewalk placed by virtue thereof, and will in all things strictly comply with the conditions of this permit.

(8) Architect None

Certificate No. ..... License No. .....
State of California City and County of San Francisco

Address .....

(9) Engineer None

Certificate No. ..... License No. .....
State of California City and County of San Francisco

Address .....

(10) Plans and specifications prepared by
Other than Architect or Engineer owner

Address .....

(11) Contractor Day work

License No. ..... License No. .....
State of California City and County of San Francisco

Address .....

(12) Owner A. L. Williams

Address 474 O'Farrell St

By A. L. Williams

Owner's Authorized Agent.

THE DEPARTMENT WILL CALL UP TELEPHONE NO. .....
IF ANY ALTERATIONS OR CHANGES ARE NECESSARY ON THE PLANS SUBMITTED.

BUREAU OF FIRE PREVENTION AND PUBLIC SAFETY

Construct and Install on Building to Satisfaction of Bureau of Fire Prevention the Following Fire Protection Equipment and Appliances

F. D. (Dry) Standpipes
Wet Standpipes
Hose Reels

Tanks
Downpipes
Automatic Fire Pumps
Automatic Sprinkler System
Water Service Connection
Groundfloor Pipe Casings
Refrigeration
Incinerators

Prosperord 8962

APPROVED:
Lieut B J Nevill
Bureau of Fire Prevention and Public Safety

APPROVED:

Fire Marshal

APPROVED:

Superintendent Bureau of Building Inspection

APPROVED: 3/7/35
A M J
City Planning Commission

APPROVED:

Director of Public Health

APPROVED:

Department of Electricity

APPROVED:

Bureau of Engineering

APPROVED:

Art Commission

Report Favorably
Louis J Bailey
Mar. 6-1935

OFFICIAL COPY
SAN FRANCISCO
DEPARTMENT OF BUILDING INSPECTION

BLDG. FORM. 3 No. 10830

APPLICATION OF

Dixie Inn Owner

FOR PERMIT TO MAKE ADDITIONS, ALTERATIONS OR REPAIRS TO BUILDING

Location 474 O'Farrell

Cost $ 100.00

Filed MAR 5 1935 19

APPROVED:
Eric L Cope
SUPERINTENDENT OF THE BUREAU OF BUILDING INSPECTION
2/6/35
Superintendent Bureau of Building Inspection

Permit No. CANCELLED

Issued AUG 26 1935 19

Firm Bankrupt
Out of Business
Order of S J Hesh

OFFICIAL COPY

Central Permit Bureau—P. No. 1

Write in Ink—File Two Copies

CITY AND COUNTY OF SAN FRANCISCO

DEPARTMENT OF PUBLIC WORKS — CENTRAL PERMIT BUREAU

BLDG. FORM 3

APPLICATION FOR BUILDING PERMIT

ALTERATION

Mar. 5, 1935

Application is hereby made to the Department of Public Works of the City and County of San Francisco for permission to build in accordance with the plans and specifications submitted herewith and according to the description and for the purpose hereinafter set forth:

(1) Location 474 O'Farrell St.

(2) For what purpose is present building now used? Store

(3) For what purpose will building be used hereafter? "

(4) Total Cost $ 100.00

(5) Description of work to be done Sign removed from building and reprinted with no electrical changes whatever and rehung in exactly same place. Sign originally hung May 9, 1933.

(6) Contractor (DOES) (DOES NOT) carry Workmen's Compensation Insurance.

(7) Supervision of construction by Golden Gate Neon Sign Co. Inc.

Address 455 8th St.

I hereby certify and agree, if a permit is issued, that all the provisions of the BUILDING LAW, THE BUILDING ZONE ORDINANCES, SET BACK LINE REQUIREMENTS AND THE FIRE ORDINANCES OF THE CITY AND COUNTY OF SAN FRANCISCO and the STATE HOUSING ACT OF CALIFORNIA will be complied with, whether herein specified or not; and I hereby agree to save, indemnify and keep harmless the City and County of San Francisco against all liabilities, judgments, costs and expenses which may in anywise accrue against said city and county in consequence of the granting of this permit, or from the use or occupancy of any sidewalk, street or sub-sidewalk placed by virtue thereof, and will in all things strictly comply with the conditions of this permit.

(8) Architect

Certificate No. State of California — License No. City and County of San Francisco

Address

(9) Engineer

Certificate No. State of California — License No. City and County of San Francisco

Address

(10) Plans and specifications prepared by Other than Architect or Engineer Golden Gate Neon Sign Co. Inc.

Address 455 8th St.

(11) Contractor Golden Gate Neon Sign Co. Inc.

License No. 20829 State of California — License No. 5423-J-20 City and County of San Francisco

Address 455 8th St.

(12) Owner Dixie Inn

Address 471 O'Farrell

By Demo

Owner's Authorized Agent.

THE DEPARTMENT WILL CALL UP TELEPHONE NO.
IF ANY ALTERATIONS OR CHANGES ARE NECESSARY ON THE PLANS SUBMITTED.

OFFICIAL COPY
SAN FRANCISCO
DEPARTMENT OF BUILDING INSPECTION

BUREAU OF FIRE PREVENTION AND PUBLIC SAFETY

Construct and Install on Building to Satisfaction of Bureau of Fire Prevention the Following Fire Protection Equipment and Appliances

F. D. (Dry) Standpipes
Wet Standpipes
Hose Reels
Tanks
Downpipes
Automatic Fire Pumps
Automatic Sprinkler System
Water Service Connection
Groundfloor Pipe Casings
Refrigeration
Incinerators

APPROVED:
L J McKenna
Bureau of Fire Prevention and Public Safety

APPROVED:
Fire Marshal

APPROVED:
Superintendent
Bureau of Building Inspection

APPROVED: 3/29/38
Am Johnson
City Planning Commission

APPROVED:
Director of Public Health

APPROVED:
Department of Electricity

APPROVED:
Bureau of Engineering

APPROVED:
Art Commission

Report Favorable 3/28/38
L Bush

BLDG. FORM. 3

No. 33858

APPLICATION OF

Delicat Cleaners Owner

FOR PERMIT TO MAKE
ADDITIONS, ALTERATIONS OR REPAIRS
TO BUILDING

Location 480 O'Farrell St

Cost $ 100.00

Filed 3/- MAR 26 1938 19 38

APPROVED:
Superintendent
Bureau of Building Inspection

Permit No. 33423

Issued MAR 31 1938 19

OFFICIAL COPY

Central Permit Bureau—F. No. 435

Write in Ink—File Two Copies

CITY AND COUNTY OF SAN FRANCISCO

DEPARTMENT OF PUBLIC WORKS — CENTRAL PERMIT BUREAU

BLDG. FORM 3

APPLICATION FOR BUILDING PERMIT

ALTERATION

March 28.38, 193

Application is hereby made to the Department of Public Works of the City and County of San Francisco for permission to build in accordance with the plans and specifications submitted herewith and according to the description and for the purpose hereinafter set forth:

(1) Location 480 O'Farrell st.

(2) For what purpose is present building now used? Store

(3) For what purpose will building be used hereafter?

(4) Total Cost $ 100.00

(5) Description of work to be done Erect 2 face neon sign.

(6) Contractor (DOES) carry Workmen's Compensation Insurance.
*(DOES NOT)

(7) Supervision of construction by J. K. Herzog Electric Co.,

Address 870 Van Ness Ave., Sa.

I hereby certify and agree, if a permit is issued, that all the provisions of the BUILDING LAW, THE BUILDING ZONE ORDINANCES, SET BACK LINE REQUIREMENTS AND THE FIRE ORDINANCES OF THE CITY AND COUNTY OF SAN FRANCISCO and the STATE HOUSING ACT OF CALIFORNIA will be complied with, whether herein specified or not; and I hereby agree to save, indemnify and keep harmless the City and County of San Francisco against all liabilities, judgments, costs and expenses which may in anywise accrue against said city and county in consequence of the granting of this permit, or from the use or occupancy of any sidewalk, street or sub-sidewalk placed by virtue thereof, and will in all things strictly comply with the conditions of this permit.

(8) Architect

Certificate No. State of California — License No. City and County of San Francisco

Address

(9) Engineer

Certificate No. State of California — License No. City and County of San Francisco

Address

(10) Plans and specifications prepared by Other than Architect or Engineer

Address

(11) Contractor J. K. Herzog Electric Co.,

License No. 10815 State of California — License No. City and County of San Francisco

Address 870 Van Ness Ave., Sa.

(12) Owner Delicate cleaners.

Address 480 O'Farrell St.,

By J. K. Herzog
Owner's Authorized Agent.

THE DEPARTMENT WILL CALL UP TELEPHONE NO. Phone MArket 2843
IF ANY ALTERATIONS OR CHANGES ARE NECESSARY ON THE PLANS SUBMITTED.

BUREAU OF FIRE PREVENTION AND PUBLIC SAFETY

Construct and Install on Building to Satisfaction of Bureau of Fire Prevention the Following Fire Protection Equipment and Appliances

F. D. (Dry) Standpipes
Wet Standpipes
Hose Reels

Tanks
Downpipes
Automatic Fire Pumps
Automatic Sprinkler System
Water Service Connection
Groundfloor Pipe Casings
Refrigeration
Incinerators

APPROVED:

G. J. McKenna
Bureau of Fire Prevention and Public Safety

APPROVED:

Fire Marshal

APPROVED:

Superintendent
Bureau of Building Inspection

APPROVED: 3/29/38

A. M. Johnson
City Planning Commission

APPROVED:

Director of Public Health

APPROVED:

Department of Electricity

APPROVED:

Bureau of Engineering

APPROVED:

Art Commission

Report Favorable 3/25/38
[illegible]

SAN FRANCISCO
DEPARTMENT OF BUILDING INSPECTION
OFFICIAL COPY

BLDG. FORM. **3**

No. 33856

APPLICATION OF

Carl's Coffee Shop Owner

FOR PERMIT TO MAKE
ADDITIONS, ALTERATIONS OR REPAIRS
TO BUILDING

Location 478 O'Farrell St.

Cost $ 150.00

Filed 3/2 MAR 26 1938 19 38

APPROVED:

3/31/38

Superintendent
Bureau of Building Inspection

Permit No. 33422

Issued MAR 31 1938 19

Central Permit Bureau—F. No. 435

Write in Ink—File Two Copies

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SAN FRANCISCO DEPARTMENT OF BUILDING INSPECTION 3

CITY AND COUNTY OF SAN FRANCISCO

DEPARTMENT OF PUBLIC WORKS — CENTRAL PERMIT BUREAU

BLDG. FORM

APPLICATION FOR BUILDING PERMIT

ALTERATION

March 25/38 193

Application is hereby made to the Department of Public Works of the City and County of San Francisco for permission to build in accordance with the plans and specifications submitted herewith and according to the description and for the purpose hereinafter set forth:

(1) Location 478 O'Farrell St.,

(2) For what purpose is present building now used? Store

(3) For what purpose will building be used hereafter?

(4) Total Cost $ 150.00

(5) Description of work to be done Erect 2 face neon sign.

(6) Contractor (DOES) carry Workmen's Compensation Insurance.
~~(DOES NOT)~~

(7) Supervision of construction by J.K.Herzog Electric Co.,

Address 370 Van Ness Ave. So.,

I hereby certify and agree, if a permit is issued, that all the provisions of the BUILDING LAW, THE BUILDING ZONE ORDINANCES, SET BACK LINE REQUIREMENTS AND THE FIRE ORDINANCES OF THE CITY AND COUNTY OF SAN FRANCISCO and the STATE HOUSING ACT OF CALIFORNIA will be complied with, whether herein specified or not; and I hereby agree to save, indemnify and keep harmless the City and County of San Francisco against all liabilities, judgments, costs and expenses which may in anywise accrue against said city and county in consequence of the granting of this permit, or from the use or occupancy of any sidewalk, street or sub-sidewalk placed by virtue thereof, and will in all things strictly comply with the conditions of this permit.

(8) Architect

Certificate No. State of California — License No. City and County of San Francisco

Address

(9) Engineer

Certificate No. State of California — License No. City and County of San Francisco

Address

(10) Plans and specifications prepared by Other than Architect or Engineer

Address

(11) Contractor J.K.Herzog Electric Co.,

License No. 10815 State of California — License No. City and County of San Francisco

Address 370 Van Ness Ave, So.,

(12) Owner Carl's Coffee Shop.,

Address 478 O'Farrell St.,

By J.K. Herzog Owner's Authorized Agent.

THE DEPARTMENT WILL CALL UP TELEPHONE NO. Phone MArket 2843
IF ANY ALTERATIONS OR CHANGES ARE NECESSARY ON THE PLANS SUBMITTED.

BUREAU OF FIRE PREVENTION AND PUBLIC SAFETY

Construct and Install on Building to Satisfaction of Bureau of Fire Prevention the Following Fire Protection Equipment and Appliances

F. D. (Dry) Standpipes
Wet Standpipes
Hose Reels

Tanks
Downpipes
Automatic Fire Pumps
Automatic Sprinkler System
Water Service Connection
Groundfloor Pipe Casings
Refrigeration
Incinerators

APPROVED:
D. J. McKenna
Bureau of Fire Prevention and Public Safety

APPROVED:
Fire Marshal

APPROVED:
Superintendent
Bureau of Building Inspection

APPROVED: 4/14/38
A M Johnson
City Planning Commission

APPROVED:
Director of Public Health

APPROVED:
Department of Electricity

APPROVED:
Bureau of Engineering

APPROVED:
Art Commission

Report Favorable 4/14/38
L L Bush

~~Report Favorable 4/14/38~~
~~L L Bush~~

SAN FRANCISCO
DEPARTMENT OF BUILDING INSPECTION
OFFICIAL COPY

BLDG. FORM. **3** No. 34297

APPLICATION OF

R. D. McElroy & Son Owner

FOR PERMIT TO MAKE
ADDITIONS, ALTERATIONS OR REPAIRS
TO BUILDING

Location 474-476 O'Farrell Street

Cost $ 200.00

Filed April 13 1938 19 38

APPROVED:
[signature]
4/14/38
Superintendent
Bureau of Building Inspection

Permit No. 33736

Issued APR 14 38 19

Central Permit Bureau—F. No. 435

Write in Ink—File Two Copies

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SAN FRANCISCO DEPARTMENT OF BUILDING INSPECTION 3

CITY AND COUNTY OF SAN FRANCISCO

DEPARTMENT OF PUBLIC WORKS — **CENTRAL PERMIT BUREAU**

BLDG. FORM

APPLICATION FOR BUILDING PERMIT

ALTERATION

April 13, 1938

Application is hereby made to the Department of Public Works of the City and County of San Francisco for permission to build in accordance with the plans and specifications submitted herewith and according to the description and for the purpose hereinafter set forth:

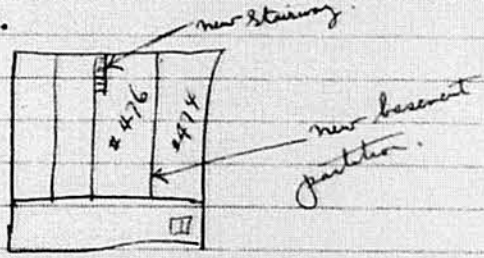
(1) Location 474-476 O'Farrell Street

(2) For what purpose is present building now used? Various Stores

(3) For what purpose will building be used hereafter? Same

(4) Total Cost $ 200.00

(5) Description of work to be done Install rough partition in basement between stores at 474 and 476 O'Farrell Street. Install stairway in rear of store 476 O'Farrell Street.



(6) Contractor (DOES) (DOES NOT) carry Workmen's Compensation Insurance.

(7) Supervision of construction by

Address

I hereby certify and agree, if a permit is issued, that all the provisions of the BUILDING LAW, THE BUILDING ZONE ORDINANCES, SET BACK LINE REQUIREMENTS AND THE FIRE ORDINANCES OF THE CITY AND COUNTY OF SAN FRANCISCO and the STATE HOUSING ACT OF CALIFORNIA will be complied with, whether herein specified or not; and I hereby agree to save, indemnify and keep harmless the City and County of San Francisco against all liabilities, judgments, costs and expenses which may in anywise accrue against said city and county in consequence of the granting of this permit, or from the use or occupancy of any sidewalk, street or sub-sidewalk placed by virtue thereof, and will in all things strictly comply with the conditions of this permit.

(8) Architect None

Certificate No. State of California — License No. City and County of San Francisco

Address

(9) Engineer None

Certificate No. State of California — License No. City and County of San Francisco

Address

(10) Plans and specifications prepared by Other than Architect or Engineer None

Address

(11) Contractor Phoenix-Simpton Company

License No. 3076 State of California — License No. 848 City and County of San Francisco

Address 520 Sixth Street

(12) Owner R. D. McElroy & Son

Address Phelan Building

By P. H. Simpton

Owner's Authorized Agent.

THE DEPARTMENT WILL CALL UP TELEPHONE NO. Und. 5606
IF ANY ALTERATIONS OR CHANGES ARE NECESSARY ON THE PLANS SUBMITTED.

OFFICIAL COPY
SAN FRANCISCO
DEPARTMENT OF
BUILDING INSPECTION

BUREAU OF FIRE PREVENTION AND PUBLIC SAFETY

Construct and Install on Building to Satisfaction of Bureau of Fire Prevention the Following Fire Protection Equipment and Appliances

F. D. (Dry) Standpipes .....
Wet Standpipes .....
Hose Reels .....
Tanks .....
Downpipes .....
Automatic Fire Pumps .....
Automatic Sprinkler System .....
Water Service Connection .....
Groundfloor Pipe Casings .....
Refrigeration .....
Incinerators .....

APPROVED:

Bureau of Fire Prevention and Public Safety

APPROVED:

Fire Marshal

APPROVED:

Superintendent Bureau of Building Inspection

APPROVED: April 15 38

City Planning Commission

APPROVED:

Director of Public Health

APPROVED:

Department of Electricity

APPROVED:

Bureau of Engineering

APPROVED:

Art Commission

Report Favorable 4/9/38
A Bud

BLDG. FORM. 3 No. 34339

APPLICATION OF

Yee Quadt Owner

FOR PERMIT TO MAKE ADDITIONS, ALTERATIONS OR REPAIRS TO BUILDING

Location 474 O'Farrell St

Cost $ 185.00

Filed APR 14 1938 April 14 1938

APPROVED:

Superintendent Bureau of Building Inspection

Permit No. APR 16 38

Issued 33786 19

OFFICIAL COPY

General Permit Bureau—F. No. 3

Rapid Service Press, Inc.

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CITY AND COUNTY OF SAN FRANCISCO

DEPARTMENT OF PUBLIC WORKS — CENTRAL PERMIT BUREAU

BLDG. FORM 3

APPLICATION FOR BUILDING PERMIT

ALTERATION

April 14 1938

Application is hereby made to the Department of Public Works of the City and County of San Francisco for permission to build in accordance with the plans and specifications submitted herewith and according to the description and for the purpose hereinafter set forth;

(1) Location 474 O'Farrell St.

(2) For what purpose is present building now used? once was a Restaurant

(3) For what purpose will building be used hereafter? Laundry Office

(4) Total Cost $ 185.00

(5) Description of work to be done Change of window and adding cabinet and Falcony inside

(6) Contractor (DOES) (DOES NOT) carry Workmen's Compensation Insurance.

(7) Supervision of construction by Wong Non

Address 45 Spofford Alley

I hereby certify and agree, if a permit is issued, that all the provisions of the BUILDING LAW, THE BUILDING ZONE ORDINANCES, SET BACK LINE REQUIREMENTS AND THE FIRE ORDINANCES OF THE CITY AND COUNTY OF SAN FRANCISCO and the STATE HOUSING ACT OF CALIFORNIA will be complied with, whether herein specified or not; and I hereby agree to save, indemnify and keep harmless the City and County of San Francisco against all liabilities, judgments, costs and expenses which may in anywise accrue against said city and county in consequence of the granting of this permit, or from the use or occupancy of any sidewalk, street or sub-sidewalk placed by virtue thereof, and will in all things strictly comply with the conditions of this permit.

(8) Architect

Certificate No. ..... License No. .....
State of California City and County of San Francisco

Address

(9) Engineer

Certificate No. ..... License No. .....
State of California City and County of San Francisco

Address

(10) Plans and specifications prepared by
Other than Architect or Engineer

Address

(11) Contractor Wong Non

License No. 17663 License No. 519
State of California City and County of San Francisco

Address 45 Spofford Alley

(12) Owner Ya Dudt

Address 474 O'Farrell St.

By Wong Non
Owner's Authorized Agent.

THE DEPARTMENT WILL CALL UP TELEPHONE NO. Chas 0473
IF ANY ALTERATIONS OR CHANGES ARE NECESSARY ON THE PLANS SUBMITTED.

SAN FRANCISCO
DEPARTMENT OF BUILDING INSPECTION
OFFICIAL COPY

Bureau of Fire Prevention and Investigation

Construct and install on building to satisfaction of Bureau of Fire Prevention the following fire protection equipment and appliances:

F. D. (Dry) Standpipes
Wet Standpipes
Hose Reels
Tanks
Down Pipes
Automatic Fire Pumps
Automatic Sprinkler System
Water Service Connection
Ground Floor Pipe Casings
Refrigeration
Incinerators

APPROVED:

FRANK P. KELLY, Chief
Division of Fire Prevention and Investigation

By E. J. Mack

Approved:

Superintendent Bureau of Building Inspection

Zoning: C

Approved:

City Planning Commission

Approved:

Director of Public Health

Approved:

Department of Electricity

Approved:

Bureau of Engineering

Approved:

Art Commission

Report favorable
W. C. Wenne
5-17-46

Workmen's Compensation Insurance Policy or Certificate filed with Central Permit Bureau . . . . . ☐

No Workmen's Compensation Insurance Policy or Certificate on file for reason of exclusion checked:

(a) No one to be employed . . . ☐

(b) Casual labor only to be employed . . . . . ☐

(c) Services or labor to be performed in return for aid or sustenance only, received from any religious, charitable or relief organization ☐

BLDG. FORM 3

No. 88842

APPLICATION OF

Shanghai Chop Suey Owner

FOR PERMIT TO MAKE ADDITIONS, ALTERATIONS or REPAIRS TO BUILDING

Location 478 O'Farrell St.

Cost $ 250.00

Filed May 16 MAY 16 1946 194 6

Approved:

Superintendent Bureau of Building Inspection

Permit No. 82766

Issued MAY 21 1946 194

CENTRAL PERMIT BUREAU F. NO. 488

Write in Ink—File Two Copies

CITY AND COUNTY OF SAN FRANCISCO

DEPARTMENT OF PUBLIC WORKS
BLDG. FORM 3

CENTRAL PERMIT BUREAU

RECEIVED
MAY 17 1946
BUREAU OF BUILDING INSPECTION
CITY AND COUNTY OF SAN FRANCISCO

APPLICATION FOR BUILDING PERMIT

ALTERATION

May 16

Application is hereby made to the Department of Public Works of the City and County of San Francisco for permission to build in accordance with the plans and specifications submitted herewith and according to the description and for the purpose hereinafter set forth:

(1) Location 478 O'Farrell St.

(2) Present use of building Restaurant No. of families 3

(3) Use of building hereafter " No. of families

(4) Total Cost $ 250.00

(5) Description of work to be done Double faced horizontal neon sign

(6) APPLICANT MUST FILL OUT COMPENSATION INSURANCE DATA ON REVERSE SIDE.

(1) Supervision of construction by Apex Electric Co.

Address 363 Fell St.

I hereby certify and agree, if a permit is issued, that all the provisions of the BUILDING LAW, THE BUILDING ZONE ORDINANCES, SET-BACK LINE REQUIREMENTS AND THE FIRE ORDINANCES OF THE CITY AND COUNTY OF SAN FRANCISCO and the STATE HOUSING ACT OF CALIFORNIA will be complied with, whether herein specified or not; and I hereby agree to save, indemnify and keep harmless the City and County of San Francisco against all liabilities, judgments, costs and expenses which may in anywise accrue against said city and county in consequence of the granting of this permit, or from the use or occupancy of any sidewalk, street or sub-sidewalk placed by virtue thereof, and will in all things strictly comply with the conditions of this permit.

(8) Architect ----

Certificate No. License No.
State of California City and County of San Francisco

Address

(9) Engineer ----

Certificate No. License No.
State of California City and County of San Francisco

Address

(10) Plans and specifications prepared by
Other than Architect or Engineer ----

Address

(11) Contractor Apex Electric Co.

License No. 10661 License No. 9
State of California City and County of San Francisco

Address 363 Fell St.

(12) Owner Shanghai Chop Suey

Address 478 O'Farrell St.

By A. C. MacCabe
Owner's Authorized Agent.

THE DEPARTMENT WILL CALL UP TELEPHONE NO.
IF ANY ALTERATIONS OR CHANGES ARE NECESSARY ON THE PLANS SUBMITTED.

SAN FRANCISCO DEPARTMENT OF BUILDING INSPECTION 3
OFFICIAL COPY

Bureau of Fire Prevention and Investigation

Construct and install on building to satisfaction of Bureau of Fire Prevention the following fire protection equipment and appliances:

F. D. (Dry) Standpipes
Wet Standpipes
Hose Reels

Tanks
Down Pipes
Automatic Fire Pumps
Automatic Sprinkler System
Water Service Connection
Ground Floor Pipe Casings
Refrigeration
Incinerators

APPROVED:

FRANK P. KELLY, Chief
Division of Fire Prevention and Investigation

By J. M. B
6/25/46

Approved:

Superintendent Bureau of Building Inspection

Zoning: Com

Approved:

6-24-46

City Planning Commission

Approved:

Director of Public Health

Approved:

Department of Electricity

Approved:

Bureau of Engineering

Approved:

Art Commission

Favorable, must be 10' above sidk

6/25/46 L Ross
Bldg Insp

Workmen's Compensation Insurance Policy or Certificate filed with Central Permit Bureau . . . . . ☑

No Workmen's Compensation Insurance Policy or Certificate on file for reason of exclusion checked:

(a) No one to be employed . . . ☐

(b) Casual labor only to be employed . . . . . ☐

(c) Services or labor to be performed in return for aid or sustenance only, received from any religious, charitable or relief organization ☐

SAN FRANCISCO DEPARTMENT OF BUILDING INSPECTION
OFFICIAL COPY

BLDG. FORM 3

WONDERLITE NEON PRODUCTS CO.
1095 FOLSOM ST. UNDERHILL 4000

No. 89709

APPLICATION OF

Personal Service Shop Owner

FOR PERMIT TO MAKE ADDITIONS, ALTERATIONS or REPAIRS TO BUILDING

Location 476 O'Farrell St

Cost $ 200.00

Filed JUN 1 1946 194

APPROVED
Dept. Public Works
JUN 2 3 1946

Approved: John Mittle
SUPERINTENDENT OF THE BUREAU of BUILDING INSPECTION

Superintendent Bureau of Building Inspection

Permit No. 83437

Issued JUN 25 1946 194

1095 FOLSOM ST. UNDERHILL 4000

OFFICIAL COPY

CENTRAL PERMIT BUREAU F. NO. 458

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SAN FRANCISCO DEPARTMENT OF BUILDING INSPECTION

3

CITY AND COUNTY OF SAN FRANCISCO

DEPARTMENT OF PUBLIC WORKS
BLDG. FORM

CENTRAL PERMIT BUREAU

RECEIVED JUN 24 1946 BUREAU OF BUILDING INSPECTION CITY AND COUNTY OF SAN FRANCISCO

APPLICATION FOR BUILDING PERMIT

ALTERATION

JUN 20 1946 1946

Application is hereby made to the Department of Public Works of the City and County of San Francisco for permission to build in accordance with the plans and specifications submitted herewith and according to the description and for the purpose hereinafter set forth:

(1) Location 476 O'Farrell St

(2) Present use of building Retail Store No. of families

(3) Use of building hereafter " " No. of families

(4) Total Cost $200

(5) Description of work to be done To install one double face horizontal neon sign

All work in accordance with ordinance 110818

(6) APPLICANT MUST FILL OUT COMPENSATION INSURANCE DATA ON REVERSE SIDE.

(1) Supervision of construction by WONDERLITE NEON PRODUCTS CO.
1095 FOLSOM ST. UNDERHILL 4060

Address

I hereby certify and agree, if a permit is issued, that all the provisions of the BUILDING LAW, THE BUILDING ZONE ORDINANCES, SET-BACK LINE REQUIREMENTS AND THE FIRE ORDINANCES OF THE CITY AND COUNTY OF SAN FRANCISCO and the STATE HOUSING ACT OF CALIFORNIA will be complied with, whether herein specified or not; and I hereby agree to save, indemnify and keep harmless the City and County of San Francisco against all liabilities, judgments, costs and expenses which may in anywise accrue against said city and county in consequence of the granting of this permit, or from the use or occupancy of any sidewalk, street or sub-sidewalk placed by virtue thereof, and will in all things strictly comply with the conditions of this permit.

(8) Architect

Certificate No. License No.
State of California City and County of San Francisco

Address

(9) Engineer

Certificate No. License No.
State of California City and County of San Francisco

Address

(10) Plans and specifications prepared by WONDERLITE NEON PRODUCTS CO.
Other than Architect or Engineer 1095 FOLSOM ST. UNDERHILL 4060

Address

(11) Contractor WONDERLITE NEON PRODUCTS CO.
1095 FOLSOM ST. UNDERHILL 4060

License No. 24297 License No. 189
State of California City and County of San Francisco

Address

(12) Owner Personal Service Shop

Address 476 O'Farrell St WONDERLITE NEON PRODUCTS CO.
1095 FOLSOM ST. UNDERHILL 4060

By

Owner's Authorized Agent.

THE DEPARTMENT WILL CALL UP TELEPHONE NO. [illegible]
IF ANY ALTERATIONS OR CHANGES ARE NECESSARY ON THE PLANS SUBMITTED.

OFFICIAL COPY

due to the quality of the original.

480 Landlanding license

pproved:

Zone Commercial

CPC Setback

JUL 20 1959

[signature] 20 July 59

Department of City Planning

pproved:

[signature] 7-22-59

Bureau of Fire Prevention & Public Safety

pproved:

Tim Van Louie 7/22/59

Structural Engineer, Bureau of Building Inspection

Approved:

Department of Public Health

Approved:

Department of Electricity

Approved:

Art Commission

Approved:

Boiler Inspector

Approved:

Bureau of Engineering

REFER TO:

- Bureau of Engineering ☐
- BBI Struct. Engineer ☑
- Boiler Inspector ☐
- Art Commission ☐
- Dept. of Public Health ☐
- ☐

Approved July 21 1959

JUL 15 4 23 PM 1959

[signature]

Building Inspector, Bureau of Building Inspection

I agree to comply with all conditions or stipulations of the various Bureaus or Departments noted hereon.

Owner's Authorized Agent

WONDERLITE NEON PRODUCTS CO.
4301 THIRD ST. ATwater 8-4300
SAN FRANCISCO 24, CALIFORNIA

BLDG. FORM 4

No. 226004

APPLICATION OF

Tx D Tackle Shop

FOR PERMIT TO ERECT SIGN OR BILL BOARD

Location 474 O'Farrell St

Cost $50.00 Tax 3.00 [illegible]

Filed JUL 15 1959 195

Approved:

APPROVED

JUL [illegible]

[signature]

Superintendent, Bureau of Building Inspection

Permit No. 201945

Issued [illegible] 195

WONDERLITE NEON PRODUCTS CO.
4301 THIRD ST. ATwater 8-4300
SAN FRANCISCO 24, CALIFORNIA

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SAN FRANCISCO
DEPARTMENT OF
BUILDING INSPECTION

Central Permit Bureau F. No. 432

Write in Ink — File Two Copies

CITY AND COUNTY OF SAN FRANCISCO

DEPARTMENT OF PUBLIC WORKS
BLDG. FORM

4

1959 JUL 20 PM 2:50

CENTRAL PERMIT BUREAU

JUL 15 4 20 PM 1959

APPLICATION FOR PERMIT
SIGNS—BILL BOARDS

JUL 1 1959
DEPT. OF PUBLIC WORKS

.....195.....

Application is hereby made to the Department of Public Works of the City and County of San Francisco for permission to build in accordance with the plans and specifications submitted herewith and according to the description and for the purpose hereinafter set forth:

ELECTRIC SIGN ☒ NON-ELECTRIC SIGN ☐ BILL BOARD ☐

(1) Location 474 O'Farrell St.

(2) Total Cast $ 50.00 (3) Number of stories in building 1

(4) Present use of building retail store (5) Type of building ~~frame~~ 1, 2, 3, 4, or 5

(6) If Sign give: Style double face horizontal neon

Thickness 10" Size 6' x 3 Ft. Weight 150 Lbs.

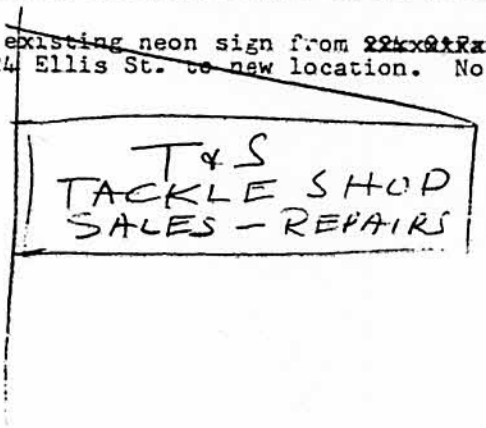
(7)

PLOT PLAN AND ELEVATION

Indicate exactly the location of sign or billboard horizontally and vertically

To move existing neon sign from ~~224 O'Farrell St.~~ 224 Ellis St. to new location. No changes to sign.

T & S
TACKLE SHOP
SALES - REPAIRS



(8) Drawings in duplicate showing methods of attachments must be submitted with this application.

(9) No portion of building or structure, or scaffolding used during construction, to be closer than 6'0" to any wire containing more than 750 volts. See Sec. 385, Calif. Penal Code.

(10) Contractor WONDERLITE NEON PRODUCTS CO.
4301 THIRD ST. ATwater 8-4300
SAN FRANCISCO 24, CALIFORNIA

License No. 29264 License No. K13
State of California City and County of San Francisco

Address

(11) I hereby certify and agree that if a permit is issued for the construction described in this application, all the provisions of the permit, and all the laws and ordinances applicable thereto will be complied with. I further agree to save San Francisco and its officials and employees harmless from all costs and damages which may accrue from use or occupancy of the sidewalk, street or sidewalk space or from anything else in connection with the work included in the permit. The foregoing covenant shall be binding upon the owner of said property, the applicant, their heirs, successors and assignees.

(12) Owner T & S Tackle Shop

Address 474 O'Farrell St. Phone No.
(For contact by Bureau)

By [signature] Address

Owner's Authorized Agent to be Owner's Authorized Architect, Engineer or General Contractor

WONDERLITE NEON PRODUCTS CO.

due to the quality of the original.

OFFICIAL COPY
SAN FRANCISCO
DEPARTMENT OF
BUILDING INSPECTION

Approved:

Zone

CPC Setbacks

Not reviewed by the Department of City Planning. Issuance of the requested permit constitutes no indication that use of this property does or does not conform to the City Planning Code.

Department of City Planning

Approved:

Ed. Cull 4-14-66

Bureau of Fire Prevention & Public Safety

Approved:

Civil Engineer, Bureau of Building Inspection

Approved:

Bureau of Engineering

Approved:

Department of Public Health

Approved:

Department of Electricity

Approved:

Art Commission

Approved:

Boiler Inspector

Approved:

Redevelopment Agency

Approved:

Parking Authority

No portion of building or structure or scaffolding used during construction to be closer than 6'0" to any wire containing more than 750 volts. See Sec. 385 California Penal Code.

REFER TO:

- Bureau of Engineering ☐
- BBI Struct. Engineer ☐
- Boiler Inspector ☐
- Art Commission ☐
- Dept. of Public Health ☐
- Dept. of Electricity ☐
- Redevelopment Agency ☐
- Parking Authority ☐

Approved 4-13 1966

Provided the following conditions are complied with: File separate permit for #474 Ofarrell St

Building Inspector, Bureau of Building Inspection

I agree to comply with all conditions or stipulations of the various Bureaus or Departments noted hereon.

Michael A. Kiance

Owner or Owner's Authorized Agent

BLDG. FORM 3 No. 328401

APPLICATION OF

5 church Christs Scient. Lessee Owner

FOR PERMIT TO MAKE ADDITIONS, ALTERATIONS or REPAIRS TO BUILDING

Location 476 ~~474~~ ~~476~~ OFARRELL St.

Total Cost $ 425.00

Filed APR 11 1966 19

APPROVED:

APPROVED Dept. Public Works APR 18 1966

Superintendent, Bureau of Building Inspection

Permit No. 3951 293253

Issued APR 19 1966 19

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SAN FRANCISCO
DEPARTMENT OF
BUILDING INSPECTION

CENTRAL PERMIT BUREAU F431

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CITY AND COUNTY OF SAN FRANCISCO

DEPARTMENT OF PUBLIC WORKS

BLDG. FORM 3

CENTRAL PERMIT BUREAU

APPLICATION FOR BUILDING PERMIT
ADDITIONS, ALTERATIONS OR REPAIRS

.....19.....

Application is hereby made to the Department of Public Works of San Francisco for permission to build in accordance with the plans and specifications submitted herewith and according to the description and for the purpose hereinafter set forth:

(1) Location 474 (476) OFARRELL

(2) Total Cost ($) 425.00 (3) No. of Stories 1 (4) Basement or Cellar no (yes or no)

(5) Present Use of building Retail Stores (6) No. of families no

(7) Proposed Use of building " " (8) No. of families no

(9) Type of construction 3 (1, 2, 3, 4, or 5) (10 16.2 Proposed Building Code Classification)

(11) Any other building on lot no (yes or no) (must be shown on plot plan if answer is yes.)

(12) Does this alteration create an additional story to the building? no (yes or no)

(13) Does this alteration create a horizontal extension to the building? no (yes or no)

(14) Does this alteration constitute a change of occupancy no (yes or no)

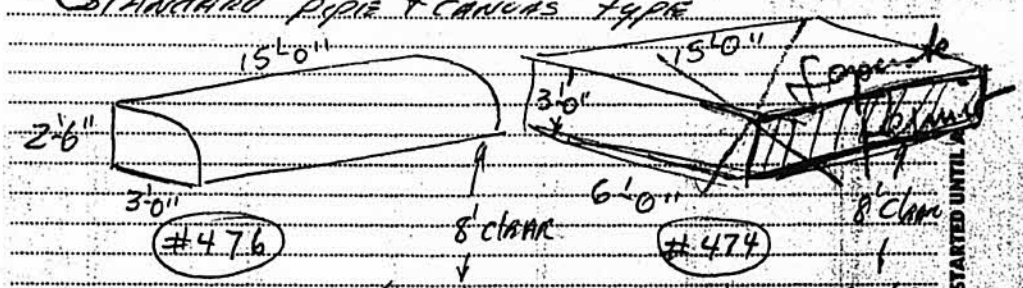
(15) Electrical work to be performed no (yes or no) (16) Plumbing work to be performed no (yes or no)

(17) Automobile runway to be altered or installed no (yes or no)

(18) Sidewalk over sub-sidewalk space to be repaired or altered no (yes or no)

(19) Write in description of all work to be performed under this application:
(Reference to plans is not sufficient)

1 (2) AWNINGS FRAMES & COVERS INSTALLED
STANDARD PIPE & CANVAS TYPE



(20) Supervision of construction by Koehrings Address 245 So Rail Road

(21) General Contractor ..... California License No. .....
Address .....

(22) Architect or Engineer (for design) ..... California Certificate No. .....
Address .....

(23) Architect or Engineer (for construction) ..... California Certificate No. .....
Address .....

(24) I hereby certify and agree that if a permit is issued for the construction described in this application, all the provisions of the permit and all laws and ordinances applicable thereto will be complied with. I further agree to save San Francisco and its officials and employees harmless from all costs and damages which may accrue from use or occupancy of the sidewalk, street or subsidewalk space or from anything else in connection with the work included in the permit. The foregoing covenant shall be binding upon the owner of said property, the applicant, their heirs, successors and assignees.

(25) Owner 5th church christs Scientists (Phone 4742747) For contract by Bureau

Address 450 OFARRELL

By Michael A. Krause Address 245 So Railroad Ave
Owner's Authorized Agent to be Owner's Authorized Architect, Engineer or General Contractor.

CERTIFICATE OF FINAL COMPLETION AND/OR PERMIT OF OCCUPANCY MUST BE OBTAINED ON COMPLETION OF WORK OR ALTERATION INVOLVING AN ENLARGEMENT OF THE BUILDING OR A CHANGE OF OCCUPANCY PURSUANT TO SEC. 808 AND 809, SAN FRANCISCO BUILDING CODE, BEFORE BUILDING IS OCCUPIED.

Pursuant to Sec. 304, San Francisco Building Code, the building permit shall be posted on job. Owner is responsible for approved plans and application being kept at building site.

APPROVAL OF THIS APPLICATION DOES NOT CONSTITUTE AN APPROVAL FOR THE ELECTRICAL WIRING OR PLUMBING INSTALLATIONS. A SEPARATE PERMIT FOR THE WIRING AND PLUMBING MUST BE OBTAINED.

THIS IS NOT A BUILDING PERMIT. NO WORK SHALL BE STARTED UNTIL A BUILDING PERMIT IS ISSUED.

OFFICIAL COPY
SAN FRANCISCO
DEPARTMENT OF
BUILDING INSPECTION

C. P. B. Copy

200
Est. Cost

CITY AND COUNTY OF SAN FRANCISCO
DEPARTMENT OF PUBLIC WORKS
BUREAU OF BUILDING INSPECTION

CERTIFICATE OF FINAL COMPLETION

For work described in building permit application number 89709

476 O'Farrell
House No. Street

Class C Store
Class Bldg. Occupancy

Elec. Sign
Nature of construction

Work under building permit issued pursuant to above stated application has been completed in accordance with the laws pertaining thereto.

W. C. Sumo
Building Inspector

7-9 46
Date

JOHN G. LITTLE, SUPERINTENDENT
BUREAU OF BUILDING INSPECTION

OFFICIAL COPY

SAN FRANCISCO
DEPARTMENT OF
BUILDING INSPECTION

Approved:

Zone .....

CPC Setbacks .....

Not reviewed by the Department of City Planning. Issuance of the requested permit constitutes no indication that use of this property does or does not conform to the City Planning Code.

Department of City Planning

Approved:

Bureau of Fire Prevention & Public Safety

Approved:

Civil Engineer, Bureau of Building Inspection

Approved:

Bureau of Engineering

Approved:

Department of Public Health

Approved:

Department of Electricity

Approved:

Art Commission

Approved:

Boiler Inspector

Approved:

Redevelopment Agency

Approved:

Parking Authority

No portion of building or structure or scaffolding used during construction to be closer than 6'0" to any wire containing more than 750 volts. See Sec. 385 California Penal Code.

REFER TO:

Bureau of Engineering	☐
BBI Struct. Engineer	☐
Boiler Inspector	☐
Art Commission	☐
Dept. of Public Health	☐
Dept. of Electricity	☑
Redevelopment Agency	☐
Parking Authority	☐

Approved 4-21 1966

Provided the following conditions are complied with:

Building Inspector, Bureau of Building Inspection

I agree to comply with all conditions or stipulations of the various Bureaus or Departments noted hereon.

Owner or Owner's Authorized Agent

BLDG. FORM 3 APPLICATION OF No. 328961

M. PIAZZA Lessee / Owner

FOR PERMIT TO MAKE ADDITIONS, ALTERATION or REPAIRS TO BUILDING

Location 474 OFARRELL

Total Cost $ 250.00

Filed ..... 19.....

APPROVED:

APPROVED
Dept. Public Works
APR 22 1966
Robert C. Levy
SUPERINTENDENT
BUREAU BUILDING INSPECTION

Superintendent, Bureau of Building Inspection

#4396

Permit No. 293543

APR 26 1966

Issued ..... 19.....

OFFICIAL COPY

SAN FRANCISCO
DEPARTMENT OF
BUILDING INSPECTION

CENTRAL PERMIT BUREAU F435

Write in Ink—File Two Copies

CITY AND COUNTY OF SAN FRANCISCO

DEPARTMENT OF PUBLIC WORKS
BLDG. FORM

CENTRAL PERMIT BUREAU

3

APPLICATION FOR BUILDING PERMIT
ADDITIONS, ALTERATIONS OR REPAIRS

.....19.....

Application is hereby made to the Department of Public Works of San Francisco for permission to build in accordance with the plans and specifications submitted herewith and according to the description and for the purpose hereinafter set forth:

(1) Location 474 OF ARRELL

(2) Total Cost ($) 250 (3) No. of Stories 3 (4) Basement or Cellar no (yes or no)

(5) Present Use of building Furn. Store (6) No. of families no

(7) Proposed Use of building " " (8) No. of families no

(9) Type of construction 3 (1, 2, 3, 4, or 5) (10) 16.2 (Proposed Building Code Classification)

(11) Any other building on lot no (yes or no) (must be shown on plot plan if answer is yes.)

(12) Does this alteration create an additional story to the building? no (yes or no)

(13) Does this alteration create a horizontal extension to the building? no (yes or no)

(14) Does this alteration constitute a change of occupancy no (yes or no)

(15) Electrical work to be performed no (yes or no) (16) Plumbing work to be performed no (yes or no)

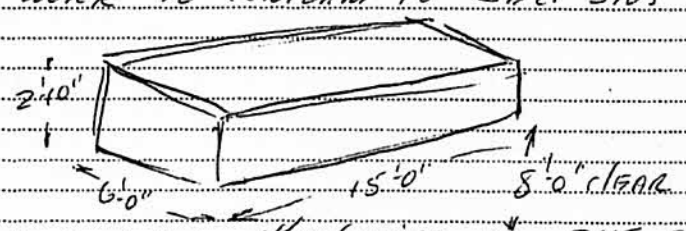
(17) Automobile runway to be altered or installed no (yes or no)

(18) Sidewalk over sub-sidewalk space to be repaired or altered no (yes or no)

(19) Will street space be used during construction? no (yes or no)

(20) Write in description of all work to be performed under this application:
(Reference to plans is not sufficient)

Standard pipe & canvas Awning
2'10" high 6'0" projection 15'0" wide
All work to conform to Sec. 3105 S.F. code



(21) Supervision of construction by Koehrings Address 245 So Rail Ave

(22) General Contractor ..... California License No. .....
Address .....

(23) Architect or Engineer (for design) ..... California Certificate No. .....
Address .....

(24) Architect or Engineer (for construction) ..... California Certificate No. .....
Address .....

(25) I hereby certify and agree that if a permit is issued for the construction described in this application, all the provisions of the permit and all laws and ordinances applicable thereto will be complied with. I further agree to save San Francisco and its officials and employees harmless from all costs and damages which may accrue from use or occupancy of the sidewalk, street or subsidewalk space or from anything else in connection with the work included in the permit. The foregoing covenant shall be binding upon the owner of said property, the applicant, their heirs, successors and assignees.

(26) Owner Modesto Piazza (Phone 96 [illegible] 4171) For contract by Bureau
Address 474 Of Arrell St
By Michael J. Krause Address 245 So. Rail road
Owner's Authorized Agent to be Owner's Authorized Architect, Engineer or General Contractor.

CERTIFICATE OF FINAL COMPLETION AND/OR PERMIT OF OCCUPANCY MUST BE OBTAINED ON COMPLETION OF WORK OR ALTERATION INVOLVING AN ENLARGEMENT OF THE BUILDING OR A CHANGE OF OCCUPANCY PURSUANT TO SEC. 808 AND 809, SAN FRANCISCO BUILDING CODE, BEFORE BUILDING IS OCCUPIED.

Pursuant to Sec. 304, San Francisco Building Code, the building permit shall be posted on job. Owner is responsible for approved plans and application being kept at building site.

APPROVAL OF THIS APPLICATION DOES NOT CONSTITUTE AN APPROVAL FOR THE ELECTRICAL WIRING OR PLUMBING INSTALLATIONS. A SEPARATE PERMIT FOR THE WIRING AND PLUMBING MUST BE OBTAINED.

THIS IS NOT A BUILDING PERMIT. NO WORK SHALL BE STARTED UNTIL A BUILDING PERMIT IS ISSUED.

OFFICIAL COPY

SAN FRANCISCO
DEPARTMENT OF
BUILDING INSPECTION

Approved:
Zone
CPC Setbacks
AWNING ONLY — SIGNS & LETTERING REQUIRE SEPERATE PERMIT.
OCT 28 1966 Department of City Planning

Approved:

Bureau of Fire Prevention & Public Safety

Approved:

Civil Engineer, Bureau of Building Inspection

Approved:

Bureau of Engineering

Approved:

Department of Public Health

Approved:

Department of Electricity

Approved:

Art Commission

Approved:

Boiler Inspector

Approved:

Redevelopment Agency

Approved:

Parking Authority

No portion of building or structure or scaffolding used during construction to be closer than 6'0" to any wire containing more than 750 volts. See Sec. 385 California Penal Code.

REFER TO:

Bureau of Engineering	☐
BBI Struct. Engineer	☐
Boiler Inspector	☐
Art Commission	☐
Dept. of Public Health	☐
Dept. of Electricity	☐
Redevelopment Agency	☐
Parking Authority	☐

Approved 10-27 19 66

Provided the following conditions are complied with:

Building Inspector, Bureau of Building Inspection

I agree to comply with all conditions or stipulations of the various Bureaus or Departments noted hereon.

Owner or Owner's Authorized Agent

BLDG. FORM 3 APPLICATION OF

No. 336159

Mr Wong Lessee Owner

FOR PERMIT TO MAKE ADDITIONS, ALTERATIONS or REPAIRS TO BUILDING

Location 478 O'FARRELL ST

Total Cost $ 200 00

Filed OCT 25 1966 19

APPROVED

APPROVED
Dept. Public Works
OCT 31 1966
Robert C. Levy

Superintendent, Bureau of Building Inspection

Permit No. 1167 300566

Issued NOV 1 1966 19

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SAN FRANCISCO
DEPARTMENT OF
BUILDING INSPECTION

CENTRAL PERMIT BUREAU F435

Write in Ink—File Two Copies

CITY AND COUNTY OF SAN FRANCISCO

DEPARTMENT OF PUBLIC WORKS
BLDG. FORM
3

CENTRAL PERMIT BUREAU

APPLICATION FOR BUILDING PERMIT
ADDITIONS, ALTERATIONS OR REPAIRS

.....19.....

Application is hereby made to the Department of Public Works of San Francisco for permission to build in accordance with the plans and specifications submitted herewith and according to the description and for the purpose hereinafter set forth:

(1) Location 478 OFARRELL ST

(2) Total Cost ($) 200 (3) No. of Stories 1 (4) Basement or Cellar no (yes or no)

(5) Present Use of building RESTAURANT (6) No. of families no

(7) Proposed Use of building " (8) No. of families no

(9) Type of construction 3 (1, 2, 3, 4, or 5) (10) 16.2 (Proposed Building Code Classification)

(11) Any other building on lot no (yes or no) (must be shown on plot plan if answer is yes.)

(12) Does this alteration create an additional story to the building? no (yes or no)

(13) Does this alteration create a horizontal extension to the building? no (yes or no)

(14) Does this alteration constitute a change of occupancy no (yes or no)

(15) Electrical work to be performed no (yes or no) (16) Plumbing work to be performed no (yes or no)

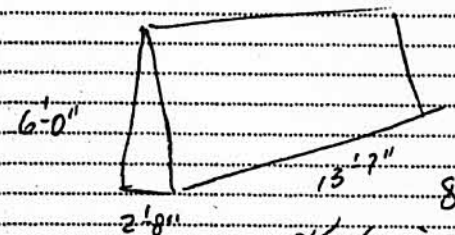
(17) Automobile runway to be altered or installed no (yes or no)

(18) Sidewalk over sub-sidewalk space to be repaired or altered no (yes or no)

(19) Will street space be used during construction? no (yes or no)

(20) Write in description of all work to be performed under this application:
(Reference to plans is not sufficient)

standard pipe & canvas Awning
13'7" wide 6'-0" high 2'-8 Projection



(21) Supervision of construction by Koehrings Address 245 S RR

(22) General Contractor ..... California License No. .....
Address .....

(23) Architect or Engineer (for design) ..... California Certificate No. .....
Address .....

(24) Architect or Engineer (for construction) ..... California Certificate No. .....
Address .....

(25) I hereby certify and agree that if a permit is issued for the construction described in this application, all the provisions of the permit and all laws and ordinances applicable thereto will be complied with. I further agree to save San Francisco and its officials and employees harmless from all costs and damages which may accrue from use or occupancy of the sidewalk, street or subsidewalk space or from anything else in connection with the work included in the permit. The foregoing covenant shall be binding upon the owner of said property, the applicant, their heirs, successors and assignees.

(26) Owner 5th Church Christs Scientist (Phone PR-5-1349) For contract by Bureau
Address 450 OFARRELL ST
By Michael [illegible] Address 245 So PRAIR
Owner's Authorized Agent to be Owner's Authorized Architect, Engineer or General Contractor.

CERTIFICATE OF FINAL COMPLETION AND/OR PERMIT OF OCCUPANCY MUST BE OBTAINED ON COMPLETION OF WORK OR ALTERATION INVOLVING AN ENLARGEMENT OF THE BUILDING OR A CHANGE OF OCCUPANCY PURSUANT TO SEC. 808 AND 809, SAN FRANCISCO BUILDING CODE, BEFORE BUILDING IS OCCUPIED.

Pursuant to Sec. 304, San Francisco Building Code, the building permit shall be posted on job. Owner is responsible for approved plans and application being kept at building site.

APPROVAL OF THIS APPLICATION DOES NOT CONSTITUTE AN APPROVAL FOR THE ELECTRICAL WIRING OR PLUMBING INSTALLATIONS. A SEPARATE PERMIT FOR THE WIRING AND PLUMBING MUST BE OBTAINED.

THIS IS NOT A BUILDING PERMIT. NO WORK SHALL BE STARTED UNTIL A BUILDING PERMIT IS ISSUED.

SAN FRANCISCO
DEPARTMENT OF BUILDING INSPECTION
OFFICIAL COPY

Approved:

Zone .....

CPC Setbacks .....

Not reviewed by the Department of City Planning. Issuance of the requested permit constitutes no indication that use of this property does or does not conform to the City Planning Code. LBK

Department of City Planning

Approved:

Bureau of Fire Prevention & Public Safety

Approved:

Civil Engineer, Bureau of Building Inspection

Approved:

Bureau of Engineering

Approved:

Department of Public Health

Approved:

Department of Electricity

Approved:

Art Commission

Approved:

Boiler Inspector

Approved:

Redevelopment Agency

Approved:

Parking Authority

No portion of building or structure or scaffolding used during construction to be closer than 6'0" to any wire containing more than 750 volts. See Sec. 385 California Penal Code.

REFER TO:

- Bureau of Engineering ☐
- BBI Struct. Engineer ☐
- Boiler Inspector ☐
- Art Commission ☐
- Dept. of Public Health ☐
- Dept. of Electricity ☐
- Redevelopment Agency ☐
- Parking Authority ☐

Approved 1/ 1968

Provided the following conditions are complied with:

No structural changes
New work: Incombustible material

The approval of this application and issuance of permit is due to specifications [illegible] and does not [illegible] approval of the [illegible].

[signature]

Building Inspector, Bureau of Building Inspection

I agree to comply with all conditions or stipulations of the various Bureaus or Departments noted hereon.

[signature]

Owner or Owner's Authorized Agent

BLDG. FORM 352591

No. .....

3 APPLICATION OF

CHRISTIAN SCIENCE CHURCH Lessee

FOR PERMIT TO MAKE ADDITIONS, ALTERATION or REPAIRS TO BUILDING

Location 474 O'FARRELL

S.F.

Total Cost $ 350.00 LBK

Filed JAN 7 JAN 11 1968

APPROVED:

APPROVED
Dept. Public Works
JAN 1 1968

[signature]
SUPERINTENDENT
BUREAU BUILDING INSPECTION

Superintendent, Bureau of Building Inspection

Permit No. 24621 315711

Issued JAN 15 1968 19....

CENTRAL PERMIT BUREAU F435

Write in Ink—File Two Copies

OFFICIAL COPY

CITY AND COUNTY OF SAN FRANCISCO

DEPARTMENT OF PUBLIC WORKS
BLDG. FORM 3

CENTRAL PERMIT BUREAU

APPLICATION FOR BUILDING PERMIT
ADDITIONS, ALTERATIONS OR REPAIRS

Jan 7 1968

Application is hereby made to the Department of Public Works of San Francisco for permission to build in accordance with the plans and specifications submitted herewith and according to the description and for the purpose hereinafter set forth:

(1) Location 474 O'FARRELL

(2) Total Cost ($) 350.00 (3) No. of Stories 1 (4) Basement or Cellar No (yes or no)

(5) Present Use of building STORE (6) No. of families None

(7) Proposed Use of building Same (8) No. of families None

(9) Type of construction 3 (1, 2, 3, 4, or 5) (10) 16-2 (Proposed Building Code Classification)

(11) Any other building on lot No (yes or no) (must be shown on plot plan if answer is yes.)

(12) Does this alteration create an additional story to the building? No (yes or no)

(13) Does this alteration create a horizontal extension to the building? No (yes or no)

(14) Does this alteration constitute a change of occupancy No (yes or no)

(15) Electrical work to be performed No (yes or no) (16) Plumbing work to be performed No (yes or no)

(17) Automobile runway to be altered or installed No (yes or no)

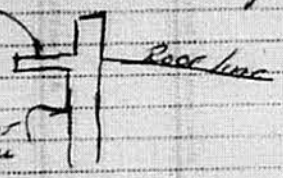
(18) Sidewalk over sub-sidewalk space to be repaired or altered No (yes or no)

(19) Will street space be used during construction? No (yes or no)

(20) Write in description of all work to be performed under this application:
(Reference to plans is not sufficient)

Repairs to top edge of cornice size approx 2'-0" x 36'-0" remove existing tar and ply on this area, and install new 3 ply and tar over this area

Sidewalk space to be used for scaffold



(21) Supervision of construction GEO. T. ROBINSON CO. Address

(22) General Contractor GENERAL CONTRACTORS California License No. 57348
Address 43 MILAN TERRACE SAN FRANCISCO, CALIF. 94112

(23) Architect or Engineer (for design) California Certificate No.
Address

(24) Architect or Engineer (for construction) California Certificate No.
Address

(25) I hereby certify and agree that if a permit is issued for the construction described in this application, all the provisions of the permit and all laws and ordinances applicable thereto will be complied with. I further agree to save San Francisco and its officials and employees harmless from all costs and damages which may accrue from use or occupancy of the sidewalk, street or subsidewalk space or from anything else in connection with the work included in the permit. The foregoing covenant shall be binding upon the owner of said property, the applicant, their heirs, successors and assignees.

(26) Owner Christian Science Church (Phone 587-8390) For contract by Bureau

Address 474 O'Farrell

By Geo T Robinson Address 43 Milan Terrace
Owner's Authorized Agent to be Owner's Authorized Architect, Engineer or General Contractor.

CERTIFICATE OF FINAL COMPLETION AND/OR PERMIT OF OCCUPANCY MUST BE OBTAINED ON COMPLETION OF WORK OR ALTERATION INVOLVING AN ENLARGEMENT OF THE BUILDING OR A CHANGE OF OCCUPANCY PURSUANT TO SEC. 808 AND 809, SAN FRANCISCO BUILDING CODE, BEFORE BUILDING IS OCCUPIED.

Pursuant to Sec. 304, San Francisco Building Code, the building permit shall be posted on job. Owner is responsible for approved plans and application being kept at building site.

APPROVAL OF THIS APPLICATION DOES NOT CONSTITUTE AN APPROVAL FOR THE ELECTRICAL WIRING OR PLUMBING INSTALLATIONS. A SEPARATE PERMIT FOR THE WIRING AND PLUMBING MUST BE OBTAINED.

THIS IS NOT A BUILDING PERMIT. NO WORK SHALL BE STARTED UNTIL A BUILDING PERMIT IS ISSUED.

OFFICIAL COPY

SAN FRANCISCO
DEPARTMENT OF
BUILDING INSPECTION

400685

Approved:

Zone .....

CPC Setbacks .....

Not reviewed by the Department of City Planning. Issuance of this permit constitutes no indication that use of this property does or does not conform to the City Planning Code.

Department of City Planning

Approved:

Bureau of Fire Prevention & Public Safety

Approved:

Civil Engineer, Bureau of Building Inspection

Approved:

Bureau of Engineering

Approved:

Department of Public Health

Approved:

Department of Electricity

Approved:

Art Commission

Approved:

Boiler Inspector

Approved:

Redevelopment Agency

Approved:

Parking Authority

No portion of building or structure or scaffolding used during construction to be closer than 6'0" to any wire containing more than 750 volts. See Sec. 385 California Penal Code.

REFER TO:

Bureau of Engineering	☐
BBI Struct. Engineer	☐
Boiler Inspector	☐
Art Commission	☐
Dept. of Public Health	☐
Dept. of Electricity	☐
Redevelopment Agency	☐
Parking Authority	☐

Approved Aug 25 1971

Provided the following conditions are complied with:

Rebuild or remove non-conforming portion in rear of 474-O'FARRELL

5/8" SHEETROCK ON ALL NEW WORK

CALL FOR INSPECTION BEFORE INSTALLING SHEET ROCK

558 3851

A Campos
Building Inspector, Bureau of Building Inspection

I agree to comply with all conditions or stipulations of the various Bureaus or Departments noted hereon.

Modesto Piazza
Owner or Owner's Authorized Agent

12-4

BLDG. FORM 3 No. 400685

APPLICATION OF

x Modesto Piazza Lessee Owner

FOR PERMIT TO MAKE ADDITIONS, ALTERATION or REPAIRS TO BUILDING

OFFICE COPY

x Location 474-476- O'Farrell st SF

x Total Cost $ 450.00 cc

AUG 24 1971

Filed 8-24 1971

APPROVED: AUG 26 1971 BDX

APPROVED
Dept. Public Works
AUG 27 1971

Alfred Goldberg
SUPERINTENDENT
BUREAU BUILDING INSPECTION

Superintendent, Bureau of Building Inspection

60549
Permit No. 358754

Issued AUG 27 1971 19

x

OFFICIAL COPY

SAN FRANCISCO
DEPARTMENT OF
BUILDING INSPECTION

CENTRAL PERMIT BUREAU F486
50M 8-69

Write in Ink—File Two Copies

CITY AND COUNTY OF SAN FRANCISCO
DEPARTMENT OF PUBLIC WORKS
BLDG. FORM 3

CENTRAL PERMIT BUREAU

APPLICATION FOR BUILDING PERMIT
ADDITIONS, ALTERATIONS OR REPAIRS

AUG 24 1971

8-24 1971

Application is hereby made to the Department of Public Works of San Francisco for permission to build in accordance with the plans and specifications submitted herewith and according to the description and for the purpose hereinafter set forth:

(1) Location 474-476 O'Farrell st

(2) Total Cost ($) 450.00 (3) No. of Stories 1 (4) Basement or Cellar no (yes or no)

(5) Present Use of building Furniture Store (6) No. of families —

(7) Proposed Use of building " " (8) No. of families —

(9) Type of construction 3 (1, 2, (3), 4, or 5) (10) F-2 Proposed Building Code Classification

(11) Any other building on lot no (yes or no) (must be shown on plot plan if answer is yes.)

(12) Does this alteration create an additional story to the building? no (yes or no)

(13) Does this alteration create a horizontal extension to the building? no (yes or no)

(14) Does this alteration constitute a change of occupancy no (yes or no)

(15) Electrical work to be performed NO (yes or no) (16) Plumbing work to be performed no (yes or no)

(17) Automobile runway to be altered or installed no (yes or no)

(18) Sidewalk over sub-sidewalk space to be repaired or altered no (yes or no)

(19) Will street space be used during construction? no (yes or no)

(20) Write in description of all work to be performed under this application:
(Reference to plans is not sufficient)

Close the front entrance of 476 and
with glass window and to
make new opening between the
new store ONE OPENING - 6'0" with
4 X 14 BEAM OVER - ONE OPENING 8'0" WITH
4 X 16 BEAM OVER - MOVE 2 X 4 STUD
PARTITION REAR OF 476 - ALL 5/8" SHEETROCK

(21) Supervision of construction by ..... Address .....

(22) General Contractor ..... California License No. .....
Address .....

(23) Architect or Engineer (for design) ..... California Certificate No. .....
Address .....

(24) Architect or Engineer (for construction) ..... California Certificate No. .....
Address .....

(25) I hereby certify and agree that if a permit is issued for the construction described in this application, all the provisions of the permit and all laws and ordinances applicable thereto will be complied with. I further agree to save San Francisco and its officials and employees harmless from all costs and damages which may accrue from use or occupancy of the sidewalk, street or subsidewalk space or from anything else in connection with the work included in the permit. The foregoing covenant shall be binding upon the owner of said property, the applicant, their heirs, successors and assignees.

(26) Owner Modesto Viazza (Phone 673-1991)
Address 474 O'Farrell st For contact by Bureau

By ..... Address .....
Owner's Authorized Agent to be Owner's Authorized Architect, Engineer or General Contractor.

CERTIFICATE OF FINAL COMPLETION AND/OR PERMIT OF OCCUPANCY MUST BE OBTAINED ON COMPLETION OF WORK OR ALTERATION INVOLVING AN ENLARGEMENT OF THE BUILDING OR A CHANGE OF OCCUPANCY PURSUANT TO SEC. 808 AND 809, SAN FRANCISCO BUILDING CODE, BEFORE BUILDING IS OCCUPIED.

Pursuant to Sec. 304, San Francisco Building Code, the building permit shall be posted on job. Owner is responsible for approved plans and application being kept at building site.

APPROVAL OF THIS APPLICATION DOES NOT CONSTITUTE AN APPROVAL FOR THE ELECTRICAL WIRING OR PLUMBING INSTALLATIONS. A SEPARATE PERMIT FOR THE WIRING AND PLUMBING MUST BE OBTAINED.

THIS IS NOT A BUILDING PERMIT. NO WORK SHALL BE STARTED UNTIL A BUILDING PERMIT IS ISSUED.

CONSTRUCTION LENDER (Enter name and branch designation if any. If there is no known construction lender, enter "unknown".)

ADDRESS OF CONSTRUCTION LENDER

OFFICIAL COPY

SAN FRANCISCO
DEPARTMENT OF
BUILDING INSPECTION

Approved:

Zone .....

CPC Setbacks .....

...not reviewed by the Department of City ...Planning. Issuance of the requested permit ...constitutes no indication that use of this ...operty does or does not conform to the City Planning Code.

.....
Department of City Planning

Approved:

.....
Bureau of Fire Prevention & Public Safety

Approved:

.....
Civil Engineer, Bureau of Building Inspection

Approved:

.....
Bureau of Engineering

Approved:

.....
Department of Public Health

Approved:

.....
Department of Electricity

Approved:

.....
Art Commission

Approved:

.....
Boiler Inspector

Approved:

.....
Redevelopment Agency

Approved:

.....
Parking Authority

No portion of building or structure or scaffolding used during construction to be closer than 6'0" to any wire containing more than 750 volts. See Sec. 385 California Penal Code.

REFER TO:

Bureau of Engineering	☐
BBI Struct. Engineer	☐
Boiler Inspector	☐
Art Commission	☐
Dept. of Public Health	☐
Dept. of Electricity	☐
Redevelopment Agency	☐
Parking Authority	☐

Approved 9-23 1971

Provided the following conditions are complied with:

The approval of this application and issuance ...ereof applies to ...ed work only and ...not constitute an ...proval of the building.

.....
Building Inspector, Bureau of Building Inspection

I agree to comply with all conditions or stipulations of the various Bureaus or Departments noted hereon.

Dick Behnke
Owner or Owner's Authorized Agent

Ho

1-2

BLDG. FORM 3

M01772

APPLICATION OF

Dionez & Lucita Lessee & Owner

FOR PERMIT TO MAKE ~~ADDITIONS, ALTERATION or REPAIRS~~ TO BUILDING

OFFICIAL COPY

Location 474 O'Farrell St

Total Cost $ 700.00

Filed .....19.....

APPROVED: SEP 24 1971

RECEIVED
Dept. Public Works
SEP 1971
BUREAU OF ENGINEERING
SURVEY SECTION

.....
Superintendent, Bureau of Building Inspection

Permit No 61059 35973

Issued SEP 28 1971 .....19.....

OFFICIAL COPY

SAN FRANCISCO
DEPARTMENT OF
BUILDING INSPECTION

CENTRAL PERMIT BUREAU F435
50M-6-68-

Write in Ink—File Two Copies

CITY AND COUNTY OF SAN FRANCISCO

DEPARTMENT OF PUBLIC WORKS
BLDG. FORM **3**

CENTRAL PERMIT BUREAU

APPLICATION FOR BUILDING PERMIT
ADDITIONS, ALTERATIONS OR REPAIRS

9/21/71 19

Application is hereby made to the Department of Public Works of San Francisco for permission to build in accordance with the plans and specifications submitted herewith and according to the description and for the purpose hereinafter set forth:

(1) Location 474 O'Farrell St.

(2) Total Cost ($) 700.00 (3) No. of Stories 3 (4) Basement or Cellar No

(5) Present Use of building Retail Store/Arts (6) No. of families ~~No~~ (Yes or no)

(7) Proposed Use of building Same (8) No. of families Same

(9) Type of construction 2 (1, 2, 3, 4, or 5) (10) F-2 (Proposed Building Code Classification)

(11) Any other building on lot No (yes or no) (must be shown on plot plan if answer is yes.)

(12) Does this alteration create an additional story to the building? No (yes or no)

(13) Does this alteration create a horizontal extension to the building? No (yes or no)

(14) Does this alteration constitute a change of occupancy No (yes or no)

(15) Electrical work to be performed No (yes or no) (16) Plumbing work to be performed No (yes or no)

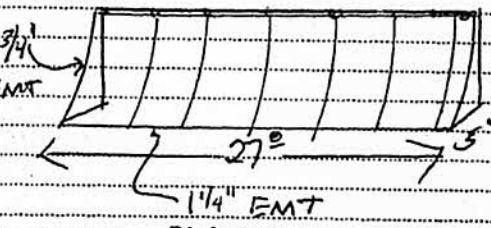
(17) Automobile runway to be altered or installed No (yes or no)

(18) Sidewalk over sub-sidewalk space to be repaired or altered No (yes or no)

(19) Will street space be used during construction? No (yes or no)

(20) Write in description of all work to be performed under this application:
(Reference to plans is not sufficient)

Manufacture and install comple to stationery awning; fremeof steel tubing; cover of approved canvas; all work in accordance with SFBC # 4506.



(21) Supervision of construction by Dick Behnke Address 1600 Cortland Ave.

(22) General Contractor None California License No.

Address

(23) Architect or Engineer (for design) California Certificate No.

Address

(24) Architect or Engineer (for construction) California Certificate No.

Address

(25) I hereby certify and agree that if a permit is issued for the construction described in this application, all the provisions of the permit and all laws and ordinances applicable thereto will be complied with. I further agree to save San Francisco and its officials and employees harmless from all costs and damages which may accrue from use or occupancy of the sidewalk, street or subsidewalk space or from anything else in connection with the work included in the permit. The foregoing covenant shall be binding upon the owner of said property, the applicant, their heirs, successors and assignees.

(26) Owner ~~Fiorenza Furniture~~ American Canvas Prod's (Phone 826-7515) For contact by Bureau

Address 474 O'Farrell St.

By American Canvas Products Address 1600 Cortland Ave.
Owner's Authorized Agent to be Owner's Authorized Architect, Engineer or General Contractor.

CERTIFICATE OF FINAL COMPLETION AND/OR PERMIT OF OCCUPANCY MUST BE OBTAINED ON COMPLETION OF WORK OR ALTERATION INVOLVING AN ENLARGEMENT OF THE BUILDING OR A CHANGE OF OCCUPANCY PURSUANT TO SEC. 808 AND 809, SAN FRANCISCO BUILDING CODE, BEFORE BUILDING IS OCCUPIED.

Pursuant to Sec. 304, San Francisco Building Code, the building permit shall be posted on job. Owner is responsible for approved plans and application being kept at building site.

APPROVAL OF THIS APPLICATION DOES NOT CONSTITUTE AN APPROVAL FOR THE ELECTRICAL WIRING OR PLUMBING INSTALLATIONS. A SEPARATE PERMIT FOR THE WIRING AND PLUMBING MUST BE OBTAINED.

THIS IS NOT A BUILDING PERMIT. NO WORK SHALL BE STARTED UNTIL A BUILDING PERMIT IS ISSUED.

CONSTRUCTION LENDER _____ (Enter name and branch designation if any. If there is no known construction lender, enter "unknown".)

ADDRESS OF CONSTRUCTION LENDER _____

OFFICIAL COPY

SAN FRANCISCO
DEPARTMENT OF
BUILDING INSPECTION

FOR DEPARTMENTAL USE ONLY

APPROVED: ~~COLLECT PLAN CHECK FEE~~

COLLECT PLAN CHECK FEE

NOV 20 1974

Superintendent, Bureau of Building Inspection

FILING FEE RECEIPT NO. 89758

PERMIT NO. 11-21-74

ISSUED 594457 19

CITY AND COUNTY OF SAN FRANCISCO
DEPARTMENT OF PUBLIC WORKS

APPLICATION FOR PERMIT TO ERECT SIGN

OFFICE COPY

Application is hereby made for permission to build in accordance with plans and specifications submitted herewith and for the purpose set forth herein:

ELECTRIC SIGN ☒ NON-ELECTRIC SIGN ☐

GROUND SIGN ☐

BLDG FORM 4 S.F. NEON

APPL. NO. 441303

Date NOV 15 ~~1974~~ 15-74 19

(1) Location 478 OFARRELL ST
OFARRELL CAFE

(2) Total cost $ 900.00

(3) Height at center line of front of building 20 Ft.

(4) Number of stories in building 1

(5) Present use of building Cafe

(6) Type of building ☐ 1 ☐ 2 ☑ 3 ☐ 4 ☒ 5

(7) Approval number for standardized signs

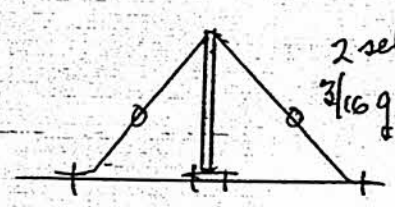
(8) Type of sign per Article 46, S. F. Building Code: ☐ Ground sign ☐ Roof sign ☐ Wall sign

☒ Projecting sign ☐ Single-faced ☒ Double-faced. Dimensions: Thickness 12

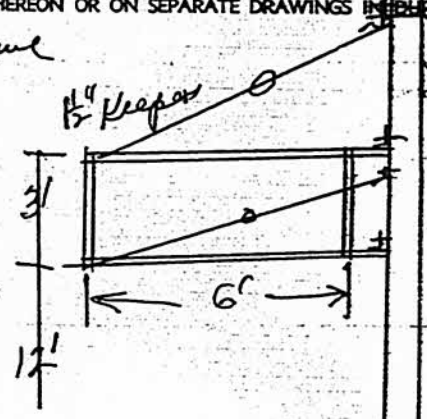
Size 6 x 3 Ft. Weight 125 Lbs. Total area of advertising space 36 Sq. Ft.

(9) PLOT PLAN AND ELEVATION. INDICATE EXACTLY THE LOCATION OF SIGN HORIZONTALLY AND VERTICALLY. SHOW METHOD OF ATTACHMENT HEREON OR ON SEPARATE DRAWINGS IN DUPLICATE.

1 1/2 x 1 1/2 x 3/16 g ~~cab~~ L frame
3/16 Plastic faces



2 sets of 3/16 g cable



(10) Contractor SAN FRANCISCO NEON CO. California License No. 197448
690 Potrero Avenue
Address San Francisco, California 94110 Phone No.
621-0645

(11) Engineer or Architect California License No.
Address Phone No.

(12) Owner ~~Lessee~~ OFARRELL CAFE
(Cross Out One)
Address 478 OFARRELL Phone No.
(For contact by Bureau)

IMPORTANT NOTICES

Where top guy wire is required, anchor with ½" dia. throught-bolt (minimum, to the structural frame of the building below the parapet wall.

No portion of building or structure, or scaffolding used during construction, to be closer than 6'0" to any wire containing more than 750 volts. See Sec. 385, Calif. Penal Code.

Encroachments authorized on public property are revocable when ordered by Board of Supervisors (S.F. Building Code).

Any stipulation required herein or by Code may be appealed.

APPLICANT'S CERTIFICATION

I hereby certify and agree that if a permit is issued for the construction described in this application, all the provisions of the permit, and all the laws and ordinances applicable thereto will be complied with. I further agree to save San Francisco and its officials and employees harmless from all costs and damages which may accrue from use or occupancy of the sidewalk, street or sidewalk space or from anything else in connection with the work included in the permit. The foregoing covenant shall be binding upon the owner of said property, the applicant, their heirs, successors and assignees.

Signature of owner or owner's authorized agent

OFFICIAL COPY

SAN FRANCISCO
DEPARTMENT OF
BUILDING INSPECTION

REFER TO:

- CITY PLANNING ☐
- BUREAU OF ENGINEERING ☐
- B.B.I. CIVIL ENGINEER ☐
- B.B.I. ELECTRICAL DIVISION ☐
- REDEVELOPMENT AGENCY ☐
- ART COMMISSION ☐
- _____ ☐

Approved:

11-19-74 [signature]
Building Inspector, Bureau of Building Inspection

Approved:

Zone C-3-G

CPC Setback No

PROJECTION, LIMITED TO 75% OF HORIZONTAL DISTANCE FROM P/L TO P/L IN NO CASE MORE THAN 12 FT.

PROJECT IN A CATEGORY C. P. COMM. FOUND HAS NO SIGNIFICANT EFFECT ON ENVIRONMENT

NOV 15 1974

R DeVelling
City Planning

Approved:

Civil Engineer, Bureau of Building Inspection

Approved:

Bureau of Engineering

Approved:

Redevelopment Agency

Approved:

Art Commission

I agree to comply with all conditions or stipulations of the various Bureaus or Departments noted hereon.

[signature]
Owner or Owner's Authorized Agent

OFFICIAL COPY
SAN FRANCISCO
DBI
DEPARTMENT OF
BUILDING INSPECTION

C. F. C. Copy

250
Est. Cost

CITY AND COUNTY OF SAN FRANCISCO
DEPARTMENT OF PUBLIC WORKS
BUREAU OF BUILDING INSPECTION

CERTIFICATE OF FINAL COMPLETION

For work described in building permit application number 38842

478 O'Farrell
House No. Street

Class C Restaurant
Class Bldg. Occupancy

Elec. Sign
Nature of construction

Work under building permit issued pursuant to above-dated application has been completed in accordance with the laws pertaining thereto.

SEP 11 1947

H. C. Hume
Building Inspector

7-9 19 46
Date

JOHN G. LITTLE, SUPERINTENDENT
BUREAU OF BUILDING INSPECTION R.P.J.

OFFICIAL COPY

SAN FRANCISCO
DEPARTMENT OF
BUILDING INSPECTION

FOR DEPARTMENTAL USE ONLY

APPROVED FOR ISSUANCE: JUL 23 1981 Z

APPROVED

Dept. Found Violation

JUL 2

Fred C. Jay

Bureau of Building Inspection

PARAPET

FEE

DATE FILED: 5-12-81

FILING FEE RECEIPT NO: 10,386

PERMIT NO: 433281

ISSUED: JUL 23 1981

CITY AND COUNTY OF SAN FRANCISCO
DEPARTMENT OF PUBLIC WORKS
APPLICATION FOR BUILDING PERMIT ADDITIONS, ALTERATIONS OR REPAIRS

BLDG. FORM 3 10-23-81

APPLICATION NO. 8104351

APPLICATION IS HEREBY MADE TO THE DEPARTMENT OF PUBLIC WORKS OF SAN FRANCISCO FOR PERMISSION TO BUILD IN ACCORDANCE WITH THE PLANS AND SPECIFICATIONS SUBMITTED HEREWITH AND ACCORDING TO THE DESCRIPTION AND FOR THE PURPOSE HEREINAFTER SET FORTH.

OFFICE COPY

1) STREET ADDRESS OF JOB: "PARAPET CORRECTION" 474 O'FARRELL STREET

2) ESTIMATED COST OF JOB: $1750.00

DESCRIPTION OF EXISTING BUILDING

(4A) TYPE OF CONSTR. 1-IV ☐ N ☐ 1 ☐ 2 ☐ 3 ☐ 4 ☐ 5 ☐	(5A) NUMBER OF STORIES OF OCCUPANCY: 1	(6A) NUMBER OF BASEMENTS AND CELLARS: 1	(7A) PRESENT USE: COMMERICAL	(8A) BLDG. CODE OCCUP. CLASS: F-2	(9A) NO. OF DWELLING UNITS: 0

DESCRIPTION OF BUILDING AFTER PROPOSED ALTERATION

(4) TYPE OF CONSTR. 1-IV ☐ N ☐ 1 ☐ 2 ☐ 3 ☐ 4 ☐ 5 ☐	(5) NUMBER OF STORIES OF OCCUPANCY: 1	(6) NUMBER OF BASEMENTS AND CELLARS: 1	(7) PROPOSED USE: SAME	(8) BLDG. CODE OCCUP. CLASS: F-2	(9) NO. OF DWELLING UNITS: 0

(10A) DOES THIS ALTERATION CREATE ADDITIONAL STORY TO BUILDING? YES ☐ NO ☒	(10) IF YES, STATE NEW HEIGHT AT CENTER LINE OF FRONT ____ FT.	(11A) DOES THIS ALTERATION CREATE DECK OR HORIZ EXTENSION TO BUILDING? YES ☐ NO ☒	(11) IF YES, STATE NEW GROUND FLOOR AREA ____ SQ. FT.		
(14) WILL SIDEWALK OVER SUB-SIDEWALK SPACE BE REPAIRED OR ALTERED? YES ☐ NO ☒	(15) WILL BUILDING EXTEND BEYOND PROPERTY LINE? YES ☐ NO ☒	(16) IS AUTO RUNWAY TO BE CONSTRUCTED OR ALTERED? YES ☐ NO ☒	(17) WILL STREET SPACE BE USED DURING CONSTRUCTION? YES ☐ NO ☒		
(19) ANY OTHER EXISTING BLDG ON LOT? (IF YES, SHOW ON PLOT PLAN) YES ☐ NO ☒	(20) DOES THIS ALTERATION CONSTITUTE A CHANGE OF OCCUPANCY? YES ☐ NO ☒	(21) ELECTRICAL WORK TO BE PERFORMED? YES ☐ NO ☒	(22) PLUMBING WORK TO BE PERFORMED? YES ☐ NO ☒		

(23) GENERAL CONTRACTOR: W.S. SOHE CONSTRUCTION CO — ADDRESS: 1190 BRYANT — PHONE: 431-0551 — CALIF. LICENSE NO.: B-247550

(24) ARCHITECT OR ENGINEER | DESIGN ☐ CONSTRUCTION ☐ | SEXTON FITZGERALD & KARLAND — ADDRESS: 681 MARKET STREET — CALIF. CERTIFICATE NO.: 777-9241

(25) CONSTRUCTION LENDER (ENTER NAME AND BRANCH DESIGNATION IF ANY. IF THERE IS NO KNOWN CONSTRUCTION LENDER, ENTER "UNKNOWN"). UNKNOWN — ADDRESS: MR JOHN SCUBER

(26) OWNER — LESSEE (CROSS OUT ONE) | FIFTH CHURCH OF CHRIST SCIENTIST — ADDRESS: 450 O'FARRELL ST — PHONE FOR CONTACT BY BUREAU: 474-2747

(27) WRITE IN DESCRIPTION OF ALL WORK TO BE PERFORMED UNDER THIS APPLICATION (REFERENCE TO PLANS IS NOT SUFFICIENT)

PARAPET CORRECTION WORK PER THE DRAWINGS - S-1 & S-2

OF SEXTON FITZGERALD & KARLAND

IMPORTANT NOTICES

No change shall be made in the character of the occupancy or use without first obtaining a Building Permit authorizing such change. See Sec. 103, 104.3, 104.8.1, 104.C, 502, 502.1, San Francisco Building Code and Sec. 104, San Francisco Housing Code.

No portion of building or structure or scaffolding used during construction, to be closer than 6'0" to any wire containing more than 750 volts. See Sec. 385, California Penal Code.

Pursuant to Sec. 302 A.8, San Francisco Building Code, the building permit shall be posted on the job. The owner is responsible for approved plans and application being kept at building site.

Grade lines as shown on drawings accompanying this application are assumed to be correct. If actual grade lines are not the same as shown revised drawings showing correct grade lines, cuts and fills together with complete details of retaining walls and wall footings required must be submitted to this bureau for approval.

ANY STIPULATION REQUIRED HEREIN OR BY CODE MAY BE APPEALED.

BUILDING NOT TO BE OCCUPIED UNTIL CERTIFICATE OF FINAL COMPLETION IS POSTED ON THE BUILDING OR PERMIT OF OCCUPANCY GRANTED, WHEN REQUIRED APPROVAL OF THIS APPLICATION DOES NOT CONSTITUTE AN APPROVAL FOR THE ELECTRICAL WIRING OR PLUMBING INSTALLATIONS. A SEPARATE PERMIT FOR THE WIRING AND PLUMBING MUST BE OBTAINED. SEPARATE PERMITS ARE REQUIRED IF ANSWER IS "YES" TO ANY OF ABOVE QUESTIONS (15) (16) (17) (20) (21) or (22).

THIS IS NOT A BUILDING PERMIT. NO WORK SHALL BE STARTED UNTIL A BUILDING PERMIT IS ISSUED.

In dwellings all insulating materials must have a clearance of not less than two inches from all electrical wires or equipment.

CHECK APPROPRIATE BOX

☐ OWNER ☐ ARCHITECT ☐ ENGINEER
☐ LESSEE ☐ AGENT WITH POWER OF ATTORNEY
☒ CONTRACTOR ☐ ATTORNEY IN FACT

APPLICANT'S CERTIFICATION

I HEREBY CERTIFY AND AGREE THAT IF A PERMIT IS ISSUED FOR THE CONSTRUCTION DESCRIBED IN THIS APPLICATION, ALL THE PROVISIONS OF THE PERMIT AND ALL LAWS AND ORDINANCES THERETO WILL BE COMPLIED WITH.

NOTICE TO APPLICANT

HOLD HARMLESS CLAUSE: The Permittee(s) by acceptance of this permit, agree(s) to indemnify and hold harmless the City and County of San Francisco from and against any and all claims, demands and actions for damages resulting from operations under this permit, regardless of negligence of the City and County of San Francisco, and to assume the defense of the City and County of San Francisco against all such claims, demands and actions.

In conformity with the provisions of Section 3800 of the Labor Code of the State of California, the applicant shall have on file, or file with the Central Permit Bureau, either Certificate (I) or (II) or (III) designated below or shall indicate item (IV) or (V) or (VI) below, whichever is applicable. If however, item (VI) is checked then item (V) must be checked as well. Mark the appropriate method of compliance below:

( ) I. Certificate of Consent to Self-Insure issued by the Director of Industrial Relations.

(X) II. Certificate of Workman's Compensation Insurance issued by an admitted insurer.

( ) III. An exact copy or duplicate of (I) certified by the Director or (II) certified by the insurer.

( ) IV. The cost of the work to be performed is $100 or less.

( ) V. I certify that in the performance of the work for which this Permit is issued, I shall not employ any person in any manner so as to become subject to the workman's compensation laws of California. I further acknowledge that I understand, in the event that I should become subject to the workman's compensation provisions of the Labor Code of California and fail to comply forthwith with the provisions of Section 3800 of the Labor Code, that the Permit herein applied for shall be deemed revoked.

( ) VI. I certify as the owner (or the agent of the owner) that in the performance of the work for which this Permit is issued, I will employ a contractor who complies with the workman's compensation laws of California and who has on file, or prior to the commencement of any work will file, with the Central Permit Bureau evidence that workman's compensation insurance is carried.

Applicant's Signature: Patrick J. Cremin — Date: 5-12-81

OFFICIAL COPY

SAN FRANCISCO
DEPARTMENT OF
BUILDING INSPECTION

CONDITIONS AND STIPULATIONS

APPROVED:

DATE:
REASON:

5-21-81
BUILDING INSPECTOR, BUR. OF BLDG. INSP.

NOTIFIED MR.

☐ APPROVED:

NOT REFERRED TO CITY PLANNING

DATE:
REASON:

DEPARTMENT OF CITY PLANNING

NOTIFIED MR.

☐ APPROVED:

DATE:
REASON:

BUREAU OF FIRE PREVENTION & PUBLIC SAFETY

NOTIFIED MR.

☐ APPROVED:

THIS PERMIT IS ISSUED ONLY FOR EFFECTING COMPLIANCE WITH THE PARAPET SAFETY PROGRAM. THIS PERMIT DOES NOT INDICATE COMPLIANCE WITH OTHER APPLICABLE CODE PROVISIONS AND REGULATIONS.

7-23-81
CITY ENGINEER BUR. OF BLDG. INSPECTION

DATE:
REASON:

NOTIFIED MR.

☐ APPROVED:

DATE:
REASON:

BUREAU OF ENGINEERING

NOTIFIED MR.

☐ APPROVED:

DATE:
REASON:

DEPARTMENT OF PUBLIC HEALTH

NOTIFIED MR.

☐ APPROVED:

DATE:
REASON:

REDEVELOPMENT AGENCY

NOTIFIED MR.

☐ APPROVED:

DATE:
REASON:

RESIDENTIAL ENG. INSPECTOR, DIV. OF APT. & HOTEL INSP. B.B.I.

NOTIFIED MR.

☐ APPROVED:

DATE:
REASON:

NOTIFIED MR.

HOLD SECTION — NOTE DATES AND NAMES OF ALL PERSONS NOTIFIED DURING PROCESSING

I AGREE TO COMPLY WITH ALL CONDITIONS OR STIPULATIONS OF THE VARIOUS BUREAUS OR DEPARTMENTS NOTED ON THIS APPLICATION AND ATTACHED STATEMENTS OF CONDITIONS OR STIPULATIONS WHICH ARE HEREBY MADE A PART OF THIS APPLICATION.
NUMBER OF ATTACHMENTS ☐

SIGNATURE OF OWNER, LESSEE OR AUTHORIZED AGENT FOR OWNER OR LESSEE

OFFICIAL COPY

SAN FRANCISCO DEPARTMENT OF BUILDING INSPECTION

FIRE

NO COMPLAINTS

PERMIT CONTROL	ACTIVE COMPLAINTS: ☐ NONE ☐ HID ☐ CED / PCD ☐ BID ☐ DCP ☐ OTHER:											
STATION	HID	CED	PCD	BID	DCP	BBLPC CHECK ONE: CNT-PC / PAD-PC / PAD-MAJ / SSS / PARAPET	FIRE	BSM	HEALTH	REDEV	CPB
SEQ					4	3			2		4
ACCEPTED											
APPROVED*											
DATE					12-27	DEC 27 1995	RH 1/19				

APPROVED
Dept of Building Insp

CHECK APPLICABLE: ☐ PARALLEL ☐ SITE PENALTY ☐ 9X ☐ 2X ☐ TITLE 24 - HC ☐ TIDF ☐ EXPEDITOR ☐ SFUSD ☐ BLDG ENLARGEMENT (STAMP APPL) DIRECTOR ☐ HAZARDOUS MATERIAL

COMMENT: DEPT OF BUILDING INSPECTION

BBLKEY: RESID. = CNT-PC; NON-RESID. = PAD-PC; NEW / MAJOR = PAD-MAJ; UMB = SSS

BLDG. FORM 3/8

APPLICATION NUMBER 9521603

OSHA APPROVAL REQ'D ☐

OSHA APPROVAL NUMBER:

APPLICATION FOR BUILDING PERMIT ADDITIONS, ALTERATIONS OR REPAIRS

FORM 3 ☐ OTHER AGENCIES REVIEW REQUIRED

FORM 8 ☒ OVER-THE-COUNTER ISSUANCE

WC-UN

_____ NUMBER OF PLAN SETS

CITY AND COUNTY OF SAN FRANCISCO DEPARTMENT OF BUILDING INSPECTION

APPLICATION IS HEREBY MADE TO THE DEPARTMENT OF BUILDING INSPECTION OF SAN FRANCISCO FOR PERMISSION TO BUILD IN ACCORDANCE WITH THE PLANS AND SPECIFICATIONS SUBMITTED HEREWITH AND ACCORDING TO THE DESCRIPTION AND FOR THE PURPOSE HEREINAFTER SET FORTH.

OFFICE COPY

▼ DO NOT WRITE ABOVE THIS LINE ▼

DATE FILED	FILING FEE RECEIPT NO.	(1) STREET ADDRESS OF JOB	BLOCK & LOT
12-27-95		400 O'FARRELL ST	317/9
PERMIT NO.	**ISSUED**	**(2) ESTIMATED COST OF JOB**	**(2B) REVISED COST:**
785033	12-27-95	$29,000.	BY: DATE:

INFORMATION TO BE FURNISHED BY ALL APPLICANTS

DESCRIPTION OF EXISTING BUILDING

(4A) TYPE OF CONSTR.	(5A) NO. OF STORIES OF OCCUPANCY:	(6A) NO. OF BASEMENTS AND CELLARS:	(7A) PRESENT USE:	(8A) OCCUP. CLASS	(9A) NO. OF DWELLING UNITS:
III	4	1	RETAIL	B2	0

DESCRIPTION OF BUILDING AFTER PROPOSED ALTERATION

(4) TYPE OF CONSTR.	(5) NO. OF STORIES OF OCCUPANCY:	(6) NO. OF BASEMENTS AND CELLARS:	(7) PROPOSED USE (LEGAL USE)	(8) OCCUP. CLASS	(9) NO. OF DWELLING UNITS:
III	4	1	MEAT MARKET & GROCERY STORE	B2	0

(10) IS AUTO RUNWAY TO BE CONSTRUCTED OR ALTERED?	(11) WILL STREET SPACE BE USED DURING CONSTRUCTION?	(12) ELECTRICAL WORK TO BE PERFORMED?	(13) PLUMBING WORK TO BE PERFORMED?
YES ☐ NO ☒	YES ☐ NO ☒	YES ☒ NO ☐	YES ☒ NO ☐

(14) GENERAL CONTRACTOR	ADDRESS	PHONE	CALIF. LIC. NO.	EXPIRATION DATE
N.S.				

(15) OWNER (LESSEE) (CROSS OUT ONE)	ADDRESS	ZIP	PHONE (FOR CONTACT BY DEPT.)
ZAHIR C/O AHMAD MOHAJAB TECTA ASSOC	150 POST #400	SF CA	94108 3625857

(16) WRITE IN DESCRIPTION OF ALL WORK TO BE PERFORMED UNDER THIS APPLICATION (REFERENCE TO PLANS IS NOT SUFFICIENT) 1. ☐ 2. ☐ 3. ☐

Interior tenant improvement - new meat market - no exterior alterations - plus h.c. toilet.

ADDITIONAL INFORMATION — FORM 3 APPLICANTS ONLY

(17) DOES THIS ALTERATION CREATE ADDITIONAL STORY TO BUILDING?	(18) IF (17) IS YES, STATE NEW HEIGHT AT CENTER LINE OF FRONT	(19) DOES THIS ALTERATION CREATE DECK OR HORIZ. EXTENSION TO BUILDING?	(20) IF (19) IS YES, STATE NEW GROUND FLOOR AREA
YES ☐ NO ☒	FT.	YES ☐ NO ☒	SQ. FT.

(21) WILL SIDEWALK OVER SUB-SIDEWALK SPACE BE REPAIRED OR ALTERED?	(22) WILL BUILDING EXTEND BEYOND PROPERTY LINE?	(23) ANY OTHER EXISTING BLDG. ON LOT? (IF YES, SHOW ON PLOT PLAN)	(24) DOES THIS ALTERATION CONSTITUTE A CHANGE OF OCCUPANCY?
YES ☐ NO ☒	YES ☐ NO ☒	YES ☐ NO ☐	YES ☐ NO ☒

(25) ARCHITECT OR ENGINEER (DESIGN ☒ CONSTRUCTION ☐)	ADDRESS	CALIF. CERTIFICATE NO.
AHMAD MOHAJAB		C17636

(26) CONSTRUCTION LENDER (ENTER NAME AND BRANCH DESIGNATION IF ANY. IF THERE IS NO KNOWN CONSTRUCTION LENDER, ENTER "UNKNOWN"). ADDRESS

IMPORTANT NOTICES

No change shall be made in the character of the occupancy or use without first obtaining a Building Permit authorizing such change. See San Francisco Building Code and San Francisco Housing Code.

No portion of building or structure or scaffolding used during construction, to be closer than 6'0" to any wire containing more than 750 volts. See Sec. 385, California Penal Code.

Pursuant to San Francisco Building Code, the building permit shall be posted on the job. The owner is responsible for approved plans and application being kept at building site.

Grade lines as shown on drawings accompanying this application are assumed to be correct. If actual grade lines are not the same as shown revised drawings showing correct grade lines, cuts and fills together with complete details of retaining walls and wall footings required must be submitted to this department for approval.

ANY STIPULATION REQUIRED HEREIN OR BY CODE MAY BE APPEALED.

BUILDING NOT TO BE OCCUPIED UNTIL CERTIFICATE OF FINAL COMPLETION IS POSTED ON THE BUILDING OR PERMIT OF OCCUPANCY GRANTED, WHEN REQUIRED.

APPROVAL OF THIS APPLICATION DOES NOT CONSTITUTE AN APPROVAL FOR THE ELECTRICAL WIRING OR PLUMBING INSTALLATIONS. A SEPARATE PERMIT FOR THE WIRING AND PLUMBING MUST BE OBTAINED. SEPARATE PERMITS ARE REQUIRED IF ANSWER IS "YES" TO ANY OF ABOVE QUESTIONS (10) (11) (12) (13) (22) OR (24).

THIS IS NOT A BUILDING PERMIT. NO WORK SHALL BE STARTED UNTIL A BUILDING PERMIT IS ISSUED.

In dwellings all insulating materials must have a clearance of not less than two inches from all electrical wires or equipment.

CHECK APPROPRIATE BOX

☐ OWNER ☒ ARCHITECT ☐ ENGINEER
☐ LESSEE ☐ AGENT WITH POWER OF ATTORNEY
☐ CONTRACTOR ☐ ATTORNEY IN FACT

APPLICANT'S CERTIFICATION

I HEREBY CERTIFY AND AGREE THAT IF A PERMIT IS ISSUED FOR THE CONSTRUCTION DESCRIBED IN THIS APPLICATION, ALL THE PROVISIONS OF THE PERMIT AND ALL LAWS AND ORDINANCES THERETO WILL BE COMPLIED WITH.

6003-03 (REV. 2/95)

NOTICE TO APPLICANT

HOLD HARMLESS CLAUSE: The permittee(s) by acceptance of the permit, agree(s) to indemnify and hold harmless the City and County of San Francisco from and against any and all claims, demands and actions for damages resulting from operations under this permit, regardless of negligence of the City and County of San Francisco, and to assume the defense of the City and County of San Francisco against all such claims, demands or actions.

In conformity with the provisions of Section 3800 of the Labor Code of the State of California, the applicant shall have coverage under (I), or (II) designated below or shall indicate item (III), or (IV), or (V), whichever is applicable. If however item (V) is checked item (IV) must be checked as well. Mark the appropriate method of compliance below:

I hereby affirm under penalty of perjury one of the following declarations:

( ) I. I have and will maintain a certificate of consent to self-insure for workers' compensation, as provided by Section 3700 of the Labor Code, for the performance of the work for which this permit is issued.

( ) II. I have and will maintain workers' compensation insurance, as required by Section 3700 of the Labor Code, for the performance of the work for which this permit is issued. My workers' compensation insurance carrier and policy number are:

Carrier _____

Policy Number _____

(X) III. The cost of the work to be done is $100 or less.

(X) IV. I certify that in the performance of the work for which this permit is issued, I shall not employ any person in any manner so as to become subject to the workers' compensation laws of California. I further acknowledge that I understand that in the event that I should become subject to the workers' compensation provisions of the Labor Code of California and fail to comply forthwith with the provisions of Section 3800 of the Labor Code, that the permit herein applied for shall be deemed revoked.

(X) V. I certify as the owner (or the agent for the owner) that in the performance of the work for which this permit is issued, I will employ a contractor who complies with the workers' compensation laws of California and who, prior to the commencement of any work, will file a completed copy of this form with the Central Permit Bureau.

Signature of Applicant or Agent

12/27/95
Date

OFFICIAL COPY

SAN FRANCISCO
DEPARTMENT OF BUILDING INSPECTION

CONDITIONS AND STIPULATIONS

TO: APPROVED

Contact the district building inspector at the start of work call 558-6096. For plumbing inspection scheduling call 558-6030/6034, for electrical inspection scheduling call 558-6030/6034. This application is approved without site inspection, detailed plumbing or electrical plan review and does not constitute an approval of the building. Work authorized must be done in strict accordance with all applicable codes. Any electrical or plumbing work shall require appropriate separate permits.

BUILDING INSPECTOR, DEPT. OF BLDG. INSP — 12.27.95

DATE:
REASON:
NOTIFIED MR.

APPROVED: Per Plans and Application - for Retail Grocery - Store - NO Cooking facilities

B/K 317 - Lot 9
RC-4
12.27.95

CATEGORICALLY EXEMPT FROM ENVIRONMENTAL REVIEW

DEPARTMENT OF CITY PLANNING — Max Purm

DATE:
REASON:
NOTIFIED MR.

☐ APPROVED:

PLEASE NOTIFY FIRE INSPECTOR AT THE START OF WORK 558-3300.

BUREAU OF FIRE PREVENTION & PUBLIC SAFETY — Robert Hallet 12-19-95

DATE:
REASON:
NOTIFIED MR.

☒ APPROVED:

CIVIL ENGINEER, DEPT. OF BLDG. INSPECTION — MECH ENG.

DATE:
REASON:
NOTIFIED MR.

☐ APPROVED:

BUREAU OF ENGINEERING

DATE:
REASON:
NOTIFIED MR.

☐ APPROVED: Comply with DPH requirements as noted on plan.

DEPARTMENT OF PUBLIC HEALTH — Edward P. Walsh 12-20-95

DATE:
REASON:
NOTIFIED MR.

☐

REDEVELOPMENT AGENCY

DATE:
REASON:
NOTIFIED MR.

☐ APPROVED:

HOUSING INSPECTION DIVISION

DATE:
REASON:
NOTIFIED MR.

HOLD SECTION — NOTE DATES AND NAMES OF ALL PERSONS NOTIFIED DURING PROCESSING

I agree to comply with all conditions or stipulations of the various bureaus or departments noted on this application, and attached statements of conditions or stipulations, which are hereby made a part of this application.

Number of attachments ☐

OWNER'S AUTHORIZED AGENT

DATE	BUILDING INSPECTORS JOB RECORD
1/3/95	w/staff. YTC.
3/13/96	④ Need E & P.
/ /	⑤ H.S. Rm RL YTC
/ /	
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4/10/97	Also see Renew
/ /	PA # 9706012
/ /	YTC
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4/10/97	Expired

WORK COMPLETED. FINAL CERTIFICATE POSTED.

APP. NO. 9521603

TOM CHIN
BUILDING INSPECTOR

DATE	BUILDING INSPECTORS JOB RECORD
6/10/97	Need Comply
/ /	H.C Ramp Rm
/ /	DS Required YZL
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6/10/97	WORK COMPLETED. ~~FINAL CERTIFICATE POSTED.~~

APP. NO. 9706012

Tom Chris
BUILDING INSPECTOR

OFFICIAL COPY

APPROVED

MAR 13 2001

FRANK Y. CHIU, DIRECTOR

APPROVED FOR ISSUANCE

MAR 20 2001

BLDG. FORM 3/8

2001/03/20/4772

APPLICATION NUMBER

OSHA APPROVAL NUMBER:

APPROVAL REQ'D

APPLICATION FOR BUILDING PERMIT ADDITIONS, ALTERATIONS OR REPAIRS

FORM 3 ☐ OTHER AGENCIES REVIEW REQUIRED

FORM 8 ~~1~~ OVER-THE-COUNTER ISSUANCE

ADD

OBR.

NUMBER OF PLAN SETS

CITY AND COUNTY OF SAN FRANCISCO DEPARTMENT OF BUILDING INSPECTION

APPLICATION IS HEREBY MADE TO THE DEPARTMENT OF BUILDING INSPECTION OF SAN FRANCISCO FOR PERMISSION TO BUILD IN ACCORDANCE WITH THE PLANS AND SPECIFICATIONS SUBMITTED HEREWITH AND ACCORDING TO THE DESCRIPTION AND FOR THE PURPOSE HEREINAFTER SET FORTH.

OFFICIAL COPY

▼ DO NOT WRITE ABOVE THIS LINE ▼

DATE FILED	FILING FEE PAID	ESTIMATED VALUATION	FOR DBI USE
3-20-01		480 O'FARRELL ST S.F	
PERMIT NO.	ISSUED	ESTIMATED VALUATION	FOR DBI USE
935225	3-20-01	2500.00	BY DATE

INFORMATION TO BE FURNISHED BY ALL APPLICANTS

LEGAL DESCRIPTION OF EXISTING BUILDING

(4A) TYPE OF CONSTR.	(4B) NO. OF STORIES OF OCCUPANCY	(5A) NO. OF BASEMENTS AND CELLARS	(6A) PRESENT USE	(6B) OCCUP. CLASS	(7A) NO. OF DWELLING UNITS
~~TYPE~~ V-N	1	1 BASE	Retail Store ~~STREET FRONT USED~~	M	N/A

DESCRIPTION OF BUILDING AFTER PROPOSED ALTERATION

(4) TYPE OF CONSTR.	(5) NO. OF STORIES OF OCCUPANCY	(5) NO. OF BASEMENTS AND CELLARS	(7) PROPOSED USE (SEE LIST)	(8) OCCUP. CLASS	(9) NO. OF DWELLING UNITS
~~TYPE~~ V-N	1	1	Retail Store ~~ART GALLERY~~	M (15)	N/A

(10) IS AUTO RUNWAY TO BE CONSTRUCTED OR ALTERED?	(11) WILL STREET SPACE BE USED DURING CONSTRUCTION?	(12) ELECTRICAL WORK TO BE PERFORMED?	(13) PLUMBING WORK TO BE PERFORMED?
YES ☐ NO ☒	YES ☐ NO ☒	YES ☐ NO ☒	YES ☐ NO ☒

(14) GENERAL CONTRACTOR — ADDRESS — ZIP — PHONE — CAL. LIC. NO. — EXPIRATION DATE

NOW BY OWNER

(15) OWNER-LESSEE (CROSS OUT O/B) — ADDRESS — ZIP — PHONE (FOR CONTACT BY DEPT.)

ATIQUE REHMAN 480 O'FARRELL ST 94102 (415)948-7191

(16) WRITE IN DESCRIPTION OF ALL WORK TO BE PERFORMED UNDER THIS APPLICATION (REFERENCE TO PLANS IS NOT SUFFICIENT)

Putin in a new walk in box REMOVING the old one.
cooler

ADDITIONAL INFORMATION

(17) DOES THIS ALTERATION CREATE ADDITIONAL HEIGHT OR STORY TO BUILDING?	(18) IF YES, STATE NEW HEIGHT AT CENTERLINE OF FRONT	(19) DOES THIS ALTERATION CREATE DECK OR HORIZ. EXTENSION TO BUILDING?	(20) IF YES, STATE NEW GROUND FLOOR AREA
YES ☐ NO ☒	FT.	YES ☐ NO ☒	SQ. FT.

(21) WILL SIDEWALK OVER SUBSIDEWALK SPACE BE REPAIRED OR ALTERED?	(22) WILL BUILDING EXTEND BEYOND PROPERTY LINE?	(23) ARE OTHER EXISTING BLDGS ON LOT? IF YES SHOW ON PLOT PLAN	(24) DOES THIS ALTERATION CONSTITUTE A CHANGE OF OCCUPANCY?
YES ☐ NO ☒	YES ☐ NO ☒	YES ☐ NO ☒	YES ☐ NO ☒

(25) ARCHITECT OR ENGINEER (DESIGN) OR CONSTRUCTION — ADDRESS — CAL. CERTIFICATE NO.

(26) CONSTRUCTION LENDER (WITH NAME AND ADDRESS) OR LEASE (IF THERE IS NO KNOWN CONSTRUCTION LENDER, ENTER "UNKNOWN") — ADDRESS

UNKNOWN

IMPORTANT NOTICES

No change shall be made in the character of the occupancy or use without first obtaining a Building Permit authorizing such change. See S.F. Building Code and San Francisco Housing Code.

No portion of building or structure is authorized to be occupied for human habitation, in the case of any wife containing more than 750 units. See Sec. 305, California Penal Code.

Pursuant to San Francisco Building Code, the building permit shall be posted on the job. The permit is required to have approved plans in addition to the approved building site.

Grade lines shown on all drawings accompanying this application are assumed to be correct. If actual grade lines are not the same as shown, revised drawings showing correct grade lines, cuts and fills together with complete details of retaining walls and buildings required to be submitted prior to issuance of permit.

ANY STIPULATIONS REQUIRED HEREIN OR BY CODE MAY BE APPEALED.

BUILDING NOT TO BE OCCUPIED UNTIL [illegible] ON THE BUILDING PERMIT OF OCCUPANCY.

APPROVAL OF THIS APPLICATION DOES NOT INCLUDE THE ELECTRICAL WIRING, PLUMBING, ETC. FOR WHICH SEPARATE PERMITS ARE REQUIRED. ANSWER ALL QUESTIONS. WHERE THEY APPLY. WRITE "NO" WHERE THEY DO NOT APPLY.

THIS IS NOT A BUILDING PERMIT. NO WORK SHALL BE COMMENCED UNTIL A DULY ISSUED PERMIT IS OBTAINED.

CHECK APPROPRIATE BOX

☒ OWNER	☐ ARCHITECT
☐ LESSEE	☐ AGENT
☐ CONTRACTOR	☐ ENGINEER

APPLICANT'S CERTIFICATION

I HEREBY CERTIFY THAT I HAVE READ THIS APPLICATION AND STATE THAT THE ABOVE INFORMATION IS CORRECT. I AGREE TO COMPLY WITH ALL CITY AND COUNTY ORDINANCES AND STATE LAWS RELATING TO BUILDING CONSTRUCTION. I AUTHORIZE REPRESENTATIVES OF THIS CITY AND COUNTY TO ENTER THE ABOVE-MENTIONED PROPERTY FOR INSPECTION PURPOSES.

SIGNATURE OF APPLICANT

NOTICE TO APPLICANT

HOLD HARMLESS CLAUSE: The permittee by acceptance of the permit, agree(s) to indemnify and hold harmless the City and County of San Francisco from and against any and all claims, demands and actions for damages resulting from operations under this permit, regardless of negligence of the City and County of San Francisco, and to assume the defense of the City and County of San Francisco against all such claims, demands or actions.

In conformity with the provisions of Section 3800 of the Labor Code of the State of California, the applicant shall have coverage under (i), or (ii) designated below or shall indicate item (iii), or (iv) or (v). All of must is applicable. If however item (v) is checked item (iv) must be checked as well. Mark the appropriate method of compliance below.

I hereby affirm under penalty of perjury one of the following declarations:

[illegible]

e [illegible]

[illegible]

3-20-01

Signature of Applicant or Agent — Date

OFFICIAL COPY

MENT OF
INSPECTION

As per plan only

By ADG
ANTHONY GRIECO, DBI

MAR 2 0 2001

DATE

REASON

NOTIFIED MR

DATE

REASON

T/H

NOTIFIED MR

APPROVED

DATE

REASON

N/A
ADG

NOTIFIED MR

APPROVED

DATE

REASON

NOTIFIED MR

DATE

REASON

NOTIFIED MR

DATE

REASON

NOTIFIED MR

HOLD SECTION — NOTE DATES AND NAMES OF ALL PERSONS NOTIFIED DURING PROCESSING

Building Permits – 530-532 Jones Street

OFFICIAL COPY

SAN FRANCISCO
DEPARTMENT OF
BUILDING INSPECTION

Approved:

Zone Comm.

CPC Setback —

[signature] 4/6/49
Department of City Planning

Approved:
1) Windows + doors in S. wall to be closed.
2) Fireproof around water heaters in each apartment.
3) Check pipe casing hole.
4) Enclose stair to basement with 1 hr. walls + fire door.
5) Concrete walk on S. side to be supported on concrete.
6) Metal line scuttle-hole door to basement.
7) Fire proof dumb-waiter shaft to basement + metal line door.

Harry C. Knight Jr.

[signature] 4/7/49
Bureau of Fire Prevention & Public Safety

Approved:

L. Ross 4/7/49
Plan Checker, Bureau of Building Inspection

Approved: NO PO[illegible] DING OR STRUCTURE, OR SCAF[illegible] URING CONSTRUCTION, TO BE CLO[illegible] 6'0" TO ANY WIRE CONTAINING MORE THAN 750 VOLTS. SEE SEC. 385, CALIF. PENAL CODE.

[signature] 4-22-49
Structural Engineer, Bureau of Building Inspection

Approved: Window areas of kitchens to be not less than 12 sq. ft. in area.
Bath room light & ventilating unit to comply with State Housing Act detail, 3 sq. ft window area.
and
as per attached requirements

Harry C. Knight Jr.
J. C. GEIGER
Department of Public Health

Approved:

Bureau of Engineering

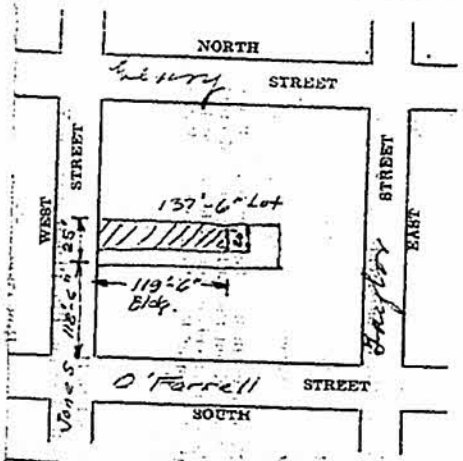
Approved:

Department of Electricity

Approved:

Art Commission

Approved:



Lot No. 11

Assessor's Block No. 317

Workmen's Compensation Insurance Policy or Certificate on file with Central Permit Bureau . . . . . ☐

No Workmen's Compensation Insurance Policy or Certificate on file for reason of exclusion checked:

(a) No one to be employed . . . ☐

(b) Casual labor only to be employed . . . . . ☐

(c) Services or labor to be performed in return for aid or sustenance only, received from any religious, charitable or relief organization . . . . . ☐

BLDG. FORM

1 No. 116 [illegible]

APPLICATION OF

Dennis Lynch Owner
530-32 Jones
FOR PERMIT TO ERECT

Type 3 STRUCTURE
(1, 2, 3, 4)

Location E Side Jones St.
112'-6" N. O'Farrell

Total Cost $ 27,500.00

Filed April 5 1949

Approved:

APR 6 1949

APPROVED
Dept. Public Works
SEP 2 0 1949
[signature]
SUPERINTENDENT
BUREAU BUILDING INSPECTION

Superintendent, Bureau of Building Inspection

1949
Permit No. 109331

Issued 9-20 1949

Certificate of Final Completion:

REFER DEPT. PUBLIC HEALTH

Issued 194

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SAN FRANCISCO
DEPARTMENT OF BUILDING INSPECTION

Central Permit Bureau Form No. 433

Write in Ink—File Two Copies

CITY AND COUNTY OF SAN FRANCISCO

DEPARTMENT OF PUBLIC WORKS — CENTRAL PERMIT BUREAU

BLDG. FORM **1**

APPLICATION FOR BUILDING PERMIT
FOR TYPE 1—2—3—4 STRUCTURES

BUILDING NOT TO BE OCCUPIED UNTIL CERTIFICATE OF FINAL COMPLETION IS POSTED ON THE BUILDING

April 5 1949

Application is hereby made to the Department of Public Works of the City and County of San Francisco for permission to build in accordance with the plans and specifications submitted herewith and according to the description and for the purpose hereinafter set forth:

(1) Location of Lot E side of Jones Street
112'-6" Ft. N of O'Farrell Street

(2) Type of building 3 (1, 2, 3, 4) No. of stories 1 (3 more ~~to be added~~) No. of basements 1 in rear only

(3) Total cost $ 27,500.00 Height of building 15' Front 23' rear No. of families 3

(4) Use of building Cocktail Lounge & Apts (5) Occupancy 14 & 18 (Building Code Classification)

(6) Note: Sect. 105, S.F. Bldg. Code. Change in use. No change in use shall be made in the character of occupancy, or use of any building which would put the building to a different use, unless such building is made to comply with the requirements of this code for that use, and unless the Bureau of Building Inspection and the Bureau of Fire Prevention and Public Safety have been notified before such a change has been made.

(7) Size of lot: Front 25 ft., rear 25 ft., depth of lot 137'-6" ft.

(8) Ground floor area of building 2400 square ft.

(9) Any other building on lot No (Yes or No) (Must be shown on Plot Plan if answer is Yes)

(10) Is building designed for any more stories Yes (Yes or No) How many 2

(11) Design live load for floor 75 # in Cocktail Lounge 40 # in Apts.

Note: Sect. 2215, S. F. Building Code. "The full live load for which each floor or part of a floor in a commercial or industrial structure is designed shall be indicated on the drawings filed with the application and also be indicated on a small scale floor plan suitably framed under glass and permanently affixed to the structure and maintained in a conspicuous location in a public hall or corridor on each floor, etc."

(12) Supervision of construction by Harold C. Dow Address 4666 Mission St.

(13) General contractor ~~Rademann-Gruste~~ Henry C. Knight & Sons California License No. 101797

Address ~~40 Rinaldi St.~~ 396 15th St., Oakland

(14) Architect Harold C. Dow California Certificate No. C-715

Address 4666 Mission St.

(15) Engineer George D. Ledrick California Certificate No. 7152

Address 111 New Montgomery

(13) I hereby certify and agree that if a permit is issued for the construction described in this application, all the provisions of the permit, and all the laws and ordinances applicable thereto will be complied with. I further agree to save San Francisco and its officials and employees harmless from all costs and damages which may accrue from use or occupancy of the sidewalk, street or subsidewalk space or from anything else in connection with the work included in the permit. The foregoing covenant shall be binding upon the owner of said property, the applicant, their heirs, successors and assignees.

(17) Owner Dennis Lynch

Address 501 Jones St. Phone No. Juniper 5-2132 (For contact by Bureau)

By Harold C. Dow (by pa) Address 4666 Mission St.

Owner's Authorized Agent to be Owner's Authorized Architect, Engineer or General Contractor

PERMIT OF OCCUPANCY MUST BE OBTAINED ON COMPLETION OF HOTEL OR APARTMENT HOUSE PURSUANT TO SECT. 808, SAN FRANCISCO BUILDING CODE.

OFFICIAL COPY
SAN FRANCISCO
DEPARTMENT OF
BUILDING INSPECTION

F 1065—2M—1-48

PHONE UN DERHILL 1-4701

DEPARTMENT OF PUBLIC HEALTH

SAN FRANCISCO, CALIFORNIA

COR. GROVE & POLK

BUREAU OF SANITATION

Mr. Dennis Lynch

LOCATION East side of Jones St 112' 6" N. of O'Farrell St.

Sir:

The following requirements marked with a cross + concerning the above-mentioned premises owned, occupied or controlled by you, and to be conducted as a DEP #2, must be complied with within the time specified, in order that the Certificate of Sanitation and Inspection prescribed by Chapter V, Municipal Code, may be issued to you.

To facilitate the inspection of the progress of the work and to insure an early issuance of the Certificate, you are requested to inform this department when work is started, and when completed.

TITLE	Section	REQUIREMENTS
AREA OR FOUNDATION WALLS	1	A foundation wall at least 8 inches thick, composed of concrete, brick or stone, and extending 18 inches downward below surface soil and 1 foot above the adjoining surface level must be constructed around the entire building, or that part of it to be used as a_____. The ends of the joists must be embedded in the brick or concrete in such a manner that the outside of the wall will come up to the lower level of the floor.
FOUNDATION WALL DEFECTS	2	If the building has brick or concrete area or foundation walls the same must be repaired where defective and be carried up to the level of the under surface of the floor between joists.
FOUNDATION WALL OPENINGS	3	All openings in area walls, sidewalks, lightwells and elsewhere, used for ventilation, etc., must be made rat-proof with metal screens, which mesh shall not be more than ½ inch.
SURFACE SOIL UNDER BUILDINGS	4	The full ground area under the building or that part of it to be used as a_____ shall be covered with a layer of concrete not less than one and one-half (1½) inches thick, except where the surface consists of firm rock, in which case this may be waived if the same has been leveled and cleaned of all loose dirt. All basement floors shall be of concrete not less than three (3) inches in thickness with a top dressing of cement not less than one-half (½) inch in thickness troweled to a smooth surface and properly joined to all walls.
WATER PROOFING	5	Floors of fish markets, bakeshops, sausage and candy factories, restaurant kitchens, and other places where foodstuffs are prepared for sale (toilets and lavoratories included), shall be constructed of concrete or other acceptable substitute, as set forth in Sections 6, 7, and 8 of this Requirement Sheet.
CONCRETE OR MASTIC FLOORS	6	Cover the present wooden floors of the_____ with waterproof material three (3) or four (4) ply roofing paper or tar paper carried up at least eight (8) inches on all walls. Over this waterproof material shall be placed a wearing surface of concrete not less than one and one-half (1½) inches in thickness covered with a top dressing of cement not less than one-half (½) inch in thickness carried to the top of the waterproof layer on the walls. MASTIC not less than one (1) inch in thickness may be used in lieu of concrete.
(CONCRETE)	7	The wood floors and joists in_____ may be removed and the space underneath filled with clean earth or sand to the desired level, covered with not less than three (3) inches of concrete with a top dressing of cement not less than one-half (½) inch in thickness troweled to a smooth surface and carried up on all walls in the same manner as described in Section 6 of these Requirements. MASTIC or composition may be used in lieu of the top dressing of cement. *NOTE: All concrete shall conform to the following requirements:* "Concrete shall be composed of not less than one part of Portland Cement, two parts sand and four parts broken stone of major dimensions not exceeding one inch. Gravel of graded size may be used in place of broken stone in all rock concrete. Clean rock, sand and fresh water only shall be used."
COMPOSITION FLOORS HAVING A MAGNESITE BASE	8	The floor or floors mentioned in Section 6 of these Requirements may be covered with galvanized iron wire cloth of not less than No. 26 gauge wire whose mesh is not more than one (1) inch. Said cloth shall extend over the entire area of the floor and up on all walls at least eight (8) inches in height, and be securely fastened to the floors and walls, then covered with a layer of the composition not less than one-half (½) inch in thickness and carried up on walls to the same height as the wire cloth.
FLOOR DRAINAGE	9	The waterproof floor or floors mentioned in Section 6 of these Requirements shall be so constructed as to provide perfect drainage to a floor drain properly trapped and cemented to the sewer. Install_____ drains in the Kitchen
DOUBLE WIRE MESH FLOOR	10	The existing wooden floors (under stairways, show windows and sludding plates of partition walls included) in the_____ shall be covered with galvanized iron cloth of not less than No. 20 gauge wire whose mesh is not more than one-half (½) inch, over which another floor of tongue and groove lumber shall be laid. Said cloth extended over the entire area of floor and up on all walls at least eight (8) inches in height, and shall be covered by a base board nailed to said walls. In lieu of the double floor and wire cloth the requirements of Sections 6, 7 and 8 may be installed.
	10a	The floors in structures having a basement complying with Section 1, except when used in the manner set forth in Section 6, and where said basement ceiling is not enclosed with wood or plaster, are exempted from complying with the requirements of Sections 6, 7, 8 and 10.
OPENINGS FOR PIPES AND OTHER CONDUITS	11	Openings for pipes or other conduits that penetrate the walls, floors or ceilings shall be protected from rats as follows: In concrete or brick walls: by sealing the openings around the pipes or conduits with fine cement the full depth of the wall. In wood walls, floors or ceilings: install around the pipes or conduits a closely fitting metal flange in diameter eight (8) inches larger than the opening and firmly secured in place.
GRATINGS, LIGHT WELLS, VENTS UNUSED CHIMNEYS, ETC.	12	All sidewalk gratings, sidewalk or lightwell ventilators, skylights, ventilating fans and ducts, open and unused chimneys must be made rat-proof by metal screens with a mesh not larger than one-half (½) inch. All broken lens lights shall be replaced.
DEFECTIVE WALL COVERING	13	Broken, defective or loose plaster or other wall covering shall be removed and the areas properly repaired.
DEAD SPACES	14	Wooden furring on walls, dead spaces beneath platforms, steps, floors or store fixtures must be opened by the removal of the side boards so as to allow free access. The spaces shall be kept free from refuse and debris at all times.
TOILETS	15	Toilets shall have floors which must comply with Section 6, 7 or 8 of these requirements, shall have self-closing doors, be properly ventilated to the outer air and all openings be properly screened against flies.

(OVER)

OFFICIAL COPY

SAN FRANCISCO
DEPARTMENT OF
BUILDING INSPECTION

TITLE	Section	REQUIREMENTS
LAVATORIES	16	Where both men and women are employed, there must be provided suitable toilets for each sex and the same properly segregated, and designated with a prominent sign—"MEN" and "WOMEN." Partitions between toilets used by men and women shall be constructed with studded walls of lath and plaster, or double sheathed with sheet metal the full length and width between boards. The ventilation of toilet and lavatory rooms shall be as provided in the Plumbing Code of the City and County of San Francisco. Full double doors shall be installed between toilet and kitchen.
	17	There must be connected with or adjacent to the toilet a lavatory or wash room, supplied with liquid soap and individual towels. Roller towels are prohibited.
DRESSING ROOMS	18	Separate dressing rooms for men and women employes must be provided, the same must be well ventilated, lighted and have self-closing doors.
RANGES AND STOVES	19	Cooking ranges shall be equipped with an impervious, fireproof hood connected with a duct, with a diameter sufficiently large to permit of proper draught. Ranges of the following widths shall be connected with ducts of diameter proportionate to their size: Ranges of 5 ft. width—ducts 10 inches in diam. " " 9 " " " 12 " " " " " 13 " " " 14 " " " " over 13 " " " 16 " " " All ducts to be installed for the purpose of exhausting cooking odors from the premises shall be carried to a height of at least 5 feet above the roof line of adjoining building. When, in the judgment of the inspector, it becomes essential in order to quickly remove cooking odors from the premises, said ducts shall be equipped with fans. All ducts shall be provided with a proper top to assist ventilation and prevent down draughts.
	20	Instantaneous and auxiliary gas water heaters must be connected to a proper flue; oven vents also. A plentiful supply of running hot water must be provided. Running hot water must equal or exceed 180° F.
SMOKE	21	Smoke stack must be extended to a sufficient height to prevent smoke or soot nuisance to neighborhood. Extend chimney.
ICE BOXES, REFRIGERATORS, SINKS, ETC.	22	When ice boxes, beer box, steam table, coffee urns, water station or refrigerators are used they must be trapped and drained in accordance with the Plumbing Law.
	23	Two-compartment metal sinks must be installed in the premises, with running hot and cold water in all sink compartments, and with all-metal drainboards. No wooden sink or wash tray shall be allowed on the premises. The sinks for dishwashing must be equipped with grease trap of proper size. The bar sinks must be adjacent to beer box.
FIRE-PROOF WALLS	24	The walls and ceilings of the establishment basement must be of smooth material, either of lath and plaster or similar fireproof material and painted with two coats of non-absorbent paint.
	25	The sidewalls of shall be covered with Portland Cement, steel-trowaled to a smooth finish for a distance of 6 feet from the floor.
FLIES	26	All windows, transoms, doors and other openings leading to outer air must be protected by wire-cloth fly-screens.
PROTECTION OF FOODSTUFFS FROM FLIES, ETC.	27	No cooked foodstuffs or bakery products shall be kept or exposed for sale within or on the confines of any place of business without adequate protection from flies. These articles shall be kept in glass show cases, or covered by properly constructed fly-proof wire screens. All foodstuffs displayed on the counters in meat markets, delicatessen, dairy lunch places, restaurants and cafeterias shall be protected with glass guards of approved pattern.
GENERAL CLEANLINESS OF WALLS AND CEILINGS	28	Thoroughly clean the walls and ceilings of the establishment and paint with lead and oil or non-absorbent paint.
VENTILATION	29	The shall be separated from other departments by a tight partition wall to prevent transmitting odors, steam and heat. Adequate ceiling ventilation must be provided to carry off such odors, and steam. In no case shall odor or steam escape through openings in close proximity to existing windows of adjacent premises, or on to adjacent property.
	30	Provision must be made for every room in your establishment having accommodations for ten or more employes, for at least 15 sq. ft. of floor space and 200 cu. ft. of air space for each occupant, and for supplying at least 30 cu. ft. of pure air per minute for each occupant thereof.
	31	In all rooms, halls or other places of assemblage provision must be made for supplying at least 30 cu. ft. of pure air per minute for each person.
GARBAGE	32	Install a sufficient number of regulation metallic garbage cans having tight fitting covers, and keep covered at all times.
REFUSE	33	Remove all refuse, such as old wood, empty boxes, old utensils, newspapers, pipes, cans, dirt, etc., from the premises and keep the same clean. All material shall be stored on open shelves or racks at least eighteen inches above the ground or floor, keeping the space beneath free and clean.
YARDS AND AREAS	34	Remove the wooden planking and rubbish from the leaving the area bare or covered with cinders, gravel or concrete. Lumber, boxes, wood or similar materials may be retained if they are neatly stored on open racks at least eighteen inches above the ground, and the space beneath kept clean.
DRINKING CUPS	35	The use of common drinking cups is prohibited by law. Provide cups or devices for individual use only. Statutes of Calif.
STOREROOM	36	An adequate well-ventilated and rat-proofed storeroom must be provided. Storage of foodstuffs in toilet rooms and dressing rooms is prohibited.
EQUIPMENT	37	All shelving, work tables, etc., shall be of metal or other non-absorbent material and to be so constructed as to be easily cleaned. Support shall be of galvanized metal pipe with flanges, or similar non-absorbent material.
CLEANLINESS OF EQUIPMENT	38	All equipment, sinks, stoves, hood vents, steam tables, etc., must be kept in a clean and sanitary condition and must be cleaned daily.

Inspector.

Director of Public Health.

INSPECTORS' OFFICE HOURS
8 to 9 a. m. and 4 to 5 p. m.

Date April 11 19 49

Failure to comply with these Requirements will result in the non-issuance of a permit to operate.

OFFICIAL COPY

SAN FRANCISCO
DEPARTMENT OF
BUILDING INSPECTION

Forded CPB 1951
B. E. I. Copy Ret'd. to BBI 1951

Application Number 116116

CITY AND COUNTY OF SAN FRANCISCO
Forded CPB 3-30-56 DEPARTMENT OF PUBLIC WORKS
BUREAU OF BUILDING INSPECTION

CERTIFICATE OF FINAL COMPLETION

For work described in above building permit application number.

Location 530 - 532 Jones
House Number Street or Avenue

Location by Metes and Bounds E Jones 117 W O. Farrell

Type of Bldg. and Occupancy Type 3 2 Story. Bas. Bus. Res. mats

Description of Construction New Bldg

Work under building permit issued pursuant to above stated application has been completed in accordance with the laws pertaining thereto.
This certificate posted on:

SUPERINTENDENT, BUREAU OF BUILDING INSPECTION

9-14 1950

BY W. C. Hume
Inspector of Buildings

UNDER THE PROVISIONS OF SEC. 807, SAN FRANCISCO BUILDING CODE, THIS BUILDING MAY NOW BE OCCUPIED

OFFICIAL COPY

SAN FRANCISCO
DEPARTMENT OF
BUILDING INSPECTION

Approved:

Zone R-5-C

CPC Setbacks —

per VZ 71.39

NOV 11 1971

Department of City Planning

Approved:

Bureau of Fire Prevention & Public Safety

Approved:

Civil Engineer, Bureau of Building Inspection

Approved:

Bureau of Engineering

Approved: [illegible] THAT ARE CORRECTED ON THE ATTACHED BUILDING INSPECTION REPORT.

11-2-71

SUPT. OF APT. AND HOTEL INSPECTIONS

Department of Public Health

Approved:

Department of Electricity

Approved:

Art Commission

Approved:

Boiler Inspector

Approved:

Redevelopment Agency

Approved:

Parking Authority

No portion of building or structure or scaffolding used during construction to be closer than 6'0" to any wire containing more than 750 volts. See Sec. 385 California Penal Code.

Zoning REFER TO:

Bureau of Engineering	☐
BBI Struct. Engineer	☐
Boiler Inspector	☐
Art Commission	☐
Dept. of Public Health	☐
Dept. of Electricity	☐
Redevelopment Agency	☐
Parking Authority	☐

DISAPPROVED

Approved 11-8 19 71

[redacted] sec 1305.A-
sec 1306.2
paragraph 3 -
other requirements
and notation plans

APPROVED PROVIDED
OPEN STEEL GRATING
IS INSTALLED IN
WALKWAY ABOVE
WINDOWS OF LOWER
MIDDLE UNIT EQUAL
TO 75 S.F. OR 5'X15'
(BY SUPT. GOLDBERG AND
R. McDONNELL)
11-17-71

O Campos

Building Inspector, Bureau of Building Inspection

I agree to comply with all conditions or stipulations of the various Bureaus or Departments noted hereon.

Owner or Owner's Authorized Agent

Request - 1/2 Fee
Bldg. Permit

BLDG. FORM 3 No. 401268

APPLICATION OF G.P. BAGLIETTO AND [illegible] Owner

FOR PERMIT TO MAKE ADDITIONS, ALTERATIONS, or REPAIRS TO BUILDING

Location 530 & 532-536 JONES ST

Total Cost $ 10,000 Q C

Filed SEPT. SEP 21 1971 19 71

APPROVED:

NOV 12 1971 19

Superintendent, Bureau of Building Inspection

Permit No. 61053 361330

Issued NOV 15 1971 19

OFFICIAL COPY

OFFICIAL COPY

SAN FRANCISCO
DEPARTMENT OF BUILDING INSPECTION

CENTRAL PERMIT BUREAU F435
50M 8-69

Write in Ink—File Two Copies

CITY AND COUNTY OF SAN FRANCISCO

DEPARTMENT OF PUBLIC WORKS
BLDG. FORM 3

CENTRAL PERMIT BUREAU

APPLICATION FOR BUILDING PERMIT
ADDITIONS, ALTERATIONS OR REPAIRS

SEPT. 21 SEP 21 1971 19 71

Application is hereby made to the Department of Public Works of San Francisco for permission to build in accordance with the plans and specifications submitted herewith and according to the description and for the purpose hereinafter set forth:

(1) Location 532-536 JONES ST

(2) Total Cost ($) 12,000 (3) No. of Stories TWO (4) Basement or Cellar YES (yes or no)

(5) Present Use of building STORE & APT (6) No. of families 2

(7) Proposed Use of building SAME (8) No. of families 5

(9) Type of construction (1, 2, 3, 4, or 5) (10) F-2 & H (Proposed Building Code Classification)

(11) Any other building on lot NO (yes or no) (must be shown on plot plan if answer is yes.)

(12) Does this alteration create an additional story to the building? NO (yes or no)

(13) Does this alteration create a horizontal extension to the building? NO (yes or no)

(14) Does this alteration constitute a change of occupancy NO (yes or no)

(15) Electrical work to be performed YES (yes or no) (16) Plumbing work to be performed YES (yes or no)

(17) Automobile runway to be altered or installed NO (yes or no)

(18) Sidewalk over sub-sidewalk space to be repaired or altered NO (yes or no)

(19) Will street space be used during construction? NO (yes or no)

(20) Write in description of all work to be performed under this application:
(Reference to plans is not sufficient)

INSTALL TWO STUDIO APT'S IN BASEMENT AREA IN ACCORDANCE WITH PLANS SUBMITTED WITH THIS APPLICATION

THIS IS BEING RE SUBMITTED AS VARIANCE WAS APPROVED BY DEPT. OF PLANNING NO. V.Z. 5139 FINAL AS SEPT 20, 1971 BY R. SPENCER STEELE, ZONING ADMINISTRATOR. (REFER APPL. #395(49))

(21) Supervision of construction by Contractor Address 621-5339

(22) General Contractor JOSEPH SABATINI California License No 146071
Address 1350 NATOMA ST

(23) Architect or Engineer (for design) California Certificate No.
Address

(24) Architect or Engineer (for construction) California Certificate No.
Address

(25) I hereby certify and agree that if a permit is issued for the construction described in this application, all the provisions of the permit and all laws and ordinances applicable thereto will be complied with. I further agree to save San Francisco and its officials and employees harmless from all costs and damages which may accrue from use or occupancy of the sidewalk, street or subsidewalk space or from anything else in connection with the work included in the permit. The foregoing covenant shall be binding upon the owner of said property, the applicant, their heirs, successors and assignees.

(26) Owner G.P. BAGLIETTO - CONRAD GRIEDER (Phone 421-2426) For contract by Bureau
Address 423 TERRAMA ST SF

By J. Sabatini Address 1350 NATOMA
Owner's Authorized Agent to be Owner's Authorized Architect, Engineer or General Contractor.

CERTIFICATE OF FINAL COMPLETION AND/OR PERMIT OF OCCUPANCY MUST BE OBTAINED ON COMPLETION OF WORK OR ALTERATION INVOLVING AN ENLARGEMENT OF THE BUILDING OR A CHANGE OF OCCUPANCY PURSUANT TO SEC. 808 AND 809, SAN FRANCISCO BUILDING CODE, BEFORE BUILDING IS OCCUPIED.

Pursuant to Sec. 304, San Francisco Building Code, the building permit shall be posted on job. Owner is responsible for approved plans and application being kept at building site.

APPROVAL OF THIS APPLICATION DOES NOT CONSTITUTE AN APPROVAL FOR THE ELECTRICAL WIRING OR PLUMBING INSTALLATIONS. A SEPARATE PERMIT FOR THE WIRING AND PLUMBING MUST BE OBTAINED.

THIS IS NOT A BUILDING PERMIT. NO WORK SHALL BE STARTED UNTIL A BUILDING PERMIT IS ISSUED.

INSTITUTIONAL LENDER

LENDER'S OF CONSTRUCTION LENDER

OFFICIAL COPY

SAN FRANCISCO
DEPARTMENT OF
BUILDING INSPECTION

FOR DEPARTMENTAL USE ONLY

APPROVED FOR ISSUANCE

APPROVED
Dept. Public Works
MAY 1 1977
SUPERINTENDENT
BUREAU BUILDING INSPECTION

CITY AND COUNTY OF SAN FRANCISCO
DEPARTMENT OF PUBLIC WORKS
558-3011
OFFICE COPY
APPLICATION FOR BUILDING PERMIT
ADDITIONS, ALTERATIONS OR REPAIRS

BLDG. FORM 3 — REFER TO PROPERTY CONSERVATION DIVISION

APPLICATION NO. 7704682

APPLICATION IS HEREBY MADE TO THE DEPARTMENT OF PUBLIC WORKS OF SAN FRANCISCO FOR PERMISSION TO BUILD IN ACCORDANCE WITH THE PLANS AND SPECIFICATIONS SUBMITTED HEREWITH AND ACCORDING TO THE DESCRIPTION AND FOR THE PURPOSE HEREINAFTER SET FORTH:

(1) STREET ADDRESS OF JOB: 530 Jones St.

DATE FILED: 5/4/10 1977 — FILING FEE RECEIPT NO. 113378

PERMIT NO. 422420 — ISSUED MAY 17 1977

(3) ESTIMATED COST OF JOB: [redacted] $1,000.

DESCRIPTION OF EXISTING BUILDING

(4A) TYPE OF CONSTR. 1-hr ☐ N ☑ 1☐ 2☐ 3☑ 4☐ 5☐	(5A) NUMBER OF STORIES OF OCCUPANCY: 1	(6A) NUMBER OF BASEMENTS AND CELLARS: 1	(7A) PRESENT USE: 5 APTS	(8A) BLDG. CODE OCCUP. CLASS: H	(9A) NO. OF DWELLING UNITS: 5

DESCRIPTION OF BUILDING AFTER PROPOSED ALTERATION

(4) TYPE OF CONSTR. 1-hr ☐ N ☐ 1☐ 2☐ 3☑ 4☐ 5☐	(5) NUMBER OF STORIES OF OCCUPANCY: 2	(6) NUMBER OF BASEMENTS AND CELLARS: 1	(7) PROPOSED USE: [redacted] APTS	(8) BLDG. CODE OCCUP. CLASS: H	(9) NO. OF DWELLING UNITS: 5

(10A) DOES THIS ALTERATION CREATE ADDITIONAL STORY TO BUILDING? YES ☐ NO ☑	(10) IF YES, STATE NEW HEIGHT AT CENTER LINE OF FRONT: FT.	(11A) DOES THIS ALTERATION CREATE DECK OR HORIZ. EXTENSION TO BUILDING? YES ☐ NO ☑	(11) IF YES, STATE NEW GROUND FLOOR AREA: SQ. FT.		
(14) WILL SIDEWALK OVER SUB-SIDEWALK SPACE BE REMAINED OR ALTERED? YES ☑ NO ☐	(15) WILL BUILDING EXTEND BEYOND PROPERTY LINE? YES ☐ NO ☑	(16) IS AUTO RUNWAY TO BE CONSTRUCTED OR ALTERED? YES ☐ NO ☑	(17) WILL STREET SPACE BE USED DURING CONSTRUCTION? YES ☐ NO ☑		
(19) ANY OTHER EXISTING BLDG. ON LOT? IF YES, SHOW ON PLOT PLAN YES ☐ NO ☑	(20) DOES THIS ALTERATION CONSTITUTE A CHANGE OF OCCUPANCY? YES ☑ NO ☐	(21) ELECTRICAL WORK TO BE PERFORMED? YES ☑ NO ☐	(22) PLUMBING WORK TO BE PERFORMED? YES ☑ NO ☐		

(23) GENERAL CONTRACTOR: [redacted] ADDRESS: [redacted] PHONE: 621-5339 CALIF. LICENSE NO.: [redacted]

(24) ARCHITECT OR ENGINEER (DESIGN ☐ CONSTRUCTION ☐) ADDRESS: " " PHONE: " " LICENSE NO.: Lambert

(25) CONSTRUCTION LENDER (ENTER NAME AND BRANCH DESIGNATION IF ANY. IF THERE IS NO KNOWN CONSTRUCTION LENDER, ENTER "UNKNOWN") ADDRESS:
OWNERS' OWN FINANCING.

(26) OWNER — LESSEE (CROSS OUT ONE) ADDRESS: PHONE (FOR CONTACT BY BUREAU)
Owners: Meyers Safety Switch Co., Conrad J. Grieder, 423 Tehama St., S.F. 931-6962 — 621-2426
& George B. Baglietto, 2260 Francisco St., S.F.

(27) WRITE IN DESCRIPTION OF WORK TO BE PERFORMED UNDER THIS APPLICATION (REFERENCE TO PLANS IS NOT SUFFICIENT):

Utilize existing ground level enclosed space for two new studio apartments, each approx. 20' x 26', each. Both apts. to have living room/sleeping accomodations, electric kitchenettes, incl. electric range and refrigerator, kitchen sink, and bathroom, both have shower, stool, lavatory, & elect. hot water heaters, etc., etc. (no gas in either of these new units). Each New Apt to Have 1 Exits Into Light Court. OWNR GROUND

Comply with Complaint #15427

Reports Application #401768 9/11/71

To Comply With Complaint #15427

IMPORTANT NOTICES

No change shall be made in the character of the occupancy or use without first obtaining a Building Permit authorizing such change. See Sec. 103, 104.B, 104.B.1, 104.C, 502, 502.1, San Francisco Building Code and Sec. 104, San Francisco Housing Code.
No portion of building or structure or scaffolding used during construction, to be closer than 6'0" to any wire containing more than 750 volts. See Sec. 385, California Penal Code.
Pursuant to Sec. 302.A.8, San Francisco Building Code, the building permit shall be posted on the job. The owner is responsible for approved plans and application being kept at building site.
Grade lines as shown on drawings accompanying this application are assumed to be correct. If actual grade lines are not the same as shown revised drawings showing correct grade lines, cuts and fills together with complete details of retaining walls and wall footings required must be submitted to this bureau for approval.
ANY STIPULATION REQUIRED HEREIN OR BY CODE MAY BE APPEALED.
BUILDING NOT TO BE OCCUPIED UNTIL CERTIFICATE OF FINAL COMPLETION IS POSTED ON THE BUILDING OR PERMIT OF OCCUPANCY GRANTED, WHEN REQUIRED.
APPROVAL OF THIS APPLICATION DOES NOT CONSTITUTE AN APPROVAL FOR THE ELECTRICAL WIRING OR PLUMBING INSTALLATIONS. A SEPARATE PERMIT FOR THE WIRING AND PLUMBING MUST BE OBTAINED. SEPARATE PERMITS ARE REQUIRED IF ANSWER IS "YES" TO ANY OF ABOVE QUESTIONS (15) (16) (17) (20) (21) or (22).
THIS IS NOT A BUILDING PERMIT. NO WORK SHALL BE STARTED UNTIL A BUILDING PERMIT IS ISSUED.
In dwellings all insulating materials must have a clearance of not less than two inches from all electrical wires or equipment.

CHECK APPROPRIATE BOX:

☐ OWNER ☐ ARCHITECT ☐ ENGINEER
☐ LESSEE ☒ AGENT WITH POWER OF ATTORNEY
☐ CONTRACTOR ☐ ATTORNEY IN FACT

APPLICANT'S CERTIFICATION

I HEREBY CERTIFY AND AGREE THAT IF A PERMIT IS ISSUED FOR THE CONSTRUCTION DESCRIBED IN THIS APPLICATION, ALL THE PROVISIONS OF THE PERMIT AND ALL LAWS AND ORDINANCES THERETO WILL BE COMPLIED WITH.

NOTICE TO APPLICANT

In conformity with the provisions of Section 3800 of the Labor Code of the State of California, the applicant shall have on file, or file with the Central Permit Bureau, either Certificate (I) or (II) or (III) designated below or shall indicate Item (IV) or (V) or (VI) below, whichever is applicable. Check one of the following methods of compliance:

( ) I. Certificate of Consent to Self-Insure issued by the Director of Industrial Relations.
( ) II. Certificate of Workman's Compensation Insurance issued by an admitted insurer.
( ) III. An exact copy or duplicate of (I) certified by the Director or (II) certified by the insurer.
( ) IV. The cost of the work to be performed is $100 or less.
(X) V. I certify that in the performance of the work for which this Permit is issued, I shall not employ any person in any manner so as to become subject to the workman's compensation laws of California. I further acknowledge that I understand, in the event that I should become subject to the workman's compensation provisions of the Labor Code of California and fail to comply forthwith with the provisions of Section 3800 of the Labor Code, that the Permit herein applied for shall be deemed revoked.
(X) VI. I certify as the owner (or the agent of the owner) that in the performance of the work for which this Permit is issued, I will employ a contractor who complies with the workman's compensation laws of California and who has on file, or will file, with the Central Permit Bureau evidence that workman's compensation insurance is carried.

Applicant's Signature: Meyers Safety Switch Co., C.J. Grieder, Pres
per J.D. Lambert, his Agent
Date 5/9/77

If the image of this document appears less sharp than this notice, it is due to the quality of the original.

OFFICIAL COPY

SAN FRANCISCO
DEPARTMENT OF BUILDING INSPECTION

CONDITIONS AND STIPULATIONS

	APPROVED: B. Kelley BUILDING INSPECTOR, BUR. OF BLDG. INSP.	DATE: REASON: NOTIFIED MR.
☐	APPROVED: Not reviewed by the Department of City Planning. Issuance of the requested permit constitutes no indication that use of this property does or does not conform to the City Planning Code. DEPARTMENT OF CITY PLANNING	DATE: REASON: NOTIFIED MR.
☐	APPROVED: BUREAU OF FIRE PREVENTION & PUBLIC SAFETY	DATE: REASON: NOTIFIED MR.
☐	APPROVED: CIVIL ENGINEER, BUR. OF BLDG. INSPECTION	DATE: REASON: NOTIFIED MR.
☐	APPROVED: BUREAU OF ENGINEERING	DATE: REASON: NOTIFIED MR.
☐	APPROVED: DEPARTMENT OF PUBLIC HEALTH	DATE: REASON: NOTIFIED MR.
☐	APPROVED: REDEVELOPMENT AGENCY	DATE: REASON: NOTIFIED MR.
☐	REFER TO PROPERTY CONSERVATION DIVISION 5/10/77 R Fungem RESIDENTIAL ENV. INSPECTOR, DIV. OF APT. & HOTEL INSP., B.B.I.	DATE: REASON: NOTIFIED MR.
☐	APPROVED:	DATE: REASON: NOTIFIED MR.

HOLD SECTION — NOTE DATES AND NAMES OF ALL PERSONS NOTIFIED DURING PROCESSING

If the image of this document appears less sharp than this notice, it is due to the quality of the original.

I AGREE TO COMPLY WITH ALL CONDITIONS OR STIPULATIONS OF THE VARIOUS BUREAUS OR DEPARTMENTS NOTED ON THIS APPLICATION, AND ATTACHED STATEMENTS OF CONDITIONS OR STIPULATIONS, WHICH ARE HEREBY MADE A PART OF THIS APPLICATION.
NUMBER OF ATTACHMENTS ☐

James H. Lambert
SIGNATURE OF OWNER, LESSEE OR AUTHORIZED AGENT FOR OWNER OR LESSEE

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SAN FRANCISCO
DEPARTMENT OF
BUILDING INSPECTION

DATE	BUILDING INSPECTORS JOB RECORD
7/5/73	WORK COMMENCED
/ /	FOUNDATION FORMS INSPECTED. O.K. TO POUR
/ /	LATHING PERMISSION TAG POSTED
/ /	FLUES BY _____ NO. _____
/ /	EXTERIOR OR STRUCTURAL PLASTERING OK
/ /	ALL SPECIAL INSPECTION REPORTS RECEIVED.
/ /	FIRE ESCAPE INSTALLED PER APPROVED PLAN.
/ /	To Comply w Complaint
/ /	15427
/ /	
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5/23/77	WORK COMPLETED. FINAL CERTIFICATE POSTED.

770468 V

B Kelley
BUILDING INSPECTOR

OFFICIAL COPY

SAN FRANCISCO
DEPARTMENT OF BUILDING INSPECTION

FOR DEPARTMENTAL USE ONLY

APPROVED FOR ISSUANCE: MB - Ref 83

APPROVED
Dept. Public Works
Jul 18 1983
Albert C. Lee
SUPERINTENDENT
BUREAU BUILDING INSPECTION

FILMED

OFFICE COPY

CITY AND COUNTY OF SAN FRANCISCO
DEPARTMENT OF PUBLIC WORKS
APPLICATION FOR BUILDING PERMIT
ADDITIONS, ALTERATIONS OR REPAIRS

FORM 3

APPLICATION IS HEREBY MADE TO THE DEPARTMENT OF PUBLIC WORKS OF SAN FRANCISCO FOR PERMISSION TO ERECT, ENLARGE, ALTER, REPAIR, REMOVE, DEMOLISH, OR CHANGE THE OCCUPANCY OF THE BUILDING HEREINAFTER DESIGNATED IN ACCORDANCE WITH THE PLANS AND SPECIFICATIONS SUBMITTED HEREWITH AND ACCORDING TO THE DESCRIPTION AND FOR THE PURPOSE HEREINAFTER SET FORTH.

APPLICATION NO. 8303165

(1) STREET ADDRESS OF JOB: 530 JONES ST

RAP - 10

DATE FILED: 7/18/83
PERMIT NO.: 482333
FILING-FEE RECEIPT NO.:
ISSUED: 7/18/83

(2) ESTIMATED COST OF JOB: $ 7000 see QA

DESCRIPTION OF EXISTING BUILDING

(4A) TYPE OF CONSTR. 1 ☐ 2 ☒ 3 ☐ 4 ☐ 5 ☐ | (5A) NUMBER OF STORIES OF OCCUPANCY: 2 | (6A) NUMBER OF BASEMENTS AND CELLARS: 0 | (7A) PRESENT USE: Flats & Bar | (8A) BLDG. CODE OCCUP. CLASS: R-2 | (9A) NO. OF DWELLING UNITS: 5

DESCRIPTION OF BUILDING AFTER PROPOSED ALTERATION

(4) TYPE OF CONSTR. 1 ☐ 2 ☐ 3 ☐ 4 ☐ 5 ☐ | (5) NUMBER OF STORIES OF OCCUPANCY: 2 | (6) NUMBER OF BASEMENTS AND CELLARS: 0 | (7) PROPOSED USE: Same | (8) BLDG. CODE OCCUP. CLASS: R-2 | (9) NO. OF DWELLING UNITS: 5

(9A) DOES THIS ALTERATION CREATE ADDITIONAL STORIES TO BUILDING? YES ☐ NO ☐

(10) IF YES, STATE NEW HEIGHT AT CENTERLINE OF FRONT: FT.

(11A) DOES THIS ALTERATION CREATE DECK OR HORIZ. EXTENSION TO BUILDING? YES ☐ NO ☐

(11) IF YES, STATE NEW GROUND FLOOR AREA: SQ. FT.

(12) WILL SIDEWALK OVER 300 SIDEWALK SPACE BE REPAIRED OR ALTERED? YES ☐ NO ☐

(13) WILL BUILDING EXTEND BEYOND PROPERTY LINE? YES ☐ NO ☐

(14) IS AUTO RUNWAY TO BE CONSTRUCTED OR ALTERED? YES ☐ NO ☐

(17) WILL STREET SPACE BE USED DURING CONSTRUCTION? YES ☐ NO ☐

(15) ANY OTHER EXISTING BLDG. ON LOT? IF YES, SHOW ON PLANS. YES ☐ NO ☐

(20) DOES THIS ALTERATION CONSTITUTE A CHANGE OF OCCUPANCY? YES ☐ NO ☐

(21) ELECTRICAL WORK TO BE PERFORMED? YES ☐ NO ☐

(22) PLUMBING WORK TO BE PERFORMED? YES ☐ NO ☐

(23) GENERAL CONTRACTOR: Owner — ADDRESS — PHONE — CALIF. LICENSE NO.

(24) ARCHITECT OR ENGINEER (DESIGN ☐, CONSTRUCTION ☐) — ADDRESS — CALIF. CERTIFICATE NO.

(25) CONSTRUCTION LENDER (ENTER NAME AND BRANCH DESIGNATION IF ANY. IF LENDER IS NOT KNOWN CONSTRUCTION LENDER, ENTER "UNKNOWN"): Unknown — ADDRESS

(26) OWNER — LESSEE (CROSS OUT ONE): MIKE AMIRKHANI — ADDRESS: 15 BYRON CIRCLE - Hillsvalley 94941 — PHONE (FOR CONTACT BY BUREAU): 3880796

(27) WRITE IN DESCRIPTION OF ALL WORK TO BE PERFORMED UNDER THIS APPLICATION (REFERENCE TO PLANS IS NOT SUFFICIENT):

COMPLY WITH RAP REPORT FILE # 317-11-10

IMPORTANT NOTICES

No change shall be made in the character of the occupancy or use without first obtaining a building permit authorizing such change. See Sec. 303, 304.8, 1, 104.C, 302, 303, 304 of the Building Code, and Sec. 304, San Francisco Housing Code.

Approval of construction, equipment or operation beyond the certificate of final completion date may be granted for a period not to exceed 90 days upon application therefor as provided in Sec. 108.2 of the Building Code.

Where any power driven apparatus, exceeding 750 volts, is used in connection with construction, such apparatus shall be effectively guarded in accordance with the requirements of Article 51 of the State Electrical Regulations. See Sec. 385, California Labor Code.

Pursuant to Sec. 302 A.B., San Francisco Building Code, the building permit shall be posted on the job. The owner is responsible for approved plans and application being kept on building site.

Grade lines shown on drawings accompanying this application are assumed to be correct. If actual grade lines are not the same as shown revised drawings showing correct grade lines, cuts and fills together with complete details of retaining walls and other footings, required, must be submitted to this bureau for approval.

NO OCCUPANCY OR USE REQUIRED HEREIN OR BY CODE MAY BE APPEALED.

NO BUILDING SHALL BE OCCUPIED UNTIL CERTIFICATE OF FINAL COMPLETION IS ISSUED FOR THE BUILDING OR PORTION THEREOF, OR CERTIFICATE OF OCCUPANCY GRANTED, WHEN REQUIRED.

ISSUANCE OF THIS APPLICATION DOES NOT CONSTITUTE AN APPROVAL FOR THE CONSTRUCTION, ALTERATION OR PLUMBING INSTALLATIONS. A SEPARATE PERMIT FOR THE ELECTRICAL, PLUMBING, MUST BE OBTAINED. SEPARATE PERMITS ARE REQUIRED IF ANSWERS TO ANY OF ABOVE QUESTIONS (12)-(16) (17)-(20) (21) or (22).

PRIOR TO ISSUANCE OF BUILDING PERMIT, NO WORK SHALL BE STARTED UNTIL A BUILDING PERMIT IS ISSUED.

Roofing materials must have a clearance of not less than two inches.

OWNER'S AUTHORIZED AGENT:

☒ OWNER ☐ ARCHITECT ☐ ENGINEER
☐ LESSEE ☐ AGENT WITH POWER OF ATTORNEY
☐ CONTRACTOR ☐ ATTORNEY IN FACT

APPLICANT'S CERTIFICATION

I HEREBY CERTIFY AND AGREE THAT IF A PERMIT IS ISSUED FOR THE CONSTRUCTION DESCRIBED IN THIS APPLICATION, ALL THE PROVISIONS OF THE PERMIT AND ALL LAWS AND ORDINANCES THERETO WILL BE COMPLIED WITH.

NOTICE TO APPLICANT

HOLD HARMLESS CLAUSE: The Permittee(s) by acceptance of this permit, agree(s) to indemnify and hold harmless the City and County of San Francisco from and against any and all claims, demands and actions for damages resulting from operations under this permit, regardless of negligence of the City and County of San Francisco, and to assume the defense of the City and County of San Francisco against all such claims, demands and actions.

In conformity with the provisions of Section 3800 of the Labor Code of the State of California, the applicant shall have on file, or file with the Central Permit Bureau, either Certificate (I) or (II) or (III) designated below or shall indicate item (IV) or (V) or (VI) below, whichever is applicable. If however, item (VI) is checked then item (V) must be checked as well. Mark the appropriate method of compliance below:

( ) I. Certificate of Consent to Self-Insure issued by the Director of Industrial Relations.
( ) II. Certificate of Workmen's Compensation Insurance issued by an admitted insurer.
( ) III. An exact copy or duplicate of (I) certified by the Director or (II) certified by the insurer.
( ) IV. The cost of the work to be performed is $100 or less.
(X) V. I certify that in the performance of the work for which this Permit is issued, I shall not employ any person in any manner so as to become subject to the workmen's compensation laws of California. I further acknowledge that I understand, in the event that I should become subject to the workmen's compensation provisions of the Labor Code of California and fail to comply forthwith with the provisions of Section 3800 of the Labor Code, that the Permit herein applied for shall be deemed revoked.
(X) VI. I certify as the owner (or the agent of the owner) that in the performance of the work for which this Permit is issued, I will employ a contractor who complies with the workmen's compensation laws of California and who has on file, or prior to the commencement of any work will file, with the Central Permit Bureau evidence that workmen's compensation insurance is carried.

Applicant's Signature: Marock Jamshidian — Date: 7/18/83

OFFICIAL COPY

SAN FRANCISCO
DEPARTMENT OF
BUILDING INSPECTION

CONDITIONS AND STIPULATIONS

APPROVED: A SEPARATE BUILDING PERMIT WILL BE REQUIRED FOR PARAPET REINFORCING

DATE:
REASON:

Approved - Subject to requirements listed in Property Conservation Report of Condition.

Any electrical or plumbing work will require appropriate separate permits.

BUREAU INSPECTOR, BUR. OF BLDG. INSP. 7/18/83

NOTIFIED MR.

APPROVED:

Not reviewed by the Department of City Planning. Issuance of the requested permit constitutes no indication that use of this property does or does not conform to the City Planning Code.

DEPARTMENT OF CITY PLANNING

DATE:
REASON:
NOTIFIED MR.

APPROVED:

BUREAU OF FIRE PREVENTION & PUBLIC SAFETY

DATE:
REASON:
NOTIFIED MR.

APPROVED:

CIVIL ENGINEER, BUR. OF BLDG. INSPECTION

DATE:
REASON:
NOTIFIED MR.

APPROVED:

BUREAU OF ENGINEERING

DATE:
REASON:
NOTIFIED MR.

APPROVED:

DEPARTMENT OF PUBLIC HEALTH

DATE:
REASON:
NOTIFIED MR.

APPROVED:

REDEVELOPMENT AGENCY

DATE:
REASON:
NOTIFIED MR.

APPROVED:

RESIDENTIAL ENV. INSPECTOR, DIV. OF APT. & HOTEL INSP., B.B.I.

DATE:
REASON:
NOTIFIED MR.

APPROVED:

DATE:
REASON:
NOTIFIED MR.

HOLD SECTION — NOTE DATES AND NAMES OF ALL PERSONS NOTIFIED DURING PROCESSING

I AGREE TO COMPLY WITH ALL CONDITIONS OR STIPULATIONS OF THE VARIOUS BUREAUS OR DEPARTMENTS NOTED ON THIS APPLICATION AND ATTACHED STATEMENTS OF CONDITIONS OR STIPULATIONS, WHICH ARE HEREBY MADE A PART OF THIS APPLICATION. NUMBER OF ATTACHMENTS [illegible]

Marek Tomaszkan

SIGNATURE OF OWNER, LESSEE OR AUTHORIZED AGENT FOR OWNER OR LESSEE

OFFICIAL COPY
SAN FRANCISCO
DEPARTMENT OF
BUILDING INSPECTION

DATE	BUILDING INSPECTORS JOB RECORD
7/25/83	NO WORK IN PROGRESS
7/25/84	G.C. WORK COMPLETED
7/26/84	PLUMBING CLOSE COMPLETED
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7/30/84	

WORK COMPLETED. FINAL CERTIFICATE POSTED

APP. NO. 830365

BUILDING INSPECTOR

OFFICIAL COPY

SAN FRANCISCO
DEPARTMENT OF
BUILDING INSPECTION

FB-501a

CITY AND COUNTY OF SAN FRANCISCO
DEPARTMENT OF PUBLIC WORKS
BUREAU OF BUILDING INSPECTION

Application Number 8303165

CERTIFICATE OF FINAL COMPLETION AND OCCUPANCY

(NOTE. A separate PERMIT OF OCCUPANCY is required for buildings with a class H occupancy)

Location 530 JONES ST.
House Number (Street or Avenue) (Metes & Bounds if Applicable)

Type of Bldg 3-N Stories 2 Occupancy B-1 & B2 No. of Apts 5
(List Floors for B Occupancy)

Desciption of Constuction COMPLY WITH RAP REPORT
FILE # 317-11-10

The hereinabove described construction is completed and conforms to Ordinances of the City and County of San Francisco and Laws of the State of California effective as of the date on which the hereinabove mentioned application for building permit was filed and proposed occupancy is approved in pursuance to Sec. 306.C. Article 3, Chapter I, Part II of the San Francisco Municipal Code.

Approved: N/A 19
BUREAU OF FIRE PREVENTION & PUBLIC SAFETY

Approved: N/A 19
DEPT. OF PUBLIC HEALTH

This certificate posted on
7-30 1984
SUPERINTENDENT, BUREAU OF BUILDING INSPECTION

By John Green
Building Inspector

OFFICIAL COPY

SAN FRANCISCO

FOR DEPARTMENTAL USE ONLY

APPROVED FOR ISSUANCE
DEPARTMENT OF BUILDING INSPECTION
DEC 14 1982
TITLE 24 YES NO
HANDICAPPED ACCESS YES NO
APPROVED
Dept. Public Works
DEC 22 1982
SUPERINTENDENT BUREAU OF BUILDING INSPECTION
FILED

CITY AND COUNTY OF SAN FRANCISCO
DEPARTMENT OF PUBLIC WORKS

BLDG. FORM 3

APPLICATION FOR BUILDING PERMIT
ADDITIONS, ALTERATIONS OR REPAIRS

APPLICATION NO. 8220531

APPLICATION IS HEREBY MADE TO THE DEPARTMENT OF PUBLIC WORKS OF SAN FRANCISCO FOR PERMISSION TO BUILD IN ACCORDANCE WITH THE PLANS AND SPECIFICATIONS SUBMITTED HEREWITH AND ACCORDING TO THE DESCRIPTION AND FOR THE PURPOSE HEREINAFTER SET FORTH:

OFFICE COPY

(1) STREET ADDRESS OF JOB: 532 JONES

(2) ESTIMATED COST OF JOB: 5000 00

11 N/A

DATE FILED	FILING FEE RECEIPT NO.
11-17-82	114142
PERMIT NO.	**ISSUED**
496266	DEC 22 1982

DESCRIPTION OF EXISTING BUILDING

(4A) TYPE OF CONSTR. 1-hr ☐ N ☐ 2 ☐ 3 ☐ 4 ☐ 5 ☐	(5A) NUMBER OF STORIES OF OCCUPANCY: 1	(6A) NUMBER OF BASEMENTS AND CELLARS: 1	(7A) PRESENT USE: BAR	(8A) BLDG. CODE OCCUP. CLASS:	(9A) NO. OF DWELLING UNITS: 0

DESCRIPTION OF BUILDING AFTER PROPOSED ALTERATION

(4) TYPE OF CONSTR. 1-hr ☐ N ☐ 1 ☐ 2 ☐ 3 ☐ 4 ☐ 5 ☐	(5) NUMBER OF STORIES OF OCCUPANCY: 1	(6) NUMBER OF BASEMENTS AND CELLARS: 1	(7) PROPOSED USE: MASSAGE PARLOR	(8) BLDG. CODE OCCUP. CLASS: F-2	(9) NO. OF DWELLING UNITS: 0

(10A) DOES THIS ALTERATION CREATE ADDITIONAL STORY TO BUILDING?	YES ☐ NO ☑	(10) IF YES, STATE NEW HEIGHT AT CENTER LINE OF FRONT: — FT.		(11A) DOES THIS ALTERATION CREATE DECK OR HORIZ. EXTENSION TO BUILDING?	YES ☐ NO ☑	(11B) IF YES, STATE NEW GROUND FLOOR AREA: SQ. FT.	
(14) WILL SIDEWALK OVER SUB-SIDEWALK SPACE BE REPAIRED OR ALTERED?	YES ☐ NO ☑	(15) WILL BUILDING EXTEND BEYOND PROPERTY LINE?	YES ☐ NO ☑	(16) IS AUTO RUNWAY TO BE CONSTRUCTED OR ALTERED?	YES ☐ NO ☑	(17) WILL STREET SPACE BE USED DURING CONSTRUCTION?	YES ☐ NO ☑
(19) ANY OTHER EXISTING BLDG. ON LOT? IF YES, SHOW ON PLOT PLAN	YES ☐ NO ☑	(20) DOES THIS ALTERATION CONSTITUTE A CHANGE OF OCCUPANCY?	YES ☐ NO ☑	(21) ELECTRICAL WORK TO BE PERFORMED?	YES ☐ NO ☑	(22) PLUMBING WORK TO BE PERFORMED?	YES ☐ NO ☑

(23) GENERAL CONTRACTOR: NOON — ADDRESS — PHONE — CALIF. LICENSE NO.

(24) ARCHITECT OR ENGINEER (DESIGN ☐ CONSTRUCTION ☐) — ADDRESS — CALIF. CERTIFICATE NO.

(25) CONSTRUCTION LENDER (ENTER NAME AND BRANCH DESIGNATION IF ANY. IF THERE IS NO KNOWN CONSTRUCTION LENDER, ENTER "UNKNOWN"). — ADDRESS

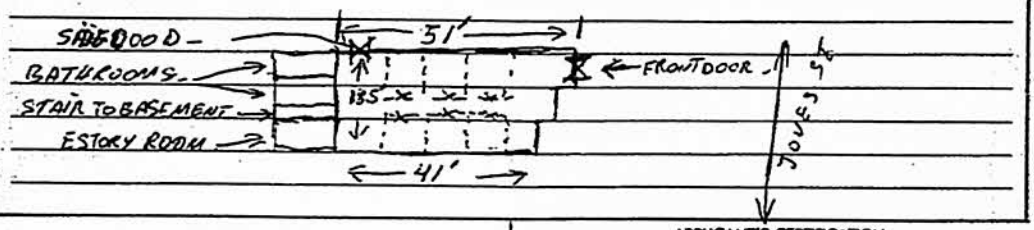
771-2766

(26) OWNER — LESSEE (CROSS OUT ONE) — ADDRESS — PHONE FOR CONTACT BY BUREAUS

D AMIR EHSANI 532 JONES

(27) WRITE IN DESCRIPTION OF ALL WORK TO BE PERFORMED UNDER THIS APPLICATION (REFERENCE TO PLANS IS NOT SUFFICIENT):

To Build Partation up To 8 feet Height insid The Salon
IN ORDER TO HAVE 6 MASAGE ROOMS OF. 7.5' x 9' x 8' H.
this work will not altrerat the Present Construction



IMPORTANT NOTICES

No change shall be made in the character of the occupancy or use without first obtaining a Building Permit authorizing such change. See Sec. 103, 104.8, 104.8.1, 104.C, 502, 502.1, San Francisco Building Code and Sec. 104, San Francisco Housing Code.

No portion of building or structure or scaffolding used during construction, to be closer than 6'0" to any wire containing more than 750 volts. See Sec. 385, California Penal Code.

Pursuant to Sec. 302 A.8, San Francisco Building Code, the building permit shall be posted on the job. The owner is responsible for approved plans and application being kept at building site.

Grade lines as shown on drawings accompanying this application are assumed to be correct. If actual grade lines are not the same as shown revised drawings showing correct grade lines, cuts and fills together with complete details of retaining walls and wall footings required must be submitted to this bureau for approval.

ANY STIPULATION REQUIRED HEREIN OR BY CODE MAY BE APPEALED.

BUILDING NOT TO BE OCCUPIED UNTIL CERTIFICATE OF FINAL COMPLETION IS POSTED ON THE BUILDING OR PERMIT OF OCCUPANCY GRANTED, WHEN REQUIRED. APPROVAL OF THIS APPLICATION DOES NOT CONSTITUTE AN APPROVAL FOR THE ELECTRICAL WIRING OR PLUMBING INSTALLATIONS. A SEPARATE PERMIT FOR THE WIRING AND PLUMBING MUST BE OBTAINED. SEPARATE PERMITS ARE REQUIRED IF ANSWER IS "YES" TO ANY OF ABOVE QUESTIONS (15) (16) (17) (20) (21) or (22). THIS IS NOT A BUILDING PERMIT. NO WORK SHALL BE STARTED UNTIL A BUILDING PERMIT IS ISSUED.

In dwellings all insulating materials must have a clearance of not less than two inches from all electrical wires or equipment.

CHECK APPROPRIATE BOX

☑ OWNER ☐ ARCHITECT ☐ ENGINEER
☐ LESSEE ☐ AGENT WITH POWER OF ATTORNEY
☐ CONTRACTOR ☐ ATTORNEY IN FACT

APPLICANT'S CERTIFICATION

I HEREBY CERTIFY AND AGREE THAT IF A PERMIT IS ISSUED FOR THE CONSTRUCTION DESCRIBED IN THIS APPLICATION, ALL THE PROVISIONS OF THE PERMIT AND ALL LAWS AND ORDINANCES THERETO WILL BE COMPLIED WITH.

NOTICE TO APPLICANT

HOLD HARMLESS CLAUSE: The Permittee(s) by acceptance of the permit, agree(s) to indemnify and hold harmless the City and County of San Francisco from and against any and all claims, demands and actions for damages resulting from operations under this permit, regardless of negligence of the City and County of San Francisco, and to assume the defense of the City and County of San Francisco against all such claims, demands and actions.

In conformity with the provisions of Section 3800 of the Labor Code of the State of California, the applicant shall have on file, or file with the Central Permit Bureau, either Certificate (I) or (II) or (III) designated below or shall indicate Item (IV) or (V) or (VI) below, whichever is applicable. If however, item (VI) is checked then item (V) must be checked as well. Mark the appropriate method of compliance below:

( ) I. Certificate of Consent to Self-Insure issued by the Director of Industrial Relations.
( ) II. Certificate of Workman's Compensation Insurance issued by an admitted insurer.
( ) III. An exact copy or duplicate of (I) certified by the Director or (II) certified by the insurer.
( ) IV. The cost of the work to be performed is $100 or less.
(✓) V. I certify that in the performance of the work for which this Permit is issued, I shall not employ any person in any manner so as to become subject to the workman's compensation laws of California. I further acknowledge that I understand, in the event that I should become subject to the workman's compensation provisions of the Labor Code of California and fail to comply forthwith with the provisions of Section 3800 of the Labor Code, that the Permit herein applied for shall be deemed revoked.
( ) VI. I certify as the owner (or the agent of the owner) that in the performance of the work for which this Permit is issued, I will employ a contractor who complies with the workmen's compensation laws of California and who has on file, or prior to the commencement of any work will file, with the Central Permit Bureau evidence that workman's compensation insurance is carried.

Applicant's Signature: D Amirehsani — Date: 11-17-18

OFFICIAL COPY

SAN FRANCISCO

DEPARTMENT OF BUILDING INSPECTION

CONDITIONS AND STIPULATIONS

REFER TO

APPROVED:

The approval of this application and issuance of permit applies to specified work only and does not constitute an approval of the building [illegible] or plumbing work will require appropriate separate permits.

A. Thayer
BUILDING INSPECTOR, BUR. OF BLDG. INSP. 12/6/82

DATE: 12/2/82
REASON:
NOTIFIED MR. [illegible]

APPROVED:

For Massage Parlor in the ground floor or below only!

DEPARTMENT OF CITY PLANNING DEC 13 1982

DATE:
REASON:
NOTIFIED MR.

APPROVED:

BUREAU OF FIRE PREVENTION & PUBLIC SAFETY

DATE:
REASON:
NOTIFIED MR.

APPROVED:

CIVIL ENGINEER, BUR. OF BLDG. INSPECTION

DATE:
REASON:
NOTIFIED MR.

APPROVED:

BUREAU OF ENGINEERING

DATE:
REASON:
NOTIFIED MR.

APPROVED:

DEPARTMENT OF PUBLIC HEALTH

DATE:
REASON:
NOTIFIED MR.

APPROVED:

REDEVELOPMENT AGENCY

DATE:
REASON:
NOTIFIED MR.

APPROVED:

RESIDENTIAL ENV. INSPECTOR, DIV. OF APT. & HOTEL INSP., B.B.I.

DATE:
REASON:
NOTIFIED MR.

APPROVED:

DATE:
REASON:
NOTIFIED MR.

HOLD SECTION — NOTE DATES AND NAMES OF ALL PERSONS NOTIFIED DURING PROCESSING

I AGREE TO COMPLY WITH ALL CONDITIONS OR STIPULATIONS OF THE VARIOUS BUREAUS OR DEPARTMENTS NOTED ON THIS APPLICATION, AND ATTACHED STATEMENTS OF CONDITIONS OR STIPULATIONS, WHICH ARE HEREBY MADE A PART OF THIS APPLICATION.
NUMBER OF ATTACHMENTS ☐

E.D. Arnulfo
SIGNATURE OF OWNER, LESSEE OR AUTHORIZED AGENT FOR OWNER OR LESSEE.

OFFICIAL COPY

DEPARTMENT OF BUILDING INSPECTION

APPROVED
Dept. Public Works
OCT 25 1984

FILMED

Robert C. Levy

BLDG FORM 3/8

APPROVED FOR ISSUANCE
OCT 29 1984

DIST 10 TIDF ☐ TITLE 24-2 YES ☒ NO ☐ EXPEDITER

BID-INSP BID-FP BE CH INSP CNTR DCP CPB HEALTH DAIH PAD-ARC PAD-FD PAD-STR PARAPET PCD SFRA

APPLICATION NUMBER 8410568

OSHA APPROVAL REQ'D ☐ APPROVAL NUMBER:

APPLICATION FOR BUILDING PERMIT
ADDITIONS, ALTERATIONS OR REPAIRS

FORM 3 ☒ PRE-APPROVAL SITE INSPECTION REQUIRED
FORM 8 ☐ OVER-THE-COUNTER ISSUANCE

2 NUMBER OF PLAN SETS S/E

CITY AND COUNTY OF SAN FRANCISCO
DEPARTMENT OF PUBLIC WORKS

APPLICATION IS HEREBY MADE TO THE DEPARTMENT OF PUBLIC WORKS OF SAN FRANCISCO FOR PERMISSION TO BUILD IN ACCORDANCE WITH THE PLANS AND SPECIFICATIONS SUBMITTED HEREWITH AND ACCORDING TO THE DESCRIPTION AND FOR THE PURPOSE HEREINAFTER SET FORTH.

OFFICIAL COPY

* DO NOT WRITE ABOVE THIS LINE *

DATE FILED	FILING FEE RECEIPT NO	(7) STREET ADDRESS OF JOB	BLOCK & LOT
10-1-84	132998	532 Jones st	

PERMIT NO	ISSUED	(12A) ESTIMATED COST OF JOB	(12B) REVISED COST
522950	OCT 25 1984	$ 7000	BY 10,000 DATE 11/6

INFORMATION TO BE FURNISHED BY ALL APPLICANTS

DESCRIPTION OF EXISTING BUILDING

(4A) TYPE OF CONSTR	(5A) NO. OF STORIES OF OCCUPANCY	6A. NO. OF BASEMENTS AND CELLARS	7A. PRESENT USE	8A. OCCUP CLASS	9A. NO OF DWELLING UNITS
3/1hr	2	1	Bar + Apts	B-2	8

DESCRIPTION OF BUILDING AFTER PROPOSED ALTERATION

(4) TYPE OF CONSTR	(5) NO OF STORIES OF OCCUPANCY	6. NO OF BASEMENTS AND CELLARS	(7) PROPOSED USE	OCCUP CLASS	9 NO OF DWELLING UNITS
3 1hr.	2	1	Bar + Apts	B-2	5

(10) IS AUTO RUNWAY TO BE CONSTRUCTED OR ALTERED?	(11) WILL STREET SPACE BE USED DURING CONSTRUCTION?	(12) ELECTRICAL WORK TO BE PERFORMED?	(13) PLUMBING WORK TO BE PERFORMED?
YES ☐ NO ☒	YES ☒ NO ☐	YES ☒ NO ☐	YES ☒ NO ☐

(14) GENERAL CONTRACTOR — ADDRESS — CSLB LIC NO — EXPIRATION DATE
The Magic Christian — 700 Parnassus #12 — 6647614 6512394 — 369697 — 12/28/85

(15) LESSEE (CROSS OUT ONE) — ADDRESS — TELEPHONE NO
Michael Amirehsani — 532 Jones St — 421 8542

(16) WRITE IN DESCRIPTION OF ALL WORK TO BE PERFORMED UNDER THIS APPLICATION. REFERENCE TO PLANS IS NOT SUFFICIENT.
Rebuild demolished bar, and paint interior

ADDITIONAL INFORMATION — FORM 3 APPLICANTS ONLY

(17) DOES THIS ALTERATION CREATE ADDITIONAL STORY TO BUILDING?	(18) IF (17) IS YES, STATE NEW HEIGHT AT CENTER LINE OF FRONT	(19) DOES THIS ALTERATION CREATE DECK OR HORIZ EXTENSION TO BUILDING?	(20) IF (19) IS YES, STATE NEW GROUND FLOOR AREA
YES ☐ NO ☒	'	YES ☐ NO ☒	SQ FT

(21) WILL SIDEWALK OVER SUB-SIDEWALK SPACE BE REPAIRED OR ALTERED?	(22) WILL BUILDING EXTEND BEYOND PROPERTY LINE?	(23) ANY OTHER EXISTING BLDG ON LOT? IF YES, SHOW ON PLOT PLAN	(24) DOES THE ALTERATION CONSTITUTE A CHANGE OF OCCUPANCY?
YES ☐ NO ☒	YES ☐ NO ☒	YES ☐ NO ☒	YES ☐ NO ☒

(25) ARCHITECT OR ENGINEER (DESIGN ☐ CONSTRUCTION ☐) — ADDRESS — CALIF CERTIFICATE NO

(26) CONSTRUCTION LENDER (ENTER NAME AND BRANCH DESIGNATION IF ANY. IF THERE IS NO KNOWN CONSTRUCTION LENDER, ENTER "UNKNOWN") — ADDRESS

IMPORTANT NOTICES

No change shall be made in the character of the occupancy or use without first obtaining a Building Permit authorizing such change. See San Francisco Building Code and San Francisco Housing Code.

No portion of building or structure or scaffolding used during construction, to be closer than 6'0" to any wire containing more than 750 volts. See Sec. 385, California Penal Code.

Pursuant to San Francisco Building Code, the building permit shall be posted on the job. The owner is responsible for approved plans and application being kept at building site.

Grade lines as shown on drawings accompanying this application are assumed to be correct. If actual grade lines are not the same as shown, revised drawings showing correct grade lines, cuts and fills together with complete details of retaining walls and wall footings required must be submitted to this bureau for approval.

ANY STIPULATION REQUIRED HEREIN OR BY CODE MAY BE APPEALED.

BUILDING NOT TO BE OCCUPIED UNTIL CERTIFICATE OF FINAL COMPLETION IS POSTED ON THE BUILDING OR PERMIT OF OCCUPANCY GRANTED, WHEN REQUIRED.

APPROVAL OF THIS APPLICATION DOES NOT CONSTITUTE AN APPROVAL FOR THE ELECTRICAL WIRING OR PLUMBING INSTALLATIONS. A SEPARATE PERMIT FOR THE WIRING AND PLUMBING MUST BE OBTAINED. SEPARATE PERMITS ARE REQUIRED IF ANSWER IS "YES" TO ANY OF ABOVE QUESTIONS (10), (11), (12), (13), '22', or '24'. THIS IS NOT A BUILDING PERMIT. NO WORK SHALL BE STARTED UNTIL A BUILDING PERMIT IS ISSUED.

In dwellings all insulating materials must have a clearance of not less than two inches from all electrical wires or equipment.

CHECK APPROPRIATE BOX

☐ OWNER ☐ ARCHITECT ☐ ENGINEER
☐ LESSEE ☐ AGENT WITH POWER OF ATTORNEY
☒ CONTRACTOR ☐ ATTORNEY IN FACT

APPLICANT'S CERTIFICATION

I HEREBY CERTIFY AND AGREE THAT IF A PERMIT IS ISSUED FOR THE CONSTRUCTION DESCRIBED IN THIS APPLICATION, ALL THE PROVISIONS OF THE PERMIT AND ALL LAWS AND ORDINANCES THERETO WILL BE COMPLIED WITH.

NOTICE TO APPLICANT

HOLD HARMLESS CLAUSE: The Permittee(s), by acceptance of the permit, agrees(s) to indemnify and hold harmless the City and County of San Francisco from and against any and all claims, demands and actions for damages resulting from operations under this permit, regardless of negligence of the City and County of San Francisco, and to assume the defense of the City and County of San Francisco against all such claims, demands and actions.

In conformity with the provisions of Section 3800 of the Labor Code of the State of California, the applicant shall have on file, or file with the Central Permit Bureau, either Certificate I or II or III designated below or shall indicate item IV or V or VI below, whichever is applicable. If however, item VI is checked then item V must be checked as well. Mark the appropriate method of compliance below.

I. Certificate of Consent to Self-Insure issued by the Director of Industrial Relations.
II. Certificate of Workman's Compensation Insurance issued by an admitted insurer.
III. An exact copy or duplicate of 'I' certified by the Director or 'II' certified by the insurer.
IV. The cost of the work to be performed is $100 or less.
☒ V. I certify that in the performance of the work for which this Permit is issued, I shall not employ any person in any manner so as to become subject to the workmen's compensation laws of California, and I further acknowledge that I understand, in the event that I should become subject to the workmen's compensation provisions of the Labor Code of California and fail to comply forthwith with the provisions of Section 3800 of the Labor Code, that the Permit hereon applied for shall be deemed revoked.
☐ VI. I certify as the owner (or the agent of the owner) that in the performance of the work for which this Permit is issued, I will employ a contractor who complies with the workman's compensation laws of California and who has on file, or prior to the commencement of any work will file, with the Central Permit Bureau evidence that workman's compensation insurance is carried.

Applicant's Signature — Date 10/1/84

OFFICIAL COPY

SAN FRANCISCO
DEPARTMENT OF BUILDING INSPECTION

CONDITIONS AND STIPULATIONS

APPROVED: DATE: REASON:

[signature] 10/7/84
BUILDING INSPECTOR, BUR. OF BLDG. INSP. NOTIFIED MR.

APPROVED: DATE: REASON:

Not reviewed by the Department or City Planning. Issuance of the requested permit constitutes no indication that use of this property does or does not conform to the City Planning Code.

[signature]
DEPARTMENT OF CITY PLANNING NOTIFIED MR.

APPROVED: FOR WORK STATED. NO CHANGE IN OCCUPANCY DATE: REASON:

[signature] 10/10/84
BUREAU OF FIRE PREVENTION & PUBLIC SAFETY NOTIFIED MR.

APPROVED: DATE: REASON:

CIVIL ENGINEER, BUR. OF BLDG. INSPECTION NOTIFIED MR.

APPROVED: DATE: REASON:

BUREAU OF ENGINEERING NOTIFIED MR.

APPROVED: Comply with requirements stated on site visit 10-22-84 DATE: REASON:

[signature] 10-22-84
DEPARTMENT OF PUBLIC HEALTH NOTIFIED MR.

APPROVED: DATE: REASON:

REDEVELOPMENT AGENCY NOTIFIED MR.

APPROVED: DATE: REASON:

For Work stated in application only

Approval of this Application does not constitute approval of the use and occupancy of this building

PLEASE: THIS APPLICATION FOR A BUILDING PERMIT HAS BEEN APPROVED WITHOUT ANY DETERMINATION BEING MADE AS TO WHETHER A SMOKE AND HEAT DETECTOR IS REQUIRED IN THIS BUILDING.

10/2/84 [signature]
REQUIREMENT ENV. INSPECTOR DIV. OF APT. & HOTEL INSP., B.B.I. NOTIFIED MR.

APPROVED: DATE: REASON: NOTIFIED MR.

I agree to comply with all conditions [illegible] statements of conditions or stipulations which are hereby made a part of this application.

Number of attachments

[signature]
OWNER'S AUTHORIZED AGENT

HOLD SECTION — NOTE DATES AND NAMES OF ALL PERSONS NOTIFIED DURING PROCESSING

08410268

OFFICIAL COPY

DEPARTMENT OF BUILDING INSPECTION

APPROVED
FEB 06 1995
DIRECTOR
DEPT. OF BUILDING INSPECTION

FIRE

BLDG. FORM 3/8 — 5/10/95 — APPROVED FOR ISSUANCE FEB 03 1995

APPLICATION NUMBER: 9503538 CPB

OSHA APPROVAL REQ'D ☐

If the image of this document appears less sharp than this notice, it is due to the quality of the original.

APPLICATION FOR BUILDING PERMIT ADDITIONS, ALTERATIONS OR REPAIRS

FORM 3 ☒ OTHER AGENCIES REVIEW REQUIRED
FORM 8 ☐ OVER-THE-COUNTER ISSUANCE

2 NUMBER OF PLAN SETS WC-UN

CITY AND COUNTY OF SAN FRANCISCO DEPARTMENT OF PUBLIC WORKS

OFFICIAL COPY

APPLICATION IS HEREBY MADE TO THE DEPARTMENT OF PUBLIC WORKS OF SAN FRANCISCO FOR PERMISSION TO BUILD IN ACCORDANCE WITH THE PLANS AND SPECIFICATIONS SUBMITTED HEREWITH AND ACCORDING TO THE DESCRIPTION AND FOR THE PURPOSE HEREINAFTER SET FORTH.

DO NOT WRITE ABOVE THIS LINE

DATE FILED	PILING FEE RECEIPT NO.	(1) STREET ADDRESS OF JOB	BLOCK & LOT
1/18/95	262510	532 Jones St.	317/11
PERMIT NO.	ISSUED	(2A) ESTIMATED COST OF JOB	(2B) REVISED COST: BY: DATE:
763464	2-6-95	~~$10,000~~	$70,000 1.24.95

INFORMATION TO BE FURNISHED BY ALL APPLICANTS

DESCRIPTION OF EXISTING BUILDING

(4A) TYPE OF CONSTR.	(5A) NO. OF STORIES OF OCCUPANCY	(6A) NO. OF BASEMENTS AND CELLARS	(7A) PRESENT USE:	(8A) OCCUP. CLASS	(9A) NO. OF DWELLING UNITS
5	1	1	Restaurant / bar / Cafe	B2	0

DESCRIPTION OF BUILDING AFTER PROPOSED ALTERATION

(4) TYPE OF CONSTR.	(5) NO. OF STORIES OF OCCUPANCY	(6) NO. OF BASEMENTS AND CELLARS	(7) PROPOSED USE (LEGAL USE)	(8) OCCUP. CLASS	(9) NO. OF DWELLING UNITS
5	1	1	Restaurant	B2 (05)	0

(10) IS AUTO RUNWAY TO BE CONSTRUCTED OR ALTERED?	(11) WILL STREET SPACE BE USED DURING CONSTRUCTION?	(12) ELECTRICAL WORK TO BE PERFORMED?	(13) PLUMBING WORK TO BE PERFORMED?
YES ☐ NO ☒	YES ☐ NO ☒	YES ☒ NO ☐	YES ☒ NO ☐

(14) GENERAL CONTRACTOR: ~~Lee Construction Co.~~ ADDRESS: UNKNOWN PHONE: ~~[illegible]~~ CALIF. LIC. NO.: ? EXPIRATION DATE:

(15) OWNER - LESSEE (CROSS OUT ONE) ADDRESS: ZIP: PHONE (FOR CONTACT BY BUREAU)
Lessee: Mohammed Hammad 760 Palm Ave #14, San Mateo, CA 94401 15[illegible]

DESCRIBE THE WORK TO BE PERFORMED UNDER THIS APPLICATION (REFERENCE TO PLANS IS NOT SUFFICIENT) 1. ☐ 2. ☐ 3. ☐
Fit out, [illegible] door

ADDITIONAL INFORMATION — FORM 3 APPLICANTS ONLY

(17) DOES THIS ALTERATION CREATE ADDITIONAL STORY TO BUILDING?	(18) IF (17) IS YES, STATE NEW HEIGHT AT CENTER LINE OF FRONT	(19) DOES THIS ALTERATION CREATE DECK OR HORIZ. EXTENSION TO BUILDING?	(20) IF (19) IS YES, STATE NEW GROUND FLOOR AREA
YES ☐ NO ☒	FT.	YES ☐ NO ☒	SQ. FT.
(21) WILL SIDEWALK OVER SUB-SIDEWALK SPACE BE REPAIRED OR ALTERED?	(22) WILL BUILDING EXTEND BEYOND PROPERTY LINE?	(23) ANY OTHER EXISTING BLDG ON LOT? (IF YES, SHOW ON PLOT PLAN)	(24) DOES THIS ALTERATION CONSTITUTE A CHANGE OF OCCUPANCY?
YES ☐ NO ☒	YES ☐ NO ☒	YES ☐ NO ☒	YES ☒ NO ☐

(25) ARCHITECT OR ENGINEER (DESIGN ☐ CONSTRUCTION ☐) ADDRESS: CALIF. CERTIFICATE NO.

(26) CONSTRUCTION LENDER (ENTER NAME AND BRANCH DESIGNATION IF ANY. IF THERE IS NO KNOWN CONSTRUCTION LENDER, ENTER "UNKNOWN"). ADDRESS

IMPORTANT NOTICES

No change shall be made in the character of the occupancy or use without first obtaining a Building Permit authorizing such change. See San Francisco Building Code and San Francisco Housing Code.

No portion of building or structure or scaffolding used during construction, to be closer than 60" to any wire containing more than 750 volts. See Sec. 385, California Penal Code.

Pursuant to San Francisco Building Code, the building permit shall be posted on the job. The owner is responsible for approved plans and application being kept at building site.

Grade lines as shown on drawings accompanying this application are assumed to be correct. If actual grade lines are not the same as shown revised drawings showing correct grade lines, cuts and fills together with complete details of retaining walls and wall footings required must be submitted to this bureau for approval.

ANY STIPULATION REQUIRED HEREIN OR BY CODE MAY BE APPEALED.

BUILDING NOT TO BE OCCUPIED UNTIL CERTIFICATE OF FINAL COMPLETION IS POSTED ON THE BUILDING OR PERMIT OF OCCUPANCY GRANTED, WHEN REQUIRED.

APPROVAL OF THIS APPLICATION DOES NOT CONSTITUTE AN APPROVAL FOR THE ELECTRICAL WIRING OR PLUMBING INSTALLATONS. A SEPARATE PERMIT FOR THE WIRING AND PLUMBING MUST BE OBTAINED. SEPARATE PERMITS ARE REQUIRED IF ANSWER IS "YES" TO ANY OF ABOVE QUESTIONS (10) (11) (12) (13) (22) or (24).

THIS IS NOT A BUILDING PERMIT. NO WORK SHALL BE STARTED UNTIL A BUILDING PERMIT IS ISSUED.

In dwellings all insulating materials must have a clearance of not less than two inches from all electrical wires or equipment.

CHECK APPROPRIATE BOX

☒ OWNER ☐ ARCHITECT ☐ ENGINEER
☐ LESSEE ☐ AGENT WITH POWER OF ATTORNEY
☐ CONTRACTOR ☐ ATTORNEY IN FACT

APPLICANT'S CERTIFICATION

I HEREBY CERTIFY AND AGREE THAT IF A PERMIT IS ISSUED FOR THE CONSTRUCTION DESCRIBED IN THIS APPLICATION, ALL THE PROVISIONS OF THE PERMIT AND ALL LAWS AND ORDINANCES THERETO WILL BE COMPLIED WITH

9003 03

NOTICE TO APPLICANT

HOLD HARMLESS CLAUSE: The Permittee(s) by acceptance of the permit, agree(s) to indemnify and hold harmless the City and County of San Francisco from and against any and all claims, demands and actions for damages resulting from operations under this permit, regardless of negligence of the City and County of San Francisco, and to assume the defense of the City and County of San Francisco against all such claims, demands and actions.

In conformity with the provisions of Section 3800 of the Labor Code of the State of California, the applicant shall have on file, or file with the Central Permit Bureau, either Certificate (I) or (II) or (III) designated below or shall indicate item (IV) or (V) or (VI) below, whichever is applicable. If however, item (VI) is checked then item (V) must be checked as well. Mark the appropriate method of compliance below:

( ) I. Certificate of Consent to Self-Insure issued by the Director of Industrial Relations.
( ) II. Certificate of Workman's Compensation Insurance issued by an admitted insurer.
( ) III. An exact copy or duplicate of (I) certified by the Director or (II) certified by the insurer.
(/) IV. The cost of the work to be performed is $100 or less.
V. I certify that in the performance of the work for which this Permit is issued, I shall not employ any person in any manner so as to become subject to the workman's compensation laws of California. I further acknowledge that I understand, in the event that I should become subject to the workman's compensation provisions of the Labor Code of California and fail to comply forthwith with the provisions of Section 3800 of the Labor Code, that the Permit herein applied for shall be deemed revoked.
(/) VI. I certify as the owner (or the agent of the owner) that in the performance of the work for which this Permit is issued, I will employ a contractor who complies with the workman's compensation laws of California and who has on file, or prior to the commencement of any work will file, with the Central Permit Bureau evidence that workman's compensation insurance is carried.

M. Hamad — 1/18/95
Applicant's Signature — Date

OFFICIAL COPY

SAN FRANCISCO
DEPARTMENT OF
BUILDING INSPECTION

If the image of this document appears less sharp than this notice, it is due to the quality of the original.

CONDITIONS AND STIPULATIONS

REFER TO

APPROVED: [illegible] ON FACE OF APPLICATION AT [illegible] NO [illegible] THIS [illegible] CONSTITUTE AN APPROVAL OF THE BUILDING WITH ALL APPLICABLE CODE.

Any electrical or plumbing work will require appropriate separate permits.

[signature] 1.24.95
BUILDING INSPECTOR, BUR. OF BLDG. INSP.

DATE:
REASON:
NOTIFIED MR.

☒ APPROVED: as per plans and application only
SAN FRANCISCO [illegible] CITY PLANNING
CATEGORICAL [illegible] ENVIRONMENTAL REVIEW
CLASS _____
RCA 317/11

[signature] 1/18/95
DEPARTMENT OF CITY PLANNING

DATE:
REASON:
NOTIFIED MR.

☐ APPROVED:

James Fravanis 1-18-95
BUREAU OF FIRE PREVENTION & PUBLIC SAFETY

DATE:
REASON:
NOTIFIED MR.

☐ APPROVED:

[signature]
CIVIL ENGINEER, BUR. OF BLDG. INSPECTION

DATE:
REASON:
NOTIFIED MR.

☒ APPROVED:

Albert Lam 1/30/95
BUREAU OF ENGINEERING PAD MECH

DATE:
REASON:
NOTIFIED MR.

☒ APPROVED: Comply with DPH requirements

Mark Crane 2-1-95
DEPARTMENT OF PUBLIC HEALTH

DATE:
REASON:
NOTIFIED MR.

☐ APPROVED:

REDEVELOPMENT AGENCY

DATE:
REASON:
NOTIFIED MR.

☐ APPROVED:

HOUSING INSPECTION DIVISION

DATE:
REASON:
NOTIFIED MR.

HOLD SECTION — NOTE DATES AND NAMES OF ALL PERSONS NOTIFIED DURING PROCESSING

I agree to comply with all conditions or stipulations of the various bureaus or departments noted on this application, and attached statements of conditions or stipulations, which are hereby made a part of this application.

Number of attachments ☐

[signature]
OWNER'S AUTHORIZED AGENT

OFFICIAL COPY

SAN FRANCISCO
DBI
DEPARTMENT OF
BUILDING INSPECTION

[redacted]

DATE	BUILDING INSPECTORS JOB RECORD
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WORK COMPLETED. FINAL CERTIFICATE POSTED.

APP. NO. 9500689 Chris
BUILDING INSPECTOR

[redacted]

OFFICIAL COPY

FRANCISCO
DEPARTMENT OF
DING INSPECTION

APPROVED
Dept of Building Insp.

PERMIT CONTROL	ACTIVE COMPLAINTS ☐NONE ☐HID ☐CED / PCD ☐BID ☐DCP ☐OTHER:															
STATION	H I D	C E D	P C D	B I D	D C P	BBI PC CHECK ONE					FIRE	B S M	H E A L T H	R E D E V	C P B
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ACCEPTED															
APPROVED*															
DATE															

CHECK APPLICABLE: ☐PARALLEL ☐SITE PENALTY ☐9X ☐2X
☐TITLE 24 - HC ☐TIDF ☐EXPEDITOR ☐SFUSD ☐BLDG ENLARGEMENT (STAMP APPL)
☐HAZARDOUS MATERIAL

*SIGN APPL

BBI KEY
RESID = CNT-PC
NON RESID. = PAD-PC
NEW / MAJOR = PAD-MAJ
UMB = SSS

DIRECTOR COMMENT:

APPLICATION NUMBER

OSHA APPROVAL NUMBER:
APPROVAL REQ'D ☐

BLDG. FORM 3/8

APPLICATION FOR BUILDING PERMIT ADDITIONS, ALTERATIONS OR REPAIRS

FORM 3 ☐ OTHER AGENCIES REVIEW REQUIRED

FORM 8 ☒ OVER-THE-COUNTER ISSUANCE

2 NUMBER OF PLAN SETS

▼ DO NOT WRITE ABOVE THIS LINE

CITY AND COUNTY OF SAN FRANCISCO
DEPARTMENT OF BUILDING INSPECTION

APPLICATION IS HEREBY MADE TO THE DEPARTMENT OF BUILDING INSPECTION OF SAN FRANCISCO FOR PERMISSION TO BUILD IN ACCORDANCE WITH THE PLANS AND SPECIFICATIONS SUBMITTED HEREWITH AND ACCORDING TO THE DESCRIPTION AND FOR THE PURPOSE HEREINAFTER SET FORTH.

OFFICE COPY

DATE FILED	FUND FEE RECEIPT NO.	(1) STREET ADDRESS OF JOB	BLOCK & LOT
5-1-95		532 Jones	317-11
PERMIT NO.	**ISSUED**	**(3A) ESTIMATED COST OF JOB**	**(20) REVISED COST**
768738	5-1-95	$1300.00	BY: DATE:

INFORMATION TO BE FURNISHED BY ALL APPLICANTS

DESCRIPTION OF EXISTING BUILDING

(4A) TYPE OF CONSTR.	(5A) NO. OF STORIES OF OCCUPANCY	(6A) NO. OF BASEMENTS AND CELLARS	(7A) PRESENT USE	(8A) OCCUP. CLASS	(9A) NO. OF DWELLING UNITS
III	2	0	Restaurant	B-V	0

DESCRIPTION OF BUILDING AFTER PROPOSED ALTERATION

(4) TYPE OF CONSTR.	(5) NO. OF STORIES OF OCCUPANCY	(6) NO. OF BASEMENTS AND CELLARS	(7) PROPOSED USE (LEGAL USE)	(8) OCCUP. CLASS	(9) NO. OF DWELLING UNITS
III	2	0	Restaurant	B-V 05	0

(10) IS AUTO RUNWAY TO BE CONSTRUCTED OR ALTERED?	(11) WILL STREET SPACE BE USED DURING CONSTRUCTION?	(12) ELECTRICAL WORK TO BE PERFORMED?	(13) PLUMBING WORK TO BE PERFORMED?
YES ☐ NO ☒	YES ☐ NO ☒	YES ☐ NO ☒	YES ☐ NO ☒

(14) GENERAL CONTRACTOR	ADDRESS	PHONE	CALIF. LIC NO.	EXPIRATION DATE
OK Fire Systems	7361 Eigleberry St. Gilroy, CA	408-2926200	602713	5-96

(15) OWNER - LESSEE (CROSS OUT ONE)	ADDRESS	ZIP	PHONE (FOR CONTACT BY DEPT.)
BOB Farhoud	532 Jones		

(16) WRITE IN DESCRIPTION OF ALL WORK TO BE PERFORMED UNDER THIS APPLICATION (REFERENCE TO PLANS IS NOT SUFFICIENT)

Install five System in kitchen Hood 1. ☐ 2. ☐ 3. ☐

ADDITIONAL INFORMATION — FORM 3 APPLICANTS ONLY

(17) DOES THIS ALTERATION CREATE ADDITIONAL STORY TO BUILDING?	(18) IF (17) IS YES, STATE NEW HEIGHT AT CENTER LINE OF FRONT	(19) DOES THIS ALTERATION CREATE DECK OR HORIZ. EXTENSION TO BUILDING?	(20) IF (19) IS YES, STATE NEW GROUND FLOOR AREA
YES ☐ NO ☒	FT.	YES ☐ NO ☒	SQ. FT.

(21) WILL SIDEWALK OVER SUB-SIDEWALK SPACE BE REPAIRED OR ALTERED?	(22) WILL BUILDING EXTEND BEYOND PROPERTY LINE?	(23) ANY OTHER EXISTING BLDG ON LOT? (IF YES, SHOW ON PLOT PLAN)	(24) DOES THIS ALTERATION CONSTITUTE A CHANGE OF OCCUPANCY?
YES ☐ NO ☒	YES ☐ NO ☒	YES ☐ NO ☒	YES ☐ NO ☒

(25) ARCHITECT OR ENGINEER (DESIGN ☐ CONSTRUCTION ☐)	ADDRESS	CALIF. CERTIFICATE NO.

(26) CONSTRUCTION LENDER (ENTER NAME AND BRANCH DESIGNATION IF ANY. IF THERE IS NO KNOWN CONSTRUCTION LENDER, ENTER "UNKNOWN")	ADDRESS

IMPORTANT NOTICES

No change shall be made in the character of the occupancy or use without first obtaining a Building Permit authorizing such change. See San Francisco Building Code and San Francisco Housing Code.

No portion of building or structure or scaffolding used during construction, to be closer than 6'0" to any wire containing more than 750 volts. See Sec. 385, California Penal Code.

Pursuant to San Francisco Building Code, the building permit shall be posted on the job. The owner is responsible for approved plans and application being kept at building site.

Grade lines as shown on drawings accompanying this application are assumed to be correct. If actual grade lines are not the same as shown revised drawings showing correct grade lines, cuts and fills together with complete details of retaining walls and wall footings required must be submitted to this department for approval.

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BUILDING NOT TO BE OCCUPIED UNTIL CERTIFICATE OF FINAL COMPLETION IS POSTED ON THE BUILDING OR PERMIT OF OCCUPANCY GRANTED, WHEN REQUIRED.

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THIS IS NOT A BUILDING PERMIT. NO WORK SHALL BE STARTED UNTIL A BUILDING PERMIT IS ISSUED.

In dwellings all insulating materials must have a clearance of not less than two inches from all electrical wires or equipment.

CHECK APPROPRIATE BOX

☐ OWNER ☐ ARCHITECT ☐ ENGINEER
☐ LESSEE ☐ AGENT WITH POWER OF ATTORNEY
☒ CONTRACTOR ☐ ATTORNEY IN FACT

APPLICANT'S CERTIFICATION

I HEREBY CERTIFY AND AGREE THAT IF A PERMIT IS ISSUED FOR THE CONSTRUCTION DESCRIBED IN THIS APPLICATION ALL THE PROVISIONS OF THE PERMIT AND ALL LAWS AND ORDINANCES THERETO WILL BE COMPLIED WITH.

9003-03 (REV. 2 95)

NOTICE TO APPLICANT

HOLD HARMLESS CLAUSE: The permittee(s) by acceptance of the permit, agree(s) to indemnify and hold harmless the City and County of San Francisco from and against any and all claims, demands and actions for damages resulting from operations under this permit, regardless of negligence of the City and County of San Francisco, and to assume the defense of the City and County of San Francisco against all such claims, demands or actions.

In conformity with the provisions of Section 3800 of the Labor Code of the State of California, the applicant shall have coverage under (I), or (II) designated below or shall indicate item (III), or (IV), or (V), whichever is applicable. If however item (V) is checked item (IV) must be checked as well. Mark the appropriate method of compliance below.

I hereby affirm under penalty of perjury one of the following declarations:

( ) I. I have and will maintain a certificate of consent to self-insure for workers' compensation, as provided by Section 3700 of the Labor Code, for the performance of the work for which this permit is issued.

( ) II. I have and will maintain workers' compensation insurance, as required by Section 3700 of the Labor Code, for the performance of the work for which this permit is issued. My workers' compensation insurance carrier and policy number are:

Carrier _____

Policy Number _____

( ) III. The cost of the work to be done is $100 or less.

(X) IV. I certify that in the performance of the work for which this permit is issued, I shall not employ any person in any manner so as to become subject to the workers' compensation laws of California. I further acknowledge that I understand that in the event that I should become subject to the workers' compensation provisions of the Labor Code of California and fail to comply forthwith with the provisions of Section 3800 of the Labor Code, that the permit herein applied for shall be deemed revoked.

( ) V. I certify as the owner (or the agent for the owner) that in the performance of the work for which this permit is issued, I will employ a contractor who complies with the workers' compensation laws of California and who, prior to the commencement of any work, will file a completed copy of this form with the Central Permit Bureau.

Signature of Applicant or Agent — Date: 5-1-95

If the image of this document appears less sharp than this notice, it is due to the quality of the original.

OFFICIAL COPY

FRANCISCO
RTMENT OF
NG INSPECTION

CONDITIONS AND STIPULATIONS

for Realty Only

APPROVED:

DATE

REASON

NOTIFIED MR.

APPROVED:

DATE:

REASON:

NOTIFIED MR.

APPROVED:

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NOTIFIED MR.

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APPROVED

DATE:

REASON:

NOTIFIED MR.

If the image of this document appears less sharp than this notice, it is due to the quality of the original.

HOLD SECTION—NOTE DATES AND NAMES OF ALL PERSONS NOTIFIED DURING PROCESSING

OFFICIAL COPY
SAN FRANCISCO
DEPARTMENT OF
BUILDING INSPECTION

[redacted]

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WORK COMPLETED. FINAL CERTIFICATE POSTED.

APP. NO. 9506291

BUILDING INSPECTOR

[redacted]

OFFICIAL COPY

SAN
DEP
BUILD

APPROVED
DEPARTMENT OF BUILDING INSPECTION

DEC 13 1999

BLDG. FORM 3/8

APPROVED FOR ISSUANCE DEC 13 1999

APPLICATION NUMBER 9926034

OSHA APPROVAL NUMBER: APPROVAL REQ'D ☐

Compl # 9901786 FRANK Y. CHIU 8/12/1986 Ok to issue SSL

APPLICATION FOR BUILDING PERMIT ADDITIONS, ALTERATIONS OR REPAIRS

FORM 3 ☐ OTHER AGENCIES REVIEW REQUIRED

FORM 8 ☒ OVER-THE-COUNTER ISSUANCE

0 NUMBER OF PLAN SETS

CITY AND COUNTY OF SAN FRANCISCO
DEPARTMENT OF BUILDING INSPECTION

APPLICATION IS HEREBY MADE TO THE DEPARTMENT OF BUILDING INSPECTION OF SAN FRANCISCO FOR PERMISSION TO BUILD IN ACCORDANCE WITH THE PLANS AND SPECIFICATIONS SUBMITTED HEREWITH AND ACCORDING TO THE DESCRIPTION AND FOR THE PURPOSE HEREINAFTER SET FORTH

OFFICIAL COPY

▼ DO NOT WRITE ABOVE THIS LINE ▼

DATE FILED	FILING FEE RECEIPT NO.	(1) STREET ADDRESS OF JOB	BLOCK & LOT
12/13/99		532 JONES STREET, S.F.	0317/011
PERMIT NO.	**ISSUED**	**(3A) ESTIMATED COST OF JOB**	**(3B) REVISED COST:**
897026	12/13/99	$200	BY: DATE:

INFORMATION TO BE FURNISHED BY ALL APPLICANTS

LEGAL DESCRIPTION OF EXISTING BUILDING

(4A) TYPE OF CONSTR.	(5A) NO. OF STORIES OF OCCUPANCY:	(6A) NO. OF BASEMENTS AND CELLARS:	(7A) PRESENT USE:	(8A) OCCUP. CLASS	(9A) NO. OF DWELLING UNITS:
5	1	0	RESTAURANT	B	N/A

DESCRIPTION OF BUILDING AFTER PROPOSED ALTERATION

(4) TYPE OF CONSTR.	(5) NO. OF STORIES OF OCCUPANCY:	(6) NO. OF BASEMENTS AND CELLARS:	(7) PROPOSED USE (LEGAL USE)	(8) OCCUP. CLASS	(9) NO. OF DWELLING UNITS:
5	1	0	RESTAURANT	B	N/A

05

(10) IS AUTO RUNWAY TO BE CONSTRUCTED OR ALTERED?	(11) WILL STREET SPACE BE USED DURING CONSTRUCTION?	(12) ELECTRICAL WORK TO BE PERFORMED?	(13) PLUMBING WORK TO BE PERFORMED?
YES ☐ NO ☒	YES ☐ NO ☒	YES ☐ NO ☒	YES ☐ NO ☒

(14) GENERAL CONTRACTOR	ADDRESS	ZIP	PHONE	CALIF. LIC. NO.	EXPIRATION DATE
T. SQUARE CONSTRUCTION	2257 BIKINI AVE, S.J.	95121	408 293 2996	#722440	05

(15) OWNER - (BASED OUT ONE)	ADDRESS	ZIP	STRC #	PHONE (FOR CONTACT BY DEPT.)
Kim NGWYEN	456 URBANO DR S.F. CA.	94127		(415) 244 8678

(16) WRITE IN DESCRIPTION OF ALL WORK TO BE PERFORMED UNDER THIS APPLICATION (REFERENCE TO PLANS IS NOT SUFFICIENT)

DEMOLISH PLASTER OVERHANG & REPAIR OVERHANG PLASTER
ESTIMATE COST: $200.00
TO CORRECT
NOV #9901786

9# Front of Building (Wood Awning)
Plan View

ADDITIONAL INFORMATION

(17) DOES THIS ALTERATION CREATE ADDITIONAL HEIGHT OR STORY TO BUILDING?	(18) IF (17) IS YES, STATE NEW HEIGHT AT CENTER LINE OF FRONT	(19) DOES THIS ALTERATION CREATE DECK OR HORIZ. EXTENSION TO BUILDING?	(20) IF (19) IS YES, STATE NEW GROUND FLOOR AREA
YES ☐ NO ☒	FT.	YES ☐ NO ☒	SQ. FT.

(21) WILL SIDEWALK OVER SUB-SIDEWALK SPACE BE REPAIRED OR ALTERED?	(22) WILL BUILDING EXTEND BEYOND PROPERTY LINE?	(23) ANY OTHER EXISTING BLDG. ON LOT? (IF YES, SHOW ON PLOT PLAN)	(24) DOES THIS ALTERATION CONSTITUTE A CHANGE OF OCCUPANCY?
YES ☐ NO ☒	YES ☐ NO ☒	YES ☐ NO ☒	YES ☐ NO ☒

(25) ARCHITECT OR ENGINEER (DESIGN ☐ CONSTRUCTION ☐)	ADDRESS	CALIF. CERTIFICATE NO.
N/A		

(26) CONSTRUCTION LENDER (ENTER NAME AND BRANCH DESIGNATION IF ANY. IF THERE IS NO KNOWN CONSTRUCTION LENDER, ENTER "UNKNOWN").	ADDRESS
N/A	

IMPORTANT NOTICES

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In dwellings all insulating materials must have a clearance of not less than two inches from all electrical wires or equipment.

CHECK APPROPRIATE BOX

☒ OWNER ☐ ARCHITECT
☐ LESSEE ☐ AGENT
☒ CONTRACTOR ☐ ENGINEER

APPLICANT'S CERTIFICATION

I HEREBY CERTIFY AND AGREE THAT IF A PERMIT IS ISSUED FOR THE CONSTRUCTION DESCRIBED IN THIS APPLICATION, ALL THE PROVISIONS OF THE PERMIT AND ALL LAWS AND ORDINANCES THERETO WILL BE COMPLIED WITH.

9003-03 (REV. 1/96)

NOTICE TO APPLICANT

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In conformity with the provisions of Section 3800 of the Labor Code of the State of California, the applicant shall have coverage under (I), or (II) designated below or shall indicate item (III), or (IV), or (V), whichever is applicable. If however item (V) is checked item (IV) must be checked as well. Mark the appropriate method of compliance below:

I hereby affirm under penalty of perjury one of the following declarations:

( ) I. I have and will maintain a certificate of consent to self-insure for workers' compensation, as provided by Section 3700 of the Labor Code, for the performance of the work for which this permit is issued.

( ) II. I have and will maintain workers' compensation insurance, as required by Section 3700 of the Labor Code, for the performance of the work for which this permit is issued. My workers' compensation insurance carrier and policy number are:

Carrier _____

Policy Number _____

( ) III. The cost of the work to be done is $100 or less.

(X) IV. I certify that in the performance of the work for which this permit is issued, I shall not employ any person in any manner so as to become subject to the workers' compensation laws of California. I further acknowledge that I understand that in the event that I should become subject to the workers' compensation provisions of the Labor Code of California and fail to comply forthwith with the provisions of Section 3800 of the Labor Code, that the permit herein applied for shall be deemed revoked.

X V. I certify as the owner (or the agent for the owner) that in the performance of the work for which this permit is issued, I will employ a contractor who complies with the workers' compensation laws of California and who, prior to the commencement of any work, will file a completed copy of this form with the Central Permit Bureau.

Signature of Applicant or Agent

12/13/99
Date

OFFICIAL COPY

SAN
DEP
BUILD

CONDITIONS AND STIPULATIONS

REFER TO

APPROVED:

Contact the district building inspector at the start of work call 558-6096. For plumbing inspection scheduling call 558-6054, for electrical inspection scheduling call 558-6054. This application is approved without the inspection [illegible] plumbing or electrical plan review and does not constitute approval of the building. Work [illegible] must be [illegible] strict accordance with all applicable [illegible] plumbing work shall require [illegible]

[signature] 12/13/99

DATE:

REASON:

NOTIFIED MR.

☐	APPROVED: N/A DEPARTMENT OF CITY PLANNING	DATE: REASON: NOTIFIED MR.
☐	APPROVED: BUREAU OF FIRE PREVENTION & PUBLIC SAFETY	DATE: REASON: NOTIFIED MR.
☐	APPROVED: CIVIL ENGINEER, DEPT. OF BLDG. INSPECTION	DATE: REASON: NOTIFIED MR.
☐	APPROVED: BUREAU OF ENGINEERING	DATE: REASON: NOTIFIED MR.
☐	APPROVED: DEPARTMENT OF PUBLIC HEALTH	DATE: REASON: NOTIFIED MR.
☐	REDEVELOPMENT AGENCY	DATE: REASON: NOTIFIED MR.
☐	APPROVED: HOUSING INSPECTION DIVISION	DATE: REASON: NOTIFIED MR.

I agree to comply with all [illegible] of the various bureaus or [illegible] in this application, and attached statements or conditions or stipulations which are hereby made a part of this application.

Number of attachments ☐

OWNER'S AUTHORIZED AGENT

HOLD SECTION — NOTE DATES AND NAMES OF ALL PERSONS NOTIFIED DURING PROCESSING

CAREY & CO. | A TreanorHL Company

June 7, 2017

450 and 474-480 O'Farrell Street
532 Jones Street
San Francisco, California

HISTORIC RESOURCE EVALUATION

PART 2: COMPATIBILITY & IMPACTS ANALYSIS

INTRODUCTION

This report evaluates the proposed design for the 450 O'Farrell Street project, which is within the Uptown Tenderloin Historic District; the district is listed in the National Register of Historic Places. The project site contains a two-story plus basement church, the Fifth Church of Christ Scientist at 450 O'Farrell Street, constructed in 1923; a one story commercial building at 474-480 O'Farrell Street, constructed in 1913; and a one story plus basement mixed-use building at 532 Jones Street, constructed in 1950. All properties are contributors to the district and identified as historic resources by the Planning Department. The church building also appears individually eligible for listing on the California Register under Criterion 3 (Architecture). The proposal is to partially demolish 450 O'Farrell Street, retaining only the front façade, demolish the other two buildings, and construct a high-rise mixed-used building. This report includes an analysis of the demolitions and compatibility of the new design with the character-defining features of the Uptown Tenderloin Historic District (UTHD) and its conformance with the Secretary of Interior's Standards (Standards).

METHODOLOGY

Carey & Co. conducted three site visits and reviewed a set of design documents from Kwan Henmi Architecture & Planning including narratives, graphic representations, and design drawings (dated October 4, 2017). The National Register of Historic Places Registration Form for the Uptown Tenderloin Historic District was also reviewed to identify the significance and character-defining features of the district. Based on the findings, the demolition of the contributors and the proposed development's impact to the UTHD was analyzed. The project was evaluated for its compatibility with the district in terms of size and scale, massing and composition, materials, and features. A list of design recommendations that would improve the compatibility with the surrounding district is provided.

SIGNIFICANCE SUMMARY[1]

The Uptown Tenderloin Historic District is located at the center of the Downtown/Civic Center neighborhood and bounded roughly by Mason and Taylor streets to the east, Geary Street to the north, Larkin Street to the west, and Golden Gate Avenue and McAllister Street to the south

[1] This section is summarized from Michael R. Corbett and Anne Bloomfield, *National Register of Historic Places Registration Form – Uptown Tenderloin Historic District,* May 5, 2008, Section 7, 3-9 and Section 8, 35-39.

(Figure 1). The District was listed in the National Register of Historic Places in 2009 and the project site contains three district contributors.

The Uptown Tenderloin Historic District (UTHD) is significant at the local level for the period 1906-1957 and retains a high degree of integrity. The district contributors are predominantly hotels and apartments but also include non-residential building types associated with life in the neighborhood. The district is significant under:

- Criterion A (Events) in the area of Social History for its association with the development of hotel and apartment life in San Francisco during a critical period of change, and for being a distinctive residential area that is associated with commercial activity, entertainment, and vice, and,
- Criterion C (Design/Construction) in the area of Architecture for its distinctive mix of building types that served a new urban population of office and retail workers.



Figure 1. The Uptown Tenderloin Historic District; the subject block indicated by arrow (edited from San Francisco Planning Department, San Francisco Property Information Map, http://propertymap.sfplanning.org/?dept=planning, accessed on April 29, 2015).

The district comprises 18 whole and 15 partial city blocks and 477 buildings and sites, 409 of which are contributing resources to the district. The district is formed around its predominant building type: a 3- to 7- story, multi-unit apartment, hotel, or apartment-hotel constructed of brick or reinforced concrete. On the exteriors, sometimes only signage clearly distinguishes between these related building types. Because virtually the entire district was constructed in the quarter-century between 1906 and the early 1930s, a limited number of architects, builders, and clients produced a harmonious group of structures that share a single, classically-oriented visual imagery using similar materials and details.

Mixed in among the predominantly residential buildings are examples of other building types that support residential life, including churches, stores, garages, a YMCA complex, and a bathhouse. In addition, there are a few building types that are not directly related to the residential neighborhood - machine shops, office buildings, union halls, and film exchanges. While not necessarily related to residential life, the union halls (for example, those serving waitresses and musicians) and the film exchanges are related to the overlay of entertainment businesses in and around the neighborhood.

The character defining features of the district are described below:

- Three- to-seven-story building height,
- Multi-unit apartments, hotels, or apartment-hotels, as well as other building types that support residential life, including institutional and commercial uses,
- Constructed of brick or reinforced concrete,
- Bay windows on street facades, double-hung windows in the earlier buildings, casement windows with transoms in later buildings,
- Flat roofs with parapets providing compositional space for decorative cornices,
- Prominent fire escapes,
- Decorative features: brick or stucco facings with molded galvanized iron, terra cotta, or cast concrete; deep set windows in brick walls with segmental arches or iron lintels; decorative quoins; sandstone or terra cotta rusticated bases, columns, sills, lintels, quoins, entry arches, keystones, string courses (concrete, stucco or galvanized iron also used to imitate these architectural features),
- Buildings occupy the entire width of the lot creating continuous street walls,
- Elaborately detailed residential entrances,
- Two- or three-part vertical building composition for apartment and hotel buildings, one- or two-part commercial composition for non-residential and small residential buildings,
- Engraved or painted signs, bronze plaques and neon signs.

The historic church building at 450 O'Farrell Street appears eligible for individual listing in the California Register of Historical Resources under Criterion 3 (Architecture) for displaying the characteristics of the Neoclassical architectural style and for being a significant example of master architect Carl Werner. The property retains its integrity of location, association, design, workmanship, setting, feeling, and materials.[2]

PROJECT DESCRIPTION

The 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, within San Francisco's Downtown/Civic Center neighborhood. The Fifth Church of Christ Scientist at 450 O'Farrell Street (1923); a one-story vacant retail building at 474 O'Farrell Street (1913); and a one-story with basement restaurant and residential building at 532 Jones Street (1950) currently occupy the project site. All of these buildings are contributing resources to the UTHD, which is listed on the National Register of Historic Places.

[2] Carey & Co., *450 and 474-480 O'Farrell Street, 532 Jones Street Historic Resource Evaluation Part 1: Significance Evaluation*, March 21, 2016.

The proposed project would demolish the existing buildings at 474 O'Farrell and 532 Jones, partially demolish the historic church building at 450 O'Farrell leaving only the O'Farrell Street façade, and construct a 13-story development including residential, commercial, and church use, with below grade parking. Along O'Farrell Street, the proposed project retains the front façade of the historic church with a portion of the new 13-story, 130-foot-tall, mixed-use building setback 16 feet from the property line on the upper levels. Adjacent to the existing façade, the new building would be built to the O'Farrell Street property line. The new building would have up to 176 dwelling units, amenity space and commercial space on the ground floor and a replacement church at the ground level.

Along Jones Street would be an eight-story building with commercial space at the ground level and dwelling units on the upper four floors. The basement level with access from Shannon Street would provide vehicle parking. The project would incorporate an interior courtyard on the third level for use by building's tenants. See Appendix for drawings.

The proposed building would use a mix of precast concrete cladding, stone cladding, metal panels, and glazing (vision and spandrel). Along the primary façades on O'Farrell Street and Jones Street, the design would include the church and commercial uses with glazed storefronts on the ground floor and residential uses with a mix of deep-set punched openings and curtain walls on the upper floors. The church will be at the ground level and its design will be emphasized by use of a stone-clad frame and glass curtain wall. The church will incorporate the existing oculus and stained glass features into its interior design. The project would entail excavation to accommodate the underground parking for vehicles and bicycles.



Figure 2. The proposed project, axonometric view from southeast (Kwan Henmi, October 2016).



Figure 3. The proposed O'Farrell Street elevation (Kwan Henmi, October 2016).



Figure 4. The proposed Jones Street elevation (Kwan Henmi, October 2016).



Figure 5. The proposed Shannon Street elevation (Kwan Henmi, October 2016).



Figure 6. Looking northwest on O'Farrell Street (Kwan Henmi, October 2016).



Figure 7. Looking northeast at intersection of O'Farrell and Jones streets (Kwan Henmi, October 2016).

SECRETARY OF THE INTERIOR'S STANDARDS ANALYSIS

As discussed above, the historic church building at 450 O'Farrell Street is a contributor to the UTHD and appears individually eligible for listing on the California Register under Criterion 3 (Architecture) for displaying the characteristics of the Neoclassical architectural style and for being a significant example of master architect Carl Werner's work. The O'Farrell Street façade

of the historic church building would be retained and incorporated into the proposed project; however, it would not retain enough of the historic fabric to conform with the Standards. The 474-480 O'Farrell and 532 Jones properties would be demolished entirely. The proposed demolitions at the project site are not in conformance with the Secretary of the Interior's Standards and would result in a significant adverse impact to the historic resources.

COMPATIBILITY ANALYSIS

In case of new construction, the Secretary's Standards are applied to determine the compatibility of the proposed project with the character-defining features and contributory properties of the UTHD. The project at 450 O'Farrell Street includes a multi-unit mixed-use building. Mixed-use buildings (residential-over-commercial such as stores and apartment building, stores and rooming house, and stores and hotel) are located throughout the district, so this use is consistent with existing uses in the Uptown Tenderloin Historic District. The proposed church would also continue to serve the population of Uptown Tenderloin and contribute to the feeling of the UTHD.

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. The following evaluation addresses the compatibility of the proposed building's design in relation to the character defining features of the UTHD.

Size and Scale: 450 O'Farrell Street will extend 13 stories, or 130 feet on O'Farrell Street, and the Jones Street elevation will be eight stories. The Jones Street building's height is compatible with the existing street wall and UTHD, characteristically three to seven stories tall. At 13 stories, the O'Farrell building will not be the tallest on its block; the 16-story Serrano Hotel at 403 Taylor Street (aka Hotel Californian) has that distinction. Although the height of the building would result in a taller building than those characteristic of the UTHD, the additional height would not impair the ability of the historic district to continue to convey its historic significance. In addition, a number of tall buildings are located within the UTHD, within a two block radius of the proposed project, including 403 Taylor Street (contributor, 16 stories), 531 Geary Street (contributor, 10 stories), 350 Ellis Street (non-contributor, 13 stories), 550 Geary Street (contributor, 14 stories), 639 Geary (non-contributor, 13 stories), 520 Leavenworth (contributor, 11 stories), 515 O'Farrell Street (contributor, 12 stories), 573 O'Farrell Street (contributor, 12 stories), 631 O'Farrell Street (contributor, 19 stories) and 230 Eddy Street (contributor, 13 stories), such that the replacement project would not be the sole taller building in the historic district. Thus, development of the 450 O'Farrell Street would not materially impair the significance of the Uptown Tenderloin Historic District in terms of size and scale.

Massing and Composition: Most of the contributing buildings in the district occupy the entire width of the lot and create continuous street walls. However, the residential buildings do not usually occupy the entire lot; they are opened up by light courts and form L, E, T, O, or U-shaped plans.

The proposed building will be roughly U-shaped in plan with a rear-facing residential courtyard. The O'Farrell Street façade is articulated to break the massing down into several distinct

sections. The front façade of the historic church building would be retained and incorporated into the proposed project as an entryway to the residential and commercial sections. The 13-story massing would be setback from the street/historic façade. The proposed building to the west will rise to eight stories and will house the church on the street level and residences above. The rest of the structure will be set back from O'Farrell Street, helping to reduce the building's apparent massing.

The proposed O'Farrell Street elevation references the tripartite composition of the contributing properties in the district. The existing historic church 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 will be 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 on O'Farrell Street will divide the façade in vertical sub-zones and will reflect the verticality of the nearby buildings by breaking up the horizontal 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. The secondary façades, including the western setback and the Shannon Street elevation, will be relatively flat, broken by lines and projecting balconies.

Continuous street walls are typical of the district. Along O'Farrell Street, the existing historic church façade will be preserved. The 8-story building to the west will come out to the property line. These two structures will be connected by a three-story glazed "hyphen" at the property line. The proposed project will address the street wall and is compatible with the UTHD.

The Jones Street elevation of the proposed project will occupy the entire width of the lot. The base of the building will extend to the property line, addressing the continuous street wall, and will feature a two-part vertical composition with a high ground floor, similar to the bases of the adjacent district contributors. Carey & Co. recommends emphasizing the two-part composition of the ground floor by articulation of the glazing.

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.

Materials: The district is characterized by common materials such as brick, concrete, terra cotta, ceramic tile, and glass. The proposed building will be constructed of precast concrete cladding, stone cladding, glazing (vision and spandrel), and metal panels. The proposed materials are found in the district; therefore, are compatible with the UTHD.

Church: The new church space will be located on the ground floor of the building to the west of the retained historic O'Farrell Street façade. The main entrance to the church lobby and the reading room will be through the glazed structure. The three-story tall church will feature a heavy, stone-clad frame that will separate it from the residential floors above. The existing Fifth Church of Christ Scientist is a relatively plain building, in keeping with their religious principal of simplicity. The stone cladding, glass curtain wall and subtle exterior decorations (i.e. dichroic

glass fins) of the proposed church will also emphasize this principal. The new church will incorporate the existing oculus and stained glass features into its interior design. Carey & Co. recommends incorporating the character-defining bronze doors to the proposed design.

Features: The proposed design does not include or incorporate any false-historic features. Like much of the surrounding district, the proposed project includes flat roofs. The proposed parapets reference the cornices found within the UTHD. The primary elevations along O'Farrell and Jones Street feature deep-set punched openings typical of the district. The large openings on the ground floor reference the characteristic storefronts in the district. The proposed design includes balconies on the Shannon Street elevation. Although balconies are not typical, this is a secondary elevation and will not be noticeable from major pedestrian streets.

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. The project will be in conformance with the Secretary's Standards.

DESIGN RECOMMENDATIONS

Carey & Co. recommends:

- Incorporating the existing bronze doors into the proposed church design.
- Emphasizing the two-part composition of the Jones Street ground floor by articulation of the glazing.

DISTRICT IMPACTS

The proposed development will demolish three existing structures that are contributors to the UTHD. The buildings are listed as three of the original 409 contributors within the UTHD, whose boundaries comprise 477 buildings. The historic church building at 450 O'Farrell Street also appears eligible for individual listing in the California Register. The project will demolish about a quarter of the entire block bounded by O'Farrell, Taylor, Geary, and Jones streets. Due to the large street frontage and the corner prominence on O'Farrell Street, the proposed demolition of three resources will result in a project-specific impact to the district.

CUMULATIVE IMPACTS

The proposed project would involve demolition of three historic resources and construction of a new building within the boundaries of the UTHD. The demolition of an individual resource and two contributors would result in an impact on the district. The Planning Department submitted to the project team a spreadsheet that included environmental cases within the boundaries of the UTHD that were either opened or closed since the establishment of the historic district. The cases comparable to the 450 O'Farrell project, i.e. demolition of the contributors and new construction/replacement, are shown in bold. See Table 1 and Figure 8 below.[3]

[3] This information is publicly available from San Francisco Property information Map (http://propertymap.sfplanning.org) and by viewing the Environmental documents for each record.

Table 1. Environmental cases within the Uptown Tenderloin Historic District (UTHD).[4] The cases comparable to the 450 O'Farrell project, i.e. demolition of the contributors and new construction/replacement, are shown in bold.

Case No	*Address*	*UTHD*	*Status*	*Project Description*
2016-015399ENV	479 Ellis St	C	Under review.	Façade modifications and alterations to an existing historic building.
2016-007593ENV	229 / 231 Ellis St	C	Under review.	Exterior modifications and one-story vertical addition.
2016-006801ENV	480 Eddy St	C	Closed.	Exterior alterations in conformance with SOIS/ with UTHD.
2015-015203ENV	**135 Hyde St**	**C**	**Under review.**	**Demolition of single-story commercial building and construction of new 8-story mixed use building.**
2015-007525ENV	105 Turk / 57 Taylor St		Under review.	Demolition of single-story commercial building adjacent to 105 Turk & construction of a 12-story mixed-use building.
2015-009851ENV	350 Ellis St	NC	Closed.	Renovation of an existing 13-story building. Alterations in conformance with SOIS/ with UTHD.
2015-005329ENV	**719 Larkin St**	**C**	**Closed.**	**Demolition of one-story contributor. HRER determined not an impact on UTHD, and replacement structure would not materially impair UTHD, in conformance with SOIS.**
2014.0562E	469 Eddy St	C	Closed.	Preserve the existing façade, construct a new 8-story mixed-use building. HRER determined addition to contributor in conformance with SOIS/ with UTHD.
2014.0506E	519 Ellis St	NC	Under review.	New construction of an 8-story mixed use building on vacant lot; in conformance with SOIS/ with UTHD.
2014.0400E	430 Eddy St	NC	Under review.	New construction of an 8-story mixed use building on vacant lot. HRER determined addition to contributor to UTHD in conformance with SOIS/with UTHD.
2013.0639E	201 Eddy St	C	Closed.	Exterior changes in conformance with SOIS/ with UTHD.
2012.0678E	19 Mason St	NC	Closed.	New construction of a 12-story mixed-use building on parking lot, determined in conformance with SOIS/with UTHD.
2012.0628E	**651 Geary St**	**C**	**Closed.**	**Demolished; HRER determined no significant impact to UTHD.**
2010.0056E	246 Eddy St	NC	Closed.	Demolished; new construction determined not an impact on UTHD.

[4] Edited from the spreadsheet provided by the Planning Department, dated April 2017 (email correspondence with Marcelle W. Boudreaux, May 17, 2017).

Case No	*Address*	*UTHD*	*Status*	*Project Description*
2009.0569E	473 Elis St	C	Closed.	HRER determined alterations in conformance with SOIS.
2005.0869E_5	**101/121 Golden Gate**	**C**	**Closed.**	**Demolished for new construction; significant cumulative impact of demolition of contributor to UTHD.**
2009.0049E	631 O'Farrell St	C	Closed.	New wireless facility on top of building; in conformance with SOIS.
2007.1163E_3	140 Ellis St		Closed.	Change of use at 351V Turk and 145 Leavenworth. HRER determined project would not indirectly materially impair the District or individual historic resources.
2008.0380E	472 Ellis St	C	Closed.	Rehabilitation would not materially impair the resource or adjacent resources.
2007.1342E	210 Taylor St	NC	Closed.	New 8-story mixed-use building; HRER determined new infill construction on vacant lot in conformance with SOIS/with UTHD.
2007.0980E	200 Golden Gate	C	Closed.	HRER determined that alterations in conformance with SOIS and would not materially impair the resource or adjacent resources.
2005.0267E	199 Turk St	NC	Closed.	HRER determined new infill on vacant lot in conformance with SOIS/with UTHD.

C: Contributor to UTHD. *NC: Non-contributor to UTHD.*



Figure 8. Projects within the historic district; the UTHD outlined in red, the demolitions at contributors marked in green, and the subject block indicated by a star (revised from Google Maps, retrieved May 19, 2017).

Seven projects are located on non-contributing properties: one demolition/new construction, one alteration, and five infills on vacant lots. The projects are all determined in conformance with the Standards and UTHD, therefore, the proposed projects would not result in substantial adverse changes to the district.

Eight alteration/addition projects are to contributing resources: six are determined in conformance with the UTHD and would not result in substantial adverse change. Two are still under review.

In addition to the subject project at 450 O'Farrell Street, 474-480 O'Farrell Street and 532 Jones Street, four more projects that are demolitions and new constructions involve contributing resources. The demolition at 135 Hyde, a one-story commercial building, is under review. Two demolitions at 719 Larkin and 651 Geary were determined to have no significant adverse impacts to the district. The demolition at 121 Golden Gate Avenue (EIR certified in 2011) had significant unavoidable project-specific and cumulative impacts on the historic district. Another demolition at 57 Taylor is also under review; however, it is not known if the one-story building is a contributor to the UTHD or not.[5]

The total number of original contributors to UTHD was 409 at the time of National Register listing, whose boundaries comprise 477 buildings. Two contributors were already demolished at the time of this report. If the proposed demolitions of five contributors, including three at the 450 O'Farrell project site, ensue, the total number of contributors to UTHD would be reduced to 402. Even though the proposed project will add to the cumulative loss of historic resources, the ratio of contributors to noncontributors would not be drastically affected by the 450 O'Farrell Street project.[6]

There is no concentration of past, present, and foreseeable future demolitions within the Uptown Tenderloin Historic District that would affect the historic fabric or character such that it would no longer be eligible for listing on the National Register. The demolitions are found along the edges of the district (see green symbols on Figure 8). The rest of the projects (rehabilitations, infills etc.) are scattered throughout the district, not concentrated in any specific locus. Therefore, the proposed project would not combine with any other project to result in a material impairment of the District. The cumulative effect on historical resources would be less than significant. In a district of approximately 400 contributing resources, the UTHD would retain the valuable sense of place and time. The historic district's integrity or eligibility for the National Register would not be materially altered.

CONCLUSION

The proposed development will demolish three existing structures that are contributors to the UTHD. The historic church building at 450 O'Farrell Street also appears eligible for individual listing in the California Register. The proposed demolitions at the project site would result in a

[5] The single-story commercial building at 57 Taylor Street is adjacent to the five-story building at 105 Turk Street, which was listed as a contributor in the National Register form (Corbett and Bloomfield, Section 7, 90.) The status of 57 Taylor Street is unknown.

[6] The percentage of contributors to the number of properties in the district was originally 85.7 percent (409 contributors/477 properties). If all the proposed demolitions ensue, the number will be 84.3 percent (402 contributors/477 properties).

significant adverse impact to the historic resources.

The overall design of the proposed development is compatible with the character of the UTHD in terms of massing, scale, composition and materials. Although the proposed building design is contemporary in nature, some elements of the design reference the character-defining features of the historic district, including ground floor storefront height, the tripartite façade composition, the organization of the building into vertical masses, punched window openings, and material use. The proposed design can be improved by following recommendations listed above but overall, the proposed project would not diminish the character of the district and would not substantially damage the overall historic qualities that qualify the UTHD for listing as a historic resource.

There is no concentration of past, present, and foreseeable future demolitions within the Uptown Tenderloin Historic District that would affect the historic fabric or character such that it would no longer be eligible for listing on the National Register. The proposed project would not combine with any other demolition and new construction projects to result in a material impairment of the district. The district would retain the valuable sense of place and time. The Uptown Tenderloin Historic District's integrity or eligibility for the National Register would not be materially altered. The cumulative effect on historical resources would be less than significant.

APPENDIX



450 O'FARRELL STREET

DESIGN PROGRESS

4 OCT 2016

Unit Count and Area

Level	S	S/R	1 Bed	TH	2 Bed	3 Bed	Total		Net Res Area	Gross Res Area	Efficiency	Gross Building Area
P1									0 sf	0 sf	N/A	21,520 sf
1									0 sf	4,210 sf	N/A	21,300 sf
2		5					5		2,700 sf	7,290 sf	0.37	15,125 sf
3	1		5		3		9		7,380 sf	9,860 sf	0.75	13,585 sf
4	1		8		7		16		13,620 sf	16,910 sf	0.81	16,910 sf
5	1		8		7		16		13,620 sf	16,910 sf	0.81	16,910 sf
6	1		8		7		16		13,620 sf	16,910 sf	0.81	16,910 sf
7	1		8		7		16		13,810 sf	17,230 sf	0.80	17,230 sf
8	2		9		6		17		13,810 sf	17,230 sf	0.80	17,230 sf
9	2		9		6		17		13,810 sf	17,230 sf	0.80	17,230 sf
10	2		10		3	1	16		12,760 sf	15,965 sf	0.80	15,965 sf
11	2		10		3	1	16		12,760 sf	15,965 sf	0.80	15,965 sf
12	2		10		3	1	16		12,760 sf	15,965 sf	0.80	15,965 sf
13	2		10		3	1	16		12,760 sf	15,965 sf	0.80	15,965 sf
Total	17	5	95	0	55	4	**176**	Units	143,410 sf	187,640 sf		237,810 sf
	9.7%	2.8%	54.0%	0.0%	31.3%	2.3%	100.0%		**Net Res Area**	**Gross Res Area**		**Gross Building Area**

Rear Yard

Site Area	22,105 sf	
Rear Yard Required	5,526 sf	(22,105 x .25)
Rear Yard Provided	3,060 sf	(Levels 3 and 4 Combined)

Residential Amenity Area

Level 2	2,405 sf

Retail Area

Retail Space 1 (Facing O'Farrell)	2,600 sf
Retail Space 2 (Facing Jones)	3,600 sf
Total	6,200 sf

Church Area

Level 1	6,875 sf
Level 2	3,360 sf
Level 3	3,360 sf
Total	13,595 sf

Open Space

Requirement — Zone: RC-4

Private	176 Units	36 sf	6,336 sf
OR			
Common		48 sf	8,427 sf

Provided

Private

Counted Area

Jones Setback Deck @ Level 9	(1 unit)	36 sf
O'Farrell Setback Deck @ Level 10	(2 units)	72 sf
Courtyard Open Space @ Level 4	(3 units)	108 sf
Behind Colonnade West @ Level 4	(1 unit)	36 sf
Behind Colonnade East @ Level 4	(1 unit)	36 sf

Actual Area

Jones Setback Deck @ Level 9	315 sf
O'Farrell Setback Deck @ Level 10	650 sf
Courtyard Open Space @ Level 4	790 sf
Behind Colonnade West @ Level 4	155 sf
Behind Colonnade East @ Level 4	244 sf

Private Total	288 sf
Provides for	8 units

Common

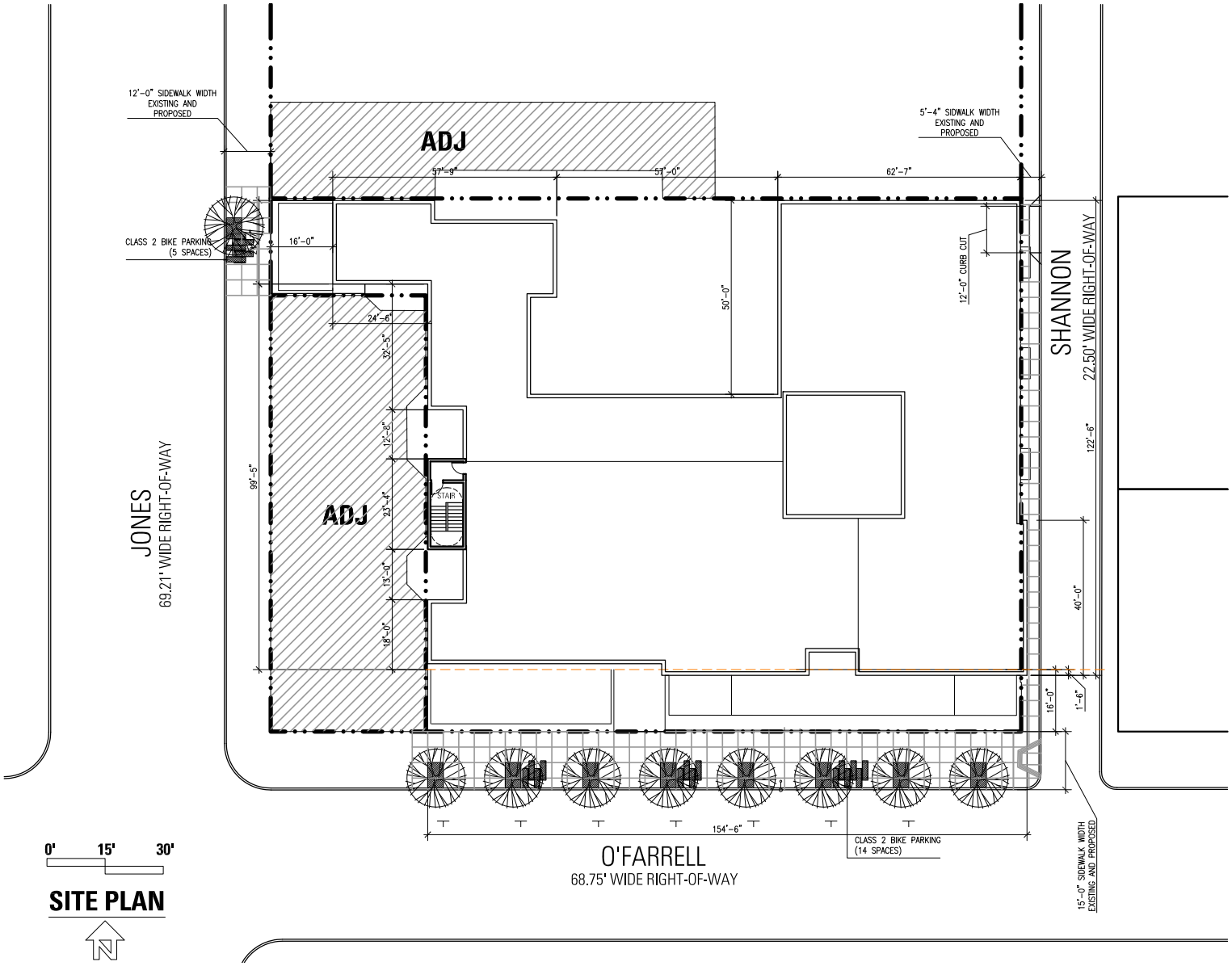
Courtyard @ Level 3	2,225 sf
Roof Deck	5,250 sf
Colonnade @ Level 1	635 sf
Common Total	8,110 sf
Provides for	168 units

Parking

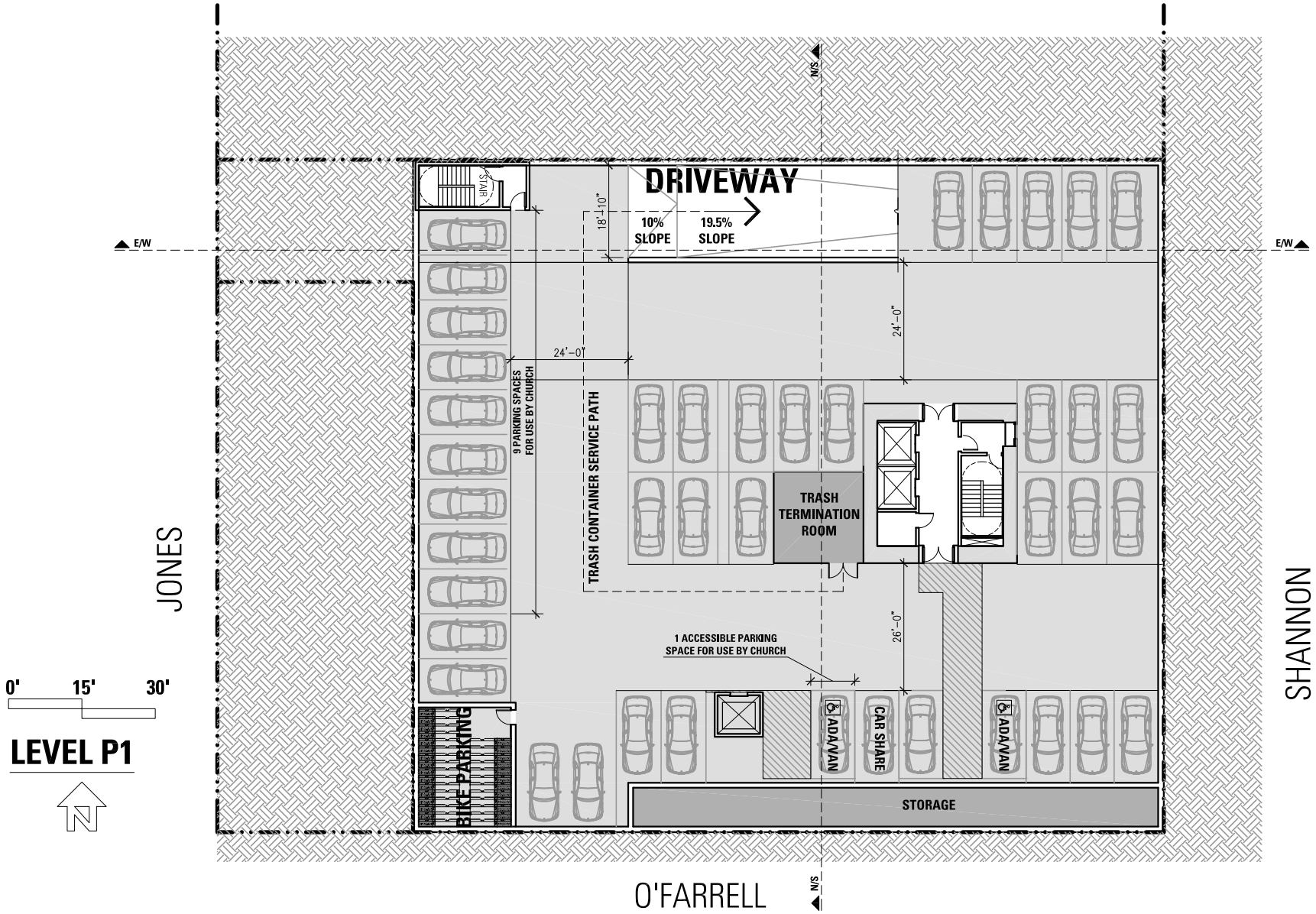
Cars		
Resident Typ	29 sp	
Resident Accessible	1 sp	(1 or 2% of typ spaces)
Accessible Typ	0 sp	
Accessible Van	1 sp	(1 per 8 accessible)
Car Share	1 sp	
Church Use Typ	9 sp	
Church Use Accessible	1 sp	(1 or 2% of typ spaces)
Accessible Typ	0 sp	
Accessible Van	1 sp	(1 per 8 accessible)
Total	41 sp	

(Inclusive of Resident, Accessible, Car Share and spaces for use by Church)

Bicycles		
Resident Use		
Class 1	119 sp	(100 spaces + 1 for every 4 units above 100)
Class 2	9 sp	(1 spaces for every 20 units)
Church Use		
Class 1	5 sp	(5 for facilities <500 guests)
Class 2	1 sp	(1 per 500 seats or for every portion of each 50 person capacity)
Commercial Use (Eating/Drinking)		
Class 1	1 sp	(1 per 7500 sf of area)
Class 2	9 sp	(1 per 750 sf of area, min 2)
Total Class 2	19 sp	


12'-0" SIDEWALK WIDTH EXISTING AND PROPOSED
ADJ
57'-9"
51'-0"
62'-7"
5'-4" SIDWALK WIDTH EXISTING AND PROPOSED
CLASS 2 BIKE PARKING (5 SPACES)
16'-0"
12'-0" CURB CUT
50'-0"
SHANNON
22.50' WIDE RIGHT-OF-WAY
24'-6"
32'-5"
12'-6"
99'-5"
ADJ
STAIR
23'-4"
13'-0"
18'-0"
JONES
69.21' WIDE RIGHT-OF-WAY
122'-6"
40'-0"
16'-0"
1'-6"
154'-6"
CLASS 2 BIKE PARKING (14 SPACES)
O'FARRELL
68.75' WIDE RIGHT-OF-WAY
15'-0" SIDEWALK WIDTH EXISTING AND PROPOSED
0'
15'
30'
SITE PLAN

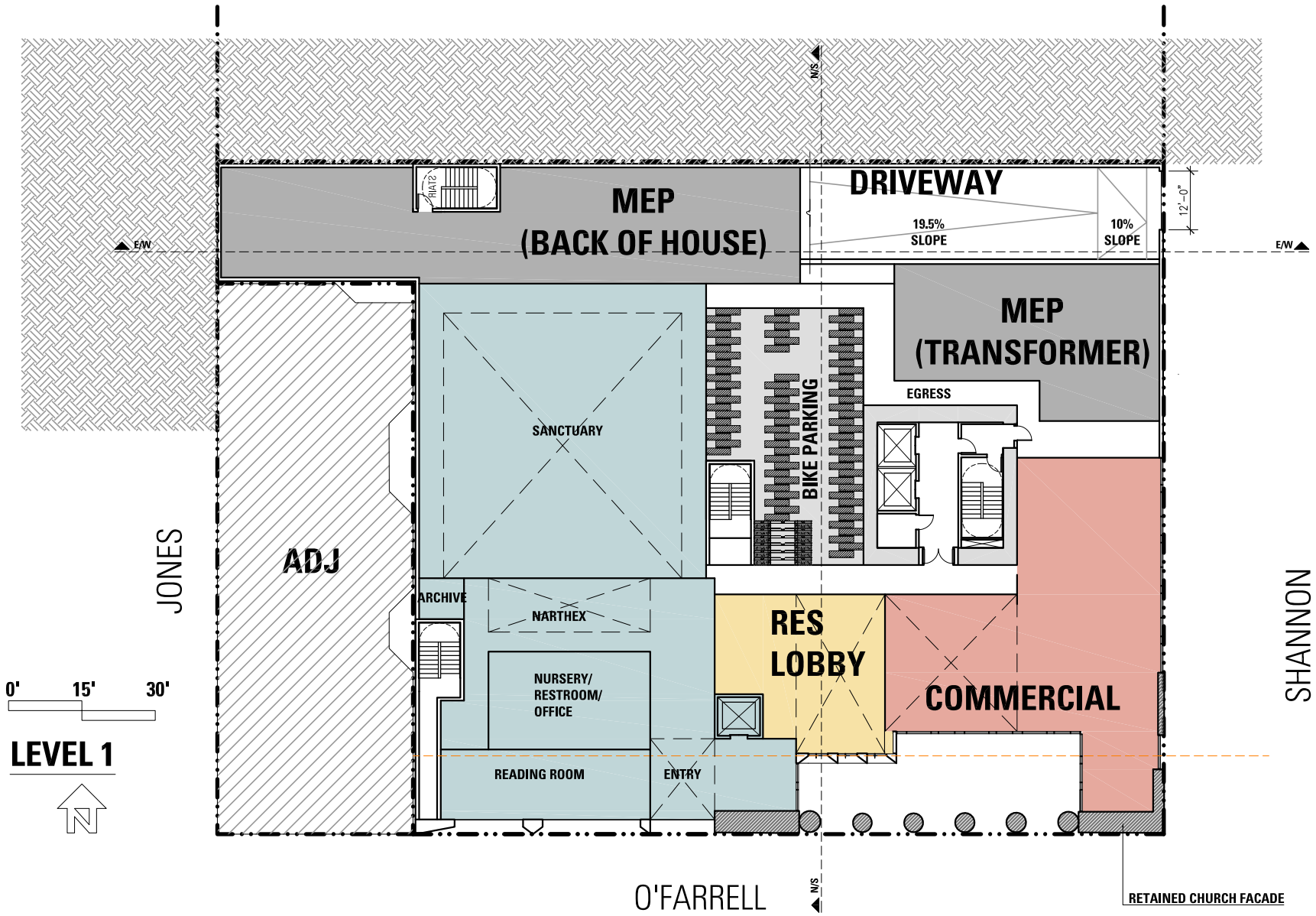
SITE PLAN



FLOOR PLAN - LEVEL P1

DESIGN PROGRESS - 4OCT2016

KH



FLOOR PLAN - LEVEL 1

DESIGN PROGRESS - 4OCT2016

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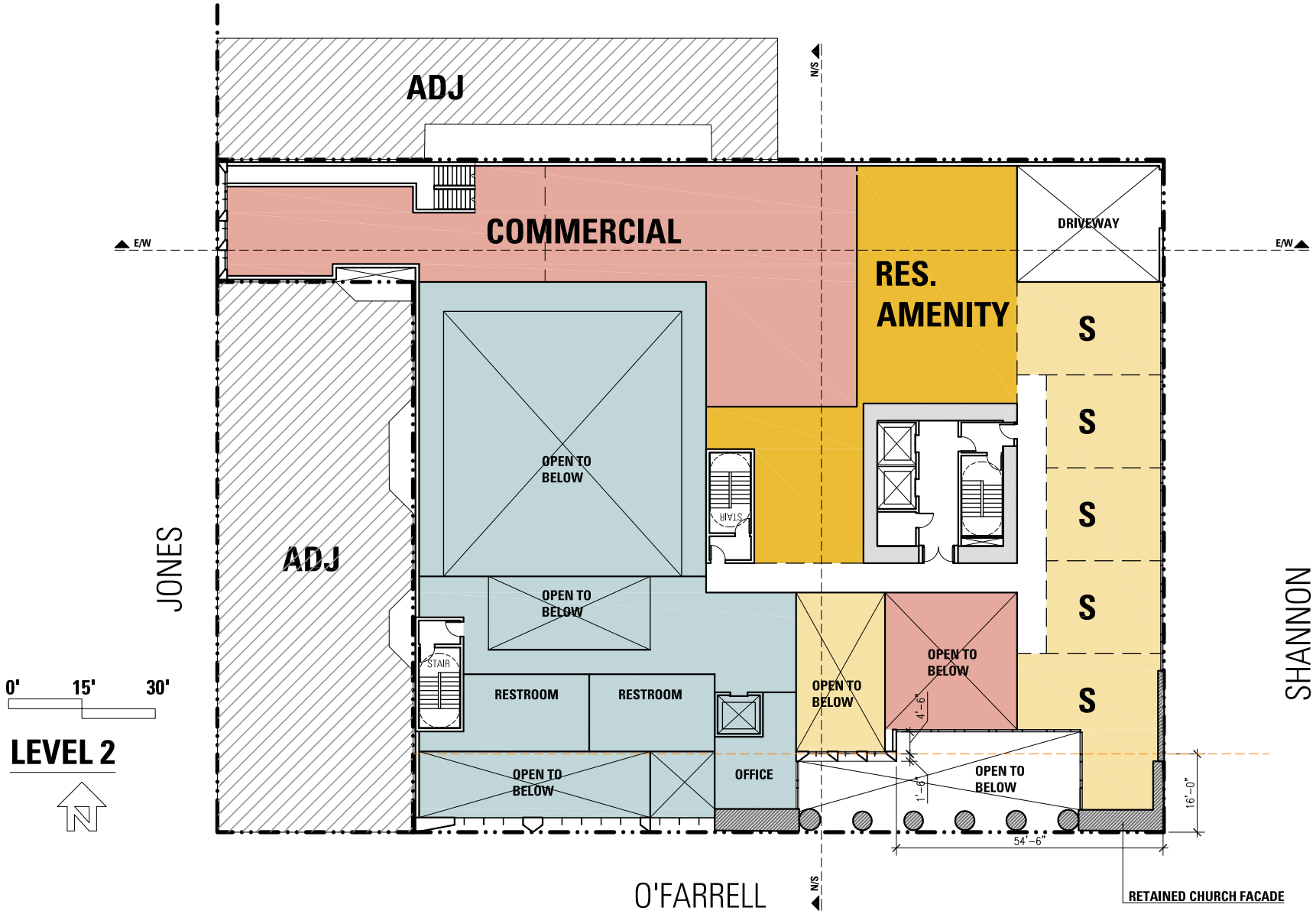

FLOOR PLAN - LEVEL 2

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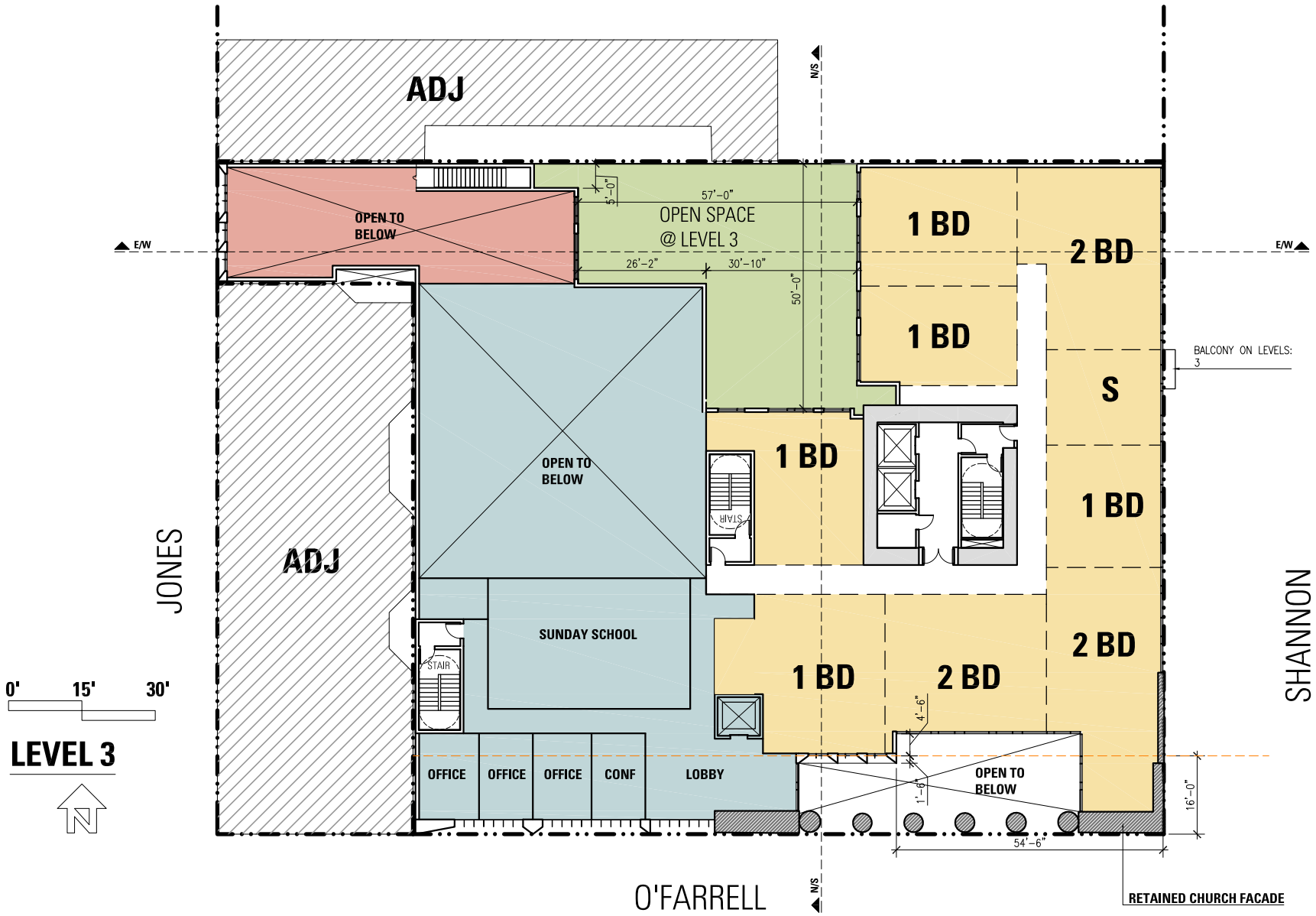

FLOOR PLAN - LEVEL 3

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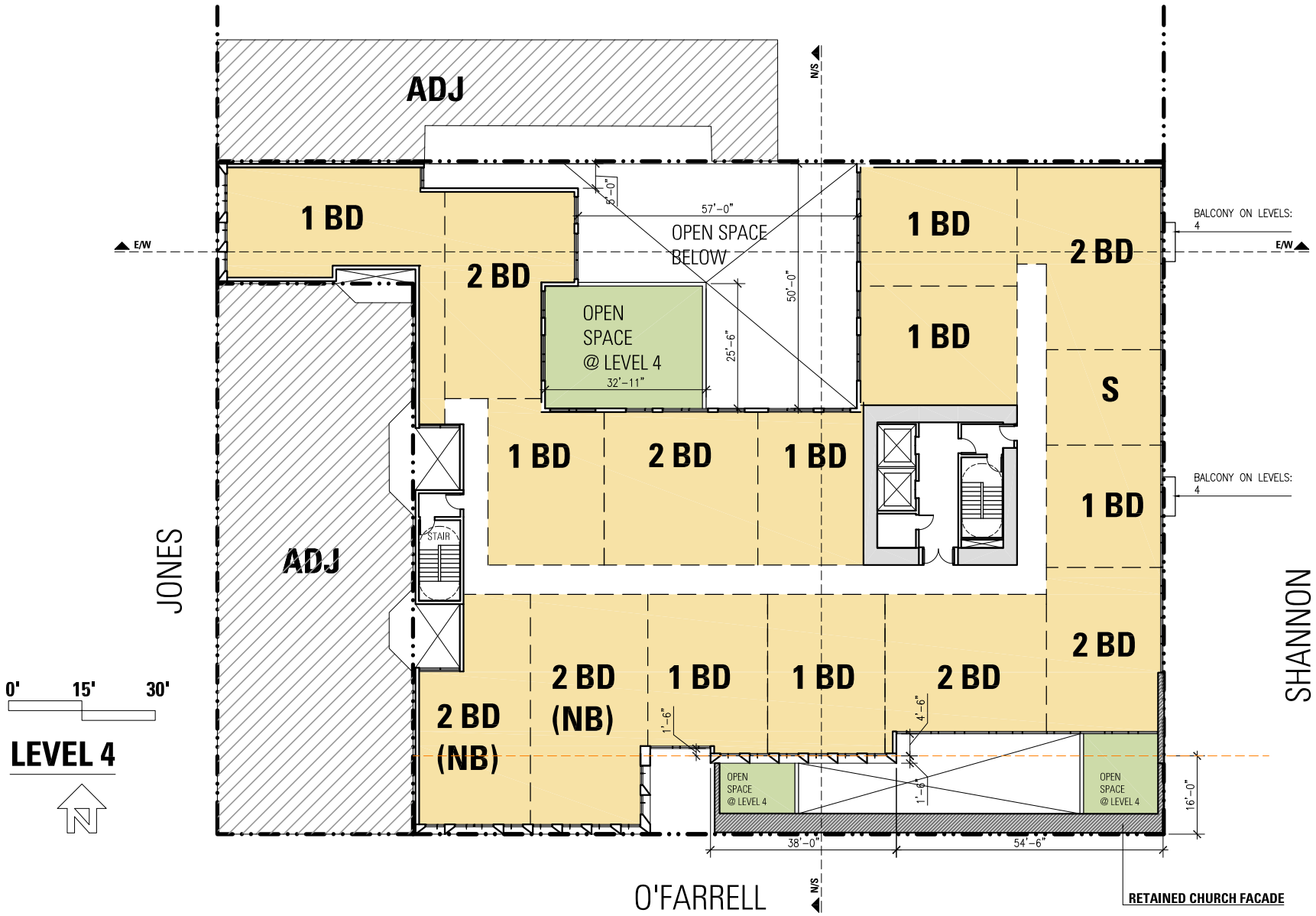

FLOOR PLAN - LEVEL 4

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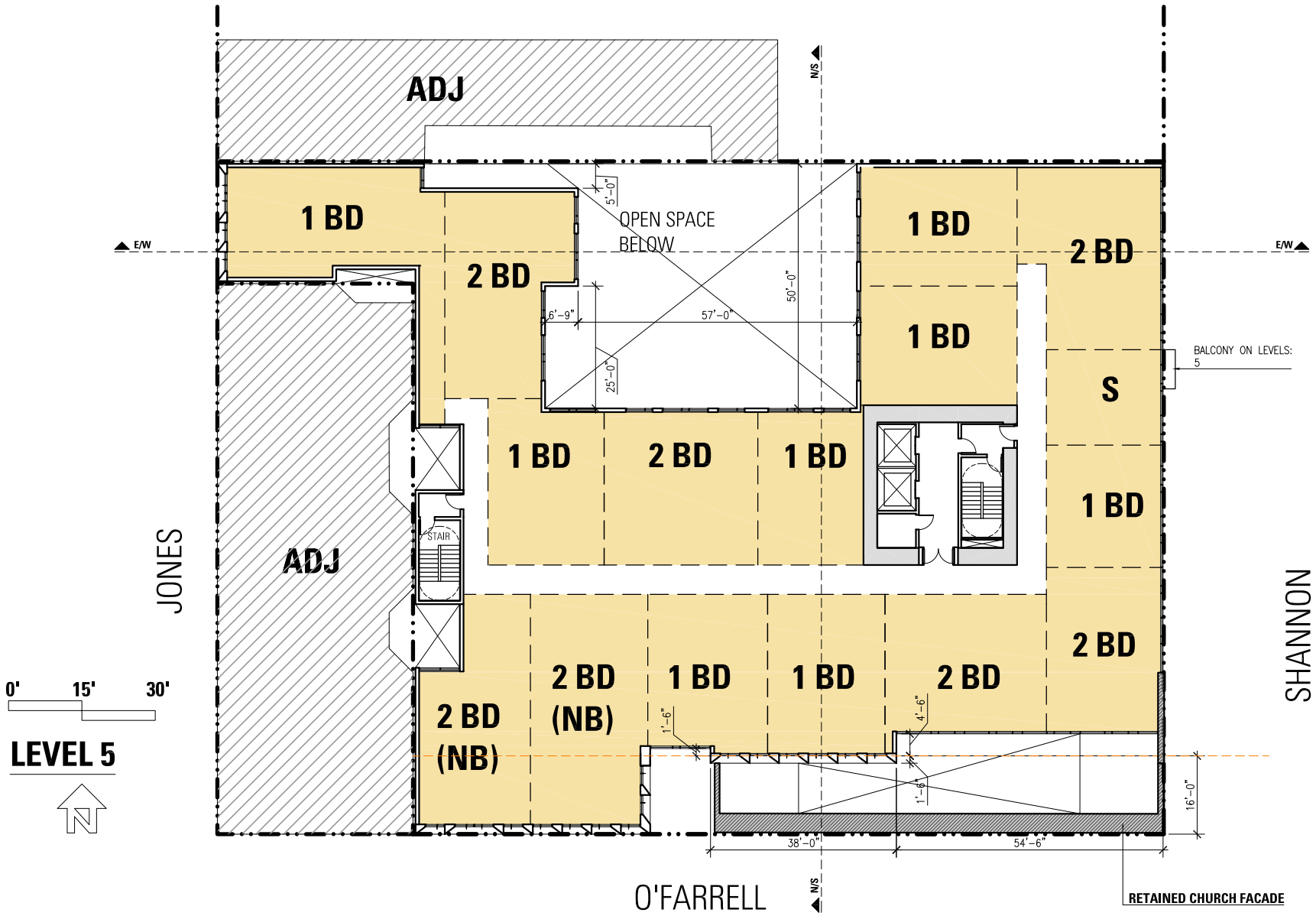

FLOOR PLAN - LEVEL 5

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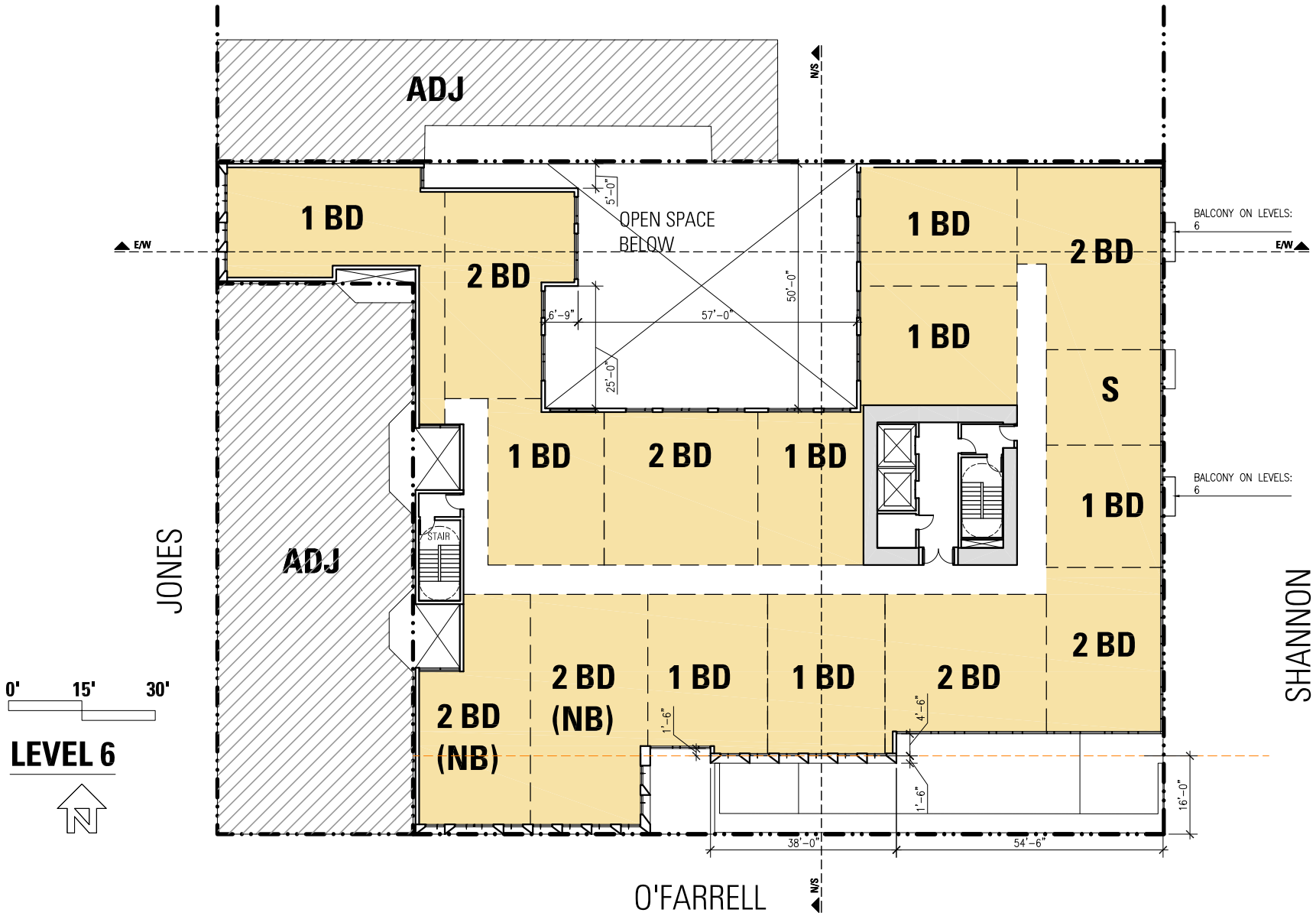

FLOOR PLAN - LEVEL 6

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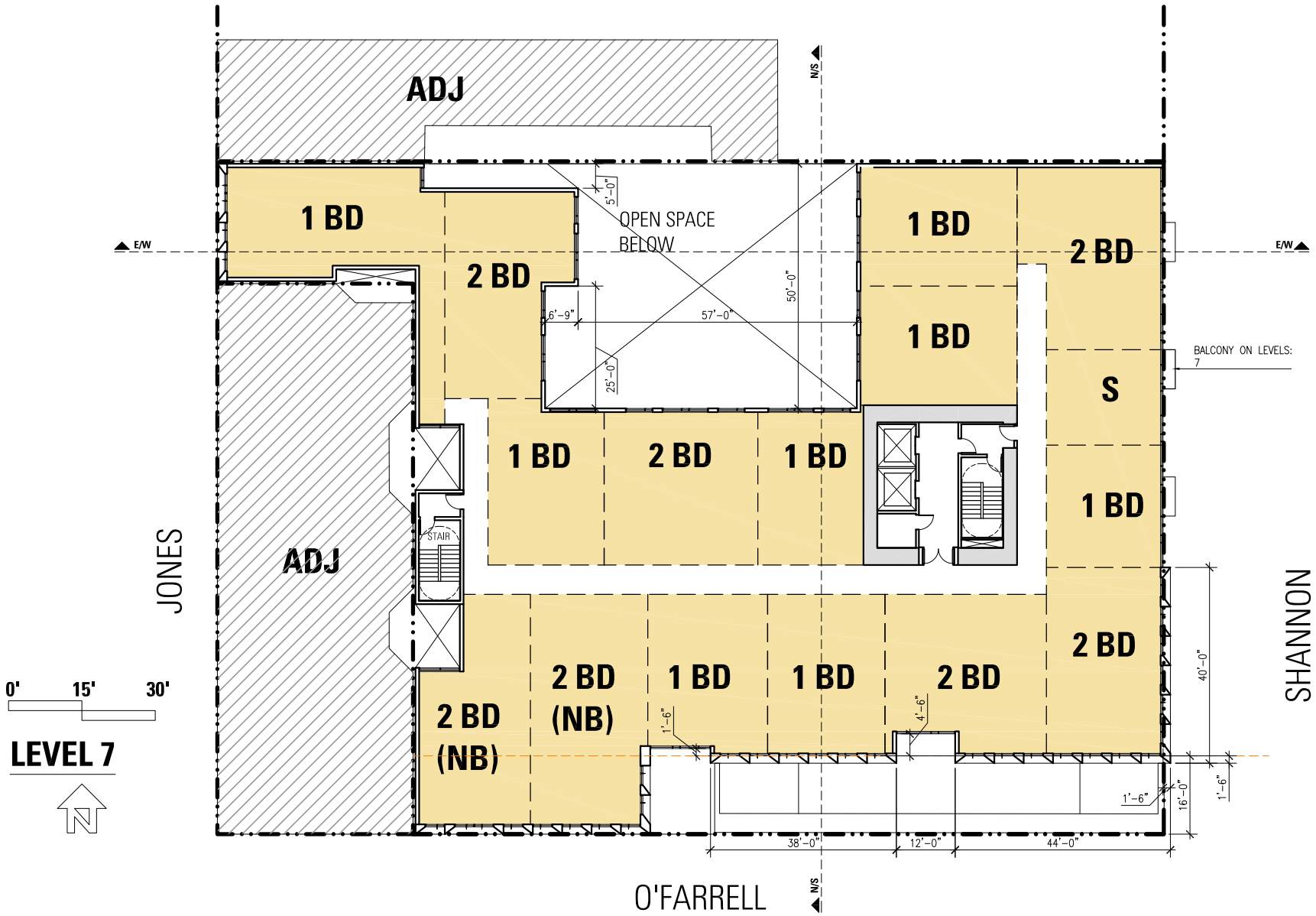

FLOOR PLAN - LEVEL 7

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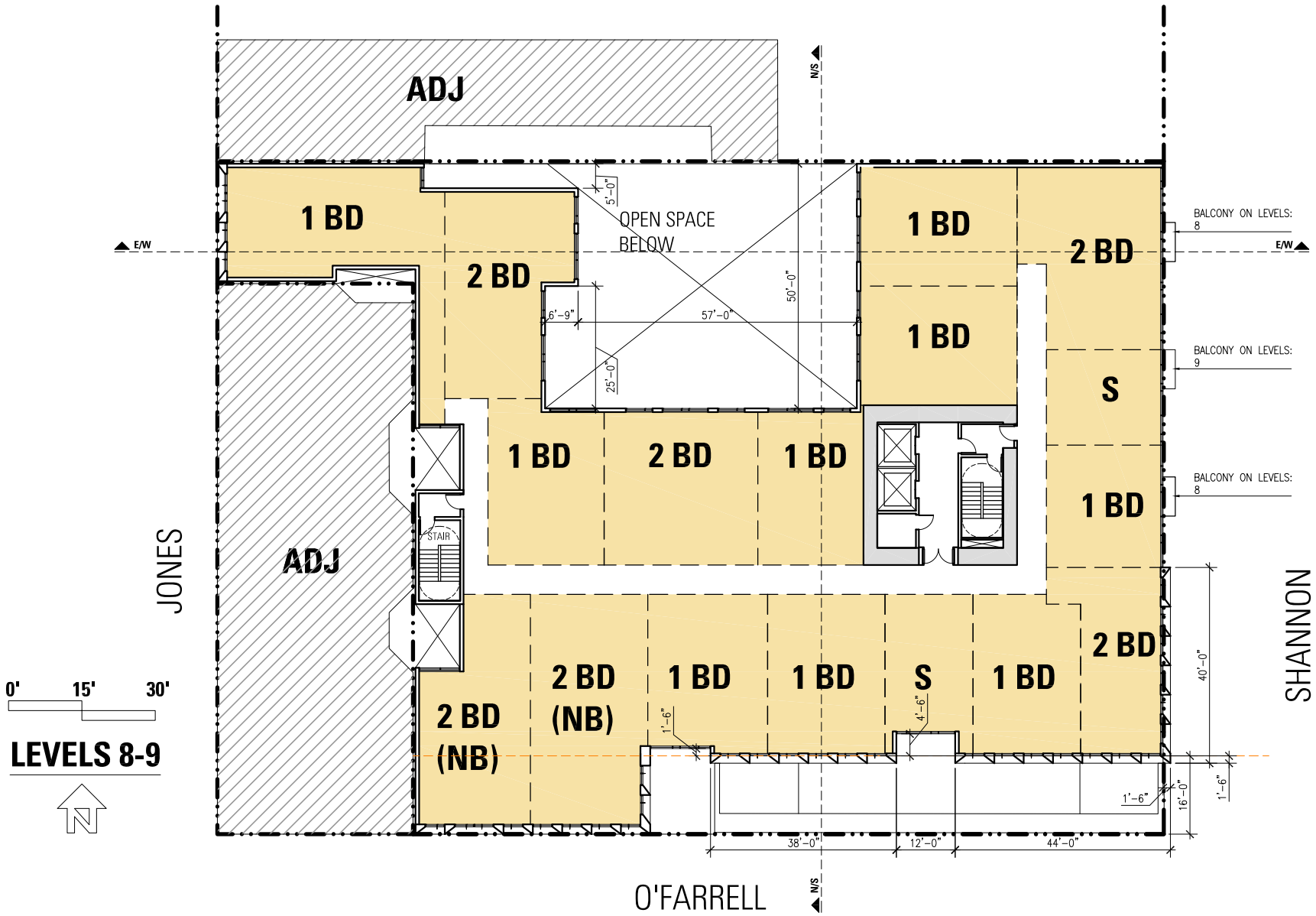

FLOOR PLAN - LEVELS 8-9

DESIGN PROGRESS - 4OCT2016

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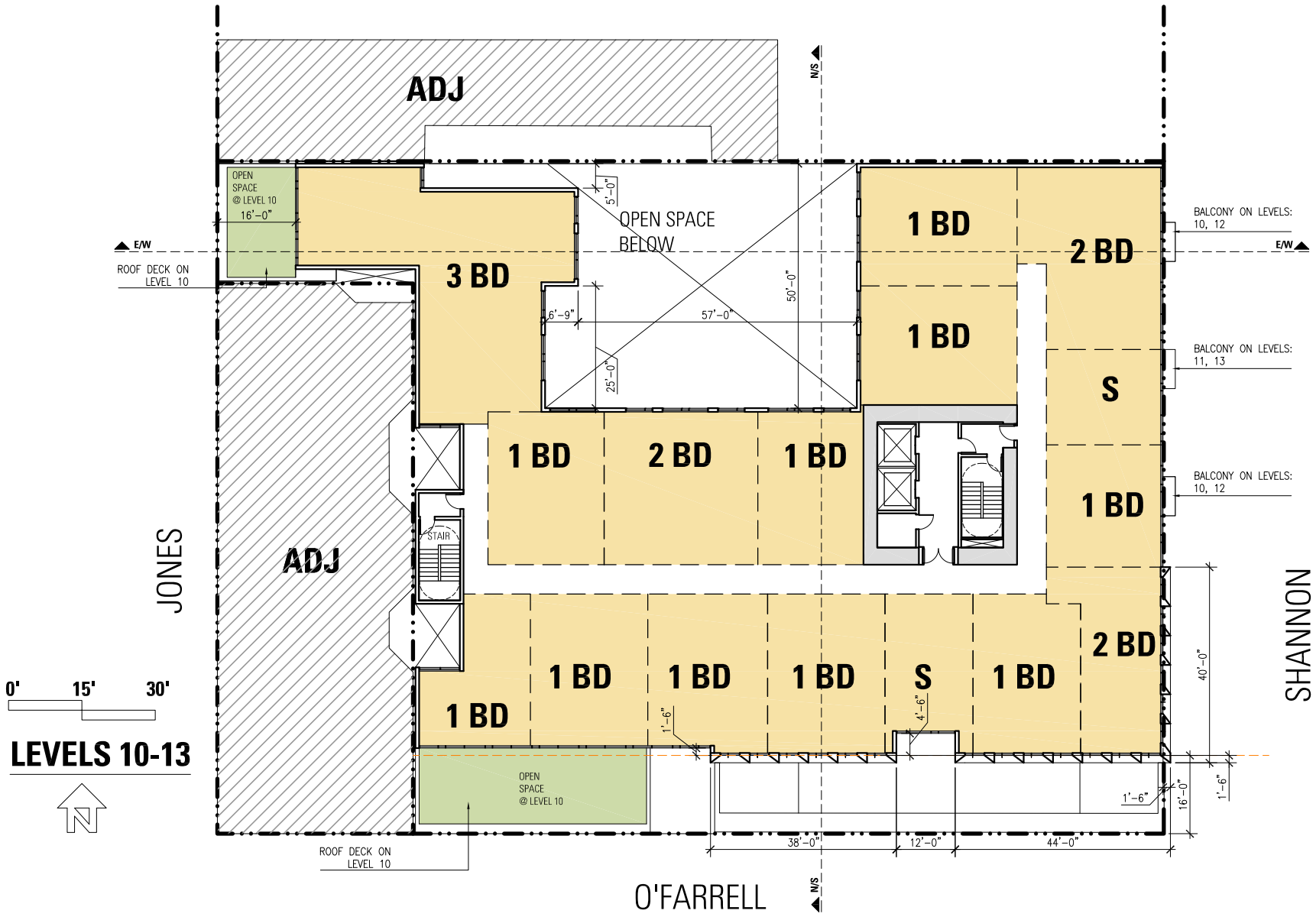

FLOOR PLAN - LEVELS 10-13

DESIGN PROGRESS - 4OCT2016

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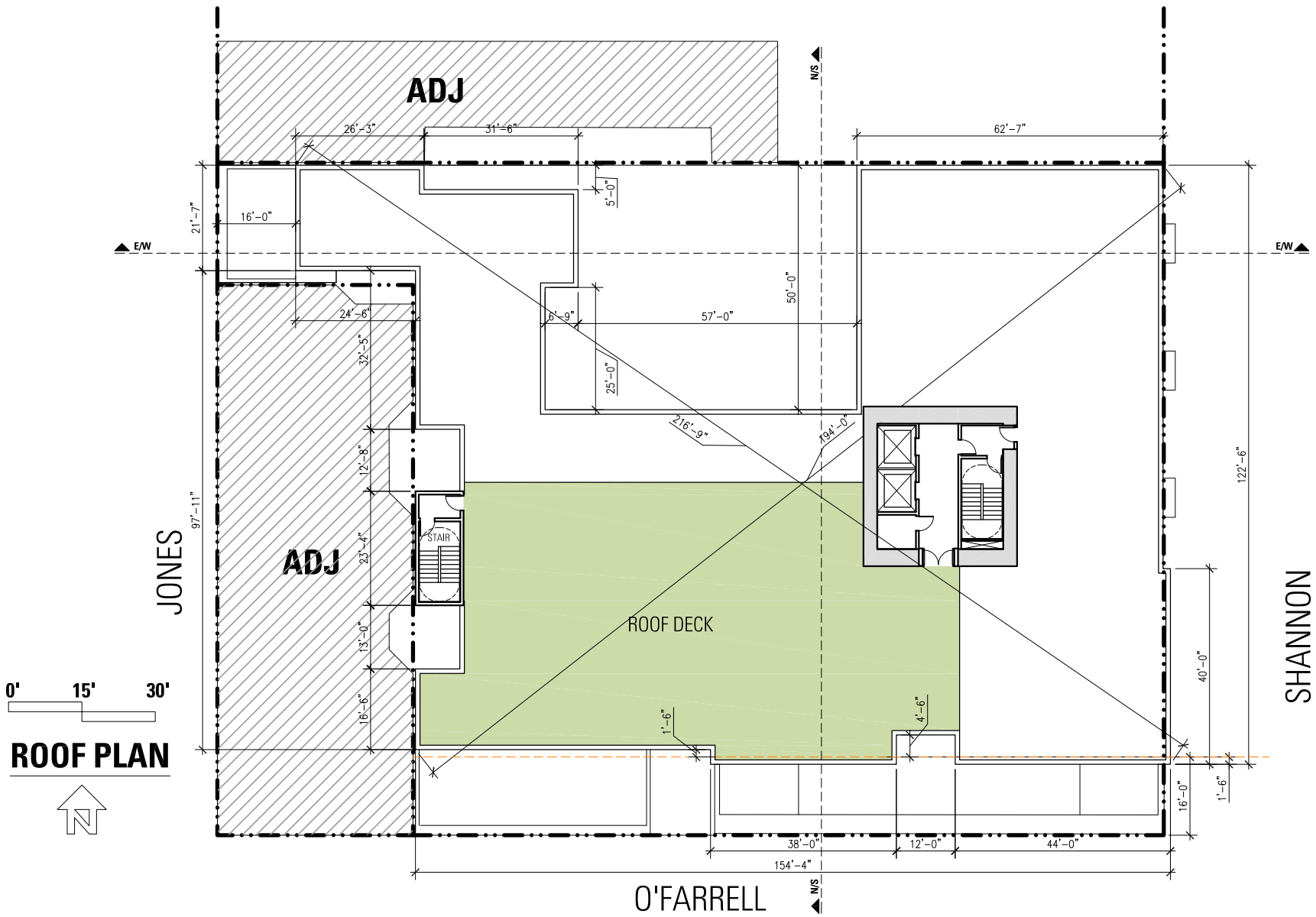

ROOF PLAN

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PERSPECTIVE - VIEW 1

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PERSPECTIVE - VIEW 2

DESIGN PROGRESS - 4OCT2016

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PERSPECTIVE - VIEW 3

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PERSPECTIVE - VIEW 4

DESIGN PROGRESS - 4OCT2016

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PERSPECTIVE - VIEW 5

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AXON - FROM SOUTHEAST

DESIGN PROGRESS - 4OCT2016

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AXON - FROM SOUTHWEST

DESIGN PROGRESS - 4OCT2016

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PERSPECTIVE - NEW CHURCH

DESIGN PROGRESS - 4OCT2016

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PERSPECTIVE - NEW CHURCH

DESIGN PROGRESS - 4OCT2016

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ELEVATION - O'FARRELL STREET

DESIGN PROGRESS - 4OCT2016

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ELEVATION - JONES STREET

DESIGN PROGRESS - 4OCT2016

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ELEVATION - SHANNON STREET

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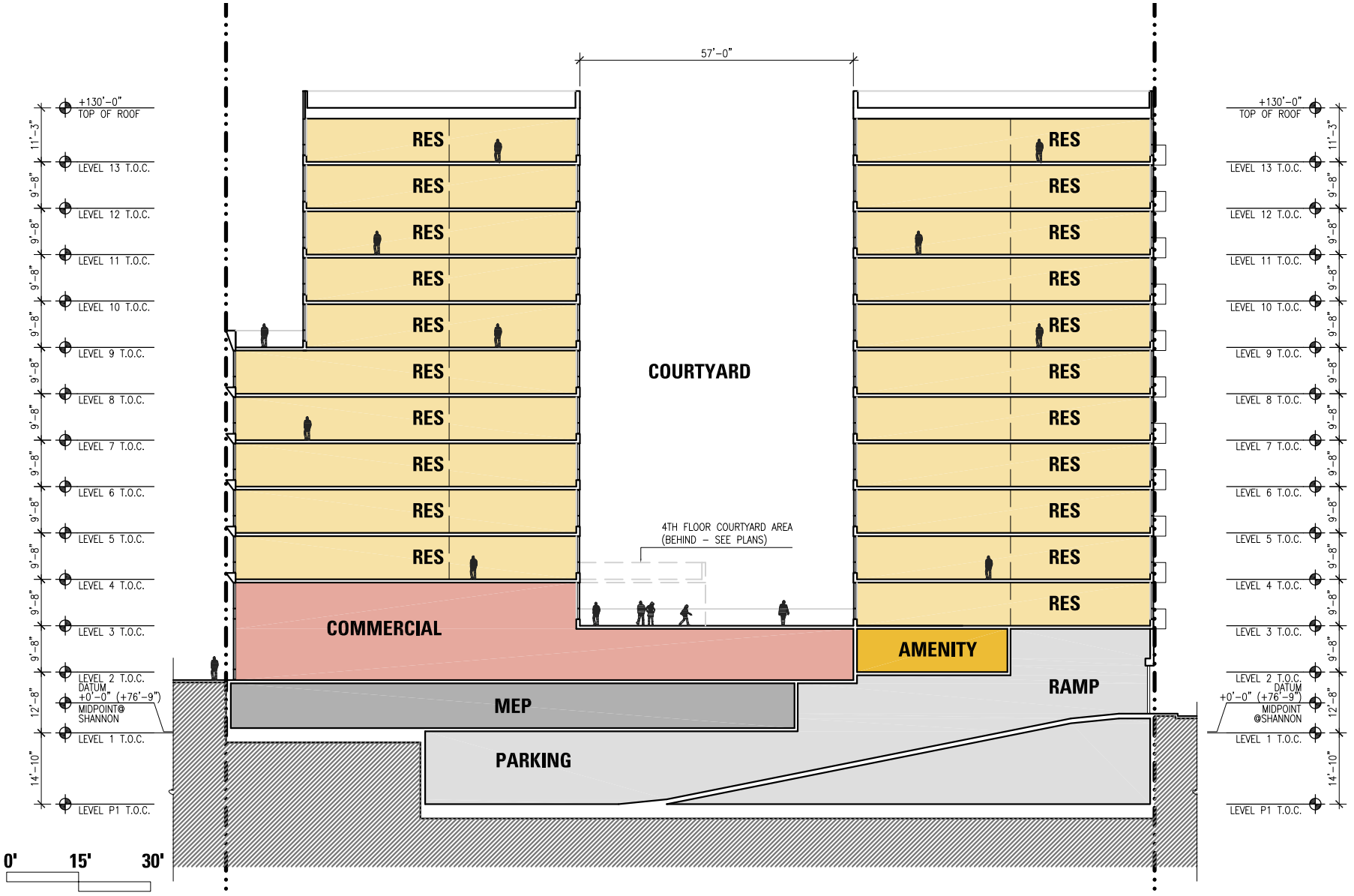

SECTION - EAST/WEST

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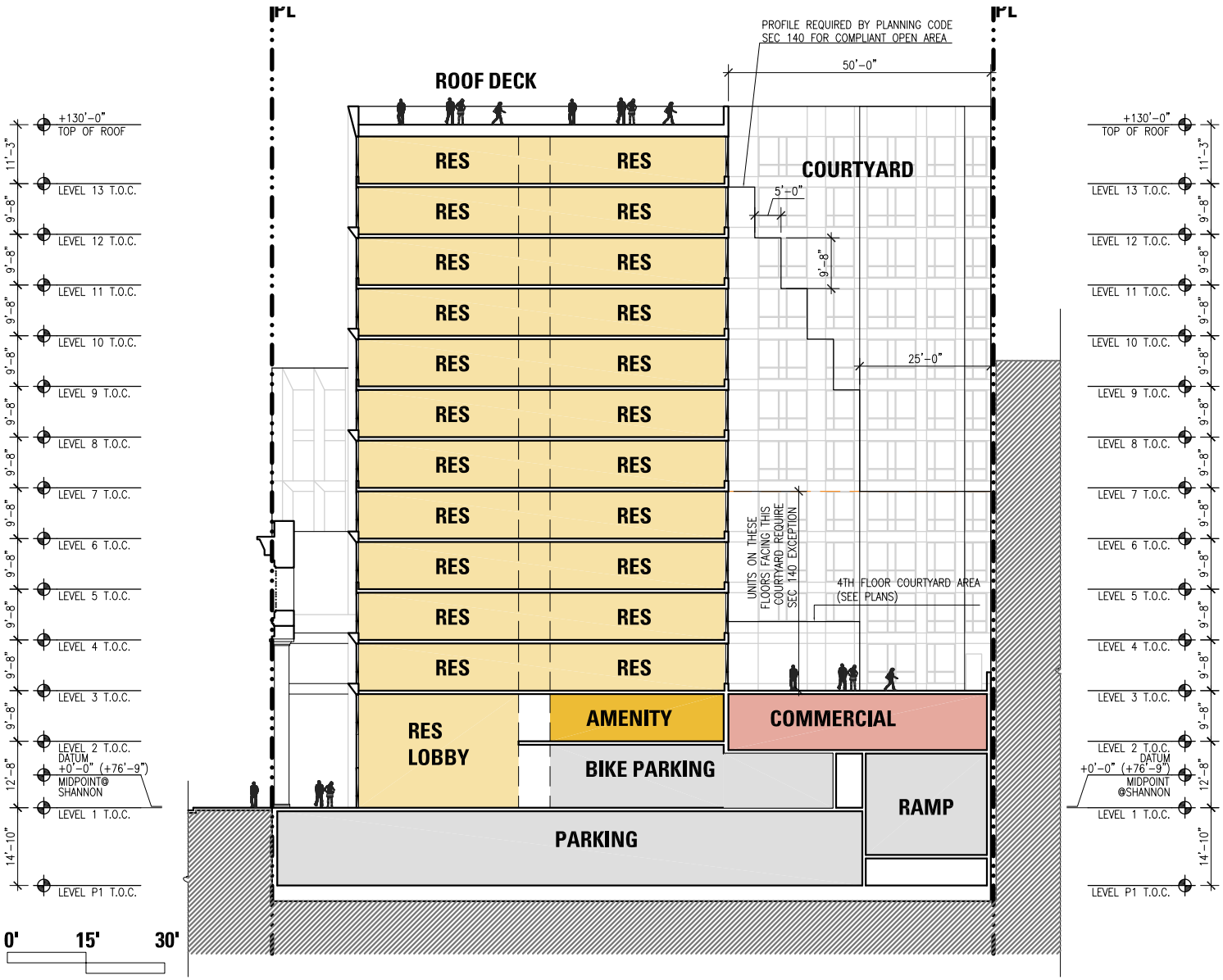

SECTION - NORTH/SOUTH

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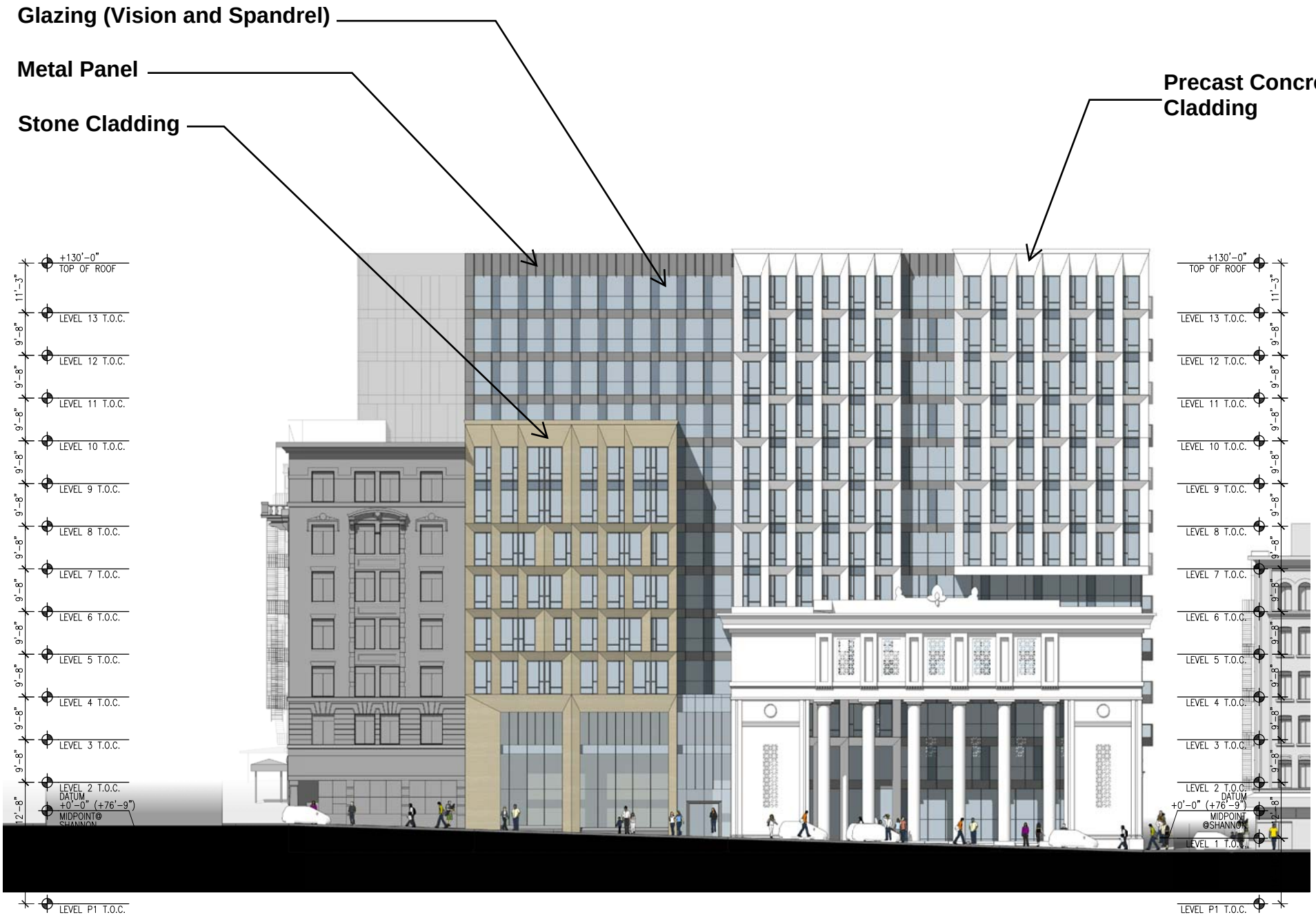

ELEVATION - O'FARRELL STREET

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Jenny Delumo, Environmental Planner
San Francisco Planning Department
Environmental Planning Division
1650 Mission Street, Suite 400
San Francisco, CA 94103

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THE FINAL ENVIRONMENTAL IMPACT REPORT
(NOTE THAT THE DRAFT EIR PLUS THE RESPONSES TO COMMENTS
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REQUEST FOR FINAL ENVIRONMENTAL IMPACT REPORT
450-474 O'Farrell Street/532 Jones Street Project
Planning Dept Case No. **2013.1535ENV**

Check one box: ☐ Please send me a copy of the Final EIR on CD.
☐ Please send me a paper copy of the Final EIR.

Signed: _____

Name: _____

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City: _____ State: _____ Zip: _____