



SAN FRANCISCO PLANNING DEPARTMENT

MEMO

Memo to the Planning Commission

HEARING DATE: JULY 25, 2019
CONTINUED FROM JULY 11, 2019

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DATE: July 18, 2019
TO: Planning Commission
FROM: Linda Ajello Hoagland, Planner 2015-012490ENXOFAVAR
RE: 88 Bluxome Street Update (Case No. 2015-012490ENXOFAVAR)

Attached please find the following:

- Revised Draft Motion for Large Project Authorization (LPA) to supersede the previous draft published on July 11, 2019;
- Executive Summary, Exhibit G - Exhibit G - Memorandum from San Francisco Recreation and Parks Commission, re: Community Center Dedication; and
- Community Plan Evaluation Certificate of Determination & Final Mitigated Negative Declaration.

Revisions to the Draft LPA Motion are as follows:

- Pg. 29, #8(a), Paragraph 1: *The Project is providing a large amount of community benefits, more than what was envisioned or called for in the Central SoMa Plan. It strikes an ideal balance between the amount of amenities it is providing and the exceptions sought. The Project is providing four key amenities: 1) land that will be dedicated to MOHCD for the development of 100% affordable housing; 2) developed recreation and community center space (the "Gene Friend Aquatic Annex") that is proposed for dedication to ~~will be dedicated to~~ the City and operationed by the Recreation and Park Department; 3) the development of a block-long public park along Bluxome Street; and 4) the retention and replacement of the SF Bay Club Tennis Facility.*
- Pg. 52, #10: **Community Recreation Center.** The Project Sponsor shall provide the public Community Recreation Center that will be open to the public, and the Project Sponsor plans to ~~and~~ undertake any required actions for dedication of the Center to the San Francisco Recreation and Parks Department. ~~This requirement provides a required qualified amenity under Planning Code Section 329 for the project to qualify for exceptions for key sites in Central SoMa.~~
- Pg. 56-57, #32, Paragraph 1: **Jobs-Housing Linkage Fee.** Jobs-Housing Linkage Fee. The Project is subject to the Jobs-Housing Linkage Fee, as applicable, pursuant to Planning Code Section 413. In the event the City adopts legislation establishing a new Jobs Housing Linkage Fee, increasing the amount of the Fee, or changing the methodology for determining the amount of the Jobs Housing Linkage Fee, before the Project procures a Certificate of Occupancy or a Certificate of Final

Completion, and such new fee is applicable to development projects in the Central SOMA Plan area that have not procured a Certificate of Occupancy or a Certificate of Final Completion under the terms of the legislation, the Project shall be subject to such new or increased fee and shall pay any additional amounts due before the City may issue a Certificate of Occupancy or Final Completion



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Planning Commission **REVISED** Draft Motion

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Record No.: 2015-012490ENX
Project Address: 88 BLUXOME STREET
Zoning: CMUO (Central SoMa Mixed Use Office) Zoning District
200-CS / 130-CS Height and Bulk District
Central SoMa Special Use District
Block/Lot: 3786 / 037
Project Sponsor: John Kevlin, Reuben, Junius & Rose, LLP
One Bush Street, Suite 600
San Francisco, CA 94104
Property Owner: Alexandria Real Estate Equities, Inc.
1700 Owens Street, Suite 590, San Francisco, CA, 94158
San Francisco, CA 94103
Staff Contact: Linda Ajello Hoagland – (415) 575-6823
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ADOPTING FINDINGS RELATING TO A LARGE PROJECT AUTHORIZATION PURSUANT TO PLANNING CODE SECTION 329 TO ALLOW EXCEPTIONS TO 1) BUILDING SETBACKS AND STREETWALL ARTICULATION, PURSUANT TO PLANNING CODE SECTION 132.4; 2) FREIGHT LOADING REQUIREMENTS, PURSUANT TO PLANNING CODE SECTION 152.1 AND 154; 3) WIND, PURSUANT TO PLANNING CODE SECTION 249.78; 4) ADDITIONAL BUILDING VOLUME, PURSUANT TO PLANNING CODE SECTION 260(b)(L); 5) SETBACK REQUIREMENTS, PURSUANT TO PLANNING CODE SECTION 261.1; 6) BULK CONTROLS, PURSUANT TO PLANNING CODE SECTION 270(h); 7) HORIZONTAL MASS REDUCTION, PURSUANT TO PLANNING CODE SECTION 270.1; AND 8) PDR SPACE REQUIREMENTS, PURSUANT TO PLANNING CODE SECTION 249.78(c)(5) FOR THE PROJECT INCLUDING CONSTRUCTION OF THREE NEW BUILDING COMPONENTS – A 16-STORY, 243-FOOT TALL, WEST COMPONENT, A 13-STORY, 202-FOOT TALL EAST COMPONENT, AND A 7-STORY, 85-FOOT TALL COMMUNITY CENTER/AFFORDABLE HOUSING COMPONENT – OVER A PODIUM WITH TWO BASEMENT LEVELS TOTALING 1,197,290 SQUARE FEET OF SPACE, CONSISTING OF 775,000 SQUARE FEET OF OFFICE USE, 8,080 SQUARE FEET OF PRODUCTION, DISTRIBUTION, AND REPAIR USE, 16,590 SQUARE FEET OF GROUND FLOOR RETAIL USE, 4,630 SQUARE FEET OF CHILD CARE FACILITY USE, 134,460 SQUARE FEET OF TENNIS CLUB USE, 29,690 SQUARE FEET OF COMMUNITY/RECREATION CENTER USE (THE GENE FRIEND AQUATIC ANNEX RECREATION CENTER), 106,220 SQUARE FEET OF AFFORDABLE HOUSING FOR UP TO 118 DWELLING UNITS, 70,450 SQUARE FEET OF BASEMENT-LEVEL PARKING WITH 163 OFF-STREET PARKING SPACES, 8 OFF-STREET LOADING SPACES, 317 CLASS 1 BICYCLE SPACES, 70 CLASS 2 BICYCLE SPACES, 16 SHOWERS AND LOCKERS, 24,357 SQUARE FEET OF OPEN SPACE, INCLUDING A 5,650 SQUARE FOOT MID-BLOCK ALLEY AND A 13,157 SQUARE FOOT PUBLIC PARK ALONG BLUXOME STREET (ALSO KNOWN AS THE BLUXOME LINEAR PARK), AND VARIOUS STREETScape IMPROVEMENTS, LOCATED AT 88 BLUXOME STREET, BLOCK 3786, LOT 037, WITHIN THE CMUO (CENTRAL SOMA MIXED USE OFFICE) DISTRICT, CENTRAL SOMA

SPECIAL USE DISTRICT, A 200-CS / 130-CS HEIGHT AND BULK DISTRICT, AND ADOPTING FINDINGS UNDER THE CALIFORNIA ENVIRONMENTAL QUALITY ACT.

PREAMBLE

On February 6, 2018, John Kevlin, on behalf of Alexandra Real Estate Equities, Inc. (hereinafter “Project Sponsor”), filed a Large Project Authorization pursuant to Planning Code Section 329 to demolish the existing 288,570-square-foot Bay Club SF Tennis Building on the project site, and construct three new building components (West Component, the East Component, and the Community Center/Affordable Housing component) over a podium with two basement levels totaling approximately 1,197,290 square feet, and for streetscape improvements and parking reconfiguration along the northern and southern curbs of Bluxome Street between Fourth and Fifth streets to create a public linear park at 88 Bluxome Street, Block 3786, Lot 037 (collectively, the “Project”).

On June 19, 2019 the Draft Initial Study/Mitigated Negative Declaration (IS/MND) and Community Plan Exemption Certificate for the Project was prepared and published for public review; and

The Draft IS/MND was available for public comment until July 9, 2019; and

On May 10, 2018, the San Francisco Planning Commission certified the Final Environmental Impact Report (EIR) for the Central South of Market (Central SoMa) Plan in compliance with the California Environmental Quality Act (CEQA) per Planning Commission Motion No, M-20182.

The Department determined that the Project did not require further environmental review under Section 15183 of the CEQA Guidelines and Public Resources Code Section 21083.3. The Project is consistent with the adopted zoning controls in the Central SoMa Area Plan and was encompassed within the analysis contained in the EIR. Since the EIR was finalized, there have been no substantive changes to the Central SoMa Area Plan and no substantive changes in circumstances that would require major revisions to the EIR due to the involvement of new significant environmental effects or an increase in the severity of previously identified significant impacts, and there is no new information of substantial importance that would change the conclusions set forth in the Final EIR. The file for this project, including the Central Soma Area Plan EIR and the Community Plan Exemption certificate, is available for review at the San Francisco Planning Department, 1650 Mission Street, Suite 400, San Francisco, California.

On July 25, 2019, the Planning Department/Planning Commission reviewed and considered the Final Mitigated Negative Declaration (FMND) along with the Community Plan Exemption Certificate and found that the contents of said report and the procedures through which the FMND was prepared, publicized, and reviewed complied with the California Environmental Quality Act (California Public Resources Code Sections 21000 et seq.) (CEQA), Title 14 California Code of Regulations Sections 15000 et seq. (the “CEQA Guidelines”) and Chapter 31 of the San Francisco Administrative Code (“Chapter 31”); and

The Planning Department/Planning Commission found the FMND was adequate, accurate and objective, reflected the independent analysis and judgment of the Department of City Planning and the Planning

Commission, [and that the summary of comments and responses contained no significant revisions to the Draft IS/MND,] and approved the FMND for the Project in compliance with CEQA, the CEQA Guidelines and Chapter 31.

Planning Department staff prepared a Mitigation Monitoring and Reporting Program (“MMRP”) setting forth mitigation measures that were identified in the Central SoMa Plan EIR that are applicable to the Project. These mitigation measures are set forth in their entirety in the MMRP attached to the Motion as EXHIBIT C.

On July 25, 2019, the San Francisco Planning Commission (hereinafter “Commission”) adopted Motion No. ____, approving an Office Development Authorization for the Project (Office Development Authorization Application No. 2015-012490OFA). Findings contained within said motion are incorporated herein by this reference thereto as if fully set forth in this Motion.

On July 11, 2019, the Commission conducted a duly noticed public hearing at a regularly scheduled meeting on Large Project Authorization/Application No. 2015-012490ENX. At this meeting, the Commission continued this project to the public hearing on July 25, 2019.

The Planning Department Commission Secretary is the custodian of records; the File for Record No. 2015-012490ENX is located at 1650 Mission Street, Suite 400, San Francisco, California.

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

MOVED, that the Commission hereby authorizes Large Project Authorization requested in Application No. 2015-012490ENX, subject to the conditions contained in “EXHIBIT A” of this motion, based on the following findings:

FINDINGS

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

1. The above recitals are accurate and constitute findings of this Commission.
2. **Project Description.** The Project would demolish the existing 288,570 square foot Bay Club SF Tennis Building and construct three new building components: West Component, East Component and Community Center/Affordable Housing Component. These three components would be constructed over a podium with two basement levels (with two mezzanines), extending down to approximately 65 feet below-grade. In total, the Project contains approximately 1,197,290 gross square feet (gsf), including: 775,000 gsf of office, 134,460 gsf private recreation center (tennis club), 29,690 gsf community recreation, 16,590 gsf of retail, 8,080 gsf of Production, Distribution and

Repair (PDR) use, and 4,630 gsf of child care. The Project will also include 15,500 square feet of privately-owned public space (POPOS). Additionally, the Project will provide 163 off-street parking spaces and eight loading spaces, all accessed off Bluxome Street, 388 bicycle spaces (318 Class I, 70 Class II), and 16 showers and lockers.

During construction of the Project, the SF Bay Tennis Club will be relocated to an interim site in San Francisco, returning to the Project site once completed. Prior to the demolition of the existing tennis club facility at 88 Bluxome Street, an interim site will be located and facilities will either be renovated to accommodate new indoor tennis courts or temporary indoor tennis courts will be constructed. The interim tennis club would operate for approximately three to five years during the construction of the Project.

3. **Site Description and Present Use.** The Project site (Assessor's Block 3786; Lot 037) is located on north side of Bluxome Street between Fourth and Fifth streets in San Francisco's SoMa neighborhood on a rectangular-shaped lot measuring 114,048 square feet (2.61 acres) on the majority of the subject block, with frontages on Bluxome, Fifth, and Brannan Streets. The project site is approximately 900 feet from the I-280 Sixth Street on- and off-ramps and approximately 700 feet south of I-80. The existing site contains a three-story, 41-foot tall, 288,570-square-foot building containing the existing Bay Club SF Tennis facility that was constructed in 1974. It occupies the entirety of the lot. The Bay Club SF Tennis is a private tennis club with 12 indoor and 12 rooftop outdoor tennis courts, fitness center, off-street parking and ancillary facilities. There are 119 parking spaces (54,250 square feet) on the ground and second floors which are accessed via one 22-foot-wide ingress and egress driveway located on Fifth Street.
4. **Surrounding Properties and Neighborhood.** The Project site is located within the CMUO Zoning District in the Central SoMa Area Plan. The area surrounding the Project site is largely industrial in nature, although it is transitioning into mixed-use in character. Existing land uses in the vicinity of the Project site include industrial and warehouse buildings with PDR uses (generally, light industrial uses and service uses such as auto repair), interspersed with low- and mid-rise residential and live/work buildings and generally low-rise commercial and institutional buildings, along with a number of surface parking lots. Residential and live/work buildings are located near the site across Brannan Street (close to Fourth Street), on the east side of Fourth Street between Brannan Street and Townsend Street, on the south side of Bluxome Street at the corner of Fourth Street and close to Fifth Street directly across from the existing Bay Club Tennis building, and on the east side of Fifth Street at Townsend Street.

The Academy of Art University occupies space at the southwest corner of Brannan and Fifth streets. The San Francisco Flower Mart is located at the northwest corner of Brannan and Fifth Street, directly adjacent to the Project. The northeast corner of Brannan and Fifth Streets is occupied by a two-story building that serves as a pet day care center. Immediately east of the proposed project and bounded by Brannan, Bluxome, and Fourth Streets are office buildings and a fire station.

The I-280 freeway on- and off-ramps are located approximately 900 feet west from the project site, and the elevated I-80 freeway is between Bryant and Harrison streets, approximately 450 feet north of the site. The Caltrain railroad tracks are south of Townsend Street, and the Caltrain San Francisco station is at Fourth and Townsend streets, one block southeast of the project site. The under-construction Central Subway will extend the T-Third light-rail line from Mission Bay to Chinatown along Fourth Street; the nearest station will be at Fourth and Brannan streets, half block from the project site. Mission Creek is about 0.2 mile south of the project site, with the Mission Bay area beyond. Oracle Park is 0.4 mile east of the site. Numerous mixed-use residential, commercial, and office buildings are planned or under construction in the project vicinity.

5. **Public Outreach and Comments.** To date, the Department has not received any comments regarding the Project. Over the last two years, the Project Sponsor has conducted extensive neighborhood outreach, including meetings with individual stakeholders and separate workshops and community outreach forums.
6. **Planning Code Compliance.** The Commission finds that the Project is consistent with the relevant provisions of the Planning Code in the following manner:

- A. **Permitted Uses in the CMUO Zoning District.** Planning Code Section 848 states that office; most retail; institutional (except for hospital and medical cannabis dispensary); residential; entertainment and recreation, and certain production, distribution, and repair uses are principally permitted within the CMUO Zoning District.

The Project would construct new general office, general entertainment, retail, PDR, and institutional uses—all of which are principally permitted within the CMUO Zoning District; therefore, the Project complies with Planning Code Section 848.

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

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

The Project consists of new non-residential construction that is greater than 50,000 square feet. The Property was rezoned to a split zoning of 200-CS for the first 310 feet from Fifth Street and 130-CS for the remainder of the site, or 165 feet. The portion that is zoned 200-CS is classified as Tier C; the

remainder is classified as Tier B. The Tier C portion has an FAR of greater than 3 to 1. As such, it must acquire TDR to develop the Tier C area from 3 to 1 to 4.25 to 1.

The Project site consists of a rectangular lot measuring 240 feet by 475 feet, or approximately 114,048 square feet. The portion of the site that is within the 200-CS district is 74,400 square feet in size with 806,310 GFA of proposed building area. The remainder of the site is 44,318 square feet in size and with 233,910 GFA of building area. Only the Tier C portion of the site requires the purchase of TDR to develop the Tier C area from 3 to 1 to 4.25 to 1, which is 93,000 square feet. Therefore, 93,000 square feet of TDR is required to be purchased. The Project Sponsor will purchase this amount to transfer to the site.

- C. **Setbacks, Streetwall Articulation, and Tower Separation.** Planning Code Section 132.4 outlines setback, streetwall articulation, and tower separation controls in the Central SoMa SUD. Section 132.4(d)(1) requires that buildings within the Central SoMa SUD be built to the street-or alley-facing property line up to 65 feet in height, subject to certain exceptions; and that mid-rise buildings provide a 15-foot setback above a height of 85 feet, extending at least 60 percent of the frontage length at all street- and alley-facing property lines, and for the entire frontage along interior property lines. Section 132.4 also provides setback and separation controls for “tower” development above a height of 160 feet in the Central SoMa SUD, however mid-rise development that receive a height bonus of up to 25 feet pursuant to Section 263.32, resulting in a total building height of more than 160 feet, is not subject to these tower setback or separation controls.

The Project will entail construction of two office components – the West and East Components – and one residential structure – Community Center/Affordable Housing component. The Project is seeking exception from certain streetwall articulation and setback requirements of Section 132.4 in connection with the East and West Components as part of the Large Project Authorization (see below).

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

The Project is located within the Central SoMa SUD and subject to privately-owned public open space requirement (POPOS) per Planning Code Section 138(a)(2). Therefore, the Project is not subject to a non-residential usable open space requirement per Section 135.3. Regardless, the Project will contain 11,200 square feet of open space on site, including a 5,650 square foot mid-block alley, 1,550 square feet of space directly adjacent to the midblock alley beneath the cantilever of the East Component, 2,500

square feet at the lobby fronting Brannan Street, and 1,500 square feet at the lobby fronting Bluxome Street.

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

The Project is required to provide 15,550 square feet of POPOS. The Project will provide 15,500 square feet of POPOS through a combination of on-and-off-site spaces consisting of 11,200 square feet of open space on site, including a 5,650 square foot mid-block alley, 1,550 square feet of space directly adjacent to the midblock alley beneath the cantilevered portion of the East Component, 2,500 square feet at the lobby fronting Brannan Street, and 1,500 square feet at the lobby fronting Bluxome Street. There will be 4,300 square feet of open space provided directly in front of the Project in the Bluxome Linear Park, which will be 13,157 square feet in size and run the length of Bluxome Street.

The open space meets the requirements of Section 138(d)(2). The POPOS is located outdoors and opens directly to the sky. The 1,550 square feet directly adjacent to the mid-block alley is less than 10 percent of the total open space required and is located underneath a cantilevered building with a height of 20 feet. All ground floor spaces that abut the open space will meet the active use requirements of Section 145.1 and contain retail, PDR, community center, and other uses as well as meet the transparency and design requirements of that Section. The Project's open spaces will be maximally landscaped and contain features such as drought-tolerant landscaping and other green features.

- F. **Streetscape and Pedestrian Improvements.** Planning Code Section 138.1 establishes a number of requirements for the improvement of public rights-of-way associated with development projects. Projects that are on a lot greater than half an acre, include more than 50,000 square feet of new construction, contains 150 feet of total lot frontage on one or more publicly-accessible rights-of-ways shall, or has a frontage that encompasses the entire block face between the nearest two intersections, must provide streetscape and pedestrian improvements. Development projects are required to conform to the Better Streets Plan to the maximum extent feasible. Features such as widened sidewalks, street trees, lighting, and street

furniture are required. In addition, one street tree is required for each 20 feet of frontage of the Property along every street and alley, connected by a soil-filled trench parallel to the curb.

The Project meets the criteria of Section 138.1, as it is 2.61 acres in size, includes more than 50,000 square feet of new construction, has a length of over 150 feet on a public right-of-way, and contains the entire frontage on 5th Street. The Project Sponsor has worked extensively with SDAT and other City Agencies to create a streetscape plan that meets the Better Streets Plan.

The Project includes the 13,157 square foot Bluxome Linear Park, a new public park on Bluxome Street, spanning the full block length from Fourth to Fifth Streets. It will feature a boardwalk sidewalk on the north side of Bluxome Street adjacent to landscaped gathering areas. These areas are tied together by an undulating "corten ribbon" that runs the length of the block, creating distinct spaces where seating, lounging, and dog runs will be located.

There will be sidewalk and street improvements made to Brannan, Fifth, and Bluxome Streets. Bluxome Street will be re-graded and feature colored concrete ribbon treatment to connect to the features in the new Bluxome Linear Park, with streetscape improvements throughout both sides of Bluxome Street and on Fifth and Brannan Streets adjacent to the Property. New sidewalks, curbs, gutter and street trees along the southern length of Bluxome Street will be installed. The Project also includes extending the Brannan Street sidewalk from 10 feet to 15 feet, and the Fifth Street sidewalk from 10 feet to 12 feet. There will be 114 new street trees planted, 61 along the northern curb of Bluxome, 17 along the southern curb of Bluxome, with 36 trees planted along Brannan and Fifth Streets. Therefore, the Project complies with Planning Code Section 138.1.

- G. **Bird Safe Building Standards.** Planning Code Section 139 establishes design standards to reduce bird collisions with buildings. These apply to feature-related hazards throughout the City, which are certain building elements that have unbroken glazed segments that are 24 square feet and larger in size. New construction with glazed building elements such as free-standing glass walls, wind barriers, skywalks, balconies, and greenhouses on rooftops shall treat 100% of the glazing with Bird-Safe Glazing Treatments to reduce the potential impacts to reduce bird mortality.

The Project contains several feature-related hazards such as large expanses of glass, wind barriers, and balconies. Any features subject to this Section will be treated with Bird-Safe Glazing Treatments; therefore, the Project complies with Planning Code Section 139.

- H. **Screening of Rooftop Features.** In EN Mixed Use Districts, Planning Code Section 141 requires that rooftop mechanical equipment and appurtenances to be used in a building's maintenance or operation are required to be arranged so they are not visible from any point at or below the roof level of the subject building. These features shall be either enclosed by outer building walls, or grouped and screened in a suitable manner. The enclosures shall be designed as a logical extension of the building form and an integral part of the overall building design; its

cladding and detailing should be comparable in quality to that of the rest of the building; and the additional building volume is not distributed in a manner which simply extends vertically the walls of the building.

The Project's mechanical equipment will be located on the uppermost roofs at the West and East Buildings. These features will be grouped together to minimize visibility. They will be shielded from view through 18-foot-high mechanical screens, designed as an integral part of each building, containing the same design features and fenestration patterns as the main structures. They are logical extensions of each building while not seeming to be mere extensions of the vertical walls of the building; therefore, the Project complies with Planning Code Section 141.

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

The Project's off-street parking and loading access is on Bluxome Street at the East Component. This opening will be 41 feet in width, with a 7-foot-wide pedestrian island separating the loading and vehicle entrances. Due to the desire to consolidate the off-street entrances and locate them on a secondary street, as well as to avoid multiple openings along Bluxome Linear Park, it was necessary to have one larger opening. Since the entrance exceeds 20 feet in width, the Project is requesting a variance from the Zoning Administrator.

- J. **Active Uses.** Per Planning Code Sections 145.1 and 249.78(c)(1), with the exception of space allowed for parking and loading access, building egress, and access to mechanical systems, active uses—i.e. uses which by their nature do not require non-transparent walls facing a public street—active uses must be located within the first 25 feet of building depth on the ground floor and 15 feet on floors above facing a street at least 30 feet in width. Active uses are also required along any outdoor POPOS within the Central SoMa SUD. Lobbies are considered active, so long as they are not longer than 40 feet or 25% of the building's frontage, whichever is larger. Within the Central SoMa SUD, office use is not considered an active use at the ground floor.

The ground floor of the West Component contains retail spaces fronting Brannan, Fifth, and Bluxome Streets, with a Child Care Facility located along Fifth Street. The East Component has PDR uses along Brannan Street, with retail spaces on Bluxome Street. Along the mid-block alley, the East Component features a combination of PDR space, bicycle parking, and retail spaces. The ground floor will be 17 feet in height and feature vertical piers with glazing between. Lobby spaces are minimal in size and located in the center of the complex, with both the West and East Components sharing lobby spaces. The lobby has been designed to act as a passageway from Brannan to Bluxome Streets. At the Community Center/Affordable Housing Component, the ground floor features the relocated tennis club entrance and lobby area on Brannan Street, with the mid-block alley having the community center-recreation facility

along the majority of its block face. The affordable housing community room and residential entrance will be along Bluxome Street. All ground floor spaces have been designed to be transparent, inviting, and to allow people to view activities inside the buildings and out on the public spaces. Therefore, the Project meets the requirements of Planning Code Sections 145.1. and 249.78(c)(1).

- K. **Street Facing Ground Level Spaces.** Planning Code Section 145.1 requires that the floors of street-fronting interior spaces housing non-residential active uses and lobbies shall be as close as possible to the level of the adjacent sidewalk at the principal entrance to these spaces.

The Project's interior spaces all house non-residential uses, with the exception of the entrance to the future affordable housing. All of these spaces and lobbies are located at the sidewalk level and face directly onto the public right-of-way or on the mid-block alley. Therefore, meets the requirements for ground-level street-facing spaces of Planning Code Section 145.1.

- L. **Transparency and Fenestration.** Per Planning Code Sections 145.1(c)(6) and 249.78(c)(1)(F), building frontages with active uses must be fenestrated with transparent windows and doorways for no less than 60% of the street frontage at the ground level and allow visibility to the inside of the building. In the Central SoMa SUD, street frontages greater than 50 linear feet with active PDR uses fenestrated with transparent windows and doorways for no less than 30% of the street frontage at the ground level and allow visibility into the building. The use of dark or mirrored glass does not count towards the required transparent area.

The Project has been designed with ground floors that are transparent for over 60% of the street frontages. They consist of a variety of vertical elements with glass panels, interspersed with storefront entrances. The PDR spaces have a similar design as the rest of the Project, featuring similar open glass systems, thereby meeting the 30% transparency requirements. All of the ground floor spaces have been designed to allow visibility into the interior spaces, creating active engagement between the viewers on the street and users in the building. Therefore, the Project meets all requirements for transparency and fenestration of building frontages.

- M. **Ground Floor Ceiling Heights.** Planning Code Section 145.1 requires that all ground floor spaces in the CMUO Districts have a ground floor ceiling height of 14 feet. In the Central SoMa SUD, Section 249.78 requires that PDR space that is subject to the requirements of Section 202.8 or 249.78(c)(5) have a minimum floor-to-floor height of 17 feet, as measured from grade.

The Project has 8,080 square feet of PDR uses at the ground floor, fronting Brannan Street and the mid-block alley. The ground floor of the Project on all street frontages is 17 feet as measured from grade, exceeds the requirement of Section 145.1 and meeting the PDR requirements of the Central SoMa SUD.

- N. **Shadows on Publicly-Accessible Open Spaces.** Per Planning Code Section 147, new buildings in the EN Mixed Use Districts exceeding 50 feet in height must be shaped, consistent with the dictates of good design and without unduly restricting the development potential of the site,

to reduce substantial shadow impacts on public plazas and other publicly-accessible spaces other than those under the jurisdiction of the Recreation and Parks Department. The following factors shall be taken into account: (1) the amount of area shadowed; (2) the duration of the shadow; and (3) the importance of sunlight to the type of open space being shadowed.

A shadow analysis determined that the Project would cast shadow on two future parks: the proposed Bluxome Linear Park (to be constructed as a part of this Project) and the proposed Brannan Park.¹ Shadow from the Project was not found to reach any other parks or existing POPOS. The shadow analyses for Bluxome Linear Park and the future Brannan Park were included in the Shadow Study for informational purposes only, since neither park exists today. The study found that the Project has no shadow impacts on public plazas or POPOSs, therefore the Project is compliant with Section 148.

- O. **Off-Street Parking.** Planning Code Section 151.1 states that off-street parking is not required for any use in the CMUO District, and accessory parking is permitted up to certain limits. Retail uses within the Central SoMa SUD may provide 1 space for each 1,500 square feet of GFA. Within the CMUO District, non-retail sales and service uses such as PDR uses may provide 1 space per each 1,500 square feet of OFA. Office uses may provide 1 space per each 3,500 square feet of OFA. Child Care Facilities may provide one car for each 25 children.

The Project would contain 775,000 gsf of office, 106,220 gsf of tennis club use, 29,690 gsf of community recreation, 16,590 gsf of retail, 8,808 gsf of PDR, and 4,630 gsf of child care facility and would provide up to 163 spaces for the Project, well below the amount permissible. Therefore, the Project complies with the requirements of Planning Code Section 151.1.

- P. **Off-Street Freight Loading.** Per Planning Code Section 152.1, in the EN Mixed Use Districts, the number of required loading spaces for Non-Retail Sales and Service Uses, which include office use, is 0.1 space per 10,000 square feet of occupied floor area ("OFA"). For Retail uses, 1 loading space is required for 10,001 - 30,000 square feet of OFA. Tennis Club uses between 100,000 – 200,000 OFA must provide 1 loading space. No loading spaces are required for PDR uses under 10,000 OFA or Institutional uses below 100,000 OFA. In the CMUO District, substitution of two service vehicle spaces for each required off-street freight loading space may be made, provided that a minimum of 50 percent of the required number of spaces are provided for freight loading.

The Project is required to provide 11 off-street loading spaces (8 for the office use, 1 for the retail use, 1 for the residential use, and 1 for the Tennis Club use). The Project will provide eight loading spaces, all accessed off Bluxome Street. These loading spaces will be located at the ground floor of the East Component. Of these eight, four have been designed to accommodate substitute service spaces, which are 9-foot-by 20-foot in size. The Project will be providing less than 50 percent of the required number

¹ 88 Bluxome Street Shadow Analysis Report, August 2018, prepared by FastCast.

of loading spaces and is, therefore, seeking an exception to the off-street freight loading requirement for six spaces as part of the Large Project Authorization (see below).

- Q. Dimensions for Required Loading Spaces.** Per Planning Code Section 154, every required off-street freight loading space must have a minimum length of 35 feet, a minimum width of 12 feet, and a minimum vertical clearance including entry and exit of 14 feet. However, the first such required loading space for any use may have a minimum width of 10 feet, a minimum length of 25 feet, and a minimum vertical clearance of 12 feet.

The Project is providing eight off-street loading spaces. Of these eight, four meet the dimensional requirements under the Code. The remaining four have been designed to accommodate substitute service spaces, which are 9-foot-by 20-foot in size. These spaces may be combined, when needed, to serve as a substitute for full-size commercial loading spaces. These four substitute spaces are the equivalent of two full-size commercial loading spaces. The Project is seeking an exception to the off-street freight loading dimension requirements as part of the Large Project Authorization (see below).

- R. Bicycle Parking.** Planning Code Section 155.2 establishes bicycle parking requirements for new developments, depending on use. For office uses, one Class 1 space is required for every 5,000 occupied square feet, and two Class 2 spaces are required for the first 5,000 gross square feet; minimum two Class 2 spaces, plus one Class 2 space for each additional 50,000 occupied square feet. For Entertainment and Recreation uses, Five Class 1 spaces for facilities with a capacity of less than 500 guests; 10 Class 1 spaces for facilities with capacity of greater than 500 guests; minimum two Class 2 spaces, plus one Class 2 space for every 500 seats or for every portion of each 50-person capacity. For PDR uses, one Class 1 space for every 12,000 square feet of OFA, except not less than two Class 1 spaces for any use larger than 5,000 occupied square feet; minimum two Class 2 spaces, plus four Class 2 spaces for any use larger than 50,000 occupied square feet. For Child Care Facility uses, minimum two Class 1 spaces or one space for every 20 children; one Class 2 space for every 20 children. For Community Facility uses, minimum two Class 1 spaces or one Class 1 space for every 5,000 square feet of OFA; minimum two Class 2 spaces, or one Class 2 space for every 2,500 occupied square feet of publicly-accessible or exhibition area. For Retail Sales and Services uses, one Class 1 space is required for every 7,500 square feet of OFA; minimum two Class 2 spaces, and one Class 2 space for every 2,500 square feet of OFA up to 50,000 square feet.

The Project will provide 388 bicycle spaces in total, including required spaces for the future affordable housing, with 318 Class 1 spaces and 70 Class 2 spaces. This exceeds the required number of spaces per Code, which is 317 Class 1 and 38 Class 2 spaces. Under the Code requirements there will be 150 Class 1 and 16 Class 2 spaces for the office use; 10 Class 1 and five Class 2 spaces for the tennis club use; 10 Class 1 and three Class 2 spaces for the community/recreation center use; two Class 1 and two Class 2 spaces for the PDR use, two Class 1 and two Class 2 spaces for the child care use; and two Class 1 and 2 Class 2 spaces for the retail use. The Project is exceeding the amount of required bicycle parking to reduce the impact on vehicular use and to take advantage of the public transit in the neighborhood.

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

The Project will provide 16 showers and 96 lockers on site. This is exclusive of the lockers and showers included in the Tennis Club and Recreation/Community Facility use, both of which will have showers and lockers constructed as a part of their facilities. The Code requirement for showers and lockers is 11 showers, 46 lockers. Therefore, the Project exceeds the minimum requirements of Planning Code Section 155.4.

- T. **Transportation Management Program.** Per Planning Code Section 163, a Transportation Management Program is intended to ensure that adequate services are undertaken to minimize the transportation impacts of added office employment and residential development by facilitating the effective use of transit, encouraging ridesharing, and employing other practical means to reduce commute travel by single-occupant vehicles. In the Central SoMa Special Use District where the occupied square feet of new, converted or added floor area for office use equals at least 25,000 square feet, the property owner shall be required to provide on-site transportation brokerage services for the lifetime of the project. Prior to the issuance of a temporary permit of occupancy, the property owner shall execute an agreement with the Planning Department for the provision of on-site transportation brokerage services.

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

- U. **Transportation Demand Management (TDM) Plan.** Projects that add 10,000 occupied square feet or more of any non-residential use, excluding any area used for accessory parking, are required to comply with the TDM requirements of Section 169. Within the Central SoMa SUD, Tier C projects that filed a Development Application or submitted an Environmental Application deemed complete on or before September 4, 2016 shall be subject to 75% of such target.

The Project submitted a completed Environmental Evaluation Application prior to September 4, 2016. For projects within the Central SoMa Special Use District that filed prior to this date, only 75% of the total target points must be met. This results in a required target of 34 points for the Project, or 14 points

for the Retail, Tennis Club, and Community/Recreation Center uses (75% of 18 total points), and 20 points for the Office use (75% of 27 points). As currently proposed, the Project will meet a point total of 36 points, or two points more than is required, through the following TDM measures:

For the Retail, Tennis Club, and Community/Recreation Center uses:

- *Bicycle Parking (Option A)*
- *Showers and Lockers (Option A)*
- *Unbundled Parking*
- *Parking Supply*
- *Car-share Parking (Option A)*
- *Sidewalk improvements that comply with the Better Streets Plan*
- *On-Site Affordable Housing*
- *Parking Pricing*

For the Office use:

- *Bicycle Parking (Option A)*
- *Showers and Lockers (Option A)*
- *Unbundled Parking*
- *Parking Supply*
- *Bicycle Repair Station*
- *Car-share Parking (Option A)*
- *Multimodal Wayfinding Signage*
- *Real Time Transportation Displays*
- *Sidewalk improvements that comply with the Better Streets Plan*
- *On-Site Affordable Housing*
- *Parking Pricing*

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

The Project will provide a total of 163 parking spaces, 4 car share spaces for the non-residential uses, and 1 car share space for the residential use. These five car share spaces will be provided on-site in the below grade parking level. Therefore, the Project complies with Planning Code Section 166.

- W. **PDR Requirement in Central SoMa SUD.** Per Planning Code Section 249.78(c)(5), any newly constructed project that contains at least 50,000 gross square feet of office must provide the greater of either (1) the square footage of PDR replacement space required by the controls of

Section 202.8; or (2) on-site space dedicated for PDR uses equivalent to 40% of the lot area. The following is exempted from the calculation of lot area: land dedicated to affordable housing as defined in Section 401; area dedicated to publicly accessible open space and mid-block alleys that are open to the sky, except for permitted obstructions and 10% of space that may be situated under a cantilevered portion of a building; and ground floor space dedicated to a Child Care Facility, do not count toward the calculation of the lot area.

The Project is proposing over 50,000 square feet of office space and is required to provide 31,344 square feet of PDR use. Under Section 329(e)(3)(B)(v), the Project can seek an exception from the Planning Commission to the PDR requirements of Section 249.78(c)(5). The Project includes 8,080 square feet of PDR space on site; thus, the Sponsor is seeking an exception under Section 329(e)(3)(B)(v) for the remainder of the PDR space under this requirement (see below).

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

The site is approximately 114,048 square feet in size and must provide 6 micro-retail spaces. The Project is providing three micro-retail spaces at the ground floor of the Project, fronting Bluxome Street and is, therefore, requesting a variance from the Zoning Administrator for the remaining three spaces. The Project will require a variance from the Zoning Administrator.

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

The Project is located on a site larger than 40,000 square feet in size and is south of Harrison Street. Over two-thirds of the Project that is located below 160 feet in height are non-residential uses, consisting of Retail, Child Care Facility, Community/Recreation, tennis club, PDR, and Office uses. The Community Center/Affordable Housing Component will have a 1,000 square foot community room and entrance lobby space on Bluxome Street, both dedicated to the residential uses, with the upper seven floors consisting of dwelling units, all of which are below 160 feet in height. However, the residential portion of the Project does not equate to one-third of the total uses on site that is below 160 feet in height. As such, the Project complies with Planning Code Section 249.78(c)(6).

- Z. **Solar and Living Roof Requirements in the Central SoMa SUD.** Per Planning Code Section 249.78(d)(4), solar and living roof requirements apply to lots of at least 5,000 square feet within the Central SoMa SUD where the proposed building constitutes a Large or Small Development Project under the Stormwater Management Ordinance and is 160 feet or less. Under Public Works Code Section 147.1, a Large Development Project is “any construction activity that will result in the creation and/or replacement of 5,000 square feet or more of impervious surface, measured cumulatively, that is located on a property that discharges or will discharge Stormwater to the City’s Separate or Combined Sewer System.” For such projects, at least 50% of the roof area must be covered by one or more Living Roofs. Such projects must also comply with Green Building Code Section 5.201.1.2., which requires that 15% of all roof area up to 160 feet be covered with solar photovoltaic systems and/or solar thermal systems. Finally, these projects must commit to sourcing electricity from 100% greenhouse gas-free sources. Projects with multiple buildings may locate the required elements of this section on any rooftops within the project, so long as an equivalent amount of square footage is provided.

The Project will comply with the City’s Stormwater Management Ordinance. The West Component will be 225 in height to the roof, and the East Component will be 184 feet to the roof, thus these two structures do not need to provide any Living Roof features. The Community Center/Affordable Housing Component will meet the Living Roof and/or Green Building Section 5.201.1.2 requirements. Further, the Project is committed to sourcing electricity from 100% greenhouse gas-free sources. Therefore, the Project complies with the requirements of Planning Code Section 249.78(d)(4).

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

The Project’s wind study indicates that it will result in test locations exceeding the standards set forth in Section 249.78(d)(7) under the “comfort” criterion. The Project is seeking an exception from these standards, pursuant to Planning Code Section 329(d)(13)(D), as part of the Large Project Authorization for projects within the Central SoMa SUD (see below).

- BB. **Child Care Facilities.** Planning Code Section 249.78(e)(4) requires that, prior to issuance of a building or site permit for a development project subject to the requirements of Section 414.4 (Child Care Requirements for Office and Hotel Development), the sponsor of an Office or Hotel project on a Key Site within the Central SoMa SUD shall elect its choice of the options for providing Child Care Facilities as described in subsection (A), (B) and (E) of Section 414.4(c)(1) to fulfill any requirements imposed pursuant to Section 414.4 as a condition of approval.

The Project will meet the Child Care Facility requirements by providing a 4,630 square foot child care space at the ground floor of the West Component, with an accompanying 2,680 square foot open playground area located at the Fifth Street ground floor area. These spaces will meet all City regulations for child care facilities.

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

Currently, the Project does not cast net new shadow on any existing park owned and operated by the San Francisco Recreation and Park Commission.

A shadow analysis determined that the Project would cast shadow on two future parks: the proposed Bluxome Linear Park (to be constructed as a part of this Project) and the proposed Brannan Park.² Shadow from the Project was not found to reach any other parks or existing POPOS.

The shadow analyses for Bluxome Linear Park and the future Brannan Park were included in the Shadow Study for informational purposes only, since neither park exists today. Under cumulative conditions, the proposed Project would result in approximately 3 percent shaded time during available annual sunlight on Bluxome Linear Park and 0.5 percent on Future Brannan Park.

Shadow cast by the proposed Project on Bluxome Linear Park under existing plus project conditions would occur throughout the 52 weeks of the year and would be from 2:30 p.m. to no later than 7:47 p.m. The average duration of new shadow resulting from the proposed project on Bluxome Linear Park under existing plus project scenario would be 2 hours, 48 minutes, and 59 seconds. At Brannan Park, the total annual shadow coverage on the future park would be approximately 174,583,591 sfh. Therefore, Brannan Park would be approximately 66.62 percent shaded under cumulative plus project conditions during the hours protected by Section 295. New shadow cast by the proposed project on Brannan Park under this scenario would be throughout the entire 52 weeks of the year from no earlier than 7:45 a.m. to no later than 2:15 a.m. Since neither park currently exists today, the Project is compliant with Section 295.

² 88 Bluxome Street Shadow Analysis Report, August 2018, prepared by FastCast.

- DD. **Roof Enclosures.** Per Planning Code Section 260(b)(1)(F), rooftop enclosures and screening for features that add additional building volume in any Eastern Neighborhoods Mixed Use District are permitted above the height limit. The rooftop enclosure or screen creating the added volume: shall not be subject to the percentage coverage limitations otherwise applicable to this Section 260(b) but shall meet the requirements of Section 141; shall not exceed 20 feet in height, measured as provided in subsection (a) above; may have a volume, measured in cubic feet, not to exceed three-fourths of the horizontal area of all upper tower roof areas multiplied by the maximum permitted height of the enclosure or screen; shall not be permitted within the setbacks required by Sections 132.1, 132.2, and 132.3; shall not be permitted within any setback required to meet the sun access plane requirements of Section 146; and shall not be permitted within any setback required by Section 261.1.

The Project is proposing two building components – the West Component is entirely located within the 200-CS Height and Bulk District and will be approximately 225 feet tall (including the allowed 25-foot height increase per Planning Code Section 263.32), with an 18-foot-tall enclosed mechanical penthouse, for a total height of 243 feet. This mechanical screen is under the 20-foot height limit and, therefore, meets the rest of the requirements of Section 260(b)(1)(F).

The East Component has a two-tiered height; the portion located within the 200-CS Height and Bulk District will be 184 feet tall to the roof, with an 18-foot-tall enclosed mechanical penthouse, for a total height of 202 feet. This mechanical screen is under the 20-foot height limit and, therefore, meets the rest of the requirements of Section 260(b)(1)(F).

The portion of the East Component is located in the 130-CS Height and Bulk District will be 155 feet in height (including the allowed 25-foot height increase per Planning Code Section 263.32). There is no mechanical penthouse or screening feature proposed in this portion of the building. Therefore, the Project is compliant with this Planning Code Section 260(b)(1)(F).

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

The Project is proposing two structures – the West Component is entirely located within the 200-foot height limit and will be approximately 225 feet tall, with an 18-foot-tall enclosed mechanical penthouse, for a total height of 243 feet. This mechanical screen meets the requirements of Section 260(b)(L), as buildings over 200 feet in height can have screens that exceed 16 feet.

The East Component has a two-tiered height; the portion located within the 200-foot height limit will be 184 feet tall to the roof, with an 18-foot-tall enclosed mechanical penthouse, for a total height of 202 feet. The structure is below 200 feet in height and is limited to a mechanical screen that is 16 feet in height. As such, the Project will seek an exception under Section 329.

The portion of the East Component is located in the 130-foot height limit will be 155 feet in height. There is no mechanical penthouse or screening feature proposed in this portion of the building.

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

Narrow Alley and Mid-Block Passage Controls (Section 261.1). Section 261.1 sets out setback requirements for subject frontages along narrow streets. Within the Central SoMa SUD, subject frontages abutting a mid-block passage of 40 feet or less provided pursuant to Section 270.2 must provide upper story setbacks as follows: for mid-block passages between 20-30 feet in width, a setback of not less than 10 feet above a height of 25 feet; mid-block passages between 30 and 40 feet in width, a setback of not less than 5 feet above a height of 35 feet.

This Section requires that the façade of the East Component and the Community Center/Affordable Housing Component that fronts the new 30'-6" wide mid-block alley that connects from Fifth to Bluxome Streets provide a setback of 5 feet above a height of 35 feet.

Apparent Mass Reduction (Section 270(h)(2)). Projects within the CS Bulk District are subject to Apparent Mass Reduction controls. Projects on the north side of a "major street" within a 160-foot height district must provide a 70% apparent mass reduction at 85 feet and above. Projects on the south side of a "major street" within a 160-foot height district are subject to an 80% apparent mass reduction requirement above 85 feet. Projects on the south side of "major street" within a 130-foot height district must provide a 67% apparent mass reduction at 85 feet and above.

Brannan and Fifth Streets are considered "major streets"; Bluxome Street must meet the same Apparent Mass Reduction requirements for projects along Major Streets in the same height district; therefore, all are subject to apparent mass reduction requirements under Section 270(h)(2).

Maximum Floor Plate and Dimensions (Section 270(h)(3)). Section 270(h)(3) requires a maximum GFA of any floor to be 17,000 gross square feet and the average GFA for floors in the Tower Portion shall not exceed 15,000 gross square feet. The maximum length of a tower floor can be 150 feet with the maximum diagonal being 190 feet.

These maximums apply to the West Component, which is considered a Tower.

These Sections would apply the following massing standards to development at the site:

- 1) *West Component: no Apparent Mass Reduction (“AMI”) required as it has a height limit over 160 feet. The Tower portion must meet the diagonal and average floor plate dimensions of 150 and 190 feet, respectively.*
- 2) *East Component: provide a 70% AMI along its Bluxome Street façade and an 80% AMI along the Brannan Street facade; and to provide a 5-foot setback above a height of 35 feet along its south façade facing the mid-block alley;*
- 3) *Community Center/Affordable Housing Component: to provide 5-foot setback above a height of 35 feet along its south façade facing the mid-block alley.*

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

- 1) *West Component: the Tower portion meets the diagonal dimensions but has an average floorplate of 154.5 feet, exceeding the requirement by 4.5 feet.*
- 2) *East Component: 64% AMI on Bluxome Street façade (70% required) and 65% AMI on the Brannan Street façade (80% required);*
- 3) *East Component: no setback along the mid-block alley (5-foot required at 35 feet).*
- 4) *Community Center/Affordable Housing Component: no setback along the mid-block alley (5-foot required at 35 feet).*

As part of the Large Project Authorization, the Project is seeking exceptions from: the AMI standards with regard to a portion of the East Component; the diagonal dimensions for the West Component; and for the mid-block alley setback requirements pursuant to Section 261.1 for the East Component and Community Center/Affordable Housing Component.

GG. Special Height Exception in the Central SoMa Special Use District. Planning Code Section 263.32 allows additional height in the Central SoMa Special Use District to achieve the policy objectives of the Central SoMa Plan.

Any project that dedicates land pursuant to Section 249.78(e) for housing consisting entirely of Affordable Housing Units as defined in Section 401, which MOHCD deems suitable for such use, taking into consideration size, configuration, physical characteristics, physical and environmental constraints, access, location, adjacent use, and other relevant criteria may get additional height.

A project using a special height exception pursuant to Section 263.32 shall be subject to Sections 132.4 and 270(h) based on the otherwise applicable Height Limit for the lot.

The Project site consists of a rectangular lot measuring 240 feet by 475 feet, or approximately 114,000 square feet. The majority of the Project consists of two building components – the West and East Components. The easternmost portion of the site, approximately 82 feet wide by 240 feet deep, will have the third component – the Community Center/Affordable Housing component – with a podium that is approximately 20 feet in height. The Project will dedicate an approximately 19,950 square foot size air space parcel located in the portion above the podium and portions of the ground floor fronting Bluxome Street, consisting of approximately 106,220 gsf of space, as a land dedication site for future affordable

housing that meets the definition of Section 401, to be developed by the MOHCD. Based on initial studies, the air space parcel can possess up to 118 dwelling units, which would be developed by a future affordable housing developer to be selected by MOHCD. The land dedication meets the requirements of Sections 249.78(e) (Community Development Controls in the Central SoMa SUD), 413.7 (Compliance with the Jobs Housing Linkage Fee by Land Dedication within the Central SoMa SUD), and has been determined by MOHCD as being acceptable in terms of size, configuration, physical characteristics, access, location, and adjacent uses.

The Project site is in a split height and bulk district; 200-CS for a depth of 310 feet from Fifth Street, then dropping down to 130-CS for the remainder of the site. The additional 25 feet will allow a height of 225 feet and 155 feet, respectively. The Project is proposing two components – the West Component is entirely located within the 200-foot height limit and will be approximately 225 feet tall, with an 18-foot-tall enclosed mechanical penthouse, for a total height of 243 feet. In order to provide a transition in height, the East Component has a two-tiered height; the portion located within the 200-CS Height and Bulk District will be 184 feet tall measured to the top of the roof, with an 18-foot-tall enclosed mechanical penthouse, for a total height of 202 feet. The portion of the East Component that is located in the 130-CS Height and Bulk District will be 155 feet in height. There is no mechanical penthouse or screening feature proposed in this portion of the structure. The Community Center/Affordable Housing Component will be 85 feet in height.

An additional 25 feet of height above the otherwise applicable height limit is permitted for a development project without requiring Conditional Use Authorization by the Commission if it meets the following conditions:

- (1) The project provides housing units consisting entirely of on-site or off-site Affordable Housing Units pursuant to subsection 263.32(b)(1); or

The Project includes land dedication of a 19,950 square foot parcel consisting of approximately 106,220 gsf feet of air space that will consist entirely of on-site Affordable housing units, to be developed by MOHCD.

- (2) The project provides land for housing, publicly-owned parks, or publicly-owned recreational amenities pursuant to subsections 263.32(b)(2) or (3). The development capacity of the project receiving a special height exception pursuant to this subsection 263.32(c)(2) shall not be greater than the development capacity achievable without the special height exception.

The Project is providing land for affordable housing to be developed by MOHCD, meeting (b)(2), as well providing a 29,690 gsf space in the easternmost component as a community/recreation center open to the public that is proposed for dedication to the San Francisco Recreation and Parks Department for public use, meeting (b)(3). Either would allow the Project to qualify for the additional height increase.

The development capacity of the Project is not greater than the development capacity without the special height exception. Under the Code, up to 162,600 square feet of developable area is available at the Community Center/Affordable Housing Component. With the zoning constraints on the remainder of the site, only 86,600 square feet, or 53 percent of possible office area, can be allocated in the East and West Components receiving the additional height increase, which is lower than the developable capacity without the special height exception.

- (3) The additional height shall not cause any new or substantially increased significant impacts that cannot be mitigated to less than significant levels related to wind and shadow that would not have occurred without the additional height, as determined by the Environmental Review Officer.

The additional height does not cause any new or substantial increased significant impacts for the Project. Wind and shadow studies have been prepared and show that there is no new impact as a result of the additional height.

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

Under the Large Project Authorization, the Project is seeking an exception from these standards for frontages on the West and East Components along Brannan and Bluxome Streets, which extend for length of more than 200 feet. These two components do contain massing breaks that meet the intent of the Code, but they do not meet the exact dimensional requirements. There is a 99-foot wide break along Brannan, with a varied stepped depth into the recessed area between the buildings. On Bluxome, there is a 50-foot wide break with a varied stepped depth into the recessed area between the buildings. These massing breaks allow for a more generous POPOS areas next to each lobby space.

- II. Mid-Block Alley Requirements.** Per Planning Code Section 270.2, projects located in the Central SoMa SUD that have one or more street or alley frontages of over 200 linear feet on a block face longer than 400 feet between intersections are required to provide a publicly-accessible mid-block alley for the entire depth of the property. New mid-block alleys must meet the following requirements: generally be located in the middle of the of the subject blockface, perpendicular to the subject frontage and connecting to any existing streets and alleys; it must be open to pedestrians; provide no, or limited vehicular access; have a minimum depth of 20 feet; have a minimum clear walking width of 10 feet free of any obstructions in the case of a pedestrian-only right-of-way; have at least 60 percent of the area of the alley or

pathway open to the sky, with obstructions permitted within setbacks pursuant to Section 136 may be located within the portion of the alley or pathway that is required to be open to the sky; and be fronted with active uses pursuant to Section 145.1. New buildings abutting mid-block alleys provided pursuant to this Section 270.2 shall feature upper story setbacks according to the provisions of Section 261.1

The Project provides a mid-block alley that meets the requirements of Section 270.2. A mid-block alley is being provided between the East Component and the Community Center/Affordable Housing Component, which is towards the middle of the subject block face. This new mid-block alley will connect Bluxome to Brannan Streets and provide an access point to other green spaces and POPOS in the neighborhood. It will be 30'-6" wide, open to the sky, with the second floor of the East Component cantilevering eight feet over the alley, which is 26 percent of the total that is not open to the sky. 74 percent of the mid-block alley will be open to the sky. The mid-block alley will not have vehicular access, be designed and landscaped to with appropriate furniture and plantings, and meet the pedestrian path widths. The Project is seeking an exception from the upper-story setback controls along this alley pursuant to Section 261.1 as part of the Large Project Authorization (see below).

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

The Project would contain non-residential use in excess of 800 gross square feet, and PDR use in excess of 1,500 gross square feet. These uses would be subject to the TSF requirement, as outlined in Section 411A.

- KK. **Eastern Neighborhoods Infrastructure Impact Fee.** Per Planning Code Section 423, the Eastern Neighborhoods Infrastructure Impact Fee applies to all new construction within the Eastern Neighborhoods Plan Area. Under the Central SoMa Plan, properties that received a height increase of 46 feet to 85 feet are within the Tier B category; those that received a height increase above 85 feet are within the Tier C category.

The Property was rezoned from a height limit of 65-X to a split zoning of 200-CS for the first 310 feet from Fifth Street and 130-CS for the remainder of the site. The portion that is zoned 200-CS is classified as Tier C; the remainder is classified as Tier B. The Project Sponsor will be seeking an In-Kind Agreement fee waiver for the applicable community benefits, pursuant to Section 423.3(b) and will paying the applicable Eastern Neighborhoods Infrastructure Impact fee to the city for any balance.

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

Section 413.7 states that the value of the dedicated land shall be determined by the Director of Property pursuant to Chapter 23 of the Administrative Code, but shall not exceed the actual cost of acquisition by the project sponsor of the dedicated land in an arm's length transaction. Projects that utilize the land dedication alternative in Section 413.7 are also subject to the requirements of Section 419.5(a)(2)(A) and (C) through (J).

As further described in Section 419.5(a)(2)(A) and (C)-(J), the dedicated site must result in a total amount of inclusionary units not less than forty units. It must be suitable from the perspective of size, configuration, physical characteristics, and other relevant planning criteria. The dedicated site must include the infrastructure necessary to serve the inclusionary units, including sewer, utilities, water, light, street access and sidewalks. The project applicant must have a letter from MOHCD verifying acceptance of site before it receives project approvals from the Commission, which shall be used to verify dedication as a condition of approval. Finally, the land dedication alternative may be satisfied through the dedication to the City of air space above or adjacent to the project, provided the other applicable requirements of Section (a)(2) are met.

The Project Sponsor has elected to pursue the land dedication alternative to meet the Jobs-Housing Linkage Fee requirement. The Project will dedicate approximately 19,950 square foot (approximately 82 feet wide by 240 feet deep) air space parcel at the easternmost portion of the site, to MOHCD for the construction of future affordable housing. The Project Sponsor has demonstrated that up to 118 units may be constructed on this parcel and has been working with MOHCD to ensure that all other requirements of Section 419.5 and the Procedures Manual are met. The parcel will include the necessary infrastructure and has been determined by MOHCD as being acceptable in terms of size, configuration, physical characteristics, access, location, adjacent uses.

MOHCD concurs with this assessment and has provided a letter expressing conditional approval of the dedicated parcel, the conditions of which are incorporated into this Motion.

- MM. Public Art.** Planning Code Section 429 outlines the requirements for public art. In the case of construction of a new non-residential use area in excess of 25,000 sf on properties located in the CMUO Zoning District and located north of Division/Duboce/13th Streets, a project is required to include works of art costing an amount equal to one percent of the construction cost of the building.

The Project is located in the CMUO Zoning District, located north of Division/ Duboce / 13th Streets, and will contain greater than 25,000 sf of non-residential use. The Project will comply with this Section by dedicating one percent of the Project's construction cost to works of art. The public art concept will be done in consultation with the San Francisco Arts Commission and presented to the Planning Commission at an informational hearing prior to being installed.

- NN. **Central SoMa Community Services Facilities Fee.** Planning Code Section 432 is applicable to any project within the Central SoMa SUD that is in any Central SoMa fee tier and would construct more than 800 square feet.

The Property is located in the Central SoMa Plan and is constructing more than 800 square feet, thus subject to this fee. The Project Sponsor will be seeking an In-Kind Agreement fee waiver for the applicable community benefits, pursuant to Section 432.2(c) and will paying the applicable Central SoMa Community Services Facilities fee to the city for any balance.

- OO. **Central SoMa Infrastructure Impact Fee.** Planning Code Section 433 is applicable to any new construction or an addition of space in excess of 800 gross square feet within the Central SoMa SUD.

The Property was rezoned from a height limit of 65-X to a split zoning of 200-CS for the first 310 feet from Fifth Street and 130-CS for the remainder of the site. The portion that is zoned 200-CS is classified as Tier C; the remainder is classified as Tier B. The Project Sponsor will be seeking an In-Kind Agreement fee waiver for the applicable community benefits pursuant to Section 433.2(c) and will paying the applicable Central SoMa Infrastructure Impact fee to the city for any balance.

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

The portion of the Property that is zoned 200-CS is classified as Tier C; the remainder is classified as Tier B. The Project Sponsor will comply with this Section by participating in the Central SoMa Community Facilities District with the applicable rates applied, in order to exceed Prevailing Building Height and Density Controls.

7. **Large Project Authorization Design Review in Central SoMa Special Use District.** Planning Code Section 329(c) lists nine aspects of design review in which a project in the Central SoMa Special Use District must comply; the Planning Commission finds that the project is compliant with these nine aspects as follows:

- a. **Overall building mass and scale.** *The Project's mass and scale are appropriate for the large lot and surrounding context. The Project fronts three major streets: Fifth, Brannan, and Bluxome Streets, with a frontage that is 475 feet in length and 240 feet in width. In order to break up the massing so that there is not one large uniform building on the site, the Property has been divided into two zoning heights: the first 310 feet from Fifth Street is zoned 200 feet; and the remainder of the site is zoned 130 feet. The Project has been designed to accommodate this split zoning. Further, in order to break up the massing and bulk, the Project has been broken down so that it appears to be three separate structures on the*

Property. All three components – the West Component, the East Component, and the Community Center/Affordable Housing Component – share the below-grade foundation, off-street parking, and mechanical systems. The West and East Components function as one unit, with shared lobbies and floor plates. However, in order to break down the appearance of a uniform structure, both have been designed with differing fenestration patterns and building materials. The West Component has been designed to be 225 feet in height, which is appropriate for the prominent corner location. It steps down into a 170-foot mid-portion, before rising again to 184 feet for the East Component. That building then steps down to 155 feet in height. Both have been designed with several setbacks and ‘pop-outs’ that make the overall appearance to be of interwoven boxes tied together through their massing and materials. There is a mid-block passage that separates the East and West Components from the Community Center/Affordable Housing Component, which in turn is limited to 85 feet in height. The Project steps down in height as it progresses towards the mid-block, and is in keeping with the lower heights of the adjacent buildings.

The existing neighborhood is a high-density downtown neighborhood with a mixture of low- to mid-rise development containing commercial, office, industrial, and residential uses, as well as several undeveloped or underdeveloped sites, such as surface parking lots and single-story commercial buildings. The massing of individual structures has also been designed to respect the scale and character of the evolving Central SoMa neighborhood. The Project site is located to the immediate south (across Brannan Street) from the 598 Brannan project, which is anticipated for redevelopment with three mixed-use office towers reaching heights of 150-to-185 feet (10-to-13-stories). The Project site is located adjacent from (across Fifth Street) from the San Francisco Flower Mart, which is anticipated for redevelopment with approximately 2,290,000 gross square feet of above-grade buildings reaching a height of 236 feet, and 500,000 gsf of below grade retail.

Overall, the scale and massing of the Project is in keeping with the buildings on the subject block, as well as with those that will be developed over the next several years in this neighborhood.

- b. Architectural treatments, facade design and building materials.** *The Project has been designed so that it does not appear to be one large ‘office structure’ but rather as separate structures that are part of a unified whole. This is achieved through the stepped heights and overall massing, but also through the architectural detailing of each building component. The most dominant portion of the Project – the West Component – has been designed with a darker palette, with a grid pattern of solids and voids. The fenestration pattern is open with vertical projecting elements in between. The East Component shares the same massing features but is detailed in a lighter palette and has more of a vertical pattern to it. The fenestration pattern is narrower and more vertical than its neighbor. The ‘connecting’ space between the two buildings is a simple curtain wall of glass and metal and recedes into a void. The Project is distinctly contemporary in character and proposes high-quality treatments, design, and building materials that vary across the Project site.*

The Project incorporates a simple, yet elegant, architectural language that is accentuated by contrasts in the exterior materials. Overall, the Project offers a high-quality architectural treatment, which provides for unique and expressive architectural design that is consistent and compatible with the surrounding neighborhood.

- c. **The design of lower floors, including building setback areas, commercial space, townhouses, entries, utilities, and the design and siting of rear yards, parking and loading access.** *The ground floor of the West Component contains retail spaces fronting Brannan, Fifth, and Bluxome Streets, with a Child Care Facility located along Fifth Street. The East Component has PDR uses along Brannan Street, with retail spaces on Bluxome Street. Along the mid-block alley, the East Component features a combination of PDR space, bicycle parking, and retail spaces. At the Community Center/Affordable Housing Component, the ground floor features the relocated Tennis Club entrance and lobby area on Brannan Street, with the mid-block alley having the Community Center-Recreation facility along the majority of its block face. The affordable housing community room and residential entrance will be along Bluxome Street.*

The ground floor will be 17 feet in height and feature vertical piers with glazing between. Lobby spaces are minimal in size and located in the center of the complex, with both the West and East Components sharing lobby spaces. The lobby has been designed to act as a passageway from Brannan to Bluxome Streets. All ground floor spaces have been designed to be transparent, inviting, and to allow people to view activities inside the buildings and out on the public spaces. All of these spaces and lobbies are located at the sidewalk level and face directly onto the public right-of-way or on the mid-block alley. The Project has been designed with ground floors that consist of a variety of vertical elements with glass panels, interspersed with storefront entrances. All of the ground floor spaces have been designed to allow visibility into the interior spaces, creating active engagement between the viewers on the street and users in the buildings.

- d. **The provision of required open space, both on- and off-site. In the case of off-site publicly accessible open space, the design, location, access, size, and equivalence in quality with that otherwise required on-site.** *The Project will provide 16,805 square feet of POPOS through a combination of on-and-off-site spaces. There will be 11,330 square feet of open space on site, including a 5,650 square foot mid-block alley, 1,680 square feet of space directly adjacent to the midblock alley beneath the cantilevered portion of the East Component, 2,500 square feet at the lobby fronting Brannan Street, and 1,500 square feet at the lobby fronting Bluxome Street. There will be 4,300 square feet of open space provided directly in front of the Project in the Bluxome Linear Park.*

The Project includes the 13,157 square foot Bluxome Linear Park, a new public park on Bluxome Street spanning the full block length from Fourth to Fifth Streets. It will feature a boardwalk sidewalk on the north side of Bluxome Street adjacent to landscaped gathering areas. These areas are tied together by an undulating "corten ribbon" that runs the length of the block, creating distinct spaces where seating, lounging, and dog runs will be located.

The total area of usable open space provided by the Project (including the Bluxome Linear Park) exceeds Code requirements. The Central SoMa Plan area currently suffers from a shortage of public parks and recreational areas relative to the number of existing residents. The Central SoMa Plan identifies the Project site as a preferred location for a new public park, noting that the location along the length of

Bluxome Street would allow for activation by surrounding ground-floor retail, PDR, and Community Facility uses within the Project.

- e. **The provision of mid-block alleys and pathways on frontages between 200 and 300 linear feet per the criteria of Section 270, and the design of mid-block alleys and pathways as required by and pursuant to the criteria set forth in Section 270.2.** *The Project provides a Code-complying mid-block alley, which meets the criteria of Planning Code Section 270.2. Further, the lobby space has been designed to act as an 'informal' mid-block passage, open to the public during business hours. Both will allow greater connection from Brannan to Bluxome Streets, and to connect to the other green spaces and alleys proposed in the Central SoMa Plan.*
 - f. **Streetscape and other public improvements, including tree planting, street furniture, and lighting.** *In compliance with Planning Code Section 138.1, there will be sidewalk and street improvements made to Brannan, Fifth, and Bluxome Streets. Bluxome Street will be re-graded and feature colored concrete ribbon treatment to connect to the features in the new Bluxome Linear Park, with streetscape improvements throughout both sides of Bluxome Street and on Fifth and Brannan Streets adjacent to the Property. New sidewalks, curbs, gutter and street trees along the southern length of Bluxome Street will be installed. The Project also includes extending the Brannan Street sidewalk from 10 feet to 15 feet, and the Fifth Street sidewalk from 10 feet to 12 feet. There will be 114 new street trees planted, 61 along the northern curb of Bluxome, 17 along the southern curb of Bluxome, with 36 trees planted along Brannan and Fifth Streets.*
 - g. **Circulation, including streets, alleys and mid-block pedestrian pathways.** *The Project provides ample circulation in and around the Project site through the streetscape improvement and construction of a publicly-accessible mid-block alley. Automobile access, including loading, is limited to the one entry/exit on Bluxome Street.*
 - h. **Bulk limits.** *In order to break up the massing and bulk, the Project has been broken down so that it appears to be three separate components on the Property. All three components – the West Component, the East Component, and the Community Center/Affordable Housing Component – comprise a single building sharing the below-grade foundation, off-street parking, and mechanical systems. The West and East Components function as one unit, with shared lobbies and floor plates. However, in order to break down the appearance of a uniform structure, both have been designed with differing fenestration patterns and building materials. The overall bulk of the Project is minimized with staggered height and massing designed to maximize view corridors, light, and air access to the new Bluxome Linear Park.*
 - i. **Other changes necessary to bring a project into conformance with any relevant design guidelines, Area Plan or Element of the General Plan.** *The Project, on balance, meets the Objectives and Policies of the General Plan. See Below.*
8. **Central SoMa Key Site Exceptions & Qualified Amenities.** Pursuant to Section 329(d), the Planning Commission may grant certain exceptions to the provisions of the Planning Code. Pursuant to Section 329(e), within the Central SoMa SUD, certain additional exceptions are

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

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

The Project is providing a large amount of community benefits, more than what was envisioned or called for in the Central SoMa Plan. It strikes an ideal balance between the amount of amenities it is providing and the exceptions sought. The Project is providing four key amenities: 1) land that will be dedicated to MOHCD for the development of 100% affordable housing; 2) developed recreation and community center space (the "Gene Friend Aquatic Annex") that is proposed for dedication to the City and operation by the Recreation and Park Department; 3) the development of a block-long public park along Bluxome Street; and 4) the retention and replacement of the SF Bay Club Tennis Facility.

The Project will dedicate an approximately 19,950 square foot parcel, with up to 106,220 gsf of air space above the Community Center/Affordable Housing Component as a land dedication site for future affordable housing that meets the definition of Section 401, to be developed by the MOHCD. Up to 118 dwelling units are proposed to be developed through the selection of an affordable housing developer. The land dedication has been determined by MOHCD as being acceptable in terms of size, configuration, physical characteristics, access, location, and adjacent uses.

The Project is providing a 29,690 gsf space in the East Component as a community/recreation center open to the public, and proposes to dedicate it to the San Francisco Recreation and Parks Department for public use. Known as the "Gene Friend Aquatic Annex", it will feature an aquatic center featuring two separate pools (a children's pool and a full length 6-lane pool) as well as restrooms, showers, and changing areas. There will be a multi-purpose flex area at the ground floor that is suitable for a variety of San Francisco Recreation and Park programs.

In addition, the Project will develop a 13,157 square foot Bluxome Linear Park, a new public park on Bluxome Street spanning the full block length from Fourth to Fifth Streets. It will feature a boardwalk sidewalk on the north side of Bluxome Street adjacent to landscaped gathering areas. These areas are tied together by an undulating "corten ribbon" that runs the length of the block, creating distinct spaces where seating, lounging, and dog runs will be located.

Lastly, the Project is retaining the SF Bay Club Tennis facility, constructing 12 new tennis courts with a fitness center, shower facility, café, and administrative offices. This use will continue to function on

site as it historically has for several decades. The Project will develop an interim site for the operation of the SF Bay Club Tennis facility until the construction of the new facility have been completed.

The Project is seeking eight exceptions through the Large Project Authorization process. The exceptions are not excessive, nor do they deviate significantly from the Planning Code requirements. The Project is in conformity with the General Plan and the Central SoMa Plan, particularly the parameters outlined for Key Site # 7: 88 Bluxome/Tennis Club Site and exceeds the community benefits envisioned for the Plan area.

- b. The amenities would result in an equal or greater benefit to the City than would occur without the exceptions, and

The requested exceptions are necessary to provide the amenities listed above, including the 19,050 square foot parcel for the 100% affordable housing development, the 29,690 gsf Gene Friend Annex, and the 13,157 square foot Bluxome Linear Park, as well as retain the tennis club use on site. These amenities exceed Planning Code requirements for development at the Property.

- c. The exceptions are necessary to facilitate the provision of important public assets that would otherwise be difficult to locate in a highly developed neighborhood like SoMa.

The Central SoMa Plan area currently suffers from a shortage of public parks and recreational areas relative to the number of existing residents. The Central SoMa Plan identifies the Project site as a preferred location for a new public recreation center, noting that it could coordinate with the amenities and offering at the Gene Friend Recreation Center located at 6th and Folsom Streets. Further, it envisions a new public park along Bluxome Street, noting that the location would provide a respite from the busier thoroughfares of Fifth and Brannan Streets, as well as provide for a connection to other public parks and POPOS in the neighborhood. Lastly, the Plan envisions this site as a potential for dedication land for 100% affordable housing, with the preferred location being the interior of the block. The Project's various amenities will allow valuable public assets in a densely-developed area where it would be otherwise difficult to locate property for construction of so many public benefits.

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

- d. **Building Setbacks and Streetwall Articulation.** Planning Code Section 132.4 requires, among other items, that (1) buildings within the Central SoMa SUD be built up to the street-or alley-facing property line up to 65 feet in height, subject to the controls of Section 261.1 (additional height limits for narrow streets and midblock-alleys) as applicable; (2) that mid-rise buildings provide a 15-foot setback above a height of 85 feet, extending at least 60 percent of the frontage length along all street- and alley-facing property lines, and for the entire frontage along interior property lines.

The West Component fronts on Brannan, Fifth, and Bluxome Streets. It is entirely located within the 200-foot height limit and will be approximately 225 feet tall, with an 18-foot-tall enclosed mechanical penthouse, for a total height of 243 feet. The East Component fronts Brannan and Bluxome Streets as well as the mid-block alley. The East Component has a two-tiered height; the portion located within the 200-foot height limit will be 184 feet tall to the roof, with an 18-foot-tall enclosed mechanical penthouse, for a total height of 202 feet. The portion of the East Component is located in the 130-foot height limit will be 155 feet in height. There is no mechanical penthouse or screening feature proposed in this portion of the building. The Community Center/Affordable Housing Component fronts Brannan and Bluxome Streets, as well as the mid-block alley, and will be 85 feet in height. Because the Project is utilizing the additional height exception under Section 263.32, the East Component is subject to the controls of Section 132.4 and 270(h) based on the otherwise applicable Height Limit for the lot – in this case, mid-rise building controls.

The buildings will require exceptions from the setback and streetwall controls of this Section. Specifically, the Brannan Street façades of the West and East Components will have a podium height of 89 feet, with this continued along the Fifth Street façade of the West Component. The podium of the West and East Components along Bluxome Street will be 74 feet in height. Along the mid-block alley, the podium of the East Component will be 74 feet. The East Component along Brannan Street is not constructed to the property line, but rather is setback eight feet. Lastly, because of the angled nature of the upper stories, portions of each structure do not setback the required 15 feet from the property line or interior lot line.

These exceptions are minor in scope and necessary to facilitate an innovative architectural design style that meets the intent of Section 132.4 by contributing to the dynamism of the neighborhood while maintaining a strong streetwall presence. This design also allows for the project to shift massing in a manner that maximizes sun access to the POPOS on site and to Bluxome Linear Park.

- e. **Off-Street Freight Loading.** Per Planning Code Section 152.1, in the EN Mixed Use Districts, the number off required loading spaces for Non-Retail Sales and Service Uses, which include office use, is 0.1 space per 10,000 square feet of occupied floor area (“OFA”). For Retail uses, 1 loading space is required for 10,0001 - 30,000 square feet of OFA. Tennis Club uses between 100,000 – 200,000 OFA must provide 1 loading space. No loading spaces are required for PDR uses under 10,000 OFA or Institutional uses below 100,000 OFA. In the CMUO District, substitution of two service vehicle spaces for each required off-street freight loading space may be made, provided that a minimum of 50 percent of the required number of spaces are provided for freight loading.

The Project is required to provide 11 off-street loading spaces (8 for the office use, 1 for the retail use, 1 for the residential use, and 1 for the Tennis Club use). The Project will provide eight loading spaces, all accessed off Bluxome Street. These loading spaces will be located at the ground floor of the East Component. Of these eight, four have been designed to accommodate substitute service spaces, which are 9-foot-by 20-foot in size. The Project will be providing less than 50 percent of the required number

of loading spaces. The Project is seeking an exception for six of the required 10 loading spaces. The Project as designed will provide ample off-street loading to accommodate site deliveries and it is not anticipated that the reduction of two spaces will impact the loading capabilities of the Project.

- f. **Dimensions for Required Loading Spaces.** Planning Code Section 154 requires that every required off-street freight loading space have a minimum length of 35 feet, a minimum width of 12 feet, and a minimum vertical clearance including entry and exit of 14 feet. However, the first such required loading space for any use may have a minimum width of 10 feet, a minimum length of 25 feet, and a minimum vertical clearance of 12 feet.

The Project is providing 8 off-street loading spaces. Of these 8 spaces, 4 meet the dimensional requirements under the Code. The Project is seeking an exception from the dimensional requirements for the remaining four spaces, which have been designed to accommodate substitute service spaces, and are 9-foot-by 20-foot in size. These spaces may be combined, when needed, to serve as a substitute for full-size commercial loading spaces. These four substitute spaces are the equivalent of two full-size commercial loading spaces. The Project as designed will provide ample off-street loading to accommodate site deliveries.

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

The Project requires exception from the wind comfort standards. A wind analysis³ determined that the Project would result in 13 additional Comfort exceedances from current conditions. The average Comfort wind speed over all points increases by 1 mph to an average of 12 mph, exceeding the Comfort wind speed an average of 19.3% of the year. This modest increase in wind speed results in an addition of 13 Comfort exceedances for a total of 32 (out of 47). No location resulted in a substantial increase in wind speed, as all increases were 6 mph or less, and the Comfort wind speed decreased at 9 points with the addition of 88 Bluxome. No locations exceeded the Hazard criterion.

³ Wind Tunnel Tests for 88 Bluxome Report, February 2019, prepared by CCP, Inc.

Exception from these standards are justified because:

(1) The Project would not result in any exceedance of the Nine Hour Hazard Criterion;

(2) The Project has undertaken all feasible measures to reduce hazardous wind speeds including refinement of building massing and substantial on-site landscaping, including the proposed planting of dozens of trees; and

(3) Further reduction of wind speeds would detract from building design and/or unduly restrict the square footage of the Project. The Project massing has already undergone significant revisions and reductions in order to mitigate wind conditions.

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

The Project is proposing two components – the West Component is entirely located within the 200-foot height limit and will be approximately 225 feet tall, with an 18-foot-tall enclosed mechanical penthouse, for a total height of 243 feet. This mechanical screen meets the requirements of Section 260(b)(L), as buildings over 200 feet in height can have screens that exceed 16 feet.

The East Component has a two-tiered height; the portion located within a 200-foot height district will be 184 feet tall to the roof, with an 18-foot-tall enclosed mechanical penthouse, for a total height of 202 feet. It is below 200 feet in height and is limited to a mechanical screen that is 16 feet in height. The proposed screen exceeds the limit by two feet. It was designed to be compatible in scale with the West Component and will adequately screen the mechanical penthouse on the East Component. This screen meets the remainder of the requirements outlined in Section 260(b)(L). As such, the Project needs an exception under Section 329.

The portion of the East Component is located within a 130-foot height district will be 156'-11" (needs to be 155' max in this zone) feet in height. There is no mechanical penthouse or screening feature proposed in this portion of the structure.

- i. **Apparent Mass Reduction / Narrow and Mid-Block Alley Controls.** Planning Code Sections 261.1 & 270(h) collectively apply bulk controls for development in Central SoMa. Section 261.1 sets out setback requirements for subject frontages along narrow streets. Specifically, the

following setback controls of 261.1 apply to Project: frontages abutting a mid-block passage of between 30 and 40 feet in width provided pursuant to Section 270.2 must provide upper story setback of not less than 5 feet above a height of 35 feet. This Section requires that the façade of the East Component and the Community Center/Affordable Housing Component that fronts the new 30'-6" wide mid-block alley that connects from Fifth to Bluxome Streets provide a setback of 5 feet above a height of 35 feet. As proposed, the East Component nor the Community Center/Affordable Housing Component is providing a setback along the mid-block alley.

Further, Section 270(h)(2) applies Apparent Mass Reduction ("AMI") controls. Projects on the north side of a "major street" within a 160-foot height district must provide a 70% apparent mass reduction at 85 feet and above. Projects on the south side of a "major street" within a 160-foot height district are subject to an 80% apparent mass reduction requirement above 85 feet. Projects on the south side of "major street" within a 130-foot height district must provide a 67% apparent mass reduction at 85 feet and above. Brannan, Bluxome, and Fifth Streets are all considered "major streets" subject to apparent mass reduction requirements under Section 270(h). The East Component needs to provide a 70% AMI along its Bluxome Street façade and an 80% AMI along the Brannan Street façade, whereas it is providing an 64% AMI on Bluxome Street façade (70% required) and 65% AMI on the Brannan Street façade (80% required).

Lastly, Section 270(h)(3) requires a maximum GFA of any floor to be 17,000 gross square feet and the average GFA for floors in the Tower Portion shall not exceed 15,000 gross square feet. The maximum length of a tower floor can be 150 feet with the maximum diagonal being 190 feet. These maximums apply to the West Component. The average floor plate of the West Component is 154.5 feet, exceeding the maximum by 4.5 feet. It meets the diagonal dimensions of this Section.

The Project is seeking exception from the AMI standards with regard to a portion of the East Component as part of the Large Project Authorization. The average floor plate of the West Component is 154.5 feet, exceeding the maximum by 4.5 feet and therefore needs an exception. In addition, the Project also seeks exception from mid-block alley setback requirements pursuant to Section 261.1 for the East Component and Community Center/Affordable Housing Component.

These massing exceptions are key to the buildings' architectural expression. Through design, color, materials, and height differentiations between the buildings, the Project will create a sense of depth and perceived bulk relief. The exceptions are for facades along significant and busy SOMA streets, an appropriate location for midrise buildings that incorporate some massing relief.

The massing exceptions are also justified by the Project's inclusion of approximately 24,357 square feet of usable open space, including an approximately 13,157 square foot public park along Bluxome Street and 11,200 square feet of publicly-accessible and private open space, which would be provided throughout the site. The mid-block alley provided per Section 270.2 will be approximately 35 feet in

width, significantly exceeding the minimum 20-foot width for such connections under the Planning Code and thereby ensuring ample access to light and air for pedestrian use.

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

The Project requires exception from this standard for frontages on the West and East Components along Brannan and Bluxome Streets, which extend for length of more than 200 feet. They both contain massing breaks but do not meet the strict requirements of the Code. There is a 99-foot wide break along Brannan, with a varied stepped depth into the recessed area between the buildings. On Bluxome, there is a 50-foot wide break with a varied stepped depth into the recessed area between the structures. Both massing breaks extend to the sky. This exception is justified, as the building walls along these frontages help to provide a strong street wall presence with active ground floor uses, consistent with design goals of the Central SoMa Plan. Further, the Project overall incorporates a mid-block connection that achieves the intent of Section 270.1 by breaking up apparent massing on this large site into discrete segments.

- k. **PDR Space Requirements.** Planning Code Section 249.78(c)(5) requires any newly constructed project that contains at least 50,000 gross square feet of office must provide the greater of either (1) the square footage of PDR replacement space required by the controls of Section 202.8; or (2) on-site space dedicated for PDR uses equivalent to 40% of the lot area. Section 329(e)(3)(B)(v) provides that an exception to these PDR replacement requirements may be granted for this Project.

The Project is required to provide 31,344 square feet of PDR use. There will be 8,080 square feet of PDR space on site; the Project is seeking an exception under Section 329(e)(3)(B)(v) for the remainder of the PDR space under this requirement. This exception is justified by the other amenities that the Project is providing, namely 1) land that will be dedicated to MOHCD for the development of 100% affordable housing; 2) development of a recreation and community center space (the "Gene Friend Aquatic Annex") that will be dedicated to the City and operated by the Recreation and Park Department; 3) the development of a block-long public park along Bluxome Street; and 4) the retention and replacement of the SF Bay Club Tennis Facility. The Project will still be providing PDR space on site but is seeking a reduction in the amount provided.

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

RECREATION AND OPEN SPACE ELEMENT

Objectives and Policies

OBJECTIVE 2:

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

Policy 2.2:

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

Policy 2.7:

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

OBJECTIVE 3:

IMPROVE ACCESS AND CONNECTIVITY TO OPEN SPACE.

Policy 3.2:

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

The Project is anticipated to result in the development of a new 13,157 square foot public park directly in front of the site that run the length of Bluxome Street, with 11,200 square feet of POPOS on site, and a 5,650 square foot sized mid-block alley. The Central SoMa Plan area currently suffers from a shortage of public parks and recreational areas relative to the number of existing residents. The proposed location along Bluxome Street would provide protection from noise and traffic and allow for activation by surrounding ground-floor uses within the Project. Due to the scarcity of publicly-accessible open spaces in Central SoMa, the creation of a new park was identified as a high priority of the Plan.

COMMERCE AND INDUSTRY ELEMENT

Objectives and Policies

OBJECTIVE 1:

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

Policy 1.1:

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

Policy 1.3:

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

OBJECTIVE 2:

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

Policy 2.1:

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

OBJECTIVE 3:

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

Policy 3.1:

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

Policy 3.2:

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

The Project will contain approximately 775,000 gsf of office, 134,460 gsf tennis club, 29,690 gsf community recreation, 16,590 gsf of retail, 8,080 gsf of PDR, and 4,630 gsf of child care uses, thus expanding employment opportunities for city residents within proximity to a range of public transit options. These uses will help to retain existing commercial and industrial activity and attract new such activity. The Project will also include up to 3 micro-retail spaces intended to contain smaller-scale neighborhood-serving uses.

OBJECTIVE 4:

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

Policy 4.1:

Maintain and enhance a favorable business climate in the city.

Policy 4.3:

Carefully consider public actions that displace existing viable industrial firms.

Policy 4.2:

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

Policy 4.11:

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

The Project would contain approximately 8,080 of PDR use, which will mitigate against the potential displacement of viable industrial firms.

HOUSING ELEMENT

Objectives and Policies

OBJECTIVE 1:

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

Policy 1.1

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

Policy 1.10

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

OBJECTIVE 4:

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

Policy 4.1

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

Policy 4.4

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

Policy 4.5

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

OBJECTIVE 11:

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

Policy 11.1

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

Policy 11.2

Ensure implementation of accepted design standards in project approvals.

Policy 11.3

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

Policy 11.4:

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

Policy 11.6

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

Policy 11.8

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

OBJECTIVE 12:

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

Policy 12.2

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

The Project will dedicate an approximately 19,950 square foot air space parcel as a land dedication site for future affordable housing to be developed by MOHCD. The site is in proximity to various transit options and will include up to 118 units and provide much-needed affordable housing for residents in an area of the

City that is low in supply. It will ensure that there is a diversity of residents in the neighborhood as well as users of the commercial spaces. It will continue the residential nature of this mixed-use neighborhood.

URBAN DESIGN ELEMENT

OBJECTIVE 1:

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

Policy 1.3:

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

Policy 1.4:

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

OBJECTIVE 3:

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

Policy 3.1:

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

Policy 3.3:

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

Policy 3.4:

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

Policy 3.5:

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

Policy 3.6:

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

The Project features varied and engaged architecture that will contribute to the character of the neighborhood. The building materials of are high quality and will promote visual relationships and transitions with new and older buildings in the Central SoMa neighborhood. The Project will feature three distinct components,

which will break down the prevailing scale of development to avoid overwhelming or dominating appearance in new construction.

CENTRAL SOMA PLAN

GOAL 2: MAINTAIN A DIVERSITY OF RESIDENTS

OBJECTIVES AND POLICIES

OBJECTIVE 2.3:

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

Policy 2.3.2:

Require contribution to affordable housing from commercial uses.

Policy 2.3.3:

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

OBJECTIVE 2.6:

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

Policy 2.6.2:

Help facilitate the creation of childcare facilities.

The Project includes the dedication of an air space parcel to MOHCD for the development of 100% affordable housing and will provide a 4,630 square foot child care facility.

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

OBJECTIVES AND POLICIES

OBJECTIVE 3.1:

ENSURE THE PLAN AREA ACCOMMODATES SIGNIFICANT SPACE FOR JOB GROWTH

Policy 3.1.1:

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

OBJECTIVE 3.2:

SUPPORT THE GROWTH OF OFFICE SPACE

Policy 3.2.1:

Facilitate the growth of office.

OBJECTIVE 3.3:

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

Policy 3.3.2:

Limit conversion of PDR space in formerly industrial districts.

Policy 3.3.3:

Require PDR space as part of large commercial development.

OBJECTIVE 3.4:

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

Policy 3.4.2:

Require ground-floor retail along important streets.

Policy 3.4.3:

Support local, affordable, community-serving retail.

The Project will provide 775,000 gsf of office, 134,460 gsf tennis club, 29,690 gsf community recreation, 16,590 gsf of retail, 8,080 gsf of PDR, and 4,630 gsf of child care uses. Ground-floor retail will be located along Brannan, Fifth and Bluxome Streets. Additionally, micro-retail will be provided on the ground floor. The new office, retail and PDR uses will accommodate significant opportunities for job growth within the Central SoMa SUD.

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

OBJECTIVE 4.1:

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

Policy 4.1.2:

Ensure sidewalks on major streets meet Better Streets Plan standards.

Policy 4.1.8:

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

Policy 4.1.10:

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

OBJECTIVE 4.4:

ENCOURAGE MODE SHIFT AWAY FROM PRIVATE AUTOMOBILE USAGE

Policy 4.4.1:

Limit the amount of parking in new development.

Policy 4.4.2:

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

Policy 4.5.2:

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

The Project will provide 163 off-street parking spaces for the non-residential uses, which is well below the maximum required. Additionally, a total of 318 Class 1 and 70 Class 2 bicycle spaces will be provided. The Project has also developed a TDM Program and will incorporate improvements to the pedestrian network, including bulb-outs, mid-block connections, and widened sidewalks. All street and sidewalk improvements will comply with the City's Better Street's Plan and Vision Zero Policy.

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

OBJECTIVES AND POLICIES

OBJECTIVE 5.2:

CREATE NEW PUBLIC PARKS

Policy 5.2.1:

Create a new park in the highest growth portion of the Area Plan.

OBJECTIVE 5.5:

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

Policy 5.5.1:

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

The Project will include approximately 11,330 square feet of POPOS and a 13,157 square foot public park (Bluxome Linear Park) along Bluxome Street.

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

OBJECTIVES AND POLICIES

OBJECTIVE 8.1:

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

Policy 8.1.1:

Require that ground floor uses actively engage the street.

Policy 8.1.2:

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

Policy 8.1.3:

Ensure buildings are built up to the sidewalk edge.

Policy 8.1.4:

Minimize parking and loading entrances.

OBJECTIVE 8.4:

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

Policy 8.4.1:

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

OBJECTIVE 8.5:

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

Policy 8.6.1:

Conform to the City's Urban Design Guidelines.

Policy 8.6.2:

Promote innovative and contextually-appropriate design.

Policy 8.63:

Design the upper floors to be deferential to the “urban room”.

Policy 8.6.4:

Design buildings to be mindful of wind.

Policy 8.6.5:

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

The Project Sponsor has worked with City staff for many years to develop a project that would incorporate high-quality design in both structures and open space. The Project features varied and engaged architecture and includes a public park along Bluxome Street. The building materials are of high quality and will promote visual relationships and transitions with new and older buildings in the Central SoMa neighborhood. The Project will feature three distinct structures, which will break down the prevailing scale of development to avoid overwhelming or dominating appearance in new construction.

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

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

The Project would not remove any retail uses and instead will add 16,590 gsf of retail use. In addition, the Project would replace the existing 288,570 square foot Bay Club Tennis building with a 30,000 gsf community recreation center and 137,200 gsf Tennis Club, which will mitigate the loss of the existing Bay Club Tennis facility, and the proposed retail, PDR, and office uses would enhance future opportunities for resident employment and ownership.

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

The Project would not remove any existing housing. The Project proposes to provide developable area above its community/recreation center as a land dedication site to MOHCD for 100% affordable housing. The Project would provide land (via an air space parcel) for the construction of up to 118 new dwelling units, thus resulting in an overall increase in the neighborhood housing stock. In addition, the Project would add PDR use, which adds to the public realm and neighborhood character. The Project is expressive in design, and relates well to the scale and form of the surrounding neighborhood. For these reasons, the Project would protect and preserve the cultural and economic diversity of the neighborhood.

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

No affordable housing exists or would be removed for this Project. The Project proposes to provide developable area above its community/recreation center as a site for 100% affordable housing. Future development of this site would enhance the City's available housing stock.

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

The area is currently well-served by public transit, including Caltrain and MUNI. The Property is within walking distance of the 9A, 9B, 9X, 10, 14X, 16A, 16B, 27, 30, 45, 47, 76, 80X, 81X, 82X, and 91-OWL MUNI bus lines; is located less than a block away from the Central Subway line along 4th Street; and is two blocks north of the 4th & King Caltrain and MUNI light stations. Due to the prevalence of public transit options available, the Project is not anticipated to impede MUNI services. The Project also provides off-street parking at the principally permitted amounts and sufficient bicycle parking for residents and their guests.

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

The Project will not displace any existing permanent industrial or service sector uses. Further, the Project will contain approximately 8,080 square feet of ground-floor PDR space, increasing the neighborhood's supply of available industrial use space. The Project will therefore expand future opportunities for resident employment and ownership in these sectors.

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

The Project will be constructed consistent with the current San Francisco Building Code, including all seismic standards.

- g. That landmarks and historic buildings be preserved.

The Project Site does not contain any City Landmarks or historic buildings.

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

A shadow fan analysis prepared by the Planning Department indicates that the project would not cast new shadows on any existing parks or public open spaces. Any shadows cast by the Project on future open spaces created pursuant to development under the Central SoMa Plan would be within the scope of development anticipated and encouraged by the Plan.

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

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

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

DECISION

That based upon the Record, the submissions by the Applicant, the staff of the Department and other interested parties, the oral testimony presented to this Commission at the public hearings, and all other written materials submitted by all parties, the Commission hereby **APPROVES Large Project Authorization Application No. 2015-012490ENX** subject to the following conditions attached hereto as “EXHIBIT A” in general conformance with plans on file, dated July 3, 2019, and stamped “EXHIBIT B”, which is incorporated herein by reference as though fully set forth.

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

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

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

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

I hereby certify that the Planning Commission ADOPTED the foregoing Motion on July 25, 2019.

Jonas P. Ionin
Commission Secretary

AYES:

**Draft Motion
July 25, 2019**

**RECORD NO. 2015-012490ENX
88 Bluxome Street**

NAYS:

ABSENT:

ADOPTED: July 25, 2019

EXHIBIT A

AUTHORIZATION

This authorization is for a **Large Project Authorization** to allow the construction of three new components (the West Component, the East Component, and the Community Center/Affordable Housing Component) over a podium with two basement levels totaling approximately 1,197,290 square feet, and for streetscape improvements and parking reconfiguration along the northern and southern curbs of Bluxome Street between Fourth and Fifth streets to create a public linear park at 88 Bluxome Street, Block 3786, Lot 037, pursuant to Planning Code Section(s) 329 within the CMUO District and a 200-CS / 130-CS Height and Bulk District; in general conformance with plans, dated July 3, 2019, and stamped "EXHIBIT B" included in the docket for Record No. 2015-012490ENX and subject to conditions of approval reviewed and approved by the Commission on July 25, 2019 under Motion No XXXXXX. This authorization and the conditions contained herein run with the property and not with a particular Project Sponsor, business, or operator.

RECORDATION OF CONDITIONS OF APPROVAL

Prior to the issuance of the building permit or commencement of use for the Project the Zoning Administrator shall approve and order the recordation of a Notice in the Official Records of the Recorder of the City and County of San Francisco for the subject property. This Notice shall state that the project is subject to the conditions of approval contained herein and reviewed and approved by the Planning Commission on July 25, 2019 under Motion No XXXXXX.

PRINTING OF CONDITIONS OF APPROVAL ON PLANS

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

SEVERABILITY

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

CHANGES AND MODIFICATIONS

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

Conditions of Approval, Compliance, Monitoring, and Reporting

PERFORMANCE

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

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

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

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

3. **Diligent Pursuit.** Once a site or Building Permit has been issued, construction must commence within the timeframe required by the Department of Building Inspection and be continued diligently to completion. Failure to do so shall be grounds for the Commission to consider revoking the approval if more than three (3) years have passed since this Authorization was approved.

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

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

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

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

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

6. **Additional Project Authorization - OFA.** The Project Sponsor must obtain an Office Allocation

Authorization under Section 321. The conditions set forth below are additional conditions required in connection with the Project. If these conditions overlap with any other requirement imposed on the Project, the more restrictive or protective condition or requirement, as determined by the Zoning Administrator, shall apply.

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

7. **Additional Project Authorization – Variance.** The Project Sponsor must obtain Variances from the Zoning Administrator to address the Planning Code requirements for Parking and Loading Entrances (Planning Code Section 145.1(c)(2)) and Micro-Retail (Planning Code Section 249.78(c)(4)). The conditions set forth below are additional conditions required in connection with the Project. If these conditions overlap with any other requirement imposed on the Project, the more restrictive or protective condition or requirement, as determined by the Zoning Administrator, shall apply.

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

8. **Land Dedication to MOHCD.** The Project Sponsor shall dedicate air-space to Mayor's Office of Housing and Community Development (MOHCD) for the development of approximately 106,220 gsf for inclusionary affordable housing (up to 118 dwelling units). This requirement provides a required qualified amenity under Planning Code Section 329 for the project to qualify for exceptions for key sites in Central SoMa.

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

9. **Community Recreation Center.** The Project Sponsor shall provide the public Community Recreation Center that will be open to the public, and the Project Sponsor plans to undertake any required actions for dedication of the Center to the San Francisco Recreation and Parks Department. .

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

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

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

DESIGN — COMPLIANCE AT PLAN STAGE

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

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

12. **Streetscape Elements.** Pursuant to Planning Code Section 138.1, the Project Sponsor shall continue to work with Planning Department staff, in consultation with other City agencies, to refine the design and programming of the required Streetscape features so that the plan generally meets the standards of the Better Streets and Downtown Plans and all applicable City standards. The Project Sponsor shall complete final design of all required street improvements, including procurement of relevant City permits, prior to issuance of first architectural addenda, and shall complete construction of all required street improvements prior to issuance of first temporary certificate of occupancy.

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

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

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

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

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

15. **Lighting Plan.** The Project Sponsor shall submit an exterior lighting plan to the Planning Department prior to Planning Department approval of the architectural addendum to the site permit application.

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

16. **Transformer Vault Location.** The location of individual project PG&E Transformer Vault installations has significant effects to San Francisco streetscapes when improperly located. However, they may not have any impact if they are installed in preferred locations. The Project Sponsor will continue to work with the Planning Department in consultation with Public Works on the final location(s) for transformer vault(s). The above requirement shall adhere to the Memorandum of Understanding regarding Electrical Transformer Locations for Private Development Projects between Public Works and the Planning Department dated January 2, 2019.

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

17. **Noise.** Plans submitted with the building permit application for the approved project shall incorporate acoustical insulation and other sound proofing measures to control noise.

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

PARKING AND TRAFFIC

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

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

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

19. **Bicycle Parking.** Pursuant to Planning Code Sections 155, 155.1 and 155.2, the Project shall provide no fewer than **318 Class 1 bicycle parking spaces and 70 Class 2 bicycle parking spaces**. SFMTA has final authority on the type, placement and number of Class 2 bicycle racks within the public ROW. Prior to issuance of first architectural addenda, the project sponsor shall contact the SFMTA Bike Parking Program at bikeparking@sfmta.com to coordinate the installation of on-street bicycle racks and ensure the proposed bicycle racks meet the SFMTA's bicycle parking guidelines. Depending on local site conditions and anticipated demand, SFMTA may request the project sponsor pay an in-lieu fee for Class 2 bike racks required by the Planning Code.

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

20. **Parking Maximum.** The Project shall provide no more than **163** off-street parking spaces.

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

21. **Off-Street Loading.** The Project shall provide **8** off-street freight loading spaces.

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

22. **Showers and Clothes Lockers.** Pursuant to Planning Code Section 155.4, the Project shall provide no fewer than **16 showers and 96 clothes lockers**.
For information about compliance, contact Code Enforcement, Planning Department at 415-575-6863, www.sf-planning.org
23. **Car-Share.** Pursuant to Planning Code Section 166, no fewer than **five (5) car share spaces** shall be made available, at no cost, to a certified car share organization for the purposes of providing car share services for its services subscribers.
For information about compliance, contact Code Enforcement, Planning Department at 415-575-6863, www.sf-planning.org
24. **Managing Traffic During Construction.** The Project sponsor and construction contractor(s) shall coordinate with the Traffic Engineering and Transit Divisions of the San Francisco Municipal Transportation Agency (SFMTA), the Police Department, the Fire Department, the Planning Department, and other construction contractor(s) for any concurrent nearby Projects to manage traffic congestion and pedestrian circulation effects during construction of the Project.
For information about compliance, contact Code Enforcement, Planning Department at 415-575-6863, www.sf-planning.org
25. **Driveway Loading and Operations Plan.** Pursuant to Planning Code Section 155(u), the Project sponsor shall prepare a DLOP for review and approval by the Planning Department, in consultation with the San Francisco Municipal Transportation Agency. The DLOP shall be written in accordance with any guidelines issued by the Planning Department.
For information about compliance, contact Code Enforcement, Planning Department at 415-575-6863, www.sf-planning.org
26. **POPOS Design and Operations Strategy (Central SoMa Plan – Implementation Matrix Measure 5.5.1.3).** The project shall be required to submit a design and operations strategy for the proposed Privately-Owned Public Open Spaces, that will be reviewed and approved by the Planning Department and Recreation and Parks Department (if applicable), soliciting feedback from members of the public.
For information about compliance, contact Code Enforcement, Planning Department at 415-575-6863, www.sf-planning.org
27. **Central SoMa Community Facilities District Program.** Pursuant to Planning Code Section 434, the development project shall participate in the CFD established by the Board of Supervisors pursuant to Article X of Chapter 43 of the Administrative Code (the “Special Tax Financing Law”) and successfully annex the lot or lots of the subject development into the CFD prior to the issuance of the first Certificate of Occupancy for the development. For any lot to which the requirements of this Section 434 apply, the Zoning Administrator shall approve and order the recordation of a Notice in the Official Records of the Recorder of the City and County of San Francisco for the subject property prior to the first Certificate of Occupancy for the development, except that for condominium projects, the Zoning Administrator shall approve and order the recordation of such Notice prior to the sale of the first

condominium unit. This Notice shall state the requirements and provisions of subsections 434(b)-(c) above. The Board of Supervisors will be authorized to levy a special tax on properties that annex into the Community Facilities District to finance facilities and services described in the proceedings for the Community Facilities District and the Central SoMa Implementation Program Document submitted by the Planning Department on November 5, 2018 in Board of Supervisors File No. 180184.

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

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

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

ADDITIONAL PROVISIONS

29. **Transferable Development Rights.** Pursuant to Section 124 and 249.78(e)(3) the Project Sponsor shall purchase the required number of units of Transferrable Development Rights (TDR) and secure a Notice of Use of TDR prior to the issuance of a site permit for all development on the Tier C portion of the Project which exceeds the base FAR of 3 to 1, up to an FAR of 4.25 to 1.

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

30. **First Source Hiring.** The Project shall adhere to the requirements of the First Source Hiring Construction and End-Use Employment Program as approved by the First Source Hiring administrator, pursuant to Section 83.4(m) of the Administrative Code. The Project Sponsor shall comply with the requirements of this Program regarding construction work and on-going employment required for the Project.

For more information about compliance, contact the First Source Hiring Manager at 415-581-2335, www.onestopSF.org

31. **Transportation Sustainability Fee.** The Project is subject to the Transportation Sustainability Fee (TSF), as applicable, pursuant to Planning Code Section 411A.

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

32. **Jobs-Housing Linkage Fee.** Jobs-Housing Linkage Fee. The Project is subject to the Jobs-Housing Linkage Fee, as applicable, pursuant to Planning Code Section 413. In the event the City adopts legislation establishing a new Jobs Housing Linkage Fee, increasing the amount of the Fee, or changing

the methodology for determining the amount of the Jobs Housing Linkage Fee, before the Project procures a Certificate of Occupancy or a Certificate of Final Completion, and such new fee is applicable to development projects in the Central SOMA Plan area that have not procured a Certificate of Occupancy or a Certificate of Final Completion under the terms of the legislation, the Project shall be subject to such new or increased fee and shall pay any additional amounts due before the City may issue a Certificate of Occupancy or Final Completion.

Pursuant to Planning Code Section 249.78(e)(2), Project Sponsor has elected to satisfy all or a portion of its Jobs-Housing Linkage Fee obligation through the Land Dedication Alternative contained in Sections 249.78(e)(2)(B) and 413.7, and has provided a letter from MOHCD verifying acceptance of an approximately 19,950 square foot parcel or up to 106,220 square feet of air space at the easternmost portion of the Project Site for this purpose. The value of the dedicated land shall be determined by the Director of Property pursuant to Chapter 23 of the Administrative Code, but shall not exceed the actual cost of acquisition by the project sponsor of the dedicated land in an arm's length transaction.

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

33. **Childcare Requirements – Office Development.** The Project is subject to Childcare Fee for Office and Hotel Development Projects, as applicable, pursuant to Planning Code Section 414. Pursuant to Planning Code Section 249.78(e)(4), prior to issuance of a building or site permit the Project must elect its choice of the options described in subsection (A), (B) and (E) of Section 414.4(c)(1) as a condition of Project approval. The Project anticipates electing compliance option under Section 414.4(c)(1)(A) to “provide a child care facility on the premises for the life of the project.” In the event the Project intends to elect an alternate method of compliance as provided in Section 249.78(e)(4), it shall notify the Planning Department of this change prior to issuance of a building or site permit for the Project.

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

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

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

35. **Central SoMa Community Services Facilities Fee.** The Project is subject to the Central SoMa Community Services Facilities Fee, as applicable, pursuant to Planning Code Section 432. *For information about compliance, contact the Case Planner, Planning Department at 415-558-6378, www.sf-planning.org*

36. **Central SoMa Community Infrastructure Fee.** The Project is subject to the Central SoMa Community Infrastructure Fee, as applicable, pursuant to Planning Code Section 433.

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

37. **Central SoMa Community Facilities District.** The Project is subject to the Central SoMa Community Facilities District, pursuant to Pursuant to Planning Code Sections 434 and 249.78(d)(1)(C), and shall participate, as applicable, in the Central SoMa CFD.

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

38. **Central SoMa SUD, Solar and Living Roof Requirements.** The Project shall fulfill all on-site electricity demands through any combination of on-site generation of 100% greenhouse gas-free sources in compliance with Planning Code Section 249.78(d)(4).

39. **Public Art Requirement.** The Project is subject to the Public Art Fee, as applicable, pursuant to Planning Code Section 429.

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

40. **Art Plaques.** Pursuant to Planning Code Section 429(b), the Project Sponsor shall provide a plaque or cornerstone identifying the architect, the artwork creator and the Project completion date in a publicly conspicuous location on the Project Site. The design and content of the plaque shall be approved by Department staff prior to its installation.

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

41. **Art - Concept Development.** Pursuant to Planning Code Section 429, the Project Sponsor and the artist shall consult with the Planning Department during design development regarding the height, size, and final type of the art. The final art concept shall be submitted for review for consistency with this Motion by, and shall be satisfactory to, the Director of the Planning Department in consultation with the Commission. The Project Sponsor and the Director shall report to the Commission on the progress of the development and design of the art concept prior to the approval of the first building or site permit application.

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

42. **Art - Installation.** Pursuant to Planning Code Section 429, prior to issuance of any certificate of occupancy, the Project Sponsor shall install the public art generally as described in this Motion and make it available to the public. If the Zoning Administrator concludes that it is not feasible to install the work(s) of art within the time herein specified and the Project Sponsor provides adequate assurances that such works will be installed in a timely manner, the Zoning Administrator may extend the time for installation for a period of not more than twelve (12) months.

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

MONITORING

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

For information about compliance, contact Code Enforcement, Planning Department at 415-558-6863, www.sf-planning.org.

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

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

OPERATION

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

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

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

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

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

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

48. **Privately- Owned Public Open Space Provision.** Pursuant to Planning Code Section 138, the Project shall provide no less than 16,805 gross square feet of privately-owned public open space (POPOS).

The Project Sponsor shall continue to work with Planning Department staff to refine the design and programming of the POPOS so that the open space meets the standards of Section 138(d) and the Urban Design Guidelines. Prior to the first certificate of occupancy for any building on the site, the Project Sponsor shall submit a maintenance and operations plan for the POPOS for review and approval by the Planning Department. At a minimum the maintenance and operations plan shall include:

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

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

49. **Hours of Access of Open Space.** All POPOS shall be publicly accessible during all daylight hours, from 7AM to 9PM every day. Should all or a portion of the POPOS be temporarily closed due to construction or maintenance activities, the operator shall contact the Planning Department in advance of the closure and post signage, plainly visible from the public sidewalks, that indicates the reason for the closure, an estimated date to reopen, and contact information for a community liaison officer.

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

50. **Food Service in Open Spaces.** Pursuant to Planning Code Section 138, food service area shall occupy no more than 20% of the required POPOS during the hours that the open space is accessible to the public. Restaurant seating shall not take up more than 20% of the seating and tables provided in the required open space.

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

51. **Open Space Plaques.** Pursuant to Planning Code Section 138 (i), the Project Sponsor shall install the required public open space plaques at each building entrance. The plaques shall be plainly visible from the public sidewalks on Bluxome and Brannan Streets. Design of the plaques shall utilize the standard

templates provided by the Planning Department, as available, and shall be approved by the Department staff prior to installation.

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

52. **Monitoring and Reporting - Open Space.** One year from the issuance of the first certificate of occupancy for any building on the site, and then every 3 years thereafter, the Project Sponsor shall submit a maintenance and operations report to the Zoning Administrator for review by the Planning Department. At a minimum the maintenance and operations report shall include:
- a. a description of the amenities, and list of events and programming with dates, and any changes to the design or programing during the reporting period;
 - b. a plan of the POPOS including the location of amenities, food service, landscape, furnishing, lighting and signage;
 - c. photos of the existing POPOS at time of reporting;
 - d. description of access to the POPOS;
 - e. a schedule of the means and hours of access and all temporary closures during the reporting period;
 - f. a schedule of completed maintenance activities during the reporting period;
 - g. a schedule of proposed maintenance activities for the next reporting period; and
 - h. contact information for a community liaison officer.

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

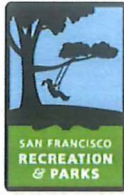


EXHIBIT G

London N. Breed, Mayor
Philip A. Ginsburg, General Manager

July 15, 2019

Mr. John Kevlin
Reuben, Junius & Rose, LLP
One Bush Street, Suite 600
San Francisco, CA 94104

Re: Pool and Community Center Dedication at 88 Bluxome Street

Dear Mr. Kevlin:

We write to express our interest in the offer from Alexandria Real Estate ("ARE" or "Project Sponsor") to construct a public pool and community recreation center at 88 Bluxome, and to donate these amenities to the San Francisco Recreation and Park Department ("SFRPD").

This pool will help SFRPD serve the recreation needs and improve the health outcomes of our existing residents and growing population. SoMa is presently one of the denser neighborhoods of the city; by 2040 it will be among the densest with over 39,000 projected additional housing units. Public pools managed by SFRPD offer affordable options for all ages not often available at private pools: youth swim lessons, family rec swim, masters swim clubs, and high school swim teams.

SFRPD sees this property as an extension of our popular Gene Friend Recreation Center, which is one of the busiest recreation centers in our system and which offers extensive opportunities for all with low- or no-fee drop-in activities. Adding a pool and community center will help the SoMa neighborhood retain and attract families, including the affordable family housing that is proposed to be delivered above the pool and community center by the Mayor's Office of Housing and Community Development.

It is our understanding that the pool will be located in a subterranean structure with direct access to an at-grade lobby and community center ("Pool Parcel"). The Project Sponsor would also construct a warm shell for the community center ("Community Center"). Attached, as Exhibit A, is the expected scope of the project. Recreation and Park Department staff has been working closely with the Project Sponsor to develop a pool design and access features that meet SFRPD standards.

Conditions related to the SFRPD's acceptance of the donation include the following, without limitation:

1. Fee title interest to the Pool Parcel must be conveyed clear of all title exceptions except those that SFRPD in its sole discretion accepts.



2. Execution of an agreement between SFRPD and ARE to govern the terms under which the parties will continue working together on the design and construction of the proposed pool, the eventual property transfer assuming the pool is accepted, and regarding other matters such as long-term maintenance and operations. The agreement will be subject to approval by the Recreation and Park Commission and the Board of Supervisors.
3. Project Sponsor agrees to provide a loan (with no interest) for tenant improvements for the Community Center to be repaid from Central SoMa impact fees or funds from the Mello Roos not allocated to improvements at Gene Friend Recreation Center.
4. City's acceptance of the donation is conditioned on ongoing collaboration between the Project Sponsor, SFRPD, and design professionals to be selected by the Project Sponsor, including coordination of design and acceptance of design progress sets and permitted construction drawings. In particular, Project Sponsor has agreed to work with SFRPD to develop drawings and cost estimates for the community center tenant improvements.
5. Project Sponsor agrees to cover SFRPD's project management fees through implementation and transfer of the Pool Parcel and tenant improvements of the Community Center.
6. The City's acceptance is conditioned on a finding of consistency with the General Plan and approval of the conveyance by the Board of Supervisors and the Mayor, in their respective sole discretion.
7. SFRPD shall be responsible for maintaining the Pool Parcel itself. In consideration for operating and maintaining a publicly accessible pool, SFRPD's additional responsibility will be limited to shared-system capital expenses (excluding structure but including roof) but only to the extent that Mello-Roos funds are available to cover the cost. The percentage to be attributable to SFRPD will be determined by negotiation based on the value of the interests but in no event in excess of 2.7%.

The conditions stated above are not intended to be exhaustive, and SFRPD and the Project Sponsor shall further refine the terms in the agreements noted above and the property transfer documents between the Project Sponsor and SFRPD.

We look forward to working with you on this development and appreciate the Project Sponsor's dedication of a new public pool that will provide enhanced recreation opportunities and improved health outcomes for the residents of San Francisco.

Sincerely,


Philip A. Ginsburg
General Manager



SAN FRANCISCO PLANNING DEPARTMENT

Community Plan Evaluation Certificate of Determination & Final Mitigated Negative Declaration

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

PMND Date: June 19, 2019; amended on July 18, 2019 (amendment to the PMND are shown in deletions as ~~strike through~~; additions in double underline)

Case No.: **2015-012490ENV**

Project Title: **88 Bluxome Street and Bay Club SF Tennis Interim Site**

Zoning: CMUO (Central SoMa Mixed-Use Office) Zoning District
Central SoMa Special Use District
200-CS/130-CS Height & Bulk District
Central SoMa Plan

Block/Lot: 3786/037

Lot Size: 114,048 square feet (2.61 acres)

Project Sponsor: Alexander Real Estate Equities, L.P.
c/o John Kevlin – Reuben, Junius & Rose, LLP
415.567.9000; jkevin@reubenlaw.com

Lead Agency: San Francisco Planning Department

Staff Contact: Daniel Wu – 415.575.9102; daniel.wu@sfgov.org

Reception:
415.558.6378

Fax:
415.558.6409

Planning
Information:
415.558.6377

INTRODUCTION

The project sponsor proposes to demolish the existing Bay Club SF Tennis building at 88 Bluxome Street and construct a mixed-use development and a linear park (88 Bluxome Street project). During construction of the 88 Bluxome Street project the project sponsor proposes to temporarily relocate the tennis club to an undetermined interim site in northeastern San Francisco (Bay Club SF Tennis interim tennis club site or interim tennis club project). Bay Club SF Tennis would move back to 88 Bluxome Street after completion of construction for the 88 Bluxome Street project. The 88 Bluxome Street project and the Bay Club SF Tennis interim site project are collectively referred to as the “proposed project.” A summary of the project description is provided below, and a detailed description of the proposed project is included in the attached initial study.

The 88 Bluxome Street project site is located within the Central SoMa Plan area. The specific location of the proposed interim tennis club project has not yet been identified, but it would be within the northeastern part of the city. The attached initial study evaluates the environmental impacts of both components of the proposed project. Based on the analysis contained in the attached initial study, the San Francisco Planning Department has determined that the proposed 88 Bluxome Street project qualifies for a community plan evaluation (CPE) under the Central SoMa Final Programmatic Environmental Impact Report (Central SoMa PEIR)¹ and that the Bay Club SF Tennis interim site project qualifies for a mitigated negative declaration (MND). Thus, the attached initial study includes CPE checklist questions for the 88 Bluxome Street project component and the standard initial study checklist questions for the interim tennis club project component.

¹ Planning Department Case Number 2011.1356E.

PROJECT DESCRIPTION:

88 Bluxome Street

The 88 Bluxome Street project site is bounded by Brannan Street to the north, Fourth Street to the east, Bluxome Street to the south, and Fifth Street to the west in the South of Market (SoMa) district (Assessor's Block 3786; Lot 037). The project sponsor proposed to demolish the existing 288,570 square-foot building on the project site, which currently contains Bay Club SF Tennis. The project would then construct an approximately 1,362,000-square-foot mixed-use development and a 13,200-square-foot linear public park that would extend along the north side of Bluxome Street from Fifth Street to Fourth Street. The proposed mixed-use development would include three new buildings: West Building, East Building, and Community Center/Affordable Housing Building. The West Building would be approximately 243 feet tall (including an 18-foot-tall enclosed mechanical penthouse) and contain approximately 13,800 square feet of ground floor retail/restaurant, 4,600 square feet of childcare, and 458,400 square feet of office on floors two through 16. The East Building would be approximately 202 feet tall (including an 18-foot-tall enclosed mechanical penthouse) and contain approximately 2,800 square feet of retail/restaurant and 8,100 square feet of production, distribution and repair (PDR) space on the ground floor, and 381,700 square feet of office space on floors two through 13. The Community Center/Affordable Housing Building would be approximately 85 feet tall (with up to 16 additional feet for a mechanical penthouse) and provide an approximately 29,700-square-foot community/recreation center on the ground floor and 118 units of affordable housing on floors two through seven.² The three buildings would share a multi-level basement containing an approximately 134,500-square-foot tennis club (Bay Club SF Tennis, which would move back to 88 Bluxome Street after completion of project construction), 70,500 square feet of parking, and a portion of the community center.

The proposed project would provide approximately 16,800 square feet of open space (including a midblock passage), 163 vehicle parking spaces, eight off-street commercial loading spaces, 311 class 1 bicycle parking spaces, and 70 class 2 bicycle spaces. Proposed streetscape changes would include reconfiguration of existing on-street parking and loading along the northern and southern curbs of Bluxome Street between Fourth and Fifth streets and the eastern curb of Fifth Street between Bluxome Street and Brannan Street. Construction would require excavation of approximately 270,200 cubic yards of soil to a maximum depth of approximately 78 feet below sidewalk grade.

Bay Club SF Tennis Interim Site

During construction of the 88 Bluxome Street project, the project sponsor proposes to temporarily relocate operations of Bay Club SF Tennis to another location in San Francisco. The interim tennis club would be in operation for approximately three to five years. The specific location of the interim site has not yet been identified but it would be located in the northeastern part of San Francisco within the following boundaries: Lombard Street to the north, Cesar Chavez Street to the south, the San Francisco Bay to the east, and Divisadero Street/Castro Street to the west.³

² The project sponsor would convey an airspace parcel to the Mayor's Office of Housing and Community Development for construction of the affordable housing units.

³ Travelling south, Divisadero Street turns into Castro Street at Waller Street.

The interim tennis club would include approximately 12 to 15 indoor tennis courts, up to 30,000 square feet of ancillary space,⁴ and up to 60 off-street vehicle parking spaces. The interim tennis club could be located in an existing building without alteration, an existing building with alterations, or a newly constructed building.⁵ The interim tennis club, whether in an existing building or a newly constructed building, would require between 65,000 and 115,000 square feet of floor space. If newly constructed, the building would not exceed 40 feet in height. Any excavation would be limited to a maximum depth of 3 three feet below grade and up to approximately 13,000 cubic yards of soil.

APPROVAL ACTION

88 Bluxome Street

The *approval action* for the proposed project is the approval of the large project authorization for the 88 Bluxome Street component of the proposed project by the San Francisco Planning Commission. The approval action date establishes the start of the 30-day appeal period for this CEQA determination for the proposed project pursuant to section 31.04(h) of the San Francisco Administrative Code.

Bay Club SF Tennis Interim Site

The specific project approvals required for the interim tennis club project are unknown at this time. Approvals required for the interim tennis club project will be determined once the project sponsor has identified a specific location for the interim tennis club and submitted all materials and information required for approval of the interim club. Therefore, the approval of the large project authorization for the 88 Bluxome Street component of the proposed project by the Planning Commission will also establish the start of the 30-day appeal period for the final mitigated negative declaration for the interim tennis club to the Board of Supervisors.

The department will also conduct additional project-level environmental review of the interim tennis club project and provide a new CEQA determination for the interim club based on that project-level review if required. This additional environmental review and all related approval actions required for the interim tennis club will be subject to all applicable public notice and appeal procedures in accordance with CEQA, the CEQA Guidelines, and Chapter 31 of the Administrative Code.

COMMUNITY PLAN EVALUATION OVERVIEW: 88 BLUXOME STREET PROJECT

California Environmental Quality Act (CEQA) section 21083.3 and CEQA Guidelines section 15183 provide that projects that are consistent with the development density established by existing zoning, community plan or general plan policies for which an EIR was certified, shall not be subject to additional environmental review except as might be necessary to examine whether there are project-specific

⁴ Ancillary space could include reception, administrative functions, shower/lockers, fitness center, restaurant/café, lounge and a retail pro shop area.

⁵ The new building could be a permanent structure or a semi-temporary structure such as tension fabric structure or air supported structure. Tension fabric structures are created with a rigid steel frame system that is a prefabricated kit of parts erected on-site and then enclosed with a tension supported fabric structure that is very typically used for large span needs such as sports courts. Air supported structures, sometimes known as “domes” or “bubbles” are typically made from a fabric membrane and provide temperature-controlled climate for a variety of activities, including sports; these structures are supported by creating a slightly higher air pressure inside the dome.

significant effects which are peculiar to the project or its site. CEQA Guidelines section 15183 specifies that examination of environmental effects shall be limited to those effects that: a) are peculiar to the project or parcel on which the project would be located; b) were not analyzed as significant effects in a prior EIR on the zoning action, general plan or community plan with which the project is consistent; c) are potentially significant off-site and cumulative impacts that were not discussed in the underlying EIR; or d) are previously identified in the EIR, but which, as a result of substantial new information that was not known at the time that the EIR was certified, are determined to have a more severe adverse impact than that discussed in the underlying EIR. Section 15183(c) specifies that if an impact is not peculiar to the parcel or to the proposed project, then an EIR need not be prepared for the project solely on the basis of that impact.

This determination evaluates the potential project-specific environmental effects of the 88 Bluxome Street project, described above and incorporates by reference information contained in the Central SoMa Plan PEIR. Project-specific studies were prepared for the proposed project to determine if the project would result in any significant environmental impacts that were not identified in the Central SoMa PEIR.

FINDINGS:

88 Bluxome Street

As summarized in the initial study (see below):

1. The proposed 88 Bluxome Street project is consistent with the development density established for the project site in the Central SoMa Plan;
2. The proposed 88 Bluxome Street project would not result in effects on the environment that are peculiar to the project or the project site that were not identified as significant effects in the Central SoMa PEIR;
3. The proposed 88 Bluxome Street project would not result in potentially significant off-site or cumulative impacts that were not identified in the Central SoMa PEIR;
4. The proposed 88 Bluxome Street project would not result in significant effects, which, as a result of substantial new information that was not known at the time the Central SoMa PEIR was certified, would be more severe than were already analyzed and disclosed in the PEIR; and
5. The project sponsor will undertake feasible mitigation measures specified in the Central SoMa PEIR to mitigate project-related significant impacts (see Section F Mitigation Measures of the initial study and Attachment A).

The 88 Bluxome Street project is eligible for streamlined environmental review pursuant to CEQA section 21083.3 and CEQA Guidelines section 15183.

Bay Club SF Interim Site

The proposed interim tennis club project could not have a significant effect on the environment. This finding is based upon the criteria of CEQA Guidelines sections 15064 (Determining Significant Effect), 15065 (Mandatory Findings of Significance), and 15070 (Decision to prepare a Negative Declaration), and the following reasons as documented in the initial study for the 88 Bluxome Street project and Bay Club SF Interim Site, which is attached.

CPE Certificate of Determination &
Final Mitigated Negative Declaration
July 18, 2019

CASE NO. 2015-012490ENV
88 Bluxome Street and Bay Club SF Tennis Interim Site

Mitigation measures are included in this project to avoid potentially significant effects (see Attachment A, Section F Mitigation Measures).

In the independent judgment of the Planning Department, there is no substantial evidence that the project could have a significant effect on the environment.



Lisa Gibson
Environmental Review Officer

7/18/19

Date of Issuance of Final Mitigated
Negative Declaration

ATTACHMENTS

A. Mitigation Monitoring and Reporting Program

cc: JOHN KEVLIN, PROJECT SPONSOR; KEN DUPEE, PROJECT REPRESENTATIVE,
SUPERVISOR MATT HANEY, DISTRICT 6; LINDA AJELLO-HOAGLAND, CURRENT PLANNING
DIVISION; VIRNA BYRD, M.D.F.; EXEMPTION/EXCLUSION FILE

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Initial Study

88 Bluxome Street and Bay Club SF Tennis Interim Site

Planning Department Case No. 2015-012490ENV

The San Francisco Planning Department has prepared this initial study for a combined community plan evaluation (CPE) under the Central SoMa Final Programmatic Environmental Impact Report (Central SoMa PEIR)¹ and a final mitigated negative declaration (FMND) for the proposed project. The purpose of this combined CPE and FMND is to evaluate the environmental impacts of the proposed project which consists of two components: (1) a mixed-use development and a linear park at 88 Bluxome Street (88 Bluxome Street project); and (2) the temporary relocation of Bay Club SF Tennis from 88 Bluxome Street to an interim location in northeastern San Francisco during the construction of the 88 Bluxome Street project (Bay Club SF Tennis interim site or interim tennis club project) as further described below. Following the completion of the 88 Bluxome Street project, Bay Club SF Tennis would move back from the interim club to new tennis club facilities proposed as part of the development at 88 Bluxome Street.

The CPE documents the determination of the San Francisco Planning Department that the proposed 88 Bluxome Street project would not otherwise result in new or more severe impacts than were identified in the Central SoMa PEIR. The FMND documents the determination of the planning department that the proposed Bay Club SF Tennis interim site project could not have a significant adverse effect on the environment with implementation of certain mitigation measures. Preparation of a community plan evaluation and a mitigated negative declaration does not indicate a decision by the city to carry out the proposed project.

The planning department does not typically prepare a combined CPE/FMND for a project in San Francisco. The department chose this approach in this case because both the 88 Bluxome Street project and the interim tennis club project are components of one project and must be reviewed together.

The 88 Bluxome Street project component is located within the Central SoMa Plan Area. Sufficient project-level details are available about the 88 Bluxome Street project to enable the department to prepare a CPE that fully evaluates its environmental effects and determine that it would not result in new or more severe impacts than were identified in the Central SoMa PEIR. By contrast, the specific site for the interim tennis club is unknown. Further, according to the project sponsor, it has been unable to identify a specific site for the interim tennis club project because of the uncertainty regarding when the proposed 88 Bluxome Street project would be approved and constructed, and thus the period during which the interim tennis club would be in operation. The sponsor has identified an area within which the interim tennis club could be located. The boundaries of this area extend beyond the Central SoMa PEIR project boundary. For this reason, the department could not use the CPE process to provide CEQA clearance for the interim tennis club component. The project sponsor has asked the planning department to evaluate each of the two project components despite the different levels of specific information available. Therefore, the department prepared a standard initial study evaluation for the interim tennis club, based on the

¹ San Francisco Planning Department Case Number 2011.1356E.

project description provided by the project sponsor. The initial study concludes that construction and operation of the interim tennis club would not result in significant environmental impacts that could not be mitigated to a less-than-significant level. Therefore, the department is issuing a FMND for this project component. The interim tennis club project will be subject to additional project-level environmental review when a specific site is identified, and project-level information is provided; such review would occur prior to any approval action for the interim tennis club. The standard public review and appeal processes for the CPE and PMND apply for each component of the proposed project as applicable, and as described below.

This initial study is organized as follows. Section A Project Description provides a description of both components of the proposed project. Section B Project Setting describes setting and cumulative conditions for the 88 Bluxome Street Project. This section also includes a general description of the setting and an approach to cumulative analysis for the Bay Club SF Tennis interim site. Section C Compatibility with Existing Zoning and Plans only addresses the 88 Bluxome Street project as the location of the interim tennis club is unknown at this time. A detailed description of the approach to analysis for the proposed project is provided in Section D Approach to Analysis and Summary of Environmental Effects. Each topic under Section E Evaluation of Environmental Effects addresses both components of the proposed project and is broken into two parts: the first part evaluates whether the 88 Bluxome Street project would result in significant impacts on the environment that were not previously identified in the Central SoMa PEIR. The second part evaluates whether the interim tennis club project would result in significant impacts on the environment. The analysis of the interim tennis club does not consider the environmental impact analysis contained in the Central SoMa PEIR because the interim tennis club may not be located within the Central SoMa Plan Area. Applicable project mitigation measures for both components of the proposed project are provided in Section F Mitigation Measures.

A. PROJECT DESCRIPTION

Introduction

The project sponsor proposes to demolish the existing Bay Club SF Tennis building at 88 Bluxome Street and construct a mixed-use development and a linear park at the site. During construction of the 88 Bluxome Street project the project sponsor proposes to temporarily relocate the tennis club to an undetermined site in San Francisco. Bay Club SF Tennis would move back to a new facility at 88 Bluxome Street after completion of the 88 Bluxome Street project. The 88 Bluxome Street project and the Bay Club SF Tennis interim site project are collectively referred to as the “proposed project.” A detailed description of both components of the proposed project is provided below.

88 Bluxome Street

88 Bluxome Street: Location and Site Characteristics

The 88 Bluxome Street project site consists of an approximately 114,048-square-foot lot (Assessor’s Block 3786; Lot 37) on the block bounded by Bluxome Street to the south and Brannan Street to the north, between Fourth and Fifth streets in the South of Market (SoMa) District (see **Figure 1, 88 Bluxome Street and Bay Club SF Tennis Interim Site Location Map**).²

² All figures are provided at the end of this initial study beginning on page 181.

The 88 Bluxome Street project site is currently developed with an approximately 288,570-square-foot, three-story building containing the existing Bay Club SF Tennis facility. Bay Club SF Tennis is a private tennis club with 12 indoor and 12 rooftop outdoor tennis courts, fitness center, 119 parking spaces, and ancillary facilities. The existing building, constructed in 1974, is a three-story, 41-foot-tall rectangular building that occupies the entire parcel bounded by Brannan Street, Fifth Street, Bluxome Street, and the 525-537 Brannan Street building (see **Figure 2, 88 Bluxome Street: Existing Site Plan**). Vehicle parking is provided on the ground and second floors and can be accessed via one 22-foot-wide ingress and egress driveway located on Fifth Street. Bay Club SF Tennis currently employs 25 full-time-equivalent employees and has 1,800 tennis club members.

88 Bluxome Street: Project Characteristics

The proposed 88 Bluxome Street project would include the demolition of the existing building on the project site and construction of a new mixed-use development and linear public park. The proposed 88 Bluxome Street project would include construction of three new buildings (the West Building, the East Building, and the Community Center/Affordable Housing Building) over a shared podium with a basement containing two full levels and two mezzanine levels, totaling approximately 1,362,000 square feet. The project sponsor would also alter the streetscape and reconfigure parking along the northern and southern curbs of Bluxome Street between Fourth and Fifth streets to create a public linear park (see **Figure 3, 88 Bluxome Street: Proposed Site Plan**).

The West Building would front Fifth Street, Brannan Street, and Bluxome Street, and would be approximately 243 feet tall (including an 18-foot-tall enclosed mechanical penthouse). The building would contain approximately 13,800 square feet of ground floor retail/restaurant, 4,600 square feet of ground floor childcare facility, and 458,400 square feet of office on floors two through 16 (see **Figures 8-11**).

The East Building would front Brannan Street and Bluxome Street and would be approximately 202 feet tall (including an 18-foot-tall enclosed mechanical penthouse). The building would contain approximately 2,800 square feet of retail/restaurant, 8,100 square feet of production, distribution, and repair (PDR) on the ground floor, and 381,700 square feet of office on floors two through 13 (see **Figures 8-11**). On the ground floor, the building would also include eight commercial loading spaces (four loading spaces and four *substitute service vehicle spaces*³), a shipping and receiving area for deliveries to the three buildings, trash collection areas, the project site's primary switch gear, and 70 *class 2 bicycle parking spaces*.⁴ The building would also include two driveways for access to the ground floor loading spaces and trash areas, and ramp access to the basement level one parking spaces with a single shared curb cut on Bluxome Street (detailed information about the proposed site circulation, parking and loading is provided below). The West and East Buildings would have

³ Typical full-size commercial loading spaces are 12 feet by 35 feet. Substitute service vehicle spaces are 9-foot-by-20-foot commercial loading spaces that may be combined, when needed, to serve as a substitute for a full-size commercial loading space. The proposed 88 Bluxome Street project would provide four substitute service vehicle spaces which is the equivalent of two full-size commercial loading spaces.

⁴ Class 1 bicycle spaces are intended for long-term parking typically of longer than two hours and include bicycle lockers, bicycle cages/rooms, and bicycle stations. Class 2 bicycle spaces are intended for short-term parking typically less than two hours and include sidewalk bicycle racks and on-street bicycle corrals.

connected lobbies that share two pedestrian access points from the Brannan Street and the Bluxome Street project frontages.

The Community Center/Affordable Housing Building would be located east of the East Building across a mid-block alley and west of the adjacent existing building at 525-537 Brannan Street. The building would front Brannan and Bluxome streets and would be up to 85 feet tall (with up to 16 additional feet for a mechanical penthouse). On the ground floor, the building would contain approximately 3,900 square feet of reception lobby for the tennis club, 11,800 square feet of community and recreation center lobby, multipurpose room, and game room, and 4,100 square feet of lobby for the affordable housing units. The building would contain up to 118 affordable housing units (106,200 square feet) with living space on levels two through seven (see **Figures 8-11**).

The proposed 88 Bluxome Street project would have a four-level basement (see **Figures 4-7**):

- **Basement level one** would include 163 parking spaces (including four car share spaces) and three loading spaces exclusively for the proposed child care facility, 311 class 1 bicycle parking spaces (an additional 70 class 2 bicycle spaces would be installed on the sidewalks along the project's street frontages). Showers and lockers, stairwells and elevators connecting to the ground floor lobbies of the tennis club, affordable housing, and office towers, electric and substation room for the two office towers, and electric and trash rooms for the Community Center/Affordable Housing Building would also be located on this level.
- **Mezzanine level one** would include 15,800 square feet of tennis club use (café and administrative offices) and storage tanks and a fire pump room for building operation.
- **Mezzanine level two** would include 15,600 square feet of tennis club use (fitness center and shower facility) and mechanical room and fire pump for building operation.
- **Basement level two** would include 95,200 square feet of tennis club consisting of 12 indoor tennis courts, 13,300 square feet of community/recreation use consisting of a children's and senior's swimming pool, a six-lane swimming pool and associated ancillary uses, and a booster pump and water storage tank that would serve all three buildings. The tennis club portion of basement level two would have a 35-foot-high ceiling, and the community/recreation portion of the level would have a 14-foot, 4-inch-high ceiling. Tennis club uses would also be located on the two mezzanine levels: above the community/recreation use of basement level two and below basement level one.

The proposed 88 Bluxome Street project would include two diesel-powered emergency generators: one 2-megawatt and one 1-megawatt generator on the roofs of the West Building and the East Building, respectively. The Community Center/Affordable Housing Building would not include any emergency generators. The project would also include fire pumps. The proposed 88 Bluxome

Street project would be designed to meet the U.S. Green Building Council's Leadership in Energy and Environmental Design (LEED) certification.⁵

The proposed 88 Bluxome Street project characteristics are shown in **Table 1, 88 Bluxome Street Project Characteristics**. Elevations are presented in **Figures 13-16**.

⁵ LEED certification is undertaken through independent verification of a building's features related to sustainability, and demonstrates "the design, construction, operations and maintenance of resource-efficient, high-performing, healthy, cost-effective buildings." U.S. Green Building Council, "What is LEED?", <http://leed.usgbc.org/leed.html>, accessed February 24, 2018.

Table 1 88 Bluxome Street Project Characteristics

Existing and Proposed Uses	Existing (to Be Removed)	West Building	East Building	Community Center/ Affordable Housing Building	Project Total
(1) Tennis Club Use:	288,570 sf				134,500 sf
(a) Tennis Courts	199,000 sf	47,600 sf	47,600 sf		
(b) Café	2,000 sf			2,300 sf	
(c) Fitness center (including showers, lockers, studio, and sauna/spa)	11,600 sf			11,230 sf	
(d) Administrative Office (including office, meeting rooms, and lounges)	8,500 sf			6,530 sf	
(e) Lobby, core, service area, and other ancillary use)	13,220 sf			20,400 sf	
(2) Office ^a		458,400 sf	381,700sf		840,100 sf
(3) Retail/Restaurant		13,800 sf	2,800 sf		16,600 sf
(4) PDR			8,100 sf		8,100 sf
(5) Community/Recreation Center		4,600 sf		29,700 sf	29,700 sf
(6) Childcare Facility					4,600 sf
(7) Affordable Housing				6,600 sf	106,200 sf
(a) B1 & L1 Lobbies)				99,600 sf (up to 118 units)	
(b) Residential units					
(8) Parking	54,250 sf				70,500 sf
(9) Cores, Mechanical, Deck, Support, Service & Other					151,700 sf
Privately Owned Public Open Space	—	—	—	—	16,800 sf
(10) On-Site POPOS		9,700 sf			
(a) Open space under Cantilever		1,700 sf			
(11) POPOS used within Linear Park		5,500 sf			
Total Area	575,340 sf	541,300 sf	440,200 sf	176,360 sf	1,378,800 sf

Table 1 88 Bluxome Street Project Characteristics

Existing and Proposed Uses	Existing (to Be Removed)	West Building	East Building	Community Center/ Affordable Housing Building	Project Total
(1) Total Auto Parking Spaces					
(a) Office Parking Spaces					136 spaces
(b) Retail/Restaurant Parking Spaces					0 spaces
(c) Tennis Club Parking Spaces	119 spaces				13 spaces
(d) Community Center Parking Spaces					0 spaces
(e) PDR Parking Spaces					0 spaces
(f) Affordable Housing Parking Spaces					0 spaces
(g) ADA-Accessible Parking Spaces					11 spaces
(2) Commercial Loading Spaces					8 spaces
(3) On-Street Loading Spaces ^b					
(a) Passenger:					22 spaces
(b) Commercial:					22 spaces
(4) Bicycle Parking Spaces					311 class 1 spaces 70 class 2 spaces
Vehicle parking subtotal					160 spaces
Loading spaces subtotal					Up to 30 spaces
Bicycle parking subtotal					381 spaces
Total Parking and Loading Spaces					571 spaces

NOTES:

- a. Office square footage includes lobby, core, and service areas. Square footages may not add to totals shown because numbers are rounded.
- b. Loading spaces on Fifth Street would be restricted to passenger loading between 7 a.m. and 10 a.m. and commercial loading between 10 a.m. and 6 p.m.; public parking would be permitted in these spaces at any other time. Loading spaces on Bluxome Street would be available for commercial loading during the midday period (10 a.m. to 1 p.m.) and restricted to general passenger loading and unloading during the p.m. peak period (4 p.m. to 6 p.m.). Outside of these peak periods, the loading spaces along Bluxome Street would be available for public parking.

88 Bluxome Street: Linear Park Streetscape and Parking Reconfiguration

The proposed 88 Bluxome Street project would include streetscape improvements and parking reconfiguration along the northern and southern curbs of Bluxome Street between Fourth and Fifth streets to create a public linear park (see **Figure 12, 88 Bluxome Street: Proposed Streetscape Plan**). These proposed streetscape improvements would include:

- Planting approximately 61 trees along the northern curb of Bluxome Street and 17 trees along the southern curb of Bluxome Street.
- Replacing the existing 7-foot-wide sidewalk and the 62 90-degree metered parking spaces along the northern curb of Bluxome Street with a 27-foot-wide, 13,200-square-foot (0.30-acre) linear park with a 5-foot-wide permeable rumble strip buffer between the westbound travel lane and the linear park.
 - Surface treatments within the linear park would include 1,700 square feet of impermeable materials, 1,200 square feet of permeable pavers, 6,300 square feet of plantings, and 4,000 square feet of gravel.
 - Of the linear park's 27-foot width, 8 feet would serve as a sidewalk adjacent to existing and proposed buildings from Fourth Street to Fifth Street and 14 to 21 feet would serve as park space. There would be three new 7-foot-wide loading zones along the northern curb of Bluxome Street totaling 261 feet in length (92 feet, 89 feet, and 80 feet). The 84-foot and 89-foot loading zones would be located along the project building frontage, and the 80-foot loading zone would be located along the frontage of 636-648 Fourth Street. The loading zones would be restricted to general passenger loading during the a.m. peak period (7 a.m. to 10 a.m.) and p.m. peak period (4 p.m. to 6 p.m.), and commercial loading during the peak period of commercial loading (10 a.m. to 1 p.m.). Outside of these peak periods, the loading zones would be available for public parking.
- Reconfiguring the 42 90-degree metered parking spaces and seven 90-degree commercial loading spaces along the southern curb of Bluxome Street to seven metered parking spaces and three 8-foot-wide loading zones measuring 75 feet and 53 feet directly across from the project building frontage, and an 80-foot loading zone along the frontage of 1 Bluxome Street, totaling 208 feet in length. The loading zones would be restricted to general passenger loading during the a.m. peak period (7 a.m. to 10 a.m.) and p.m. peak period (4 p.m. to 6 p.m.), and commercial loading during the peak period of commercial loading (10 a.m. to 1 p.m.). Outside of these peak periods, the loading zones would be available for public parking. The southern sidewalk would also be widened from the existing 7 feet to 8 feet along the remaining curb.
- Reducing the width of Bluxome Street's travel lanes from approximately 12 to 10 feet in each direction.
- Altering of the existing curb cuts along Bluxome Street's northern curb to the following dimensions:

- A new 50-foot-wide curb cut for the project's East Building garage and loading driveways
- Removal of two existing 5-foot-wide curb cuts at 38 Bluxome Street
- A new 120-foot-wide curb cut to provide driveway access to Fire Station Number Eight and a 25-foot-wide curb cut for 505 Brannan Street. This would replace the existing 85-foot-wide curb cut and red zone for Fire Station Number Eight and the existing 20-foot-wide curb cut for 505 Brannan Street.
- A new 15-foot-wide curb cut to replace the existing 10-foot-wide curb cut for 501 Brannan Street
- A new 27-foot-wide curb cut to replace the existing curb cut for the surface lot at 648 Fourth Street

The project would rebuild the existing curb cuts at their current locations along Bluxome Street's southern curb, with the following minor modifications to curb cut dimensions:

- The existing Bluxome Street driveway curb cut for 655 5th Street would remain as 20 feet, 6 inches
- The existing curb cut for 77 Bluxome Street would remain as 10 feet
- The existing curb cut for 69 Bluxome Street would remain as 15 feet
- The existing 13-foot, 6-inch curb cut for 63 Bluxome Street would be removed
- The existing curb cut for 61 Bluxome Street would remain as 16 feet, 7 inches
- The existing 16-foot, 7-inch curb cut for 53 Bluxome Street would be removed
- The two existing Bluxome Street curb cuts for 340 Townsend would remain as 18 feet, 2 inches and 16 feet, 9 inches
- The existing Bluxome Street curb cut for 1 Bluxome Street would remain as from 23 feet, 8 inches

Additionally, the project would signalize and install pedestrian crosswalks across the intersection of Fifth and Bluxome streets.

88 Bluxome Street: Other Open Space, Streetscape and Landscaping Improvements

The project proposes 16,800 square feet of publicly accessible private open spaces (POPOS) as required by the planning code (see **Figure 12, 88 Bluxome Street: Proposed Open Space Plan**), including:

- 2,500 square feet adjacent to the Brannan Street lobby entrance
- 1,500 square feet adjacent to the Bluxome Street lobby entrance of the West and East Buildings

- 5,700 square feet of mid-block alley between the East Building and the Community Center/Affordable Housing Building connecting the Brannan Street and Bluxome Street project frontages
- 1,700 square feet of mid-block open space under the cantilevered portion of the East Building
- 5,500 square feet of linear park along the project's Bluxome Street frontage

As shown in **Figure 3, 88 Bluxome Street: Proposed Site Plan**, the project also proposes to extend the existing Brannan Street sidewalk from 10 feet to 15 feet, and the existing Fifth Street sidewalk from 10 feet to 12 feet, to comply with the Better Streets Plan per San Francisco Planning Code section 138.1 (this would result in the Brannan Street sidewalk meeting the recommended width and the Fifth Street sidewalk meeting the minimum width as outlined in the Better Streets Plan). The project also proposes removing the existing 23 metered parking spaces⁶ and three loading spaces along the site's Brannan Street frontage. Along the site's Fifth Street frontage, SFMTA approved in November of 2018, the removal of the existing 105-foot-long red zone for Muni buses, and the establishment of a 20-foot red zone south of Brannan Street, a 41-foot metered yellow zone (for commercial loading from 9 a.m. to 6 p.m. on Monday through Saturday that would revert to unmetered parking spaces outside of those hours), and a metered parking space as a part of its Townsend Corridor Improvement Project.⁷ South of these zones, the project proposes an 106-foot loading zone that would be restricted to general passenger loading during the a.m. peak period (7 a.m. to 10 a.m.), and commercial loading during the peak period of commercial loading (10 a.m. to 6 p.m.). Outside of these peak periods, the loading zones would be available for public parking. The project would maintain these approved curb changes and existing curb spaces along Fifth Street with the proposed 12-foot sidewalk.

Construction of the project would require removal of 43 trees in the right of way adjacent to the project, 13 of which are considered significant trees as defined by the city's Urban Forestry Ordinance (Public Works Code article 16). Per the San Francisco Urban Forestry Ordinance, a tree removal permit would be required from San Francisco Public Works to remove these street trees. The proposed 88 Bluxome Street project would plant approximately 114 new trees in compliance with Planning Code section 138.1(c) and the Better Streets Plan, including 61 trees along the northern curb of Bluxome Street, 17 trees along the southern curb of Bluxome Street, and 36 trees along the Fifth Street and Brannan street project frontages. With the removal of 66 existing trees, the 88 Bluxome Street project would plant 71 net new trees.

88 Bluxome Street: Circulation, Parking, and Loading

As described above, the 88 Bluxome Street project would include 163 parking spaces on the first basement level (13 parking spaces for the tennis club, three loading spaces used exclusively for the

⁶ Three of these metered parking spaces, directly adjacent to the intersection of Brannan and Fifth streets, are designated for shuttle bus loading and unloading Mondays through Fridays from 6 a.m. to 10 a.m. and from 4 p.m. to 8 p.m.; the project would remove this shuttle bus loading zone.

⁷ SFMTA Board of Directors Townsend Corridor Improvement Project Resolution 181106-148, November 6, 2018, https://www.sfmta.com/sites/default/files/reports-and-documents/2018/11/11-6-18_item_12_traffic_modifications_-_townsend_corridor_improvement_project_resolution.docx_pdf, accessed May 14, 2019.

child care facility, and 147 spaces for office, including 11 ADA spaces, and four carshare spaces), 311 class 1 bike parking spaces on the first basement level, 70 class 2 bike parking spaces on the ground floor directly adjacent to the mid-block alley accessible 24 hours a day, and a bike rack with nine spaces on the north curb on Bluxome Street (at Fifth Street serving retail entrances). There would also be eight off-street commercial loading spaces at grade (four 12-foot by 35-foot spaces and four 9-foot by 20-foot spaces). Vehicular and bicyclist access to the garage would be provided by a new 55-foot-wide curb cut along Bluxome Street. The curb cut would provide access to a 22-foot-wide entry/exit driveway for off-street parking for vehicles and bicycles, and a 12-foot-wide entry/exit driveway for off-street loading vehicles. The driveways would include audible and visual controls and safety features to minimize potential conflicts between vehicles exiting the garages and pedestrians and bicyclists. Two street-level pedestrian entries to the West and East Building would be provided, one on Brannan Street and one on Bluxome Street. Entry to the affordable housing units would be provided on Bluxome Street and entry to the tennis club would be located on Brannan Street near the eastern edge of the property. Entry to the community/recreation center would be provided on the mid-block alley.

Access to the bike room with 70 class 2 bike parking spaces would be provided from the mid-block alley. The bike room would have an elevator that could be used to access the 311 class 1 bike parking spaces on the first basement level. Bicyclists would also use the garage driveway from Bluxome Street to access the 311 class 1 bike parking spaces on basement level one. The driveway would be wide enough to accommodate vehicles and bicycles with a slope ranging from 8 to 16 degrees. Outbound bicyclists would use the striped 4-foot outbound bicycle lane; inbound bicyclists would use the shared inbound lane with sharrow markings and signage advising bicyclists to walk their bicycles down the ramp. In addition, a bike rack with nine spaces would be located on Bluxome Street's northern curb directly to the east of the intersection with Fifth Street. Bicyclists would be directed to these bicycle parking facilities with signage. Per San Francisco Planning Code sections 155.1, 155.2, and 155.3, the project would meet the minimum class 1 bike parking space requirement and exceed the minimum class 2 bike parking space requirements. Consistent with planning code requirements, the class 1 bike spaces would be accessible without requiring the use of stairs.

88 Bluxome Street: Transportation Demand Management

The proposed 88 Bluxome Street project would result in new construction resulting in 10 or more dwelling units, and more than 10,000 occupied square feet; therefore, the proposed 88 Bluxome Street project would be required to comply with San Francisco Planning Code section 169, Transportation Demand Management Program. As required under planning code section 169, the project sponsor is required to develop a transportation demand management (TDM) plan describing strategies to reduce single-occupancy driving to and from the project site, promote car-sharing, and promote use of nearby transit, bicycle, and pedestrian facilities to access the project

site. Compliance with the project's TDM plan would be included as a condition of approval for the proposed 88 Bluxome Street project.⁸

The project sponsor proposes to implement the following TDM measures:

- Sidewalk improvements that comply with the Better Streets Plan
- Bicycle parking, showers, and lockers on site
- A bicycle repair station, bicycle maintenance services, and bicycle valet parking on site
- Car-share parking
- Multimodal wayfinding signage
- Real-time transportation information displays
- Unbundled parking
- Parking pricing to encourage short-term rather than long-term parking
- Parking supply less than the neighborhood parking rate

88 Bluxome Street: Driveway and Loading Operations Plan

The proposed 88 Bluxome Street project would result in new construction of more than 100,000 gross square feet. Therefore, the proposed 88 Bluxome Street project would be required to comply with San Francisco Planning Code section 155(u), Driveway and Loading Operations Plan (DLOP) in the Central SoMa Special Use District. As required under planning code section 155(u), the project sponsor is required to prepare a DLOP to reduce potential conflicts between driveway and loading operations, including passenger and commercial loading activities, and pedestrian, bicycles, and vehicles, to maximize reliance of off-street loading spaces to accommodate loading demand, and to ensure that off-street loading activity is considered in the proposed 88 Bluxome Street project's design.

The proposed DLOP includes the following components:

- The project sponsor shall develop a management plan of commercial loading spaces that includes coordinated scheduling of commercial trucks and inform building tenants of limitations and conditions on loading schedules and truck size. The plan shall include installation of a sign indicating when off-street commercial loading spaces are at full capacity and audible and visual warning devices at the building driveway entry.
- The project sponsor shall ensure that building management employs an attendant for the project's parking garage and off-street commercial loading spaces. The attendant shall be stationed at the building driveway entry and shall direct trucks and other vehicles accessing and egressing the building parking garage and off-street commercial loading

⁸ San Francisco Planning Code section 169 requires, prior to issuance of a certificate of occupancy, that a property owner facilitate a site inspection by the planning department and document implementation of applicable aspects of the TDM plan, maintain a TDM coordinator, allow for department inspections, and submit periodic compliance reports throughout the life of the project.

- spaces. The attendant shall also assist in avoiding any safety related conflicts between these vehicles and people walking along the Bluxome Street project frontage.
- The parking attendant shall determine the maximum truck size that can be accommodated by the off-street commercial loading spaces. The DLOP shall also include procedures regarding the on-street locations where larger vehicles can be accommodated, time of day restrictions for accommodating larger vehicles (that cannot be accommodated by the off-street commercial loading spaces), and reservation of available curb space on adjacent streets from SFMTA.
 - Coordination with for-hire vehicle companies to request passenger loading zones are incorporated into companies' mobile app device to better guide passengers and drivers where to pick up or drop off.
 - Notifications and information to visitors and employees about passenger loading activities and operations, including detailed information on the vanpool services as well as how to utilize for-hire services.
 - Detailed roles and responsibilities of managing and monitoring the passenger loading zone(s) and to properly enforce any passenger vehicles that are in violation (e.g., double-parking in traffic lane, blocking bicycle lane, blocking a driveway, etc.).

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

88 Bluxome Street: Construction

Project construction would require the excavation, removal, and disposal of approximately 270,200 cubic yards of soil. The project would have a lowest finished floor of approximately 55 feet below adjacent sidewalk grades for most of the site, stepping down to 58 feet at the community/recreation center's pool deck, and to approximately 65 feet at the bottom of the pool. The finished floor beneath portions of the pool mechanical room would be 71 feet below sidewalk grade. The bottom of the excavation would be expected to be at a maximum 7 feet below the corresponding finished floor elevation to facilitate waterproofing installation and foundation construction. The West and East Buildings would be post-tensioned concrete structures with steel brace frame lateral systems or all-steel structures. The Community Center/Affordable Housing Building would be five levels of stick construction over two levels of concrete.

Construction of the proposed 88 Bluxome Street project would be completed in two phases. The first phase would include construction of the basement, the East and West Buildings, and the first level podium of the Community Center/Affordable Housing Building. This phase would have five overall sub-phases: demolition, grading/excavation, building construction, architectural coatings, and paving. The total duration for construction of phase one is anticipated to be 46 months. Construction is expected to begin in the second quarter of 2020 and be completed in the first quarter of 2024. For the purpose of the subsequent analysis, project construction assumes that the first twelve months of phase one construction would involve the demolition and grading/excavation of the project site. The subsequent analysis also assumes that the proposed 88 Bluxome Street project

would receive its Office Development Annual Limit Program office space allocation⁹ prior to the second quarter of 2021 or prior to the project's building construction sub-phase¹⁰.

The second phase would include construction of levels two through seven of the Community Center/Affordable Housing Building. This phase would have three overall sub-phases: building construction, architectural coatings, and paving. The total duration for construction of phase two is anticipated to be 24 months. Construction is expected to begin in November 2022 and completed before November 2024.

BAY CLUB SF TENNIS INTERIM SITE

During construction of the proposed 88 Bluxome Street project, the existing Bay Club SF Tennis club would be relocated to an interim facility within San Francisco. Because the specific location of the interim tennis club has not yet been identified, this initial study evaluates the potential environmental impacts of the interim tennis club based on available information. The environmental review of the interim tennis club contained in this initial study is based on the project description information and related assumptions provided below. The interim tennis club will be subject to additional project-level environmental review when a specific site is identified and project-level information is provided and prior to any approval action for the interim tennis club.

Bay Club SF Tennis Interim Site: Project Location and Characteristics

The interim tennis club would be located in the eastern part of San Francisco within the following boundaries: Lombard Street to the north, Cesar Chavez Street to the south, the San Francisco Bay to the east, and Divisadero Street/Castro Street to the west¹¹ (see **Figure 1, 88 Bluxome Street and Bay Club SF Tennis Interim Site Location Map**). The project sponsor has indicated that the site would be located in a zoning district that permits the proposed recreational use, such as RC (Residential Commercial), C-2 (Community Business), C-3 (Downtown Commercial), DTR (Downtown Residential), Eastern Neighborhoods Mixed-Use, PDR, M (Light and Heavy Industrial) or certain NC (Neighborhood Commercial) districts, and that the interim tennis club would be in a *transportation analysis zone* (TAZ)¹² with daily vehicle miles traveled (VMT) per employee lower than 15 percent below the regional average. The interim tennis club could be located in an existing building without alteration, an existing building with alterations, or a newly-

⁹ The Office Development Annual Limit Program or "Proposition M" limits the amount of office space that may be authorized in a given year to 950,000 square feet. Any office space not allocated in a given year may be carried over to subsequent years.

¹⁰ The environmental analysis assumes that the project would receive the necessary office development allocation as governed by the city's Office Development Annual Limit Program prior to building construction or by the second quarter of 2021 because the project must receive authorization for the entire office allocation before constructing the proposed office space.

¹¹ Travelling south, Divisadero Street turns into Castro Street at Waller Street.

¹² SF-CHAMP is a travel demand model maintained by the San Francisco County Transportation Authority used to forecast future travel patterns in the Bay Area. Travel demand models typically use geographic units called transportation analysis zones (TAZs) that may vary in size.

constructed building. Altering an existing building or constructing a new building¹³ for the interim tennis club could potentially include demolition of an existing structure and the use of demolition equipment. An existing or newly-constructed interim tennis club would require between 65,000 and 115,000 square feet of floor space and would not exceed 40 feet in height. The interim tennis club would have a floor-area ratio greater 0.75.

The interim tennis club would include approximately 12 to 15 indoor tennis courts and up to 30,000 square feet of ancillary space (consisting of reception, administrative functions, shower/lockers, fitness center, restaurant/café, lounge and retail pro shop area). The interim tennis club would not include outdoor tennis courts and would not have amplified sound or music. Interim tennis club hours of operators would be similar to current hours of operations at the existing Bay Club SF Tennis from 5:30 a.m. to 11 p.m. Monday through Friday and 7 a.m. to 10 p.m. Saturday and Sunday. Any new curb cuts would not exceed 12 feet and would provide access to approximately 60 off-street parking spaces. The interim tennis club would not seek a variance or conditional use authorization to allow exceedance of the relevant parking requirements. The interim tennis club would also include two commercial loading spaces and three passenger loading spaces either off-street or on-street along the interim site frontage. This project sponsor has indicated that no streets would be closed as part of implementation of the interim tennis club.

Bay Club SF Tennis Interim Site: Construction

Construction for the interim tennis club would be expected to last between four and 18 months and would not include work during nighttime hours. The project sponsor has indicated that implementation of the interim tennis club would not require demolition of a historic resource or existing housing, and that no historic resource would be altered in a manner that would significantly impair the resource. If the site contains any historical buildings, all construction would meet the *Secretary of Interior's Standards for the Treatment of Historic Properties* and would not cause impacts to a historic resource. It is expected that up to 3 feet of excavation across the site requiring removal and disposal of up to 13,000 cubic yards of material would be necessary to provide a mat slab foundation for a newly-constructed facility. It is expected that little if any groundwater dewatering would be necessary during construction of a new interim tennis club facility because of the maximal excavation depth of 3 feet. Pile driving is not proposed for the interim tennis club. The interim tennis club would operate for approximately three to five years during the construction of the new tennis club at 88 Bluxome Street.

PROJECT APPROVALS

88 Bluxome Street Project

The 88 Bluxome Street project would require the approvals listed below.

¹³ The new building could be permanent structure or a semi-temporary such as tension fabric structure or air supported structure. Tension fabric structures are created with a rigid steel frame system that is a prefabricated kit of parts erected on-site and then enclosed with a tension supported fabric structure that is very typically used for large span needs such as sports courts. Air supported structures, sometimes known as "domes" or "bubbles" are typically made from a fabric membrane and provide temperature-controlled climate for a variety of activities, including sports; these structures are supported by creating a slightly higher air pressure inside the dome.

San Francisco Board of Supervisors

- Approval of sidewalk legislation and major encroachment to widen sidewalks and establish new signalized intersection crosswalks at Fifth and Bluxome streets
- Approval of conveyance of airspace parcel to Mayor's Office of Housing and Community Development for Affordable Housing Building per San Francisco Administrative Code chapter 23
- Approval of conveyance of condominium airspace parcels to Recreation and Parks Department for community center per San Francisco Administrative Code chapter 23

San Francisco Planning Commission

- A large project authorization per Planning Code section 329 for projects entailing new construction of a building taller than 75 feet in height or greater than 25,000 square feet in floor area.
- An office allocation for the addition of new office development per Planning Code section 321 ("Office Development Annual Limit Program")
- Adoption of findings of consistency with the San Francisco General Plan and priority policies of Planning Code section 101.1
- San Francisco General Plan referral for sidewalk legislation to widen sidewalks, implementation of streetscape improvements, new signalized intersection crosswalks, and other public realm improvements

San Francisco Public Works

- Recommendation to the Board of Supervisors for sidewalk legislation and major encroachment to widen sidewalks and establish new signalized intersection crosswalks at Fifth and Bluxome streets, and approvals to implement streetscape and other public realm improvements
- Approval of a permit to remove street trees, as defined under the Urban Forestry Ordinance, and to plant new street trees adjacent to the project site
- Approval of construction within the public right-of-way (e.g., curb cuts, bulbouts, and sidewalk extensions) to ensure consistency with the Better Streets Plan
- Approval of permits for streetscape occupancy during construction
- Approval of airspace and condominium parcel map

San Francisco Department of Building Inspection

- Approval of demolition permits for existing buildings, grading/excavation permits, and site/building permits for new construction
- Approval of a permit for nighttime construction if any night construction work is proposed that would result in noise greater than 5 dBA above ambient noise levels

San Francisco Municipal Transportation Agency

- Approval of the placement of bicycle racks on the sidewalks and of other sidewalk, streetscape, and public realm improvements, including new signalized intersection crosswalks at Fifth and Bluxome streets, by the Sustainable Streets Division
- Approval of special traffic permits for temporary occupancy of streets and sidewalks during construction by the Sustainable Streets Division
- Approval of construction within the public right-of-way (e.g., bulbouts and sidewalk extensions) to ensure consistency with the Better Streets Plan
- Approval of designated color curbs for on-street commercial or passenger loading, or other restricted parking

San Francisco Public Utilities Commission

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

San Francisco Department of Public Health

- Approval of a construction dust control plan per Health Code article 22B
- Approval of a site mitigation plan in compliance with article 22A of the San Francisco Health Code
- Approval of a work plan for soil and groundwater characterization, if determined necessary

- Approval of required documentation per the Non-Potable Water Ordinance (joint approval by the public utilities commission)

Bay Area Air Quality Management District

- Approval of a permit to operate for proposed backup emergency generators

The *approval action* for the proposed 88 Bluxome Street project is the approval of a large project authorization by the San Francisco Planning Commission. The approval action date establishes the start of the 30-day appeal period for the CEQA determination for the 88 Bluxome Street project pursuant to section 31.04(h) of the San Francisco Administrative Code.

Bay Club SF Tennis Interim Site:

The specific project approvals required for the interim tennis club project are unknown at this time. Approvals required for the interim tennis club project will be determined once the project sponsor has identified a specific location for the interim tennis club and submitted all materials and information required for approval of the interim club. Therefore, the approval of the large project authorization for the 88 Bluxome Street component of the proposed project by the Planning Commission will also establish the start of the 30-day appeal period for the mitigated negative declaration for the interim tennis club to the Board of Supervisors.

The department will also conduct additional project-level environmental review of the interim tennis club project, and if necessary, provide a new CEQA determination for the interim club based on that project-level review. This additional environmental review and all related approval actions required for the interim tennis club will be subject to all applicable public notice and appeal procedures in accordance with CEQA, the CEQA Guidelines, and Chapter 31 of the Administrative Code.

B. PROJECT SETTING

Existing Setting

88 Bluxome Street

Existing land uses in the vicinity of the project site include: industrial and warehouse buildings with PDR uses (generally light industrial uses and service uses such as auto repair), low- and mid-rise residential and live/work buildings, low-rise commercial and institutional buildings, and surface parking lots. Residential and live/work buildings are located near the site across Brannan Street (close to Fourth Street), on the east side of Fourth Street between Brannan Street and Townsend Street, on the south side of Bluxome Street at the corner of Fourth Street and close to Fifth Street directly across from the existing Bay Club SF Tennis building, and on the east side of Fifth Street at Townsend Street.

The Academy of Art University occupies space at the southwest corner of Brannan and Fifth streets. The San Francisco Flower Mart is located at the northwest corner of Brannan and Fifth Street. The northeast corner of Brannan and Fifth streets is occupied by a two-story building that serves as a pet day-care center. Immediately east of the proposed 88 Bluxome Street project and bounded by Brannan, Bluxome, and Fourth streets are office buildings and a fire station.

The I-280 freeway on- and off-ramps are located approximately 850 feet west from the project site, and the elevated I-80 freeway is between Bryant and Harrison streets, approximately 450 feet north of the site. The Caltrain railroad tracks are south of Townsend Street, and the Caltrain San Francisco station is at Fourth and Townsend streets, one block southeast of the project site. The under-construction Central Subway will extend the T-Third light-rail line from Mission Bay to Chinatown along Fourth Street; the nearest station, due to open in 2020, will be at Fourth and Brannan streets, a half block from the project site. Mission Creek is about 0.2 mile south of the project site, with the Mission Bay area beyond. AT&T Park is 0.4 mile east of the site. Numerous mixed-use residential, commercial, and office buildings are planned or under construction in the project vicinity.

The nearest schools to the project site are the Bessie Carmichael Middle School on Harrison Street west of Fourth Street, about 0.2-mile northeast of the project site, and the Bessie Carmichael Elementary School on Seventh Street north of Bryant Street, about 0.2 mile northwest of the site. The nearest childcare centers are the Yerba Buena Gardens Child Development Center, about 0.4-mile northeast of the project site, and the Mission Head Start Mission Bay Child Development Center, about 0.4 mile southeast of the project site.

The nearest open spaces to the project site include Victoria Manalo Draves Park (on Sherman Street just west of I-80 and northwest of the project site, 0.2 mile northeast), Gene Friend Recreation Center (at Sixth and Folsom streets, 0.3 mile north), and South Park (on South Park Street between Second and Third streets, 0.3 miles northeast); each of these parks is a San Francisco Recreation and Park Department property. Mission Creek Park (on the edge of the Mission Creek at Fifth Street, 0.3 mile southeast of the project site) is under the jurisdiction of Mission Bay Parks through the San Francisco Office of Community Investment and Infrastructure (OCII). There are other privately owned, publicly accessible plazas, gardens, and open spaces nearby, including areas associated with AT&T Park and OCII's South Beach Park beyond the ballpark.

Bay Club SF Tennis Interim Site

The proposed interim tennis club project could be located in the eastern part of San Francisco south of Lombard Street, north of Cesar Chavez Street, east of Divisadero Street/Castro Street, and west of the San Francisco Bay. This area of San Francisco includes the following neighborhoods: Castro/Upper Market, Chinatown,

Downtown/Civic Center, Marina District, Mission, Nob Hill, Noe Valley, North Beach, Pacific Heights, Potrero Hill, Russian Hill, South of Market, and Western Addition. Zoning districts in this area include, but are not limited to, C-3 (Downtown Commercial), RC (Residential-Commercial); RH (Residential, House); and RM (Residential, Mixed). Existing land uses in this area include low- to high-rise office buildings, low- to mid-rise institutional and commercial buildings, single- and multi-family residential buildings, industrial buildings containing PDR uses, and numerous publicly accessible open spaces.

Within the interim tennis club project area boundaries, I-101 runs generally north-south from approximately Lombard Street to south of Cesar Chavez; I-280 runs generally north-south from approximately Brannan Street to south of Cesar Chavez; and I-80 runs generally east-west from approximately Division Street to the San Francisco Bay Bridge. Caltrain trains operate between the San Francisco station at Fourth Street and King Street and the south bay. As described above, the under-construction Central Subway will extend the T-Third light-rail line from Mission Bay to Chinatown along Fourth Street.

San Francisco public schools within the interim tennis club project area boundaries include, but are not limited to, Daniel Webster Elementary School, Galileo Academy of Science and Technology High School, Jean Parker Elementary School, John Muir Elementary School, Mission High School, and Tule Elk Park Early Education. Publicly accessible open spaces in the area include, but are not limited to, Jefferson Square Park, Lafayette Park, Mission Dolores Park, One Maritime Plaza, Potrero Hill Recreation Center, and Washington Square Park.

Cumulative Project Setting

CEQA Guidelines section 15130(b)(1)(A) defines cumulative projects as past, present, and reasonably foreseeable projects producing related or cumulative impacts. CEQA Guidelines section 15130(b)(1) provides two methods for cumulative impact analysis: the “list-based approach” and the “projections-based approach.” The list-based approach uses a list of projects producing closely related impacts that could combine with those of a proposed project to evaluate whether the project would contribute to significant cumulative impacts. The projections-based approach uses projections contained in a general plan or related planning document to evaluate the potential for cumulative impacts. This project-specific CEQA analysis employs both the list-based and projections-based approaches to the cumulative impact analysis, depending on which approach best suits the resource topic being analyzed.

88 Bluxome Street

The following is a list of projects in the general vicinity of the project site that may be included in the cumulative analysis for certain localized impact topics (e.g., cumulative shadow and wind effects). The following projects¹⁴ within the Central SoMa Plan area were already evaluated programmatically within the Central SoMa PEIR.

- **505 Brannan Street:** This project would consist of a vertical addition providing up to 156,000 square feet of office space on 11 floors above the existing building. The completed building would have a height of 240 feet.
- **598 Brannan Street:** This project would demolish the four existing one- and two-story commercial, industrial, and warehouse buildings and associated surface parking lots and construct four new buildings containing 922,700 square feet of office, 60,500 square feet of PDR space, 5,600 gross square feet of child care space, and 72

¹⁴ 505 Brannan Street (Planning Case No. 2015-009704); 598 Brannan Street (Planning Case No. 2012.0640); 610–698 Brannan Street (Planning Case No. 2015-004256); 636–648 Fourth Street (Planning Case No. 2015-003880); 655 Fourth Street (Planning Case No. 2014-000203); 330 Townsend Street (Planning Case No. 2016-009102).

dwelling units. The 598 Brannan Street Project would also include a new approximately 38,000 square-foot park at the center of the development site.

- **610–698 Brannan Street (Flower Mart site):** This project would demolish all existing buildings on the project site and construct three new buildings containing office space, retail/restaurant space, and the new wholesale flower market. This project would include approximately 2,352,000 square feet of new construction, consisting of 2,032,800 square feet of office space, 204,000 square feet of retail/restaurant space, and 115,000 square feet of vendor space for the new wholesale flower market.
- **636–648 Fourth Street:** This project would include the demolition of the existing one-and-two story commercial buildings and general advertising billboard and proposes to construct a 350-foot-tall primarily residential tower with 427 units and approximately 3,200 square feet of ground-floor commercial space.
- **655 Fourth Street:** This project would demolish the three existing buildings and associated surface parking lots on the project site. The project would merge the seven existing lots and construct two new buildings containing approximately 1,014,968 square feet of residential area (960 dwelling units) including 10,900 square feet of lounge and event space, 24,509 square feet of hotel area, 21,840 square feet of office area, 18,454 square feet of ground-floor retail use, and 2,484 square feet of interior privately owned, publicly accessible open space (POPOS).
- **330 Townsend Street:** This project would include demolition of the existing two story and partial basement office building and construct an approximately 300-foot-tall, mixed-use retail and residential building. The project proposes to include approximately 375 dwelling units and 12,000 square feet of retail space.

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

- **Sixth Street Improvement Project:** This project would reduce two existing travel lanes on Sixth Street in each direction to a single lane in each direction, along with right-of-way and sidewalk improvements between Market and Bryant streets.
- **University of California San Francisco's Long-Range Development Plan:** This development plan guides growth and directs the planning of 2.4 million gross square feet of University of California San Francisco's research and development, institutional, housing, and recreational uses over a 20-year period.
- **San Francisco Giants' Mission Rock/Seawall Lot 337 Project:** Located on a parcel bounded by Third Street, Terry A. Francois Boulevard, Mission Rock Street, and China Basin Park adjacent to Pier 48, this project would develop the site to include up to approximately 1.6 million gross square feet of residential uses (1,600 units), up to 1.4 million gross square feet of commercial uses, and about 5.4 acres of open space throughout the parcels.
- **Downtown Rail Extension and Caltrain Modernization Program:** This project would extend Caltrain commuter rail from its current terminus at Fourth and King streets to the new transit center; it will also deliver the California High-Speed Rail Authority's future high-speed rail service to the transit center. Components of this project include electrification, installation of Positive Train Control signal system, and fleet replacement.

- **Transbay Program Phase 2:** This project proposes construction of a new Fourth and Townsend Street Caltrain station; completion of the transit center's train station, including a pedestrian connection to BART and Muni; and a new intercity bus facility.

The following projects were not analyzed in the cumulative analysis in the Central SoMa PEIR but are within 0.25 miles of the project site:¹⁵

- **424 Brannan Street:** This project would demolish the existing surface parking lot (64 vehicle spaces) on the site and construct a new eight-story hotel. The proposed development would provide approximately 239 guest rooms, 6,936 square feet of ground-floor retail/restaurant space, 5,099 square feet of publicly-accessible private open space, and a mid-block passage between Rich and Zoe Streets.
- **565 Bryant Street:** This project would demolish the four existing auto repair buildings on the site and construct a new 12-story hotel. The proposed 565 Bryant Street project would include approximately 300 guest rooms, 19 below-grade vehicle parking spaces, 1,570 square feet of retail and/or PDR space, and 3,861 square feet of publicly-accessible private open space.
- **828 Brannan Street:** This project would demolish the existing two-story wholesale building and construct a new seven-story mixed-use building. The project would provide approximately 50 dwelling units and 2,104 square feet of ground-floor retail. Although this project was approved on April 25, 2019, construction has not commenced at the time that the cumulative impact analysis for this initial study was conducted.
- **Brannan Street Safety Project:** SFMTA has proposed pedestrian and bicycle safety improvements along Brannan Street between The Embarcadero and Division Street, including a road diet from four travel lanes to three travel lanes, with a center two-way left-turn lane; bicycle lanes in both directions; intersection improvements including left-turn pockets and pedestrian safety enhancements (e.g., crosswalk improvements); and signal timing changes. The Central SoMa PEIR evaluated, at a project level, similar changes to Brannan Street that would include a road diet, but only between Second to Sixth streets.
- **Fifth Street Improvement Project:** This project would implement bicycle, pedestrian, transit, and loading/parking improvements along Fifth Street between Townsend and Market streets in the SoMa neighborhood. This project is a Vision Zero Project, and, while the Central SoMa PEIR discusses Vision Zero, this specific Fifth Street Improvement Project was not originally included in the Central SoMa PEIR cumulative analysis.

Some of the projects within a 0.25-mile radius of the 88 Bluxome Street project were considered in the cumulative impact analysis for this initial study but have since been approved and are under construction. These projects are now considered part of the existing environmental conditions. These projects include:¹⁶

¹⁵ 424 Brannan Street (Planning Case No. 2017-011474); 565 Bryant Street (Planning Case No. 2017-005214); 725 Harrison Street (Planning Case No. 2005.0759); 828 Brannan Street (Planning Case No. 2015-015789); Brannan Street Safety Project (Planning Case No. 2018-014568); Fifth Street Improvement Project (Planning Case No. 2019-012169).

¹⁶ 345 6th Street (Planning Case No. 2013.1773); 342-360 5th Street (Planning Case No. 2015-005863); 510-520 Townsend Street (Planning Case No. 2014-0679); 828 Brannan Street (Planning Case No. 2015-015789PRJ); 980 Folsom Street (Planning Case No. 2013.0977); 988 Harrison Street (Planning Case No. 2014.0832); 999 Folsom Street (Planning Case No. 2013.0538).

- **345 Sixth Street:** This project would demolish the surface parking lot and the two existing accessory single-story buildings on the project site and construct a new nine-story mixed-use building. This project would include 102 single-room occupancy dwelling units and approximately 1,730 square feet of retail space. This project was approved on November 10, 2016.
- **342-360 Fifth Street:** This project would demolish the three existing commercial two-story buildings on the site and construct a new four- to -eight-story mixed-use building. The project would include approximately 127 dwelling units above 1,300 square feet of ground-floor retail and 8,000 square feet of PDR space on the ground and basement levels. This project was approved on October 5, 2017.
- **510-520 Townsend Street:** This project would demolish the five existing one- to two-story office and warehouse buildings and adjacent at-grade parking on the project site and construct a new five- to seven-story office building. This project would include approximately 313,306 square feet of office space with 46 vehicle parking spaces in a basement-level garage. This project was approved on August 13, 2015.
- **828 Brannan Street:** This project would demolish the existing two-story wholesale building and construct a new seven-story mixed-use building. This project would provide approximately 50 dwelling units and 2,104 square feet of ground-floor retail. This project was approved on April 25, 2019.
- **980 Folsom Street:** This project would demolish the existing single-story auto body repair and paint building on the project site and construct a new eight-story mixed-use building. This project would provide approximately 33 dwelling units, 963 square feet of retail, and 14 vehicle parking spaces in a ground-floor garage. This project was approved on October 5, 2017.
- **988 Harrison Street (377 6th Street):** This project would demolish the existing gasoline station (consisting of a fuel island, attendant's booth, and storage shed) on the project site and construct a new eight-story mixed-use building. This project would provide approximately 112 residential units, 6,915 square feet of ground-floor retail, and 73 vehicle parking spaces in a basement-level garage. This project was approved on February 25, 2016.
- **999 Folsom Street:** This project would demolish the existing single-story automotive station structure on the project site and construct a new eight-story mixed-use building. This project would include approximately 95 residential units and 5,900 square feet of retail and 36 vehicle parking spaces on the ground-floor. This project was approved on October 5, 2017.

Bay Club SF Tennis Interim Site

As the specific site of the proposed interim tennis club is unknown at this time, cumulative impact analysis for the interim club does not include specific cumulative projects. However, the analysis conservatively considers that an overall intensification of land use as can be expected in the area where the proposed interim tennis club could be located. As discussed above, once the project sponsor has identified a specific location for the interim tennis club, the planning department will undertake project-level environmental review of the interim tennis club project. That review will include project-level and site specific cumulative impact analysis.

C. COMPATIBILITY WITH EXISTING ZONING AND PLANS

	<i>Applicable</i>	<i>Not Applicable</i>
Discuss any variances, special authorizations, or changes proposed to the planning code or zoning map, if applicable.	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Discuss any conflicts with any adopted plans and goals of the city or region, if applicable.	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Discuss any approvals and/or permits from city departments other than the planning department or the department of building inspection, or from regional, state, or federal agencies.	<input checked="" type="checkbox"/>	<input type="checkbox"/>

This section discusses potential inconsistencies of the proposed 88 Bluxome Street project with applicable local plans and policies, as well as potential conflicts with regional plans and policies, as applicable. The planning department will evaluate the interim tennis club for consistency with all applicable plans and policies when a specific site is proposed.

Inconsistencies with existing plans and policies do not, in and of themselves, indicate a significant physical environmental effect. To the extent that adverse physical environmental impacts may result from such inconsistencies, these impacts are analyzed in this initial study under the specific environmental topic sections below.

The proposed 88 Bluxome Street project would intensify land uses on an urban infill site. To the extent that there are conflicts between the proposed 88 Bluxome Street project and applicable plans, policies, and regulations, those conflicts would be considered by city decision-makers when they decide whether to approve, modify, or disapprove the proposed 88 Bluxome Street project. The staff reports and approval motions prepared for the decision-makers as part of the entitlements approval process will include a comprehensive project analysis and findings regarding the consistency of the proposed 88 Bluxome Street project with applicable plans, policies, and regulations independent of the environmental review process.

San Francisco Planning Code

Required special authorizations and approvals from city agencies (including the planning department or building department) are discussed above in the project approvals section. The planning code, which incorporates by reference the city's zoning maps, governs permitted uses, densities, and the configuration of buildings within San Francisco. Permits to construct new buildings (or to alter or demolish existing ones) may not be issued unless: (1) the proposed 88 Bluxome Street project complies with the planning code, (2) an allowable exception or variance is granted pursuant to the planning code, or (3) legislative amendments to the planning code are included and adopted as part of the proposed 88 Bluxome Street project.

Zoning

The 88 Bluxome Street project site is located in the Central SoMa Mixed-Use Office (CMUO) and Central SoMa Special Use zoning districts. According to Planning Code section 848, CMUO districts are "designed to encourage a mix of residential and non-residential uses, including office, retail, light industrial, arts activities, nighttime entertainment, and tourist hotels." The proposed office, PDR, retail/restaurant, community/recreation center, child care facility, and residential uses are principally permitted in the CMUO district.

Height and Bulk

The 88 Bluxome Street project site is in a 130-CS and 200-CS height and bulk district, which permit building heights up to 130 feet and 200 feet tall, respectively, with restrictions on the building mass pursuant to Planning Code section 270(h). The two thirds of the site closest to 5th Street are zoned 200-CS, and the remaining third of the site closest to the mid-block is zoned 130-CS. The East Building and West Building would be within the portion of the site zoned 200-CS. Pursuant to Planning Code section 263.32, projects in the Central SoMa Special Use District that dedicate land for affordable housing or provide for publicly owned parks or recreational amenities, such as the proposed 88 Bluxome Street project, may receive an additional 25 feet of height above the applicable height limit without requiring a conditional use authorization by the planning commission. The West Building would be approximately 25 feet taller than the height limit with an additional 18 feet of height for an enclosed mechanical penthouse for a total height of approximately 243 feet. The East Building would be approximately 184 feet tall with an additional 18 feet of height for an enclosed mechanical penthouse for a total of height of approximately 202 feet. Thus, the proposed 88 Bluxome Street project would conform to the height and bulk requirements in the planning code.

Plans and Policies

San Francisco General Plan

In addition to the planning code, the proposed 88 Bluxome Street project must be consistent, on balance, with the San Francisco 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 physical development within the city.

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. The priority policies, which provide general policies and objectives to guide certain land use decisions, contain policies that relate to physical environmental issues. Where appropriate these issues are discussed for the proposed 88 Bluxome Street project in the relevant environmental topical subsection below.

Prior to issuing a permit for any project which requires an initial study under the California Environmental Quality Act (CEQA) for any demolition, conversion, or change of use, and prior to taking any action which requires a finding of consistency with the general plan, the city is required to find that the proposed 88 Bluxome Street project would be consistent with the priority policies. The physical environmental effects of the interim tennis club as they may relate to the priority policies are addressed in the analyses below. The project analysis and findings prepared for decision-makers regarding the consistency of the proposed 88 Bluxome Street project with the priority policies will reference, as appropriate, the information contained in this initial study.

Other Local Plans and Policies

In addition to the San Francisco General Plan, the planning code and zoning maps, and the accountable planning initiative, other local plans and policies that are relevant to the proposed 88 Bluxome Street project are discussed below.

- *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.

- *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 (GHG) emissions inventory and reduction targets, and describes recommended actions for reducing the city's GHG emissions. The 2013 Climate Action Strategy is an update to this plan.
- *San Francisco 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.
- *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.
- *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.

Regional Plans and Policies

The proposed 88 Bluxome Street project must also be evaluated for consistency with regional plans and policies whose environmental, land use, and transportation plans and policies consider the growth and development on the nine-county San Francisco bay area. Some of these plans 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 88 Bluxome Street project are discussed below.

- *Plan Bay Area* is the principal regional planning document that guides planning in the nine-county bay area, including the region's first sustainable communities strategy, developed in accordance with Senate Bill 375 and jointly adopted by the Association of Bay Area Governments (ABAG) and the Metropolitan Transportation Commission (MTC) first on July 18, 2013, with the update, Plan Bay Area 2040, adopted on July 26, 2017. Plan Bay Area 2040 is a long-range land use and transportation plan that covers the period from 2010 to 2040 and is scheduled to be updated every four years. Plan Bay Area 2040 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 2040 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 2040 is a limited and focused update to the 2013 Plan Bay Area, with updated planning assumptions that incorporate key economic, demographic, and financial trends from the last several years. Plan Bay Area 2040 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.

- **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 and finalized through negotiations with ABAG.
- **2017 Clean Air Plan: Spare the Air, Cool the Climate** (2017 Clean Air Plan) is the Bay Area Air Quality Management District’s (air district) update to the Bay Area 2010 Clean Air Plan. The 2017 Clean Air Plan is based on the “all feasible measures” approach to meet the requirements of the California Clean Air Act to reduce ozone and provide a control strategy to reduce ozone, particulate matter, air toxics, and GHG emissions throughout the region.
- **Water Quality Control Plan for the San Francisco Bay Basin** (Basin Plan) is the San Francisco Regional Water Quality Control Board’s master water quality control planning document. The basin plan 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 88 Bluxome Street project would not conflict with the overall intent of these regional plans and policies. Consistency with these plans is discussed under Topic 2, Population and Housing, Topic 6, Air Quality, Topic 7, Greenhouse Gas Emissions, and Topic 14, Hydrology and Water Quality.

D. APPROACH TO ANALYSIS AND SUMMARY OF ENVIRONMENTAL EFFECTS

This initial study includes two subsections under each environmental topic area. The first subsection includes a project-specific analysis of whether the environmental impacts of the proposed 88 Bluxome Street project are adequately addressed in the Central SoMa Plan Programmatic Environmental Impact Report (Central SoMa PEIR or PEIR) that was certified on May 10, 2018.¹⁷ The project-specific analysis considers whether the proposed 88 Bluxome Street project would result in significant impacts that: (1) are peculiar to the project or project site; (2) were not identified as significant project-level, cumulative, or off-site effects in the PEIR; or (3) are previously identified significant effects that, as a result of substantial new information that was not known at the time that the PEIR was certified, are determined to have a greater adverse impact than discussed in the PEIR. Such impacts, if any, will be evaluated in a project-specific mitigated negative declaration or environmental impact report. If no such impacts are identified, no additional environmental review shall be required for the project beyond that provided in the Central SoMa PEIR and this project-specific initial study in accordance with CEQA section 21083.3 and CEQA Guidelines section 15183. As discussed below in this initial study, the proposed 88 Bluxome Street project would not result in new, significant environmental effects, effects that are peculiar to the project site, or effects of greater severity than were already analyzed and disclosed in the Central SoMa PEIR.

The Central SoMa PEIR identified significant and unavoidable impacts related to land use, cultural and paleontological resources, transportation and circulation, noise and vibration, air quality, and wind. Additionally, the Central SoMa PEIR identified significant and unavoidable cumulative impacts related to land use, cultural and paleontological resources, transportation and circulation, noise and vibration, and air quality.

¹⁷ San Francisco Planning Department, Central SoMa Plan Final EIR, Case No. 2011.1356E, State Clearinghouse No. 2013042070, May 10, 2018. This document (and all other documents cited in this 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. 2015-012490ENV.

Mitigation measures were identified for the above impacts but did not reduce impacts to a less-than-significant level. Therefore, impacts related to these topics remained significant and unavoidable.

The second subsection of each environmental topic area evaluates the potential environmental impacts of the proposed interim tennis club. Because the specific location and the construction and operational details of the interim tennis club have not been provided, the interim tennis club is analyzed in this initial study based on information available from the project sponsor. As stated above, the planning department will determine whether additional environmental review is required for the interim tennis club when the project sponsor identifies a site and provides the project-specific construction and operation details required for approval of the interim tennis club.

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

- | | | |
|---|--|--|
| <input type="checkbox"/> Land Use/Planning | <input type="checkbox"/> Greenhouse Gas Emissions | <input type="checkbox"/> Hydrology/Water Quality |
| <input type="checkbox"/> Aesthetics | <input checked="" type="checkbox"/> Wind and Shadow | <input type="checkbox"/> Hazards & Hazardous Materials |
| <input type="checkbox"/> Population and Housing | <input type="checkbox"/> Recreation | <input type="checkbox"/> Mineral/Energy Resources |
| <input checked="" type="checkbox"/> Cultural Resources | <input type="checkbox"/> Utilities/Service Systems | <input type="checkbox"/> Agriculture and Forestry Resources |
| <input type="checkbox"/> Transportation and Circulation | <input type="checkbox"/> Public Services | <input checked="" type="checkbox"/> Mandatory Findings of Significance |
| <input checked="" type="checkbox"/> Noise | <input checked="" type="checkbox"/> Biological Resources | |
| <input checked="" type="checkbox"/> Air Quality | <input checked="" type="checkbox"/> Geology/Soils | |

For the second subsection of each environmental topic of the initial study, the evaluation considers the impacts of the proposed interim tennis club both individually and cumulatively, with the exception of greenhouse gas emissions (GHG), which is only evaluated in the cumulative context. All items for the initial study that are checked “Less than Significant with Mitigation Incorporated,” “Less than Significant Impact,” “No Impact” or “Not Applicable” indicate that, upon evaluation, staff has determined that based on the information available from the project sponsor, the proposed interim tennis club could not have a significant adverse environmental effect relating to that topic. Discussion is included for all items checked “Less than Significant with Mitigation Incorporated” and “Less than Significant Impact” and for most items checked with “No Impact” or “Not Applicable.” For all of the items checked “No Impact” or “Not Applicable” 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 city’s Transportation Impact Analysis Guidelines for Environmental Review, or the California Natural Diversity Database and maps published by the California Department of Fish and Wildlife.

Mitigation measures identified for the proposed 88 Bluxome Street project and for the proposed interim tennis club project are discussed under each topic area. All applicable measures are provided in full in Section F., Mitigation Measures.

Initial Study Checklist Questions

In November 2018, the California Natural Resources Agency updated Appendix G of the CEQA Guidelines.^{18,19} The updates to Appendix G focus primarily on the scope of the environmental analysis required for each affected topic and do not expand it, except for modifications to the Mineral and Energy Resources topic. Questions related to energy resources were separated into their own topic and expanded to consider whether a proposed project would “conflict with a state or local plan for renewable energy or energy efficiency.”

Chapter 31 of the San Francisco Administrative Code, section 31.10 (a) requires initial study checklists for projects in San Francisco to be consistent with Appendix G of the CEQA Guidelines. As presented below, the analysis in this initial study fully addresses the questions in the updated Appendix G checklist. While the initial study checklist questions presented in this initial study do not include the modifications to the text of the Appendix G checklist, they are consistent with the updated Appendix G checklist and would not change any of the impact significance conclusions presented below.

Aesthetics and Parking Impacts for Transit Priority Infill Development

CEQA section 21099(d) 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.”²⁰ 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:

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

The proposed 88 Bluxome Street project and the proposed interim tennis club project both meet each of the above three criteria; thus, this initial study does not consider aesthetics or parking in determining the significance of project impacts under CEQA.^{21,22} Project elevations are included as figures at the end of this initial study for informational purposes.

CEQA Section 21099(b)(1) (Senate Bill 743)

CEQA section 21099(b)(1) requires the Office of Planning and Research (OPR) to develop revisions to the CEQA Guidelines and establish criteria for determining the significance of the 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

¹⁸ California Environmental Quality Act Appendix G. 2019. Available at <https://www.califaep.org/images/ceqa/statute-guidelines/2019/2019-Appendix-G-Checklist-Final.pdf>.

¹⁹ The California Natural Resources Agency’s Final Statement of Reasons for Regulatory Action Amendments to the State CEQA Guidelines provides the rationale for changes to the checklist and can be found at http://resources.ca.gov/ceqa/docs/2018_CEQA_Final_Statement_of%20Reasons_111218.pdf.

²⁰ See CEQA Section 21099(d)(1).

²¹ San Francisco Planning Department, Transit-Oriented Infill Project Eligibility Checklist for 88 Bluxome Street, August 24, 2018.

²² San Francisco Planning Department, Transit-Oriented Infill Project Eligibility Checklist for 88 Bluxome Street (Bay Club Tennis Building Interim Site), March 19, 2019.

by level of service or similar measures of vehicular capacity or traffic congestion, shall not be considered a significant impact on the environment under CEQA. In December 2018, the Natural Resources Agency finalized updates to the CEQA Guidelines that replaced the level of service metric with a vehicle mile traveled (VMT) metric as a transportation threshold. Use of a VMT metric for evaluating transportation impacts of projects is consistent with Planning Commission resolution 19579, adopted March 3, 2016, replacing level of service with VMT when evaluating the effects of a project on the transportation system.

E. EVALUATION OF ENVIRONMENTAL EFFECTS

E.1. Land Use and Land Use Planning

88 Bluxome Street Project

Central SoMa PEIR Analysis

The Central SoMa PEIR determined that implementation of the Central SoMa Plan would not physically divide an established community because the plan does not provide for any new major roadways, such as freeways, that would disrupt or divide the plan area. Implementation of the plan would, however, result in street network changes within the plan area, including improvements to mid-block alleys and mid-block crosswalks. However, these changes could decrease physical barriers by reducing the length of many of the plan area block faces and thereby facilitate pedestrian movement through the neighborhood.

The Central SoMa PEIR determined that adoption of the Central SoMa Plan would result in a significant unavoidable plan-level and cumulative impact related to land use and planning because it would conflict with a policy in the environmental protection element of the city's general plan related to noise.²³ Specifically, implementation of the plan would generate significant traffic-related noise on Howard Street under the two-way option for Howard and Folsom streets. In addition, the plan would contribute to a cumulative impact related to traffic noise on several street segments in the plan area. Such an increase would conflict with general plan policy 9.6 related to modifying streets in a way that increases traffic noise. Implementation of Central SoMa PEIR Mitigation Measure M-NO-1a, Transportation Demand Management for New Development Projects,²⁴ would substantially reduce traffic noise, but not to a less-than-significant level. In addition, Central SoMa PEIR Mitigation Measure M-NO-1b, Siting of Noise Generating Uses, would be required to ensure that noise-generating uses are appropriately sited to reduce noise-related impacts to a less-than-significant level.

²³ San Francisco General Plan Environmental Protection Element policy 9.6. Available at http://generalplan.sfplanning.org/I6_Environmental_Protection.htm. Accessed November 6, 2018.

²⁴ The requirements of Central SoMa PEIR Mitigation Measure M-NO-1a have been adopted in Planning Code section 169. Therefore, this mitigation measure is no longer required for subsequent development projects.

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

88 Bluxome Street Project-Specific Analysis

The proposed 88 Bluxome Street project would be built on a parcel located within the same city block and would not result in physical barriers along the major streets adjacent to the project site, including Fourth, Fifth, Brannan, and Bluxome streets. Regarding pedestrian connections, the proposed publicly accessible open spaces would include the linear park that connects Fourth and Fifth streets along the northern curb of Bluxome Street and the mid-block alley that connects Brannan and Bluxome streets, and new pedestrian crosswalks at the intersection of Fifth and Bluxome streets. The proposed 88 Bluxome Street project would improve sidewalks adjacent to the project site in accordance with the Better Streets Plan. Therefore, the proposed 88 Bluxome Street project would not physically divide an established community.

The proposed 88 Bluxome Street project would add office, PDR, retail/restaurant, community/recreation center, child care facility, and affordable housing units to the project site, which are uses that are anticipated under the Central SoMa Plan for the project site and surrounding area.

Cumulative Analysis

Cumulative projects in the 88 Bluxome Street project vicinity are listed in Section B Project Setting. Some of these cumulative projects were not included in the cumulative analysis in the Central SoMa PEIR; they consist of residential, hotel, office, retail, PDR, and child care infill development project, new open space, and three transportation and streetscape projects. These cumulative projects, as currently proposed, would not include any features that would physically divide an established community, such as a new freeway, or the removal of a means of access, such as a bridge or a roadway.

As discussed under Section E.5, Noise, the proposed 88 Bluxome Street project would generate new vehicle trips on the affected roadways identified in the PEIR and would therefore contribute to the significant and unavoidable cumulative traffic noise impact identified in the PEIR. As such, the proposed 88 Bluxome Street project would be subject to **Central SoMa PEIR Mitigation Measures M-NO-1a, Transportation Demand Management**, which is implemented as part of the entitlement review process in compliance with planning code section 169. Pursuant to the determination in the PEIR, cumulative traffic impacts on existing sensitive land uses in older buildings that do not meet current interior noise insulation standards would remain significant and unavoidable even with implementation of the required transportation demand management measures.

Conclusion

Consistent with the findings in the Central SoMa PEIR, the proposed 88 Bluxome Street project, individually and cumulatively, would not physically divide an established community. With the implementation of Central SoMa PEIR Mitigation Measure M-NO-1a through compliance with planning code section 169, the proposed 88 Bluxome Street project would not result in new or more severe cumulative impacts on land use than were identified in the Central SoMa PEIR. For the reasons discussed above, the proposed 88 Bluxome Street project would not result in new or more severe significant impacts on land use than were identified in the Central SoMa PEIR.

Bay Club SF Tennis Interim Site

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

Impact LU-1: The proposed interim tennis club would not physically divide an established community. (No Impact)

Projects with the potential to divide an established community typically involve the construction of a physical barrier (e.g., a new freeway segment). The proposed interim tennis club project would not include construction of the type of physical barrier that could impede neighborhood access or remove an existing means of access that would create an impediment to the passage of persons or vehicles. Although portions of the sidewalks adjacent to the project site could be closed for periods of time if the interim site includes alterations to an existing building or new construction, these closures would be temporary in nature and sidewalk access would be restored following completion of construction.

Therefore, the proposed interim tennis club project would have not physically divide an established community and thus, would have no impact.

Impact LU-2: The proposed interim tennis club would not conflict with any applicable land use plans, policies, or regulations (including, but not limited to, the general plan, a specific plan, local coastal program, or zoning ordinance) adopted for the purpose of avoiding or mitigating an environmental effect. (Less than Significant)

Land use impacts could be considered significant if the proposed interim tennis club project would conflict with any plan, policy, or regulation adopted for the purpose of avoiding an environmental effect. However, a conflict with a plan, policy, or regulation adopted for the purpose of mitigating an environmental effect does not necessarily indicate a significant effect on the environment. Environmental plans and policies are those, like the

2017 Clean Air Plan, which directly address environmental issues and/or contain targets or standards that must be met to preserve or improve characteristics of the city's physical environment.

The planning department will evaluate the interim tennis club for consistency with all applicable plans and policies when a specific site is proposed. However, the planning department and planning commission cannot approve a project that would substantially conflict with any applicable land use plan, policy, or regulation such that an adverse physical change in the environment would result. Moreover, as discussed within this initial study, the proposed interim tennis club project would not conflict with any such adopted environmental plan or policy, including the 2017 Clean Air Plan, the city's Strategies to Address Greenhouse Gas Emissions (GHG Reduction Strategy), Urban Forestry Ordinance, and the Regional Water Quality Control Board's San Francisco Bay basin plan, as discussed under Air Quality, Greenhouse Gas Emissions, Biological Resources, and Hydrology and Water Resources, respectively. Accordingly, the proposed interim tennis club project would have a less-than-significant impact with regard to conflicts with land use plans, policies, or regulations. No mitigation measures are necessary.

Impact C-LU: The proposed interim tennis club would not, in combination with reasonably foreseeable cumulative projects, result in cumulative land use impacts. (Less than Significant)

As the location of the proposed interim tennis club is unknown, it is unknown if there would be cumulative projects in the vicinity of the proposed interim tennis club. However, to allow for a conservative analysis, it is assumed that once a location for the proposed interim tennis club project is selected it would be within 0.25-miles of cumulative projects that would result in the intensification of land uses in the project vicinity. While the specific cumulative projects are unknown at this time, they are not expected to include project features that would physically divide an established community by constructing a physical barrier to neighborhood access, such as a new freeway, or removing a means of access, such as a bridge or roadway. There are no reasonably foreseeable projects of this nature within San Francisco.

In addition, any cumulative projects would be required to comply with the same plans, policies, and regulations as the proposed interim tennis club project as discussed throughout this initial study. These include, but are not limited to, the 2017 Clean Air Plan, Strategies to Address Greenhouse Gas Emissions, Noise Ordinance, section 2909 of the Police Code (Article 29), Title 24, Part 11 (2016 CALGreen Code), San Francisco Green Building Ordinance, and the San Francisco Ordinance No. 27-06 for recycling construction and demolition debris. Compliance with these plans and other mandatory regulations would ensure that cumulative projects would not conflict with any applicable plans, policies, or regulations adopted to avoid or mitigate an environmental effect. Thus, the proposed interim tennis club project would not combine with other cumulative projects to create or contribute to a significant cumulative land use impact. No mitigation measures are necessary.

E.2. Population and Housing

88 Bluxome Street Project

Central SoMa PEIR Analysis

A principal goal of the Central SoMa Plan is to accommodate anticipated population and job growth consistent with regional growth projections and to support a greater mix of uses while also emphasizing office uses in portions of the plan area. The Central SoMa PEIR found that, with implementation of the plan, there would be

approximately 8,570 additional households and approximately 33,219 additional jobs in the plan area by 2040.²⁵ As stated in the PEIR, according to the planning department and ABAG, San Francisco is expected to gain approximately 101,000 households and 270,000 residents between 2010 and 2040, reaching a population of over 1 million, a 35 percent increase in residential population. Employment is forecast to increase by 34 percent (191,000 jobs) during this period, to a total of approximately 760,000.^{26,27} The Central SoMa PEIR found that the development projects that could be proposed and approved pursuant to the plan's zoning controls would accommodate population and job growth already identified for San Francisco and projected to occur within city boundaries and, thus, would not induce substantial unplanned population growth.²⁸ The environmental effects of population and job growth resulting from the plan are addressed in the PEIR and its initial study.

The Central SoMa PEIR stated that the estimated housing demand resulting from plan-generated employment would be accommodated by increases in housing supply, primarily within the plan area and elsewhere in San Francisco, and development under the Central SoMa Plan would not generate housing demand beyond projected housing forecasts. Office and other non-residential development would be required to pay in-lieu fees to address housing needs from commercial development projects pursuant to the jobs-housing linkage program. Therefore, effects of the Central SoMa Plan related to population and housing would be less than significant.²⁹

Topics	Significant Impact Peculiar to Project or Project Site	Significant Impact not Identified in Central SoMa Plan PEIR	Significant Impact due to Substantial New Information	No Significant Impact not Previously Identified in Central SoMa Plan PEIR
2. POPULATION AND HOUSING—Would the project:				
a) Induce substantial population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Displace substantial numbers of existing housing units or create demand for additional housing, necessitating the construction of replacement housing?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Displace substantial numbers of people, necessitating the construction of replacement housing elsewhere?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

88 Bluxome Street Project-Specific Analysis

The proposed 88 Bluxome Street project would develop approximately 840,100 square feet of new office space, and approximately 16,600 square feet of new retail/restaurant space, 29,700 square feet of community/recreation center, 4,600 square feet of child care facility, and 8,100 square feet of PDR, which would generate approximately 3,454 total net new employees at full occupancy. The approximately 25 current full-time equivalent employees of the existing Bay Club SF Tennis club would be relocated to the proposed 88 Bluxome Street project's approximately 134,500-square-foot new tennis club space. New project-related employment would be

²⁵ San Francisco Planning Department, *Environmental Analysis Addressing Amendments, Staff Recommendations, and Other Issues for Consideration to the Central SoMa Plan*, September 6, 2018, p. 3.

²⁶ Association of Bay Area Governments and Metropolitan Transportation Commission, *Plan Bay Area Jobs-Housing Connection Strategy*, revised May 16, 2012, http://www.onebayarea.org/pdf/JHCS/May_2012_Jobs_Housing_Connection_Strategy_Main_Report.pdf, accessed December 15, 2017.

²⁷ San Francisco Planning Department, *San Francisco Land Use Allocation, Central SoMa*, January 6, 2014.

²⁸ Central SoMa PEIR, Appendix B, p. 84.

²⁹ Central SoMa PEIR, Appendix B, pp. 84–88.

equivalent to 1.8 percent of the anticipated citywide growth by the year 2040, assuming that the proposed 88 Bluxome Street project would attract entirely new employees to San Francisco; however, it is likely that some of these workers would have relocated from other jobs in San Francisco. Project-related employment growth would amount to approximately 10.4 percent of the growth anticipated in the plan. This employment increase would result in a demand for 1,048 new housing units, if all employees were new to San Francisco.³⁰ These direct effects of the proposed 88 Bluxome Street project on population and housing are within the scope of the population growth anticipated under the plan and evaluated in the Central SoMa PEIR.

There is no existing housing on the project site; therefore, the proposed 88 Bluxome Street project would not displace any existing housing and, thus, would not necessitate the construction of replacement housing elsewhere. Approximately 288,570 square feet of existing Bay Club SF Tennis club use would be temporarily displaced, but the Bay Club SF Tennis and its existing employees would be relocated on site into a more efficiently designed space, with operations assumed to continue as under existing conditions.³¹ For the above reasons, the proposed 88 Bluxome Street project would not result in significant impacts on population and housing that were not identified in the Central SoMa PEIR or any significant impacts that are peculiar to the project site, nor would the proposed 88 Bluxome Street project have more-severe impacts than those identified in the Central SoMa PEIR.

Cumulative Analysis

Cumulative projects that were not included in the cumulative analysis in the Central SoMa PEIR consist of residential, hotel, office, retail, PDR, and child care infill development project, new open space, and three transportation and streetscape projects; they would not remove any existing housing units. The 88 Bluxome Street project would not result in the removal of any existing housing. These cumulative projects and the proposed 88 Bluxome Street project would include new commercial uses that would result in more employees on these sites than currently exist. However, the proposed 88 Bluxome Street project is within the scope of development projected under the Central SoMa Plan and would not result in more severe cumulative population and housing impacts than previously identified in the Central SoMa PEIR.

Conclusion

For the above reasons, the proposed 88 Bluxome Street project would not contribute to any cumulative impacts on population and housing.

³⁰ This method uses the estimate project-related increase in employment (3,454 employees) multiplied by the fraction of San Francisco employees who live in the city (55 percent). This result, the approximate number of employees who would live in the city (1,900), is divided by the average number of workers in households (1.63) to calculate the number of households who would live in the city (1,166). The total number of residential units (118) proposed as part of the project are subtracted from the number of households who would live in the city (1,166) to estimate a housing demand of 1,048 units.

³¹ The existing Bay Club Tennis would be temporarily relocated to and operate at an interim location.

Bay Club SF Tennis Interim Site

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

Impact PH-1: The proposed interim tennis club project would not induce substantial population growth in the area, either directly or indirectly. (Less than Significant)

The proposed interim tennis club 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 existing tennis club would be relocated to a temporary facility on an existing lot in the eastern part of San Francisco. The proposed interim tennis club facility would provide solely commercial uses, and thus would not include any residential units. Thus, the proposed interim tennis club would not directly induce population growth in the area. The proposed interim tennis club would either be staffed by employees of the existing Bay Club SF Tennis facility at 88 Bluxome Street or, as the project is not of regional significance, employees would likely come from San Francisco or the greater Bay Area and would not necessarily move to San Francisco due to the project. Therefore, it can be anticipated that most of the employees would already live in San Francisco (or nearby communities), and that the proposed interim tennis club project would not generate demand for new housing from potential employees. Additionally, even if the proposed interim tennis club operated with new employees, employment in San Francisco is projected to increase by 34 percent (approximately 191,740 jobs) between 2010 and 2040.³² The proposed interim tennis club's increase of 25 employees³³ would be accommodated within the projected employment growth in San Francisco. Thus, the proposed interim tennis club project would not indirectly induce population growth in the area.

Furthermore, because the proposed interim tennis club would be located on an infill site in an urbanized area, it would not involve any extensions to area roads or other infrastructure that could enable additional development in currently undeveloped areas.

Therefore, the proposed interim tennis club project's impact on direct or indirect population growth would be less than significant, and no mitigation measures are necessary.

³² Association of Bay Area Governments and Metropolitan Transportation Commission, *Jobs-Housing Connection Strategy*, revised May 16, 2012, p. 49. Available at: http://www.planbayarea.org/pdf/JHCS/May_2012_Jobs_Housing_Connection_Strategy_Main_Report.pdf, accessed on February 1, 2017.

³³ The project sponsor anticipates the interim tennis club will require the same level of operations as the existing tennis club at 88 Bluxome Street. Therefore, the estimated number of employees is based on the number of employees at the existing tennis club.

Impact PH-2: The proposed interim tennis club project would not displace a substantial number of existing housing units, people, or employees, or create demand for additional housing elsewhere. (No impact)

The proposed interim tennis club project would be located in the eastern part of San Francisco, bounded by Lombard Street to the north, Cesar Chavez Street to the south, the San Francisco Bay to the east, and Divisadero Street/Castro Street to the west (see **Figure 17, Bay Club Tennis Building Interim Site Location Map**). The interim tennis club project could be located in an existing building without alteration, an existing building with alterations, or a newly-constructed building. No existing housing would be removed due to implementation of the interim tennis club.

As the proposed interim tennis club project would not displace existing housing units or people, it would not generate demand for additional housing elsewhere. Therefore, the proposed interim tennis club project would have no impact in regard to displacing residents or employees and would not create demand for new housing, and no mitigation measures are necessary.

Impact C-PH: The proposed interim tennis club project in combination with past, present, and reasonably foreseeable cumulative projects would not result in significant cumulative effects related to population or housing. (Less than Significant)

The cumulative context for population and housing effects are typically citywide. While the planning department cannot identify cumulative development projects in the vicinity of the proposed interim tennis club project site until a specific site is selected, as described above, the interim tennis club project would not directly or indirectly increase the population in the vicinity of the interim tennis club site or generate demand for new housing from potential employees. This is because the proposed interim tennis club would not remove existing residential units or introduce new residential units, and the interim tennis club is expected to employ the same employees that work at the existing tennis club at 88 Bluxome Street or, as the interim tennis club project is not of regional significance, employees would likely come from San Francisco or the greater Bay Area and would not necessarily move to San Francisco due to the interim tennis club project.

For these reasons, the proposed interim tennis club project would not combine with cumulative development projects to create or contribute to a cumulative impact to population or housing. Therefore, the proposed interim tennis club project would result in a less-than-significant cumulative impact on population and housing and no mitigation measures are necessary.

E.3. Cultural Resources

88 Bluxome Street Project

Central SoMa PEIR Analysis

The Central SoMa PEIR anticipated that subsequent development projects resulting from the zoning changes could result in significant impacts on cultural resources. The Central SoMa PEIR identified 10 mitigation measures to reduce potentially significant cultural resource impacts. Even with mitigation, however, the Central SoMa PEIR anticipated that the significant adverse impacts on historic architectural resources and/or contributors to a historic district or conservation district located in the plan area (including as-yet unidentified resources) could not be fully mitigated. Thus, the Central SoMa PEIR found these impacts to be significant and unavoidable. Impacts to other resources covered under this topic were determined to be less than significant with mitigation. A more comprehensive discussion of the PEIR findings and the proposed 88 Bluxome Street project's impact with respect to each cultural resource subtopic is included below.

<i>Topics</i>	<i>Significant Impact Peculiar to Project or Project Site</i>	<i>Significant Impact not Identified in Central SoMa Plan PEIR</i>	<i>Significant Impact due to Substantial New Information</i>	<i>No Significant Impact not Previously Identified in Central SoMa Plan PEIR</i>
3. CULTURAL RESOURCES—Would the project:				
a) Cause a substantial adverse change in the significance of a historical resource as defined in §15064.5, including those resources listed in Article 10 or Article 11 of the San Francisco Planning Code?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Cause a substantial adverse change in the significance of an archeological resource pursuant to §15064.5?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Disturb any human remains, including those interred outside of formal cemeteries?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Cause a substantial adverse change in the significance of a Tribal Cultural Resource as defined in Public Resources Code Section 21074?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Historic Resources

Central SoMa PEIR Analysis

The Central SoMa PEIR determined that plan-level and cumulative impacts to individually identified historic architectural resources and/or contributors to a historic district or conservation district located in the plan area, including as-yet-unidentified resources, would be significant and unavoidable, even with implementation of Central SoMa PEIR Mitigation Measures M-CP-1a, Mandatory Consultation Regarding Avoidance or Minimization of Effects on Historical Resources; M-CP-1b, Documentation of Historical Resource(s); M-CP-1c, Oral Histories; M-CP-1d, Interpretive Program; and M-CP-1e, Video Recordation. The Central SoMa PEIR also determined that construction could adversely affect historical resources by damaging historic architectural resources during construction activities. However, implementation of Central SoMa PEIR Mitigation Measure M-CP-3a, Protect Historical Resources from Adjacent Construction Activities, and Central SoMa PEIR Mitigation Measure M-CP-3b, Construction Monitoring Program for Historical Resources, would reduce this impact to less than significant.

88 Bluxome Street Project-Specific Analysis

Historical Resources on the Project Site

The existing Bay Club SF Tennis club building, constructed in 1974, is not identified in the Central SoMa PEIR as a historical architectural resource and is located outside of the existing and eligible historic and conservation districts in the plan area. The subject property was not age-eligible (45 years or older) during the South of Market Area Historic Resources Survey or the Central SOMA Historic Context Statement and Historic Resources Survey and hence was given a California Historical Resources Status Code of 6Z (Found ineligible for the National Register of Historic Places, the California Register of Historic Resources, or local designation through survey evaluation) in both of those surveys. The property is now age-eligible and was evaluated by planning department preservation staff following the criteria identified in the Central SOMA Historic Context Statement.

The department has determined that the subject property is not an historical resource and no further historic review is required.³⁴

As documented in the planning department's preservation team review form, the 88 Bluxome Street project would not involve the demolition or substantial alteration of individually identified historic architectural resources and/or contributors to a historic district or conservation district located in the plan area including resources that were not identified in the PEIR. As such, the 88 Bluxome Street project would not have a significant impact as a result of a substantial adverse change in the significance of a historical resource.

Construction-Related Impacts

Construction activity can generate vibration that can cause structural damage to nearby buildings. As described in the Central SoMa PEIR³⁵ vibration from construction activity could damage adjacent and nearby historical resources, particularly unreinforced masonry structures. Within the 88 Bluxome Street project vicinity, there are two buildings identified as historical resource within 25 feet of the project site: (1) Fire Station Number Eight (36 Bluxome Street), located adjacent to the northern side of the project's linear park, is a reinforced concrete building; and (2) 53-69 Bluxome Street located adjacent to the southern side of the project's linear park is a brick masonry building. Central SoMa PEIR Mitigation Measures M-CP-3a, Protect Historical Resources from Adjacent Construction Activities requires contractors to use all feasible means to avoid damage to adjacent and nearby historic buildings during construction. Central SoMa PEIR Mitigation Measure M-CP-3b, Construction Monitoring Program for Historical Resources requires pre-construction surveys and monitoring during construction of historical resources within 25 feet of vibration producing construction activities and within 100 feet of construction involving pile driving. Construction of the proposed 88 Bluxome Street project would not include pile driving but would use vibratory and vibration-generating equipment such as jackhammers, rollers, drill rigs, and loaded trucks. Additionally, as discussed in the proposed 88 Bluxome Street project's geotechnical report,³⁶ the proposed 88 Bluxome Street project would require mat foundation bearing on bedrock or ground improvement where bedrock would not be exposed at the bottom of excavation, which could cause vibration directly onto the bedrock that could affect the two historical resources within 25 feet of the site. Accordingly, Central SoMa PEIR Mitigation Measures M-CP-3a and M-CP-3b would apply to the proposed 88 Bluxome Street project for the two historic resources buildings – 36 Bluxome Street and 53-69 Bluxome Street that are located within 25 feet of the proposed 88 Bluxome Street project. This initial study refers to these mitigation measures as **Project Mitigation Measure M-CR-1, Protect Historical Resources from Adjacent Construction Activities** and **Project Mitigation Measure M-CR-2, Construction Monitoring Program for Historical Resources**. With implementation of these mitigation measures, construction-related impacts on historical resources would be less than significant, and the proposed 88 Bluxome Street project would not result in significant impacts on historic architectural resources that were not identified in the Central SoMa PEIR, nor would it result in more-severe impacts than those identified in the Central SoMa PEIR.

Archeological Resources and Human Remains

Central SoMa PEIR Analysis

The Central SoMa PEIR found that development under the plan could cause a substantial adverse change to the significance of archaeological resources because the entire plan area is considered generally sensitive for both

³⁴ San Francisco Planning Department, Preservation Team Review Form for 88 Bluxome Street, April 5, 2019.

³⁵ San Francisco Planning Department, Central SoMa Plan Final EIR, Case No. 2011.1356E, State Clearinghouse No. 2013042070, May 10, 2018, Impact CP-3, p. IV.C-61.

³⁶ Langan Treadwell Rollo, *Updated Preliminary Geotechnical Evaluation*. December 14, 2018.

prehistoric and historical archaeological resources including human burials. Central SoMa PEIR Mitigation Measure M-CP-4a, Project-Specific Preliminary Archeological Assessment, which requires site specific archaeological review of individual projects for identification of appropriate archaeological assessment and data recovery measures, as needed; and Central SoMa PEIR Mitigation Measure M-CP-4b, Procedures for Accidental Discovery of Archeological Resources, were found to reduce impacts to archaeological resources and human remains to less-than-significant levels.

The Central SoMa PEIR found that development under the plan could cause a substantial adverse change to the significance of archaeological resources because the entire plan area is considered generally sensitive for both prehistoric and historical archaeological resources including human burials. Central SoMa PEIR Mitigation Measure M-CP-4a, Project-Specific Preliminary Archeological Assessment, which requires site specific archaeological review of individual projects for identification of appropriate archaeological assessment and data recovery measures, as needed; and Central SoMa PEIR Mitigation Measure M-CP-4b, Procedures for Accidental Discovery of Archeological Resources, were found to reduce impacts to archaeological resources and human remains to less-than-significant levels.

88 Bluxome Street Project-Specific Analysis

A planning department archeologist conducted a preliminary archeological review of the project in conformance with the requirements of Central SoMa PEIR Mitigation Measure M-CP-4a. This review concluded that the potential for prehistoric archeological resources to be encountered at the 88 Bluxome Street project location is very low because the project site lay submerged under the waters of San Francisco Bay throughout the period of all known or suspected Native American occupation of the region. However, historic records for the 88 Bluxome Street project site suggests that there is high a potential for significant 19th century historic features to be present in the bay fill placed on the site prior to the 1880s. Project construction would include mass excavation through this fill and therefore is likely to destroy any such features that are present.

Based on the results of the preliminary archeological review, and consistent with the requirements of PEIR Mitigation Measure CP-4a, the planning department has determined that **Project Mitigation Measure M-CR-3, Archeological Testing**, would apply for the 88 Bluxome Street project. Under this measure, an archeological consultant, would implement a project-specific archeological testing plan. The scope of the archeological testing plan shall be determined in consultation with the ERO and consistent with the standards for archeological documentation establish by the Office of Historic Preservation for purposes of compliance with CEQA, as detailed in the text of the mitigation measure.

With implementation of Project Mitigation Measure M-CR-3, 88 Bluxome Street project impacts related to archeological resources would not result in significant impacts on archeological resources and human remains that were not identified in the Central SoMa PEIR, nor would it result in more-severe impacts than identified in the PEIR.

Tribal Cultural Resources

Central SoMa PEIR Analysis

As noted in the Central SoMa PEIR,³⁷ all prehistoric archeological resources in San Francisco are presumed to be tribal cultural resources, and there are no other known tribal cultural resources based on consultation with local Native American tribal groups. Central SoMa PEIR Mitigation Measure M-CP-5, Project-Specific Tribal

Cultural Resources Assessment, requires that all projects be reviewed for the potential to affect a tribal cultural resource in tandem with the preliminary archeology review of the project by the planning department archeologist.

88 Bluxome Street Project-Specific Analysis

As discussed in the preceding section, a preliminary archeological review was conducted and concluded that the potential for prehistoric archeological resources to be present on the 88 Bluxome Street project site is very low. On this basis, no project-level tribal cultural resources are anticipated, and no project-specific mitigation is required. Therefore, the proposed 88 Bluxome Street project would not result in significant impacts on tribal cultural resources that were not identified in the Central SoMa PEIR, nor would it result in more-severe impacts than identified in the Central SoMa PEIR or significant impacts that are peculiar to the 88 Bluxome Street project site.

Cumulative Analysis

Cumulative projects that were not included in the cumulative analysis in the Central SoMa PEIR consist of residential, hotel, office, retail, PDR, and child care infill development projects with new open space, and three transportation and streetscape projects. The proposed 88 Bluxome Street project in combination with these other cumulative projects would not result in new cumulative impacts to historic resources that were not disclosed in the Central SoMa PEIR because the 88 Bluxome Street project would not directly affect a historic resource or district and because impacts to archaeological resources and tribal cultural resources are typically site specific and do not generally combine to result in cumulative impacts. Therefore, the 88 Bluxome Street project would not result in more severe cumulative cultural resource impacts than were previously identified in the Central SoMa PEIR.

Conclusion

The proposed 88 Bluxome Street project would not result in significant project-level or cumulative impacts on cultural resources that were not identified in the Central SoMa PEIR, nor would the project result in significant project-level or cumulative impacts on cultural resources that are more severe than those identified in the Central SoMa PEIR or that are peculiar to the project site.

Bay Club SF Tennis Interim Site

<i>Topics:</i>	<i>Potentially Significant Impact</i>	<i>Less Than Significant with Mitigation Incorporated</i>	<i>Less Than Significant Impact</i>	<i>No Impact</i>	<i>Not Applicable</i>
3. CULTURAL RESOURCES—Would the project:					
a) Cause a substantial adverse change in the significance of a historical resource as defined in section 15064.5, including those resources listed in Article 10 or Article 11 of the San Francisco Planning Code?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Cause a substantial adverse change in the significance of an archeological resource pursuant to section 15064.5?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c) Disturb any human remains, including those interred outside of formal cemeteries?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
d) Cause a substantial adverse change in the significance of a tribal cultural resource as defined in Public Resources Code section 21074?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Impact CR-1: The proposed interim tennis club project would not result in a substantial adverse change in the significance of a historical resource as defined in section 15064.5, including those resources listed in Article 10 or Article 11 of the San Francisco Planning Code. (No Impact)

Historical resources are those properties that meet the definitions in CEQA section 21084.1 and section 15064.5 of the CEQA Guidelines. Historical resources include properties listed in, or formally determined eligible for listing in the California Register of Historical Resources (California Register) or in an adopted local historic register. Historical resources also include resources identified in a historical resource survey meeting certain criteria. Additionally, properties that are not listed but are otherwise determined to be historically significant, based on substantial evidence, would also be considered historical resources. A property may be considered a historical resource if it meets any of the California Register criteria related to (1) events, (2) persons, (3) architecture, or (4) information potential that make it eligible for listing in the California Register, or if it is considered a contributor to an existing or potential historic district. The significance of a historical resource is materially impaired when a project “demolishes or materially alters in an adverse manner those physical characteristics of a historical resource that convey its historical significance.”

The proposed interim tennis club would be an existing building, existing building with alterations, or newly constructed. As stipulated in the project description, for the proposed interim tennis club, the proposed interim tennis club would not demolish or alter a historic resource in a manner that would result in a significant adverse impact to a historical resource or be incompatible with a historic district. All alterations or new construction would meet the Secretary of Interior’s Standards for the Treatment of Historic Properties and thus would not cause impacts to historic resources. For the reasons discussed above, the proposed interim tennis club project would have no impact on historical resources, and no mitigation measures are necessary.

Impact CR-2: Construction of the proposed interim tennis club project could result in physical damage to adjacent historical resources. (Less than Significant with Mitigation)

Construction vibration impacts are assessed based on standards from the Federal Transportation Authority (FTA) for vibration for architectural damage, as shown on **Table 2, Construction Vibration Damage Criteria.**

FTA guidelines define an impact as significant if it exceeds peak particle velocity (PPV) measured in inches per second as follows: 0.2 PPV for non-engineered timber and masonry buildings, 0.3 PPV for engineered concrete and masonry (no plaster) buildings, and 0.5 PPV for reinforced concrete, steel, or timber buildings.

TABLE 2 CONSTRUCTION VIBRATION DAMAGE CRITERIA

Building Category	Peak Particle Velocity (PPV), in/sec ^a
Category I: reinforced concrete, steel or timber (no plaster)	0.5
Category II: engineered concrete and masonry (no plaster)	0.3
Category III: non-engineered timber and masonry buildings	0.2
Category IV: buildings extremely susceptible to vibration damage	0.12

Notes:

a. peak particle velocity (PPV) measured in inches per second

If the proposed interim tennis club project requires alterations to an existing building or is a newly constructed building, construction could include the following heavy equipment: concrete saw, grader, auger drill rig, excavator, crane, vibratory roller, roller, front end loader, air compressor, back hoe, paver, hoe ram, large bulldozer, dump truck, caisson drilling rig, loaded trucks, jackhammer, and small bulldozer. Vibration from heavy equipment could exceed the *construction vibration damage criteria* and cause ground-borne vibration that could materially impair potential historical resources adjacent to the project's interim use building site. Implementation of **Mitigation Measure M-CR-1, Protect Historical Resources from Adjacent Construction Activities** and **Mitigation Measure M-CR-2, Construction Monitoring Program for Historical Resources**, would ensure the *building damage criteria* would be met and architectural damage from construction vibration at potential historical resources adjacent to the proposed interim tennis club project site would be less than significant with mitigation.

Therefore, with implementation of Mitigation Measures M-CR-1 and M-CR-2, impacts from construction vibration to historical architectural resources due to implementation of the proposed interim tennis club project would be less than significant with mitigation.

Impact CR-3: The proposed interim tennis club project could result in a substantial adverse change in the significance of an archeological resource. (Less than Significant with Mitigation)

This section discusses archeological resources, both as historical resources according to CEQA Guidelines section 15064.5 as well as unique archeological resources as defined in CEQA section 21083.2(g).

The potential for encountering archeological resources is determined by several relevant factors including archeological sensitivity criteria and models, local geology, site history, and the extent of soils disturbance/modification, as well as any documented information on known archeological resources in the area. The proposed interim tennis club project could require excavation up to 3 feet across the interim tennis club site, if implementation of the proposed interim tennis club includes a newly-constructed facility with a mat slab foundation. In accordance with the project description provided for the proposed interim tennis club, the site could be located anywhere within the eastern part of San Francisco within the following boundaries: Lombard Street to the north, Cesar Chavez Street to the south, the San Francisco Bay to the east, and Divisadero Street/Castro Street to the west. Unlike the Central SoMa plan area where the upper 5 feet of soils are not

generally considered archeologically sensitive due to prior disturbance and filling, the larger area of the city where the proposed interim club project could be located includes areas that may contain important archeological resources near the ground surface. Therefore, construction of the proposed interim club project, if it requires excavation or ground disturbance, could have adverse impacts on archeological resources. This excavation could potentially result in significant impacts to archeological resources, if such resources are present within the project site.

Implementation of **Mitigation Measure M-CR-4, Preliminary Archeological Assessment**, would be required to reduce this potential impact on archeological resources to a less-than-significant level. The preliminary archeological assessment would determine whether the proposed interim tennis club project has the potential to result in a substantial adverse change in the significance of archeological resources on the site and identify the appropriate actions to mitigate those impacts to less than significant.

Based on the results of the Preliminary Archeological Assessment described in Mitigation Measure M-CR-4, the planning department archeologist will determine whether to implement **Mitigation Measure M-CR-5, Accidental Discovery** or **Mitigation Measure M-CR-6, Archeological Monitoring**. Mitigation Measures M-CR-5 and M-CR-6 would require resource and training for construction personnel involved in soil disturbing activities, and if necessary, an archeological monitoring program, an archeological data recovery program, a process for treatment of human remains and or associated or unassociated funerary resources, and a Final Archeological Resources Report (FARR) to be submitted to the ERO. With implementation of Mitigation Measure M-CR-4 and Mitigation Measures M-CR-5 or M-CR-6 as applicable, impacts to archeological resources due to implementation of the proposed interim tennis club project would be reduced to less than significant with mitigation.

Impact CR-4: The proposed interim tennis club project could disturb human remains, including those interred outside of formal cemeteries. (Less than Significant with Mitigation)

If the proposed interim tennis club project would be located in an existing building, or if alteration to an existing building or new construction would involve ground disturbance less than 2 feet below ground surface, then the interim tennis club project would not be expected to disturb human remains, and no mitigation would be necessary. If the interim tennis club project would involve ground disturbance greater than 2 feet below ground surface, 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 must comply with Mitigation Measure M-CR-5, Accidental Discovery, which includes the required procedures for the treatment of human remains. With implementation of Mitigation Measure M-CR-5, Accidental Discovery, as described above, the proposed interim tennis club project would have a less-than-significant impact on previously unknown human remains.

Impact CR-5: The proposed interim tennis club project could result in a substantial adverse change in the significance of a tribal cultural resource. (Less than Significant with Mitigation)

CEQA section 21074.2 requires the lead agency to consider the effects of a project on tribal cultural resources. As defined in section 21074, tribal cultural resources are sites, features, places, cultural landscapes, sacred places, and objects with cultural value to a California Native American tribe that are listed, or determined to be eligible for listing, on the national, state, or local register of historical resources.

The proposed interim tennis club project site could require excavation up to 3 feet across the site, if implementation of the interim tennis club project include a newly-constructed building with a mat slab

foundation. This excavation could potentially result in adverse change in the significance of tribal cultural resource. However, if the proposed interim tennis club project is accommodated in an existing building, the project would not affect tribal cultural resources. Pursuant to the state law under Public Resources Code section 21080.3, the planning department notified tribal representatives regarding the potential significant impacts to tribal cultural resources³⁸.

With implementation of **Mitigation Measure M-CR-7, Tribal Cultural Resources Interpretive Program**, impacts to previously unknown tribal cultural resources would be less-than-significant with mitigation. Mitigation Measure M-CR-7 would require the project sponsor to implement an interpretative program of the tribal cultural resources in consultation with affiliated tribal representatives.

In the event that construction activities disturb unknown archeological sites that are considered tribal cultural resources, any inadvertent damage would be considered a significant impact. With implementation of Mitigation Measures M-CR-4, (and M-CR-5 or M-CR-6 as applicable), and M-CR-7, the proposed interim tennis club project would have a less than significant impact with mitigation on previously unknown tribal cultural resources.

Impact C-CR: The proposed interim tennis club project in combination with past, present, and reasonably foreseeable future projects in the vicinity would result in cumulative impacts to cultural resources. (Less than Significant with Mitigation)

As the specific location of the proposed interim tennis club project is unknown, it is unknown if there would be cumulative development projects in the vicinity of the interim site. However, to allow for a conservative analysis, it is assumed that once a location is selected it would be within 0.25-miles of cumulative projects that have the potential to cumulatively impact cultural resources including historic resources, archeological deposits, human remains, and tribal cultural resources.

As discussed under Impact CR-1, the proposed interim tennis club project would not be located on a site that would require the demolition or alteration of a historical architectural resource or a contributor to a historic district. Additionally, all construction for the proposed interim tennis club project would meet the Secretary of Interior's Standards for the Treatment of Historic Properties and would not cause impacts to historic resources. As such, the proposed interim tennis club project would not contribute to any potential cumulative impact on either an individual historical resource or a historic district as a result of demolition or alteration.

As discussed under Impact CR-2, construction of the proposed interim tennis club project could result in a significant impact on adjacent historical structures from vibration generated by project construction. Cumulative effects related to construction vibration could occur if construction activities for other projects in proximity to the interim tennis club project site involve impact equipment (e.g., pile driving, impact hammers/hoe rams, jackhammers) and would take place concurrent with construction of the interim tennis club project site. It is possible that construction of cumulative development projects could undertake construction activities that would involve use of impact equipment simultaneously with the proposed interim tennis club project. Therefore, cumulative vibration impacts on adjacent historical resources could be significant. However, with implementation of Mitigation Measures M-CR-1, Protect Historical Resources from Adjacent Construction Activities, and M-CR-2, Construction Monitoring Program for Historical Resources, the proposed interim tennis club project's contribution to cumulative vibration impacts on adjacent historical architectural resources would

³⁸ San Francisco Planning Department, *Tribal Notification Regarding Tribal Cultural Resources and CEQA*, March 28, 2019. The Planning Department did not receive any requests for consultation as a result of this notification.

be reduced to a less-than-cumulatively-considerable level, by establishing vibration reduction performance standards, best management practices, and monitoring program to ensure construction of the proposed interim tennis club project does not result in damage to historic buildings and adjacent historic architectural resources.

Impacts on archeological resources, tribal cultural resources, and human remains are site-specific and generally limited to a project's construction area. Like the interim tennis club project, other cumulative projects would be required to undergo site-specific evaluation for impacts to archeological resources, human remains, and tribal cultural resources. Therefore, it is unlikely that the proposed interim tennis club project in combination with other projects would result in a significant cumulative impact on archeological resources, human remains, and tribal cultural resources. However, because the location of the interim tennis club project is unknown, the potential for a significant impact cannot be entirely ruled out at this time. Therefore, this initial study conservatively assumes that construction of a new building for the proposed interim tennis club would involve soil disturbance activities greater than 2 feet in depth and could contribute to a significant cumulative impact on archeological resources, human remains, and tribal cultural resources. Implementation of Mitigation Measures M-CR-4 (and M-CR-5 or M-CR-6 as applicable) and Mitigation Measure M-CR-7, would ensure that the interim tennis club project's contribution to any such impact would not be cumulatively considerable. Thus, with the implementation of the mitigation measures identified above, the proposed interim tennis club project would not combine with cumulative projects to result in a significant cumulative impact on archeological resources, human remains, or tribal cultural resources.

E.4. Transportation and Circulation

88 Bluxome Street Project

Central SoMa PEIR Analysis

The Central SoMa PEIR anticipated that growth resulting from the zoning changes could result in significant impacts on transit, pedestrians, and loading, along with significant construction impacts. The Central SoMa PEIR identified 10 transportation mitigation measures; however, the Central SoMa PEIR anticipated that the significant impacts on transit, pedestrians, loading and construction could not be fully mitigated. Thus, the Central SoMa PEIR found these impacts to be significant and unavoidable. The Central SoMa PEIR found impacts to emergency vehicle access as a result of the amount of growth anticipated under the plan in combination with the proposed street network changes could be significant and identified four mitigation measures to reduce impacts to emergency vehicle access to less than significant.

Additionally, the Central SoMa PEIR conducted a plan-level analysis and project-level screening analysis of the vehicle-miles-traveled (VMT) impacts of subsequent development projects enabled under the plan, such as the proposed 88 Bluxome Street project, and found that VMT impacts would not be significant. The proposed 88 Bluxome Street project is a mix of land uses (office, PDR, retail/restaurant, residential, community/recreational center, childcare facility, and tennis club) that were analyzed in the VMT analysis in the Central SoMa PEIR and is located in a transportation analysis zone 644 that was analyzed in the Central SoMa PEIR. Therefore, the

proposed 88 Bluxome Street project would also not result in significant VMT impacts and this topic is not addressed below.

88 Bluxome Street Project-Specific Analysis

<i>Topics</i>	<i>Significant Impact Peculiar to Project or Project Site</i>	<i>Significant Impact not Identified in Central SoMa Plan PEIR</i>	<i>Significant Impact due to Substantial New Information</i>	<i>No Significant Impact not Previously Identified in Central SoMa Plan PEIR</i>
4. TRANSPORTATION AND CIRCULATION—Would the project:				
a) Conflict with an applicable plan, ordinance or policy establishing measures of effectiveness for the performance of the circulation system, taking into account all modes of transportation including mass transit and non-motorized travel and relevant components of the circulation system, including but not limited to intersections, streets, highways and freeways, pedestrian and bicycle paths, and mass transit?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Conflict with an applicable congestion management program, including but not limited to level of service standards and travel demand measures, or other standards established by the county congestion management agency for designated roads or highways?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Result in a change in air traffic patterns, including either an increase in traffic levels, obstructions to flight, or a change in location, that results in substantial safety risks?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e) Result in inadequate emergency access?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
f) Conflict with adopted policies, plans, or programs regarding public transit, bicycle, or pedestrian facilities, or otherwise decrease the performance or safety of such facilities?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

The plan area, including the project site, is not located within an airport land use plan area, or in the vicinity of a private airstrip. Therefore, checklist Topic 4c is not applicable.

Travel Demand

The proposed 88 Bluxome Street project would replace the existing Bay Club SF Tennis building with three new buildings containing approximately 840,100 square feet of office space, 8,100 square feet of PDR, 16,600 square feet of retail/restaurant space, 4,600 square feet of child care facility, 29,700 square feet of community/recreation center, up to 118 affordable housing units, and a new 134,500-square-foot tennis club. Trip generation for the

proposed 88 Bluxome Street was calculated based on the 2002 Transportation Impact Analysis Guidelines for Environmental Review (the guidelines) developed by the San Francisco Planning Department.³⁹

Since the proposed 88 Bluxome Street project would displace the existing uses on the project site, 88 Bluxome Street project trip generation represents net new trips, based on the net change in each land use.⁴⁰ The proposed 88 Bluxome Street project would generate an estimated 25,938 person trips (inbound and outbound) on a weekday daily basis, consisting of 9,385 person trips by auto (4,520 vehicle trips accounting for vehicle occupancy), 7,621 transit trips, 7,031 walk trips and 1,901 trips by other modes. During the p.m. peak hour, the proposed 88 Bluxome Street project would generate an estimated 2,629 person trips, consisting of 958 person trips by auto (514 vehicle trips), 910 transit trips, 580 walk trips and 181 trips by other modes. As the existing Bay Club SF Tennis use would remain on site, the proposed 134,500-square-foot tennis club was excluded from the trip generation estimate. However, since the 88 Bluxome Street project would relocate access to the tennis club from Fifth Street to Bluxome Street, 10 inbound and 14 outbound p.m. peak hour vehicle trips associated with the existing tennis club use were reassigned from Fifth Street to Bluxome Street for the impact analysis.

The travel demand and corresponding transit analysis presented in the PEIR and in this initial study differ for the following reasons:

- The travel demand and projected growth presented in the PEIR were estimated using the San Francisco County Transportation Authority's (Transportation Authority) San Francisco Chained Activity Model Process (SF-CHAMP).⁴¹ The model is tour based rather than trip based. Conversely, the proposed 88 Bluxome Street project's analysis uses *trip-based travel* demand guideline as developed by the planning department. *Tour-based analysis* accounts for *internalization*⁴² of trips within the plan area boundary, but trip-based analysis typically does not substantially capture internalization. The different methodologies result in fewer person trips for a proportionate share of the area plan's tour-based analysis compared to the same sized project-level trip-based analysis.
- When the modeling and analysis was conducted for the PEIR, the planning department used the best available estimate of growth for each constituent transportation analysis zone. These estimates were

³⁹ The guidelines were updated in February 2019. The updated guidelines include revised guidance on travel demand and updated trip generation rates. Under the updated guidelines, the proposed 88 Bluxome Street project would generate fewer daily and p.m. peak hour person trips (including overall trips by automobile, including TNCs) than under the prior guidance. The updated guidelines are available here: http://default.sfplanning.org/publications_reports/TIA_Guidelines.pdf.

⁴⁰ Kittelson & Associates, Inc., 88 Bluxome Street Transportation Impact Study, Case No. 2015-012490env, January 11, 2019. Note: The analysis incorporated the proposed Fifth Street and Brannan Street network plan, consistent with the plans analyzed in the Central Soma PEIR.

⁴¹ SF-CHAMP is an activity-based travel demand model that estimates travel behavior and patterns 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.

⁴² Internalization refers to a subset of trips where both the trip origin and trip destination are expected to be within the same area or remain inside a development. A trip internalization rate applied during the travel demand modeling process would therefore prevent the double counting of a literal application of the planning department's transportation impact analysis guidelines' method for estimating travel demand.

based on a soft site⁴³ and changes in zoning and allowable building heights. At the time of a project-level analysis, more complete information is available about the individual site.

It was appropriate to use these different analytical approaches because the PEIR evaluated the full impacts of the Central SoMa Plan, while project-level analysis in this document evaluated more localized issues to the 88 Bluxome Street project. The goal of this subsequent analysis is to identify any peculiar project- or site-specific significant impacts that were not identified in the PEIR.

Traffic, Pedestrian, and Bicycle Hazards and Bicycle Accessibility

Central SoMa PEIR Analysis

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

The Central SoMa PEIR determined that development under the plan would not result in pedestrian safety hazards nor result in substantial overcrowding on sidewalks or at corner locations, but would result in overcrowding at the following crosswalks:

- Third Street/Mission Street: east and west crosswalks (weekday midday and p.m. peak hours)
- Fourth Street/Mission Street: east and west crosswalks (weekday midday and p.m. peak hours)
- Fourth Street/Townsend Street: west crosswalk (weekday midday and p.m. peak hours)
- Fourth Street/King Street: west crosswalk (weekday p.m. peak hour)

The Central SoMa PEIR identified Mitigation Measure M-TR-4, Upgrade Central SoMa Area Crosswalks, whereby the SFMTA would widen crosswalks at three intersections in the plan area, as feasible. However, because the feasibility of crosswalk widening beyond the current width is uncertain due to roadway or other physical constraints (e.g., presence of bus stops or platforms), the PEIR concluded this impact would remain significant and unavoidable. The Central SoMa PEIR determined that cumulative impacts to pedestrian overcrowding would also be significant and unavoidable.

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

⁴³ A soft site is a site where a specific development is not currently proposed or being planned, but where development may occur with implementation of the area plan.

88 Bluxome Street Project-Specific Analysis

The 88 Bluxome Street project proposes two side-by-side driveways with one curb cut on Bluxome Street: a 12-foot-wide driveway to access the onsite loading spaces and an adjacent 22-foot-wide driveway to access the parking garage; a 7-foot-wide median would separate the two driveways. An average of approximately four vehicles per minute are expected to use these two driveways during the weekday p.m. peak hour, including 173 outbound and 40 inbound passenger vehicle trips and 17 inbound and 17 outbound commercial trips. Trucks and delivery vans would be able to enter and exit the loading driveway without interfering with passenger vehicles using the separate parking garage driveway. Passenger vehicles exiting the garage would be able to queue on the ramp leading from the parking garage to the driveway, with additional queuing space available within the parking garage leading to the ramp.

Outbound passenger vehicles using the parking garage driveway would proceed westbound on Bluxome Street, while the estimated 40 inbound passenger vehicles during the weekday p.m. peak would consist of approximately 36 vehicles turning left from eastbound Bluxome Street, and four vehicles turning right from westbound Bluxome Street. Existing traffic volumes on Bluxome Street is relatively light, with 98 westbound through vehicles during the p.m. peak hour. Therefore, it is not expected that the approximately 36 inbound left-turning vehicles would form substantial queues on Bluxome Street that could block through traffic or spill over onto Fifth Street (approximately 300 feet west of the driveways). Entering left-turn vehicles would not need to wait for a gap in vehicles traveling westbound along Bluxome Street to enter the driveway, given that fewer than two existing vehicles per minute travel westbound.

Compared to existing conditions, the 88 Bluxome Street project would move vehicular ingress and egress from a street with a higher existing p.m. peak hour volume (Fifth Street) to a street with a lower existing p.m. peak volume (Bluxome Street). The 88 Bluxome Street project would also signalize the intersection of Fifth Street and Bluxome Street, which would serve to meter vehicle volumes accessing the parking garage from Fifth Street and reduce the need for entering and exiting vehicles to wait for a gap at an unsignalized intersection. In addition, the distance between the parking garage driveways and Fifth Street (approximately 300 feet) would provide sufficient space for vehicles on Bluxome Street to prevent queues from blocking the proposed driveways. Thus, vehicles entering and exiting the proposed parking garages would not result in traffic hazards.

The 88 Bluxome Street project would also replace perpendicular parking spaces along the northern and southern curbs on Bluxome Street between Fourth and Fifth streets with parallel parking spaces and commercial/passenger loading zones. This would improve parking and loading conditions along Bluxome Street and reduce traffic hazards, because vehicles would not be reversing out of parking spaces into oncoming traffic. Finally, the proposed 88 Bluxome Street project would not introduce unusual or unsafe design features that could obstruct driver vision or otherwise hinder safe vehicle movement.

Therefore, the proposed 88 Bluxome Street project would not result in any peculiar impacts with respect to traffic safety, nor would it result any new significant environmental effects or effects of greater severity than were already analyzed and disclosed in the Central SoMa PEIR.

The proposed 88 Bluxome Street project would generate about 1,791 net new p.m. peak-hour pedestrian trips (approximately 580 walking trips, 910 walk trips to or from transit trips, and 301 walk trips to and from local parking lots or garages). Pedestrians (including to and from local parking lots/garages) would primarily use the crosswalks to the west of the project site (the western and eastern crosswalks of Fifth and Brannan streets, the eastern crosswalk of Fifth and Bluxome streets, and the northern crosswalk of Fifth and Townsend streets). People walking to transit would primarily use the crosswalks to the northwest and east of the site (the eastern crosswalk of Fifth and Brannan streets, the western crosswalk of Fourth and Brannan streets, the western

crosswalk of Fourth and Bluxome streets, and the western crosswalk of Fourth and Townsend streets). The PEIR found that the western crosswalk of Fourth and Townsend streets would have a significant project-level pedestrian crosswalk overcrowding impact, and the western crosswalk of Fourth and Townsend streets and the western crosswalk of Fourth and Brannan streets would have a cumulative pedestrian crosswalk crowding impact. However, the project-generated pedestrian trips using these two crosswalks (299 trips) would be a part of the additional 800 to 2,000 pedestrian trips that would use these two crosswalks with implementation of the Central SoMa Plan; therefore, the project-generated pedestrian trips would not result in more severe pedestrian crosswalk crowding that were already disclosed in the PEIR. The 88 Bluxome Street project's proposed midblock alley, the linear park, and the installation of a traffic signal at the intersection of Fifth Street and Brannan Street would improve pedestrian access in the area. The signalization of Fifth Street and Bluxome Street would provide a new pedestrian crossing access because there is no existing crosswalk at this intersection. Walking trips would be distributed to the project buildings' multiple ground-floor entrances and exits. Given the distribution of trips across the network, the incremental increase in project-generated pedestrian traffic would not result in hazardous conditions for pedestrians.

As previously discussed, the frequency of p.m. peak hour trip at the two building driveways would be approximately four vehicles every minute. The dual building driveway would be separated by a 7-foot wide median, and would include audible and visual controls and safety features at the driveways (siren or bell and flashing light when vehicles are exiting, signage alerting vehicles of pedestrian crossing, signage alerting bicyclists and pedestrians that vehicles may be exiting, colored or special pavement at the driveway, and no trees within 25 feet of the driveways) to alert vehicles and pedestrians of the dual driveways.

The proposed 88 Bluxome Street project would provide curb space along the northern and southern curb of Bluxome Street and along the east side of Fifth Street for loading zones. The zones along Bluxome Street would be restricted to general passenger loading/unloading during the a.m. peak period (7 a.m. to 10 a.m.) and p.m. peak period (4 p.m. to 6 p.m.). The zone along Fifth Street would be restricted to passenger loading/unloading; parking and commercial loading would not be permitted at any time. There is some potential for passenger loading activities to disrupt pedestrian circulation in the sidewalks and the linear park, particularly during periods of high pedestrian activity as people wait on the sidewalk for pick-up. However, given the nature of passenger loading activities, any such effects would be minor and temporary in duration. Trucks and delivery vans would use the 12-foot-wide driveway off the northern curb of Bluxome Street to access the off-street loading spaces. There would be sufficient storage space on the driveway and inside the garage for trucks to pull completely across the linear park and out of the walking path of travel. In addition, the loading zones along Bluxome Street would be available for commercial loading/unloading during the peak period of commercial loading (10 a.m. to 1 p.m.) to accommodate peak commercial loading demand.

For these reasons, the proposed 88 Bluxome Street project, including off-street vehicle parking, passenger loading facilities and passenger loading activity, and off-street commercial loading facilities and commercial loading activity, would not result in new or more severe pedestrian safety impacts than were already analyzed and disclosed in the Central SoMa PEIR.

Bicyclists would use the mid-block alley to access the bike room on the ground floor. The bike room would have an elevator that could be used to access the 311 class 1 bicycle parking spaces on basement level one. Bicyclists would also use the driveway from Bluxome Street to access the 311 class 1 bike parking spaces on basement level one. The 70 class 2 bicycle parking spaces would be located at grade directly adjacent to the mid-block alley. In addition, a bike rack with nine spaces would be located on Bluxome Street's north curb directly to the east of the intersection with Fifth Street. Bicyclists would be directed to these bicycle parking facilities with signage. Per planning code sections 155.1, 155.2, and 155.3, the 88 Bluxome Street project would meet the

minimum class 1 bicycle parking space requirement and exceed the minimum class 2 bicycle parking space requirements. Consistent with planning code requirements, the class 1 bicycle parking spaces would be accessible without requiring the use of stairs.

Vehicles entering and exiting the garage driveway on Bluxome Street could result in temporary and minor disruption to bicyclists traveling on Bluxome Street or using the driveway to access class 1 bicycle parking, concentrated during periods of high vehicular traffic activity into and out of the garage. However, vehicle speeds and volumes would be expected to be relatively low. Bluxome Street is also not primarily used as a bicycle thoroughfare in the study area. In addition, the driveway would be wide enough to accommodate both cars and bicycles and would have a relatively gentle slope (8 to 16 degrees) accessible to bicyclists. Outbound bicyclists would use the striped 4-foot outbound bicycle lane; inbound bicyclists would use the shared inbound lane with sharrow markings and signage advising bicyclists to walk their bicycles down the ramp. The dual driveways' audible and visual controls and safety features (siren or bell and flashing light when vehicles are exiting, signage alerting bicyclists that vehicles may be exiting, and no trees within 25 feet of the driveways) would reduce potential conflicts between vehicles and bicyclists.

The 88 Bluxome Street project's addition of a traffic signal at Fifth and Bluxome streets would accommodate the additional p.m. peak hour project vehicles turning between Fifth and Bluxome streets and would not cause substantial conflict or any hazards with bicycle circulation on Bluxome Street or Fifth Street. The proposed 88 Bluxome Street project would remove two existing curb cuts and driveways on Fifth Street along the project frontage, reducing the likelihood for bicycle-vehicle conflicts along that roadway segment. Project vehicle trips along the existing bike lanes on Townsend Street (nine vehicles inbound and 13 outbound) would not be expected to interfere with bicycle circulation.

Trucks and delivery vans would use the 12-foot-wide driveway off the northern curb of Bluxome Street to access the off-street loading spaces. Delivery vehicles would pass bicyclists entering or leaving the class 1 bike parking in the adjacent parking garage and riding along Bluxome Street. However, because delivery vehicles would not turn across a dedicated bike lane, and because the proposed off-street loading and class 1 bicycle parking would be located in separate garages, conflicts between delivery vehicles and bicyclists would be minimized.

The 88 Bluxome Street project would remove three existing passenger loading spaces along the southern curb of Brannan Street immediately to the east of Fifth Street and provide approximately 567 feet of curb space along Bluxome Street and Fifth Street for passenger loading zones. Passenger loading activities could disrupt bicycle circulation on Bluxome Street and on Fifth streets, particularly during periods of high loading and unloading activity. However, given the nature of passenger loading activities, any such effects would be minor and temporary in duration. Project passenger loading and unloading would be expected in the passenger loading zones on Fifth Street and Bluxome Street, as these zones are closer to the project building lobbies and would therefore not result in potential hazards between bicyclists and passenger loading on Brannan Street.

Based on the above, the proposed 88 Bluxome Street project's design elements and additional vehicle trips would not create hazardous conditions for bicyclists or otherwise interfere with bicycle accessibility to the site and adjoining areas. Per the PEIR, the general increase in vehicle traffic expected through cumulative conditions would not create potentially hazardous conditions for bicycles or otherwise interfere with bicycle accessibility within the plan area or adjoining areas, or substantially affect the existing, planned, and proposed bicycle facilities identified in the plan area. No cumulative bicycle impacts were identified in the PEIR and the proposed 88 Bluxome Street project would not result in any significant bicycle impacts.

Therefore, the proposed 88 Bluxome Street project would not result in any impacts to traffic, pedestrian, or bicyclists peculiar to the project or its location, nor would the 88 Bluxome Street project result in any new

significant environmental effects or effects of greater severity than were already analyzed and disclosed in the Central SoMa PEIR.

Cumulative Analysis

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

As discussed under Cumulative Setting above, the 598 Brannan Street and 630–698 Brannan Street (Flower Mart) projects would be across Brannan and Fifth streets, respectively, from the proposed 88 Bluxome Street project. These projects, and others proposed in the area, would increase use of the local pedestrian network. Under the Central SoMa Plan, mid-block pedestrian crossings are proposed between the proposed 88 Bluxome Street project and the proposed 598 Brannan Street project. This mid-block crossing, in combination with the proposed 88 Bluxome Street project’s mid-block alley and signalized pedestrian crosswalks at the intersection of Fifth and Brannan streets would create a secondary pedestrian network (in addition to sidewalks to be improved under the Central SoMa Plan and the improvement projects discussed below), substantially increasing the local capacity to accommodate pedestrians.

The Brannan Street Safety Project and the Fifth Street Improvement Project propose pedestrian and bicycle safety improvements within and adjacent to the plan area. The Brannan Street Safety Project is a modified version of the street network proposal for this street that was already analyzed in the Central SoMa PEIR from Second to Sixth streets. The Fifth Street Improvement Project would implement bicycle, transit, parking and loading improvements along Fifth Street. These projects would increase the safety of travelers in and through the plan area, enhance the pedestrian realm and bicycle facilities, and would not exacerbate existing traffic hazards.

The project would contribute to an increase in vehicle activity on surrounding streets but would not include any features that would result in a traffic hazard or preclude or inhibit the future implementation of transportation network changes proposed as part of the Central SoMa Plan or other traffic safety measures. Given these considerations, the proposed 88 Bluxome Street project in combination with cumulative projects, including the Fifth Street Improvement Project and Brannan Street Safety Project, would not result in more severe cumulative impacts related to traffic, pedestrians, or bicyclists than were disclosed in the Central SoMa PEIR.

Transit

Central SoMa PEIR Analysis

The PEIR determined that increased demand for transit service associated with population and employment growth under the area plan and rezoning would exceed the capacity of local and regional transit service, resulting in significant plan-level and cumulative impacts on transit capacity. The PEIR identified Mitigation Measure M-TR-3a, Transit Enhancements, which would provide funding for increased transit service to offset the demand generated by development under the plan. Individual development projects within the plan area would be subject to development impact fees to fund transit system improvements under this mitigation measure and system improvements would be implemented by the affected local and regional transit agencies

(Muni and BART). Development under the plan is projected to generate approximately \$500 million for transit system improvements within the plan area. However, because the level of funding that this measure would actually generate and the extent to which the local and regional transit agencies would implement service improvements on the affected routes are uncertain, the PEIR determined that both the plan-level and cumulative impacts on transit capacity would remain significant and unavoidable with mitigation.

The PEIR found that development under the plan would result in significant plan-level and cumulative transit delay impacts. Accordingly, Central SoMa PEIR Mitigation Measure M-TR-3a, Transit Enhancements, establishes development impact fees to fund transit system improvements in the plan area to be implemented by the affected local and regional transit agencies (Muni and BART). The PEIR also identified Central SoMa PEIR Mitigation Measure M-TR-3b, Boarding Improvements, and Central SoMa PEIR M-TR-3c, Signalization and Intersection Restriping, to be implemented by the SFMTA, which may potentially reduce peak hour period transit delays on Muni, Golden Gate Transit, and SamTrans routes operating in the plan area. However, because it is unknown whether or how much additional funding would be generated for transit improvements through these mitigation measures, and whether SFMTA could provide additional service or boarding improvements, the PEIR determined that both the plan-level and cumulative impacts on transit delay would remain significant and unavoidable with mitigation.

88 Bluxome Street Project-Specific Analysis

Transit Capacity

The proposed 88 Bluxome Street project would generate new transit trips on local and regional transit lines as anticipated in the PEIR. Specifically, the project would generate an estimated 910 new transit trips (735 outbound and 175 inbound) during the p.m. peak hour. However, these transit riders would be distributed among multiple local and regional transit lines. The proposed 88 Bluxome Street project would contribute less than five percent of overall ridership on any given local transit line, and less than one percent of overall ridership on any given regional transit line. As such, the project would not contribute to the significant and unavoidable plan-level and cumulative impacts on transit capacity identified in the PEIR.

Transit trips to and from the project site would use the nearby Muni bus and light rail lines for local trips, and the regional lines such as BART, AC Transit, Golden Gate Transit, Caltrain, and SamTrans (potentially with transfers to and from Muni) for trips outside of San Francisco. As the project travel demand would be largely from office and retail uses, most project-generated transit riders would be travelling inbound to the proposed 88 Bluxome Street project during the a.m. peak period and outbound during the p.m. peak, coinciding with the typical downtown commute patterns. These trips are accounted for in the transit capacity impact analysis presented in the PEIR. While project generated transit trips associated with the proposed affordable housing would have the opposite commute patterns (outbound during the a.m. peak period and inbound during the p.m. peak period), these trips (approximately 52 transit trips during the p.m. peak) would be relatively low compared to the existing ridership (approximately 19,851 transit trips during the p.m. peak) on transit lines where project transit trips would be expected.

Because the proposed 88 Bluxome Street project would not generate new transit trips on any local or regional transit systems in excess of those anticipated in the PEIR, the project would not result in new or more severe project-level impacts on transit capacity than were identified in the Central SoMa PEIR.

Transit Delay

The proposed 88 Bluxome Street project would not introduce any design features that would preclude or alter access to nearby transit facilities. Furthermore, the proposed streetscape treatments along the west side of Fifth

Street would not result in the relocation or any modification to Muni or regional transit facilities. Planned curbside passenger, and commercial loading zones adjacent to the project site would be designed to allow for adequate spacing between loading vehicles and moving transit vehicles; the final project design would be subject to review and approval by San Francisco Planning Department, SFMTA, and the city's interdepartmental Streetscape Design Advisory Team, as appropriate.

As noted above, the PEIR identified mitigation measures to reduce transit delay impacts. Most of the actions identified under these mitigation measures would be implemented by the SFMTA to enhance transit operations and are not applicable to individual development projects. However, in compliance with Central SoMa PEIR Mitigation Measure M-TR-3a, the proposed 88 Bluxome Street project would implement **Project Mitigation Measure M-TR-1, Transit Enhancements**, which requires the project sponsor to minimize vehicle queues on the public right-of-way and to improve transit accessibility through project design features. With the implementation of this mitigation measure, the project would not result in new or more severe impacts on transit delay than were identified in the Central SoMa PEIR.

Cumulative Analysis

The Central SoMa PEIR identified a cumulative transit impact. For the reasons discussed in the project-level analysis above, the 88 Bluxome Street project would contribute to that previously identified significant transit impact. Under cumulative conditions (i.e., anticipated growth under the Central SoMa Plan in combination with other projected growth through 2040), the increase in vehicles traveling to and from the project site could result in corresponding travel time delays to bus service adjacent to the project site. Under the 2040 cumulative condition, the project would contribute 270 vehicles to 3,960 vehicles entering the Brannan Street and Fifth Street intersections. These project vehicles would either cross or traverse the following Muni routes with significant cumulative transit delay impacts identified in the Central SoMa PEIR: 8, 30, 45, and 47. Additionally, the proposed 88 Bluxome Street project would install a traffic signal at Fifth Street and Bluxome Street, which would introduce further delay on the 30, 45, and 47 Muni routes that pass through the intersection on Fifth Street where SFMTA is proposing passenger loading. Taken together with the proposed lane reductions along Fifth Street and Brannan Street, the proposed 88 Bluxome Street project would result in a considerable contribution to cumulative transit delay impacts on local and regional transit service identified in the PEIR.

The Brannan Street Safety Project and Fifth Street Improvement Project propose pedestrian and bicycle safety improvements within and adjacent to the plan area. The Brannan Street Safety Project is a modified version of the street network proposal for this street that was already analyzed in the Central SoMa PEIR from Second to Sixth streets. The Fifth Street Improvement Project would implement bicycle, transit, parking, and loading improvements along Fifth Street adjacent to the 88 Bluxome Street project site. The transportation study for the 88 Bluxome Street project analyzed the impacts of the proposed 88 Bluxome Street project in combination with these cumulative projects and determined that the cumulative transit impacts would not be more severe than those identified in the Central SoMa PEIR. The Central SoMa PEIR evaluated changes to the street network along Fifth Street within the plan area, and because the project's driveway is proposed to be on Bluxome Street, vehicle trips generated by the proposed 88 Bluxome Street project in combination with the Fifth Street Improvement Project would not result in new or more severe impacts to transit operations on Fifth Street. Further, the Fifth Street Improvement Project includes transit enhancements, such as boarding islands, that would improve transit service.

Therefore, the proposed 88 Bluxome Street project in combination with cumulative projects, including the Brannan Street Safety Project and Fifth Street Improvement Project, would not combine to result in more severe cumulative transit impacts than were disclosed in the Central SoMa PEIR.

Passenger Loading

Central SoMa PEIR Analysis

The PEIR determined that the plan's street network changes would affect the existing on-street passenger loading and unloading zones in the area and would result in significant plan-level and cumulative impacts related to passenger loading. The PEIR identified M-TR-6b, Accommodation of On-Street Commercial Loading Spaces and Passenger Loading/Unloading Zones to address this impact, including development of Passenger Loading Plans and a curb management strategy⁴⁴. The PEIR determined that the feasibility of providing replacement on-street passenger loading zones for properties affected by the removal of existing zones is uncertain. Therefore, the PEIR concluded that these plan-level and cumulative impacts from passenger loading would be significant and unavoidable with mitigation.

88 Bluxome Street Project-Specific Analysis

The proposed 88 Bluxome Street project would provide approximately 567 feet of curb space (22 spaces) along Fifth Street and Bluxome Street for passenger loading. Nine loading spaces would be provided on the north side of Bluxome Street along the building frontage and the linear park, and eight spaces would be provided on the south side of Bluxome Street. The loading zones along Bluxome Street would be restricted to general passenger loading during the a.m. peak period (7 a.m. to 10 a.m.) and p.m. peak period (4 p.m. to 6 p.m.). Five loading spaces would be provided along the project's Fifth Street frontage for general passenger loading between 7 a.m. and 10 a.m. Additionally, the proposed 88 Bluxome Street project would provide three off-street loading spaces on the first basement level for loading activities related to the child care facility. The 88 Bluxome Street project's proposed passenger loading supply would accommodate expected peak passenger loading demand of 12 vehicles, and therefore, the proposed 88 Bluxome Street project would not result in any new or more severe impacts on passenger loading than were identified in the Central SoMa PEIR.

Cumulative Analysis

Under cumulative conditions, proposed SFMTA street improvements would remove the passenger loading spaces along Fifth Street. The passenger loading spaces on Bluxome Street would continue to be sufficient to meet the expected passenger loading demand during the p.m. peak. Therefore, the proposed 88 Bluxome Street project would not contribute considerably to the significant cumulative passenger loading impacts identified by the PEIR.

Commercial Loading

Central SoMa PEIR Analysis

The PEIR determined that implementation of the plan would reduce on-street commercial loading supply and increase on-street commercial and passenger loading demand during the p.m. peak hour, which would not be accommodated within the on-street supply, resulting in plan-level and cumulative impacts from commercial loading. The PEIR identified Mitigation Measure M-TR-6a, Driveway and Loading Operations Plan (DLOP) to address these impacts. However, the PEIR determined that it is unlikely that sufficient on-street loading spaces could be provided to offset the net loss in these spaces without avoiding conflicts between trucks, bicyclists, and

⁴⁴ San Francisco adopted the Central SoMa Plan and associated planning code amendments on November 27, 2018. As part of the code amendments, the city adopted Planning Code section 155(u): Driveway and Loading Operations Plan (DLOP) in the Central SoMa Special Use District. Under Planning Code section 155(u)(3), new construction of more than 100,000 gross square feet; would be required to prepare and implement a DLOP which includes on-street commercial loading spaces and passenger loading/unloading zones.

other vehicles. Therefore, the PEIR concluded that the plan-level and cumulative impacts from commercial loading would be significant and unavoidable with mitigation.

88 Bluxome Street Project-Specific Analysis

The 88 Bluxome Street project would provide eight off-street commercial loading spaces within the loading dock: four 12-foot by 35-foot spaces and four 9-foot by 20-foot spaces. These loading spaces would be accessible via a 12-foot-wide driveway with curb cut access on Bluxome Street. The 88 Bluxome Street project would also provide a total of approximately 567 feet of on-street commercial loading space⁴⁵, including approximately 106 feet on Fifth Street for approximately five cars, pickups or vans, approximately 261 feet on the north side of Bluxome Street (consisting of a 92-foot zone, an 89-foot zone, and an 80-foot zone) for approximately nine cars, pickups or vans, and approximately 208 feet on the south side of Bluxome Street (consisting of a 75-foot zone, a 53-foot zone, and an 80-foot zone) for approximately eight cars, pickups or vans. These on-street loading zones would be available for commercial loading from 10 a.m. to 6 p.m. along the project's Fifth Street frontage, and during the midday period (10 a.m. to 1 p.m.) along Bluxome Street. Additionally, SFMTA approved in November of 2018, a 41-foot metered yellow zone (for commercial loading from 9 a.m. to 6 p.m.) for approximately two cars, pickups or vans along the project's Fifth Street frontage. The proposed 88 Bluxome Street project would generate an estimated commercial loading demand of approximately 12 spaces during the average hour of loading activity and 15 spaces during the peak hour of commercial loading activity (10 a.m. to 1 p.m.).

Pursuant to planning code section 152.1, projects in C-3 (Downtown Commercial) and Eastern Neighborhoods Mixed Use Districts are required to provide off-street commercial loading and service vehicle spaces based on the project's use or activity and occupied floor area. Accordingly, planning code section 152.1 requires that the project provides 10 off-street commercial loading and service vehicle spaces. Since the 88 Bluxome Street project proposes only eight off-street spaces, the project would seek an exception to the number of spaces required under planning code section 152.1.

Based on this analysis, the supply of off-street commercial loading spaces would fall short of the estimated demand by four spaces during the average hour (1 p.m. to 10 a.m.) and seven spaces during the peak hour and would fall short of planning code requirements by two loading spaces. However, the 22 loading spaces proposed by the project on Bluxome Street and on Fifth Street and the two SFMTA approved loading spaces on Fifth street would be available for commercial loading during the midday peak of commercial loading activity (10 a.m. to 1 p.m.). Therefore, the supply of commercial loading spaces (off-street and on-street spaces) would be sufficient during the typical peak of commercial loading activity (10 a.m. to 1 p.m.), but could not be sufficient during the period between 1 p.m. to 10 a.m. when on-street spaces could be unavailable for commercial loading,

Pursuant to planning code section 155(u), the proposed 88 Bluxome Street project is required to implement a driveway and loading operations plan (DLOP). Accordingly, the project sponsor has included a proposed DLOP as part of the proposed 88 Bluxome Street project (See Driveway and Loading Operations Plan under the Project Description Section above.) The DLOP requires an attendant to manage off-street loading spaces and driveway operations, provisions for large truck access, trash/recycling/compost collection design and management, and delivery storage to allow for unassisted delivery systems. Implementation of the DLOP would ensure that the 88 Bluxome Street project would not result in significant impacts from commercial loading. Therefore, the

⁴⁵ The Transportation Impact Analysis Guidelines assume that 67 percent of commercial loading vehicles would be cars, pickups, or vans (assumed to be 20 to 22 feet long) that could use on-street commercial loading zones; hence the on-street commercial loading spaces presented are in terms of linear feet and the equivalent approximate number of spaces for these 20- to 22-foot long vehicles.

proposed 88 Bluxome Street project would not result in new or more severe impacts related to commercial loading than were identified in the Central SoMa PEIR.

Cumulative Analysis

Under cumulative conditions, proposed SFMTA street improvements would remove commercial loading spaces along Fifth Street. The amount of on-street and off-street commercial loading spaces would continue to be sufficient to meet the expected commercial loading demand during the typical peak of commercial loading activity (10 a.m. to 1 p.m.) but could not be sufficient during the period between 1 p.m. to 10 a.m. when on-street spaces could be unavailable for commercial loading.

Implementation of the proposed DLOP would ensure that the 88 Bluxome Street project would not result in significant cumulative impacts from commercial loading. Therefore, the proposed 88 Bluxome Street project would not result in new or more severe cumulative impacts related to commercial loading than were identified in the Central SoMa PEIR.

Emergency Vehicles

Central SoMa PEIR Analysis

The Central SoMa PEIR determined that development under the plan would be required to undergo multi-departmental review to ensure that proposed vehicular access and streetscape improvements do not impede emergency vehicle access and that vehicle, pedestrian, and bicycle travel associated with development under the plan would not substantially affect emergency vehicle access. The PEIR also determined that intersection delays associated with increased traffic from development under the plan would not significantly affect emergency vehicle access because drivers are required to yield to emergency vehicles. However, the PEIR determined that increased congestion resulting from certain portions of the proposed street network changes in combination with increased vehicle trips generated by development under the plan could have significant plan-level and cumulative impacts on emergency vehicle response times. The PEIR determined that both the plan-level and cumulative impacts on emergency vehicle access could be mitigated to a less-than-significant level with the implementation of Central SoMa PEIR Mitigation Measure M-TR-8, Emergency Vehicle Access Consultation. This measure requires SFMTA to consult with emergency service providers, including the fire and police departments, during the final design of all proposed street network and streetscape changes to ensure that adequate emergency access is maintained. As this measure would be implemented by SFMTA, it does not apply to individual development projects.

88 Bluxome Street Project-Specific Analysis

The proposed 88 Bluxome Street project has been reviewed by the city's multi-agency street design advisory team (SDAT), which includes the planning department, San Francisco Public Works, SFMTA, San Francisco Public Utilities Commission, and San Francisco Fire Department; this advisory team provides design review and guidance to private developments within the city's public right-of-way and considers emergency vehicle access during its review. Therefore, consistent with the determination in the PEIR, the 88 Bluxome Street project has been designed to ensure that the proposed vehicular access and streetscape improvements would not impede emergency vehicle access. Therefore, the proposed 88 Bluxome Street project would not result in any new or more severe impacts on emergency vehicle access than were identified in the Central SoMa PEIR.

Cumulative Analysis

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

The increased traffic generated by the 88 Bluxome Street project in combination with proposed street network changes would contribute to the significant plan-level and cumulative impacts on emergency vehicle access identified in the PEIR. However, as discussed above, these impacts would be mitigated to the less-than-significant level through the SFMTA's implementation of Central SoMa PEIR Mitigation Measure M-TR 8, Emergency Vehicle Access Consultation. In addition, as discussed above, the proposed 88 Bluxome Street project would be required to implement the city's transportation demand management requirements of planning code section 169, which would reduce project-generated vehicle trips. Therefore, the proposed 88 Bluxome Street project would not result in any new or more severe cumulative impacts on emergency vehicle access than were identified in the Central SoMa PEIR.

Construction Impacts

Central SoMa PEIR Analysis

The Central SoMa PEIR determined that overlapping construction activities for development projects, open space improvements, and street network changes under the area plan could result in significant impacts on pedestrian, bicycle, and vehicle safety. As such, the PEIR identifies Mitigation Measure M-TR-9, Construction Management Plan and Construction Coordination, which requires individual development projects within the plan area to develop a construction management plan that would: restrict construction truck movements to times outside of weekday a.m. and p.m. peak periods; optimize truck routes; coordinate travel lane and sidewalk closures through interdepartmental staff meetings; maintain transit, vehicle, bicycle, and pedestrian access; encourage construction employees to carpool, bicycle, walk, or take transit; manage construction worker parking; and provide construction updates to adjacent businesses and residents. However, the PEIR determined that although this measure would reduce hazards from construction traffic, this impact would remain significant and unavoidable with mitigation.

88 Bluxome Street Project-Specific Analysis

Construction of the proposed 88 Bluxome Street project would be completed in two phases. The first phase would include construction of the West and East Buildings and the podium for the Community Center/Affordable Housing Building. The second phase would include construction of the upper floors of the Community Center/Affordable Housing Building. During the construction period (approximately 46 months for the first phase and 24 months for the second phase), temporary and intermittent transportation impacts would result from construction-related truck movements to and from the project site during demolition and

construction activities associated with the proposed 88 Bluxome Street project. Sidewalks may be temporarily closed for short periods of time to accommodate construction work. Construction staging would be expected to take place primarily within the confines of the project site, although the sidewalk fronting the site along Bluxome Street, Fifth Street, and/or Brannan Street may need to be closed on a temporary basis.

During the construction period, there would be an influx of construction-related vehicles (including large trucks) traveling to and from the site on a regular basis. Construction trucks would be required to use designated freight traffic routes to access the construction site. The San Francisco General Plan identifies multiple freight traffic routes in the vicinity of the construction site, including major freeways (I-80, I-280, and U.S. 101) and most through streets in the SoMa area.

Construction truck traffic could increase hazards to other vehicles, bicycles, and pedestrians on the surrounding roadways and truck routes (as well as connecting local streets) due to the slower movement and larger turning radii of trucks. In consideration of the project site location and other relevant project characteristics, the duration and magnitude of temporary project-related construction activities could result in potentially hazardous conditions and would therefore contribute to the significant and unavoidable construction traffic hazard impact identified in the PEIR. Mitigation Measure M-TR-9, identified in the Central SoMa PEIR to address plan-level significant impacts as described above, includes actions related to development of a construction management plan (and, if necessary, a coordinated construction management plan) specifically intended to be undertaken by sponsors of subsequent development projects within the plan area. Therefore, this mitigation measure would apply to the proposed project and is identified as **Project Mitigation Measure M-TR-2, Construction Management Plan and Construction**. Implementation of Project Mitigation Measure M-TR-2 would reduce this significant impact to less than significant. Therefore, the proposed 88 Bluxome Street project would not result in new or more severe project-level impacts related to construction traffic hazards than were identified in the Central SoMa PEIR.

Cumulative Analysis

The construction of the proposed 88 Bluxome Street project would likely overlap with the construction of other development projects, open space improvements, and street network changes under the Central SoMa Plan. Furthermore, any overlap in construction activities could amplify hazards to vehicles, bicycles, and pedestrians at some locations due to the proximity and concentration of construction sites. Given these considerations, the proposed project's contribution to cumulative plan-level construction-related transportation impacts under the Central SoMa Plan would be significant. With the implementation of Project Mitigation Measure M-TR-2, the proposed 88 Bluxome Street project would not result in new or more severe project-level or cumulative impacts related to construction traffic hazards than were identified in the Central SoMa PEIR.

Conclusion

For the reasons described above, the proposed 88 Bluxome Street project would not result in significant project-level or cumulative impacts on transportation and circulation that were not identified in the Central SoMa PEIR, nor would the 88 Bluxome Street project result in significant project-level or cumulative impacts on transportation and circulation that are more severe than those identified in the Central SoMa PEIR or that are peculiar to the project site.

Bay Club SF Tennis Interim Site

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

Impact TR-1: The proposed interim tennis club project would not cause substantial additional VMT or substantially induce automobile travel. (Less than Significant)

Vehicle Miles Traveled (VMT) Analysis

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

Given these travel behavior factors, San Francisco has a lower VMT ratio than the nine-county San Francisco Bay Area region. In addition, some areas of the city have lower VMT ratios than other areas of the city. These areas of the city can be expressed geographically through transportation analysis zones. Transportation analysis zones are used in transportation planning models for transportation analysis and other planning purposes. The

zones vary in size from single city blocks in the downtown core, multiple blocks in outer neighborhoods, to even larger zones in historically industrial areas like the Hunters Point Shipyard.

The Transportation Authority uses the SF-CHAMP to estimate VMT by private automobiles and taxis for different land use types. For retail uses, the Transportation Authority uses *trip-based analysis*, which counts VMT from individual trips to and from the project (as opposed to 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.^{46,47}

As OPR has not proposed VMT analysis screening criteria or thresholds of significance for land uses other than residential, retail, and office, the planning department has determined that athletic clubs such as the interim tennis club, should be treated as retail use for VMT analysis and screening. For retail development, existing regional average daily VMT per capita is 12.6. San Francisco 2040 cumulative conditions were projected using a SF-CHAMP model run, applying the same methodology as outlined above for existing conditions, but also incorporated residential and job growth estimates and reasonably foreseeable transportation investments through 2040. For retail development, the projected 2040 regional average daily VMT per capita is 12.4.

A project would have a significant effect on the environment if it would cause substantial additional VMT. OPR's transportation impact guidelines recommends screening criteria to identify types, characteristics, or locations of projects that would not result in significant impacts to VMT. If a project meets one of the three screening criteria provided (map-based screening, small projects, and proximity to transit stations), then it is presumed that VMT impacts would be less than significant for the project and a detailed VMT analysis is not required. Map-based screening is used to determine if a project site is located within a TAZ that exhibits low levels of VMT. Small projects are projects that would generate fewer than 100 vehicle trips per day. The proximity to transit stations criterion includes projects that are within a half- mile of an existing major transit stop, have a floor area ratio that is equal to or greater than 0.75, vehicle parking that is less than or equal to that required or allowed by the planning code without conditional use authorization, and are consistent with the applicable sustainable communities strategy.

The proposed interim tennis club project would be located in the eastern part of San Francisco, bounded by Lombard Street to the north, Cesar Chavez Street to the south, the San Francisco Bay to the east, and Divisadero Street/Castro Street to the west. Although a specific site has not been identified, the project description specifies, and this initial study therefore assumes that the proposed interim tennis club project site would be located in a TAZ in which the existing and future 2040 daily VMT per retail employee would be more than 15 percent below the existing and future 2040 daily VMT per employee.⁴⁸ Therefore, based on the map-based screening criterion, the proposed interim tennis club project would not result in substantial additional VMT, and impacts would be less than significant.

⁴⁶ 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, both retail locations would be allotted the total tour VMT. A trip-based approach allows the city to apportion all retail-related VMT to retail sites without double-counting.

⁴⁷ San Francisco Planning Department, Executive Summary: Resolution Modifying Transportation Impact Analysis, Appendix F, Attachment A, March 3, 2016.

⁴⁸ San Francisco Planning Department, Transit-Oriented Infill Project Eligibility Checklist for 88 Bluxome Street (Bay Club Tennis Building Interim Site), March 19, 2019.

Induced Automobile Travel Analysis

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

The proposed interim tennis club project site is not a transportation project. However, the interim tennis club project could include changes within the public right of way, such as conversion of on-street parking spaces to a passenger or a commercial loading zone, installation of bicycle parking, or pedestrian improvements. These features fit within the general types of projects that would not be considered to substantially induce automobile travel.⁴⁹ The proposed interim tennis club project would not increase physical roadway capacity or add new roadways to the transportation network. Thus, the proposed interim tennis club project would not result in a significant impact with respect to induced automobile travel.

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

Based on the project description, this initial study assumes that the proposed interim tennis club project could include up to approximately 60 off-street parking spaces with an existing or new curb cut and that any new curb cuts would not exceed 12 feet. The existing Bay Club SF Tennis club generates 24 vehicle trips (10 inbound and 14 outbound trips) during the p.m. peak hour. The membership and number of employees at the interim tennis club are expected to remain the same as the existing Bay Club SF Tennis club. Therefore, this analysis assumes that the proposed interim tennis club project would be expected to generate the same number of vehicle trips. Based on the assumption that the proposed interim club project would generate approximately 24 p.m. peak vehicle trips, the proposed interim tennis club project would not substantially increase existing traffic hazards. If a new building is constructed for the proposed interim tennis club project or if an existing building for the proposed interim tennis club project meets the Better Streets Plan requirement under Planning Code section 138.1,⁵⁰ the project design would be reviewed by SDAT to ensure that the proposed vehicular access and streetscape improvements would not increase traffic hazards. Furthermore, any new commercial construction is reviewed by the department's urban design advisory team (UDAT). Their review would ensure that the project would not include hazardous design features on the project site. Thus, traffic hazard impacts resulting from a design feature or incompatible uses from the proposed interim tennis club project would be less than significant.

⁴⁹ San Francisco Planning Commission Staff Report Summarizing the Resolution Modifying Transportation Impact Analysis. March 3, 2016. http://commissions.sfplanning.org/cpcpackets/Align-CPC%20exec%20summary_20160303_Final.pdf.

⁵⁰ Better Streets Plan requires SDAT review for projects that (1) are on a lot greater than half acre, (2) include more than 50,000 square feet of new construction, (3) contain 150 feet or more of lot frontage on one or more public rights-of-way, or (4) have frontage encompassing the entire block face between the nearest two intersections with any other publicly accessible right-of-way; and (1) new construction of 10 or more dwelling units, (2) new construction of 10,000 gross square feet or greater of non-residential space, (3) addition of 20 percent or more of gross floor area to an existing building, or (4) change of use of 10,000 square feet or greater of a PDR use to non-PDR use.

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

As stated above, this initial study assumes that the proposed interim tennis club project would generate approximately 24 p.m. peak vehicle trips (10 inbound and 14 outbound trips) similar to the existing Bay Club SF Tennis club. The proposed interim tennis club project would not close off any existing streets or entrances to public uses. If a new building is constructed for the proposed interim tennis club project or if an existing building for the proposed interim tennis club project is subject to the Better Streets Plan requirement under planning code section 138.1, the project design would be reviewed by SDAT to ensure that the proposed vehicular access and streetscape improvements would not result in inadequate emergency access. Therefore, the proposed interim tennis club project would have a less-than-significant impact on emergency access.

Impact TR-4: The proposed interim tennis club 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)

Transit, Bicycle, or Pedestrian Facilities

The proposed interim tennis club project would be expected to generate approximately 24 p.m. peak vehicle trips (10 inbound and 14 outbound trips) similar to the existing Bay Club SF Tennis club. These vehicle trips would be distributed throughout the roadway network around the interim site and would not be expected to result in a substantial increase in transit delay or conflict with bicyclists or affect overall bicycle circulation or the operations of bicycle facilities. Additionally, given that any new curb cuts would not exceed 12 feet, these vehicle trips would not be expected to conflict with pedestrian safety or access. If a new building is constructed for the proposed interim tennis club project or if an existing building for the proposed interim tennis club project meets the Better Streets Plan requirement under planning code section 138.1, the project design would be reviewed by SDAT to ensure that the proposed vehicular access and streetscape improvements would not result in a substantial increase in transit delay, create hazardous conditions for transit operations, conflict with bicyclists or affect overall bicycle circulation or the operations of bicycle facilities, or conflict with pedestrian safety or access. For these reasons, the proposed interim tennis club project's impact on transit service, bicycle travel, and pedestrians would be less than significant.

Loading

The existing Bay Club SF Tennis club has approximately four commercial loading events during the weekday mid-day peak period of commercial loading activity (10 a.m. to 1 p.m.) and 11 passenger loading events during the p.m. peak hour. This level of loading activity generates demand for approximately two commercial loading spaces during the mid-day peak period, and approximately three passenger loading spaces during the p.m. peak hour. The project description for the proposed interim tennis club project states, and this initial study assumes, that the club would include two commercial loading spaces and three passenger loading spaces either off-street or on-street along the interim site frontage. As a result, the proposed interim tennis club project's supply of commercial and passenger loading spaces would meet demand, and the proposed interim tennis club project's impact on commercial and passenger loading would be less-than-significant.

Construction Activities

As specified in the project description, this initial study assumes that any construction activities required for the proposed interim tennis club project would be completed within four to 18 months. Construction-related trucks to and from the proposed interim tennis club site could result in a temporary increase in traffic volumes on local

streets. In addition, construction activities would generate construction worker trips to and from the proposed interim tennis club site and temporary demand for parking and public transit. Construction activities in San Francisco that have the potential to affect the transportation network are subject to SFMTA's *Regulations for Working in San Francisco Streets* (Blue Book), which addresses construction activities affecting the public right of way. In addition, there are requirements in the public works code and public works department orders that address these issues. The Blue Book is a manual for city agencies, utility crews, private contractors, and others doing work in San Francisco's public rights-of-way, and it establishes rules for working safely and in a manner that will cause the least possible interference with traffic and circulation. Should project construction activities not comply with regulations in the manual, the contractor must apply for a special traffic permit from the SFMTA. SFMTA staff would specify the conditions of the special traffic permit to ensure safety of all travel modes in and around the project site during construction. With respect to public works, it is the policy of the public works department that a safe and accessible path of travel be provided for all pedestrians, including those with disabilities, around and/or through construction sites.⁵¹ To that end, the public works code includes requirements related to excavation in the public right-of-way and may require in certain zoning districts that the contractor develop and implement a contractor parking plan. In addition to Blue Book and public works regulations, the project sponsor would be responsible for complying with all city, state and federal codes, rules and regulations. Thus, through compliance with these requirements, if implementation of the interim tennis club facility required construction, it would be undertaken in a manner that would minimize interference with pedestrians, bicyclists, transit riders and/or transit operations, and vehicles.

Due to the temporary nature of the construction activities and required street and sidewalk coordination with city departments and agencies, the construction-related impacts on transportation and circulation would be less than significant.

Impact C-TR-1: The proposed interim tennis club project, in combination with past, present, and reasonably foreseeable future projects, would not have a cumulative impact on transportation. (Less than Significant)

The proposed interim tennis club project would be located in the eastern part of San Francisco, between Lombard and Cesar Chavez streets, and east of Divisadero Street/Castro Street; however, a specific location has yet to be identified. The cumulative projects in the vicinity of the interim tennis club site could increase automobile traffic in the area, which combined with automobile traffic increase from the interim tennis club could result in significant cumulative impacts on transit service, bicycling, and walking conditions. However, the proposed interim tennis club project would not create potentially hazardous conditions for bicyclists or pedestrians, or otherwise interfere with bicycle or pedestrian accessibility to the interim tennis club site and adjoining areas and would not be expected to contribute considerably to any significant cumulative impact to bicycling and walking conditions. Similarly, given the expected number of vehicle trips, the proposed interim tennis club project would not be expected to contribute considerably to any significant cumulative impact to transit services. Therefore, the proposed interim tennis club project would not combine with cumulative development projects to contribute to a cumulative impact on transit service, bicycling and walking conditions.

Any alteration to an existing building or new construction for the proposed interim tennis club project could overlap with construction activities associated with the cumulative development projects in the vicinity of the interim tennis club site. However, the combined construction-related traffic would be temporary and localized, and therefore would not result in permanent impacts related to transportation and circulation. In addition, all

⁵¹ San Francisco Public Works. 2008. *Guidelines for the Placement of Barricades at Construction Sites* (ORDER NO. 167,840). Online at http://sfpublicworks.org/sites/default/files/Guidelines_for_Placement_of_Barricades_0.pdf. Accessed January 9, 2018.

construction-related temporary traffic lane closures must be coordinated with the SFMTA to minimize the impacts on local traffic. The cumulative impact of construction worker-related vehicle or transit trips would also not substantially affect transportation conditions, due to their temporary and limited nature. Therefore, the combined construction-related traffic of the proposed interim tennis club project and other projects in the vicinity would have a less-than-significant impact on pedestrians, bicyclists, and transit operations.

For these reasons, the proposed interim tennis club project would in combination with cumulative projects would not result in a significant cumulative impact on transportation. No mitigation measures are necessary.

E.5. Noise

88 Bluxome Street Project

Central SoMa PEIR Analysis

The Central SoMa PEIR determined that implementation of the plan would result in a substantial permanent increase in ambient traffic noise levels as a result of growth in jobs and residents anticipated under the plan and changes to the street network proposed by the plan. Although this impact would be reduced by Central SoMa Plan Mitigation Measure M-NO-1a (now implemented by Planning Code section 169), the PEIR concluded that existing sensitive receptors (residences, schools, and childcare centers) would be adversely affected by increased traffic noise generated by Central SoMa Plan traffic and street network changes and under cumulative conditions, and that the impact would remain significant and unavoidable. The PEIR concluded that impacts associated with new noise-generating uses, now enabled under the plan, could result in significant noise impacts. However, Central SoMa PEIR Mitigation Measure M-NO-1b would reduce this impact to less than significant.

With respect to construction noise and vibration, the Central SoMa PEIR determined that although construction activities in the plan area could expose people to temporary increases in noise and vibration levels substantially in excess of ambient levels, these impacts could be mitigated to less than significant for individual building construction with implementation of Central SoMa PEIR Mitigation Measures M-NO-2a, General Construction Noise Control Measure, and M-NO-2b, Noise and Vibration Control Measures during Pile Driving. However, the Central SoMa PEIR found that if construction of multiple buildings were to simultaneously occur near the same receptors, the impact could be significant and unavoidable. The Central SoMa PEIR also determined that construction activities could expose people and buildings to significant temporary increases in vibration levels. The Central SoMa PEIR determined that these impacts could be mitigated to less than significant with implementation of Central SoMa PEIR Mitigation Measures M-NO-2b, M-CP-3a, and M-CP-3b.

The Central SoMa Plan area is not located near a private airstrip or an airport land use plan area; therefore, topic 5c below is not applicable to the plan nor any subsequent development projects within the plan area.

88 Bluxome Street Project-Specific Analysis

<i>Topics</i>	<i>Significant Impact Peculiar to Project or Project Site</i>	<i>Significant Impact not Identified in Central SoMa PEIR</i>	<i>Significant Impact due to Substantial New Information</i>	<i>No Significant Impact not Previously Identified in Central SoMa PEIR</i>
5. NOISE—Would the project:				
a) Result in exposure of persons to or generation of noise levels in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Result in exposure of persons to or generation of excessive groundborne vibration or groundborne noise levels?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Result in a substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Result in a substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e) For a project located within an airport land use plan area, or, where such a plan has not been adopted, in an area within two miles of a public airport or public use airport, would the project expose people residing or working in the area to excessive noise levels?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
f) For a project located in the vicinity of a private airstrip, would the project expose people residing or working in the project area to excessive noise levels?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
g) Be substantially affected by existing noise levels?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Traffic Noise

The proposed 88 Bluxome Street project would generate new vehicle trips on roadways affected by significant cumulative traffic noise within the plan area and would therefore contribute to the significant cumulative traffic noise impact identified in the PEIR. As such, the proposed 88 Bluxome Street project would be subject to Central SoMa PEIR Mitigation Measures M-NO-1a, Transportation Demand Management, which is implemented as part of the entitlement review process in compliance with Planning Code section 169. As stated above, the PEIR determined that this impact would remain significant and unavoidable even with implementation of the required transportation demand management measures. Thus, with the implementation of this mitigation measure, the proposed 88 Bluxome Street project would not result in new or more severe traffic noise impacts than were identified in the Central SoMa PEIR.

Noise Generating Land Uses

The PEIR determined that development under the area plan could result in significant noise impacts on existing noise-sensitive land uses, including residential development, child care centers, and schools. Examples of noise sources from new development identified in the PEIR include loading, delivery trucks, parking cars, garbage trucks, and rooftop mechanical equipment. The PEIR determined that implementation of Central SoMa PEIR Mitigation Measure M-NO-1b, Siting Noise Generating Uses, would reduce such noise impacts to a less-than-significant level. This measure requires project-specific noise studies for new noise-generating uses and

incorporation of noise reduction design measures as necessary to ensure that new noise generating uses under the plan would not adversely affect existing sensitive receptors.

Consistent with Central SoMa PEIR Mitigation Measure M-NO-1b, a noise analysis was completed for the proposed 88 Bluxome Street project.⁵² The study measured the existing noise environment in the project area and evaluated the noise effects of the project on noise-sensitive uses within 900 feet of and that have a direct line-of-sight to, the project site. The closest noise-sensitive receptors to the project site are live/work and residential units at 77 Bluxome Street, 655 Fifth Street, and 530-548 Brannan Street, and the Academy of Arts at 601 Brannan Street. Other residential receptors within 900 feet and that have a direct line-of-sight to the project site are located on Fifth Street to the west, Brannan Street and Freelon Street to the north, Fourth Street to the east, and Bluxome Street and Townsend Street to the south. Also, within 900 feet is the Multi-Service Center homeless shelter at the southeast corner of Fifth and Bryant streets.

To determine the existing noise in the project vicinity, the noise analysis surveyed existing ambient noise over a 24-hour period at four locations around the existing building at the project site: location one is at the Fire Station No. 8 along the northern curb of Bluxome Street; location two is at 77 Bluxome Street across from the project site; location three is at Academy of Art across Fifth Street from the project site; and location four is at 568 Brannan Street across from the project site (approximating noise level at the sensitive receptor at 530-548 Brannan Street). Over a 24-hour period, the measured *day-night level* (Ldn) ranged from 68 dBA at locations one and two along Bluxome Street to 75 dBA at locations three and four along Fifth Street and Brannan Street respectively.⁵³ The typical daytime *equivalent noise level* (Leq) between 7 a.m. and 10 p.m. ranged from levels in the low-50s to the mid-80s along Bluxome Street and ranged from the mid-60s to the mid-80s along Fifth Street and Brannan Street.⁵⁴ During the nighttime, the Leq level dropped about 10 dBA below daytime level along all three streets. Two primary contributors to the noise level were traffic on the nearby streets and sirens from the fire station emergency vehicles. Construction activities for the Central Subway project along Fourth Street were occasionally audible at the project site but did not consistently contribute to the noise environment.

Mechanical equipment associated with residential uses is subject to San Francisco Noise Ordinance section 2909(a), which establishes a noise limit from mechanical equipment sources, such as those from heating, ventilation, and air conditioning equipment, commonly referred to as HVAC systems, and testing of emergency back-up diesel generators.⁵⁵ Under section 2909(a), mechanical building equipment cannot raise the ambient noise level for off-site sensitive receptors at the property line in excess of 5 dBA. Under section 2909(b) of the San Francisco Noise Ordinance, mechanical equipment on commercial property may not increase the existing ambient noise level more than 8 dBA at the property line. Section 2909(d)) of the San Francisco Noise Ordinance also includes noise level limits for fixed residential interior noise sources. Fixed residential interior noise sources cannot exceed 45 dBA between the hours of 10 p.m. to 7 a.m. or 55 dBA between the hours of 7 a.m. to 10 p.m. as measured inside any sleeping or living room in any dwelling unit located on residential property, with windows open, except where building ventilation is achieved through mechanical systems that allow windows to remain closed.

⁵² Wilson Ihrig, *88 Bluxome Mixed-Use Development Environmental Noise Technical Memo*, October 19, 2018.

⁵³ Day-night sound level (Ldn) is the Leq of an average weighted noise level over a 24-hour period with a 10-decibel penalty applied to noise levels between 10 p.m. and 7 a.m.

⁵⁴ Energy equivalent level (Leq) is the level of a steady noise which would have the same energy as the fluctuating noise level integrated over the time period of interest. Leq is widely used as a single-number descriptor of environmental noise and places more emphasis on high noise level periods than an arithmetic average of noise level over time.

⁵⁵ The property line noise limits in San Francisco Noise Ordinance section 2909(a) apply to emergency generator testing, but not to the operation of emergency generators during power outages or other emergency situations.

Operation of rooftop mechanical equipment, including heating, ventilating, and air conditioning equipment, and backup emergency generators located on the roofs of the proposed East and West buildings and the Community Center/Affordable Housing Building would generate noise that could increase ambient noise levels at nearby receptors. All rooftop mechanical equipment for the proposed 88 Bluxome Street project would be subject to the exterior ambient-based fixed noise limits defined in San Francisco Noise Ordinance sections 2909(a), 2909(b), and 2909(d).

Rooftop mechanical equipment would be located within 30 feet from the property plane at the closest points. In accordance with the project-specific noise study, daytime noise levels at the nearest property planes from fixed outdoor equipment could be as high as 80 dBA for the East and West Buildings and 62 dBA for the Community Center/Affordable Housing Building combined with noise from the East building. Nighttime noise levels at the nearest property planes would be as high as 65 dBA for the East and West buildings and 47 dBA for the combined Community Center/Affordable Housing Building and East Building.⁵⁶ These noise levels would exceed the applicable noise ordinance standards for operational noise from exterior sources.⁵⁷ To reduce these daytime and nighttime noise levels, specific recommendations from the project-specific noise analysis are included as **Project Mitigation Measure M-NO-1, Siting of Noise-Generating Uses** to implement Central SoMa PEIR Mitigation Measure M-NO-1b.

None of the surrounding noise-sensitive uses would have line-of-sight to the mechanical roof levels for the project's Community Center/Affordable Housing Building, East or West Building. Given the project's layout and estimated equipment noise levels, the noise level at the nearest, tallest noise-sensitive receptor (77 Bluxome Street) would be 58 dBA without any shielding, which complies with the 2909(d) 60 dBA noise limit. Thus, no acoustic shielding would be required to comply with the section 2909(d) noise ordinance limit for receptors with line of sight to the roof.

The project would include two emergency backup generators on the roof of the East and West Buildings. These generators would typically be tested for about an hour during daytime hours once per month. At the nearest project property line, noise from a single generator would be 79 dBA for the East Building and 85 dBA for the West Building. These noise levels would exceed the noise ordinance limit for daytime operation of fixed noise sources (62 dBA). At the nearest noise-sensitive receptor (77 Bluxome Apartments) the combined generator and rooftop mechanical equipment noise would be 68 dBA with a shielded line of sight, which would not exceed the interior noise ordinance limit for sensitive receptors.⁵⁸

Thus, in accordance with Project Mitigation Measure M-NO-1, the project would implement a combination of measures to reduce mechanical and generator noise to the applicable noise ordinance limits at the nearest property planes as specified in the project-specific noise assessment:

- Select low-noise equipment

⁵⁶ Wilson Ihrig, *88 Bluxome Mixed-Use Development Environmental Noise Technical Memo*, January 2019.

⁵⁷ Operational noise limits from exterior sources are provided under Noise Ordinance section 2909(a) for residential property and section 2909(b) for commercial and industrial property. Interior noise limits are provided for fixed noise sources under section 2909(d).

⁵⁸ According to Noise Ordinance section 2909(d), fixed noise sources cannot intrude into a sleeping or living room in any dwelling unit located on residential property to produce interior noise levels that exceed 45 dBA between the hours of 10 p.m. to 7 a.m. or 55 dBA between the hours of 7 a.m. to 10 p.m. with windows open except where building ventilation is achieved through mechanical systems that allow windows to remain closed. For the purposes of evaluating noise impact per noise ordinance 2909(d), an equivalent exterior noise threshold of 60 dBA for nighttime and 70 dBA for daytime is used, with the understanding that residential buildings provide 15 dBA noise reduction from the exterior to the interior with windows open.

- Locate equipment away from the property lines
- Use acoustic silencers and/or louvers to reduce rooftop mechanical exhaust noise
- Use manufacturer provided acoustic enclosures and other noise control measures such as airfoil blades, variable speed drives, acoustic mufflers, and insulated equipment cabinets
- Install acoustic screens or barriers placed between source and receiver of noise

With implementation of Project Mitigation Measure M-NO-1, the proposed 88 Bluxome Street project would not result in new or more severe project-level operational noise impacts than were identified in the Central SoMa PEIR.

Construction Noise

The Central SoMa PEIR determined that both general construction activities and pile driving for development under the plan could expose persons to temporary increases in noise levels substantially in excess of ambient levels. To address these impacts the PEIR identified Mitigation Measures M-NO-2a, General Construction Noise Control Measures, and M-NO-2b, Noise and Vibration Control Measures during Pile Driving. Central SoMa PEIR Mitigation Measure M-NO-2a requires: construction equipment and trucks to use best available noise control techniques wherever feasible; stationary noise sources (such as compressors) to be located as far from sensitive receptors as possible; the use of muffling or constructing noise barriers around stationary noise sources; the use of hydraulically or electrically powered impact tools wherever possible and, where not possible, muffling of pneumatic tools and external noise jackets; inclusion of noise control requirements in construction contract specifications; and submittal of noise compliance tracking and response procedures to the planning department and department of building inspection. PEIR Mitigation Measure M-NO-2b applies to individual projects that include pile driving, and requires use of temporary noise barriers along the boundaries; implementation of “quiet” pile-driving technology (such as pre-drilling of piles, sonic pile drivers, and the use of more than one pile driver to shorten the total pile driving duration), where feasible; monitoring of the effectiveness of noise attenuation measures; and limiting pile driving activity to result in the least disturbance to neighboring uses. The PEIR determined that compliance with noise ordinance requirements and implementation of the measures would reduce project-level construction noise impacts to a less-than-significant level. However, the PEIR found that if construction of multiple projects were to simultaneously occur near the same receptors, the combined effect of these construction noise impacts could result in noise levels for which the available, feasible measures identified in PEIR Mitigation Measures M-NO-2a and M-NO-2b would be insufficient to reduce noise impacts to a less-than-significant level. Therefore, the PEIR determined that cumulative construction noise impacts on adjacent or nearby noise sensitive receptors could be significant and unavoidable with mitigation.

Construction of the proposed 88 Bluxome Street project would not require pile driving. Therefore, Central SoMa PEIR Mitigation Measure M-NO-2b is not applicable to the project. However, general construction activities could impact nearby receptors. As such, Central SoMa PEIR mitigation Measure M-NO-2a would apply to construction of the project and is included in this initial study as **Project Mitigation Measure M-NO-2, General Construction Noise Control Measures**.

Additionally, all construction activities for the proposed 88 Bluxome Street project would be subject to the noise ordinance, which regulates construction noise. The noise ordinance requires construction work to be conducted in the following manner: (1) noise levels of construction equipment, other than impact tools, must not exceed 80 dBA at a distance of 100 feet from the source (the equipment-generating the noise); (2) impact tools must have intake and exhaust mufflers that are approved by the director of public works or the director of the department

of building inspection to best accomplish maximum noise reduction; and (3) if the noise from the construction work would exceed the ambient noise levels at the site property line by 5 dBA, the work cannot be conducted between 8 p.m. and 7 a.m. unless a special permit is authorized for conducting the work during that period. According to the project sponsor, nighttime construction is not proposed, except for an emergency or a special event such as a large concrete pour, for which special approval must be separately obtained.⁵⁹

The department of building inspection is responsible for enforcing the noise ordinance for private construction projects during normal business hours (8 a.m. to 5 p.m.). The police department is responsible for enforcing the noise ordinance during all other hours. Nonetheless, during the construction period for the proposed 88 Bluxome Street project, occupants of the nearby properties could be disturbed by construction noise. Times may occur when noise could interfere with indoor activities in nearby residences and other businesses near the project site. The increase in noise in the project area during project construction would not be considered a significant impact of the proposed 88 Bluxome Street project because the construction noise would be temporary, intermittent, and restricted in occurrence and level, and because the contractor would be required to comply with the noise ordinance and Project Mitigation Measure M-NO-2, General Construction Noise Control Measures. Therefore, the proposed 88 Bluxome Street project would not result in new or more severe project-level construction noise impacts than were identified in the Central SoMa PEIR.

Construction Vibration

The PEIR determined that construction activities other than pile driving for development projects under the area plan would not result in significant vibration impacts. Construction of the proposed 88 Bluxome Street project would not require pile driving. Other project construction activities would not be expected to result in significant vibration impacts, as consistent with the findings from the PEIR. Therefore, construction of the proposed 88 Bluxome Street project would not result in new or more severe project-level vibration impacts than were identified in the Central SoMa PEIR.

Potential vibration impacts on historic resources are further discussed in Section E.3 Cultural Resources of this initial study.

Cumulative Analysis

Construction of the proposed 88 Bluxome Street project could overlap with construction of cumulative projects, including the three streetscape improvement projects, not specifically considered in the Central SoMa PEIR. Given the anticipated length of construction (approximately 46 months for the first phase and 24 months for the second phase), noise impacts from the proposed 88 Bluxome Street project may combine with construction noise impacts from cumulative projects. Thus, the proposed 88 Bluxome Street project could contribute to the significant cumulative construction noise impact identified in the PEIR. As disclosed in the PEIR, this impact would be significant and unavoidable with mitigation because the available feasible noise control measures may not be sufficient to reduce temporary construction noise from overlapping projects to a less-than-significant level at adjacent or nearby receptors. The PEIR also determined that construction vibration from multiple simultaneous projects would generally not combine or contribute to cumulative vibration impacts because groundborne vibration dissipates quickly over a short distance.

Conclusion

For the reasons discussed above, implementation of the proposed 88 Bluxome Street project would not result in significant environmental impacts that were not identified in the Central SoMa PEIR related to noise and

⁵⁹ Ken Dupee, TMG Partners, email to Planning Department, September 11, 2018.

vibration, nor would the proposed 88 Bluxome Street project result in more severe project-specific or cumulative impacts than were identified in the Central SoMa PEIR.

Bay Club SF Tennis Interim Site

<i>Topics:</i>	<i>Potentially Significant Impact</i>	<i>Less Than Significant with Mitigation Incorporated</i>	<i>Less Than Significant Impact</i>	<i>No Impact</i>	<i>Not Applicable</i>
5. NOISE—Would the project result in:					
a) Exposure of persons to or generation of noise levels in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b) Exposure of persons to or generation of excessive groundborne vibration or groundborne noise levels?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c) A substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
d) A substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
e) For a project located within an airport land use plan area, or, where such a plan has not been adopted, in an area within two miles of a public airport or public use airport, would the project expose people residing or working in the area to excessive noise levels?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
f) For a project located in the vicinity of a private airstrip, would the project expose people residing or working in the project area to excessive noise levels?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

The proposed interim tennis club project would not be located within an airport land use plan area or in the vicinity of a private airstrip. Therefore, Topics 5e and 5f are not applicable.

Impact NO-1: The proposed interim tennis club project's operations would not result in the exposure of persons to or generation of noise levels in excess of established standards, nor would the proposed interim tennis club project result in a substantial permanent increase in ambient noise levels. (Less than Significant)

Operational Noise

The proposed interim tennis club project could be an existing building, an existing building with alterations, or new construction. Since the specific location of the interim site has yet to be identified, the existing ambient noise level and the distance from the proposed interim club to property planes and noise sensitive receptors are unknown. To evaluate increase in ambient noise levels, the analysis uses the following conservative assumptions:

- Rooftop or other exterior mechanical equipment would include one cooling tower, one heat pump, one split system heat pump, four air handlers, three exhaust fans, one blower fan, and one supply fan

- Mechanical equipment would be located within 3 feet of the nearest property plane
- The interim tennis club would operate during the same hours as the existing tennis club, which are from 5:30 a.m. to 11p.m. on the weekdays and 7 to 10 pm on the weekends

Additionally, the proposed interim tennis club project would include only indoor tennis courts and would not generate amplified noise or music. With these assumptions, if all of the mechanical equipment is grouped together in a central area, the resulting noise level at the property plane would be approximately 88 dBA. If the equipment is spread out so that only individual mechanical units are contributing to one particular property plane, the noise levels would range from 60 dBA to 80 dBA at the property plane.

Noise ordinance section 2909(a) establishes noise limits at the property line of off-site receptors. These noise limits are based on the quietest existing L90⁶⁰ noise level plus 5 dBA. In addition, noise ordinance section 2909(d) specifies a separate fixed-source noise limit for off-site residential interiors of 45 dBA between the hours of 10 p.m. to 7 a.m. and 55 dBA between the hours of 7 a.m. to 10 p.m.

While the mechanical equipment design for the proposed interim tennis club project is not yet complete, the interim tennis club would be required to comply with all applicable noise ordinance standards.

Accordingly, this initial study assumes that the proposed interim tennis club would comply with the applicable noise ordinance standards. Therefore, noise impacts from operation of the proposed interim tennis club project would be less than significant.

Traffic Noise

In general, traffic noise increases of less than Ldn 3 dBA are barely perceptible to people, while a Ldn 5 dBA increase is readily noticeable. For sensitive noise receptors, a traffic noise increase greater than Ldn 3 dBA is considered a significant noise impact. Generally, a doubling of traffic flows would be needed for traffic generated noise levels to increase to 3 dBA above the existing Ldn ambient noise levels. The proposed interim tennis club project is expected to generate approximately 229 daily vehicle trips, and is expected to be located in an eastern area of the city (north of Cesar Chavez) within a built urban environment. Existing traffic volumes on the streets within the eastern portion of San Francisco are typically substantially greater than 458 daily trips. Therefore, it is not expected that roadways adjacent to the proposed interim tennis club project site would double in traffic volumes as a result of the interim tennis club's increase of 229 daily vehicle trips. Therefore, permanent noise increases due to project-related traffic would be less than significant and no mitigation measures are required.

Impact NO-2: During construction, the proposed interim tennis club project would result in a substantial temporary or periodic increase in ambient noise levels and vibration in the interim tennis club project vicinity above levels existing without the interim tennis club project. (Less than Significant with Mitigation)

If the proposed interim tennis club project requires either altering an existing building or new construction, these activities could include demolition, excavation, and building construction, which would cause a temporary increase in noise levels within the project vicinity. Construction equipment and activities would generate noise and possibly vibrations that could be considered an annoyance by occupants of nearby properties. The construction period for the proposed interim tennis club project could last up to approximately 18 months. Construction noise levels would fluctuate depending on construction phase, equipment type and

⁶⁰ L90 represents the ambient background noise level from a composite of distant noise sources, not including nearby sources or the sources of interest.

duration of use, distance between noise source and affected receptor, and the presence (or absence) of barriers. Impacts would generally be limited to periods during which excavation and grading occurs, new foundations are installed, and exterior structural and facade elements are constructed. No pile driving would be required.

As discussed above, construction noise is regulated by the noise ordinance. The noise ordinance requires that noise levels from individual pieces of construction equipment, other than impact tools, not exceed 80 dBA at a distance of 100 feet from the source. For reference, **Table 3, Maximum Noise Levels from Construction Equipment** provides typical noise levels produced by various types of construction equipment that could be used for the construction of the proposed interim tennis club project. Impact tools (e.g., jackhammers, hoe rams, impact wrenches) must have manufacturer-recommended and city-approved mufflers for both intake and exhaust. Section 2908 of the noise ordinance prohibits construction work between 8 p.m. and 7 a.m. if noise would exceed the ambient noise level by 5 dBA at the property line unless a special permit is authorized by the director of the department of public works or the director of building inspection. The proposed interim tennis club project would be required to comply with these noise ordinance standards.

Table 3 Maximum Noise Levels from Construction Equipment

Construction Equipment	Noise Level (dBA, 50 feet from source)	Noise Level (dBA, 100 feet from source)
Hoe Ram	90	84
Concrete Saw	90	84
Jackhammer (Pavement Breaker) ¹	89	83
Grader	85	79
Auger Drill Rig	84	78
Bulldozer	82	76
Excavator	81	75
Crane	81	75
Roller	80	74
Front End Loader	79	73
Air Compressor	78	72
Back hoe	78	72
Paver	77	71
Dump Truck	76	70
San Francisco Noise Ordinance Limit	86	80

Source: United States Department of Transportation, Federal Highway Administration, Construction Noise Handbook, Chapter 9, Table 9.1, https://www.fhwa.dot.gov/ENVIRONMENT/noise/construction_noise/handbook/handbook09.cfm, accessed November 6 2018.

¹Exempt from the ordinance noise limit of 86 dBA at 50 feet or 80 dBA at 100 feet.

Any sensitive receptors surrounding the interim site would experience temporary and intermittent noise associated with construction activities as well as the passage of construction trucks to and from the proposed interim tennis club project site. The noisiest construction activities associated with the proposed interim tennis club project would likely be demolition or excavation, which can generate noise levels up to 90 dBA for a hoe ram or a concrete saw. However, these construction activities would be limited in duration during the entirety of the construction period. Impact equipment used for construction would be expected to comply with noise ordinance provisions with respect to muffling of particularly noisy equipment; all other non-impact equipment would be expected to comply with noise ordinance section 2907(a) limit of 80 dBA from the equipment noise source. Furthermore, the proposed interim tennis club project does not propose work during nighttime hours and pile driving would not be required.

Older buildings, particularly unreinforced masonry buildings, can be damaged by vibration associated with construction activities, as discussed in Section 3, Cultural Resources. However, in the absence of a specific site for the proposed interim tennis club project, the potential for construction vibration impacts on adjacent buildings cannot be entirely ruled out.

A structure's susceptibility to vibration-induced damage depends upon its age, condition, distance from the vibration source, material, and the vibration level. Vibration impacts to structures are usually significant if construction vibration could potentially result in structural or cosmetic damage. Depending on a structure's condition, potential vibration-induced damage may be cosmetic (e.g., plaster or wood ornamentation may be damaged) or structural (in which case the integrity of the building may be threatened). **Table 4, Construction Equipment Vibration Levels at Various Distances** provides vibration levels generated by various types of construction equipment that could be used for the construction of the proposed interim tennis club project.

Table 4 Construction Equipment Vibration Levels at Various Distances

Equipment ¹	PPV at ²						
	5 Feet	10 Feet	15 Feet	25 Feet	50 Feet	75 Feet	100 Feet
Vibratory Roller	2.348	0.830	0.452	0.210	0.074	0.040	0.026
Hoe ram	0.995	0.352	0.191	0.089	0.031	0.017	0.011
Large bulldozer	0.995	0.352	0.191	0.089	0.031	0.017	0.011
Caisson Drilling	0.995	0.352	0.191	0.0890	0.031	0.017	0.011
Loaded trucks	0.850	0.300	0.164	0.076	0.027	0.015	0.010
Jackhammer	0.391	0.138	0.075	0.035	0.012	0.007	0.004
Small bulldozer	0.034	0.012	0.006	0.003	0.001	0.001	0.000
Notes: 1. Groundborne vibration levels vary based upon the substrate that underlies the site (soil, bedrock, etc.). 2. Calculated using the following formula: PPV equip = PPVref x (25/D) ^{1.5} . The value of 1.5 is based upon competent soils: most sands, sandy clays, silty clays, gravel, silts, weathered rock. (can dig with shovel) (Source California Department of Transportation, Transportation and Construction Vibration Guidance Manual, September 2013). The construction vibration damage criteria for non-engineered timber and masonry buildings is 0.2 PPV (in/sec). Exceedances of this criterion are shown in BOLD .							
Source: 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 . Accessed: August 14, 2017.							

The planning department uses standards from the Federal Transportation Authority (FTA) for vibration for architectural damage, as shown in Table 2. These guidelines consider the condition of the effected structure(s) and the magnitude and frequency of the vibration source. FTA guidelines define an impact as significant if it exceeds peak particle velocity (PPV), measured in inches per second, as follows: 0.2 PPV for non-engineered timber and masonry buildings, 0.3 PPV for engineered concrete and masonry (no plaster) buildings, and 0.5 PPV for reinforced concrete, steel, or timber buildings. Because the proposed interim tennis club project's specific location is not yet identified, there is the potential for construction equipment vibration to be above the criteria for non-historic buildings adjacent to the proposed interim tennis club project site.

Therefore, **Mitigation Measure M-NO-3, Vibration Monitoring Program for Adjacent Buildings**, is required to ensure that construction of the proposed interim tennis club project would not damage nearby buildings. This mitigation measure would apply to buildings adjacent to the proposed interim tennis club project that would exceed the FTA vibration standards criteria. This mitigation measure would require implementation of detailed vibration assessment and monitoring plan to ensure that construction activities and equipment are selected and

designed to ensure groundborne vibration levels at adjacent buildings do not exceed levels protective of the structural integrity of the buildings. With implementation of Mitigation Measure M-NO-3, vibration from construction activities for the proposed interim tennis club project would not result in significant impacts on adjacent structures. Therefore, the construction of the proposed interim tennis club project would not result in significant increases in ambient noise and potential impacts from vibration on adjacent structures would be mitigated to a less-than-significant level.

Impact C-NO-1: The proposed interim tennis club project, in combination with past, present, and reasonably foreseeable future projects, would result in less-than-significant cumulative impacts related to noise and vibration. (Less than Significant)

As described above, project-generated operational and construction noise would not substantially increase ambient noise levels within the project vicinity. As the specific location of the proposed interim tennis club project has not yet been identified, construction noise of projects in the vicinity of the proposed interim tennis club project site could potentially combine with project construction noise to affect the same sensitive receptors if construction were to occur at the same time. However, construction of any such projects would be subject to the same noise regulations as the interim tennis club, which limit construction hours and noise levels. Although significant cumulative construction noise impacts occasionally occur in San Francisco, such impacts are rare and are typically associated only with very large development and public infrastructure projects. Accordingly, this initial study assumes that construction of the interim tennis club would not combine with other construction projects to result in a significant cumulative construction noise impact. As noted above, the planning department will review this and all other assumptions and impact significance determinations contained in this initial study when a specific site and project description for the proposed interim tennis club project are provided to determine whether additional environmental review is required.

With respect to operational noise, the proposed interim tennis club project's mechanical equipment and mechanical equipment from potential cumulative projects would be required to comply with the noise ordinance. Additionally, the proposed interim tennis club project would only include indoor tennis courts and would not include amplified sound or music. Accordingly, there would be no operational noise that could combine with operational noise from cumulative projects to cause a significant cumulative noise impact. Localized traffic noise would increase in conjunction with any foreseeable land use projects in the project vicinity, increasing the level of ambient noise potentially to a cumulatively significant level. Given that the proposed interim tennis club project would generate 24 p.m. peak hour vehicle trips, it would not be expected to raise noise levels along surrounding roadways. Even if the proposed interim tennis club project in combination with other projects resulted in significant cumulative vehicle traffic noise levels, the proposed interim tennis club project's 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 vicinity and traffic noise from the proposed interim tennis club project would not be perceptible. As such, the proposed interim tennis club project would not combine with cumulative development projects to create or contribute to a significant cumulative roadway noise impact. Accordingly, cumulative operational noise impacts would be less than significant.

E.6. Air Quality

88 Bluxome Street Project

Central SoMa PEIR Analysis

The Central SoMa PEIR identified potentially significant air quality impacts from subsequent development projects related to the generation of criteria air pollutants and impacts to sensitive receptors⁶¹ as a result of exposure to elevated levels of diesel particulate matter and other toxic air contaminants (TACs) during project operations. The Central SoMa PEIR identified six mitigation measures that would reduce these air quality impacts; however, the Central SoMa PEIR determined that impacts from subsequent development projects would remain significant and unavoidable. The mitigation measures identified in the PEIR that are applicable to subsequent development projects are as follows: M-NO-1a, as well as Central SoMa PEIR Mitigation Measures M-AQ-3a, Education for Residential and Commercial Tenants Concerning Low-VOC Consumer Products; M-AQ-3b, Reduce Operational Emissions; M-AQ-5a, Best Available Control Technology for Diesel Generators and Fire Pumps; M-AQ-5b, Siting of Uses that Emit Particulate Matter (PM_{2.5}), Diesel Particulate Matter, or Other Toxic Air Contaminants; and M-AQ-5d, Land Use Buffers around Active Loading Docks. As discussed throughout this initial study, M-NO-1a is implemented by Planning Code section 169.

The Central SoMa PEIR also identified potentially significant air quality impacts from subsequent development projects related to the generation of criteria air pollutants resulting from construction activities and impacts to sensitive receptors as a result of exposure to elevated levels of diesel particulate matter and other TACs during project construction. The Central SoMa PEIR identified four mitigation measures applicable to construction projects that would reduce these air quality impacts to less than significant: Central SoMa PEIR Mitigation Measures M-AQ-4a, Construction Emissions Analysis; M-AQ-4b and M-AQ-6a, Construction Emissions Minimization Plan; and M-AQ-6b, Implement Clean Construction Requirements (applicable to city projects only).

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

88 Bluxome Street Project-Specific Analysis

⁶¹ BAAQMD (Bay Area Air Quality Management District). 2011. *Recommended Methods for Screening and Modeling Local Risks and Hazards*. May 2011, p. 12. (The Bay Area Air Quality Management District considers sensitive receptors as children, adults, and older adults occupying or residing in residential dwellings, including apartments, houses, condominiums; schools, colleges, and universities; daycare centers; hospitals; and senior care facilities.)

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

Construction Dust Control

Project construction would result in construction dust, primarily from ground-disturbing activities. However, compliance with the San Francisco Construction Dust Control Ordinance (codified in Health Code article 22B and Building Code section 106.A.3.2.6) would reduce the quantity of fugitive dust generated during site preparation, demolition, and construction work in order to protect the health of the general public and of on-site workers and minimize public nuisance complaints. For projects over 0.5 acre in size, such as the proposed 88 Bluxome Street project, the San Francisco Construction Dust Control Ordinance requires that the project sponsor submit a *dust control plan* for approval by the health department. The building department will not issue a building permit without written notification from the director of public health that the applicant has a site-specific dust control plan, unless the director waives the requirement. The site-specific dust control plan would require the project sponsor to implement additional dust control measures, such as installation of dust curtains and windbreaks, and to provide independent third-party inspections and monitoring, provide a public complaint hotline, and suspend construction during high-wind conditions.

The regulations and procedures set forth by the San Francisco Construction Dust Control Ordinance would ensure that the project's construction dust impacts would not be significant.

Criteria Air Pollutants

In accordance with the state and federal Clean Air Acts, air pollutant standards are identified for the following six criteria air pollutants: ozone,⁶² carbon monoxide (CO), particulate matter (PM),⁶³ nitrogen dioxide (NO₂),

⁶² Ozone is a secondary air pollutant produced in the atmosphere through a complex series of photochemical reactions involving reactive organic gases (ROGs, also sometimes referred to as volatile organic compounds [VOCs] by some regulating agencies) and nitrogen oxides (NO_x).

⁶³ Particulate matter (PM) is a class of air pollutants that consists of heterogeneous solid and liquid airborne particles from manmade and natural sources. Particulate matter regulated by the state and federal Clean Air Acts is measured in two size ranges: PM₁₀ for particles less than 10 microns in diameter, and PM_{2.5} for particles less than 2.5 microns in diameter.

sulfur dioxide (SO₂), and lead. These air pollutants are termed *criteria air pollutants* because they are regulated by developing specific public health- and welfare-based criteria as the basis for setting permissible levels. In general, the San Francisco Bay Area Air Basin experiences low concentrations of most pollutants when compared to federal or state standards. The air basin is designated as either in attainment⁶⁴ or unclassified for most *criteria pollutants* with the exception of ozone, PM_{2.5}, and PM₁₀. For these pollutants, the air basin is designated as non-attainment for either the state or federal standards. By its very nature, regional air pollution is largely a cumulative impact in that no single project is sufficient in size, by itself, to 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.⁶⁵

Although the Central SoMa PEIR determined that at a program-level the plan would not result in significant regional air quality impacts, it also determined that operational impacts for certain large development projects enabled under the plan would be significant and unavoidable, even with implementation of project-specific mitigation. The PEIR also determined that construction-related criteria pollutant impacts would be less than significant with mitigation.

Construction

As shown in **Table 5, 88 Bluxome Street: Daily Project Construction Emissions**, unmitigated project construction emissions would be below the threshold of significance for all criteria pollutants.⁶⁶

Table 5 88 Bluxome Street: Daily Project Construction Emissions

	Pollutant Emissions (Average Pounds per Day)			
	ROG	NOx	Exhaust PM ₁₀	Exhaust PM _{2.5}
Unmitigated Project Emissions	12.8	18.1	0.4	0.4
Significance Threshold	54.0	54.0	82.0	54.0
Significant Impact?	No	No	No	No

⁶⁴ *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.

⁶⁵ Bay Area Air Quality Management District, *CEQA Air Quality Guidelines*, updated May 2017, p. 2-1.

http://www.baaqmd.gov/~media/files/planning-and-research/ceqa/ceqa_guidelines_may2017-pdf.pdf?la=en, accessed December 26, 2017.

⁶⁶ Construction-related criteria air pollutants generated by the proposed 88 Bluxome Street project were quantified using the California Emissions Estimator Model (CalEEMod) (Version 2016.3.1). The model was developed, including default data (e.g., emission factors, meteorology, etc.), in collaboration with California air districts' staff. Default assumptions were used where project-specific information was unknown. Emissions were converted from tons/year to pounds/day using the estimated construction duration of 1,162 working days.

Operation

The proposed 88 Bluxome Street project would generate criteria pollutant emissions associated with vehicle traffic, natural gas combustion for space and water heating, and combustion of other fuels by building and grounds maintenance equipment, energy usage, and testing of backup diesel generators. The daily and annual emissions associated with operation of the proposed 88 Bluxome Street project are shown in **Table 6, 88 Bluxome Street: Summary of Operational Criteria Air Pollutant Emissions**. Table 6 also includes the thresholds of significance used by the city.

Table 6 88 Bluxome Street: Summary of Operational Criteria Air Pollutant Emissions

	ROG	NOx	PM ₁₀	PM _{2.5}
Unmitigated Project Average Daily Emissions (lb/day)	29.7	29.7	0.8	0.8
Significance Threshold (lb/day)	54	54	82	54
Significant Impact?	No	No	No	No
Unmitigated Project Maximum Annual Emissions (tpy)	5.7	5.5	0.2	0.2
Significance Threshold (lb/day)	10.0	10.0	15.0	10.0
Significant Impact?	No	No	No	No

lb/day = pounds per day; tpy = tons per year

As shown in Table 6, unmitigated project operational emissions would be below the threshold of significance for all criteria pollutants.

Health Risk

As defined in Health Code article 38, the *air pollutant exposure zone* consists of areas that based on modeling of all known air pollutant sources, exceed health protective standards for cumulative PM_{2.5} concentration, cumulative excess cancer risk. This determination incorporates health vulnerability factors and proximity to freeways. Projects within the air pollutant exposure zone require special consideration to determine whether the project's activities would expose sensitive receptors to substantial air pollutant concentrations or add emissions to areas already adversely affected by poor air quality. Although the project site is not within an existing air pollutant exposure zone, the PEIR found that as a result of plan generated traffic, including traffic congestion related to proposed street network changes, the project site would meet the criteria for being included in the air pollutant exposure zone.

Construction Health Risks

As the project site would be located within a newly identified air pollutant exposure zone, the ambient health risk to sensitive receptors from air pollutants is considered substantial. The proposed 88 Bluxome Street project would require heavy-duty off-road diesel vehicles and equipment throughout the entirety of the anticipated 56-month construction period. Project construction activities would therefore expose sensitive receptors adjacent to the project site such as live/work and residential units at 77 Bluxome Street, 655 Fifth Street, and 530-548 Brannan Street, and the Academy of Art building at 601 Brannan Street to substantial levels of air pollution. This would be a significant impact. The project would therefore be subject to **Project Mitigation Measure M-AQ-1, Construction Emissions Minimization Plan**, which implements Central SoMa PEIR Mitigation Measure M-AQ-6a/M-AQ-4b, to reduce impacts of TAC exposure during construction to sensitive receptors. This

mitigation measure would also reduce exposure of construction period emissions to onsite children of the proposed daycare that would be exposed to phase 2 construction emissions. Project Mitigation Measure M-AQ-1 would require that diesel engines powering construction equipment comply with USEPA Tier 4 interim or better emissions standards and use renewable diesel. Implementation of Project Mitigation Measure M-AQ-1 would reduce construction health risk impacts to a less-than-significant level.

Operational Health Risks

The PEIR indicated that development projects under the plan would result in potential health risks for sensitive receptors (primarily resident) in or near the plan area if these projects were to include sources of TACs. The proposed 88 Bluxome Street project would include backup diesel generators, which would emit DPM, a TAC. Accordingly, operation of these generators could expose nearby sensitive receptors, such as live/work and residential units at 77 Bluxome Street, 655 Fifth Street, and 530-548 Brannan Street, and the Academy of Art building at 601 Brannan Street to elevated concentrations of TACs. As noted above, as a result of plan implementation, the project site would be included in the air pollutant exposure zone. Because the project proposes housing and child care facility on site, the project would be required to install enhanced ventilation for these sensitive uses pursuant to article 38 of the health code. As the project site would be located within a newly identified air pollutant exposure zone, additional emissions of TACs would be a significant impact. **Project Mitigation Measure M-AQ-2, Best Available Control Technology for Diesel Generators and Fire Pumps**, which would implement Central SoMa PEIR Mitigation Measure M-AQ-5a, would reduce the impact to less than significant by ensuring that emissions from new sources of TACs are reduced.

The project would generate 4,520 daily vehicle trips. This would contribute to the increased level of TACs in the air pollutant exposure zone. Therefore, the proposed 88 Bluxome Street project would be subject to Central SoMa PEIR Mitigation Measures M-NO-1a, Transportation Demand Management, which is implemented as part of the entitlement review process in compliance with Planning Code section 169.

Cumulative Analysis

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

With respect to localized health risks, the Fifth Street Improvement Project and the Brannan Street Safety Project are similar in nature to the streetscape improvement projects analyzed in the Central SoMa PEIR. All of these projects would be subject to the Clean Construction Ordinance, which requires construction equipment to meet similar standards as those required for the project through Project Mitigation Measure M-AQ-1, thereby reducing construction period emissions and associated health risks. For these reasons, cumulative health risks would not be more severe than disclosed in the Central SoMa PEIR.

Conclusion

With implementation of applicable Central SoMa PEIR mitigation measures, the proposed 88 Bluxome Street project would not result in new or more severe project-specific or cumulative air quality impacts than were identified in the Central SoMa PEIR.

Bay Club SF Tennis Interim Site

<i>Topics:</i>	<i>Potentially Significant Impact</i>	<i>Less Than Significant with Mitigation Incorporated</i>	<i>Less Than Significant Impact</i>	<i>No Impact</i>	<i>Not Applicable</i>
6. AIR QUALITY.—Would the project:					
a) Conflict with or obstruct implementation of the applicable air quality plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b) Violate any air quality standard or contribute substantially to an existing or projected air quality violation?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c) Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal, state, or regional ambient air quality standard (including releasing emissions which exceed quantitative thresholds for ozone precursors)?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
d) Expose sensitive receptors to substantial pollutant concentrations?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
e) Create objectionable odors affecting a substantial number of people?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Construction Air Quality Impacts

Project-related air quality impacts fall within two categories: short-term impacts from construction activities and long-term impacts from project operation. The following addresses potential construction-related air quality impacts resulting from the proposed interim tennis club project.

Impact AQ-1: The proposed interim tennis club 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 fine particulate matter in the form of dust (fugitive dust) and exhaust (e.g., vehicle tailpipe emissions). Emissions of ozone precursors and fine particulate matter result primarily from the combustion of fuel from on-road and off-road vehicles. However, ROG's are also emitted as a result of activities involving painting, application of other types of architectural coatings, or asphalt paving. The proposed interim tennis club project could potentially alter an existing building or construct a new building. In either case, the construction of the proposed interim tennis club project could last up to approximately 18 months, and any construction activities would have the potential to result in emissions of ozone precursors and fine particulate matter, 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. 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. 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 California Air Resources Board, reducing PM_{2.5} 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.⁶⁷

Dust can be an irritant that causes 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 to as the Construction Dust Control Ordinance (Ordinance No. 176-08, effective August 29, 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 on-site workers, minimize public nuisance complaints, and avoid orders to stop work by the department of building inspection.

The Construction Dust Control 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 department of building inspection. The director of the department of building inspection may waive this requirement for activities on sites less than 0.5 acre that are unlikely to result in any visible wind-blown dust.

If the exterior alteration to an existing building or new construction occurs on a proposed interim site that is over 0.5 acre, the Dust Control Ordinance requires that the project sponsor submit a *Dust Control Plan* for approval by the San Francisco Department of Public Health. The department of building inspection will not issue a building permit without written notification from the director of public health that the applicant has a site-specific Dust Control Plan, unless the director waives the requirement. Interior-only tenant improvement projects that are over one-half acre in size that will not produce exterior visible dust are exempt from the site-specific Dust Control Plan requirement.

The site-specific Dust Control Plan 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 interim 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 secure this material with a tarpaulin; enforce a 15-miles per hour (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

⁶⁷ California Air Resources Board, *Methodology for Estimating Premature Deaths Associated with Long-term Exposure to Fine Airborne Particulate Matter in California*, Staff Report, Table 4c, October 24, 2008.

required to designate an individual to monitor compliance with these dust control requirements. 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. Non-potable water must be used for soil compaction and dust control activities during project construction and demolition. The San Francisco Public Utilities Commission operates a recycled water truck-fill station at the Southeast Water Pollution Control Plant that provides recycled water for these activities at no charge.

Any construction activities for the proposed interim tennis club project would comply with the Construction Dust Control Ordinance. Compliance with the regulations and procedures set forth by the Dust Control Ordinance would ensure that the proposed interim tennis club project's potential dust-related air quality impacts would be reduced to a less-than-significant level.

Criteria Air Pollutants

Construction activities related to altering an existing building or construction a new building for the proposed interim tennis club project could result in emissions of criteria air pollutants from the use of off- and on-road vehicles and equipment. The air district has developed screening criteria to assist lead agencies in determining whether short-term construction-related air pollutant emissions require further analysis to assess whether the project may exceed the criteria air pollutant significance thresholds. 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 proposed interim tennis club project could potentially construct a new interim tennis club building with up to 115,000 square feet of floor space and 40 feet in height. The proposed interim tennis club project is well below the criteria air pollutant screening sizes for a racquet club identified in the air district's CEQA Air Quality Guidelines.⁶⁸ Although, the proposed interim tennis club project could excavate and remove up to 13,000 cubic yards of soil, the unmitigated project construction emissions would be below the threshold of significance for all criteria pollutants as shown in **Table 7, Bay Club SF Tennis Interim Site: Daily Construction Emissions**. Thus, the proposed interim tennis club project's construction activities would result in a less-than-significant criteria air pollutant impact.

Table 7 Bay Club SF Tennis Interim Site: Construction Emissions

	Pollutant Emissions (Average Pounds per Day)			
	ROG	NOx	Exhaust PM ₁₀	Exhaust PM _{2.5}
Unmitigated Project Emissions	6.9	22.4	1.1	1.0
Significance Threshold	54.0	54.0	82.0	54.0
Significant Impact?	No	No	No	No

⁶⁸ Bay Area Air Quality Management District, *CEQA Air Quality Guidelines*, May 2017. Table 3-1. Criteria air pollutant screening sizes for a racquet club is 291,000 square feet for operation and 277,000 square feet for construction.

Impact AQ-2: The proposed interim tennis club project's construction activities would generate toxic air contaminants, including diesel particulate matter, which would expose sensitive receptors to substantial pollutant concentrations. (Less than Significant with Mitigation)

As a specific interim site has not yet been identified, this initial study assumes that the proposed interim tennis club project could be located within an air pollutant exposure zone and there could be nearby sensitive receptors. With regards to construction emissions, off-road equipment (which includes construction-related equipment) is a large contributor to diesel particulate matter emissions in California, although since 2007, the California Air Resources Board has found the emissions to be substantially lower than previously expected.⁶⁹ Newer and more refined emission inventories have substantially lowered the estimates of DPM emissions from off-road equipment such that off-road equipment is now considered the sixth largest source of diesel particulate matter emissions in California.⁷⁰ For example, revised PM emission estimates for the year 2010, which includes diesel particulate matter as a major component of total PM emission estimates, have decreased by 83 percent from previous 2010 emissions estimates for the air basin.⁷¹ 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.⁷²

Additionally, a number of federal and state regulations require cleaner off-road equipment. Specifically, both the EPA and California Air Resources Board 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 EPA estimates that by implementing the federal Tier 4 standards, NOx and PM emissions will be reduced by more than 90 percent.⁷³

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 air district'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

⁶⁹ California Air Resources Board, *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.

⁷⁰ California Air Resources Board, *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.

⁷¹ California Air Resources Board, "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.

⁷² California Air Resources Board, *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.

⁷³ USEPA, "Clean Air Nonroad Diesel Rule: Fact Sheet," May 2004.

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.”⁷⁴

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, 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 interim tennis club project would require construction activities for up to an 18-month period. Project construction activities would result in short-term emissions of DPM and other TACs. The proposed interim tennis club site could be located in an air pollutant exposure zone 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-1, Construction Emissions Minimization Plan** would reduce the magnitude of this impact to a less-than-significant level. Mitigation Measure M-AQ-1 would require that diesel engines powering construction equipment comply with USEPA Tier 4 interim or better emissions standards and use renewable diesel. 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 *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.⁷⁵ 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, implementation of Mitigation Measure M-AQ-1, Construction Emissions Minimization Plan, would reduce construction emissions impacts on nearby sensitive receptors to a less-than-significant level.

Operational Air Quality Impacts

Land use projects typically result in the emission of criteria air pollutants and TACs, primarily from an increase in motor vehicle trips, but also from the combustion of natural gas, landscape maintenance activities, and the use of consumer products and architectural coatings. The following discussion addresses air quality impacts resulting from operation of the proposed interim tennis club project.

Impact AQ-3: During project operations, the proposed interim tennis club 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 under Impact AQ-1, the air district has developed screening criteria to determine whether a project requires an analysis of project-generated criteria air pollutants.⁷⁶ If all of the screening criteria are met by a proposed project, then the lead agency or applicant is not required to perform a detailed air quality assessment.

The proposed interim tennis club project could involve altering an existing building or construction of a new building with up to 115,000 square feet of floor space and 40 feet in height. The proposed interim tennis club is below the air district's operational screening size for the closest equivalent land-use types: racquet club (291,000

⁷⁴ Bay Area Air Quality Management District, *CEQA Air Quality Guidelines*, May 2017, p. 8-7.

⁷⁶ Bay Area Air Quality Management District, *California Environmental Quality Act Air Quality Guidelines*, May 2017, pp. 3-2.

square feet). Therefore, quantification of the proposed interim tennis club project's operational criteria air pollutant emissions is not required, and the proposed interim tennis club project would not exceed any of the significance thresholds for criteria air pollutants. For these reasons, the proposed interim tennis club project's operation would result in a less-than-significant impact related to criteria air pollutants.

Impact AQ-4: During project operations, the proposed interim tennis club project could generate toxic air contaminants, including diesel particulate matter, which could expose sensitive receptors to substantial air pollutant concentrations. (Less than Significant with Mitigation)

If the proposed interim tennis club project implements a temporary air supported structure, a diesel generator would be required. Diesel generators emit diesel particulate matter, a TAC, resulting in health risks. Any diesel generators located in the Air Pollutant Exposure Zone, would exacerbate health risks to existing sensitive receptors. Should a diesel generator be required within 1,000 feet of sensitive receptors, a significant health risk impact could occur. This impact would be reduced to less than significant with the implementation of **Mitigation Measure M-AQ-2, Best Available Control Technology for Diesel Generators and Fire Pumps**. This measure would apply if a diesel generator is necessary and would be located within 1,000 feet of a sensitive receptor. This mitigation measure would require Tier 2 engines and Level 3 Verified Diesel Emission Control Strategy (VDECS), which can reduce diesel emissions by 89 to 94 percent compared to with engines meeting no emission standards and without a VDECS and would reduce the impact to less than significant by ensuring that emissions from new sources of TACs are reduced. If the proposed interim tennis club project does not implement a temporary air supported structure, the proposed interim tennis club project would not require the use of a back-up diesel generator or generate substantial on-site quantities of TACs from other sources.

The proposed interim tennis club project would increase the number of vehicle trips in the vicinity of the interim site, which would increase TAC emissions in the area. However, the air district considers roads with less 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 environmental analysis. The proposed interim tennis club project's approximately 229 daily vehicle trips would be well below this level and would be distributed among the local roadway network. Although the proposed interim tennis club site is unspecified, it is unlikely that the increase in daily vehicle trips would contribute significantly to adjacent roadways that have greater than 10,000 vehicles per day. Therefore, an assessment of project-generated toxic air contaminants resulting from vehicle trips is not required and the proposed interim tennis club project would not generate a substantial amount of toxic air contaminant emissions that could affect nearby sensitive receptors. The impact would be less than significant.

Impact AQ-5: The proposed interim tennis club project would not conflict with, or obstruct implementation of, the 2017 Clean Air Plan. (Less than Significant)

The most recently adopted air quality plan for the air basin, the 2017 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 plan, this analysis considers whether the project would: (1) support the primary goals of the plan, (2) include applicable control measures from the plan, and (3) avoid disrupting or hindering implementation of control measures identified in the plan.

The primary goals of the plan are to: (1) protect air quality and health at the regional and local scale; (2) eliminate disparities among Bay Area communities in cancer health risk from toxic air contaminants; and (3) protect the

climate by reducing greenhouse gas emissions. To meet the primary goals, the plan 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 plan recognizes that to a great extent, community design dictates individual travel mode, and that a key long-term control strategy to reduce emissions of criteria pollutants, air toxics, and greenhouse gases from motor vehicles is to channel future Bay Area growth into vibrant urban communities where goods and services are close at hand, and people have a range of viable transportation options. To this end, the plan includes 85 control measures aimed at reducing air pollution in the air basin.

The measures most applicable to the proposed interim tennis club project are transportation control measures and energy and climate control measures. The proposed interim tennis club project impact with respect to greenhouse gases are discussed under Section 7, Greenhouse Gas Emissions, which demonstrates that the proposed interim tennis club project would comply with the applicable provisions of the city's Greenhouse Gas Reduction Strategy.

Given that there are no sites within the boundaries of the potential location of the proposed interim tennis club project that are not within 0.5 mile from existing major transit stops, employees and visitors could bicycle, walk, and ride transit to and from the interim site instead of taking trips via private automobile. These features ensure that the proposed interim tennis club project would avoid substantial growth in automobile trips and vehicle miles traveled. The proposed interim tennis club project's anticipated 24 new vehicle trips during the p.m. peak hour would result in a negligible increase in air pollutant emissions. Furthermore, the proposed interim tennis club project would be generally consistent with the San Francisco General Plan. Transportation control measures that are identified in the 2017 Clean Air Plan are implemented by the San Francisco General Plan and the San Francisco 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 that the interim tennis club includes relevant transportation control measures specified in the 2017 Clean Air Plan. Therefore, the proposed interim tennis club project would include applicable control measures identified in the 2017 Clean Air Plan to meet the 2017 Clean Air Plan's primary goals.

Examples of a project that could cause the disruption or delay of 2017 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 proposed interim tennis club project would be located in a walkable urban area near a concentration of regional and local transit service with existing major transit less than 0.5 mile away. 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 2017 Clean Air Plan.

For the reasons described above, the proposed interim tennis club project would not conflict with or obstruct implementation of the 2017 Clean Air Plan, and therefore, would have a less-than-significant impact.

Impact AQ-6: The proposed interim tennis club 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. Additionally, the proposed interim tennis

club project would not create substantial sources of new, objectionable odors. Therefore, odor impacts would be less than significant.

Impact C-AQ-1: The proposed interim tennis club project, in combination with past, present, and reasonably foreseeable future development in the project area would result in less-than-significant cumulative air quality impacts. (Less than Significant)

As discussed above, regional air pollution is by its nature largely a cumulative impact. The San Francisco Bay Area air basin, as governed by the air district, composes the geographic context for an evaluation of cumulative air quality impacts. 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 non-attainment of ambient air quality standards. Instead, a project's individual emissions contribute to existing cumulative adverse air quality impacts.⁷⁷ The project-level thresholds for criteria air pollutants are based on levels 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. Therefore, because the proposed interim tennis club project's construction and operational emissions (Impacts AQ-1 and AQ-3, respectively) would not exceed the project-level thresholds for criteria air pollutants, the proposed interim tennis club project would not result in a cumulatively considerable contribution to regional air quality impacts.

While the proposed interim tennis club project could be located in an air pollutant exposure zone and could add new sources of TACs, in the form of 24 p.m. peak hour vehicle trips, the proposed the interim tennis club's incremental increase in localized TAC emissions would be minor and would not contribute substantially to cumulative TAC emissions that could affect nearby sensitive land uses. Therefore, cumulative air quality impacts would be considered less than significant.

E.7. Greenhouse Gas Emissions

88 Bluxome Street Project

Central SoMa PEIR Analysis

The Central SoMa PEIR concluded that adoption of the Central SoMa Plan would not directly result in operational greenhouse gas (GHG) emissions; however, implementation of development projects in the plan area, including the proposed 88 Bluxome Street project, would result in GHG emissions. The Central SoMa Plan includes goals and policies that would apply to the proposed 88 Bluxome Street project, and these policies are consistent with the city's Strategies to Address Greenhouse Gas Emissions.⁷⁸ The Central SoMa PEIR concluded that GHG emissions resulting from development under the Central SoMa Plan would be less than significant, and no mitigation measures were required.

The air district has issued 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 88 Bluxome Street project's GHG emissions and allow for projects that are consistent with an adopted GHG reduction strategy to conclude that the project's GHG impact is less than significant. San

⁷⁷ Bay Area Air Quality Management District, *California Environmental Quality Act Air Quality Guidelines*, May 2017.

⁷⁸ San Francisco Planning Department. *Strategies to Address Greenhouse Gas Emissions in San Francisco*. July 2017. This document is available online at: <http://sf-planning.org/strategies-address-greenhouse-gas-emissions>.

San Francisco's Strategies to Address Greenhouse Gas Emissions⁷⁹ presents a comprehensive assessment of policies, programs, and ordinances that collectively represent the city's GHG reduction strategy in compliance with the air district's and CEQA Guidelines. These GHG reduction actions have resulted in a 36 percent reduction in GHG emissions in 2017 compared to 1990 levels,⁸⁰ exceeding the year 2020 reduction goals outlined in the air district's 2017 Clean Air Plan,⁸¹ Executive Order S-3-05,⁸² and Assembly Bill 32 (also known as the Global Warming Solutions Act).^{83,84} In addition, the city's GHG reduction goals are consistent with, or more aggressive than, the long-term goals established under Executive Orders S-3-05⁸⁵ and B-30-15^{86,87} and Senate Bill 32.^{88,89} Therefore, projects that are consistent with the city's GHG reduction strategy would not result in GHG emissions that would have a significant effect on the environment, and would not conflict with state, regional, or local GHG reduction plans and regulations.

88 Bluxome Street Project-Specific Analysis

⁷⁹ San Francisco Planning Department, *Strategies to Address Greenhouse Gas Emissions in San Francisco*, November 2010. Available at http://sfmea.sfplanning.org/GHG_Reduction_Strategy.pdf, accessed March 3, 2016.

⁸⁰ San Francisco Department of the Environment, *San Francisco's Carbon Footprint (2019)*, April 2019. Available at <https://sfenvironment.org/carbon-footprint>, accessed April 22, 2019.

⁸¹ Bay Area Air Quality Management District, *Clean Air Plan*, September 2017. Available at <http://www.baaqmd.gov/plans-and-climate/air-quality-plans/current-plans>, accessed July 13, 2018.

⁸² Office of the Governor, *Executive Order S-3-05*, June 1, 2005. Available at <http://www.climatestrategies.us/library/library/view/294>, accessed April 22, 2019.

⁸³ California Legislative Information, *Assembly Bill 32*, September 27, 2006. Available at http://www.leginfo.ca.gov/pub/05-06/bill/asm/ab_0001-0050/ab_32_bill_20060927_chaptered.pdf, accessed March 3, 2016.

⁸⁴ 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.

⁸⁵ Executive Order S-3-05 sets forth a series of target dates by which statewide emissions of GHGs need to be progressively reduced, as follows: by 2010, reduce GHG emissions to 2000 levels (approximately 457 million metric tons of carbon dioxide equivalent (MT CO₂e)); by 2020, reduce emissions to 1990 levels (approximately 427 million MT CO₂e); and by 2050 reduce emissions to 80 percent below 1990 levels (approximately 85 million MT CO₂e). 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.

⁸⁶ Office of the Governor, *Executive Order B-30-15*, April 29, 2015. Accessed March 3, 2016. <https://www.gov.ca.gov/news.php?id=18938>. Executive Order B-30-15 sets a state GHG emissions reduction goal of 40 percent below 1990 levels by 2030.

⁸⁷ San Francisco's GHG reduction goals are codified in section 902 of the Environment Code and include (i) by 2008, determine city GHG emissions for 1990; (ii) by 2017, reduce GHG emissions 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.

⁸⁸ Senate Bill 32 amends California Health and Safety Code Division 25.5 (also known as the California Global Warming Solutions Act of 2006) by adding section 38566, which directs that statewide greenhouse gas emissions to be reduced by 40 percent below 1990 levels by 2030.

⁸⁹ Senate Bill 32 was paired with Assembly Bill 197, which would modify the structure of the State Air Resources Board; institute requirements for the disclosure of greenhouse gas emissions criteria pollutants, and toxic air contaminants; and establish requirements for the review and adoption of rules, regulations, and measures for the reduction of greenhouse gas emissions.

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

The proposed 88 Bluxome Street project would increase the intensity of use of the site by introducing approximately 840,100 square feet of office use, 8,100 square feet of PDR, 16,600 square feet of ground floor retail and restaurant, 29,700 square feet of community/recreation center, 4,600 square feet of child care facility, and 118 affordable housing units. Therefore, the proposed 88 Bluxome Street project would contribute to annual long-term increases in GHGs as a result of increased vehicle trips 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 88 Bluxome Street project would meet LEED Gold standards⁹⁰ and 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 88 Bluxome Street project's GHG emissions related to transportation, energy use, water use, wastewater treatment, solid waste disposal, wood burning, and use of refrigerants.

Compliance with the city's Commuter Benefits Program, Emergency Ride Home Program, transportation management programs, Transportation Sustainability Fee, Jobs-Housing Linkage Program, bicycle parking requirements, low-emission car parking requirements, and car sharing requirements would reduce the proposed 88 Bluxome Street 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 88 Bluxome Street 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 88 Bluxome Street project's energy-related GHG emissions.⁹¹ Additionally, the proposed 88 Bluxome Street project would be required to meet the renewable energy criteria of the Green Building Code, further reducing the project's energy-related GHG emissions.

GHG emissions related to solid waste disposal 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, including construction debris materials,

⁹⁰ Leadership in Energy and Environmental Design (LEED) is a third-part green building rating system. LEED offers four levels of certification: Certified, Silver, Gold and Platinum.

⁹¹ Compliance with water conservation measures reduce the energy (and GHG emissions) required to convey, pump and treat water required for the project.

sent to a landfill, reducing GHGs emitted by landfill operations. These regulations also promote reuse of materials, conserving their embodied energy⁹² and reducing the energy required to produce new materials.

The 88 Bluxome Street project would comply with the city's street tree planting requirements by planting 71 net new street trees, which 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).⁹³ Thus, the proposed 88 Bluxome Street project was determined to be consistent with San Francisco's GHG reduction strategy.⁹⁴

Therefore, the proposed 88 Bluxome Street project's GHG emissions would not conflict with state, regional, or local GHG reduction plans and regulations. Furthermore, the proposed 88 Bluxome Street project would not result in impacts associated with GHG emissions beyond those disclosed in the Central SoMa PEIR. For the above reasons, the proposed 88 Bluxome Street project would not result in significant GHG emissions that were not identified in the Central SoMa PEIR, and no mitigation measures are necessary.

Cumulative Analysis

Similar to criteria air pollutants, GHG emissions and global climate change represent cumulative impacts. GHG emissions cumulatively contribute to the significant adverse environmental impacts of global climate change. No single project could generate enough GHG emissions to noticeably change the global average temperature; instead, the combination of GHG emissions from past, present, and future projects have contributed and will continue to contribute to global climate change and its associated environmental impacts. The analysis above addresses the proposed 88 Bluxome Street project's contribution to cumulatively significant GHG emissions and no separate cumulative analysis is required.

Bay Club SF Tennis Interim Site

<i>Topics:</i>	<i>Potentially Significant Impact</i>	<i>Less Than Significant with Mitigation Incorporated</i>	<i>Less Than Significant Impact</i>	<i>No Impact</i>	<i>Not Applicable</i>
7. GREENHOUSE GAS EMISSIONS.— Would the project:					
a) Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b) Conflict with any applicable plan, policy, or regulation adopted for the purpose of reducing the emissions of greenhouse gases?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

⁹² Embodied energy is the total energy required for the extraction, processing, manufacture and delivery of building materials to the building site.

⁹³ 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.

⁹⁴ San Francisco Planning Department, *Greenhouse Gas Analysis: Compliance Checklist for 88 Bluxome Street*, July 23, 2018.

As discussed above, projects that are consistent with the city's GHG reduction strategy would be consistent with the GHG reduction goals, would not result in GHG emissions that would have a significant effect on the environment and would not conflict with state, regional, and local GHG reduction plans and regulations.

The following analysis of the proposed interim tennis club's impact on climate change focuses on the interim tennis club'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 interim tennis club 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.

Although the location of the interim tennis club has not been identified, this initial study assumes that the interim tennis club would increase the intensity of use of the site on which it would be located, and thereby contribute to annual long-term increases in GHGs. Construction activities would also result in temporary increases in GHG emissions.

Regardless of the specific location of the interim tennis club, the project would be required to comply with any applicable regulations adopted to reduce GHG emissions as identified in the GHG reduction strategy. Once the project sponsor selects a site for the interim tennis club they would be required to submit a Greenhouse Gas Analysis Compliance Checklist documenting the project's compliance with all applicable regulations. As stated above, projects that are consistent with San Francisco's GHG reduction strategy would not result in GHG emissions that would have a significant effect on the environment and would not conflict with state, regional, and local GHG reduction plans and regulations.

As such, the interim tennis facility would result in a less-than-significant impact with respect to GHG emissions. No mitigation measures are necessary.

E.8. Wind and Shadow

88 Bluxome Street Project

Central SoMa PEIR Analysis

Wind is analyzed as part of CEQA review in San Francisco with respect to the pedestrian hazards criterion in Planning Code section 148, Reduction of Ground-Level Wind Currents in C-3 Districts. For wind hazards, section 148 requires that buildings do not cause an equivalent wind speed of 26 mph as averaged for a single

full hour of the year.^{95,96} Although section 148 applies only within the C-3 Use Districts, the hazard criterion of section 148 is used by the planning department as a CEQA significance threshold for the determination of whether pedestrian winds would “substantially affect public areas.” This significance criterion was used as the basis for determining whether development under the Central SoMa Plan would result in significant wind impacts in the PEIR.

The Central SoMa PEIR wind analysis found that the average wind speed exceeded one hour per year would decrease by 1 mph, from 26 mph under existing conditions to 25 mph with plan implementation, which represents an incremental improvement. However, the number of hazard exceedances would increase from three to five, and the hours per year during which the one-hour wind hazard criterion would be exceeded would increase from four hours to 81 hours per year. Of the five wind hazard exceedances, one would be a new exceedance on the northeast corner of Fifth and Brannan streets. Because the wind environment around a building is highly dependent on design details (setbacks, podiums, street wall heights, etc.) that are beyond the scope of the PEIR’s programmatic analysis, the PEIR analysis indicates only generally how new, taller buildings could affect pedestrian-level winds. Central SoMa PEIR Mitigation Measure M-WI-1, Wind Hazard Criterion for the Plan Area, was identified to reduce wind impacts from development within the plan area and requires project-specific evaluation by a wind expert for projects taller than 85 feet and, if deemed necessary, wind-tunnel testing to ensure that the one-hour 26 mph hazard criterion is not exceeded. However, because it could not determine with certainty whether future development projects would be able to meet the one-hour, 26 mph wind hazard criterion, the PEIR determined that this wind impact would remain significant and unavoidable with mitigation.

Section 295 of the planning code generally prohibits new structures above 40 feet in height that would cast additional shadows on open space that is under the jurisdiction of the San Francisco Recreation and Park Commission between one hour after sunrise and one hour before sunset, at any time of the year, unless that shadow would not result in a significant adverse effect on the use of the open space. A project that adds new shadow to sidewalks or a public open space or exceeds the *absolute cumulative limit*⁹⁷ on a section 295 park does not necessarily result in a significant impact under CEQA. The city’s significance criteria used in CEQA review asks whether a project would “create new shadow in a manner that substantially affects outdoor recreation facilities or other public areas.”

⁹⁵ The wind ordinance comfort criteria are defined in terms of *equivalent wind speed*, which is an average wind speed (mean velocity), adjusted to include the level of gustiness and turbulence. *Equivalent wind speed* is defined as the mean wind velocity, multiplied by the quantity (one plus three times the turbulence intensity) divided by 1.45. This calculation magnifies the reported wind speed when turbulence intensity is greater than 15 percent. Throughout this memorandum, unless otherwise stated, use of the term “wind speeds” in connection with the wind-tunnel tests refers to *equivalent wind speeds* that are exceeded 10 percent of the time.

⁹⁶ The wind hazard criterion is derived from the 26 mph hourly average wind speed that would generate a three-second gust of wind at 20 meters per second, a commonly used guideline for wind safety. Because the original Federal Building wind data was collected at one-minute averages, the 26 mph hourly average is converted to a one-minute average of 36 mph, which is used to determine compliance with the 26 mph one-hour hazard criterion in the planning code (Arens, E., et al., “Developing the San Francisco Wind Ordinance and its Guidelines for Compliance,” *Building and Environment*, Vol. 24, No. 4, p. 297–303, 1989).

⁹⁷ The absolute cumulative limit represents the maximum percentage of new shadow, expressed as a percentage of theoretical annual available sunlight (TAAS). The TAAS is the amount of sunlight, measured in square-foot-hours that would fall on a given park during the hours covered by section 295. It is computed by multiplying the area of the park by 3,721.4, which is the number of hours in the year subject to section 295. Thus, this quantity is not affected by shadow cast by existing buildings, but instead represents the amount of sunlight that would be available with no buildings in place. Theoretical annual available sunlight calculations for each downtown park were used by the planning and recreation and park commissions in establishing the allowable absolute cumulative limit for downtown parks in 1989.

The Central SoMa PEIR considered shadow impacts of development under the proposed plan on existing outdoor recreation facilities and other existing public open spaces. The PEIR determined that development under the plan would not create new shadow that would substantially affect these outdoor recreation facilities.

88 Bluxome Street Project-Specific Analysis

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

Wind

Consistent with Central SoMa PEIR Mitigation Measure M-WI-1, wind-tunnel testing was undertaken for the proposed 88 Bluxome Street project by a qualified wind consultant.⁹⁸

The wind-tunnel testing assumed the project without landscaping in place, and therefore represented a conservative environment, as the addition of landscaping features could reduce wind speeds in some locations. The wind-tunnel testing did not result in any new exceedances of the one-hour wind hazard criterion. Therefore, the proposed 88 Bluxome Street project would not result in any new or more severe project-level wind impacts than were identified in the Central SoMa PEIR.

Cumulative Analysis

In addition to the cumulative projects listed in section B, Project Setting, 725 Harrison Street was included in the analysis of cumulative impacts on wind 725 Harrison Street. This project was included for the potential to combine with the proposed 88 Bluxome Street project to create potential cumulative wind impacts.

The wind analysis for the proposed 88 Bluxome Street project evaluated a cumulative scenario that included cumulative development assumed in the Central SoMa Plan PEIR, cumulative development projects in the vicinity of the 88 Bluxome Street project site not included in the Central SoMa Plan PEIR, and the proposed development at 88 Bluxome Street. This analysis found that there would be no exceedance of the one-hour wind hazard criterion under the project-plus-cumulative scenario. As such, the proposed 88 Bluxome Street project would not contribute considerably to the significant and unavoidable cumulative wind impact identified in the PEIR. Therefore, the proposed 88 Bluxome Street project would not result in new or more-severe cumulative wind impacts than were identified in the Central SoMa PEIR.

Shadow

The planning department prepared a preliminary *shadow fan*, which does not take into account shadow from existing buildings. The shadow fan showed that the proposed 88 Bluxome Street project could potentially add

⁹⁸ CPP, *Pedestrian-Level Winds Report for 88 Bluxome Street*, February 4, 2019.

new shadow to the Waterfront Esplanade along the north shore of Mission Creek. Accordingly, a qualified shadow consultant prepared a shadow technical analysis for the proposed 88 Bluxome Street project, to provide a detailed quantitative assessment of the net new shadow on the Waterfront Esplanade attributable to the proposed 88 Bluxome Street project.⁹⁹

The shadow analysis found that the proposed 88 Bluxome Street project would not cast new shadow on the Waterfront Esplanade. Shadow cast by the project's tallest elements would reach buildings on the south side of King Street between Fourth and Fifth streets but would not reach the Waterfront Esplanade. The shadow analysis also confirmed the determination of the preliminary shadow fan that the project would not result in new shadow on any other public open space areas.

Cumulative Analysis

In addition to the cumulative projects listed in section B, Project Setting, cumulative projects included in the analysis of cumulative impacts on shadow include 363 6th Street, 955 Folsom Street, 233-237 Shipley Street, and 300 Fifth Street. These projects were included for the potential to combine with the proposed 88 Bluxome Street project to create potential cumulative shadow impacts.

The shadow analysis for the proposed 88 Bluxome Street project evaluated the combined shadow effects of cumulative development assumed in the Central SoMa Plan PEIR, cumulative development projects in the vicinity of the 88 Bluxome Street project site not included in the Central SoMa Plan PEIR, and the proposed development at 88 Bluxome Street. The shadow study found that the proposed 88 Bluxome Street project would not result in any net new shadow on any public outdoor recreation or open spaces areas under the cumulative scenario. Therefore, the proposed 88 Bluxome Street project would not result in new or more severe cumulative shadow impacts than previously identified in the Central SoMa PEIR.

Conclusion

The proposed 88 Bluxome Street project would not have significant project-level or cumulative wind impacts and would have no shadow impact on any public open space areas. Therefore, the proposed 88 Bluxome Street project would not result in any new or more-severe project-level or cumulative wind and shadow impacts than were identified in the Central SoMa PEIR.

Bay Club SF Tennis Interim Site

<i>Topics:</i>	<i>Potentially Significant Impact</i>	<i>Less Than Significant with Mitigation Incorporated</i>	<i>Less Than Significant Impact</i>	<i>No Impact</i>	<i>Not Applicable</i>
8. WIND AND SHADOW—Would the project:					
a) Alter wind in a manner that substantially affects public areas?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b) Create new shadow in a manner that substantially affects outdoor recreation facilities or other public areas?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Impact WS-1: The proposed interim tennis club project would not alter wind in a manner that substantially affects public areas. (Less than Significant)

⁹⁹ Fastcast, *Shadow Analysis Report*, August 2018.

Wind impacts are directly related to a building's height, orientation, design, location, and surrounding development context. Based on wind analyses for other development projects in San Francisco, a building that does not exceed a height of 85 feet generally has little potential to cause substantial changes to ground-level wind conditions. Any newly constructed building for the proposed interim tennis club project would not exceed 40 feet in height. Therefore, the proposed interim tennis club project would not alter wind in a manner that substantially affects public areas, and this impact would be less than significant.

Impact C-WS-1: The proposed interim tennis club project, in combination with past, present, and reasonably foreseeable future projects, would not result in a cumulative wind impact. (Less than Significant)

As discussed above, buildings shorter than 85 feet have little potential to cause substantial changes to ground-level wind conditions. Given that any newly constructed building for the proposed interim tennis club project would not exceed 40 feet in height, the project would not contribute considerably to any potential cumulative wind impact in the vicinity. Therefore, cumulative wind impacts of the proposed interim tennis club project would be considered less than significant.

Impact WS-2: The proposed interim tennis club project could create new shadow in a manner that substantially affects outdoor recreation facilities or other public areas. (Less than Significant with Mitigation)

In 1984, San Francisco voters approved an initiative known as "Proposition K, The Sunlight Ordinance," which was codified as Planning Code section 295 in 1985. Planning Code section 295 generally prohibits new structures above 40 feet in height that would cast additional shadows on open space that is under the jurisdiction of the San Francisco Recreation and Park Commission between one hour after sunrise and one hour before sunset, at any time of the year, unless that shadow would not result in a significant adverse effect on the use of the open space. Public open spaces that are not under the jurisdiction of the Recreation and Park Commission as well as private open spaces are not subject to Planning Code section 295.

The project description provided for the proposed interim tennis club project states that the club would either use an existing building, alter an existing building, or require the construction of a new building up to 40 feet in height. Therefore, the proposed interim tennis club project would not be subject to Planning Code section 295. However, since a specific site has not been identified for the proposed interim tennis club project, the planning department cannot rule out the possibility that construction of a new 40-foot-tall building for the club could substantially affect outdoor recreation facilities or other public areas. Therefore, **Mitigation Measure M-WS-1, Project-Specific Shadow Evaluation**, would prohibit the project sponsor from altering an existing building or locating or designing any new building constructed for the proposed interim tennis club project that casts net new shadow on any outdoor recreational facilities that are accessible to the general public. With the implementation of Mitigation Measure M-WS-1, the shadow impacts of the proposed interim tennis club project would be considered less than significant with mitigation.

Impact C-WS-2: The proposed interim tennis club, in combination with past, present, and reasonably foreseeable future projects, would not result in a cumulative shadow impact. (Less than Significant)

To provide a conservative cumulative analysis, it is assumed that once a specific site is selected it would be within 0.25-mile of cumulative development projects with the potential to have shadow impacts. As discussed above under impact WS-1, the proposed interim tennis club project could substantially affect outdoor recreation facilities or other public areas. It is possible that the proposed interim tennis club project could combine with other projects in the vicinity to create a significant cumulative shadow impact. Without knowing the specific

site for the proposed interim tennis club it is conservatively assumed that the proposed interim tennis club project would result in a cumulatively considerable contribution to the significant cumulative shadow impact. However, implementation of Mitigation Measure M-WS-1 would ensure that the proposed interim tennis club project would not cast any net new shadow on any publicly accessible recreation or open space facilities. Therefore, with implementation of Mitigation Measure M-WS-1 the proposed interim tennis club project would not combine with cumulative development projects to create or contribute to a significant cumulative shadow impact.

E.9. Recreation

88 Bluxome Street Project

Central SoMa PEIR Analysis

The Central SoMa PEIR found that implementation of the Central SoMa Plan would result in an increase in the use of existing neighborhood parks and recreational facilities, but not to a degree that would lead to or accelerate their physical deterioration or require the construction of new recreational facilities. Although the Central SoMa Plan would increase the population of the area, one of the primary objectives of the Central SoMa Plan is to expand the network of open space and recreational uses to serve the existing and future population. Because the growth forecasts for the plan area anticipate a considerable amount of employment growth, the Central SoMa PEIR found it is likely that much of the new recreational use resulting from plan area development would likely be passive use, since employees are less likely than residents to make “active” use of parks and open spaces. The Central SoMa PEIR concluded that new publicly available open spaces and a comprehensive pedestrian-friendly network to increase access to existing, new, and improved spaces would help to alleviate the demand for recreational facilities that would be generated by the increase in population.

Given the Central SoMa Plan’s proposed network of new open spaces, including a potential new neighborhood park, several new and expanded linear open spaces and plazas, new mid-block pedestrian/bicycle connections, and POPOS, and continued planning code requirements for new residential open space, the Central SoMa PEIR determined that implementation of the Central SoMa Plan would have a less-than-significant impact on recreation and public open space, and no mitigation measures were required.

88 Bluxome Street Project-Specific Analysis

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

The nearest open spaces to the 88 Bluxome Street project site include Victoria Manalo Draves Park (on Sherman Street just west of I-80 and northwest of the project site, 0.4 mile northwest), Gene Friend Recreation Center (at Sixth and Folsom streets, 0.4 mile northwest), South Park (in the center of the block bounded by Bryant, Second, Brannan and Third streets, 0.3 mile northeast), and Mission Creek Park (on the edge of Mission Creek at Fifth Street, 0.3 mile southeast of the project site). There are other privately owned, publicly accessible plazas, gardens, and open spaces nearby, including areas associated with AT&T Park and South Beach Park beyond the ballpark.

Pursuant to Planning Code section 138, the proposed 88 Bluxome Street project is required to provide 16,800 square feet of privately-owned public open spaces. This open space may be located on the same site as the 88 Bluxome Street project or within 900 feet of it on either private property or with the approval of all relevant agencies, public property. Accordingly, the project would provide approximately 16,800 square feet of publicly accessible open space, including: 2,500 square feet adjacent to the Brannan Street lobby entrance, 1,500 square feet adjacent to the Bluxome Street lobby entrance of the East and West Buildings, 5,700 square feet of mid-block alley between the East Building and the Community Center/Affordable Housing Building, 1,700 square feet of mid-block open space under the cantilevered portion of the East Building, and 5,500 square feet of the proposed 13,200-square-foot linear park along the proposed 88 Bluxome Street project's frontage. Additionally, the proposed 13,200-square-foot linear park would provide public open space along the northern curb of Bluxome Street including an 8-foot-wide sidewalk adjacent to existing and proposed project buildings from Fourth Street to Fifth Street, and approximately 78 new trees and surface greening.

Although new workers and residents at the 88 Bluxome Street project site would increase the use of nearby public and private open spaces, the provision of new open space resources, both publicly accessible and private, including the linear park, would satisfy at least some of the increased demand. Accordingly, and consistent with the Central SoMa PEIR, existing recreational resources would not experience overuse or accelerated physical deterioration. As such, the proposed 88 Bluxome Street project would not result in a new or more-severe impact on recreational resources, than was identified in the Central SoMa PEIR.

Cumulative Analysis

Cumulative development projects in the vicinity of the 88 Bluxome Street site would result in an increase in the demand for recreational facilities and resources. However, the city has accounted for such growth as part of the Recreation and Open Space Element of the General Plan. In addition, the Central SoMa Plan includes new neighborhood parks and recreational facilities, including the public linear park proposed as part of the 88 Bluxome Street project. Existing and proposed recreational facilities in the vicinity of the project site would be able to accommodate the increase in demand for recreational resources generated by the proposed 88 Bluxome Street project and nearby cumulative development projects. Furthermore, the proposed 88 Bluxome Street project is within the scope of development projected under the Central SoMa Plan and would not result in more severe recreation impacts than previously identified in the Central SoMa PEIR.

Conclusion

The proposed 88 Bluxome Street project would not result in new or more severe physical environmental impacts on recreational resources or any significant project or cumulative impacts peculiar to the site beyond those analyzed in the Central SoMa PEIR.

Bay Club SF Tennis Interim Site

<i>Topics:</i>	<i>Potentially Significant Impact</i>	<i>Less Than Significant with Mitigation Incorporated</i>	<i>Less Than Significant Impact</i>	<i>No Impact</i>	<i>Not Applicable</i>
9. RECREATION.					
a) Would the project increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facilities would occur or be accelerated?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Does the project include recreational facilities or require the construction or expansion of recreational facilities that might have an adverse physical effect on the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Impact RE-1: The proposed interim tennis club project would not increase the use of existing parks and recreational facilities such that substantial physical deterioration of the facilities would occur or be accelerated or require the construction or expansion of recreational facilities. (No Impact)

The proposed interim tennis club project would temporarily relocate an existing private tennis club to a new location during construction of the proposed development at 88 Bluxome Street. As such, the proposed interim tennis club project would not add to the residential or employment populations in San Francisco and would not increase the demand for recreational facilities such that substantial physical deterioration of the facilities would occur or be accelerated or the construction of new or expanded recreational facilities would be required.

By relocating the Bay Club SF Tennis club to an interim facility during development of the 88 Bluxome Street project, the proposed interim club is intended to serve the demand of Bay Club SF Tennis members for recreational tennis facilities who would be displaced during the temporary closure of the existing Bay Club SF Tennis club at 88 Bluxome Street. As such, the proposed interim tennis club project would likely reduce demand on other tennis facilities that would otherwise occur during the closure of the existing club. Additionally, some existing Bay Club SF Tennis members have use of other existing Bay Club SF tennis and gym facilities throughout the city and could access those facilities during the temporary closure of the existing club. Accordingly, the proposed interim tennis club project would have no impact on recreational facilities and resources.

Impact C-RE-1: The proposed interim tennis club project, in combination with reasonably foreseeable future projects, would not result in a cumulative impact on recreational facilities or resources. (No Impact)

Cumulative development in the vicinity of the proposed interim tennis club project could result in an intensification of land uses and a cumulative increase in the demand for recreational facilities and resources. The city has accounted for such growth as part of the Recreation and Open Space Element of the General Plan.¹⁰⁰ In addition, San Francisco voters passed two bond measures, in 2008 and 2012, to fund the acquisition, planning, and renovation of the city's network of recreational resources. It is expected that existing recreational facilities would be able to accommodate the increase in demand for recreational resources generated by nearby

¹⁰⁰ San Francisco Planning Department, *San Francisco General Plan, Recreation and Open Space Element*, April 2014, pp. 20-36. Available online at http://www.sf-planning.org/ftp/General_Plan/Recreation_OpenSpace_Element_ADOPTED.pdf, accessed October 19, 2018.

cumulative development projects. Moreover, as stated above, the proposed interim tennis club project would not contribute to residential or employment growth or to any related increase in demand for recreational resources. For these reasons, the proposed interim tennis club project would not combine with cumulative development projects to create or contribute to a significant cumulative impact on recreational facilities or resources.

E.10. Utilities and Service Systems

Central SoMa PEIR Analysis

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

The Central SoMa PEIR determined that development under the area plan would not require expansion of the city's water supply system and would not adversely affect the city's water supply. This determination was based on the best available water supply and demand projections available at the time, which were contained in the San Francisco Public Utilities Commission's (SFPUC) 2010 Urban Water Management Plan and a 2013 Water Availability Study prepared by the SFPUC to update demand projections for San Francisco.^{101,102}

Under the 2013 Water Availability Study, the SFPUC determined it would be able to meet the demand of projected growth, including growth that would result from development under the Central SoMa Plan, in years of average precipitation as well as in a single dry year and a multiple dry year event, for each five-year period beginning in 2020 through 2035.¹⁰³ The study projected a small deficit (0.25 percent of demand) for a normal year and single dry year, and a deficit of two percent of demand during a multiple-year drought, as a result of development and occupancy of new projects in advance of improvements planned in the SFPUC's water supply. The SFPUC noted in the 2013 Water Availability Study that a two-percent shortfall in water supplies "can be easily managed through voluntary conservation measures or rationing." Further, it stated that "retail" demand (water the SFPUC provides to individual customers within San Francisco), as opposed to "wholesale" demand (water the SFPUC provides to other water agencies supplying other jurisdictions), has declined by more than 10 percent in the last 10 years.¹⁰⁴ For the SFPUC's regional system as a whole, which includes retail and wholesale demand, in a single dry year and multiple dry years, it is possible that the SFPUC would not be able to meet 100 percent of demand and would therefore have to impose reductions on its deliveries. Under the SFPUC's Water Shortage Allocation Plan, retail customers would experience no reduction in regional water system deliveries within a 10-percent system-wide shortage. During a 20-percent system-wide shortage, retail customers would experience a 1.9-percent reduction in deliveries. Retail allocations would be reduced to 79.5 million gallons per day (mgd) (98.1 percent of normal year supply), and wholesale allocations would be reduced to 132.5 mgd (72 percent of normal year supply).¹⁰⁵

¹⁰¹ SFPUC, *2013 Water Availability Study for the City and County of San Francisco*, May 2013. Available at: <http://www.sfwater.org/modules/showdocument.aspx?documentid=4168>. The 2013 Water Availability Study was prepared as an update to the 2010 Urban Water Management Plan to evaluate water demand based on updated growth projections completed by the planning department in 2012 in response to the Association of Bay Area Governments Sustainable Community Strategy Jobs-Housing Connections scenario.

¹⁰² The current 2015 Urban Water Management Plan update adopted in 2016 contains updated demand projections and supersedes the 2010 Urban Water Management Plan and 2013 Water Availability Study.

¹⁰³ SFPUC, *2013 Water Availability Study for the City and County of San Francisco*, May 2013.

¹⁰⁴ Ibid.

¹⁰⁵ Ibid.

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

The SFPUC is in the process of implementing the sewer system improvement program, which is a 20-year, multi-billion-dollar citywide upgrade to the city's sewer and stormwater infrastructure to ensure a reliable and seismically safe system. The program includes planned improvements that will serve development in the plan area, including at the Southeast Treatment Plant, which is located in the Bayview District and treats the majority of flows in the plan area, and the North Point Plant, which is located on the northeast waterfront and provides additional wet-weather treatment capacity. The Central SoMa PEIR found that sufficient dry-weather capacity exists at the Southeast Water Pollution Control Plant, and that development under the Central SoMa Plan would cause a reduction in stormwater flows that is expected to offset estimated increases in wastewater flows during wet weather. The Central SoMa PEIR concluded that development under the Central SoMa Plan, which included the proposed 88 Bluxome Street project, would not exceed wastewater treatment requirements of the Regional Water Quality Control Board and would not require construction of new water or wastewater treatment facilities.

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

88 Bluxome Street Project-Specific Analysis

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

The 88 Bluxome Street project site is located in an urban area and would connect to existing utilities including water and wastewater connections, electricity, natural gas, and telecommunications systems. The proposed 88 Bluxome Street project would represent a small fraction of the overall demand for utilities and service systems analyzed in the Central SoMa PEIR and, consistent with the findings in the Central SoMa PEIR, utilities and service providers have accounted for the growth in demand, including that of the proposed 88 Bluxome Street project, individually and cumulatively. The construction impacts associated with connecting to these systems are accounted for in the construction equipment and operating assumptions that provide the basis for determining the environmental effects on various environmental resources, including construction noise and air quality. Therefore, this initial study accounts for any environmental effects associated with providing connections to these utilities.

Water Supply

The following analysis evaluates whether: (1) sufficient water supplies are available to serve the proposed 88 Bluxome Street project and reasonably foreseeable future development in normal, dry, and multiple dry years, and (2) the proposed 88 Bluxome Street project would require or result in the relocation or construction of new or expanded water supply facilities the construction or relocation of which would have significant environmental impacts that were not identified in the Central SoMa PEIR. To support this analysis, the SFPUC prepared a project-specific water supply assessment based on updated water supply and demand projections. Background on the city's water system and the updated projections are described in the sections below.

Background on Hetch Hetchy Regional Water System

San Francisco's Hetch Hetchy regional water system, operated by the SFPUC, supplies water to approximately 2.7 million people. The system supplies both retail customers – primarily in San Francisco – and 27 wholesale customers in Alameda, Santa Clara, and San Mateo counties. The system supplies an average of 85 percent of its water from the Tuolumne River watershed, stored in Hetch Hetchy Reservoir in Yosemite National Park, and the remaining 15 percent from local surface waters in the Alameda and Peninsula watersheds. The split between these resources varies from year to year depending on hydrological conditions and operational circumstances. Separate from the regional water system, the SFPUC owns and operates an in-city distribution system that serves retail customers in San Francisco. Approximately 97 percent of the San Francisco retail water supply is from the regional system; the remainder is comprised of local groundwater and recycled water.

Water Supply Reliability and Drought Planning

In 2008, the SFPUC adopted the Phased Water System Improvement Program (WSIP) to ensure the ability of the regional water system to meet certain level of service goals for water quality, seismic reliability, delivery reliability, and water supply through 2018.¹⁰⁶ The SFPUC's level of service goals for regional water supply are to meet customer water needs in non-drought and drought periods and to meet dry-year delivery needs while limiting rationing to a maximum of 20 percent system-wide. In approving the WSIP, the SFPUC established a supply limitation of up to 265 mgd to be delivered from its water supply resources in the Tuolumne, Alameda and Peninsula watersheds in years with normal (average) precipitation.¹⁰⁷ The SFPUC's water supply agreement with its wholesale customers provides that approximately two-thirds of this total (up to 184 mgd) is available to wholesale purchasers and the remaining one-third (up to 81 mgd) is available to retail customers. The total amount of water the SFPUC can deliver to retail and wholesale customers in any one year depends on several factors, including the amount of water that is available from natural runoff, the amount of water in reservoir storage, and the amount of that water that must be released from the system for purposes other than customer deliveries (e.g., required instream flow releases below reservoirs). A "normal year" is based on historical hydrological conditions that allow the reservoirs to be filled by rainfall and snowmelt, allowing full deliveries to customers; similarly, a "wet year" and a "dry year" is based on historical hydrological conditions with above and below "normal" rainfall and snowmelt, respectively.

For planning purposes, the SFPUC uses a hypothetical drought that is more severe than what has historically been experienced. This drought sequence is referred to as the "design drought" and serves as the basis for planning and modeling of future scenarios. The design drought sequence used by the SFPUC for water supply reliability planning is an 8.5-year period that combines the following elements to represent a drought sequence more severe than historical conditions:

- Historical Hydrology – a six-year sequence of hydrology from the historical drought that occurred from July 1986 to June 1992
- Prospective Drought – a 2.5-year period which includes the hydrology from the 1976-77 drought
- System Recovery Period – The last six months of the design drought are the beginning of the system recovery period. The precipitation begins in the fall, and by approximately the month of December, inflow to reservoirs exceeds customer demands and SFPUC system storage begins to recover.

¹⁰⁶ On December 11, 2018, the SFPUC Commission extended the timing of the WSIP water supply decision through 2028 in its Resolution No. 18-0212.

¹⁰⁷ SFPUC Resolution No. 08-200, *Adoption of the Water System Improvement Program Phased WSIP Variant*, October 30, 2008.

While the most recent drought (2012 through 2016) included some of the driest years on record for the SFPUC's watersheds, the design drought still represents a more severe drought in duration and overall water supply deficit.

Based on historical records of hydrology and reservoir inflow from 1920 to 2017, current delivery and flow obligations, and fully-implemented infrastructure under the WSIP, normal or wet years occurred 85 out of 97 years. This translates into roughly nine normal or wet years out of every 10 years. Conversely, system-wide rationing is required roughly one out of every 10 years. The frequency of dry years is expected to increase as climate change intensifies.

2015 Urban Water Management Plan

The California Urban Water Management Planning Act¹⁰⁸ requires urban water supply agencies to prepare *urban water management plans* to plan for the long-term reliability, conservation, and efficient use of California's water supplies to meet existing and future demands. The act requires water suppliers to update their plans every five years based on projected growth for at least the next 20 years.

Accordingly, the current urban water management plan for the City and County of San Francisco is the 2015 Urban Water Management Plan update.¹⁰⁹ The 2015 plan is an update to the 2010 Urban Water Management Plan and the 2013 Water Availability Study that were the basis for analysis contained in the Central SoMa PEIR, as discussed above. The 2015 plan update presents information on the SFPUC's retail and wholesale service areas, the regional water supply system and other water supply systems operated by the SFPUC, system supplies and demands, water supply reliability, Water Conservation Act of 2009 compliance, water shortage contingency planning, and water demand management.

The water demand projections in the 2015 plan reflect anticipated population and employment growth, socioeconomic factors, and the latest conservation forecasts. For San Francisco, housing and employment growth projections are based on the San Francisco Planning Department's Land Use Allocation 2012 (see 2015 Urban Water Management Plan, Appendix E, Table 5, p. 21), which in turn is based on the Association of Bay Area Governments (ABAG) growth projections through 2040.¹¹⁰ The 2015 plan presents water demand projections in five-year increments over a 25-year planning horizon through 2040.

The 2015 plan compares anticipated water supplies to projected demand through 2040 for normal, single-dry, and multiple-dry water years. Retail water supplies are comprised of regional water system supply, groundwater, recycled water, and non-potable water. Under normal hydrologic conditions, the total retail supply is projected to increase from 70.1 mgd in 2015 to 89.9 mgd in 2040. According to the plan, available and anticipated future water supplies would fully meet projected demand in San Francisco through 2040 during normal years.

On December 11, 2018, by Resolution No. 18-0212, the SFPUC amended its 2009 Water Supply Agreement between the SFPUC and its wholesale customers. That amendment revised the Tier 1 allocation in the Water Supply Allocation Plan to require a minimum reduction of 5 percent of the regional water system supply for San Francisco retail customers whenever system-wide reductions are required due to dry-year supply shortages.¹¹¹ When accounting for the requirements of this recently amended agreement, existing and planned supplies would meet projected retail water system demands in all years except for an approximately 3.6 to 6.1

¹⁰⁸ California Water Code, division 6, part 2.6, sections 10610 through 10656, as last amended in 2015.

¹⁰⁹ San Francisco Public Utilities Commission, *2015 Urban Water Management Plan for the City and County of San Francisco*, June 2016. This document is available at <https://sfwater.org/index.aspx?page=75>

¹¹⁰ Association of Bay Area Governments, *Jobs-Housing Connection Strategy*, May 2012.

¹¹¹ SFPUC, Resolution No. 18-0212, December 11, 2018.

mgd or 5 to 6.8 percent shortfall during dry years through the year 2040. This relatively small shortfall is primarily due to implementation of the amended 2009 water supply agreement. In such an event, the SFPUC would implement the SFPUC's Retail Water Shortage Allocation Plan and could manage this relatively small shortfall by prohibiting certain discretionary outdoor water uses and/or calling for voluntary rationing among all retail customers. Based on experience in past droughts, retail customers could reduce water use to meet this projected level of shortfall. The required level of rationing is well below the SFPUC's regional water supply level of service goal of limiting rationing to no more than 20 percent on a system-wide basis.

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

In addition, the plan describes the SFPUC's ongoing efforts to improve dry-year water supplies, including participation in Bay Area regional efforts to improve water supply reliability through projects such as interagency interties, groundwater management and recharge, potable reuse, desalination, and water transfers. While no specific capacity or supply has been identified, this program may result in future supplies that would benefit SFPUC customers.

2018 Bay-Delta Plan Amendment

In December 2018, the State Water Resources Control Board adopted amendments to the Water Quality Control Plan for the San Francisco Bay/Sacramento-San Joaquin Delta Estuary, which establishes water quality objectives to maintain the health of the rivers and the Bay-Delta ecosystem.¹¹² Among the goals of the adopted Bay-Delta Plan Amendment is to increase salmonid populations in the San Joaquin River, its tributaries (including the Tuolumne River), and the Bay-Delta. Specifically, the plan amendment requires increasing flows in the Stanislaus, Tuolumne, and Merced rivers to 40 percent of unimpaired flow¹¹³ from February through June every year, whether it is wet or dry. During dry years, this would result in a substantial reduction in the SFPUC's water supplies from the Tuolumne River watershed.

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

¹¹² State Water Resources Control Board Resolution No. 2018-0059, *Adoption of Amendments to the Water Quality Control Plan for the San Francisco Bay/Sacramento-San Joaquin Delta Estuary and Final Substitute Environmental Document*, December 12, 2018, available at https://www.waterboards.ca.gov/plans_policies/docs/2018wqcp.pdf.

¹¹³ "Unimpaired flow" represents the water production of a river basin, unaltered by upstream diversions, storage, or by export or import of water to or from other watersheds.

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

Second, since adoption of the Bay-Delta Plan Amendment, over a dozen lawsuits have been filed in state and federal court, challenging the water board's adoption of the plan amendment, including legal challenges filed by the federal government at the request of the U.S. Bureau of Reclamation. That litigation is in the early stages, and there have been no dispositive court rulings as of this date.

Third, the Bay-Delta Plan Amendment is not self-executing and does not allocate responsibility for meeting its new flow requirements to the SFPUC or any other water rights holders. Rather, the plan amendment merely provides a regulatory framework for flow allocation, which must be accomplished by other regulatory and/or adjudicatory proceedings, such as a comprehensive water rights adjudication or, in the case of the Tuolumne River, the Clean Water Act, section 401 certification process in the Federal Energy Regulatory Commission's relicensing proceeding for Don Pedro Dam. The license amendment process is currently expected to be completed in the 2022-2023 timeframe. This process and other regulatory and/or adjudicatory proceeding would likely face legal challenges and have lengthy timelines, and quite possibly could result in a different assignment of flow responsibility for the Tuolumne River than currently exists (and therefore a different water supply effect on the SFPUC).

Fourth, in recognition of the obstacles to implementation of the Bay-Delta Plan Amendment, the water board directed its staff to help complete a "Delta watershed-wide agreement, including potential flow measures for the Tuolumne River" by March 1, 2019, and to incorporate such agreements as an "alternative" for a future amendment to the Bay-Delta Plan to be presented to the [water board] as early as possible after December 1, 2019." In accordance with the water board's instruction, on March 1, 2019, the SFPUC, in partnership with other key stakeholders, submitted a proposed project description for the Tuolumne River that could be the basis for a voluntary agreement with the state water board that would serve as an alternative path to implementing the Bay-Delta Plan's objectives. On March 26, 2019, the SFPUC adopted Resolution No. 19-0057 to support its participation in the voluntary agreement negotiation process. To date, those negotiations are ongoing.

For these reasons, whether, when, and the form in which the Bay-Delta Plan Amendment will be implemented, and how those amendments will affect the SFPUC's water supply, is currently unknown.

Additional Water Supplies

In light of the adoption of the Bay-Delta Plan Amendment and the resulting potential limitation to the SFPUC's regional water system supply during dry years, the SFPUC is expanding and accelerating its efforts to develop additional water supplies and explore other projects that would improve overall water supply resilience. Developing these supplies would reduce water supply shortfalls and reduce rationing associated with such shortfalls. The SFPUC has taken action to fund the study of additional water supply projects, which are described in the water supply assessment for the proposed 88 Bluxome Street project and listed below:

- Daly City Recycled Water Expansion
- Alameda County Water District Transfer Partnership
- Brackish Water Desalination in Contra Costa County
- Alameda County Water District-Union Sanitary District Purified Water Partnership

- Crystal Springs Purified Water
- Eastside Purified Water
- San Francisco Eastside Satellite Recycled Water Facility
- Additional Storage Capacity in Los Vaqueros Reservoir from Expansion
- Calaveras Reservoir Expansion

The capital projects that are under consideration would be costly and are still in the early feasibility or conceptual planning stages. These projects would take 10 to 30 or more years to implement and would require environmental permitting negotiations, which may reduce the amount of water that can be developed. The yield from these projects is unknown and not currently incorporated into SFPUC's supply projections.

In addition to capital projects, the SFPUC is also considering developing related water demand management policies and ordinances, such as funding for innovative water supply and efficiency technologies and requiring potable water offsets for new developments.

Water Supply Assessment

Under sections 10910 through 10915 of the California Water Code, urban water suppliers like the SFPUC must prepare water supply assessments for certain large projects, as defined in CEQA Guidelines section 15155.¹¹⁴ Water supply assessments rely on information contained in the water supplier's urban water management plan and on the estimated water demand of both the proposed 88 Bluxome Street project and projected growth within the relevant portion of the water supplier's service area. Because the proposed 88 Bluxome Street project is a mixed-use development with more than 250,000 square feet of office, it meets the definition of a water demand project under CEQA. Accordingly, the SFPUC adopted a water supply assessment for the proposed 88 Bluxome Street project on May 28, 2019.¹¹⁵

The water supply assessment for the proposed 88 Bluxome Street project identifies the project's total water demand, including a breakdown of potable and non-potable water demands. The proposed 88 Bluxome Street project is subject to San Francisco's Non-potable Water Ordinance (article 12C of the San Francisco Health Code). The Non-potable Water Ordinance requires new commercial, mixed-use, and multi-family residential development projects with 250,000 square feet or more of gross floor area to install and operate an onsite non-potable water system. Such projects must meet their toilet and urinal flushing and irrigation demands through the collection, treatment, and use of available graywater, rainwater, and foundation drainage. While not required, projects may use treated blackwater or stormwater if desired. Furthermore, projects may choose to apply non-potable water to other non-potable water uses, such as cooling tower blowdown and industrial processes, but are not required to do so under the ordinance. The proposed 88 Bluxome Street project would

¹¹⁴ Pursuant to CEQA Guidelines section 15155(1), "a water-demand project" means:

(A) A residential development of more than 500 dwelling units.

(B) A shopping center or business establishment employing more than 1,000 persons or having more than 500,000 square feet of floor space.

(C) A commercial office building employing more than 1,000 persons or having more than 250,000 square feet of floor area.

(D) A hotel or motel, or both, having more than 500 rooms, (e) an industrial, manufacturing, or processing plant, or industrial park planned to house more than 1,000 persons, occupying more than 40 acres of land, or having more than 650,000 square feet of floor area.

(F) a mixed-use project that includes one or more of the projects specified in subdivisions (a)(1)(A), (a)(1)(B), (a)(1)(C), (a)(1)(D), (a)(1)(E), and (a)(1)(G) of this section.

(G) A project that would demand an amount of water equivalent to, or greater than, the amount of water required by a 500 dwelling unit project.

¹¹⁵ SFPUC, *Water Supply Assessment for the 88 Bluxome Street Project*, May 28, 2019.

meet the minimum requirements of the Non-potable Water Ordinance by using graywater and rainwater for toilet and urinal flushing and irrigation.

Both potable and non-potable demands for the project were estimated using the SFPUC's Non-potable Water Calculator and supplemented with additional calculations for cooling tower makeup water, swimming pool, and commercial laundry demands. According to the demand estimates, the project's total water demand would be 0.028 mgd, which would be comprised of 0.017 mgd of potable water and 0.011 mgd of non-potable water. Accordingly, 39.3 percent of the project's total water demand would be met by non-potable water.

The water supply assessment estimates future retail (city-wide) water demand through 2040 based on the population and employment growth projections contained in the planning department's Land Use Allocation 2012. The department has determined that the proposed 88 Bluxome Street project represents a portion of the planned growth accounted for in Land Use Allocation 2012. Therefore, the 88 Bluxome Street project's demand is incorporated in the 2015 Urban Water Management Plan.

The water supply assessment determined that the 88 Bluxome Street project's potable water demand of 0.017 mgd would contribute 0.02 percent to the projected total retail demand of 89.9 mgd in 2040. The 88 Bluxome Street project's total water demand of 0.028 mgd, which does not account for the 0.011 mgd savings anticipated through compliance with the non-potable water ordinance, would represent 0.03 percent of 2040 total retail demand. Thus, the proposed 88 Bluxome Street project represents a small fraction of the total projected water demand in San Francisco through 2040.

Due to the recent 2018 Bay Delta Plan Amendments, the water supply assessment considers these demand estimates under three water supply scenarios. To evaluate the ability of the water supply system to meet the demand of the proposed 88 Bluxome Street project in combination with both existing development and projected growth in San Francisco, the water supply assessment describes each of the following water supply scenarios:

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

As discussed below, the water supply assessment concludes that water supplies would be available to meet the demand of the proposed 88 Bluxome Street project in combination with both existing development and projected growth in San Francisco through 2040 under each of these water supply scenarios with varying levels of rationing during dry years. The following is a summary of the analysis and conclusions presented in the SFPUC's water supply assessment for the project under each of the three water supply scenarios considered.

Scenario 1 – Current Water Supply

Scenario 1 assumes no change to the way in which water is supplied, and that neither the Bay-Delta Plan Amendment nor a Bay-Delta Plan Voluntary Agreement would be implemented. Thus, the water supply and demand assumptions contained in the 2015 Urban Water Management Plan and the 2009 Water Supply Agreement as amended would remain applicable for the project's water supply assessment. As stated above, the 88 Bluxome Street project is accounted for in the demand projections in the 2015 Urban Water Management Plan.

Under Scenario 1, the water supply assessment determined that water supplies would be available to meet the demand of the project in combination with existing development and projected growth in all years, except for an approximately 3.6 to 6.1 mgd or 5- to 6.8-percent shortfall during dry years through the year 2040. This relatively small shortfall is primarily due to implementation of the amended 2009 Water Supply Agreement. To

manage a small shortfall such as this, the SFPUC may prohibit certain discretionary outdoor water uses and/or call for voluntary rationing by its retail customers. During a prolonged drought at the end of the 20-year planning horizon, the project could be subject to voluntary rationing in response to a 6.8-percent supply shortfall, when the 2018 amendments to the 2009 Water Supply Agreement are taken into account. This level of rationing is well within the SFPUC's regional water system supply level of service goal of limiting rationing to no more than 20 percent on a system-wide basis (i.e., an average throughout the regional water system).

Scenario 2 – Bay-Delta Plan Voluntary Agreement

Under Scenario 2, a voluntary agreement would be implemented as an alternative to the adopted Bay-Delta Plan Amendment. The March 1, 2019, proposed voluntary agreement submitted to the state water board has yet to be accepted, and the shortages that would occur with its implementation are not known. The voluntary agreement proposal contains a combination of flow and non-flow measures that are designed to benefit fisheries at a lower water cost, particularly during multiple dry years, than would occur under the Bay-Delta Plan Amendment. The resulting regional water system supply shortfalls during dry years would be less than those under the Bay-Delta Plan Amendment and would require rationing of a lesser degree and closer in alignment to the SFPUC's adopted level of service goal for the regional water system of rationing of no more than 20 percent system-wide during dry years. The SFPUC Resolution No. 19-0057, which authorized the SFPUC staff to participate in voluntary agreement negotiations, stated its intention that any final voluntary agreement allow the SFPUC to maintain both the water supply and sustainability level of service goals and objectives adopted by the SFPUC when it approved the WSIP. Accordingly, it is reasonable to conclude that if the SFPUC enters into a voluntary agreement, the supply shortfall under such an agreement would be of a similar magnitude to those that would occur under Scenario 1. In any event, the rationing that would be required under Scenario 2 would be of a lesser degree than under the Bay-Delta Plan Amendment as adopted.

Scenario 3 – Bay-Delta Plan Amendment

Under Scenario 3, the 2018 Bay-Delta Plan Amendment would be implemented as it was adopted by the state water board without modification. As discussed above, there is considerable uncertainty whether, when, and in what form the plan amendment will be implemented. However, because implementation of the plan amendment cannot be ruled out at this time, an analysis of the cumulative impact of projected growth on water supply resources under this scenario is included in this document to provide a worst-case impact analysis.

Under this scenario, which is assumed to be implemented after 2022, water supplies would be available to meet projected demands through 2040 in wet and normal years with no shortfalls. However, under Scenario 3 the entire regional water system—including both the wholesale and retail service areas—would experience significant shortfalls in single dry and multiple dry years, which over the past 97 years occur on average just over once every 10 years. Significant dry-year shortfalls would occur in San Francisco, regardless of whether the proposed 88 Bluxome Street project is constructed. Except for the currently anticipated shortfall to retail customers of about 6.1 mgd (6.8 percent) that is expected to occur under Scenario 1 during years seven and eight of the 8.5-year design drought based on 2040 demand levels, these shortfalls to retail customers would exclusively result from supply reductions resulting from implementation of the Bay-Delta Plan Amendment. The retail supply shortfalls under Scenario 3 would not be attributed to the incremental demand associated with the proposed 88 Bluxome Street project, because the 88 Bluxome Street project's demand is incorporated already in the growth and water demand/supply projections contained in the 2015 Urban Water Management Plan.

Under the Bay-Delta Plan Amendment, existing and planned dry-year supplies would be insufficient for the SFPUC to satisfy its regional water system supply level of service goal of no more than 20 percent rationing system-wide. The Water Shortage Allocation Plan does not specify allocations to retail supply during system-

wide shortages above 20 percent. However, the plan indicates that if a system-wide shortage greater than 20 percent were to occur, regional water system supply would be allocated between retail and wholesale customers per the rules corresponding to a 16- to 20-percent system-wide reduction, subject to consultation and negotiation between the SFPUC and its wholesale customers to modify the allocation rules. The allocation rules corresponding to the 16- to 20-percent system-wide reduction are reflected in the project's water supply assessment. These allocation rules result in shortfalls of 15.6 to 38.8 percent across the retail service area as a whole under Scenario 3. As shown in Table 5 of the water supply assessment, total shortfalls under Scenario 3 would range from 12.3 mgd in a single dry year to 26.2 mgd in years two and three of a multi-year drought based on 2025 demand levels and from 21 mgd in a single dry year to 34.9 mgd in years two and three of a multi-year drought based on 2040 demand. These supply shortfalls in the retail service area would range from 15.6 percent in a single dry year to 38.8 percent in multiple dry years, between 2025 and 2040.

Impact Analysis

As described above, the supply capacity of the Hetch Hetchy regional water system that provides the majority of the city's drinking water far exceeds the potential demand of any single development project in San Francisco. No single development project alone in San Francisco would require the development of new or expanded water supply facilities or require the SFPUC to take other actions, such as imposing a higher level of rationing across the city in the event of a supply shortage in dry years. Therefore, a separate project-only analysis is not provided for this topic. The following analysis instead considers whether the proposed 88 Bluxome Street project in combination with both existing development and projected growth through 2040 would require new or expanded water supply facilities, the construction or relocation of which could have significant cumulative impacts on the environment that were not identified in the Central SoMa PEIR. It also considers whether a high level of rationing would be required that could have significant cumulative impacts. It is only under this cumulative context that development in San Francisco could have the potential to require new or expanded water supply facilities or require the SFPUC to take other actions, which in turn could result in significant physical environmental impacts related to water supply. If significant cumulative impacts could result, then the analysis considers whether the project would make a considerable contribution to the cumulative impact.

Impacts related to New or Expanded Water Supply Facilities

The SFPUC's adopted water supply level of service goal for the regional water system is to meet customer water needs in non-drought and drought periods. The system performance objective for drought periods is to meet dry-year delivery needs while limiting rationing to a maximum of 20 percent system-wide reduction in regional water service during extended droughts. As the SFPUC has designed its system to meet this goal, it is reasonable to assume that to the extent the SFPUC can achieve its service goals, sufficient supplies would be available to serve existing development and planned growth accounted for in the 2015 Urban Water Management Plan (which includes the proposed 88 Bluxome Street project) and that new or expanded water supply facilities are not needed to meet system-wide demand. While the focus of this analysis is on the SFPUC's retail service area and not the regional water system as a whole, this cumulative analysis considers the SFPUC's regional water supply level of service goal of rationing of not more than 20 percent in evaluating whether new or expanded water supply facilities would be required to meet the demands of existing development and projected growth in the retail area through 2040. If a shortfall would require rationing more than 20 percent to meet system-wide dry-year demand, the analysis evaluates whether as a result, the SFPUC would develop new or expanded water supply facilities that result in significant physical environmental impacts. It also considers whether such a shortfall would result in a level of rationing that could cause significant physical environmental impacts. If the analysis determines that there would be a significant cumulative impact, then per CEQA Guidelines section

15130, the analysis considers whether the project's incremental contribution to any such effect is "cumulatively considerable."

As discussed above, existing and planned dry-year supplies would meet projected retail demands through 2040 under Scenario 1 within the SFPUC's regional water system adopted water supply reliability level of service goal. Therefore, the SFPUC could meet the water supply needs for the proposed 88 Bluxome Street project in combination with existing development and projected growth in San Francisco through 2040 from the SFPUC's existing system. The SFPUC would not be expected to develop new or expanded water supply facilities for retail customers under Scenario 1 and there would be no significant cumulative environmental impact.

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

Under Scenario 3, the SFPUC's existing and anticipated water supplies would be sufficient to meet the demands of existing development and projected growth in San Francisco, including the proposed 88 Bluxome Street project, through 2040 in wet and normal years, which have historically occurred in approximately nine out of 10 years on average. During dry and multiple dry years, retail supply shortfalls of 15.6 to 49.8 percent could occur.

The SFPUC has indicated in its water supply assessment that as a result of the adoption of the Bay-Delta Plan Amendment and the resulting potential limitations on supply to the regional water system during dry years, the SFPUC is increasing and accelerating its efforts to develop additional water supplies and explore other projects that would increase overall water supply resilience. It lists possible projects that it will study. The SFPUC is beginning to study water supply options, but it has not determined the feasibility of the possible projects, has not made any decision to pursue any particular supply projects, and has determined that the identified potential projects would take anywhere from 10 to 30 years or more to implement.

There is also a substantial degree of uncertainty associated with the implementation of the Bay-Delta Plan Amendment and its ultimate outcome, and therefore, there is substantial uncertainty in the amount of additional water supply that may be needed, if any. Moreover, there is uncertainty and lack of knowledge as to the feasibility and parameters of the possible water supply projects the SFPUC is beginning to explore. Consequently, the physical environmental impacts that could result from future supply projects is quite speculative at this time and would not be expected to be reasonably determined for a period of time ranging from 10 to 30 years. Although it is not possible at this time to identify the specific environmental impacts that could result, this analysis assumes that if new or expanded water supply facilities, such as those listed above under "Additional Water Supplies," were developed, the construction and/or operation of such facilities could result in significant adverse environmental impacts, and this would be a significant cumulative impact.

As discussed above, the proposed 88 Bluxome Street project would represent 0.02 percent of total demand and 0.017 percent of potable water demand in San Francisco in 2040, whereas implementation of the Bay Delta Plan Amendment would result in a retail supply shortfall of up to 49.8 percent. Thus, new or expanded dry-year water supplies would be needed under Scenario 3 regardless of whether the proposed 88 Bluxome Street is constructed. As such, any physical environmental impacts related to the construction and/or operation of new

or expanded water supplies would occur with or without the proposed 88 Bluxome Street project. Therefore, the proposed 88 Bluxome Street project would not have a considerable contribution to any significant cumulative impacts that could result from the construction or operation of new or expanded water supply facilities developed in response to the Bay-Delta Plan Amendment.

Impacts related to Rationing

Given the long lead times associated with developing additional water supplies, in the event the Bay-Delta Plan Amendment were to take effect sometime after 2022 and result in a dry-year shortfall, the expected action of the SFPUC for the next 10 to 30 years (or more) would be limited to requiring increased rationing. The remaining analysis therefore focuses on whether rationing at the levels that might be required under the Bay-Delta Plan Amendment could result in any cumulative impacts, and if so, whether the project would make a considerable contribution to these impacts.

The SFPUC has established a process through its Retail Water Shortage Allocation Plan for actions it would take under circumstances requiring rationing. Rationing at the level that might be required under the Bay-Delta Plan Amendment would require changes to how businesses operate, changes to water use behaviors (e.g., shorter and/or less-frequent showers), and restrictions on irrigation and other outdoor water uses (e.g., car washing), all of which could lead to undesirable socioeconomic effects. Any such effects would not constitute physical environmental impacts under CEQA.

High levels of rationing could however lead to adverse physical environmental effects, such as the loss of vegetation cover resulting from prolonged restrictions on irrigation. Prolonged high levels of rationing within the city could also make San Francisco a less desirable location for residential and commercial development compared to other areas of the state not subject to such substantial levels of rationing, which, depending on location, could lead in turn to increased urban sprawl. Sprawl development is associated with numerous environmental impacts, including, for example, increased greenhouse gas emissions and air pollution from longer commutes and lower density development, higher energy use, loss of farmland, and increased water use from less water-efficient suburban development.¹¹⁶ In contrast, as discussed in the transportation section, the proposed 88 Bluxome Street project is located in an area where VMT per capita is well below the regional average, projects in San Francisco are required to comply with numerous regulations that would reduce greenhouse gas emissions, as discussed in the greenhouse gas section of this initial study, and San Francisco's per capita water use is among the lowest in the state. Thus, the higher levels of rationing on a citywide basis that could be required under the Bay-Delta Plan Amendment could lead directly or indirectly to significant cumulative impacts. The question, then, is whether the project would make a considerable contribution to impacts that may be expected to occur in the event of high levels of rationing.

While the levels of rationing described above apply to the retail service area as a whole (i.e., 5 to 6.8 percent under Scenario 1, 15.6 to 49.8 percent under Scenario 3), the SFPUC may allocate different levels of rationing to individual retail customers based on customer type (e.g., dedicated irrigation, single-family residential, multi-family residential, commercial, etc.) to achieve the required level of retail (city-wide) rationing. Allocation methods and processes that have been considered in the past and may be used in future droughts are described in the SFPUC's current Retail Water Shortage Allocation Plan.¹¹⁷ However, additional allocation methods that

¹¹⁶ Pursuant to the SFPUC 2015 Urban Water Management Plan, San Francisco's per capita water use is among the lowest in the state.

¹¹⁷ San Francisco Public Utilities Commission, *2015 Urban Water Management Plan for the City and County of San Francisco, Appendix L – Retail Water Shortage Allocation Plan*, June 2016. This document is available at <https://sfwater.org/index.aspx?page=75>

reflect existing drought-related rules and regulations adopted by the SFPUC during the recent drought are more pertinent to current and foreseeable development and water use in San Francisco and may be included in the SFPUC's update to its Retail Water Shortage Allocation Plan.¹¹⁸ The Retail Water Shortage Allocation Plan will be updated as part of the 2020 Urban Water Management Plan update in 2021. The SFPUC anticipates that the updated Retail Water Shortage Allocation Plan would include a tiered allocation approach that imposes lower levels of rationing on customers who use less water than other customers in the same customer class and would require higher levels of rationing by customers who use more water. This approach aligns with the state water board's statewide emergency conservation mandate imposed during the recent drought, in which urban water suppliers who used less water were subject to lower reductions than those who used more water. Imposing lower rationing requirements on customers who already conserve more water is also consistent with the implementation of prior rationing programs based on past water use in which more efficient customers were allocated more water.

The SFPUC anticipates that, as a worst-case scenario under Scenario 3, a mixed-used office customer such as the proposed 88 Bluxome Street project could be subject to up to 30-percent rationing during a severe drought.¹¹⁹ In accordance with the Retail Water Shortage Allocation Plan, the level of rationing that would be imposed on the proposed 88 Bluxome Street project would be determined at the time of a drought or other water shortage and cannot be established with certainty prior to the shortage event. However, newly-constructed buildings, such as the proposed 88 Bluxome Street project, have water-efficient fixtures and non-potable water systems that comply with the latest regulations. Thus, if these buildings can demonstrate below-average water use, they would likely be subject to a lower level of rationing than other retail customers that meet or exceed the average water use for the same customer class.

While any substantial reduction in water use in a new, water efficient building likely would require behavioral changes by building occupants that are inconvenient, temporary rationing during a drought is expected to be achievable through actions that would not cause or contribute to significant environmental effects. The effect of such temporary rationing would likely cause occupants to change behaviors but would not cause the substantial loss of vegetation because vegetation on this urban infill site would be limited to ornamental landscaping, and non-potable water supplies would remain available for landscape irrigation in dry years. The project would not include uses that would be forced to relocate because of temporary water restrictions, such as a business that relies on significant volumes of water for its operations. While high levels of rationing that would occur under Scenario 3 could result in future development locating elsewhere, existing residents, office workers, tennis club members, and businesses occupying the proposed 88 Bluxome Street project would be expected to tolerate rationing for the temporary duration of a drought.

As discussed above, implementation of the Bay Delta Plan Amendment would result in substantial system-wide water supply shortfalls in dry years. These shortfalls would occur with or without the proposed 88 Bluxome Street project, and the project's incremental increase in potable water demand (0.02 percent of total retail demand) would have a negligible effect on the levels of rationing that would be required throughout San Francisco under Scenario 3 in dry years.

¹¹⁸ SFPUC, *2015-2016 Drought Program*, adopted by Resolution 15-0119, May 26, 2015.

¹¹⁹ This worst-case rationing level for San Francisco multi-family residential was estimated for the purpose of preparing comments on behalf of the City and County of San Francisco on the SWRCB's Draft Substitute Environmental Document in Support of Potential Changes to the BayDelta Plan, dated March 16, 2017. See comment letter Attachment 1, Appendix 3, Page 5, Table 3. The comment letter and attachments are available on the SWRCB website: [https://www.waterboards.ca.gov/public_notices/comments/2016_baydelta_plan_amendment/doc s/dennis_herrera.pdf](https://www.waterboards.ca.gov/public_notices/comments/2016_baydelta_plan_amendment/doc%20s/dennis_herrera.pdf)

As such, the temporary rationing that could be imposed on the 88 Bluxome Street project would not cause or contribute to significant environmental effects that could occur from the levels of rationing that may be required under Scenario 3. Thus, the 88 Bluxome Street project would not make a considerable contribution to any cumulative impacts that may result from increased rationing that may be required with implementation of the Bay-Delta Plan Amendment, were it to occur.

Conclusion

As stated above, there is considerable uncertainty as to whether the Bay-Delta Plan Amendment will be implemented. If the plan amendment is implemented, the SFPUC will need to impose higher levels of rationing than its regional water system level of service goal of no more than 20 percent rationing during drought years by 2025 and for the next several decades. Implementation of the plan amendment would result in a shortfall beginning in years two and three of multiple dry-years in 2025 of 33.2 percent, and dry year shortfalls by 2040 ranging from 23.4 percent in a single dry year and year one of multiple dry years to up to 49.8 percent in years seven and eight of the 8.5-year design drought. While the SFPUC may seek new or expanded water supply facilities, it has not made any definitive decision to pursue particular actions and there is too much uncertainty associated with this potential future decision to identify environmental effects that would result. Such effects are therefore speculative at this time. In any case, the need to develop new or expanded water supplies in response to the Bay Delta Plan Amendment and any related environmental impacts would occur irrespective of the water demand associated with the proposed 88 Bluxome Street project. Given the long lead times associated with developing additional supplies, the SFPUC's expected response to implementation of the Bay-Delta Plan Amendment would be to ration in accordance with procedures in its Retail Water Shortage Allocation Plan.

Both direct and indirect environmental impacts could result from high levels of rationing. However, the 88 Bluxome Street project is a mixed-use urban infill development that would be expected to tolerate the level of rationing imposed on it for the duration of the drought, and thus would not contribute to sprawl development caused by rationing under the Bay-Delta Plan Amendment. The 88 Bluxome Street project itself would not be expected to contribute to a loss of vegetation because project-generated non-potable supplies would remain available for irrigation in dry years. Nor would the small increase in potable water demand attributable to the project compared to city-wide demand substantially affect the levels of dry-year rationing that would otherwise be required throughout the city. Thus, the proposed 88 Bluxome Street project would not make a considerable contribution to a cumulative environmental impact caused by implementation of the Bay-Delta Plan Amendment. Therefore, for the reasons described above, under all three scenarios, this impact would be considered less than significant.

Bay Club SF Tennis Interim Site

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?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b) Require or result in the construction of new water or wastewater treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Topics:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact	Not Applicable
c) Require or result in the construction of new storm water drainage facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
d) Have sufficient water supply available to serve the project from existing entitlements and resources, or are new expanded entitlements needed?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
e) Result in a determination by the wastewater treatment provider which serves or may serve the project that it has inadequate capacity to serve the project's projected demand in addition to the provider's existing commitments?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
f) Be served by a landfill with sufficient permitted capacity to accommodate the project's solid waste disposal needs?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
g) Comply with federal, state, and local statutes and regulations related to solid waste?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

The proposed interim tennis club project would be located 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 interim tennis club project would temporarily shift tennis club members from the existing Bay Club SF Tennis building to the proposed interim tennis club site. As such, the proposed interim tennis club project would not result in a net increase in the demand for utilities and service systems.

Impact UT-1: Implementation of the proposed interim tennis club project would not exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board, would not exceed the capacity of the wastewater treatment provider that would serve the project, and would not require the construction of new, or expansion of existing, wastewater treatment or stormwater drainage facilities. (Less than Significant)

The proposed interim tennis club project would be served by San Francisco's combined sewer system, which handles both sewage and stormwater runoff. The Southeast Water Pollution Control Plant provides wastewater and stormwater treatment and management for the east side of the city where the proposed interim club project would be located. If the proposed interim tennis club project requires altering an existing building or construction a new building, the proposed interim club project would be required to incorporate water-efficient fixtures in accordance with Title 24 of the California Code of Regulations, the San Francisco Building Code and the San Francisco Green Building Ordinance. Compliance with these regulations would reduce both potable water use and wastewater flows.

If the proposed interim tennis club project requires new construction, it is assumed that construction activities would require little if any dewatering because of the maximal excavation depth of 3 feet. However, if any dewatering is required, it would be subject to the SFPUC's wastewater pre-treatment requirements, as regulated

by the city's wastewater discharge ordinance.¹²⁰ The proposed interim tennis club project would not result in a substantial increase in the demand for wastewater treatment beyond the city's wastewater system capacity and would not require construction of new wastewater treatment facilities or expansion of existing facilities.

Although unlikely, the project description provided for the proposed interim tennis club project does not provide sufficient information to rule out the possibility that the club, if it involves new construction or alteration of an existing building, could result in increased impervious surface coverage and related stormwater runoff. Compliance with the city's Stormwater Management Ordinance and Stormwater Management Requirements and Design Guidelines would ensure that the proposed interim tennis club project would not result in a substantial adverse impact on water quality as a result of increased stormwater runoff. If determined necessary pursuant to the city's stormwater management requirements, the proposed interim tennis club project would be required to implement and install appropriate stormwater management systems, such as low impact design approaches, rainwater reuse, cistern, and green roofs that would manage stormwater on-site and limit demand on both the collection system and wastewater facilities resulting from stormwater discharges. A *stormwater control plan* subject to review and approval by the SFPUC may also be required depending on the final project description details for the interim club. The stormwater control plan would also include a maintenance agreement that must be signed by the project sponsor to ensure proper care of the necessary stormwater controls. Through compliance with these requirements, the proposed interim tennis club would not substantially increase the amount of stormwater runoff to the extent that existing facilities would need to be expanded or new facilities would need to be constructed; as such, the impact to the stormwater system would be less than significant.

Overall, while the proposed interim tennis club project could add to sewage flows in the area, it would not cause collection treatment capacity of the sewer system in the city to be exceeded. The proposed interim tennis club project also would not exceed wastewater treatment requirements of the regional board and would not require the construction of new wastewater/stormwater treatment facilities or expansion of existing ones. Therefore, because the proposed interim tennis club project would not require the construction of new or expanded wastewater or stormwater collection, conveyance or treatment facilities that could have a significant impact on the environment, the impact would be less than significant. No mitigation measures are necessary.

Impact UT-2: The proposed interim tennis club project would have sufficient water supply from existing entitlements and resources and would not require new or expanded water supply or facilities. (Less than Significant)

The proposed interim tennis club project would temporarily shift members from the existing Bay Club SF Tennis building to the proposed interim club, which would not increase net water demand relative to existing uses. Accordingly, water demand of the proposed interim tennis club project would not require the construction of new or expanded water supply facilities. This impact would be less than significant, and no mitigation measures are necessary.

Impact UT-3: The proposed interim tennis club project would be served by a landfill with sufficient permitted capacity to accommodate the project's solid waste disposal needs and would comply with all applicable statutes and regulations related to solid waste. (Less than Significant)

¹²⁰ Regulations governing these discharges are contained in the city's sewer use ordinance - article 4.1, chapter X, part II of the San Francisco Municipal Code. Additional wastewater pollutant limitations are contained in the city's department of public works order no. 158170.

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. San Francisco set a goal of 75 percent solid waste diversion by 2010, which it exceeded at 80 percent diversion, and currently has a goal of 100 percent solid waste diversion or "zero waste" to landfill or incineration by 2020. San Francisco Ordinance No. 27-06 (San Francisco Construction and Demolition Debris Recovery Ordinance) requires mixed construction and demolition debris to 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 San Francisco 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 persons in the city to separate their recyclables, compostables, and landfill trash. The proposed interim tennis club project would temporarily shift members from the existing Bay Club SF Tennis building to the proposed interim club, which would not increase net demand for solid waste disposal. Thus, the proposed interim tennis club project would have less-than-significant impacts related to solid waste disposal.

Impact C-UT-1: The proposed interim tennis club project, in combination with past, present, and reasonably foreseeable future projects, would not result in a cumulative impact on utilities and service systems. (Less than Significant)

The proposed interim tennis club project would temporarily shift members of the existing Bay Club SF Tennis Club building to the interim club and would not therefore result in increased demand for utility or service systems. As discussed under Impacts UT-1, UT-2, and UT-3 above, San Francisco's existing utility and service management plans are designed to accommodate the utility and service demands of anticipated growth throughout the city. Therefore, the proposed interim tennis club project would not have a cumulatively considerable contribution to any potential cumulative impacts that could result from the construction of new or expanded utility or service systems.

E.11. Public Services

88 Bluxome Street

Central SoMa PEIR Analysis

The Central SoMa PEIR found that implementation of the Central SoMa Plan and the anticipated increase in population would not result in significant impacts related to the provision of new or physically altered public services, including police, fire, schools, and park services. Further, the Central SoMa PEIR found that if new or expanded facilities would be needed, the environmental effects of construction and operation of these facilities would be similar to that of subsequent development projects anticipated in the Central SoMa PEIR. That is, construction of a new fire station, police station, or other comparable government facility would not result in new significant impacts not already analyzed; thus, the effects have already been addressed in the Central SoMa PEIR.

88 Bluxome Street Project-Specific Analysis

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

The proposed 88 Bluxome Street project would account for a fraction of the increased demand for public services analyzed in the Central SoMa PEIR, and the proposed 88 Bluxome Street project falls within the development density assumed in the Central SoMa Plan for the site. Because it would not result in a substantial increase in the demand for police or fire protection services than described in the Central SoMa PEIR, the proposed 88 Bluxome Street project would not result in new or more-severe physical environmental impacts from the construction or operation of new or expanded public service facilities than were identified in the Central SoMa PEIR. As described under the Recreation section, the proposed 88 Bluxome Street project would not result in new or more severe physical environmental impacts to parks or recreational facilities.

Cumulative Analysis

Cumulative development in the project vicinity would increase demand for public services. As discussed above, the PEIR found that anticipated increase in public service demand due to population growth in the area would not result in significant impacts related to the provision of new or physically altered public services, including police, fire, schools, and park services. Even if new or expanded facilities are needed due to population growth generated by cumulative projects, the environmental effects of construction and operation of those facilities would be similar to that of subsequent development projects anticipated in the Central SoMa PEIR. Furthermore, the proposed 88 Bluxome Street project is within the scope of development projected under the Central SoMa Plan. Therefore, the proposed 88 Bluxome Street project would not combine with cumulative projects to result in more severe public services impacts than previously identified in the Central SoMa PEIR.

Conclusion

For the reasons discussed above, implementation of the proposed 88 Bluxome Street project would not result in significant impacts that were not identified in the Central SoMa PEIR related to public services or impacts that are peculiar to the project site, nor would the proposed 88 Bluxome Street project result in more severe project or cumulative impacts than were identified in the Central SoMa PEIR.

Bay Club SF Tennis Interim Site

<i>Topics:</i>	<i>Potentially Significant Impact</i>	<i>Less Than Significant with Mitigation Incorporated</i>	<i>Less Than Significant Impact</i>	<i>No Impact</i>	<i>Not Applicable</i>
11. PUBLIC SERVICES.					
a) Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered government facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times, or other performance objectives for any of the public services such as fire protection, police protection, schools, parks, or other public facilities?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

The proposed interim tennis club project's impacts on parks are discussed under Section 9, Recreation. Impacts on other public services are discussed below.

Impact PS-1: The proposed interim tennis club project would increase demand for police protection, fire protection, and other government services, but not to an extent that would require new or physically altered governmental facilities, the construction of which could result in significant environmental impacts. (Less than Significant)

The proposed interim tennis club project would temporarily shift existing Bay Club SF Tennis members to a different site within San Francisco bounded by Lombard Street to the north, Cesar Chavez Street to the south, the San Francisco Bay to the east, and Divisadero Street/Castro Street to the west. Accordingly, the proposed interim tennis club project would shift the demand for fire protection, emergency medical, and police protection services from existing Bay Club SF Tennis building to the interim site. However, any increase in demand would not be substantial and would not require construction related to new or physically altered governmental facilities, given the overall demand for such services on a citywide basis. Fire protection, emergency medical, and police protection resources are regularly redeployed based on need in order to maintain acceptable service ratios. Therefore, impacts associated with construction of new or physically altered governmental facilities to address increased demand on police, fire, and other governmental services would be less than significant.

Impact PS-2: The proposed interim tennis club project would not require new or physically altered school facilities, the construction of which could result in significant environmental impacts. (Less than Significant)

The proposed interim tennis club project would not result in increased demand for school facilities and would not require the construction of new or alteration of existing school facilities. This impact would be less than significant.

Impact C-PS-1: The proposed interim tennis club project, in combination with past, present, and reasonably foreseeable future projects, would not result in a cumulative impact on public services. (Less than Significant)

This initial study assumes that the proposed interim tennis club project could be located in an area where cumulative development could result in increased demand for fire protection, police protection, school services, or other public services. This initial study further assumes that the construction of new or expanded service

facilities could be required to meet increased demand, and that these activities could have significant environmental impacts. However, because the proposed interim tennis club project would temporarily relocate existing Bay Club SF Tennis members from one site to another within the San Francisco, the proposed interim club project would not contribute substantially to any net increase in demand for public services. Therefore, the proposed interim tennis club project would not have a cumulatively considerable contribution to any potential cumulative impacts related to the construction of new or expanded service facilities.

E.12. Biological Resources

Central SoMa PEIR Analysis

The Central SoMa PEIR found that the Central SoMa Plan would be implemented in a developed urban area with no natural vegetation communities remaining; therefore, development under the Central SoMa Plan would not affect any special-status plants. There are no riparian corridors, estuaries, marshes, or wetlands in the plan area that could be affected by the development anticipated under the Central SoMa Plan.

In addition, development envisioned under the Central SoMa Plan would not substantially interfere with the movement of any resident or migratory wildlife species. However, Central SoMa PEIR Improvement Measure I-BI-2, Night Lighting Minimization, was identified to further reduce potential effects on birds from nighttime lighting at individual project sites.

The Central SoMa PEIR determined that construction in the plan area would not have a significant impact on special-status species, apart from bats. The Central SoMa PEIR concluded that impacts to bats would be reduced to less than significant with implementation of Central SoMa PEIR Mitigation Measure M-BI-1, Pre-Construction Bat Surveys, requiring pre-construction surveys for bats. This mitigation measure applies to all projects removing trees at least 6 inches at diameter at breast height or where buildings that are proposed for demolition have been vacant for at least six months.

88 Bluxome Street Project-Specific Analysis

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

As the 88 Bluxome Street project is located within the Central SoMa plan area, the proposed 88 Bluxome Street project would not affect any natural vegetation communities, special status plants, riparian corridors, estuaries, marshes, or wetlands. All existing buildings on the 88 Bluxome Street project site that would be demolished for the project are currently occupied and would be in use until less than six months prior to demolition. However, the proposed 88 Bluxome Street project would require the removal of 43 existing street trees in the public right of way; at least one of these existing tree is over 6 inches in diameter at breast height. Therefore, Central SoMa PEIR Mitigation Measure M-BI-1, would apply as **Project Mitigation Measure M-BI-1, Pre-Construction Bat Survey**. With the implementation of Project Mitigation Measure M-BI-1, the 88 Bluxome Street project's impact to any special-status bats would be reduced to a less-than significant level by requiring that pre-construction surveys be conducted to identify bats and avoid impacts to roosting bats.

The Central SoMa PEIR found that implementation of the plan could result in the removal of trees that contain active nests and/or construction activities that could occur near such trees during bird season (March 1-August 31), potentially resulting in nest destruction or injury or mortality of nestlings. However, compliance with the requirements of the California Fish and Game Code and the federal Migratory Bird Treaty Act would ensure that there would be no loss of active nests or bird mortality. The proposed 88 Bluxome Street project would be subject to these federal and state requirements. Therefore, the proposed 88 Bluxome Street project would not result in any new or more severe impacts on nesting birds, including special status birds and bats than were identified in the Central SoMa PEIR. The Central SoMa PEIR also determined that new construction in the plan

area, particularly construction of tall buildings, would result in new nighttime lighting sources that would have the potential to significantly heighten the risk of avian collisions over existing levels. San Francisco Planning Code section 139, Standards for Bird-Safe Buildings, establishes building design standards to reduce avian mortality rates associated with bird strikes. The PEIR concluded that compliance with this ordinance would ensure that potential impacts related to bird hazards would be less than significant. The PEIR identified Central SoMa PEIR Improvement Measure I-BI-2, Night Lighting Minimization to further reduce the less-than-significant effects on birds from nighttime lighting at individual project sites in the plan area. The proposed 88 Bluxome Street project is subject to the Standards for Bird-Safe Buildings ordinance. Thus, while PEIR Improvement Measure I-BI-2 is not required to mitigate a significant impact, it applies to the proposed 88 Bluxome Street project and is included as **Project Improvement Measure I-BI-1, Night Lighting Minimization**.

Cumulative Analysis

Cumulative development in the project vicinity would also be implemented in a developed urban area with no natural vegetation communities remaining and no riparian corridors, estuaries, marshes, wetlands, or other sensitive or protected habitats. Therefore, these cumulative projects would not affect any such habitat areas. In addition, these cumulative projects would also be subject to the requirements of the California Fish and Game Code and the federal Migratory Bird Treaty Act, and the city's bird-safe building standards and Urban Forestry Ordinance. Furthermore, the proposed 88 Bluxome Street project is within the scope of development projected under the Central SoMa Plan. Therefore, the proposed 88 Bluxome Street project in combination with other cumulative projects would not result in new or more severe biological resource impacts than previously identified in the Central SoMa PEIR.

Conclusion

The proposed 88 Bluxome Street project would not result in significant project-level or cumulative impacts on biological resources that were not identified in the Central SoMa PEIR, nor would the project result in significant project-level or cumulative impacts on biological resources that are more severe than those identified in the Central SoMa PEIR or that are peculiar to the project site. Impacts to native resident and migratory birds would further be reduced with the implementation of Improvement Measure I-BI-1.

Bay Club SF Tennis Interim Site

<u>Topics:</u>	<u>Potentially Significant Impact</u>	<u>Less Than Significant with Mitigation Incorporated</u>	<u>Less Than Significant Impact</u>	<u>No Impact</u>	<u>Not Applicable</u>
12. BIOLOGICAL RESOURCES:— Would the project:					
a) Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special-status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Wildlife or U.S. Fish and Wildlife Service?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

<i>Topics:</i>	<i>Potentially Significant Impact</i>	<i>Less Than Significant with Mitigation Incorporated</i>	<i>Less Than Significant Impact</i>	<i>No Impact</i>	<i>Not Applicable</i>
b) Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations or by the California Department of Fish and Wildlife or U.S. Fish and Wildlife Service?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Have a substantial adverse effect on federally protected wetlands as defined by Section 404 of the Clean Water Act (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
e) Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
f) Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

The specific location of the proposed interim tennis club project is unknown. However, the interim facility would be located on an urban infill site within the San Francisco. This area is not included in any habitat conservation plan, natural community conservation plan, or other approved local, regional, or state habitat conservation plans. Given the urban setting of the project area, this initial study assumes that the proposed interim tennis club project would not be located on a site that contains any wetlands, riparian habitat, or other sensitive natural communities. Therefore, Topics 12b, 12c, and 12f are not applicable to the proposed interim tennis club.

Impact BI-1: The proposed interim tennis club project could have a substantial adverse effect, either directly or through habitat modifications, on a special-status species. (Less than Significant with Mitigation)

The proposed interim tennis club project would be located in in San Francisco, bounded by Lombard Street to the north, Cesar Chavez Street to the south, the San Francisco Bay to the east, and Divisadero Street/Castro Street to the west. . Thus, the proposed interim tennis club project would be located within a built urban environment with high levels of human activity. However, it is possible that the proposed interim tennis club project could be located on a site with trees or other vegetation that could provide habitat for rare or endangered plant or wildlife species or in an existing building with a bat colony. Removal of trees or vegetation that contain active nests, demolition of an existing building, and/or other construction activities that could occurring near active nests during breeding season (March 1-August 31) could potentially result in nest destruction or injury or mortality of nestlings.

Nesting birds, their nests, and eggs are protected by California Fish and Game Code (sections 3503, 3503.5) and the federal Migratory Bird Treaty Act. The interim tennis club would be subject to these regulations, which

would ensure that any nesting birds are protected. Thus, with compliance with state and federal regulations the proposed interim tennis club project's impact on nesting birds would be less than significant.

As discussed above, the proposed interim tennis club project could be located on a lot and/or in an existing building with the potential to contain special-status bats, resulting in a potentially significant impact. Potential effects on bats could be reduced to a less-than-significant level by implementation of **Mitigation Measure M-BI-1, Pre-Construction Bat Survey**. Thus, with implementation of Mitigation Measure M-BI-1, the impact would be less than significant.

Impact BI-2: The proposed interim tennis club project would not interfere with the movement of native resident or wildlife species or with established native resident or migratory wildlife corridors. (Less than Significant)

Any tree or vegetation removal or building demolition could result in impacts on nesting birds or roosting bats, but these would be less than significant with compliance with the California Fish and Game Code and the MBTA, as discussed above. In addition, the city has adopted guidelines to address potential hazards to migratory birds. Regulations for bird-safe design within San Francisco are provided in Planning Code section 139, Standards for Bird-Safe Buildings, establishes building design standards to reduce avian mortality rates associated with bird strikes.¹²¹ The proposed project would be required to comply with the building feature-related hazards standards of section 139 by using bird-safe glazing treatment on 100 percent of any building feature-related hazards such as free-standing glass walls, wind barriers, and balconies.

The interim tennis club would be subject to and would be required to comply with the city's regulations for bird-safe buildings and federal and state migratory bird regulations. Therefore, the proposed interim tennis club would not interfere with the movement of native resident or wildlife species or with established native resident or migratory wildlife corridors

Impact BI-3: The proposed interim tennis club would not conflict with the city's local tree ordinance. (Less than Significant)

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. Protected trees include landmark trees, significant trees, or street trees located on private or public property anywhere within the territorial limits of the City and County of San Francisco. As the specific location of the proposed interim tennis facility is unknown, it is possible that the proposed interim tennis club project could require the removal of one or more trees. If tree removal is proposed for construction of the interim club, the project would be required to comply with Public Works Code section 801 et seq. In addition, the interim club would be subject to Public Works Code section 806(d)(2), which 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; or that the project sponsor obtain a waiver for providing fewer trees than required under the code and pay an in-lieu fee. A project must comply with either provision of Public Works Code section 806 in order to be approved. Thus, the proposed interim tennis club project would be in compliance with the city's street tree requirements and impacts would be less than significant. No mitigation measures are required.

¹²¹ San Francisco Planning Department, Standards for Bird-Safe Buildings, July 14, 2011. Available at: <http://planning.sanfranciscocode.org/1.2/139>, accessed on January 18, 2017.

Impact C-BI: The proposed interim tennis club project in combination with other past, present or reasonably foreseeable projects would not result in significant impacts to biological resources. (Less than Significant)

To provide a conservative cumulative analysis, it is assumed that once a specific site is selected it would be within 0.25-mile of cumulative development projects with the potential to have impacts on biological resources. These cumulative development projects could result in an overall intensification of land uses typical of infill development within the project vicinity. The proposed interim tennis club project would be subject to state and federal regulation, such as the Migratory Bird Treaty Act. The proposed interim tennis club project would not be located on a site that contains any wetlands or other sensitive habitat, or fall within any local, regional or state habitat conservation plans. Thus, the proposed interim tennis club project would not have the potential to result in a cumulative impact to these resources.

The cumulative development projects could add a number of tall buildings that could, in the event of a bird-strike collision(s), potentially injure or kill birds. However, as with the proposed interim tennis club project, nearby cumulative development projects would also be subject to the city's bird-safe building regulations. Compliance with these regulations would reduce the effects of cumulative development projects to less-than-significant levels. In addition, cumulative development projects would be required to comply with the Urban Forestry Ordinance, California Fish and Game Code, and the federal Migratory Bird Treaty Act. Thus, the proposed interim tennis club project in combination with cumulative projects would not result in a significant cumulative impact on native or migratory birds and nesting birds.

As discussed above under impact BI-1, the proposed interim tennis club project could be located on a lot and/or in an existing building with the potential to contain special-status bats. It is possible that the proposed interim tennis club project could combine with cumulative projects to create a significant cumulative impact to special-status bats. Without knowing what cumulative projects would be in the vicinity of the specific site for the proposed interim tennis club it is conservatively assumed that the proposed interim tennis club project would result in a cumulatively considerable contribution to the cumulative impact on special-status bats. However, with implementation of Mitigation Measure M-BI-1, the proposed interim tennis club project's contribution to significant cumulative impacts to special-status bats would be reduced to less than significant.

Therefore, the proposed interim tennis club project would not combine with cumulative development projects to create or contribute to a cumulative impact on biological resources, and cumulative impacts would be less than significant. No mitigation measures are necessary.

E.13. Geology and Soils

88 Bluxome Street Project

Central SoMa PEIR Analysis

The Central SoMa PEIR found that impacts related to geology and soils would be less than significant, including impacts related to earthquake faults, seismic ground shaking, seismically induced ground failure, and landslides. The Central SoMa PEIR found that the plan area is generally flat and that implementation of the Central SoMa Plan would have no impact on altering the topography of the plan area. Most of the plan area is located within a potential liquefaction hazard zone identified by the California Geological Survey. Compliance with applicable state and local codes and recommendations made in project-specific geotechnical analyses would reduce the geologic hazards of subsequent development projects to a less-than-significant level. Additionally, the Central SoMa PEIR found that development enabled by the Central SoMa Plan could induce

ground settlement as a result of excavation for construction of subsurface parking or basement levels, construction dewatering, heave during installation of piles, and long-term dewatering.

In addition, proposed buildings over 160 feet tall, such as the proposed 88 Bluxome Street project's buildings, could be subject to compliance with the building department's Administrative Bulletin 083, Requirements and Guidelines for the Seismic Design of New Tall Buildings using Non-Prescriptive Seismic-Design Procedures.¹²² This bulletin specifies the requirements and guidelines for the non-prescriptive design of new tall buildings that are higher than 160 feet to ensure that the design meets the standards of the building code.¹²³ Also, the building department's Administrative Bulletin 082, Guidelines and Procedures for Structural Design Review, specifies the guidelines and procedures for structural design review during the application review process for a building permit. In addition to requirements for a site-specific geotechnical report as articulated in San Francisco Building Code section 1803 and building department Information Sheet S-05, Geotechnical Report Requirements, structural design review may result in review by an independent structural design reviewer. Administrative Bulletin 082 describes what types of projects may require this review, the qualifications of the structural design reviewer, the scope of the structural design review, and how the director of the building department as the building official would resolve any disputes between the structural design reviewer and the project's engineer of record. A building department Structural Information Sheet S-18 will also be required. It provides Interim Guidelines and Procedures for Structural, Geotechnical, and Seismic Hazard Engineering Design Review for New Tall Buildings and supplements and clarifies the requirements and procedures in Administrative Bulletins 082 and 083. It applies to buildings 240 feet or taller and is thus relevant to subsequent development projects in the Plan area. With implementation of the recommendations provided in project-specific detailed geotechnical studies for subsequent development projects, subject to review and approval by the building department, impacts related to the potential for settlement and subsidence due to construction on soil that is unstable or could become unstable as a result of such construction, would be less than significant. Thus, the Central SoMa PEIR concluded that implementation of the Central SoMa Plan would not result in significant impacts with regard to geology and soils, and no mitigation measures were identified in the Central SoMa PEIR.

The Central SoMa PEIR found that there is low potential to uncover unique or significant fossils within the plan area or vicinity. Construction excavations could encounter undisturbed dune sands, the Colma Formation, or artificial fills associated with previous development (e.g., road bases, foundations, and previous backfills for underground utilities). Due to their age and origin, these geological materials have little to no likelihood of containing unique or significant fossils.

88 Bluxome Street Project-Specific Analysis

¹²² Non-prescriptive seismic design deviates from one or more of the specific standards contained in the San Francisco Building Code.

¹²³ Building Department Administrative Bulletins and Information Sheets are available at <http://sfdbi.org/administrative-bulletins> and <http://sfdbi.org/information-sheets>, respectively.

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

Development within the Central SoMa plan area, including the proposed 88 Bluxome Street project would connect to San Francisco's sewer and stormwater collection and treatment system. It would not use a septic wastewater disposal system. Therefore, topic 13e is not applicable to the plan area and is not addressed in the Central SoMa PEIR or in this Initial study.

The potential impacts of development under the Central SoMa plan related to geology and soils are addressed in the initial study prepared for the Central SoMa PEIR, which was published on February 12, 2014. Subsequent to publication of the initial study, the California Supreme Court ruled in *California Building Industry Association v. Bay Area Air Quality Management District* that CEQA does not generally require lead agencies to consider how existing hazards or conditions might impact a project's users or residents, except where the project would significantly exacerbate an existing environmental hazard.¹²⁴ Accordingly, hazards resulting from a project that places development in an existing or future seismic hazard area or an area with unstable soils are not considered impacts under CEQA, unless the project would significantly exacerbate the seismic hazard or unstable soil conditions. Thus, the analysis below evaluates whether the proposed project would exacerbate future seismic hazards or unstable soils at the project site and result in a substantial risk of loss, injury, or death. The impact is considered significant if the proposed 88 Bluxome Street project would exacerbate existing or future seismic

¹²⁴ *California Building Industry Association v. Bay Area Air Quality Management District* (2015) 62 Cal.4th 369.

hazards or unstable soils by increasing the severity of these hazards that would occur or be present without the project.

A project-specific geotechnical investigation was prepared for the proposed 88 Bluxome Street project.¹²⁵ The report provides recommendations addressing foundation and structural design, soil improvements, groundwater management including waterproofing, temporary shoring during excavation, and measures to prevent damage to the adjacent building at 539 Brannan Street.

The 88 Bluxome Street project is required to conform to the San Francisco Building Code, which ensures the safety of all new construction in the city. Accordingly, the San Francisco Department of Building Inspection will review the project-specific geotechnical report during its review of the building permit application for the project. In addition, the building department may require additional site-specific soils reports through the building permit application process, as needed. The building department requirement for a geotechnical report and review of the building permit application pursuant to the building code, and state laws, regulations and guidelines, would ensure that the proposed project would not result in new or more severe impacts either individually or cumulatively related to soils, seismicity or other geological hazards than were identified in the Central SoMa PEIR.

The 88 Bluxome Street project site is occupied by an existing building and is entirely covered with impervious surfaces. For these reasons, construction of the proposed 88 Bluxome Street project would not result in the loss of substantial topsoil. Site preparation and excavation activities would disturb soil to a depth of approximately 78 feet below ground surface, creating the potential for windborne and waterborne soil erosion. Furthermore, the project would be required to comply with the Construction Site Runoff Ordinance, which requires all construction sites to implement best management practices to prevent the discharge of sediment, non-stormwater and waste runoff from a construction site. For construction projects disturbing 5,000 square feet or more, a project must also submit an *erosion and sediment control plan* that details the use, location and emplacement of sediment and control devices. These measures would reduce the potential for erosion during construction. Therefore, the proposed 88 Bluxome Street project would not result in new or more severe impacts either individually or cumulatively related to soil erosion or the loss of top soil than were identified in the Central SoMa PEIR.

Paleontological Resources

As stated in the Central SoMa PEIR,¹²⁶ there is low potential to uncover unique or significant fossils within the plan area or vicinity. The 88 Bluxome Street project site is covered with a fill layer approximately 8 to 22 feet in depth. The fill contains some gravel, brick, and wood fragments consistent with the type of material generated by abandoned foundations, construction debris, and large boulders. Underlying the fill is a layer of soft to medium stiff marine clay (colloquially known as bay mud) approximately 7 to 21 feet deep. A layer consisting of loose to dense clayey sand, sand, and medium stiff to hard sandy clay was found beneath the bay mud at approximately 25 to 70 feet below ground surface. Bedrock on the site is likely completely to highly weathered and weak.¹²⁷ Construction excavations could encounter undisturbed soils, including bay mud. The Central SoMa PEIR found that Holocene pollen, plant, and shell fossils have been reported in the bay mud. However, due to their age and origin, these geological materials have little to no likelihood of containing unique or significant

¹²⁵ Langan Treadwell Rollo. *Updated Preliminary Geotechnical Evaluation*. December 14, 2018.

¹²⁶ San Francisco Planning Department, Central SoMa Plan Final EIR, Case No. 2011.1356E, State Clearinghouse No. 2013042070, May 10, 2018, p. IV.C-67

¹²⁷ Langan Treadwell Rollo. *Updated Preliminary Geotechnical Evaluation*. December 14, 2018

fossils. Therefore, consistent with the findings in the Central SoMa PEIR, the proposed 88 Bluxome Street project is not anticipated to result in significant impacts to paleontological resources. No mitigation is required.

Cumulative Analysis

Cumulative projects that were not included in the cumulative analysis in the Central SoMa PEIR consist of residential, hotel, office, retail, PDR, and child care infill development project, new open space, and three transportation and streetscape projects. The geographic context for cumulative analysis of impacts on geology and soils is generally site-specific and comprises the project site and immediately adjacent properties. All cumulative projects immediately adjacent to the 88 Bluxome Street project site were accounted for in the cumulative analysis in the Central SoMa PEIR. The proposed 88 Bluxome Street project is within the scope of development projected under the Central SoMa Plan and would not result in more severe cumulative geology and soils impacts than previously identified in the Central SoMa PEIR.

Conclusion

Consistent with the findings in the Central SoMa PEIR, the proposed 88 Bluxome Street project would not result in a significant effect related to geology and soils. Therefore, the proposed 88 Bluxome Street project would not result in any new or more severe project-level or cumulative significant impacts related to geology and soils than were identified in the Central SoMa PEIR.

Bay Club SF Tennis Interim Site

<i>Topics:</i>	<i>Potentially Significant Impact</i>	<i>Less Than Significant with Mitigation Incorporated</i>	<i>Less Than Significant Impact</i>	<i>No Impact</i>	<i>Not Applicable</i>
13. GEOLOGY AND SOILS.— Would the project:					
a) Expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving:					
i) Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? Refer to Division of Mines and Geology Special Publication 42.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
ii) Strong seismic ground shaking?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
iii) Seismic-related ground failure, including liquefaction?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
iv) Landslides?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b) Result in substantial soil erosion or the loss of topsoil?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c) Be located on geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction, or collapse?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

<u>Topics:</u>	<u>Potentially Significant Impact</u>	<u>Less Than Significant with Mitigation Incorporated</u>	<u>Less Than Significant Impact</u>	<u>No Impact</u>	<u>Not Applicable</u>
d) Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial risks to life or property?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
e) Have soils incapable of adequately supporting the use of septic tanks or alternative wastewater disposal systems where sewers are not available for the disposal of wastewater?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
g) Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

As previously described, the proposed interim tennis club project could be located in an existing building without alteration, an existing building with alterations, or a newly-constructed building. If the proposed interim tennis club project is a newly-constructed facility, construction would require up to 3 feet of excavation across the site and removing and disposing of up to 13,000 cubic yards of material to provide a mat slab foundation.

The proposed interim tennis club project would be connected to the combined sewer system, which is the wastewater and stormwater system for San Francisco and would not use septic tanks or other on-site disposal systems for sanitary sewage. Therefore, Topic 13e is not applicable to the proposed 88 Bluxome Street project.

CEQA does not require lead agencies to consider how existing hazards or conditions might impact a project's users or residents, except for specified projects or where the project would significantly exacerbate an existing environmental hazard.¹²⁸ Accordingly, locating new development in an existing seismic hazard area or an area with unstable soils is not considered an impact under CEQA unless the project would significantly exacerbate the existing hazards. Thus, the analysis below evaluates whether the proposed interim tennis club project would exacerbate future seismic hazards or unstable soils at the project site and result in a substantial risk of loss, injury, or death. The impact is considered significant if the proposed interim tennis club project would significantly increase the severity of these hazards in areas adjacent to the interim site.

Impact GE-1: The proposed interim tennis club project would not expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving rupture of a known earthquake fault, strong seismic ground shaking, seismic-related ground failure, or landslides. (Less than Significant)

Fault Rupture

There are no known active faults or earthquake fault zone within San Francisco where the proposed interim tennis club project could be located. Therefore, the potential of surface rupture occurring at the site is very low. As such, the proposed interim tennis club project would not exacerbate the potential for surface rupture and therefore, would have no impact related to fault ruptures.

¹²⁸ *California Building Industry Association v. Bay Area Air Quality Management District* (2015) 62 Cal.4th 369.

Strong Seismic Ground Shaking

According to the U.S. Geological Survey, the overall probability of a magnitude 6.7 or greater earthquake to occur in the San Francisco Bay Region during the next thirty years is 72 percent. Therefore, it is possible that a strong to very strong earthquake would affect the proposed interim tennis club project during its lifetime. The severity of the event would depend on several conditions, including; generating fault, distance to the earthquake epicenter, and magnitude and duration of the earthquake. If the proposed interim tennis club project is a newly constructed facility or alters an existing building, it would be required to comply with the California Building Code and the San Francisco Building Code, which includes up-to-date seismic safety standards for new construction or alterations to an existing building. Compliance with these standards would ensure that the proposed interim tennis club project would meet current seismic and geotechnical safety standards. Moreover, even if the interim tennis club is located in an existing building, this would not change the likelihood of an earthquake or other geological hazards. Therefore, whether the proposed interim tennis club project involves new construction or is located in an existing building, these actions would not exacerbate seismic hazards or any other potential impacts of the environment on the project. Therefore, the proposed interim tennis club project would not have a significant impact on the environment as a result of seismic hazards.

Liquefaction and Lateral Spreading

Liquefaction and lateral spreading of soils can occur when ground shaking causes saturated soils to lose strength due to an increase in pore pressure. The proposed interim tennis club site could be in a mapped liquefaction hazard zone.¹²⁹ Investigation and mitigation of failure-prone soils are required by the mandatory provisions of the California Building Code. The San Francisco Building Code has adopted the state building code with certain local amendments. The proposed interim tennis club project would be required to conform to the local building code, which ensures the safety of all new construction in the city. In particular, chapter 18 of state building code, Soils and Foundations, which has been adopted by the San Francisco Building Code, provides the parameters for geotechnical investigations and structural considerations in the selection, design and installation of foundation systems to support the loads from the structure above. Section 1803 sets forth the basis and scope of geotechnical investigations conducted. Section 1804 specifies considerations for excavation, grading and fill to protect adjacent structures and prevent destabilization of slopes due to erosion and/or drainage. In particular, section 1804.1, which addresses excavation near foundations, requires that adjacent foundations be protected against a reduction in lateral support as a result of project excavation. This is typically accomplished by underpinning or protecting adjacent foundations from detrimental lateral or vertical movement or both. Section 1807 specifies requirements for foundation walls, retaining walls, and embedded posts and poles to ensure stability against overturning, sliding, and excessive pressure, and water lift including seismic considerations. Sections 1808 (foundations) and 1810 (deep foundations) specify requirements for foundation systems such that the allowable bearing capacity of the soil is not exceeded and differential settlement is minimized based on the most unfavorable loads specified in chapter 16 of the state building code, Structural, for the structure's seismic design category and soil classification at the project site.

The department of building inspection will review a project-specific geotechnical report during its review of the building permit for the proposed interim tennis club. In addition, the building department may require additional site-specific soils report(s) through the building permit application process, as needed. The requirement for a geotechnical report and review of the building permit application pursuant to the building code, local implementing procedures, and state laws, regulations and guidelines would ensure that the

¹²⁹ California Geological Survey, *State of California Seismic Hazard Zones, City and County of San Francisco*, (map scale 1:24,000), November 17, 2000.

proposed interim tennis club project would be designed and constructed to mitigate hazards from seismic-related ground failure. Therefore, whether the proposed interim tennis club project involves new construction or is located in an existing building, these actions would not exacerbate geological hazards or any other potential impacts of the environment on the proposed interim tennis club project. Therefore, impacts would be less than significant.

Impact GE-2: The proposed interim tennis club project would not result in substantial soil erosion or the loss of topsoil. (Less than Significant)

If the proposed interim tennis club project involves new construction, the project would be required to comply with the Construction Site Runoff Ordinance, which was adopted by the city in 2013. The SFPUC currently manages the Construction Site Runoff Control Program, which ensures that all construction sites implement best management practices to control construction site runoff.¹³⁰ The program also requires that projects disturbing 5,000 square feet or more of ground surface, such as the proposed interim tennis club project, submit an erosion and sediment control plan prior to commencing construction. Compliance with the ordinance ensures that new construction of the interim club would not have significant impacts due to soil erosion or the loss of topsoil. If the proposed interim club project is located within an existing building, this action would have no potential to result in increased soil erosion or loss of topsoil. Therefore, the interim tennis club project would not have significant impacts due to soil erosion or the loss of topsoil.

Impact GE-3: The proposed interim tennis club project would not be located on a geologic unit or soil that is unstable, or that could become unstable as a result of the project, resulting in an onsite or offsite landslide, lateral spreading, subsidence, liquefaction or collapse. (Less than Significant)

As discussed under Impact GE-1, the proposed interim tennis club project could be located within a state designated seismic hazard zone for liquefaction. If the proposed interim tennis club project involves new construction, the project would be subject to mandatory provisions of the California Building Code and San Francisco Building Code that address geological hazards including unstable soils. Compliance with the applicable building code requirements would ensure that any new construction for the proposed interim tennis club project would not exacerbate any hazards related to landslide, lateral spreading, subsidence, liquefaction or collapse on or off the project site. The use of an existing building would have no potential to change existing conditions that may exist on or adjacent to the project site related to any of these geological hazards. Therefore, any potential impacts related to landslide, lateral spreading, subsidence, liquefaction or collapse would be less than significant.

Impact GE-4: The proposed interim tennis club project would not create substantial risks to life or property as a result of being located on expansive soil. (Less than Significant)

Expansive soils expand and contract in response to changes in soil moisture, most notably when nearby surface soils change from saturated to a low-moisture content condition and back again. If the proposed interim tennis club project involves construction of a new building, the San Francisco Building Code would require an analysis of the proposed interim tennis club project site's potential for soil expansion impacts and, if applicable, implementation of measures to address them as part of the project-level geotechnical investigation prepared for the proposed interim tennis club. If the proposed interim club project uses an existing building, it would have

¹³⁰ San Francisco Public Utilities Commission, 2017, Construction Site Runoff Control Program, <http://sfwater.org/index.aspx?page=235>, accessed October 31, 2018.

no effect on any hazards related to expansive soils that may exist at the project site. Therefore, potential impacts related to expansive soils would be less than significant.

Impact GE-5: The proposed interim tennis club project would not directly or indirectly destroy a unique paleontological resource or site or unique geological feature. (Less than Significant with Mitigation)

Paleontological resources, or fossils, are the remains, imprints, or traces of mammals, plants, and invertebrates from a previous geological period. Such fossil remains as well as the geological formations that contain them are also considered a paleontological resource. Together, they represent a limited, non-renewable scientific and educational resource. The fossil-yielding potential of geologic formation in a particular area depends on the geologic age and origin of the units, as well as on the processes they have undergone, both geologic and anthropogenic.¹³¹ The potential to affect fossils varies with the depth of disturbance, construction activities and previous disturbance.

The proposed interim tennis club project could be located anywhere within the eastern part of San Francisco north of Cesar Chavez Street and east of Divisadero Street/Castro Street, south of Lombard Street and west of the San Francisco Bay. Some of the areas within this part of the city could contain geologic formations with the potential to contain unique paleontological resources. Geotechnical reports typically provide information about the types of soils and geologic formations that may underlay a specific site. However, because the specific location of the proposed interim tennis club project is unknown, a site-specific geotechnical report is not available for the proposed interim tennis club. Thus, the proposed interim tennis club project could be located on a site with underlying geologic formations with the potential to contain unique paleontological resources. If the proposed interim tennis club project involves the construction of a new building, the project could require excavation of up to 3 feet deep, resulting in approximately 13,000 cubic yards of soil disturbance. Given the amount of soil disturbance and depth of excavation that could occur if construction of a new building for the proposed interim tennis club is required, and that the underlying geologic formations on the site are unknown, it is possible that construction activities for the proposed interim tennis club could encounter unique paleontological resources. For these reasons, it is conservatively assumed that the proposed interim tennis club project could result in significant impacts to a unique paleontological resource or site, if such resources are present within the interim tennis club site.

Implementation of **Mitigation Measure M-GE-1: Preliminary Paleontological Resources Assessment** would be required to reduce the potential impact on paleontological resources to a less-than-significant level. The preliminary paleontological resources assessment would determine whether the proposed interim tennis club project has the potential to destroy a unique paleontological resources on the site and identify the appropriate actions to mitigate those impacts to less than significant, if necessary.

If the preliminary paleontological resources assessment (as described in Mitigation Measure M-GE-1 in the Mitigation Measures Section below) determines that implementation of the interim tennis club has the potential to encounter unique paleontological resources, **Mitigation Measure M-GE-2, Accidental Discovery or M-GE-3 Paleontological Resources Monitoring and Mitigation Program** would be required. Mitigation Measure M-GE-2 would reduce adverse effects on paleontological resources by recovering fossils and associated contextual data prior to and during ground-disturbing activities. Mitigation Measures M-GE-3 would require a paleontological monitoring and mitigation program and any paleontological resources encountered during excavation associated with the proposed interim tennis club project would be recovered and appropriately curated. Thus, with implementation of Mitigation Measure M-GE-1 and Mitigation Measure M-GE-2 and/or M-

¹³¹ Anthropogenic means caused by human activity.

GE-3, as applicable, the potential impact of construction of an interim tennis club on paleontological resources would be less than significant with mitigation.

Therefore, with implementation of Mitigation Measure M-GE-1 and Mitigation Measures M-GE-2 and/or M-GE-3, as applicable, the proposed interim tennis club project would not result in significant impacts to a unique paleontological resource or site.

Impact C-GE-1: The proposed interim tennis club project, in combination with reasonably foreseeable projects, would not result in a significant cumulative impact related to geology and soils. (Less than Significant)

Seismic and other geological hazards in general represent effects of the existing environment on projects rather than an effect of a project on the environment. Therefore, seismic and other geological hazards are generally not considered environmental impacts under CEQA. As discussed above, the proposed interim tennis club project site would not exacerbate geological hazards or any other potential impacts of the environment on the proposed interim tennis club and would not result in increased soil erosion or loss of topsoil. Hence, the proposed interim tennis club project would not combine with other projects in a manner that would significantly exacerbate any such hazards. Therefore, the proposed interim tennis club project would not contribute to a significant cumulative impact related to geological hazards.

Impacts on paleontological resources and unique geological features are generally site-specific and localized. Therefore, the proposed interim tennis club project would not combine with other projects to result in a significant cumulative impact on paleontological resources, and cumulative impacts would be less than significant.

E.14. Hydrology and Water Quality

88 Bluxome Street Project

Central SoMa PEIR Analysis

The Central SoMa PEIR determined that the anticipated increase in population would not result in a significant impact on hydrology and water quality, including the combined sewer system and future flooding hazards, taking into account future sea level rise. The Central SoMa PEIR noted that portions of the plan area would be exposed to an increased risk of flooding in the future due to sea level rise, although Central SoMa Plan development would not exacerbate this risk and, therefore, would not result in a significant impact. Moreover, the Central SoMa Plan includes objectives, policies, and implementation measures intended to maximize flood resilience. All hydrology and water quality impacts of the Central SoMa Plan were determined to be less than significant, and no mitigation measures were identified in the Central SoMa PEIR.

88 Bluxome Street Project-Specific Analysis

<i>Topics</i>	<i>Significant Impact Peculiar to Project or Project Site</i>	<i>Significant Impact not Identified in Central SoMa Plan PEIR</i>	<i>Significant Impact due to Substantial New Information</i>	<i>No Significant Impact not Previously Identified in Central SoMa Plan PEIR</i>
14. HYDROLOGY AND WATER QUALITY—Would the project:				
a) Violate any water quality standards or waste discharge requirements?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Substantially deplete groundwater supplies or interfere substantially with groundwater recharge such that there would be a net deficit in aquifer volume or a lowering of the local groundwater table level (e.g., the production rate of pre-existing nearby wells would drop to a level which would not support existing land uses or planned uses for which permits have been granted)?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, in a manner that would result in substantial erosion or siltation on- or off-site?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, or substantially increase the rate or amount of surface runoff in a manner that would result in flooding on- or off-site?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e) Create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
f) Otherwise substantially degrade water quality?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
g) Place housing within a 100-year flood hazard area as mapped on a federal Flood Hazard Boundary or Flood Insurance Rate Map or other authoritative flood hazard delineation map?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
h) Place within a 100-year flood hazard area structures that would impede or redirect flood flows?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
i) Expose people or structures to a significant risk of loss, injury or death involving flooding, including flooding as a result of the failure of a levee or dam?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
j) Expose people or structures to a significant risk of loss, injury or death involving inundation by seiche, tsunami, or mudflow?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

The 88 Bluxome Street project site currently contains structures and paved areas, resulting in a primarily impervious surface area. The proposed 88 Bluxome Street project would be required to comply with the San Francisco Stormwater Management Ordinance, contained in Public Works Code article 4.2, and the city's Stormwater Design Guidelines. Accordingly, the project sponsor would be required to submit a stormwater control plan for approval by the SFPUC that complies with the Stormwater Design Guidelines to ensure that the proposed 88 Bluxome Street project meets performance measures set by SFPUC related to stormwater runoff rate and volume. Compliance with San Francisco's Stormwater Design Guidelines would reduce the quantity and rate of stormwater runoff to the city's combined sewer system and improve the water quality of those discharges. In addition, the proposed 88 Bluxome Street project would be required to comply with Health Code article 12C, which requires the on-site reuse of rainwater, graywater, and/or foundation drainage to reduce potable water use, which would in turn reduce the volume of wastewater discharged to the combined sewer system.

The proposed 88 Bluxome Street project would involve excavation to a maximum depth of about 78 feet below grade for construction of the building foundation and basement levels; excavation would require dewatering, given that groundwater is estimated to exist from seven to 11.5 feet below grade.¹³² Any groundwater encountered during construction of the proposed 88 Bluxome Street project would be subject to the requirements of article 4.1 of the San Francisco Public Works Code (Industrial Waste), requiring that groundwater meet specified water quality standards before it may be discharged into the sewer system.

Pursuant to Public Works Code sections 146 and 147, the proposed 88 Bluxome Street project would be required to implement and maintain best management practices to minimize surface runoff erosion during project construction and to comply with a stormwater control plan. As a result, the proposed 88 Bluxome Street project would not increase stormwater runoff, alter the existing drainage, or violate water quality or waste discharge standards. Construction stormwater discharges to the combined sewer system would be subject to the requirements of Public Works Code article 4.1 (supplemented by San Francisco Department of Public Works Order No. 158170), which incorporates and implements the city's National Pollutant Discharge Elimination System (NPDES) permit and the federal Combined Sewer Overflow Control Policy. Stormwater drainage during construction would flow to the city's combined sewer system, where it would receive treatment at the Southeast Plant or other wet-weather facilities and would be discharged through an existing outfall or overflow structure in compliance with the existing NPDES permit. Therefore, compliance with applicable permits would reduce water quality impacts, and the proposed 88 Bluxome Street project would not result in new or more-severe impacts than were identified in the Central SoMa PEIR related to violation of water quality standards or degradation of water quality due to discharge of construction-related stormwater runoff.

Regarding groundwater supplies, the proposed 88 Bluxome Street project would use potable water from SFPUC as well as non-potable water from two on-site sources: greywater from the building recycled on site and rainwater collected in an on-site catchment system. Groundwater from the Downtown San Francisco Groundwater Basin, where the 88 Bluxome Street project site is located, is not used as drinking water, and the proposed 88 Bluxome Street project would not result in additional impervious surfaces to the extent that it would affect groundwater recharge because the site is fully occupied by existing buildings and impervious surfaces.

As analyzed in the Central SoMa PEIR, the proposed 88 Bluxome Street project would not expose people or structures to flooding risks or hazards or impede or redirect flood flows in a 100-year flood hazard area, because the project site is not located within a 100-year flood zone. The most recent 100-Year Storm Flood Risk Map, adopted by the SFPUC on September 25, 2018, shows that the project site is not within the 100-year storm flood risk zone.¹³³ However, the proposed 88 Bluxome Street project site is also within the portion of the plan area that would be exposed to increased future flood risk due to sea level rise, although the proposed 88 Bluxome Street project would not exacerbate this risk and, therefore, would not result in a significant impact under CEQA.

Cumulative Analysis

All of the cumulative projects would be required to comply with all applicable local, state and federal regulations, including the Stormwater Management Ordinance and guidelines, and all stormwater and wastewater would be treated to the standards in the city's NPDES permit. Cumulative projects would be subject to the city's permit review process and thus would be designed so that they would not exacerbate an existing

¹³³ San Francisco Public Utilities Commission, 100-Year Flood Risk Map, available at: <https://www.sfwater.org/index.aspx?page=1229>. Accessed May 25, 2019.

floor hazard. The proposed 88 Bluxome Street project is within the scope of development projected under the Central SoMa Plan and would not result in more severe hydrology and water quality impacts than previously identified in the Central SoMa PEIR.

Conclusion

Consistent with the findings in the Central SoMa PEIR, the proposed 88 Bluxome Street project would not result in any new or more severe project-level or cumulative impacts related to hydrology and water quality or any significant impacts peculiar to the project site other than those that were identified in the Central SoMa PEIR.

Bay Club SF Tennis Interim Site

<i>Topics:</i>	<i>Potentially Significant Impact</i>	<i>Less Than Significant with Mitigation Incorporated</i>	<i>Less Than Significant Impact</i>	<i>No Impact</i>	<i>Not Applicable</i>
14. HYDROLOGY AND WATER QUALITY.— Would the project:					
a) Violate any water quality standards or waste discharge requirements?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b) Substantially deplete groundwater supplies or interfere substantially with groundwater recharge such that there would be a net deficit in aquifer volume or a lowering of the local groundwater table level (e.g., the production rate of pre-existing nearby wells would drop to a level which would not support existing land uses or planned uses for which permits have been granted)?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, in a manner that would result in substantial erosion or siltation on- or off-site?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
d) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, or substantially increase the rate or amount of surface runoff in a manner that would result in flooding on- or off-site?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
e) Create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
f) Otherwise substantially degrade water quality?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
g) Place housing within a 100-year flood hazard area as mapped on a federal Flood Hazard Boundary or Flood Insurance Rate Map or other authoritative flood hazard delineation map?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
h) Place within a 100-year flood hazard area structures that would impede or redirect flood flows?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

<u>Topics:</u>	<u>Potentially Significant Impact</u>	<u>Less Than Significant with Mitigation Incorporated</u>	<u>Less Than Significant Impact</u>	<u>No Impact</u>	<u>Not Applicable</u>
i) Expose people or structures to a significant risk of loss, injury or death involving flooding, including flooding as a result of the failure of a levee or dam?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
j) Expose people or structures to a significant risk of loss, injury or death involving inundation by seiche, tsunami, or mudflow?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

The proposed interim tennis club project would be located within the eastern part of the city north of Cesar Chavez Street. Although a specific site has not been identified for the club, this area of San Francisco is not subject to hazards due to the failure of a dam or levee, seiche, tsunami, or mudflow. The proposed interim tennis club project would not involve the construction of housing. Therefore, initial study checklist Topics 14g and 14j are not applicable to the project.

Impact HY-1: The proposed interim tennis club project would not violate any water quality standards or waste discharge requirements. (Less than Significant)

The proposed interim tennis club project would be located within the area of the city served by a combined stormwater and sewer system. With implementation of the proposed interim tennis club project, stormwater and wastewater would continue to be discharged to an underground piping network, which conveys the waters to the Southeast Water Pollution Control Plant for treatment to standards contained in the city's permit for the plant prior to discharge into San Francisco Bay. The treatment standards are set and regulated by the San Francisco Bay Regional Water Quality Control Board. The proposed interim tennis club project's sanitary sewer and stormwater discharges would not exceed the capacity of the city's combined stormwater and sewer collection, conveyance, and treatment infrastructure and would not exceed water quality standards. The proposed interim tennis club project also would be required to comply with article 4.2 of the San Francisco Public Works Code section 147 (Stormwater Management). The intent of the city's stormwater management program is to reduce the volume of stormwater entering the city's sewer system and to protect and enhance the water quality of receiving waters, pursuant to, and consistent with federal and state laws, lawful standards and orders applicable to stormwater and urban runoff control, and the city's authority to manage and operate its drainage systems. Therefore, operations of the proposed interim tennis club project would not violate water quality standards or waste discharge requirements.

Construction activities such as excavation, earthmoving, and grading would expose soil and could result in erosion and excess sediments being carried in stormwater runoff to the combined stormwater/sewer system. In addition, stormwater runoff from temporary on-site use and storage of vehicles, fuels, waste, and other hazardous materials could carry pollutants to the combined sewer system if proper handling methods are not employed. If the interim tennis club involves new construction, the project would be required to comply with article 4.2 of the San Francisco Public Works Code section 146 (Construction Site Runoff Control). The purpose of the city's construction site runoff control program is to protect water quality by controlling the discharge of sediment or other pollutants from construction sites and preventing erosion and sedimentation due to construction activities. If the interim tennis club requires the construction of a new building, the project could disturb more than 5,000 square feet of ground surface. Under this option, the project sponsor would be required

to prepare and implement an erosion and sediment control plan during project construction. The erosion and sediment control plan must include best management practices designed to prevent discharge of sediment and other pollutants from the site and is subject to review and approval by the SFPUC. Compliance with the ordinance would reduce the potential for sediments and other pollutants to enter the combined sewer system. In addition, any new construction or alterations to an existing building as a part of the proposed interim tennis club project that involves soil disturbance greater than 50 cubic yards on a site with known or suspected soil and/or groundwater contamination would be required to comply with the Maher Ordinance (article 22A of the San Francisco Health Code), which requires further site management and reporting requirements for potential hazardous soils.

Therefore, the proposed interim tennis club would not substantially degrade water quality and water quality standards or waste discharge requirements would not be violated. Thus, the proposed interim tennis club would have a less-than-significant impact on water quality.

Impact HY-2: The proposed interim tennis club project would not 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. (Less than Significant)

The proposed interim tennis club project would be located in the eastern part of the city north of Cesar Chavez Street. There are no municipal groundwater wells in this area of San Francisco. Groundwater extraction is limited in this area primarily to dewatering nuisance groundwater during excavation for construction projects and seepage into underground garages, basements, and downtown BART and MUNI stations. A small number of groundwater wells supply water for non-potable industrial uses.

Potable water would be supplied to the club from the SFPUC's regional water supply system. Given that excavation would be limited to a maximum depth of 3 feet if the project involves the construction of a new building, the project description provided for this initial study assumes that little if any groundwater dewatering would be necessary during construction of the proposed interim tennis club.

Because there are limited sites within the eastern portion of the city that could accommodate the interim club that are not either already developed or paved, it is likely that the proposed interim tennis club would be located on an infill site that is already covered either entirely or partially with impervious surfaces. However, even if the proposed interim tennis club is located on a site with no existing impervious surface coverage, the resulting net increase of up to 115,000 square feet of impervious surface coverage would be a negligible change relative to the total area of existing impervious surface coverage overlaying the eastern portion of San Francisco. Therefore, the proposed interim tennis club project would not substantially interfere with groundwater recharge.

For these reasons, the proposed interim tennis club project would not substantially deplete groundwater resources or substantially interfere with groundwater recharge such that there would be a net deficit in aquifer volume or a lowering of the local groundwater table level. Thus, the impacts to groundwater from development of the proposed interim tennis club project would be less than significant.

Impact HY-3: The proposed interim tennis club project would not result in alterations to the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, in a manner that would result in substantial erosion or siltation on-site or off-site, or substantially increase the rate or amount of surface runoff in a manner that would result in flooding on site or off site. (Less than Significant)

As discussed above under Impact HY-1, if the proposed interim tennis club project involves the construction of a new building or otherwise disturbs 5,000 square feet or more of ground surface, the project sponsor would be required to implement best management practices to control erosion and prevent offsite transport of sediments during construction. In addition, the project would be required to comply with the city's Stormwater Management Ordinance and Stormwater Design Guidelines, which require the project to meet performance measures set by SFPUC related to stormwater runoff rate and volume. Compliance with these requirements would reduce the quantity and rate of stormwater runoff to the city's combined sewer system and improve the water quality of those discharges. Thus, the proposed interim tennis club project would not result in alterations to the existing drainage pattern of the site or area in a manner that would result in substantial erosion or siltation on-site or off-site, or substantially increase the rate or amount of surface runoff in a manner that would result in flooding on site or off site.

Therefore, the proposed interim tennis club project would not result in substantial erosion or siltation onsite or off site, or substantially increase the rate or amount of surface runoff in a manner that would result in flooding on site or off site, and impacts would be less than significant.

Impact HY-4: The proposed interim tennis club project would not create or contribute runoff water that would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff. (Less than Significant)

During construction and operation of the proposed interim tennis club, all wastewater and stormwater runoff from the interim site would be directed to the combined wastewater collection, conveyance, and treatment system. As discussed above under Impact HY-1 and Impact HY-3, during construction and operation, the proposed interim tennis club project would be required to comply with all local wastewater discharge, stormwater runoff, and water quality requirements. Compliance with these requirements would ensure that the proposed interim tennis club project would not exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff.

Impact HY-5: The proposed interim tennis club project would place housing within a 100-year flood hazard area but would not exacerbate exposure of people or structures to a significant risk of loss, injury, or death involving flooding. (Less than Significant)

If the proposed interim tennis club project would be newly constructed, implementation could create or replace more than 5,000 square feet of impervious surface; therefore, the project is subject to SFPUC's San Francisco Stormwater Management Ordinance. To be compliant with this ordinance, the proposed interim tennis club project could be required to implement and install appropriate stormwater management systems that retain runoff on-site, promote stormwater reuse, and limit site discharges before entering the combined sewer collection system.

Furthermore, in the *California Building Industry Association v. Bay Area Air Quality Management District* case decided in 2015,¹³⁴ the California Supreme Court held that CEQA does not generally require lead agencies to consider how existing hazards or conditions might impact a project's users or residents, except where the project would significantly exacerbate an existing environmental hazard. Accordingly, hazards resulting from a project that places development in an existing or future flood hazard area are not considered impacts under CEQA unless the project would significantly exacerbate the flood hazard. As shown from the analysis above, the

¹³⁴ *California Building Industry Association v. Bay Area Air Quality Management District*, 62 Cal. 4th 369. Opinion Filed December 17, 2015.

proposed interim tennis club project would not exacerbate future flood hazards at the project site and its surroundings. Therefore, this impact would be less than significant.

Impact HY-6: The proposed interim tennis club project would not place within a 100-year flood hazard area structures that would impede or redirect flood flows and would not expose people or structures to a significant risk of loss, injury or death due to flooding. (Less than Significant)

A 100-year storm means a storm with a 1 percent chance of occurring in a given year. The eastern portion of San Francisco north of Cesar Chavez Street where the proposed interim club could be located includes areas that are within a 100-year flood zone.

As a specific interim site has yet to be identified, it is uncertain whether the proposed interim tennis club site would be within a 100-year flood hazard area. The proposed interim tennis club project would be reviewed by the SFPUC to ensure that sewer laterals and stormwater management systems are compliant with the Stormwater Management and Design Guidelines. In addition, building permit applications for new construction in flood-prone areas must be reviewed by the SFPUC to ensure that the project would not result in flooding during storms. The side sewer connection for such projects must provide sufficient hydraulic gradient to prevent backflow during flood events, and projects may be required to provide pump stations, raise the elevation of entryways and curbs, and to construct special sidewalks and deep gutters. Compliance with these regulations would ensure that the proposed interim tennis club project would not impede or redirect flood flows or expose people or structures to a substantial risk of loss, injury, or death due to flooding.

Impact C-HY-1: The proposed interim tennis club project, in combination with past, present, and reasonably foreseeable future projects in the site vicinity, would not have a cumulative impact on hydrology and water quality. (Less than Significant)

The proposed interim tennis club project would result in no impact with respect to failure of dams or levees, and/or seiche, tsunami, or mudflow hazards. Therefore, the project would not have the potential to contribute to cumulative impacts related to these topics. As stated above, the proposed interim tennis club project would result in less-than-significant impacts related to water quality, groundwater levels, alteration of drainage patterns, and the capacity of the drainage infrastructure. The proposed interim tennis club project and all future projects within San Francisco would be required to comply with the water quality and drainage control requirements that apply to all land use development projects within San Francisco. Because all development projects would be required to follow the same regulations as the proposed interim tennis club, peak stormwater drainage rates and volumes resulting from design storms would gradually decrease over time with the implementation of new, conforming development projects. As a result, the proposed interim tennis club project in combination with other cumulative projects would not result in significant cumulative impacts on water quality or groundwater levels.

If the proposed interim club is and other cumulative projects are located within a 100-year flood zone, they would be required to comply with existing regulations to prevent and reduce flooding and flood impacts on both existing and new development. Through the implementation of these requirements, the redevelopment of flood prone areas of the city is expected to gradually decrease flooding in such areas over time. Thus, the proposed interim tennis club project in combination with other cumulative projects would not result in a significant cumulative impact related to flooding.

E.15. Hazardous and Hazardous Materials

88 Bluxome Street

Central SoMa PEIR Analysis

The Central SoMa PEIR found that implementation of the Central SoMa Plan would not result in any significant impacts with respect to hazards or hazardous materials that could not be mitigated to a less-than-significant level. The Central SoMa PEIR determined that compliance with San Francisco Health Code article 22A (also known as the Maher Ordinance), which incorporates state and federal requirements regulating the handling, treatment, cleanup, and disposal of hazardous materials in soils and groundwater, would minimize potential exposure of site personnel and the public to any accidental releases of hazardous materials or waste and would also protect against potential environmental contamination. In addition, the transportation of hazardous materials is regulated by the California Highway Patrol and the California Department of Transportation. Therefore, potential impacts related to the routine use, transport, and disposal of hazardous materials associated with Central SoMa Plan implementation would be less than significant.

The Central SoMa PEIR determined that compliance of subsequent development projects with the San Francisco Fire and Building Codes, which are implemented through the city's ongoing permit review process, would ensure that potential fire hazards related to development activities would be minimized to less-than-significant levels. The plan area is not within 2 miles of an airport land use plan or an airport or private airstrip, and therefore would not interfere with air traffic or create safety hazards in the vicinity of an airport. The Central SoMa PEIR did not identify any cumulative impacts related to hazards or hazardous materials.

The Central SoMa PEIR determined that demolition and renovation of buildings in the plan area could expose workers and the public to hazardous building materials or release those materials into the environment. Such materials include asbestos-containing materials, lead-based paint, polychlorinated biphenyls (PCBs), di (2-ethylhexyl) phthalate, and mercury. Central SoMa PEIR Mitigation Measure M-HZ-3, Hazardous Building Materials Abatement, which requires abatement of certain hazardous building materials in accordance with existing laws, was identified to reduce impacts to less than significant. However, this mitigation measure is not necessary because regulations have been enacted to address these common hazardous building materials.

88 Bluxome Street Project-Specific Analysis

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

Because the Central SoMa plan area is not located within two miles of any public or private airports or airstrips, the related initial study checklist Topics 15e and 15f are not applicable to the environmental review of the either the Central SoMa plan or the proposed 88 Bluxome Street project.

The proposed 88 Bluxome Street project would involve demolition of the existing Bay Club Tennis building on the project site. The PEIR identified a significant impact associated with hazardous building materials and determined that PEIR Mitigation Measure M-HZ-3, Hazardous Building Materials, would reduce this impact to a less-than-significant level. Since that time, the planning department has determined that compliance with existing regulations for the safe handling and disposal of hazardous building materials would ensure that projects involving building demolition would not result in significant impacts on the environment. As such, this mitigation measure is not necessary to reduce potential impacts related to exposure to hazardous building materials during demolition and renovation.

The proposed 88 Bluxome Street project is subject to the provisions of San Francisco Health Code article 22A also known as the Maher ordinance, since the project site is in a Maher zone and excavation is greater than 50 cubic yards. Accordingly, the project sponsor submitted a Maher application and a *phase I environmental site*

assessment to the San Francisco Department of Public Health.^{135,136} Based on the results of the site assessment, the health department determined that there is a high potential to encounter soil and groundwater contamination during project construction and that further subsurface investigation, including soil and groundwater sampling, and, potentially, a geophysical survey, to investigate the potential presence of underground storage tanks are required. Based on the results of this additional site investigation, the health department will determine whether a site mitigation plan will be required. The proposed 88 Bluxome Street project would be required to remediate potential soil and groundwater contamination in accordance with the health code. The health department must determine that hazardous material remediation has been completed in accordance with all applicable federal, state, and local regulatory standards for the proposed land uses prior to issuance of any building permits for the project.

Cumulative Analysis

The geographic context for an analysis of cumulative impacts related to handling of hazardous materials is generally site-specific. In addition, all of the cumulative projects would be subject to the same fire safety, emergency response and hazardous materials regulations that are applicable to the proposed 88 Bluxome Street project. As such, the proposed 88 Bluxome street project, which is within the scope of development projected under the Central SoMa Plan, would not combine with cumulative projects to create a significant cumulative impact related to hazards and hazardous materials. Therefore, the proposed 88 Bluxome Street project would not result in more severe cumulative hazards and hazardous materials impacts than previously identified in the Central SoMa PEIR.

Conclusion

In conclusion, compliance with applicable regulatory requirements would ensure that the proposed 88 Bluxome Street project would not result in new or more-severe project-level or cumulative impacts related to hazards or hazardous materials than were identified in the Central SoMa PEIR.

Bay Club SF Tennis Interim Site

<u>Topics:</u>			<u>Potentially Significant Impact</u>	<u>Less Than Significant with Mitigation Incorporated</u>	<u>Less Than Significant Impact</u>	<u>No Impact</u>	<u>Not Applicable</u>
15. HAZARDS AND HAZARDOUS MATERIALS.—							
Would the project:							
a)	Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?		<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b)	Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?		<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

¹³⁵ Department of Public Health, *Maier Ordinance Application*, submitted on April 14, 2017.

¹³⁶ ENVIRON International Corporation, *Phase I Environmental Site Assessment*, March 2015.

Topics:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact	Not Applicable
c) Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
d) Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
e) For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard for people residing or working in the project area?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
f) For a project within the vicinity of a private airstrip, would the project result in a safety hazard for people residing or working in the project area?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
g) Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
h) Expose people or structures to a significant risk of loss, injury or death involving wildland fires, including where wildlands are adjacent to urbanized areas or where residences are intermixed with wildlands?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

The proposed interim tennis club project would be located in the eastern part of the city, north of Cesar Chavez Street, and thus would not be located within an airport land use plan area or in the vicinity of a private airstrip. Therefore, Topics 15e and 15f are not applicable. The proposed interim tennis club would also not be located within or adjacent to a wildland area. Therefore, Topic 15h is not applicable.

Impact HZ-1: The proposed interim tennis club 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)

The proposed interim tennis club project could be located in an existing building with or without alterations or a newly constructed building. Alterations to an existing building could include removal of existing building materials. Construction of a new building could involve demolition of existing structures and excavation to a maximum depth of 3 feet below grade and removal of up to 13,000 cubic yards of soil. These activities could require the removal and disposal of hazardous building materials and contaminated soils. The city, as discussed under Impact HZ-2 below, would require material sampling and analysis prior to demolition and excavation to ensure proper handling of any hazardous materials in accordance with state and federal laws. Construction activities associated with the proposed new buildings would require the use of limited quantities of hazardous materials such as fuels, oils, solvents, paints, and other common construction materials that would not result in a significant impact on the environment. The city requirements, such as article 22 section 1203 of the San

San Francisco Health Code, would require the project sponsor to comply with the minimum standards of management of hazardous waste as specified in Title 22 of the California Code of Regulations, chapter 30, division 4 and grants the city the right to conduct inspections of "any factory, plant, construction site, waste disposal site, transfer station, establishment or any other place or environment where hazardous wastes are stored, handled, processed, disposed of, or being treated to recover resources."¹³⁷ In addition, transportation of hazardous materials would be regulated by the California Highway Patrol and the California Department of Transportation (Caltrans). These hazardous materials are not expected to cause any substantial health or safety hazards. As a result of existing regulations requiring the proper disposal of hazardous materials the transport and disposal of hazardous materials would not result in a significant impact on the environment.

The proposed interim tennis club project would likely result in the use of common types of hazardous materials typically associated with recreational facility uses, such as cleaning products, disinfectants, and solvents. These materials are typically consumed through use, resulting in relatively little waste. In addition, 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 operation of the proposed interim tennis club would not pose any substantial public health or safety hazards resulting from hazardous materials use.

Therefore, potential impacts related to the disposal, transport, and use of hazardous materials would be less than significant.

Impact HZ-2: The proposed interim tennis club project is not included on a list of hazardous materials sites compiled pursuant to Government Code section 65962.5 and 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 interim tennis club project would be located in the eastern portion of San Francisco north of Cesar Chavez Street where the site's soils and groundwater could be contaminated by hazardous materials associated with existing and former land uses, such as industrial and manufacturing uses, dry cleaners, auto repair shops, and gasoline stations. The San Francisco Department of Public Health maintains maps identifying all areas of the city with known or suspected hazardous materials contamination in accordance with article 22A of the San Francisco Health Code also known as the Maher Ordinance. Pursuant to the Maher Ordinance, all projects located on a site with known or suspected hazardous materials contamination that would involve 50 cubic yards or more of excavation are required to submit a Maher permit application to the city health department. The health department may grant waivers to this requirement if it determines based on a site's history that there is no potential for hazardous materials in the soil or groundwater.

Accordingly, if the proposed interim tennis club project involves 50 cubic yards or more of excavation, the project sponsor would be required to enroll in the Maher program and submit to the health department a Maher permit application including a phase I environmental site assessment to assess the potential for site contamination. The health department would review the environmental site assessment, and any other requested reports or documents, and determine whether the project sponsor should conduct additional site investigations or develop a site mitigation plan to remediate potential soil and/or groundwater contamination.

¹³⁷ City of San Francisco, *San Francisco Health Code*, Article 22: Hazardous Waste Management, Sec. 1203. Implementation and Enforcement of Hazardous Waste Control Act. Available at: [http://library.amlegal.com/nxt/gateway.dll/California/health/article22hazardouswastemanagement?f=templates\\$fn=default.htm\\$3.0\\$vid=amlegal:sanfrancisco_ca\\$anc=JD_Article22](http://library.amlegal.com/nxt/gateway.dll/California/health/article22hazardouswastemanagement?f=templates$fn=default.htm$3.0$vid=amlegal:sanfrancisco_ca$anc=JD_Article22), accessed September 14, 2017.

Compliance with the Maher Ordinance would ensure that construction and use of the interim tennis club would not create a significant hazard to the public or the environment through the release of hazardous materials in the soil or groundwater into the environment.

If construction of the proposed interim tennis club project requires alterations to or demolition of an existing building it is possible that hazardous building materials such as asbestos, lead-based paint, electrical transformers containing polychlorinated biphenyls (PCBs), fluorescent light ballasts containing PCBs or bis (2-ethylhexyl) phthalate (DEHP), and fluorescent light tubes containing mercury vapors may be present. These materials could escape into the environment and pose health concerns for construction workers and the public if not properly handled or disposed of in accordance with applicable regulations. Any building material disturbance at the interim tennis club site would be subject to the regulations of the Bay Area Air Quality Management District, the state Occupational Safety and Health Administration, the California Code of Regulations, and the federal government regarding removal of asbestos-containing building material, lead paint, and PCBs.

Demolition and construction activities would comply with all applicable standards and regulations for hazardous building materials, including the California Health and Safety Code. Currently, section 19827.5 of the California Health and Safety Code requires that local agencies not issue demolition or alteration permits until an applicant has demonstrated compliance with notification requirements under applicable federal regulations regarding hazardous air pollutants, including asbestos. Compliance with the existing regulatory framework would provide protection to construction workers and the environment and therefore would also protect members of the nearby public.

Based on mandatory compliance with existing regulatory requirements, including adherence to the Maher Ordinance, the proposed interim tennis club project would result in a less than significant impact to the public or environment from releasing contaminated soil, groundwater, or construction debris.

Impact HZ-3: The proposed interim tennis club project would not emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within 0.25-mile of an existing or proposed school. (Less than Significant)

It is unknown which schools, if any, are within 0.25-mile of the proposed interim tennis club site, as a specific location has not yet been selected. However, it is possible a school would be within this radius of interim tennis club site. As noted above, the proposed interim tennis club project would not result in the storage, handling, or disposal of significant quantities of hazardous materials and would not otherwise include any uses that would result in the emission of hazardous substances. Any hazardous materials currently on the site would be handled in compliance with applicable laws and regulations as described above. With adherence to these regulations, there would be no potential for such materials to affect nearby schools. Thus, the proposed interim tennis club project would have a less-than-significant impact related to hazardous emissions or the handling of hazardous materials within 0.25-mile of a school.

Impact HZ-4: The proposed interim tennis club 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 fire department and building department 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. Compliance with fire safety regulations would ensure that the proposed interim tennis club project would not impair implementation of, or physically interfere with an adopted emergency response or emergency evacuation plan or expose people or structures to a significant risk of loss, injury or death involving fires. This impact would be less than significant.

Impact C-HZ: The proposed interim tennis club project would not result in significant cumulative effects related to hazardous materials. (Less than Significant)

Impacts from hazardous materials are generally site-specific and typically do not result in cumulative impacts. Any potential hazards occurring at nearby sites would be subject to the same safety, investigation and/or remediation requirements discussed for the proposed interim tennis club project, which would reduce any cumulative hazardous effects to less-than-significant levels. As such, the proposed interim tennis club project would not combine with cumulative development projects to create or contribute to a cumulative impact related to hazards and hazardous materials, and cumulative impacts would be less than significant.

E.16. Mineral and Energy Resources

88 Bluxome Street

Central SoMa PEIR Analysis

All land in San Francisco, including in the plan area, is designated by the California Geological Survey as Mineral Resource Zone 4 under the Surface Mining and Reclamation Act of 1975. The Mineral Resource Zone 4 designation indicates that adequate information does not exist to assign the area to any other Mineral Resource Zone; thus, the area is not one designated to have significant mineral deposits. The Central SoMa PEIR determined that the plan area has been designated as having no known mineral deposits, and it would not deplete any nonrenewable natural resources; therefore, the Central SoMa Plan would have no effect on mineral resources.

88 Bluxome Street Project-Specific Analysis

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

Development of the proposed 88 Bluxome Street project would not result in unusually large amounts of fuel, water, or energy in the context of energy use throughout the city and region. As stated in the project description, the proposed 88 Bluxome Street project would meet LEED Gold standards. In order to achieve these standards, the proposed 88 Bluxome Street project would include features related to sustainability and ensure the design, construction, operations, and maintenance of resource efficient buildings. As a new development, the proposed

88 Bluxome Street project is subject to current state and local codes and standards concerning energy consumption, including the energy efficiency standards such as Title 24 of the California Code of Regulations and the San Francisco Green Building Code. Title 24 regulates the energy consumption of residential and nonresidential buildings and their use of ventilation, heating, cooling, and lighting. The San Francisco Green Building Code regulates conservation standards, including water efficiency, energy efficiency, and features that promote alternative modes of transportation. As documented in the GHG compliance checklist for the proposed 88 Bluxome Street project, the project would be required to comply with applicable regulations promoting water conservation and reducing potable water use. As discussed in Section 4, Transportation and Circulation, the 88 Bluxome Street project site is located in a transportation analysis zone that experiences low levels of VMT per capita.

Cumulative Analysis

As described above, the entire City of San Francisco is designated Mineral Resource Zone 4, which indicates that no known significant mineral resources exist at the project site or within the project vicinity. In addition, all cumulative projects in the city are required to comply with the transportation demand management ordinance and the same energy efficiency standards set forth in the California Code of Regulations Title 24 and the San Francisco Green Building Ordinance. Therefore, the proposed 88 Bluxome street project, which is within the scope of development projected under the Central SoMa Plan, would not combine with cumulative projects to create a significant impact on mineral or energy resources. Therefore, the proposed 88 Bluxome Street project would not result in more severe mineral or cumulative energy resource impacts than previously identified in the Central SoMa PEIR.

Conclusion

Therefore, the 88 Bluxome Street project would not encourage activities that result in the use of large amounts of fuel, water, or energy. Therefore, the proposed 88 Bluxome Street project would not result in new or more-severe project-level or cumulative impacts related to the use of fuel, water, or energy than were identified in the Central SoMa PEIR.

Bay Club SF Tennis Interim Site

<u>Topics:</u>	<u>Potentially Significant Impact</u>	<u>Less Than Significant with Mitigation Incorporated</u>	<u>Less Than Significant Impact</u>	<u>No Impact</u>	<u>Not Applicable</u>
16. MINERAL AND ENERGY RESOURCES.— Would the project:					
a) Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Result in the loss of availability of a locally-important mineral resource recovery site delineated on a local general plan, specific plan or other land use plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Encourage activities which result in the use of large amounts of fuel, water, or energy, or use these in a wasteful manner?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

As noted above, there are no significant mineral resources in San Francisco. Therefore, Topics 17a and 17b are not applicable to the proposed interim tennis club project.

Impact ME-1: The proposed interim tennis club project would not encourage activities that result in the use of large amounts of fuel, water, or energy, or use these resources in a wasteful manner. (Less than Significant)

The proposed interim tennis club project would be served by existing utilities. As described in Section 10, Utilities and Service Systems, adequate water supplies exist to serve the proposed interim tennis club. In addition, the proposed interim tennis club project would be located within a developed urban area that is served by multiple transit systems. Use of these transit systems by visitors and employees would reduce the amount of fuel expended by private automobiles. The proposed interim tennis club's energy demand would be typical for a development of this scope and nature and would be required to comply with all applicable state and local codes concerning energy consumption, including Title 24 of the California Code of Regulations, enforced by the department of building inspection. The proposed interim tennis club project would also be required to comply with the city's Green Building Ordinance. Therefore, the proposed interim tennis club project would not result in the use of large amounts of fuel, water, or energy, or use these in a wasteful manner.

Impact C-ME-1: The proposed interim tennis club project in combination with other cumulative projects would not encourage activities that result in the use of large amounts of fuel, water, or energy or use these in a wasteful manner. (Less than Significant)

All development projects in San Francisco would be required to comply with the city's Green Building Ordinance and Title 24 of the California Code of Regulations, both of which are enforced by the San Francisco department of building inspection. These building codes encourage sustainable construction practices related to planning and design, energy efficiency, and water efficiency and conservation. Like the proposed interim club project, any cumulative development projects would be located within San Francisco, which experiences the lowest per capita VMT of the nine county San Francisco Bay Area. Thus, any cumulative development projects would not result in or encourage the use of large amounts of fuel for transportation or use fuel in a wasteful manner. Therefore, the proposed interim tennis club project, in combination with other cumulative projects, would not result in a significant cumulative impact related to the use of large amounts of fuel, water, or energy or to the wasteful use of these resources.

E.17. Agriculture and Forest Resources

Central SoMa PEIR Analysis

The Central SoMa PEIR determined that the plan area and the surrounding areas do not contain agricultural or forest uses, and are not zoned for such uses; therefore, implementation of the Central SoMa Plan would not convert any Prime Farmland, Unique Farmland, or Farmland of Statewide Importance to non-agricultural use. In addition, the Central SoMa Plan would not conflict with existing zoning for agricultural land use or a Williamson Act contract, nor would it involve any changes to the environment that could result in the conversion of farmland. The Central SoMa Plan would not result in the loss of forest land or conversion of forest land to non-forest uses.

88 Bluxome Street Project-Specific and Cumulative Analysis

<i>Topics</i>	<i>Significant Impact Peculiar to Project or Project Site</i>	<i>Significant Impact not Identified in Central SoMa Plan PEIR</i>	<i>Significant Impact due to Substantial New Information</i>	<i>No Significant Impact not Previously Identified in Central SoMa Plan PEIR</i>
17. AGRICULTURE AND FOREST RESOURCES—Would the project:				
a) Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance, as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Conflict with existing zoning for agricultural use, or a Williamson Act contract?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code Section 12220(g)) or timberland (as defined by Public Resources Code Section 4526)?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Result in the loss of forest land or conversion of forest land to non-forest use?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e) Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland to non-agricultural use or forest land to non-forest use?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

The proposed 88 Bluxome Street project is located in the Central SoMa Plan area, which does not contain agricultural or forest resources, and therefore would have no impact on these resources either individually or cumulatively.

Conclusion

Consistent with the findings in the Central SoMa PEIR, the proposed 88 Bluxome Street project would have no impact related to agriculture and forest resources, and, therefore, it would not result in any new or more severe project or cumulative impacts than were identified in the Central SoMa PEIR.

Bay Club SF Tennis Interim Site

Topics:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact	Not Applicable
17. AGRICULTURE AND FORESTRY RESOURCES:					
In determining whether impacts to agricultural resources are significant environmental effects, lead agencies may refer to the California Agricultural Land Evaluation and Site Assessment Model (1997) prepared by the California 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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Conflict with existing zoning for agricultural use, or a Williamson Act contract?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code Section 12220(g)), timberland (as defined by Public Resources Code Section 4526), or timberland zoned Timberland Production (as defined by Government Code section 51104(g))?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Result in the loss of forest land or conversion of forest land to non-forest use?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e) Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland to non-agricultural use or forest land to non-forest use?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

The proposed interim tennis club project would be located within an urban area of San Francisco that does not contain any Prime Farmland, Unique Farmland, or Farmland of Statewide Importance; forest land; or land under a Williamson Act contract. The proposed interim tennis club project and vicinity are not zoned for any agricultural uses. Therefore, Topics 17a, 17b, 17c, 17d, and 17e are not applicable to the proposed interim tennis club project.

E.18. Mandatory Findings of Significance

88 Bluxome Street Project Site

As discussed in Sections 1 through 17, the proposed 88 Bluxome Street project would not result in new or more-severe project-level or cumulative impacts than were identified in the Central SoMa PEIR.

Bay Club SF Tennis Interim Site

<i>Topics:</i>	<i>Potentially Significant Impact</i>	<i>Less Than Significant with Mitigation Incorporated</i>	<i>Less Than Significant Impact</i>	<i>No Impact</i>	<i>Not Applicable</i>
18. MANDATORY FINDINGS OF SIGNIFICANCE—					
a) Does the project have the potential to degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, reduce the number or restrict the range of a rare or endangered plant or animal, or eliminate important examples of the major periods of California history or prehistory?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b) Does the project have impacts that are individually limited, but cumulatively considerable? (“Cumulatively considerable” means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects.)	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c) Does the project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

As discussed in Sections 1 through 17, impacts resulting from the proposed interim tennis club project are anticipated to be less than significant or less than significant with mitigation, in the case of cultural resources, air quality, and biological resources.

As described in Section 3, Cultural Resources, the proposed interim tennis club project could result in physical damage to adjacent historical resources. Mitigation Measure M-CR-1, Protect Historical Resources from Adjacent Construction Activities, and Mitigation Measure M-CR-2, Vibration Monitoring Program for Adjacent Historical Resources, would reduce this impact to a less-than-significant level. The proposed interim tennis club project could result in a substantial adverse change to archeological resources. However, implementation of Mitigation Measure M-CR-4, Preliminary Archeological Assessment, and Mitigation Measure M-CR-5, Accidental Discovery or Mitigation Measure M-CR-6, Archeological Monitoring as applicable, would reduce this impact to a less-than-significant level. The proposed interim tennis club project could result in a substantial adverse change in the significance of a tribal cultural resource. Mitigation Measure M-CR-7, Tribal Cultural Resources Interpretive Program, would reduce this impact to a less-than-significant level.

As described in Section 5, Noise, construction of the proposed interim tennis club project could result a substantial temporary or periodic increase in ambient noise levels and vibration in the vicinity of the interim tennis club site, above levels existing without the proposed interim tennis club. Mitigation Measure M-NO-3, Vibration Monitoring Program for Adjacent Buildings, would reduce this impact to a less-than-significant level.

As described in Section 6, Air Quality, construction of the proposed interim tennis club project could generate additional air pollution, affecting nearby sensitive receptors. Mitigation Measure M-AQ-1, Construction Emissions Minimization Plan, would reduce this impact to a less-than-significant level.

As described in Section 8, Wind and Shadow, the proposed interim tennis club project could create new shadow in a manner that substantially affects outdoor recreation facilities or other public areas. Mitigation Measure M-WS-1, Project-Specific Shadow Evaluation, would reduce this impact to a less-than-significant level.

As described in Section 12, Biological Resources, the proposed interim tennis club project could have a substantial adverse effect, either directly or through habitat modifications, on special-status bat species. However, implementation of Mitigation Measure M-BI-1, Pre-Construction Bat Surveys, would reduce the impact to a less-than-significant level.

As described in Section 13, Geology and Soils, the proposed interim tennis club project could directly or indirectly destroy a unique paleontological resource or site or unique geological feature. However, implementation of Mitigation Measure M-GE-1, Preliminary Paleontological Resources Assessment, and Mitigation Measures M-GE-2, Accidental Discovery, and M-GE-3, Paleontological Resources Monitoring and Mitigation Program, as applicable would reduce the impact to a less-than-significant level.

In summary, both short-term and long-term project-level and cumulative environmental effects, including substantial adverse effects on human beings, associated with the proposed interim tennis club project would be less than significant or less than significant with mitigation, as discussed under each environmental topic.

F. MITIGATION MEASURES

As indicated below, the following are mitigation measures may apply to the proposed 88 Bluxome Street project site only, the proposed interim tennis club project site only or to both sites.

Cultural Resources

Mitigation Measure M-CR-1: Protect Historical Resources from Adjacent Construction Activities. This measure applies to the 88 Bluxome Street and the interim tennis club sites. The project sponsor shall consult with planning department environmental planning/preservation staff to determine whether buildings constitute historical resources that could be adversely affected by construction-generated vibration. For purposes of this measure, nearby historic buildings shall include those within 100 feet of a construction site for a subsequent development project if pile driving would be used at that site; otherwise, it shall include historic buildings within 25 feet if vibratory and vibration-generating construction equipment, such as jackhammers, drill rigs, bulldozers, and vibratory rollers would be used. If one or more historical resources is identified that could be adversely affected, the project sponsor shall incorporate into construction specifications for the proposed project a requirement that the construction contractor(s) use all feasible means to avoid damage to adjacent and nearby historic buildings. Such methods may include maintaining a safe distance between the construction site and the historic buildings (as identified by the planning department preservation staff), using construction techniques that reduce vibration (such as using concrete saws instead of jackhammers or hoe-rams to open excavation trenches, the use of non-vibratory rollers, and hand excavation), appropriate excavation shoring methods to prevent movement of adjacent structures, and providing adequate security to minimize

risks of vandalism and fire. No measures need be applied if no vibratory equipment would be employed or if there are no historic buildings within 100 feet of the project site.

Mitigation Measure M-CR-2: Construction Monitoring Program for Historical Resources. This measure applies to the 88 Bluxome Street and the interim tennis club sites. For those historical resources identified in Mitigation Measure M-CR-1 including (1) Fire Station Number Eight and (2) 53-69 Bluxome Street, and where heavy equipment would be used on a subsequent development project, the project sponsor of such a project shall undertake a monitoring program to minimize damage to historic buildings and to ensure that any such damage is documented and repaired. The monitoring program, which shall apply within 25 feet otherwise, shall include the following components, subject to access being granted by the owner(s) of adjacent properties, where applicable. Prior to the start of any ground-disturbing activity, the project sponsor shall engage a historic architect or qualified historic preservation professional to undertake a pre-construction survey of historical resource(s) identified by the San Francisco Planning Department within 125 feet of planned construction to document and photograph the buildings' existing conditions. Based on the construction and condition of the resource(s), the consultant shall also establish a standard maximum vibration level that shall not be exceeded at each building, based on existing condition, character-defining features, soils conditions, and anticipated construction practices (a common standard is 0.2 inch per second, peak particle velocity). To ensure that vibration levels do not exceed the established standard, the project sponsor shall monitor vibration levels at each structure and shall prohibit vibratory construction activities that generate vibration levels in excess of the standard. Should owner permission not be granted, the project sponsor shall employ alternative methods of vibration monitoring in areas under control of the project sponsor.

Should vibration levels be observed in excess of the standard, construction shall be halted and alternative construction techniques put in practice, to the extent feasible. (For example, pre-drilled piles could be substituted for driven piles, if feasible based on soils conditions; smaller, lighter equipment might be able to be used in some cases.) The consultant shall conduct regular periodic inspections of each building during ground-disturbing activity on the project site. Should damage to either building occur, the building(s) shall be remediated to its pre-construction condition at the conclusion of ground-disturbing activity on the site.

Mitigation Measure M-CR-3: Archeological Testing. This measure only applies to the 88 Bluxome Street Project. Based on a reasonable presumption that archeological resources may be present within the project site, the following measures shall be undertaken to avoid any potentially significant adverse effect from the proposed project on buried or submerged historical resources and on human remains and associated or unassociated funerary objects. The project sponsor shall retain the services of an archeological consultant from the rotational Department Qualified Archeological Consultants List (QACL) maintained by the planning department archeologist. After the first project approval action or as directed by the ERO, the project sponsor shall contact the department archeologist to obtain the names and contact information for the next three archeological consultants on the QACL. The archeological consultant shall undertake an archeological testing program as specified herein. In addition, the consultant shall be available to conduct an archeological monitoring and/or data recovery program if required pursuant to this measure. The archeological consultant's work shall be conducted in accordance with this measure at the direction of the environmental review officer (ERO). All plans and reports prepared by the consultant as specified herein shall be submitted first and directly to the ERO for review and comment and shall be considered draft reports subject to revision until final approval by the ERO. Archeological monitoring and/or data recovery programs required by this measure could suspend construction of the project for up to a maximum of four weeks. At the direction of the ERO, the suspension of construction can be extended beyond four weeks only if such a suspension is the only feasible means to reduce to a less than significant level potential effects on a significant archeological resource as defined in CEQA Guidelines Sect. 15064.5 (a) and (c).

Consultation with Descendant Communities: On discovery of an archeological site¹³⁸ associated with descendant Native Americans, the Overseas Chinese, or other potentially interested descendant group an appropriate representative¹³⁹ of the descendant group and the ERO shall be contacted. The representative of the descendant group shall be given the opportunity to monitor archeological field investigations of the site and to offer recommendations to the ERO regarding appropriate archeological treatment of the site, of recovered data from the site, and, if applicable, any interpretative treatment of the associated archeological site. A copy of the Final Archeological Resources Report shall be provided to the representative of the descendant group.

Archeological Testing Program. The archeological consultant shall prepare and submit to the ERO for review and approval an *archeological testing plan* (ATP). The *archeological testing program* shall be conducted in accordance with the approved ATP. The ATP shall identify the property types of the expected archeological resource(s) that potentially could be adversely affected by the proposed project, the testing method to be used, and the locations recommended for testing. The purpose of the *archeological testing program* will be to determine to the extent possible the presence or absence of archeological resources and to identify and to evaluate whether any archeological resource encountered on the site constitutes an historical resource under CEQA.

At the completion of the *archeological testing program*, the archeological consultant shall submit a written report of the findings to the ERO. If based on the *archeological testing program* the archeological consultant finds that significant archeological resources may be present, the ERO in consultation with the archeological consultant shall determine if additional measures are warranted. Additional measures that may be undertaken include additional *archeological testing*, *archeological monitoring*, and/or an *archeological data recovery program*. No archeological data recovery shall be undertaken without the prior approval of the ERO or the planning department archeologist. If the ERO determines that a significant archeological resource is present and that the resource could be adversely affected by the proposed project, at the discretion of the project sponsor either:

- A) The proposed project shall be re-designed so as to avoid any adverse effect on the significant archeological resource; or
- B) A data recovery program shall be implemented, unless the ERO determines that the archeological resource is of greater interpretive than research significance and that interpretive use of the resource is feasible.

Archeological Monitoring Program. If the ERO in consultation with the archeological consultant determines that an archeological monitoring program shall be implemented the archeological monitoring program shall minimally include the following provisions:

- The archeological consultant, project sponsor, and ERO shall meet and consult on the scope of the AMP reasonably prior to any project-related soils disturbing activities commencing. The ERO in consultation with the archeological consultant shall determine what project activities shall be archeologically monitored. In most cases, any soils- disturbing activities, such as demolition, foundation removal, excavation, grading, utilities installation, foundation work, driving of piles (foundation, shoring, etc.), site remediation, etc., shall require *archeological monitoring* because of the risk these activities pose to potential archeological resources and to their depositional context;

¹³⁸ By the term "archeological site" is intended here to minimally include any archeological deposit, feature, burial, or evidence of burial.

¹³⁹ An "appropriate representative" of the descendant group is here defined to mean, in the case of Native Americans, any individual listed in the current Native American Contact List for the City and County of San Francisco maintained by the California Native American Heritage Commission and in the case of the Overseas Chinese, the Chinese Historical Society of America. An appropriate representative of other descendant groups should be determined in consultation with the Department archeologist.

- The archeological consultant shall undertake a worker training program for soil-disturbing workers that will include an overview of expected resource(s), how to identify the evidence of the expected resource(s), and the appropriate protocol in the event of apparent discovery of an archeological resource;
- The archeological monitor(s) shall be present on the project site according to a schedule agreed upon by the archeological consultant and the ERO until the ERO has, in consultation with project archeological consultant, determined that project construction activities could have no effects on significant archeological deposits;
- The archeological monitor shall record and be authorized to collect soil samples and artifactual/ecofactual material as warranted for analysis;
- If an intact archeological deposit is encountered, all soils-disturbing activities in the vicinity of the deposit shall cease. The archeological monitor shall be empowered to temporarily redirect demolition/excavation/pile driving/construction activities and equipment until the deposit is evaluated. The archeological consultant shall immediately notify the ERO of the encountered archeological deposit. The archeological consultant shall make a reasonable effort to assess the identity, integrity, and significance of the encountered archeological deposit, and present the findings of this assessment to the ERO.

Whether or not significant archeological resources are encountered, the archeological consultant shall submit a written report of the findings of the monitoring program to the ERO.

Archeological Data Recovery Program. The *archeological data recovery program* shall be conducted in accord with an *archeological data recovery plan* (ADRP). The archeological consultant, project sponsor, and ERO shall meet and consult on the scope of the ADRP prior to preparation of a draft ADRP. The archeological consultant shall submit a draft ADRP to the ERO. The ADRP shall identify how the proposed *data recovery program* will preserve the significant information the archeological resource is expected to contain. That is, the ADRP will identify what scientific/historical research questions are applicable to the expected resource, what *data classes* the resource is expected to possess, and how the expected *data classes* would address the applicable research questions. Data recovery, in general, should be limited to the portions of the historical property that could be adversely affected by the proposed project. Destructive data recovery methods shall not be applied to portions of the archeological resources if nondestructive methods are practical.

The scope of the ADRP shall include the following elements:

- *Field Methods and Procedures.* Descriptions of proposed field strategies, procedures, and operations.
- *Cataloguing and Laboratory Analysis.* Description of selected cataloguing system and artifact analysis procedures.
- *Discard and Deaccession Policy.* Description of and rationale for field and post-field discard and deaccession policies.
- *Interpretive Program.* Consideration of an on-site/off-site public interpretive program during the course of the *archeological data recovery program*.
- *Security Measures.* Recommended security measures to protect the archeological resource from vandalism, looting, and non-intentionally damaging activities.
- *Final Report.* Description of proposed report format and distribution of results.
- *Curation.* Description of the procedures and recommendations for the curation of any recovered data having potential research value, identification of appropriate curation facilities, and a summary of the accession policies of the curation facilities.

Human Remains, 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, including immediate notification of the Office of the Chief Medical Examiner of the City

and County of San Francisco and in the event of the Medical Examiner's determination that the human remains are Native American remains, notification of the California State Native American Heritage Commission (NAHC) who shall appoint a *Most Likely Descendant* (MLD) (Pub. Res. Code Sec. 5097.98). The ERO shall also be immediately notified upon discovery of human remains. The archeological consultant, project sponsor, ERO, and MLD shall have up to but not beyond six days after the 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, curation, possession, and final disposition of the human remains and associated or unassociated funerary objects. Nothing in existing State regulations or in this mitigation measure compels the project sponsor and the ERO to accept recommendations of an MLD. The archeological consultant shall retain possession of any Native American human remains and associated or unassociated burial objects until completion of any scientific analyses of the human remains or objects as specified in the treatment agreement if such as agreement has been made or, otherwise, as determined by the archeological consultant and the ERO. If no agreement is reached State regulations shall be followed including the reburial of the human remains and associated burial objects with appropriate dignity on the property in a location not subject to further subsurface disturbance (Pub. Res. Code Sec. 5097.98).

Final Archeological Resources Report. The archeological consultant shall submit a Draft Final Archeological Resources Report (FARR) to the ERO that evaluates the historical significance of any discovered archeological resource and describes the archeological and historical research methods employed in the archeological testing/monitoring/data recovery program(s) undertaken. The Draft FARR shall include a curation and deaccession plan for all recovered cultural materials. The Draft FARR shall also include an Interpretation Plan for public interpretation of all significant archeological features.

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

Mitigation Measure M-CR-4: Preliminary Archeological Assessment. This measure only applies to the interim tennis club site. This archeological mitigation measure shall apply to any project involving any soils-disturbing or soils-improving activities including excavation, utilities installation, grading, soils remediation, compaction/chemical grouting to a depth of 2 feet or greater below ground surface, for which no archeological assessment report has been prepared. Projects to which this mitigation measure applies shall be subject to Preliminary Archeology Review (PAR) by the San Francisco Planning Department archeologist. Based on the PAR, the environmental review officer (ERO) shall determine if there is a potential for effect to an archeological resource, including human remains, and, if so, what further actions are warranted to reduce the potential effect of the project on archeological resources to a less-than-significant level. Such actions may include project redesign to avoid the potential to affect an archeological resource; or further investigations by an archeological consultant, such as preparation of a project-specific Archeological Research Design and Treatment Plan (ARDTP) or the undertaking of an archeological monitoring or testing program based on an archeological monitoring or testing plan. The scope of the ARDTP, archeological testing or archeological monitoring plan shall

be determined in consultation with the ERO and consistent with the standards for archeological documentation established by the Office of Historic Preservation (OHP) for purposes of compliance with CEQA (OHP Preservation Planning Bulletin No. 5). Avoidance of effect to an archeological resource is always the preferred option.

Mitigation Measure M-CR-5: Accidental Discovery. This measure only applies to the interim tennis club site. The following mitigation measure is required to avoid any potential adverse effect from the proposed project on accidentally discovered buried or submerged historical resources as defined in CEQA Guidelines Section 15064.5(a) and (c), on tribal cultural resources as defined in CEQA Statute Section 21074, and on human remains and associated or unassociated funerary objects. 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, pile driving, 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, pile drivers, supervisory personnel, etc.

A preconstruction training shall be provided to all construction personnel performing or managing soils disturbing activities by a qualified archeologist prior to the start of soils disturbing activities on the project. The training may be provided in person or using a video and include a handout prepared by the qualified archeologist. The video and materials will be reviewed and approved by the ERO. The purpose of the training is to enable personnel to identify archeological resources that may be encountered and to instruct them on what to do if a potential discovery occurs. Images of expected archeological resource types and archeological testing and data recovery methods should be included in the training.

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 and have taken the preconstruction training.

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

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

Measures might include: preservation in situ of the archeological resource; an *archeological monitoring program*; an *archeological testing program*; and an *interpretative program*. If an *archeological monitoring program*, *archeological testing program*, or *interpretative program* is required, it shall be consistent with the Environmental Planning (EP) division guidelines for such programs and reviewed and approved by the ERO. The ERO may also require that

the project sponsor immediately implement a site security program if the archeological resource may be at risk from vandalism, looting, or other damaging actions.

If human remains and associated or unassociated funerary objects are discovered during any soils disturbing activity, all applicable State and Federal Laws shall be followed, including immediate notification of the Coroner of the City and County of San Francisco and in the event of the Coroner's determination that the human remains are Native American remains, notification of the California State Native American Heritage Commission (NAHC) who shall appoint a *Most Likely Descendant* (MLD) (Pub. Res. Code Sec. 5097.98). The ERO shall also be immediately notified upon discovery of human remains. The archeological consultant, project sponsor, ERO, and MLD shall have up to but not beyond six days after the 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, curation, possession, and final disposition of the human remains and associated or unassociated funerary objects. Nothing in existing State regulations or in this mitigation measure compels the project sponsor and the ERO to accept recommendations of an MLD. The archeological consultant shall retain possession of any Native American human remains and associated or unassociated burial objects until completion of any scientific analyses of the human remains or objects as specified in the treatment agreement if such as agreement has been made or, otherwise, as determined by the archeological consultant and the ERO. If no agreement is reached, State regulations shall be followed including the reinternment of the human remains and associated burial objects with appropriate dignity on the property in a location not subject to further subsurface disturbance (Pub. Res. Code Sec. 5097.98).

The archeological consultant shall submit a *Draft Final Archeological Resources Report* (FARR) to the ERO that evaluates the historical significance of any discovered archeological resource and describes the archeological and historical research methods employed in the archeological testing/monitoring/data recovery program(s) undertaken. The Draft FARR shall include a *curation and deaccession plan* for all recovered cultural materials. The Draft FARR shall also include an *Interpretation Plan* for public interpretation of all significant archeological features.

Mitigation Measure M-CR-6 Archeological Monitoring. This measure only applies to the interim tennis club site. Based on the reasonable potential that archeological resources may be present within the project site, the following measures shall be undertaken to avoid any potentially significant adverse effect from the proposed project on buried or submerged historical resources and on human remains and associated or unassociated funerary objects. The project sponsor shall retain the services of an archeological consultant from the rotational Department Qualified Archeological Consultants List (QACL) maintained by the planning department archeologist. After the first project approval action or as directed by the ERO, the project sponsor shall contact the department archeologist to obtain the names and contact information for the next three archeological consultants on the QACL. The archeological consultant shall undertake an *archeological monitoring program*. All plans and reports prepared by the consultant as specified herein shall be submitted first and directly to the ERO for review and comment, and shall be considered draft reports subject to revision until final approval by the ERO. Archeological monitoring and/or data recovery programs required by this measure could suspend construction of the project for up to a maximum of four weeks. At the direction of the ERO, the suspension of construction can be extended beyond four weeks only if such a suspension is the only feasible means to reduce

to a less than significant level potential effects on a significant archeological resource as defined in CEQA Guidelines Sect. 15064.5 (a) and (c).

Consultation with Descendant Communities: On discovery of an archeological site¹⁴⁰ associated with descendant Native Americans, the Overseas Chinese, or other potentially interested descendant group an appropriate representative¹⁴¹ of the descendant group and the ERO shall be contacted. The representative of the descendant group shall be given the opportunity to monitor archeological field investigations of the site and to offer recommendations to the ERO regarding appropriate archeological treatment of the site, of recovered data from the site, and, if applicable, any *interpretative treatment* of the associated archeological site. A copy of the Final Archeological Resources Report shall be provided to the representative of the descendant group.

Archeological monitoring program (AMP). The archeological monitoring program shall minimally include the following provisions:

- The archeological consultant, project sponsor, and ERO shall meet and consult on the scope of the AMP reasonably prior to any project-related soils disturbing activities commencing. The ERO in consultation with the project archeologist shall determine what project activities shall be archeologically monitored. In most cases, any soils disturbing activities, such as demolition, foundation removal, excavation, grading, utilities installation, foundation work, driving of piles (foundation, shoring, etc.), site remediation, etc., shall require archeological monitoring because of the potential risk these activities pose to archeological resources and to their depositional context;
- The archeological consultant shall undertake a worker training program for soil-disturbing workers that will include an overview of expected resource(s), how to identify the evidence of the expected resource(s), and the appropriate protocol in the event of apparent discovery of an archeological resource;
- The archeological monitor(s) shall be present on the project site according to a schedule agreed upon by the archeological consultant and the ERO until the ERO has, in consultation with the archeological consultant, determined that project construction activities could have no effects on significant archeological deposits;
- The archeological monitor shall record and be authorized to collect soil samples and artifactual/ecofactual material as warranted for analysis;
- If an intact archeological deposit is encountered, all soils disturbing activities in the vicinity of the deposit shall cease. The archeological monitor shall be empowered to temporarily redirect demolition/excavation/pile driving/construction crews and heavy equipment until the deposit is evaluated. The archeological consultant shall immediately notify the ERO of the encountered archeological deposit. The archeological consultant shall, after making a reasonable effort to assess the identity, integrity, and significance of the encountered archeological deposit, present the findings of this assessment to the ERO.

If the ERO in consultation with the archeological consultant determines that a significant archeological resource is present and that the resource could be adversely affected by the proposed project, at the discretion of the project sponsor either:

¹⁴⁰ The term "archeological site" is intended here to minimally include any archeological deposit, feature, burial, or evidence of burial.

¹⁴¹ An "appropriate representative" of the descendant group is here defined to mean, in the case of Native Americans, any individual listed in the current Native American Contact List for the City and County of San Francisco maintained by the California Native American Heritage Commission and in the case of the Overseas Chinese, the Chinese Historical Society of America. An appropriate representative of other descendant groups should be determined in consultation with the Department archeologist.

- A) The proposed project shall be re-designed so as to avoid any adverse effect on the significant archeological resource; or
- B) An archeological data recovery program shall be implemented, unless the ERO determines that the archeological resource is of greater interpretive than research significance and that interpretive use of the resource is feasible.

If an *archeological data recovery program* is required by the ERO, the *archeological data recovery program* shall be conducted in accord with an *archeological data recovery plan* (ADRP). The project archeological consultant, project sponsor, and ERO shall meet and consult on the scope of the ADRP. The archeological consultant shall prepare a draft ADRP that shall be submitted to the ERO for review and approval. The ADRP shall identify how the proposed *data recovery program* will preserve the significant information the archeological resource is expected to contain. That is, the ADRP will identify what scientific/historical research questions are applicable to the expected resource, what *data classes* the resource is expected to possess, and how the expected *data classes* would address the applicable research questions. Data recovery, in general, should be limited to the portions of the historical property that could be adversely affected by the proposed project. Destructive data recovery methods shall not be applied to portions of the archeological resources if nondestructive methods are practical.

The scope of the ADRP shall include the following elements:

- *Field Methods and Procedures*. Descriptions of proposed field strategies, procedures, and operations.
- *Cataloguing and Laboratory Analysis*. Description of selected cataloguing system and artifact analysis procedures.
- *Discard and Deaccession Policy*. Description of and rationale for field and post-field discard and deaccession policies.
- *Interpretive Program*. Consideration of an on-site/off-site public interpretive program during the course of the *archeological data recovery program*.
- *Security Measures*. Recommended security measures to protect the archeological resource from vandalism, looting, and non-intentionally damaging activities.
- *Final Report*. Description of proposed report format and distribution of results.
- *Curation*. Description of the procedures and recommendations for the curation of any recovered data having potential research value, identification of appropriate curation facilities, and a summary of the accession policies of the curation facilities.

Human Remains, 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, including immediate notification of the Coroner of the City and County of San Francisco and in the event of the Coroner's determination that the human remains are Native American remains, notification of the California State Native American Heritage Commission (NAHC) who shall appoint a Most Likely Descendant (MLD) (Pub. Res. Code Sec. 5097.98). The ERO shall also be immediately notified upon discovery of human remains. The archeological consultant, project sponsor, ERO, and MLD shall have up to but not beyond six days after the 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, curation, possession, and final disposition of the human remains and associated or unassociated funerary objects. Nothing in existing State regulations or in this mitigation measure compels the project sponsor and the ERO to accept recommendations of an MLD. The archeological consultant shall retain possession of any Native American human remains and associated or unassociated burial objects until completion of any scientific analyses of the human remains or objects as specified in the treatment agreement if

such an agreement has been made or, otherwise, as determined by the archeological consultant and the ERO. If no agreement is reached State regulations shall be followed including the reburial of the human remains and associated burial objects with appropriate dignity on the property in a location not subject to further subsurface disturbance (Pub. Res. Code Sec. 5097.98).

Final Archeological Resources Report. The archeological consultant shall submit a Draft Final Archeological Resources Report (FARR) to the ERO that evaluates the historical significance of any discovered archeological resource and describes the archeological and historical research methods employed in the archeological testing/monitoring/data recovery program(s) undertaken. The Draft FARR shall include a curation and deaccession plan for all recovered cultural materials. The Draft FARR shall also include an Interpretation Plan for public interpretation of all significant archeological features.

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

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

Mitigation Measure M-CR-7: Tribal Cultural Resources Interpretive Program. This measure only applies to the interim tennis club site. If the environmental review officer (ERO) determines that a significant archeological resource is present, and if in consultation with the affiliated Native American tribal representatives, the ERO determines that the resource constitutes a tribal cultural resource (TCR) and that the resource could be adversely affected by the proposed project, the proposed project shall be redesigned so as to avoid any adverse effect on the significant tribal cultural resource, if feasible.

If the ERO, in consultation with the affiliated Native American tribal representatives and the project sponsor, determines that preservation-in-place of the tribal cultural resources is not a sufficient or feasible option, the project sponsor shall implement an interpretive program of the TCR in consultation with affiliated tribal representatives. An interpretive plan produced in consultation with the ERO and affiliated tribal representatives, at a minimum, and approved by the ERO would be required to guide the interpretive program. The plan shall identify, as appropriate, proposed locations for installations or displays, the proposed content and materials of those displays or installation, the producers or artists of the displays or installation, and a long-term maintenance program. The interpretive program may include artist installations, preferably by local Native American artists, oral histories with local Native Americans, artifacts displays and interpretation, and educational panels or other informational displays.

Transportation and Circulation

Mitigation Measure M-TR-1: Transit Enhancements. This Central SoMa PEIR Mitigation Measure has been revised to reflect site conditions and only applies to the 88 Bluxome Street site. It shall be the responsibility of the project sponsor to minimize vehicle queues on the public right-of-way. A vehicle queue is defined as one or more vehicles (destined to the parking facility) blocking any portion of any public street, alley or sidewalk for a consecutive period of three minutes or longer on a daily or weekly basis. If a recurring queue occurs, the owner/operator of the parking facility shall employ abatement methods as needed to abate the queue. Appropriate abatement methods will vary depending on the characteristics and causes of the recurring queue, as well as the characteristics of the parking facility, the street(s) to which the facility connects, and the associated land uses (if applicable). Suggested abatement methods include but are not limited to the following: redesign of facility to improve vehicle circulation and/or onsite queue capacity; employment of parking attendants; installation of LOT FULL signs with active management by parking attendants; use of valet parking or other space-efficient parking techniques; use of off-site parking facilities or shared parking with nearby uses; use of parking occupancy sensors and signage directing drivers to available spaces; transportation demand management strategies such as the listed in the San Francisco Planning Code TDM Program.

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

Mitigation Measure M-TR-2: Construction Management Plan and Construction Coordination. This measure only applies to the 88 Bluxome Street site. *Construction Management Plan*—the project sponsor shall develop and, upon review and approval by the SFMTA and Public Works, implement a Construction Management Plan, addressing transportation-related circulation, access, staging and hours of delivery. The Construction Management Plan would disseminate appropriate information to contractors and affected agencies with respect to coordinating construction activities to minimize overall disruption and ensure that overall circulation in the project area is maintained to the extent possible, with particular focus on ensuring transit, pedestrian, and bicycle connectivity. The Construction Management Plan would supplement and expand, rather than modify or supersede, any manual, regulations, or provisions set forth by the SFMTA, Public Works, or other city departments and agencies, and the California Department of Transportation.

If construction of the proposed project is determined to overlap with nearby adjacent project(s) as to result in transportation-related impacts, the project sponsor or its contractor(s) shall consult with various city departments such as the SFMTA and Public Works, and other interdepartmental meetings as deemed necessary by the SFMTA, Public Works, and the planning department, to develop a Coordinated Construction Management Plan. The Coordinated Construction Management Plan, to be prepared by the contractor, would be reviewed by the SFMTA and would address issues of circulation (traffic, pedestrians, and bicycle), safety, parking and other project construction in the area. Based on review of the construction logistics plan, the project may be required to consult with SFMTA Muni Operations prior to construction to review potential effects to nearby transit operations.

The Construction Management Plan and, if required, the Coordinated Construction Management Plan, shall include, but not be limited to, the following:

- *Restricted Construction Truck Access Hours*—Limit construction truck movements during the hours between 7 and 9 a.m. and between 4 and 7 p.m., and other times if required by the SFMTA, to minimize disruption to vehicular traffic, including transit during the a.m. and p.m. peak periods.
- *Construction Truck Routing Plans*—Identify optimal truck routes between the regional facilities and the project site, taking into consideration truck routes of other development projects and any construction activities affecting the roadway network.
- *Coordination of Temporary Lane and Sidewalk Closures*—The project sponsor shall coordinate travel lane closures with other projects requesting concurrent lane and sidewalk closures through interdepartmental meetings, to minimize the extent and duration of requested lane and sidewalk closures. Travel lane closures shall be minimized especially along transit and bicycle routes, so as to limit the impacts to transit service and bicycle circulation and safety.
- *Maintenance of Transit, Vehicle, Bicycle, and Pedestrian Access*—The project sponsor/construction contractor(s) shall meet with Public Works, SFMTA, the Fire Department, Muni Operations and other city agencies to coordinate feasible measures to include in the Coordinated Construction Management Plan to maintain access for transit, vehicles, bicycles and pedestrians. This shall include an assessment of the need for temporary transit stop relocations or other measures to reduce potential traffic, bicycle, and transit disruption and pedestrian circulation effects during construction of the project.
- *Carpool, Bicycle, Walk and Transit Access for Construction Workers*—The construction contractor shall include methods to encourage carpooling, bicycling, walk and transit access to the project site by construction workers (such as providing transit subsidies to construction workers, 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*—The location of construction worker parking shall be identified as well as the person(s) responsible for monitoring the implementation of the proposed parking plan. The use of on-street parking to accommodate construction worker parking shall be discouraged. All construction bid documents shall include a requirement for the construction contractor to identify the proposed location of construction worker parking. If on-site, the location, number of parking spaces, and area where vehicles would enter and exit the site shall be required. If off-site parking is proposed to accommodate construction workers, the location of the off-site facility, number of parking spaces retained, and description of how workers would travel between off-site facility and project site shall be required.
- *Project Construction Updates for Adjacent Businesses and Residents*—To minimize construction impacts on access for nearby institutions and businesses, the project sponsor shall provide nearby residences and adjacent businesses with regularly-updated information regarding project construction, including construction activities, peak construction vehicle activities (e.g., concrete pours), travel lane closures, and lane closures. At regular intervals to be defined in the Construction Management Plan and, if necessary, in the Coordinated Construction Management Plan, a regular email notice shall be distributed by the project sponsor that shall provide current construction information of interest to neighbors, as well as contact information for specific construction inquiries or concerns.

Noise

Mitigation Measure M-NO-1 Siting of Noise-Generating Uses. This measure only applies to the 88 Bluxome Street site. To reduce potential conflicts between existing sensitive receptors and new noise-generating uses, the project shall implement the following noise reduction measures specified in the project-specific noise assessment:

- Select low-noise equipment
- Locate equipment away from the property lines
- Use acoustic silencers and/or louvers to reduce rooftop mechanical exhaust noise
- Use manufacturer provided acoustic enclosures and other noise control measures such as airfoil blades, variable speed drives, acoustic mufflers, and insulated equipment cabinets
- Install acoustic screens or barriers placed between source and receiver of noise

Mitigation Measure M-NO-2: General Construction Noise Control Measures. This measure only applies to the 88 Bluxome Street site. The project sponsor shall undertake the following:

- Require the general contractor to ensure that equipment and trucks used for project construction utilize the best available noise control techniques (e.g., improved mufflers, equipment redesign, use of intake silencers, ducts, engine enclosures and acoustically-attenuating shields or shrouds), wherever feasible
- Require the general contractor to locate stationary noise sources (such as compressors) as far from adjacent or nearby sensitive receptors as possible, to muffle such noise sources, and to construct barriers around such sources and/or the construction site, which could reduce construction noise by as much as 5 dBA. To further reduce noise, the contractor shall locate stationary equipment in pit areas or excavated areas, if feasible
- Require the general contractor to use impact tools (e.g., jack hammers, pavement breakers, and rock drills) that are hydraulically or electrically powered wherever possible to avoid noise associated with compressed air exhaust from pneumatically powered tools. Where use of pneumatic tools is unavoidable, an exhaust muffler on the compressed air exhaust shall be used, along with external noise jackets on the tools, which could reduce noise levels by as much as 10 dBA
- Include noise control requirements in specifications provided to construction contractors. Such requirements could include, but are not limited to, performing all work in a manner that minimizes noise to the extent feasible; use of equipment with effective mufflers; undertaking the most noisy activities during times of least disturbance to surrounding residents and occupants, as feasible; and selecting haul routes that avoid residential buildings to the extent that such routes are otherwise feasible
- Prior to the issuance of each building permit, along with the submission of construction documents, submit to the planning department and department of building inspection (DBI) a list of measures that shall be implemented and that shall respond to and track complaints pertaining to construction noise. These measures shall include (1) a procedure and phone numbers for notifying DBI and the Police Department (during regular construction hours and off-hours); (2) a sign posted on-site describing noise complaint procedures and a complaint hotline number that shall be answered at all times during construction; (3) designation of an on-site construction complaint and enforcement manager for the project; and (4) notification of neighboring residents and non-residential building managers within

300 feet of the project construction area at least 30 days in advance of extreme noise generating activities (defined as activities generating anticipated noise levels of 80 dBA or greater without noise controls, which is the standard in the Police Code) about the estimated duration of the activity.

Mitigation Measure M-NO-3: Vibration Monitoring Program for Adjacent Buildings. This measure only applies to the interim tennis club site. Prior to construction activities at the interim tennis club site, a detailed vibration assessment and monitoring plan shall be completed to ensure that construction activities and equipment are selected and designed to ensure groundborne vibration levels at adjacent buildings do not exceed levels protective of the structural integrity of the building. This mitigation measure would apply to buildings adjacent to the interim tennis club that would exceed the FTA vibration standards criteria. The project contractor shall:

- Conduct analysis to determine the appropriate FTA vibration standards criteria for the adjacent buildings to be used during construction.
- Retain the services of a qualified structural engineer or vibration consultant to prepare a pre-construction building assessment and vibration monitoring plan of the adjacent buildings.
- Prior to construction activities for the interim tennis club, perform inspection of the adjacent buildings to document existing building conditions with written and photographic descriptions of the existing condition of visible exteriors and in interior locations upon permission of the owner. The assessment shall determine specific locations to be monitored and include annotated drawings to locate digital photo locations, survey markers, and/or other monitoring devices to measure vibrations. Based on the construction program for interim tennis club and the condition of the adjacent buildings, the structural engineer and/or vibration consultant shall develop a vibration monitoring plan to protect these adjacent buildings. The pre-construction assessment and vibration monitoring plan shall be submitted to the planning department prior to issuance of construction permits for construction for the interim tennis club.
- Inform the adjacent buildings of upcoming construction activities that may generate high levels of vibration, including vibratory roller use that may occur within 15 feet of these buildings (thereby providing a 7-foot protective buffer to the 8-foot distance where damage may occur).
- Perform vibration monitoring at the adjacent buildings during construction activities when operating heavy equipment within 15 feet of the building foundation of a non-historical resource. Vibration monitoring shall be conducted on a daily basis, as needed, when heavy equipment operates within 15 feet of the building foundation. When vibration levels exceed allowable threshold the construction manager, structural engineer, or other designated person(s) shall be alerted.
- Should the measured vibration levels at the adjacent buildings during construction for the interim tennis club exceed the appropriate FTA vibration standard criteria at any time or if damage to the adjacent buildings is observed, construction personnel shall immediately cease construction and implement vibration control measures to reduce vibration of soil or use of equipment that generates lower levels of vibration.
- If damage to the adjacent buildings occurs, the buildings shall be remediated to their pre-construction condition at the conclusion of ground-disturbing activity, as shown in the pre-construction assessment, with the consent of the building owner.

Air Quality

Mitigation Measure M-AQ-1: Construction Emissions Minimization Plan. This measure applies to the 88 Bluxome Street and the interim tennis club sites. The project sponsor shall submit a Construction Emissions Minimization Plan (Plan) to the environmental review officer (ERO) for review and approval by an Environmental Planning Air Quality Specialist. The Plan shall be designed to reduce air pollutant emissions to the greatest degree practicable.

The Plan shall detail project compliance with the following requirements:

1. All off-road equipment greater than 25 horsepower and operating for more than 20 total hours over the entire duration of construction activities shall meet the following requirements:
 - a. Where access to alternative sources of power are available, portable diesel engines shall be prohibited;
 - b. All off-road equipment shall have:
 - i. Engines that meet or exceed either U.S. Environmental Protection Agency or California Air Resources Board Tier 2 off-road emission standards (or Tier 3 off-road emissions standards if NOx emissions exceed applicable thresholds), and
 - ii. Engines that are retrofitted with an California Air Resources Board Level 3 Verified Diesel Emissions Control Strategy (VDECS), and
 - iii. Engines shall be fueled with renewable diesel (at least 99 percent renewable diesel or R99).
 - c. Exceptions:
 - i. Exceptions to 1(a) may be granted if the project sponsor has submitted information providing evidence to the satisfaction of the ERO that an alternative source of power is limited or infeasible at the project site and that the requirements of this exception provision apply. Under this circumstance, the sponsor shall submit documentation of compliance with 1(b) for onsite power generation.
 - ii. Exceptions to 1(b)(ii) may be granted if the project sponsor has submitted information providing evidence to the satisfaction of the ERO that a particular piece of off-road equipment with an California Air Resources Board Level 3 VDECS (1) is technically not feasible, (2) would not produce desired emissions reductions due to expected operating modes, (3) installing the control device would create a safety hazard or impaired visibility for the operator, or (4) there is a compelling emergency need to use off-road equipment that are not retrofitted with an California Air Resources Board Level 3 VDECS and the sponsor has submitted documentation to the ERO that the requirements of this exception provision apply. If granted an exception to 1(b)(ii), the project sponsor shall comply with the requirements of 1(c)(iii).
 - iii. If an exception is granted pursuant to 1(c)(ii), the project sponsor shall provide the next cleanest piece of off-road equipment as provided by the step-down schedule in the table below.

Table M-AQ-4B – Off-Road Equipment Compliance Step-down Schedule*

Compliance Alternative	Engine Emission Standard	Emissions Control
1	Tier 2	California Air Resources Board Level 2 VDECS
2	Tier 2	California Air Resources Board Level 1 VDECS

***How to use the table:** If the requirements of (1)(b) cannot be met, then the project sponsor would need to meet Compliance Alternative 1. Should the project sponsor not be able to supply off-road equipment meeting Compliance Alternative 1, then Compliance Alternative 2 would need to be met.

****** Tier 3 off road emissions standards are required if NOx emissions exceed applicable thresholds.

2. The project sponsor shall require the idling time for off-road and on-road equipment be limited to no more than two minutes, except as provided in exceptions to the applicable State regulations regarding idling for off-road and on-road equipment. Legible and visible signs shall be posted in multiple languages (English, Spanish, Chinese) in designated queuing areas and at the construction site to remind operators of the two-minute idling limit.
3. The project sponsor shall require that construction operators properly maintain and tune equipment in accordance with manufacturer specifications.
4. The Plan shall include estimates of the construction timeline by phase with a description of each piece of off-road equipment required for every construction phase. Off-road equipment descriptions and information may include, but is not limited to, equipment type, equipment manufacturer, equipment identification number, engine model year, engine certification (Tier rating), horsepower, engine serial number, and expected fuel usage and hours of operation. For the VDECS installed: technology type, serial number, make, model, manufacturer, California Air Resources Board verification number level, and installation date and hour meter reading on installation date. For off-road equipment not using renewable diesel, reporting shall indicate the type of alternative fuel being used.
5. The Plan shall be kept on-site and available for review by any persons requesting it and a legible sign shall be posted at the perimeter of the construction site indicating to the public the basic requirements of the Plan and a way to request a copy of the Plan. The project sponsor shall provide copies of Plan as requested.
6. Reporting. Quarterly reports shall be submitted to the ERO indicating the construction phase and off-road equipment information used during each phase including the information required in Paragraph 4, above. In addition, for off-road equipment not using renewable diesel, reporting shall indicate the type of alternative fuel being used.

Within six months of the completion of construction activities, the project sponsor shall submit to the ERO a final report summarizing construction activities. The final report shall indicate the start and end dates and duration of each construction phase. For each phase, the report shall include detailed information required in Paragraph 4. In addition, for off-road equipment not using renewable diesel, reporting shall indicate the type of alternative fuel being used.

7. Certification Statement and On-site Requirements. Prior to the commencement of construction activities, the project sponsor shall certify (1) compliance with the Plan, and (2) all applicable requirements of the Plan have been incorporated into contract specifications.

Mitigation Measure M-AQ-2, Best Available Control Technology for Diesel Generators and Fire Pumps. This measure applies to the 88 Bluxome Street Project and the interim tennis club. Any diesel generators and fire pumps shall have engines that (1) meet Tier 4 Final or Tier 4 Interim emission standards, or (2) meet Tier 2 emission standards and are equipped with a California Air Resources Board Level 3 Verified Diesel Emissions Control Strategy. All diesel generators and fire pumps shall be fueled with renewable diesel, R99. For each new diesel backup generator or fire pump permit submitted for the project, including any associated generator pads, engine and filter specifications shall be submitted to the San Francisco Planning Department for review and approval prior to issuance of a permit for the generator or fire pump from the San Francisco Department of Building Inspection. Once operational, all diesel backup generators and Verified Diesel Emissions Control Strategy shall be maintained in good working order in perpetuity and any future replacement of the diesel backup generators, fire pumps, and Level 3 Verified Diesel Emissions Control Strategy filters shall be required to be consistent with these emissions specifications. The operator of the facility shall maintain records of the testing schedule for each diesel backup generator and fire pump for the life of that diesel backup generator and fire pump and provide this information for review to the planning department within three months of requesting such information.

Wind and Shadow

Mitigation Measure M-WS-1: Project Shadow Evaluation. This measure only applies to the interim tennis club site. If the project sponsor proposes a newly constructed building or alteration to an existing building, the planning department shall conduct a shadow fan analysis to determine if the project sponsor shall conduct a site-specific shadow study. If the planning department determines that a site-specific shadow study is required, the study shall evaluate whether the proposed interim tennis club project would cast net new shadow on outdoor recreational facilities or other public areas. The project sponsor shall retain a qualified shadow consultant to prepare a scope of work for the shadow study for planning department review and approval. If the shadow study finds that the proposed interim tennis club facility would cast net new shadow on an outdoor recreational facility, the project sponsor shall alter the building design to ensure that the proposed interim tennis club would cast no net new shadow on any outdoor recreational facilities that are accessible to the general public.

Biological Resources

Mitigation Measure M-BI-1: Pre-Construction Bat Surveys. This measure applies to the 88 Bluxome Street and the interim tennis club site. Conditions of approval for the building permits issued for construction shall include a requirement for pre-construction special-status bat surveys when trees with a diameter at breast height equal to or greater than 6 inches are to be removed or vacant buildings that have been vacated for six months or longer are to be demolished. If active day or night roosts are found, a qualified biologist (i.e., a biologist holding a California Department of Fish and Wildlife (CDFW) collection permit and a Memorandum of Understanding with the CDFW allowing the biologist to handle and collect bats) shall take actions to make such roosts unsuitable habitat prior to tree removal or building demolition. A no disturbance buffer shall be created around active bat roosts being used for maternity or hibernation purposes at a distance to be determined in consultation with CDFW. Bat roosts initiated during construction are presumed to be unaffected, and no buffer would be necessary.

Geology and Soils

Mitigation Measure M-GE-1, Preliminary Paleontological Resources Assessment. This measure only applies to the interim tennis club site. Once a specific site for the proposed interim tennis club project is selected and the method of construction is identified, the project sponsor shall submit to the San Francisco Planning Department a site-specific geotechnical report. The geotechnical report shall include a determination of the soils underlying the project site, the depth of each individual layer, and how far each layer is below surface grade. The planning department will use the geotechnical report to determine whether the proposed interim tennis club has the potential to destroy a unique paleontological resource. If the planning department determines based on the site-specific geotechnical report that construction of the interim tennis club would have low or no potential to affect a unique paleontological resource, no further mitigation shall be required. If the planning department determines based on the site-specific geotechnical report that construction of the interim tennis club could destroy a unique paleontological resource, the department shall identify which of the following mitigation measures (Mitigation Measure M-GE-2 and M-GE-3) are necessary to mitigate any such impact to less than significant.

Mitigation Measure M-GE-2, Accidental Discovery. This measure only applies to the interim tennis club site. Before the start of excavation activities, the project sponsor shall retain a qualified paleontologist, as defined by the Society of Vertebrate Paleontology, who is experienced in on-site construction worker training. The qualified paleontologist shall complete an institutional record and literature search and train all construction personnel who are involved with earthmoving activities, including the site superintendent, regarding the possibility of encountering fossils, the appearance and types of fossils that are likely to be seen during construction, the proper notification procedures should fossils be encountered, and the laws and regulations protecting paleontological resources. If potential vertebrate fossils are discovered by construction crews, all earthwork or other types of ground disturbance within 25 feet of the find shall stop immediately and the monitor shall notify the environmental review officer. The fossil should be protected by an "exclusion zone" (an area approximately 5 feet around the discovery that is marked with caution tape to prevent damage to the fossil). Work shall not resume until a qualified professional paleontologist can assess the nature and importance of the find. Based on the scientific value or uniqueness of the find, the qualified paleontologist may record the find and allow work to continue, or recommend salvage and recovery of the fossil. The qualified paleontologist may also propose modifications to the stop-work radius and the monitoring level of effort based on the nature of the find, site geology, and the activities occurring on the site, and in consultation with the environmental review officer. If treatment and salvage is required, recommendations shall be consistent with Society of Vertebrate Paleontology's 2010 Standard Procedures for the Assessment and Mitigation of Adverse Impacts to Paleontological Resources, and currently accepted scientific practice, and shall be subject to review and approval by the environmental review officer. If required, treatment for fossil remains may include preparation and recovery of fossil materials so that they can be housed in an appropriate museum or university collection (e.g., the University of California Museum of Paleontology), and may also include preparation of a report for publication describing the finds. Upon receipt of the fossil collection, a signed repository receipt form shall be obtained and provided to the planning department. The qualified paleontologist shall prepare a Paleontological Resources Report documenting the treatment, salvage, and, if applicable, curation of the paleontological resources. The project sponsor shall be responsible for the costs necessary to prepare and identify collected fossils, and for any curation fees charged by the paleontological repository. The planning department shall ensure that information on the nature, location, and depth of all finds is readily available to the scientific community through university curation or other appropriate means.

Mitigation Measure M-GE-3, Paleontological Resources Monitoring and Mitigation Program. This measure only applies to the interim tennis club site. The project sponsor shall retain the services of a qualified paleontological consultant having expertise in California paleontology to design and implement a paleontological resources monitoring and mitigation program for construction activities that would disturb the upper layered sediments that are sensitive for paleontological resources. The monitoring and mitigation program shall not require monitoring in shallower excavations that do not encounter the upper layered sediments. The program shall include a description of when and where construction monitoring would be required; emergency discovery procedures; sampling and data recovery procedures; procedure for the preparation, identification, analysis, and curation of fossil specimens and data recovered; pre-construction coordination procedures; and procedures for reporting the results of the monitoring program. The program shall be consistent with the Society for Vertebrate Paleontology Standard Guidelines for the mitigation of construction-related adverse impacts on paleontological resources and the requirements of the designated repository for any fossils collected. During construction, earth-moving activities shall be monitored by a qualified paleontological consultant having expertise in California paleontology in the areas where these activities have the potential to disturb the upper layered sediments. Monitoring need not be conducted for construction activities that would disturb only artificial fill material and/or young bay mud. The consultant's work shall be conducted in accordance with this measure and at the direction of the city's environmental review officer (ERO). Paleontological monitoring and/or data recovery programs required by this measure could suspend construction of the project in an appropriate buffer zone around a discovered paleontological resource or area determined in the monitoring and mitigation program to be sensitive for paleontological resources for up to a maximum of four weeks. At the direction of the ERO, the suspension of construction may be extended beyond four weeks for a reasonable time required to implement appropriate measures in accordance with the program only if such a suspension is the only feasible means to reduce potential effects on a significant paleontological resource as previously defined to a less-than-significant level.

IMPROVEMENT MEASURES

Biological Resources

Improvement Measure I-BI-1, Night Lighting Minimization. This measure only applies to the 88 Bluxome Street Project. In compliance with the voluntary San Francisco Lights Out Program, the to the project sponsor should implement bird-safe building operations to prevent and minimize bird strike impacts, including but not limited to the following measures:

- Reduce building lighting from exterior sources by:
 - Minimizing the amount and visual impact of perimeter lighting and façade up-lighting and avoid up-lighting of rooftop antennae and other tall equipment, as well as of any decorative features;
 - Installing motion-sensor lighting;
 - Utilizing minimum wattage fixtures to achieve required lighting levels.
- Reduce building lighting from interior sources by:
 - Dimming lights in lobbies, perimeter circulation areas, and atria;
 - Turning off all unnecessary lighting by 11 p.m. through sunrise, especially during peak migration periods (mid-March to early June and late August through late October);

- Utilizing automatic controls (motion sensors, photo-sensors, etc.) to shut off lights in the evening when no one is present;
- Encouraging the use of localized task lighting to reduce the need for more extensive overhead lighting;
- Scheduling nightly maintenance to conclude by 11 p.m.;
- Educating building users about the dangers of night lighting to birds.

G. PUBLIC NOTICE AND COMMENT

The following only describes the public comments received for the proposed 88 Bluxome Street project. As the location of the proposed interim tennis club is unknown a public notice about that component of the proposed project was not provided. The planning department will provide all required public notice for the proposed interim tennis club project once a site is selected.

On September 14, 2018, the planning department mailed a Notification of Project Receiving Environmental Review to occupants and owners of properties within 300 feet of the 88 Bluxome Street project site, adjacent occupants, and the South of Market and city-wide neighborhood group lists. One comment was received in response to the notification. A member of the public requested a copy of the final environmental determination document.

In addition to the comment received in response to the notification, members of the public expressed the following concerns during the project's informational hearing:

- Potential future flood risk associated with the proposed 88 Bluxome Street project as it is located in an area that could be affected by inundation with sea level rise

Overall, concerns and issues raised by the public were taken into consideration and incorporated in this initial study as appropriate for CEQA analysis. Concerns related to potential future flood risks are addressed in Section E.14 Hydrology and Water Quality. The proposed 88 Bluxome Street project would not result in significant adverse environmental impacts associated with the issues identified by the public beyond those identified in the Central SoMa PEIR.

On June 19, 2018, the planning department issued a "Notice of Availability of Community Plan Evaluation/Preliminary Negative Declaration and Notice of Intent to Adopt a Negative Declaration" in accordance with CEQA Guidelines section 15072. A comment was received regarding whether the water supply assessments in the CPE of the 88 Bluxome Street project site would have new or more severe impacts than were identified in the Central SoMa PEIR in light of the State Water Board's recent amendment to the Water Quality Control Plan for the San Francisco Bay/Sacramento-San Joaquin Delta Estuary (Bay-Delta Plan).

The CPE discusses the Bay-Delta Plan amendment in detail and thoroughly evaluates whether the project could have a considerable contribution to the significant cumulative impacts that could occur as a result of high levels of rationing that would be required during drought years if the Bay-Delta Plan amendment is implemented (See Section E.10 Utilities and Service Systems). As this comment was directed at the CPE under the Central SoMa PEIR and not the PMND, the department will prepare a separate response to the comment that will be sent to the attention of the Planning Commission and will be copied to the commentor.


H. DETERMINATION

On the basis of this initial study:

- ☐ I find that the proposed interim tennis club project COULD NOT have a significant effect on the environment, and a NEGATIVE DECLARATION will be prepared.
- ☒ I find that although the proposed interim tennis club 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 interim tennis club project MAY have a significant effect on the environment, and an ENVIRONMENTAL IMPACT REPORT is required.
- ☐ I find that the proposed interim tennis club 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 interim tennis club 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 interim tennis club project, no further environmental documentation is required.

7/18/19

DATE



Lisa M. Gibson
Environmental Review Officer
for
John Rahaim
Director of Planning

I. INITIAL STUDY PREPARERS

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Project Sponsor Representative: John Kevlin, Reuben, Junius & Rose, LLP

J. INITIAL STUDY FIGURES

Figure 1	88 Bluxome Street and Bay Club SF Tennis Interim Site Location Map
Figure 2	88 Bluxome Street: Existing Site Plan
Figure 3	88 Bluxome Street: Proposed Site Plan
Figure 4	88 Bluxome Street: Proposed Basement Level 2 Plan
Figure 5	88 Bluxome Street: Proposed Mezzanine Level 2 Plan
Figure 6	88 Bluxome Street: Proposed Mezzanine Level 1 Plan
Figure 7	88 Bluxome Street: Proposed Basement Level 1 Plan
Figure 8	88 Bluxome Street: Proposed Ground Floor Level Plan
Figure 9	88 Bluxome Street: Proposed Level 2 Plan
Figure 10	88 Bluxome Street: Proposed Level 7 Plan
Figure 11	88 Bluxome Street: Proposed Roof Level Plan
Figure 12	88 Bluxome Street: Proposed Open Space Plan
Figure 13	88 Bluxome Street: Proposed Brannan Street (North) Elevation
Figure 14	88 Bluxome Street: Proposed Bluxome Street (South) Elevation
Figure 15	88 Bluxome Street: Proposed Fifth Street (West) Elevation
Figure 16	88 Bluxome Street: Proposed Fifth Street (East) Elevation

Figure 1 88 Bluxome Street and Bay Club SF Tennis Interim Site Location Map

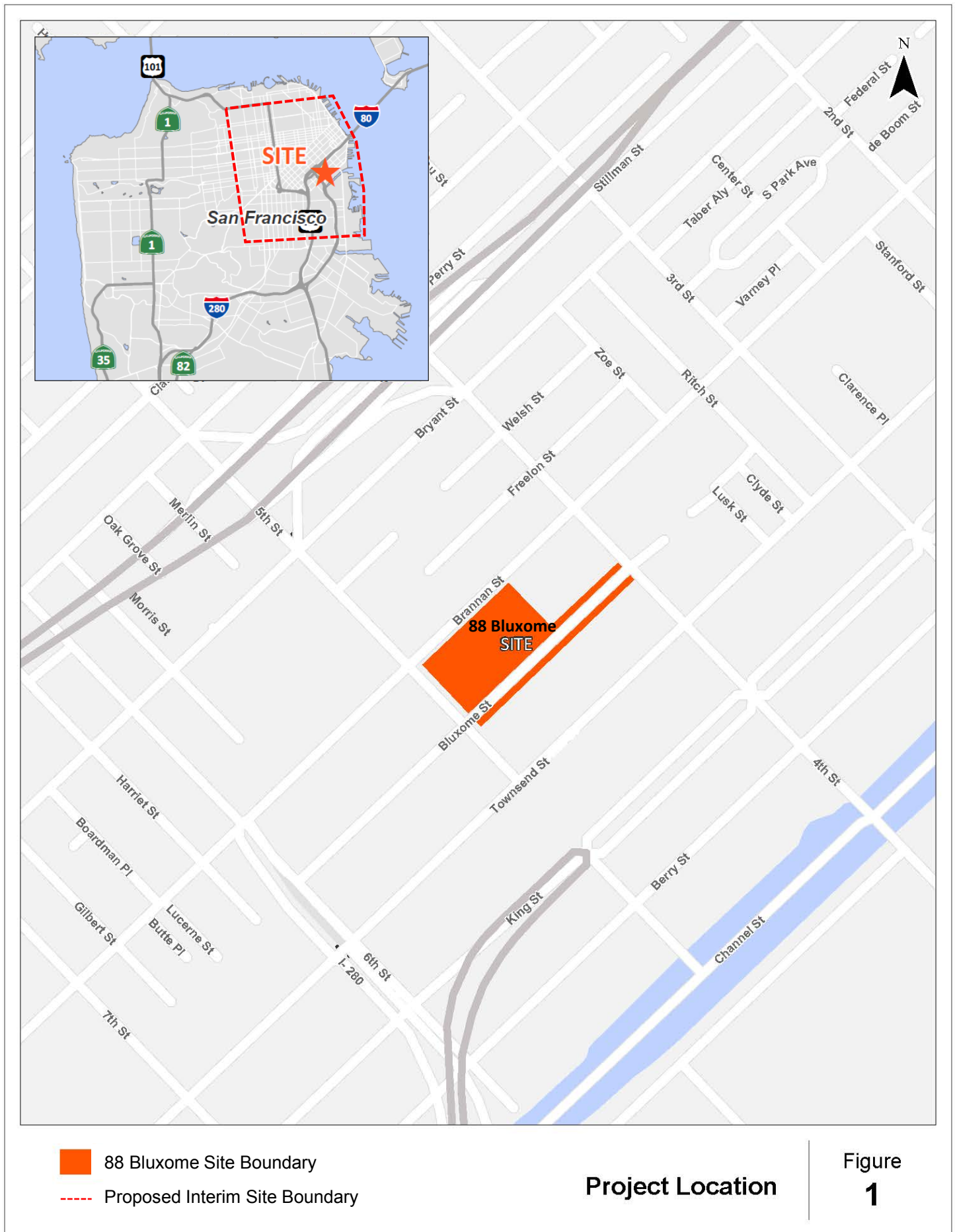
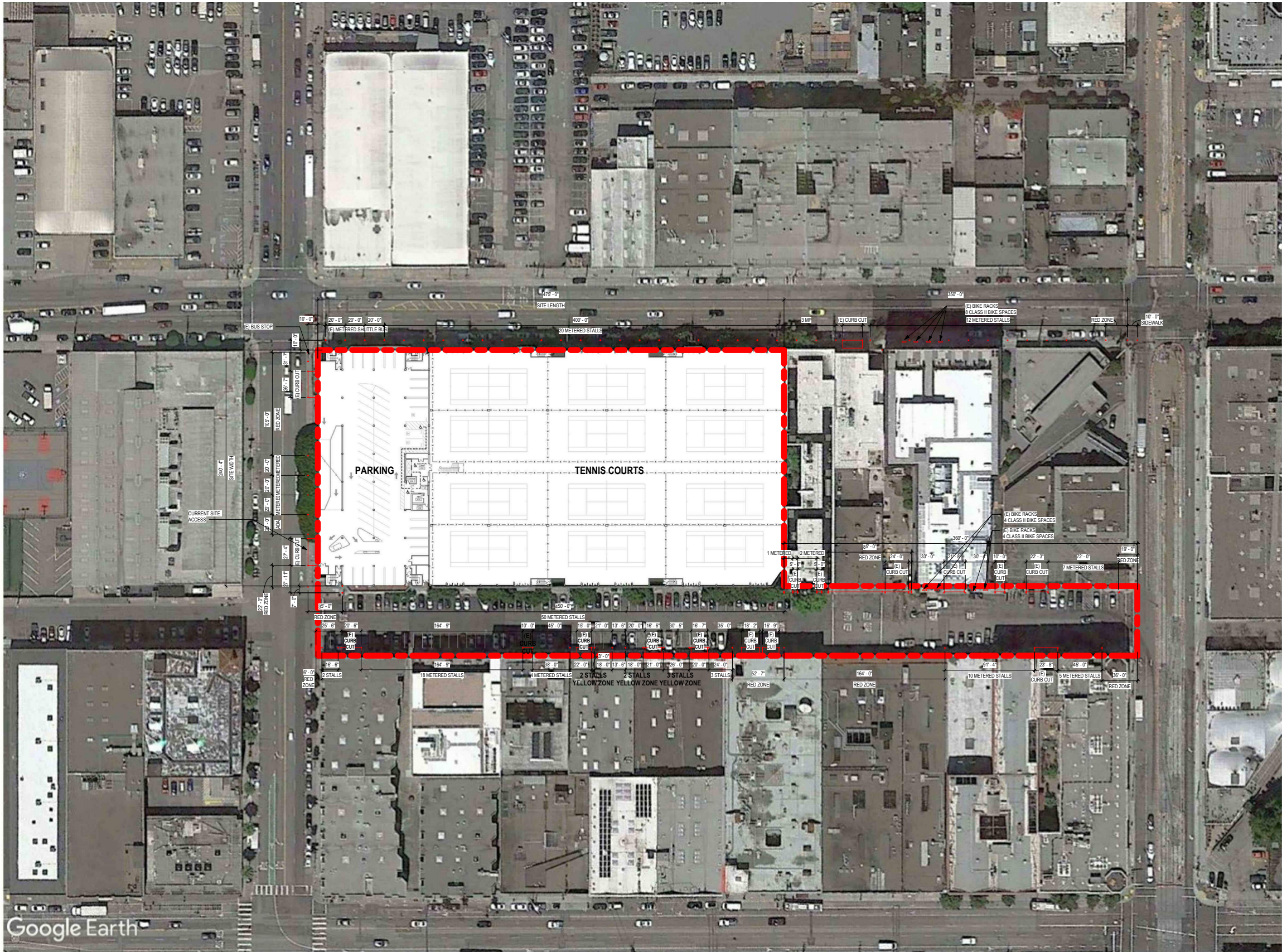


Figure 2 88 Bluxome Street: Existing Site Plan



Google Earth

Figure 3 88 Bluxome Street: Proposed Site Plan

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SURFACE DESIGN INC

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San Francisco, CA 94111
415.621.5522 P

ISSUED FOR: DATE:

MIXED-USE OFFICE ENTITLEMENT 06.11.2019



ALEXANDRIA.

TMG
PARTNERS | MC

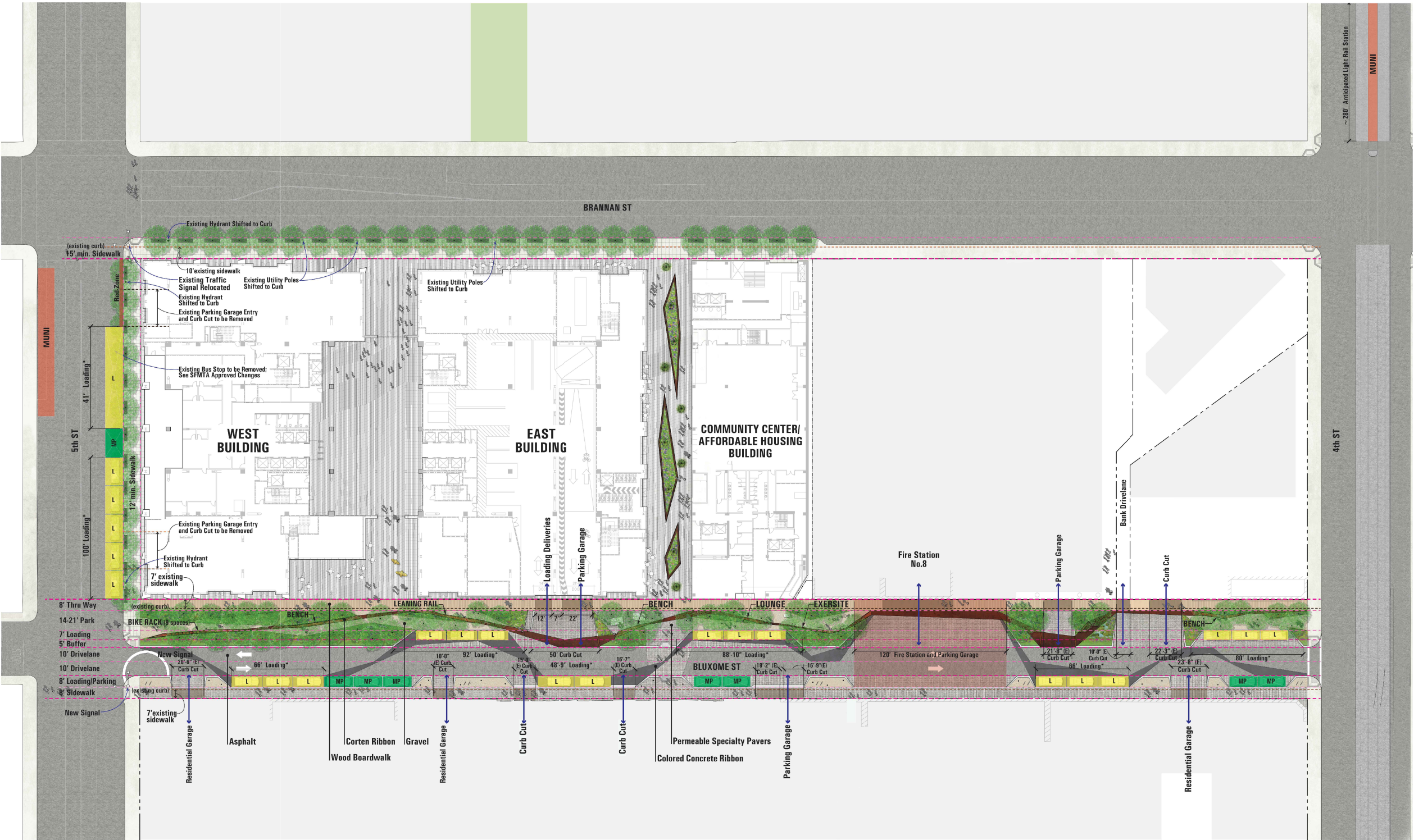
88 BLUXOME

SITE PLAN

L1.01

PROJECT NO.

15514.02



*Note: Available Loading
- Bluxome Street: 17 Stalls, 468'-6" Overall Length
- 5th Street: 5 Stalls + 41' Continuous Loading; 141' Overall Length

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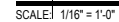
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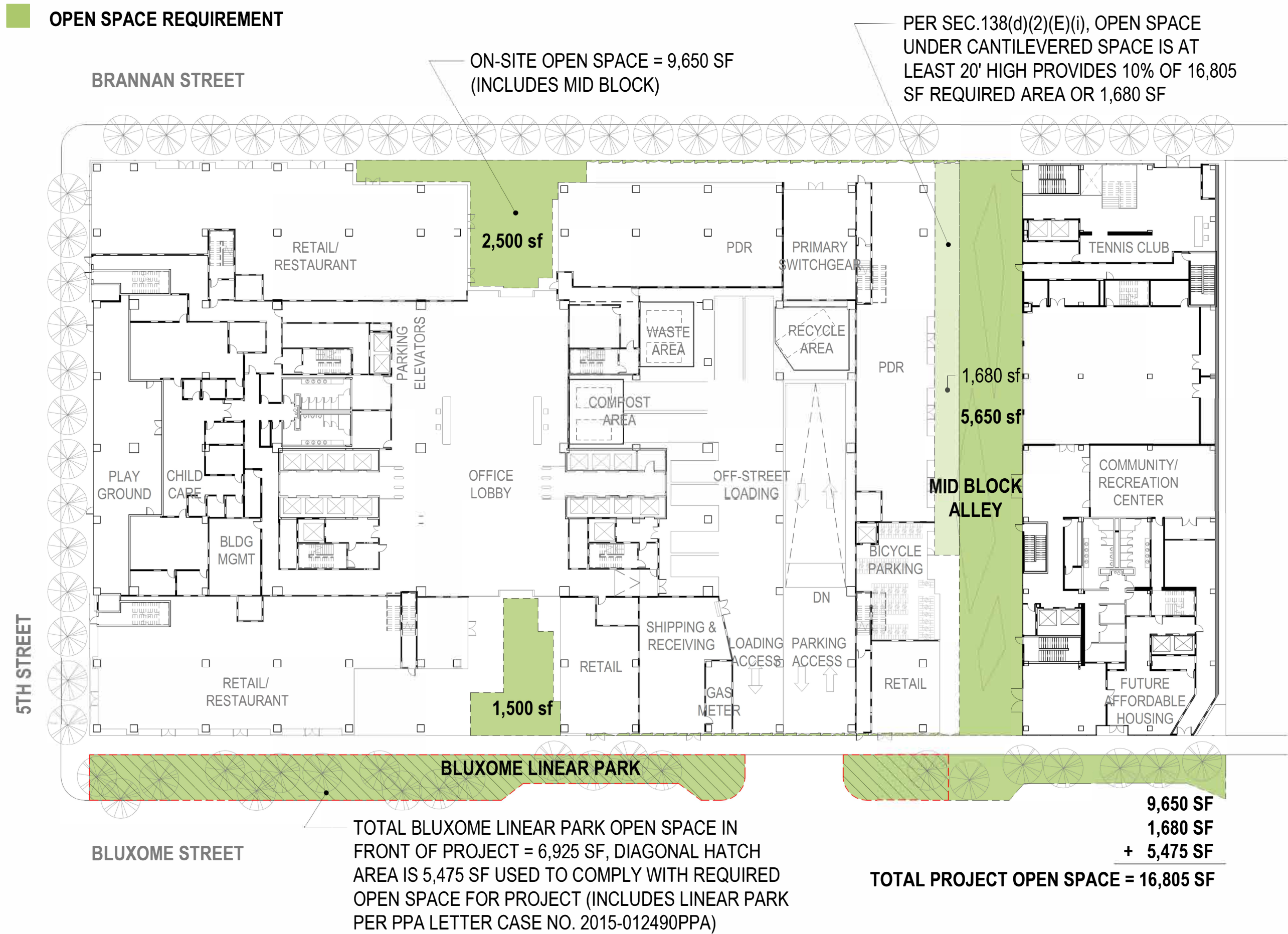
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PROJECT NO. 15514.02

Figure 12 88 Bluxome Street: Proposed Open Space Plan



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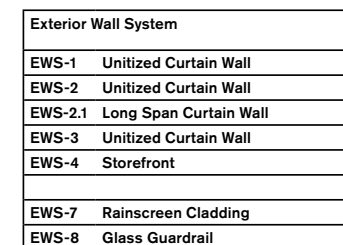
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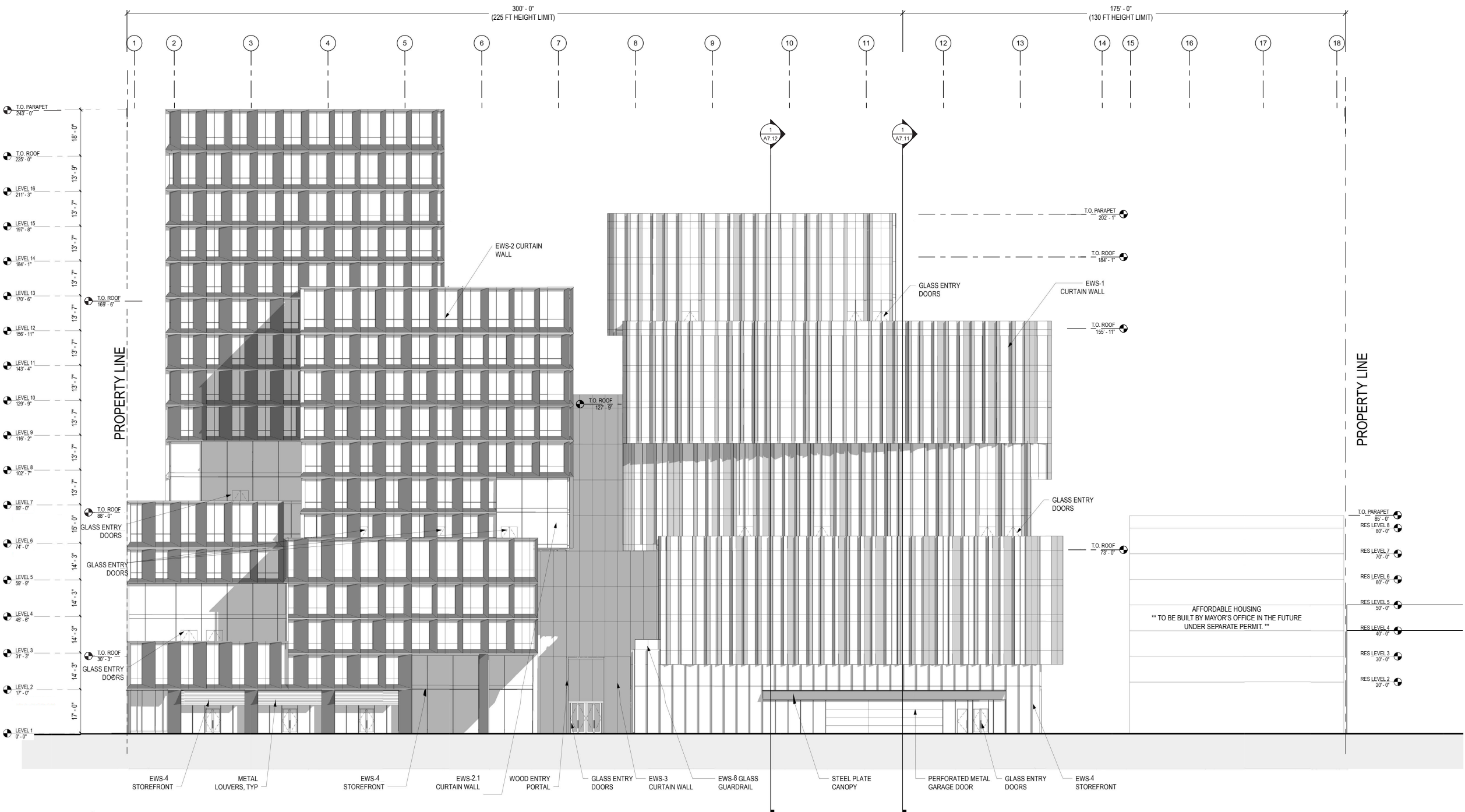
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NOTE : REFERENCE BUILDING ENVELOPE DESIGN SHEETS A7.40 - A7.45

1. DOOR LOCATIONS TO BE COORDINATED WITH INTERIOR FIT OUTS
2. SEE BUILDING ENVELOPE DESIGN REPORT FOR EXTERIOR WALL SYSTEMS

Figure 14 88 Bluxome Street: Proposed Bluxome Street (South) Elevation



1 EXTERIOR ELEVATION - SOUTH

SCALE | 1/16" = 1'-0"

SHEET NOTES:

- 1. DOOR LOCATIONS TO BE COORDINATED WITH INTERIOR FIT OUTS
- 2. SEE BUILDING ENVELOPE DESIGN REPORT FOR EXTERIOR WALL SYSTEMS

Exterior Wall System	
EWS-1	Unitized Curtain Wall
EWS-2	Unitized Curtain Wall
EWS-2.1	Long Span Curtain Wall
EWS-3	Unitized Curtain Wall
EWS-4	Storefront
EWS-7	Rainscreen Cladding
EWS-8	Glass Guardrail

NOTE : REFERENCE BUILDING ENVELOPE DESIGN SHEETS A7.40 - A7.45

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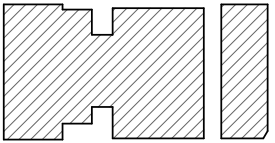
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SITE PERMIT 3/15/2019



88 BLUXOME

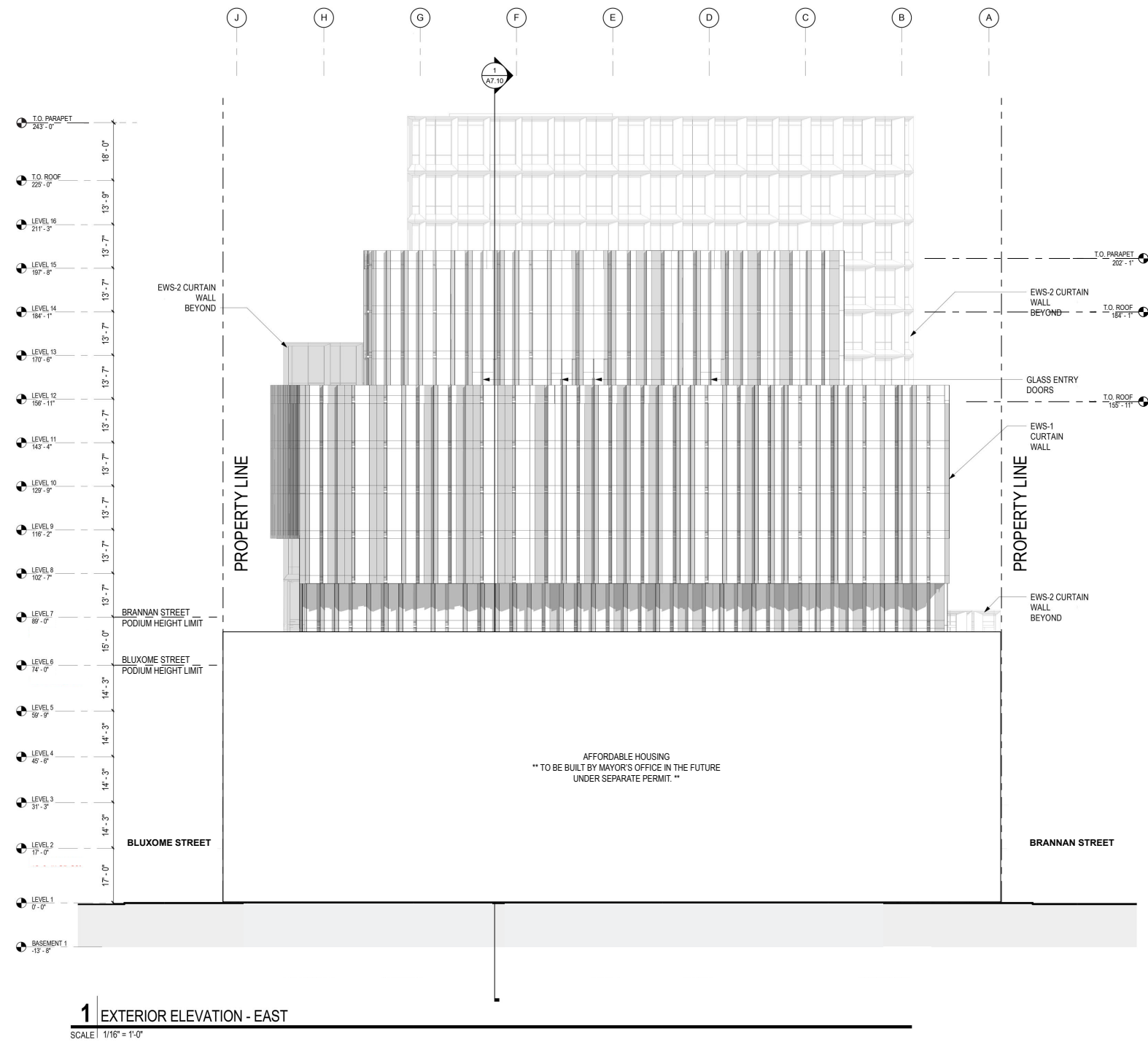


BUILDING ELEVATION
- Bluxome Street

A7.00

PROJECT NO. 15514.02

Figure 16 88 Bluxome Street: Proposed Fifth Street (East) Elevation



SHEET NOTES:

1. DOOR LOCATIONS TO BE COORDINATED WITH INTERIOR FIT OUTS
2. SEE BUILDING ENVELOPE DESIGN REPORT FOR EXTERIOR WALL SYSTEMS

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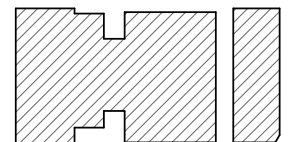
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SITE PERMIT 3/15/2019



88 BLUXOME



BUILDING ELEVATION
-East Bldg
With Housing

A7.03B

PROJECT NO. 15514.02

Exterior Wall System	
EWS-1	Unitized Curtain Wall
EWS-2	Unitized Curtain Wall
EWS-2.1	Long Span Curtain Wall
EWS-3	Unitized Curtain Wall
EWS-4	Storefront
EWS-7	Rainscreen Cladding
EWS-8	Glass Guardrail

NOTE : REFERENCE BUILDING ENVELOPE DESIGN SHEETS A7.40 - A7.45

ATTACHMENT A
MITIGATION MEASURES AND MONITORING REPORT

MITIGATION MONITORING AND REPORTING PROGRAM

Mitigation Measures	Applicability to 88 Bluxome Project Site, Interim Tennis Club Site, or Both	Responsibility for Implementation	Mitigation Schedule	Monitoring/Report Responsibility	Status/Date Completed
Cultural Resources					
Mitigation Measure M-CR-1, Protect Historical Resources from Adjacent Construction Activities The project sponsor shall consult with planning department environmental planning/preservation staff to determine whether buildings constitute historical resources that could be adversely affected by construction-generated vibration. For purposes of this measure, nearby historic buildings shall include those within 100 feet of a construction site for a subsequent development project if pile driving would be used at that site; otherwise, it shall include historic buildings within 25 feet if vibratory and vibration-generating construction equipment, such as jackhammers, drill rigs, bulldozers, and vibratory rollers would be used. If one or more historical resources is identified that could be adversely affected, the project sponsor shall incorporate into construction specifications for the proposed project a requirement that the construction contractor(s) use all feasible means to avoid damage to adjacent and nearby historic buildings. Such methods may include maintaining a safe distance between the construction site and the historic buildings (as identified by the planning department preservation staff), using construction techniques that reduce vibration (such as using concrete saws instead of jackhammers or hoe-rams to open excavation trenches, the use of non-vibratory rollers, and hand excavation), appropriate excavation shoring methods to prevent movement of adjacent structures, and providing adequate security to minimize risks of vandalism and fire. No measures need be applied if no vibratory equipment would be employed or if there are no historic buildings within 100 feet of the project site.	Both	Project sponsor and qualified historic preservation individual.	Prior to the start of any demolition, construction or earth movement.	Planning Department Environmental Review Officer (ERO) and, optionally, Preservation Technical Specialist.	Considered complete upon acceptance by Planning Department of construction specifications to avoid damage to adjacent and nearby historic buildings.
Mitigation Measure M-CR-2, Construction Monitoring Program for Historical Resources For those historical resources identified in Mitigation Measure M-CR-1 including (1) Fire Station Number Eight and (2) 53-69 Bluxome Street, and where heavy equipment would be used on a subsequent development project, the project sponsor of such a project shall undertake a monitoring program to minimize damage to historic buildings and to ensure that any such damage is documented and repaired. The monitoring program, which shall apply within within 25 feet otherwise, shall include the following components, subject to access being granted by the owner(s) of adjacent properties, where applicable. Prior to the start of	Both	Project sponsor and construction contractor(s).	Prior to and during construction activity identified by Planning Department as potentially damaging to historic building(s).	Planning Department (Preservation Technical Specialist).	Considered complete upon submittal to Planning Department of post-construction report on construction monitoring program and effects, if any, on proximate historical resources.

MITIGATION MONITORING AND REPORTING PROGRAM

Mitigation Measures	Applicability to 88 Bluxome Project Site, Interim Tennis Club Site, or Both	Responsibility for Implementation	Mitigation Schedule	Monitoring/Report Responsibility	Status/Date Completed
<p>any ground-disturbing activity, the project sponsor shall engage a historic architect or qualified historic preservation professional to undertake a pre-construction survey of historical resource(s) identified by the San Francisco Planning Department within 125 feet of planned construction to document and photograph the buildings' existing conditions. Based on the construction and condition of the resource(s), the consultant shall also establish a standard maximum vibration level that shall not be exceeded at each building, based on existing condition, character-defining features, soils conditions, and anticipated construction practices (a common standard is 0.2 inch per second, peak particle velocity). To ensure that vibration levels do not exceed the established standard, the project sponsor shall monitor vibration levels at each structure and shall prohibit vibratory construction activities that generate vibration levels in excess of the standard. Should owner permission not be granted, the project sponsor shall employ alternative methods of vibration monitoring in areas under control of the project sponsor.</p> <p>Should vibration levels be observed in excess of the standard, construction shall be halted and alternative construction techniques put in practice, to the extent feasible. (For example, pre-drilled piles could be substituted for driven piles, if feasible based on soils conditions; smaller, lighter equipment might be able to be used in some cases.) The consultant shall conduct regular periodic inspections of each building during ground-disturbing activity on the project site. Should damage to either building occur, the building(s) shall be remediated to its pre-construction condition at the conclusion of ground-disturbing activity on the site.</p>					
<p>Mitigation Measure M-CR-3, Archeological Testing Based on a reasonable presumption that archeological resources may be present within the project site, the following measures shall be undertaken to avoid any potentially significant adverse effect from the proposed project on buried or submerged historical resources and on human remains and associated or unassociated funerary objects. The project sponsor shall retain the services of an archeological consultant from the rotational Department Qualified Archeological Consultants List (QACL) maintained by the planning department archeologist. After the first project approval action or as directed by the ERO, the project sponsor shall contact the department</p>	88 Bluxome Project Site	Project sponsor, Planning Department's archeologist or qualified archaeological consultant, and Planning Department ERO.	Prior to the start of any demolition and during construction.	Planning Department (ERO; Department's archeologist or qualified archaeological consultant).	Considered complete upon approval of Final Archeological Resources Report (FARR) by ERO.

MITIGATION MONITORING AND REPORTING PROGRAM

Mitigation Measures	Applicability to 88 Bluxome Project Site, Interim Tennis Club Site, or Both	Responsibility for Implementation	Mitigation Schedule	Monitoring/Report Responsibility	Status/Date Completed
<p>archeologist to obtain the names and contact information for the next three archeological consultants on the QACL. The archeological consultant shall undertake an archeological testing program as specified herein. In addition, the consultant shall be available to conduct an archeological monitoring and/or data recovery program if required pursuant to this measure. The archeological consultant's work shall be conducted in accordance with this measure at the direction of the environmental review officer (ERO). All plans and reports prepared by the consultant as specified herein shall be submitted first and directly to the ERO for review and comment and shall be considered draft reports subject to revision until final approval by the ERO. Archeological monitoring and/or data recovery programs required by this measure could suspend construction of the project for up to a maximum of four weeks. At the direction of the ERO, the suspension of construction can be extended beyond four weeks only if such a suspension is the only feasible means to reduce to a less than significant level potential effects on a significant archeological resource as defined in CEQA Guidelines Sect. 15064.5 (a) and (c).</p> <p><i>Consultation with Descendant Communities:</i> On discovery of an archeological site associated with descendant Native Americans, the Overseas Chinese, or other potentially interested descendant group an appropriate representative of the descendant group and the ERO shall be contacted. The representative of the descendant group shall be given the opportunity to monitor archeological field investigations of the site and to offer recommendations to the ERO regarding appropriate archeological treatment of the site, of recovered data from the site, and, if applicable, any interpretative treatment of the associated archeological site. A copy of the Final Archeological Resources Report shall be provided to the representative of the descendant group.</p> <p><i>Archeological Testing Program.</i> The archeological consultant shall prepare and submit to the ERO for review and approval an archeological testing plan (ATP). The archeological testing program shall be conducted in accordance with the approved ATP. The ATP shall identify the property types of the expected archeological resource(s) that potentially could be adversely affected by the proposed project, the testing method to be used, and the locations recommended for testing. The purpose of the archeological testing</p>					

MITIGATION MONITORING AND REPORTING PROGRAM

Mitigation Measures	Applicability to 88 Bluxome Project Site, Interim Tennis Club Site, or Both	Responsibility for Implementation	Mitigation Schedule	Monitoring/Report Responsibility	Status/Date Completed
<p>program will be to determine to the extent possible the presence or absence of archeological resources and to identify and to evaluate whether any archeological resource encountered on the site constitutes an historical resource under CEQA.</p> <p>At the completion of the archeological testing program, the archeological consultant shall submit a written report of the findings to the ERO. If based on the archeological testing program the archeological consultant finds that significant archeological resources may be present, the ERO in consultation with the archeological consultant shall determine if additional measures are warranted. Additional measures that may be undertaken include additional archeological testing, archeological monitoring, and/or an archeological data recovery program. No archeological data recovery shall be undertaken without the prior approval of the ERO or the planning department archeologist. If the ERO determines that a significant archeological resource is present and that the resource could be adversely affected by the proposed project, at the discretion of the project sponsor either:</p> <p>A) The proposed project shall be re-designed so as to avoid any adverse effect on the significant archeological resource; or</p> <p>B) A data recovery program shall be implemented, unless the ERO determines that the archeological resource is of greater interpretive than research significance and that interpretive use of the resource is feasible.</p> <p><i>Archeological Monitoring Program.</i> If the ERO in consultation with the archeological consultant determines that an archeological monitoring program shall be implemented the archeological monitoring program shall minimally include the following provisions:</p> <p>The scope of the ADRP shall include the following elements:</p> <ul style="list-style-type: none"> The archeological consultant, project sponsor, and ERO shall meet and consult on the scope of the AMP reasonably prior to any project-related soils disturbing activities commencing. The ERO in consultation with the archeological consultant shall determine what project activities shall be archeologically monitored. In most cases, any soils- disturbing activities, such as demolition, foundation removal, excavation, grading, utilities installation, foundation work, driving of piles (foundation, 					

MITIGATION MONITORING AND REPORTING PROGRAM

Mitigation Measures	Applicability to 88 Bluxome Project Site, Interim Tennis Club Site, or Both	Responsibility for Implementation	Mitigation Schedule	Monitoring/Report Responsibility	Status/Date Completed
<p>shoring, etc.), site remediation, etc., shall require archeological monitoring because of the risk these activities pose to potential archeological resources and to their depositional context;</p> <ul style="list-style-type: none"> The archeological consultant shall undertake a worker training program for soil-disturbing workers that will include an overview of expected resource(s), how to identify the evidence of the expected resource(s), and the appropriate protocol in the event of apparent discovery of an archeological resource; The archeological monitor(s) shall be present on the project site according to a schedule agreed upon by the archeological consultant and the ERO until the ERO has, in consultation with project archeological consultant, determined that project construction activities could have no effects on significant archeological deposits; The archeological monitor shall record and be authorized to collect soil samples and artifactual/ecofactual material as warranted for analysis; If an intact archeological deposit is encountered, all soils-disturbing activities in the vicinity of the deposit shall cease. The archeological monitor shall be empowered to temporarily redirect demolition/excavation/pile driving/construction activities and equipment until the deposit is evaluated. The archeological consultant shall immediately notify the ERO of the encountered archeological deposit. The archeological consultant shall make a reasonable effort to assess the identity, integrity, and significance of the encountered archeological deposit, and present the findings of this assessment to the ERO. <p>Whether or not significant archeological resources are encountered, the archeological consultant shall submit a written report of the findings of the monitoring program to the ERO.</p> <p>Archeological Data Recovery Program. The archeological data recovery program shall be conducted in accord with an archeological data recovery plan (ADRP). The archeological consultant, project sponsor, and ERO shall meet and consult on the scope of the ADRP prior to preparation of a draft ADRP. The archeological consultant shall submit a draft ADRP to the ERO.</p>					

MITIGATION MONITORING AND REPORTING PROGRAM

Mitigation Measures	Applicability to 88 Bluxome Project Site, Interim Tennis Club Site, or Both	Responsibility for Implementation	Mitigation Schedule	Monitoring/Report Responsibility	Status/Date Completed
<p>The ADRP shall identify how the proposed data recovery program will preserve the significant information the archeological resource is expected to contain. That is, the ADRP will identify what scientific/historical research questions are applicable to the expected resource, what data classes the resource is expected to possess, and how the expected data classes would address the applicable research questions. Data recovery, in general, should be limited to the portions of the historical property that could be adversely affected by the proposed project. Destructive data recovery methods shall not be applied to portions of the archeological resources if nondestructive methods are practical.</p> <p>The scope of the ADRP shall include the following elements:</p> <ul style="list-style-type: none"> • Field Methods and Procedures. Descriptions of proposed field strategies, procedures, and operations. • Cataloguing and Laboratory Analysis. Description of selected cataloguing system and artifact analysis procedures. • Discard and Deaccession Policy. Description of and rationale for field and post-field discard and deaccession policies. • Interpretive Program. Consideration of an on-site/off-site public interpretive program during the course of the archeological data recovery program. • Security Measures. Recommended security measures to protect the archeological resource from vandalism, looting, and non-intentionally damaging activities. • Final Report. Description of proposed report format and distribution of results. • Curation. Description of the procedures and recommendations for the curation of any recovered data having potential research value, identification of appropriate curation facilities, and a summary of the accession policies of the curation facilities. <p><i>Human Remains, Associated or Unassociated Funerary Objects.</i> The treatment of human remains and of associated or unassociated funerary objects discovered during any soils disturbing activity shall comply with applicable</p>					

MITIGATION MONITORING AND REPORTING PROGRAM

Mitigation Measures	Applicability to 88 Bluxome Project Site, Interim Tennis Club Site, or Both	Responsibility for Implementation	Mitigation Schedule	Monitoring/Report Responsibility	Status/Date Completed
<p>State and Federal Laws, including immediate notification of the Office of the Chief Medical Examiner of the City and County of San Francisco and in the event of the Medical Examiner's determination that the human remains are Native American remains, notification of the California State Native American Heritage Commission (NAHC) who shall appoint a Most Likely Descendant (MLD) (Pub. Res. Code Sec. 5097.98). The ERO shall also be immediately notified upon discovery of human remains. The archeological consultant, project sponsor, ERO, and MLD shall have up to but not beyond six days after the 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, curation, possession, and final disposition of the human remains and associated or unassociated funerary objects. Nothing in existing State regulations or in this mitigation measure compels the project sponsor and the ERO to accept recommendations of an MLD. The archeological consultant shall retain possession of any Native American human remains and associated or unassociated burial objects until completion of any scientific analyses of the human remains or objects as specified in the treatment agreement if such as agreement has been made or, otherwise, as determined by the archeological consultant and the ERO. If no agreement is reached State regulations shall be followed including the reburial of the human remains and associated burial objects with appropriate dignity on the property in a location not subject to further subsurface disturbance (Pub. Res. Code Sec. 5097.98).</p> <p><i>Final Archeological Resources Report.</i> The archeological consultant shall submit a Draft Final Archeological Resources Report (FARR) to the ERO that evaluates the historical significance of any discovered archeological resource and describes the archeological and historical research methods employed in the archeological testing/monitoring/data recovery program(s) undertaken. The Draft FARR shall include a curation and deaccession plan for all recovered cultural materials. The Draft FARR shall also include an Interpretation Plan for public interpretation of all significant archeological features.</p> <p>Copies of the Draft FARR shall be sent to the ERO for review and approval.</p>					

MITIGATION MONITORING AND REPORTING PROGRAM

Mitigation Measures	Applicability to 88 Bluxome Project Site, Interim Tennis Club Site, or Both	Responsibility for Implementation	Mitigation Schedule	Monitoring/Report Responsibility	Status/Date Completed
<p>Once approved by the ERO, the consultant shall also prepare a public distribution version of the FARR. Copies of the FARR shall be distributed as follows: California Archeological Site Survey Northwest Information Center (NWIC) shall receive one (1) copy and the ERO shall receive a copy of the transmittal of the FARR to the NWIC. The environmental planning division of the planning department shall receive one bound and one unlocked, searchable PDF copy on CD of the FARR along with copies of any formal site recordation forms (CA DPR 523 series) and/or documentation for nomination to the National Register of Historic Places/California Register of Historical Resources. In instances of public interest in or the high interpretive value of the resource, the ERO may require a different or additional final report content, format, and distribution than that presented above.</p>					
<p>Mitigation Measure M-CR-4, Preliminary Archeological Assessment. This archeological mitigation measure shall apply to any project involving any soils-disturbing or soils-improving activities including excavation, utilities installation, grading, soils remediation, compaction/chemical grouting to a depth of 2 feet or greater below ground surface, for which no archeological assessment report has been prepared. Projects to which this mitigation measure applies shall be subject to Preliminary Archeology Review (PAR) by the San Francisco Planning Department archeologist. Based on the PAR, the environmental review officer (ERO) shall determine if there is a potential for effect to an archeological resource, including human remains, and, if so, what further actions are warranted to reduce the potential effect of the project on archeological resources to a less-than-significant level. Such actions may include project redesign to avoid the potential to affect an archeological resource; or further investigations by an archeological consultant, such as preparation of a project-specific Archeological Research Design and Treatment Plan (ARDTP) or the undertaking of an archeological monitoring or testing program based on an archeological monitoring or testing plan. The scope of the ARDTP, archeological testing or archeological monitoring plan shall be determined in consultation with the ERO and consistent with the standards for archeological documentation established by the Office of Historic Preservation (OHP) for purposes of compliance</p>	Interim Tennis Club Site	Project sponsor, Planning Department's archeologist or qualified archaeological consultant, and Planning Department ERO.	Prior to the start of any construction or earth movement, if excavation is required.	Planning Department (ERO; Department's archeologist or qualified archaeological consultant).	Considered complete upon submittal of Preliminary Archeological Assessment to ERO.

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Mitigation Measures	Applicability to 88 Bluxome Project Site, Interim Tennis Club Site, or Both	Responsibility for Implementation	Mitigation Schedule	Monitoring/Report Responsibility	Status/Date Completed
with CEQA (OHP Preservation Planning Bulletin No. 5). Avoidance of effect to an archeological resource is always the preferred option.					
<p>Mitigation Measure M-CR-5, Accidental Discovery. The following mitigation measure is required to avoid any potential adverse effect from the proposed project on accidentally discovered buried or submerged historical resources as defined in CEQA Guidelines Section 15064.5(a) and (c), on tribal cultural resources as defined in CEQA Statute Section 21074, and on human remains and associated or unassociated funerary objects. 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, pile driving, 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, pile drivers, supervisory personnel, etc.</p> <p>A preconstruction training shall be provided to all construction personnel performing or managing soils disturbing activities by a qualified archeologist prior to the start of soils disturbing activities on the project. The training may be provided in person or using a video and include a handout prepared by the qualified archeologist. The video and materials will be reviewed and approved by the ERO. The purpose of the training is to enable personnel to identify archeological resources that may be encountered and to instruct them on what to do if a potential discovery occurs. Images of expected archeological resource types and archeological testing and data recovery methods should be included in the training.</p> <p>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 and have taken the preconstruction training.</p> <p>Should any indication of an archeological resource be encountered during any soils disturbing activity of the project, the project Head Foreman and/or project sponsor shall immediately notify the ERO and shall immediately</p>	Interim Tennis Club Site	Project sponsor, Planning Department's archeologist or qualified archaeological consultant, and Planning Department ERO.	Prior to the start of any construction or earth movement, if excavation is required.	Planning Department (ERO; Department's archeologist or qualified archaeological consultant).	Considered complete upon approval of Final Archeological Resources Report (FARR) by ERO.

MITIGATION MONITORING AND REPORTING PROGRAM

Mitigation Measures	Applicability to 88 Bluxome Project Site, Interim Tennis Club Site, or Both	Responsibility for Implementation	Mitigation Schedule	Monitoring/Report Responsibility	Status/Date Completed
<p>suspend any soils disturbing activities in the vicinity of the discovery until the ERO has determined what additional measures should be undertaken.</p> <p>If the ERO determines that an archeological resource may be present within the project site, the project sponsor shall retain the services of an archeological consultant from the pool of qualified archeological consultants maintained by the planning department archeologist. The archeological consultant shall advise the ERO as to whether the discovery is an archeological resource, retains sufficient integrity, and is 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. The ERO may also determine that the archeological resources is a tribal cultural resource and will consult with affiliated Native Americans tribal representatives, if warranted.</p> <p>Measures might include: preservation in situ of the archeological resource; an archeological monitoring program; an archeological testing program; and an interpretative program. If an archeological monitoring program, archeological testing program, or interpretative program is required, it shall be consistent with the Environmental Planning (EP) division guidelines for such programs and reviewed and approved by the ERO. The ERO may also require that the project sponsor immediately implement a site security program if the archeological resource may be at risk from vandalism, looting, or other damaging actions.</p> <p>If human remains and associated or unassociated funerary objects are discovered during any soils disturbing activity, all applicable State and Federal Laws shall be followed, including immediate notification of the Coroner of the City and County of San Francisco and in the event of the Coroner's determination that the human remains are Native American remains, notification of the California State Native American Heritage Commission (NAHC) who shall appoint a Most Likely Descendant (MLD) (Pub. Res. Code Sec. 5097.98). The ERO shall also be immediately notified upon discovery of human remains. The archeological consultant, project</p>					

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Mitigation Measures	Applicability to 88 Bluxome Project Site, Interim Tennis Club Site, or Both	Responsibility for Implementation	Mitigation Schedule	Monitoring/Report Responsibility	Status/Date Completed
<p>sponsor, ERO, and MLD shall have up to but not beyond six days after the 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, curation, possession, and final disposition of the human remains and associated or unassociated funerary objects. Nothing in existing State regulations or in this mitigation measure compels the project sponsor and the ERO to accept recommendations of an MLD. The archeological consultant shall retain possession of any Native American human remains and associated or unassociated burial objects until completion of any scientific analyses of the human remains or objects as specified in the treatment agreement if such as agreement has been made or, otherwise, as determined by the archeological consultant and the ERO. If no agreement is reached, State regulations shall be followed including the reinternment of the human remains and associated burial objects with appropriate dignity on the property in a location not subject to further subsurface disturbance (Pub. Res. Code Sec. 5097.98).</p> <p>The archeological consultant shall submit a Draft Final Archeological Resources Report (FARR) to the ERO that evaluates the historical significance of any discovered archeological resource and describes the archeological and historical research methods employed in the archeological testing/monitoring/data recovery program(s) undertaken. The Draft FARR shall include a curation and deaccession plan for all recovered cultural materials. The Draft FARR shall also include an Interpretation Plan for public interpretation of all significant archeological features.</p>					
<p>Mitigation Measure M-CR-6, Archeological Monitoring. Based on the reasonable potential that archeological resources may be present within the project site, the following measures shall be undertaken to avoid any potentially significant adverse effect from the proposed project on buried or submerged historical resources and on human remains and associated or unassociated funerary objects. The project sponsor shall retain the services of an archeological consultant from the rotational Department Qualified Archeological Consultants List (QACL) maintained by the planning department archeologist. After the first project approval action or as</p>	Interim Tennis Club Site	Project sponsor, Planning Department's archeologist or qualified archaeological consultant, and Planning Department ERO.	Prior to the start of any construction or earth movement, if excavation is required.	Planning Department (ERO; Department's archeologist or qualified archaeological consultant).	Considered upon approval of Final Archeological Resources Report (FARR) by ERO.

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<p>directed by the ERO, the project sponsor shall contact the department archeologist to obtain the names and contact information for the next three archeological consultants on the QACL. The archeological consultant shall undertake an archeological monitoring program. All plans and reports prepared by the consultant as specified herein shall be submitted first and directly to the ERO for review and comment and shall be considered draft reports subject to revision until final approval by the ERO. Archeological monitoring and/or data recovery programs required by this measure could suspend construction of the project for up to a maximum of four weeks. At the direction of the ERO, the suspension of construction can be extended beyond four weeks only if such a suspension is the only feasible means to reduce to a less than significant level potential effects on a significant archeological resource as defined in CEQA Guidelines Sect. 15064.5 (a) and (c).</p> <p>Consultation with Descendant Communities: On discovery of an archeological site¹ associated with descendant Native Americans, the Overseas Chinese, or other potentially interested descendant group an appropriate representative² of the descendant group and the ERO shall be contacted. The representative of the descendant group shall be given the opportunity to monitor archeological field investigations of the site and to offer recommendations to the ERO regarding appropriate archeological treatment of the site, of recovered data from the site, and, if applicable, any interpretative treatment of the associated archeological site. A copy of the Final Archeological Resources Report shall be provided to the representative of the descendant group.</p> <p><i>Archeological monitoring program (AMP).</i> The archeological monitoring program shall minimally include the following provisions:</p> <ul style="list-style-type: none"> The archeological consultant, project sponsor, and ERO shall meet and consult on the scope of the AMP reasonably prior to any project-related 					

¹ The term “archeological site” is intended here to minimally include any archeological deposit, feature, burial, or evidence of burial.

² An “appropriate representative” of the descendant group is here defined to mean, in the case of Native Americans, any individual listed in the current Native American Contact List for the City and County of San Francisco maintained by the California Native American Heritage Commission and in the case of the Overseas Chinese, the Chinese Historical Society of America. An appropriate representative of other descendant groups should be determined in consultation with the Department archeologist.

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<p>soils disturbing activities commencing. The ERO in consultation with the project archeologist shall determine what project activities shall be archeologically monitored. In most cases, any soils disturbing activities, such as demolition, foundation removal, excavation, grading, utilities installation, foundation work, driving of piles (foundation, shoring, etc.), site remediation, etc., shall require archeological monitoring because of the potential risk these activities pose to archeological resources and to their depositional context;</p> <ul style="list-style-type: none"> • The archeological consultant shall undertake a worker training program for soil-disturbing workers that will include an overview of expected resource(s), how to identify the evidence of the expected resource(s), and the appropriate protocol in the event of apparent discovery of an archeological resource; • The archeological monitor(s) shall be present on the project site according to a schedule agreed upon by the archeological consultant and the ERO until the ERO has, in consultation with the archeological consultant, determined that project construction activities could have no effects on significant archeological deposits; • The archeological monitor shall record and be authorized to collect soil samples and artifactual/ecofactual material as warranted for analysis; • If an intact archeological deposit is encountered, all soils disturbing activities in the vicinity of the deposit shall cease. The archeological monitor shall be empowered to temporarily redirect demolition/excavation/pile driving/construction crews and heavy equipment until the deposit is evaluated. The archeological consultant shall immediately notify the ERO of the encountered archeological deposit. The archeological consultant shall, after making a reasonable effort to assess the identity, integrity, and significance of the encountered archeological deposit, present the findings of this assessment to the ERO. <p>If the ERO in consultation with the archeological consultant determines that a significant archeological resource is present and that the resource could be adversely affected by the proposed project, at the discretion of the project</p>					

MITIGATION MONITORING AND REPORTING PROGRAM

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<p>sponsor either:</p> <p>C) The proposed project shall be re-designed so as to avoid any adverse effect on the significant archeological resource; or</p> <p>D) An archeological data recovery program shall be implemented, unless the ERO determines that the archeological resource is of greater interpretive than research significance and that interpretive use of the resource is feasible.</p> <p>If an archeological data recovery program is required by the ERO, the archeological data recovery program shall be conducted in accord with an archeological data recovery plan (ADRP). The project archeological consultant, project sponsor, and ERO shall meet and consult on the scope of the ADRP. The archeological consultant shall prepare a draft ADRP that shall be submitted to the ERO for review and approval. The ADRP shall identify how the proposed data recovery program will preserve the significant information the archeological resource is expected to contain. That is, the ADRP will identify what scientific/historical research questions are applicable to the expected resource, what data classes the resource is expected to possess, and how the expected data classes would address the applicable research questions. Data recovery, in general, should be limited to the portions of the historical property that could be adversely affected by the proposed project. Destructive data recovery methods shall not be applied to portions of the archeological resources if nondestructive methods are practical.</p> <p>The scope of the ADRP shall include the following elements:</p> <ul style="list-style-type: none"> • Field Methods and Procedures. Descriptions of proposed field strategies, procedures, and operations. • Cataloguing and Laboratory Analysis. Description of selected cataloguing system and artifact analysis procedures. • Discard and Deaccession Policy. Description of and rationale for field and post-field discard and deaccession policies. • Interpretive Program. Consideration of an on-site/off-site public interpretive program during the course of the archeological data recovery program. 					

MITIGATION MONITORING AND REPORTING PROGRAM

Mitigation Measures	Applicability to 88 Bluxome Project Site, Interim Tennis Club Site, or Both	Responsibility for Implementation	Mitigation Schedule	Monitoring/Report Responsibility	Status/Date Completed
<ul style="list-style-type: none"> Security Measures. Recommended security measures to protect the archeological resource from vandalism, looting, and non-intentionally damaging activities. Final Report. Description of proposed report format and distribution of results. Curation. Description of the procedures and recommendations for the curation of any recovered data having potential research value, identification of appropriate curation facilities, and a summary of the accession policies of the curation facilities. <p><i>Human Remains, Associated or Unassociated Funerary Objects.</i> 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, including immediate notification of the Coroner of the City and County of San Francisco and in the event of the Coroner's determination that the human remains are Native American remains, notification of the California State Native American Heritage Commission (NAHC) who shall appoint a Most Likely Descendant (MLD) (Pub. Res. Code Sec. 5097.98). The ERO shall also be immediately notified upon discovery of human remains. The archeological consultant, project sponsor, ERO, and MLD shall have up to but not beyond six days after the 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, curation, possession, and final disposition of the human remains and associated or unassociated funerary objects. Nothing in existing State regulations or in this mitigation measure compels the project sponsor and the ERO to accept recommendations of an MLD. The archeological consultant shall retain possession of any Native American human remains and associated or unassociated burial objects until completion of any scientific analyses of the human remains or objects as specified in the treatment agreement if such an agreement has been made or, otherwise, as determined by the archeological consultant and the ERO. If no agreement is reached State regulations shall be followed including the reburial of the human remains and associated burial objects with</p>					

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<p>appropriate dignity on the property in a location not subject to further subsurface disturbance (Pub. Res. Code Sec. 5097.98).</p> <p><i>Final Archeological Resources Report.</i> The archeological consultant shall submit a Draft Final Archeological Resources Report (FARR) to the ERO that evaluates the historical significance of any discovered archeological resource and describes the archeological and historical research methods employed in the archeological testing/monitoring/data recovery program(s) undertaken. The Draft FARR shall include a curation and deaccession plan for all recovered cultural materials. The Draft FARR shall also include an Interpretation Plan for public interpretation of all significant archeological features.</p> <p>Copies of the Draft FARR shall be sent to the ERO for review and approval. Once approved by the ERO, the consultant shall also prepare a public distribution version of the FARR. Copies of the FARR shall be distributed as follows: California Archeological Site Survey Northwest Information Center (NWIC) shall receive one (1) copy and the ERO shall receive a copy of the transmittal of the FARR to the NWIC. The environmental planning division of the planning department shall receive one bound and one unlocked, searchable PDF copy on CD of the FARR along with copies of any formal site recordation forms (CA DPR 523 series) and/or documentation for nomination to the National Register of Historic Places/California Register of Historical Resources. In instances of public interest in or the high interpretive value of the resource, the ERO may require a different or additional final report content, format, and distribution than that presented above.</p> <p>Copies of the Draft FARR shall be sent to the ERO for review and approval. Once approved by the ERO, the consultant shall also prepare a public distribution version of the FARR. Copies of the FARR shall be distributed as follows: California Archeological Site Survey Northwest Information Center (NWIC) shall receive one (1) copy and the ERO shall receive a copy of the transmittal of the FARR to the NWIC. The environmental planning division of the planning department shall receive one bound and one unlocked, searchable PDF copy on CD of the FARR along with copies of any formal site recordation forms (CA DPR 523 series) and/or documentation for nomination to the National Register of Historic Places/California Register of</p>					

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Historical Resources. In instances of public interest in or the high interpretive value of the resource, the ERO may require a different or additional final report content, format, and distribution than that presented above.					
<p>Mitigation Measure M-CR-7, Tribal Cultural Resources Interpretive Program. If the environmental review officer (ERO) determines that a significant archeological resource is present, and if in consultation with the affiliated Native American tribal representatives, the ERO determines that the resource constitutes a tribal cultural resource (TCR) and that the resource could be adversely affected by the proposed project, the proposed project shall be redesigned so as to avoid any adverse effect on the significant tribal cultural resource, if feasible.</p> <p>If the ERO, in consultation with the affiliated Native American tribal representatives and the project sponsor, determines that preservation-in-place of the tribal cultural resources is not a sufficient or feasible option, the project sponsor shall implement an interpretive program of the TCR in consultation with affiliated tribal representatives. An interpretive plan produced in consultation with the ERO and affiliated tribal representatives, at a minimum, and approved by the ERO would be required to guide the interpretive program. The plan shall identify, as appropriate, proposed locations for installations or displays, the proposed content and materials of those displays or installation, the producers or artists of the displays or installation, and a long- term maintenance program. The interpretive program may include artist installations, preferably by local Native American artists, oral histories with local Native Americans, artifacts displays and interpretation, and educational panels or other informational displays.</p>	Interim Tennis Club Site	Planning Department's archeologist, California Native American tribal representative, Planning Department-qualified archeological consultant.	Prior to the start of any construction or earth movement, if excavation is required	Planning Department archeologist, Planning Department-qualified archeological consultant, and project sponsor.	Considered complete if no Tribal Cultural Resource is discovered or Tribal Cultural Resources are discovered and either preserved in-place or project effects to Tribal Cultural Resources are mitigated by implementation of Planning Department approved interpretive program.
Transportation and Circulation					
<p>Mitigation Measure M-TR-1, Transit Enhancements It shall be the responsibility of the project sponsor to minimize vehicle queues on the public right-of-way. A vehicle queue is defined as one or more vehicles (destined to the parking facility) blocking any portion of any public street, alley or sidewalk for a consecutive period of three minutes or longer on a daily or weekly basis. If a recurring queue occurs, the owner/operator of the</p>	88 Bluxome Project Site	Project sponsor.	Ongoing	Planning Department, and project sponsor.	Ongoing

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<p>parking facility shall employ abatement methods as needed to abate the queue. Appropriate abatement methods will vary depending on the characteristics and causes of the recurring queue, as well as the characteristics of the parking facility, the street(s) to which the facility connects, and the associated land uses (if applicable). Suggested abatement methods include but are not limited to the following: redesign of facility to improve vehicle circulation and/or onsite queue capacity; employment of parking attendants; installation of LOT FULL signs with active management by parking attendants; use of valet parking or other space-efficient parking techniques; use of off-site parking facilities or shared parking with nearby uses; use of parking occupancy sensors and signage directing drivers to available spaces; transportation demand management strategies such as the listed in the San Francisco Planning Code TDM Program.</p> <p>If the planning director, or his or her designee, suspects that a recurring queue is present, the department shall notify the property owner in writing. Upon request, the owner/operator shall hire a qualified transportation consultant to evaluate the conditions at the site for no less than seven days. The consultant shall prepare a monitoring report to be submitted to the department for review. If the department determines that a recurring queue does exist, the facility owner/operator shall have 90 days from the date of the written determination to abate the queue.</p>					
<p>Mitigation Measure M-TR-2, Construction Management Plan and Construction Coordination Construction Management Plan—the project sponsor shall develop and, upon review and approval by the SFMTA and Public Works, implement a Construction Management Plan, addressing transportation-related circulation, access, staging and hours of delivery. The Construction Management Plan would disseminate appropriate information to contractors and affected agencies with respect to coordinating construction activities to minimize overall disruption and ensure that overall circulation in the project area is maintained to the extent possible, with particular focus on ensuring transit, pedestrian, and bicycle connectivity. The Construction Management Plan would supplement and expand, rather than modify or supersede, any manual, regulations, or provisions set forth by the SFMTA, Public Works, or other city departments and agencies, and the California Department of Transportation.</p>	88 Bluxome Project Site	Project sponsor.	Prior to the start of any construction, and throughout the construction period.	SFMTA, SF Public Works, and Planning Department.	Considered complete upon approval of construction management plan and completion of project's construction.

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<p>If construction of the proposed project is determined to overlap with nearby adjacent project(s) as to result in transportation-related impacts, the project sponsor or its contractor(s) shall consult with various city departments such as the SFMTA and Public Works, and other interdepartmental meetings as deemed necessary by the SFMTA, Public Works, and the planning department, to develop a Coordinated Construction Management Plan. The Coordinated Construction Management Plan, to be prepared by the contractor, would be reviewed by the SFMTA and would address issues of circulation (traffic, pedestrians, and bicycle), safety, parking and other project construction in the area. Based on review of the construction logistics plan, the project may be required to consult with SFMTA Muni Operations prior to construction to review potential effects to nearby transit operations.</p> <p>The Construction Management Plan and, if required, the Coordinated Construction Management Plan, shall include, but not be limited to, the following:</p> <ul style="list-style-type: none"> • Restricted Construction Truck Access Hours—Limit construction truck movements during the hours between 7 and 9 a.m. and between 4 and 7 p.m., and other times if required by the SFMTA, to minimize disruption to vehicular traffic, including transit during the a.m. and p.m. peak periods. • Construction Truck Routing Plans—Identify optimal truck routes between the regional facilities and the project site, taking into consideration truck routes of other development projects and any construction activities affecting the roadway network. • Coordination of Temporary Lane and Sidewalk Closures—The project sponsor shall coordinate travel lane closures with other projects requesting concurrent lane and sidewalk closures through interdepartmental meetings, to minimize the extent and duration of requested lane and sidewalk closures. Travel lane closures shall be minimized especially along transit and bicycle routes, so as to limit the impacts to transit service and bicycle circulation and safety. • Maintenance of Transit, Vehicle, Bicycle, and Pedestrian Access—The project sponsor/construction contractor(s) shall meet with Public 					

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<p>Works, SFMTA, the Fire Department, Muni Operations and other city agencies to coordinate feasible measures to include in the Coordinated Construction Management Plan to maintain access for transit, vehicles, bicycles and pedestrians. This shall include an assessment of the need for temporary transit stop relocations or other measures to reduce potential traffic, bicycle, and transit disruption and pedestrian circulation effects during construction of the project.</p> <ul style="list-style-type: none"> • Carpool, Bicycle, Walk and Transit Access for Construction Workers—The construction contractor shall include methods to encourage carpooling, bicycling, walk and transit access to the project site by construction workers (such as providing transit subsidies to construction workers, 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—The location of construction worker parking shall be identified as well as the person(s) responsible for monitoring the implementation of the proposed parking plan. The use of on-street parking to accommodate construction worker parking shall be discouraged. All construction bid documents shall include a requirement for the construction contractor to identify the proposed location of construction worker parking. If on-site, the location, number of parking spaces, and area where vehicles would enter and exit the site shall be required. If off-site parking is proposed to accommodate construction workers, the location of the off-site facility, number of parking spaces retained, and description of how workers would travel between off-site facility and project site shall be required. • Project Construction Updates for Adjacent Businesses and Residents—To minimize construction impacts on access for nearby institutions and businesses, the project sponsor shall provide nearby residences and adjacent businesses with regularly-updated information regarding project construction, including construction activities, peak 					

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construction vehicle activities (e.g., concrete pours), travel lane closures, and lane closures. At regular intervals to be defined in the Construction Management Plan and, if necessary, in the Coordinated Construction Management Plan, a regular email notice shall be distributed by the project sponsor that shall provide current construction information of interest to neighbors, as well as contact information for specific construction inquiries or concerns.					
Noise and Vibration					
Mitigation Measure M-NO-1, Siting of Noise Generating Uses To reduce potential conflicts between existing sensitive receptors and new noise-generating uses, the project shall implement the following noise reduction measures specified in the project-specific noise assessment: <ul style="list-style-type: none"> Select low-noise equipment Locate equipment away from the property lines Use acoustic silencers and/or louvers to reduce rooftop mechanical exhaust noise Use manufacturer provided acoustic enclosures and other noise control measures such as airfoil blades, variable speed drives, acoustic mufflers, and insulated equipment cabinets Install acoustic screens or barriers placed between source and receiver of noise 	88 Bluxome Project Site	Project sponsor shall implement project-specific noise reduction measures identified in the project-specific detailed noise assessment.	Prior to plan set submittal to Department of Building Inspection (DBI).	Planning Department and DBI.	Considered complete upon project approval of final plan set by DBI for project-specific noise reduction measures identified in the project-specific detailed noise assessment.
Mitigation Measure M-NO-2, General Construction Noise Control Measures The project sponsor shall undertake the following: <ul style="list-style-type: none"> Require the general contractor to ensure that equipment and trucks used for project construction utilize the best available noise control techniques (e.g., improved mufflers, equipment redesign, use of intake silencers, ducts, engine enclosures and acoustically-attenuating shields or shrouds), wherever feasible Require the general contractor to locate stationary noise sources (such as compressors) as far from adjacent or nearby sensitive receptors as 	88 Bluxome Project Site	Project sponsor, and construction contractor(s).	During construction period.	Planning Department, DBI (as requested and/or on complaint basis), Police Department (on complaint basis).	Considered complete at the completion of construction.

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<p>possible, to muffle such noise sources, and to construct barriers around such sources and/or the construction site, which could reduce construction noise by as much as 5 dBA. To further reduce noise, the contractor shall locate stationary equipment in pit areas or excavated areas, if feasible</p> <ul style="list-style-type: none"> Require the general contractor to use impact tools (e.g., jack hammers, pavement breakers, and rock drills) that are hydraulically or electrically powered wherever possible to avoid noise associated with compressed air exhaust from pneumatically powered tools. Where use of pneumatic tools is unavoidable, an exhaust muffler on the compressed air exhaust shall be used, along with external noise jackets on the tools, which could reduce noise levels by as much as 10 dBA Include noise control requirements in specifications provided to construction contractors. Such requirements could include, but are not limited to, performing all work in a manner that minimizes noise to the extent feasible; use of equipment with effective mufflers; undertaking the noisiest activities during times of least disturbance to surrounding residents and occupants, as feasible; and selecting haul routes that avoid residential buildings to the extent that such routes are otherwise feasible Prior to the issuance of each building permit, along with the submission of construction documents, submit to the planning department and department of building inspection (DBI) a list of measures that shall be implemented and that shall respond to and track complaints pertaining to construction noise. These measures shall include (1) a procedure and phone numbers for notifying DBI and the Police Department (during regular construction hours and off-hours); (2) a sign posted on-site describing noise complaint procedures and a complaint hotline number that shall be answered at all times during construction; (3) designation of an on-site construction complaint and enforcement manager for the project; and (4) notification of neighboring residents and non-residential building managers within 300 feet of the project construction area at least 30 days in advance of 					

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extreme noise generating activities (defined as activities generating anticipated noise levels of 80 dBA or greater without noise controls, which is the standard in the Police Code) about the estimated duration of the activity.					
<p>Mitigation Measure M-NO-3, Vibration Monitoring Program for Adjacent Buildings. Prior to construction activities at the interim tennis club site, a detailed vibration assessment and monitoring plan shall be completed to ensure that construction activities and equipment are selected and designed to ensure groundborne vibration levels at adjacent buildings do not exceed levels protective of the structural integrity of the building. This mitigation measure would apply to buildings adjacent to the interim tennis club that would exceed the FTA vibration standards criteria. The project contractor shall:</p> <ul style="list-style-type: none"> • Conduct analysis to determine the appropriate FTA vibration standards criteria for the adjacent buildings to be used during construction. • Retain the services of a qualified structural engineer or vibration consultant to prepare a pre-construction building assessment and vibration monitoring plan of the adjacent buildings. • Prior to construction activities for the interim tennis club, perform inspection of the adjacent buildings to document existing building conditions with written and photographic descriptions of the existing condition of visible exteriors and in interior locations upon permission of the owner. The assessment shall determine specific locations to be monitored and include annotated drawings to locate digital photo locations, survey markers, and/or other monitoring devices to measure vibrations. Based on the construction program for interim tennis club and the condition of the adjacent buildings, the structural engineer and/or vibration consultant shall develop a vibration monitoring plan to protect these adjacent buildings. The pre-construction assessment and vibration monitoring plan shall be submitted to the planning department prior to issuance of construction permits for construction for the interim tennis club. 	Interim Tennis Club Site	Project sponsor and construction contractor(s).	Prior to and during construction activity.	Planning Department (ERO, noise/vibration technical staff, or qualified noise/vibration specialist).	Considered complete upon submittal to Planning Department of post-construction report on construction monitoring program and effects, if any, on adjacent buildings.

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<ul style="list-style-type: none"> Inform the adjacent buildings of upcoming construction activities that may generate high levels of vibration, including vibratory roller use that may occur within 15 feet of these buildings (thereby providing a 7-foot protective buffer to the 8-foot distance where damage may occur). Perform vibration monitoring at the adjacent buildings during construction activities when operating heavy equipment within 15 feet of the building foundation of a non-historical resource. Vibration monitoring shall be conducted on a daily basis, as needed, when heavy equipment operates within 15 feet of the building foundation. When vibration levels exceed allowable threshold the construction manager, structural engineer, or other designated person(s) shall be alerted. Should the measured vibration levels at the adjacent buildings during construction for the interim tennis club exceed the appropriate FTA vibration standard criteria at any time or if damage to the adjacent buildings is observed, construction personnel shall immediately cease construction and implement vibration control measures to reduce vibration of soil or use of equipment that generates lower levels of vibration. If damage to the adjacent buildings occurs, the buildings shall be remediated to their pre-construction condition at the conclusion of ground-disturbing activity, as shown in the pre-construction assessment, with the consent of the building owner. 					
Air Quality					
Mitigation Measure M-AQ-1, Construction Emissions Minimization Plan The project sponsor shall submit a Construction Emissions Minimization Plan (Plan) to the environmental review officer (ERO) for review and approval by an Environmental Planning Air Quality Specialist. The Plan shall be designed to reduce air pollutant emissions to the greatest degree practicable. The Plan shall detail project compliance with the following requirements: 1. All off-road equipment greater than 25 horsepower and operating for	Both	Project sponsor and Planning Department.	Prior to the start of diesel equipment use on site.	Planning Department (ERO, Air Quality technical staff).	Considered complete upon Planning Department review and acceptance of Construction Emissions Minimization Plan.

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<p>more than 20 total hours over the entire duration of construction activities shall meet the following requirements:</p> <ul style="list-style-type: none"> a. Where access to alternative sources of power are available, portable diesel engines shall be prohibited; b. All off-road equipment shall have: <ul style="list-style-type: none"> i. Engines that meet or exceed either U.S. Environmental Protection Agency or California Air Resources Board Tier 2 off-road emission standards (or Tier 3 off-road emissions standards if NOx emissions exceed applicable thresholds), and ii. Engines that are retrofitted with a California Air Resources Board Level 3 Verified Diesel Emissions Control Strategy (VDECS), and iii. Engines shall be fueled with renewable diesel (at least 99 percent renewable diesel or R99). c. Exceptions: <ul style="list-style-type: none"> i. Exceptions to 1(a) may be granted if the project sponsor has submitted information providing evidence to the satisfaction of the ERO that an alternative source of power is limited or infeasible at the project site and that the requirements of this exception provision apply. Under this circumstance, the sponsor shall submit documentation of compliance with 1(b) for onsite power generation. ii. Exceptions to 1(b)(ii) may be granted if the project sponsor has submitted information providing evidence to the satisfaction of the ERO that a particular piece of off-road equipment with an California Air Resources Board Level 3 VDECS (1) is technically not feasible, (2) would not produce desired emissions reductions due to expected operating modes, (3) installing the control device 					

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<p>would create a safety hazard or impaired visibility for the operator, or (4) there is a compelling emergency need to use off-road equipment that are not retrofitted with an California Air Resources Board Level 3 VDECS and the sponsor has submitted documentation to the ERO that the requirements of this exception provision apply. If granted an exception to 1(b)(ii), the project sponsor shall comply with the requirements of 1(c)(iii).</p> <p>iii. If an exception is granted pursuant to 1(c)(ii), the project sponsor shall provide the next cleanest piece of off-road equipment as provided by the step-down schedule in the table below.</p> <p>Table M-AQ-4B – Off-Road Equipment Compliance Step-down Schedule*</p> <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>California Air Resources Board Level 2 VDECS</td></tr><tr><td>2</td><td>Tier 2</td><td>California Air Resources Board Level 1 VDECS</td></tr></table> <p>*How to use the table: If the requirements of (1)(b) cannot be met, then the project sponsor would need to meet Compliance Alternative 1. Should the project sponsor not be able to supply off-road equipment meeting Compliance Alternative 1, then Compliance Alternative 2 would need to be met.</p> <p>** Tier 3 off road emissions standards are required if NOx emissions exceed applicable thresholds.</p> <p>2. The project sponsor shall require the idling time for off-road and on-</p>	Compliance Alternative	Engine Emission Standard	Emissions Control	1	Tier 2	California Air Resources Board Level 2 VDECS	2	Tier 2	California Air Resources Board Level 1 VDECS					
Compliance Alternative	Engine Emission Standard	Emissions Control												
1	Tier 2	California Air Resources Board Level 2 VDECS												
2	Tier 2	California Air Resources Board Level 1 VDECS												

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<p>road equipment be limited to no more than two minutes, except as provided in exceptions to the applicable State regulations regarding idling for off-road and on-road equipment. Legible and visible signs shall be posted in multiple languages (English, Spanish, Chinese) in designated queuing areas and at the construction site to remind operators of the two-minute idling limit.</p> <p>3. The project sponsor shall require that construction operators properly maintain and tune equipment in accordance with manufacturer specifications.</p> <p>4. The Plan shall include estimates of the construction timeline by phase with a description of each piece of off-road equipment required for every construction phase. Off-road equipment descriptions and information may include, but is not limited to, equipment type, equipment manufacturer, equipment identification number, engine model year, engine certification (Tier rating), horsepower, engine serial number, and expected fuel usage and hours of operation. For the VDECS installed: technology type, serial number, make, model, manufacturer, California Air Resources Board verification number level, and installation date and hour meter reading on installation date. For off-road equipment not using renewable diesel, reporting shall indicate the type of alternative fuel being used.</p> <p>5. The Plan shall be kept on-site and available for review by any persons requesting it and a legible sign shall be posted at the perimeter of the construction site indicating to the public the basic requirements of the Plan and a way to request a copy of the Plan. The project sponsor shall provide copies of Plan as requested.</p> <p>6. Reporting. Quarterly reports shall be submitted to the ERO indicating the construction phase and off-road equipment information used during each phase including the information required in Paragraph 4, above. In addition, for off-road equipment not using renewable diesel, reporting shall indicate the type of alternative fuel being used. Within six months of the completion of construction activities, the project sponsor shall submit to the ERO a final report summarizing</p>					

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<p>construction activities. The final report shall indicate the start and end dates and duration of each construction phase. For each phase, the report shall include detailed information required in Paragraph 4. In addition, for off-road equipment not using renewable diesel, reporting shall indicate the type of alternative fuel being used.</p> <p>7. Certification Statement and On-site Requirements. Prior to the commencement of construction activities, the project sponsor shall certify (1) compliance with the Plan, and (2) all applicable requirements of the Plan have been incorporated into contract specifications.</p>					
<p>Mitigation Measure M-AQ-2, Best Available Control Technology for Diesel Generators and Fire Pumps Any diesel generators and fire pumps shall have engines that (1) meet Tier 4 Final or Tier 4 Interim emission standards, or (2) meet Tier 2 emission standards and are equipped with a California Air Resources Board Level 3 Verified Diesel Emissions Control Strategy. All diesel generators and fire pumps shall be fueled with renewable diesel, R99. For each new diesel backup generator or fire pump permit submitted for the project, including any associated generator pads, engine and filter specifications shall be submitted to the San Francisco Planning Department for review and approval prior to issuance of a permit for the generator or fire pump from the San Francisco Department of Building Inspection. Once operational, all diesel backup generators and Verified Diesel Emissions Control Strategy shall be maintained in good working order in perpetuity and any future replacement of the diesel backup generators, fire pumps, and Level 3 Verified Diesel Emissions Control Strategy filters shall be required to be consistent with these emissions specifications. The operator of the facility shall maintain records of the testing schedule for each diesel backup generator and fire pump for the life of that diesel backup generator and fire pump and provide this information for review to the planning department within three months of requesting such information.</p>	Both	Project sponsor and Planning Department.	<p>For specifications, prior to issuance of building permit for diesel generator or fire pump.</p> <p>For maintenance, ongoing.</p>	Planning Department (ERO, Air Quality technical staff).	<p>Equipment specifications portion considered complete when equipment specifications approved by ERO.</p> <p>Maintenance portion is ongoing and records are subject to Planning Department review upon request.</p>
Wind and Shadow					
<p>Mitigation Measure M-WS-1, Project Shadow Evaluation. If the project sponsor proposes a newly constructed building or alteration to an existing building, the planning department shall conduct a shadow fan analysis to</p>	Interim Tennis Club Site	Project sponsor and Planning Department, or	Prior to construction activity.	Planning Department (Shadow technical staff).	Considered complete if shadow fan analysis determines that a site-

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<p>determine if the project sponsor shall conduct a site-specific shadow study. If the planning department determines that a site-specific shadow study is required, the study shall evaluate whether the proposed interim tennis club project would cast net new shadow on outdoor recreational facilities or other public areas. The project sponsor shall retain a qualified shadow consultant to prepare a scope of work for the shadow study for planning department review and approval. If the shadow study finds that the proposed interim tennis club facility would cast net new shadow on an outdoor recreational facility, the project sponsor shall alter the building design to ensure that the proposed interim tennis club would cast no net new shadow on any outdoor recreational facilities that are accessible to the general public.</p>		qualified shadow consultant as applicable.			specific shadow evaluation is not needed, or if the site-specific shadow evaluation determines that the interim tennis club would not cast net new shadow on outdoor recreational facilities of other public areas, or else upon plan submission that demonstrates no net new shadow on public outdoor recreational facilities.
Biological Resources					
<p>Mitigation Measure M-BI-1, Pre-Construction Bat Surveys. Conditions of approval for the building permits issued for construction shall include a requirement for pre-construction special-status bat surveys when trees with a diameter at breast height equal to or greater than 6 inches are to be removed or vacant buildings that have been vacated for six months or longer are to be demolished. If active day or night roosts are found, a qualified biologist (i.e., a biologist holding a California Department of Fish and Wildlife (CDFW) collection permit and a Memorandum of Understanding with the CDFW allowing the biologist to handle and collect bats) shall take actions to make such roosts unsuitable habitat prior to tree removal or building demolition. A no disturbance buffer shall be created around active bat roosts being used for maternity or hibernation purposes at a distance to be determined in consultation with CDFW. Bat roosts initiated during construction are presumed to be unaffected, and no buffer would necessary.</p>	Both	Project sponsor and Planning Department, or qualified biologist as applicable.	Prior to approval for building permits.	Planning Department and DBI.	Considered complete upon ERO approval of bat survey.

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Mitigation Measures	Applicability to 88 Bluxome Project Site, Interim Tennis Club Site, or Both	Responsibility for Implementation	Mitigation Schedule	Monitoring/Report Responsibility	Status/Date Completed
Geology and Soils					
Mitigation Measure M-GE-1, Preliminary Paleontological Resources Assessment. Once a specific site for the proposed interim tennis club project is selected and the method of construction is identified, the project sponsor shall submit to the San Francisco Planning Department a site-specific geotechnical report. The geotechnical report shall include a determination of the soils underlying the project site, the depth of each individual layer, and how far each layer is below surface grade. The planning department will use the geotechnical report to determine whether the proposed interim tennis club has the potential to destroy a unique paleontological resource. If the planning department determines based on the site-specific geotechnical report that construction of the interim tennis club would have low or no potential to affect a unique paleontological resource, no further mitigation shall be required. If the planning department determines based on the site-specific geotechnical report that construction of the interim tennis club could destroy a unique paleontological resource, the department shall identify which of the following mitigation measures (Mitigation Measures M-GE-2 and M-GE-3) are necessary to mitigate any such impact to less than significant.	Interim Tennis Club	Project sponsor, Planning Department or qualified geotechnical consultant, and Planning Department ERO.	Prior to the start of any construction or earth movement, if excavation is required.	Planning Department (ERO, paleontology technical staff).	Considered complete upon submittal of site-specific geotechnical report to the Planning Department and submittal of Preliminary Paleontological Resources Assessment to the ERO.
Mitigation Measure M-GE-2, Accidental Discovery. Before the start of excavation activities, the project sponsor shall retain a qualified paleontologist, as defined by the Society of Vertebrate Paleontology, who is experienced in on-site construction worker training. The qualified paleontologist shall complete an institutional record and literature search and train all construction personnel who are involved with earthmoving activities, including the site superintendent, regarding the possibility of encountering fossils, the appearance and types of fossils that are likely to be seen during construction, the proper notification procedures should fossils be encountered, and the laws and regulations protecting paleontological resources. If potential vertebrate fossils are discovered by construction crews, all earthwork or other types of ground disturbance within 25 feet of the find shall stop immediately and the monitor shall notify the environmental review officer. The fossil should be protected by an	Interim Tennis Club	Project sponsor, Planning Department's paleontology technical staff, or qualified paleontological consultant, and Planning Department ERO.	Prior to the start of any construction or earth movement, if excavation is required.	Planning Department (ERO, paleontology technical staff).	Considered complete upon submission of a PRR implementation of the accidental discovery treatment approach...

MITIGATION MONITORING AND REPORTING PROGRAM

Mitigation Measures	Applicability to 88 Bluxome Project Site, Interim Tennis Club Site, or Both	Responsibility for Implementation	Mitigation Schedule	Monitoring/Report Responsibility	Status/Date Completed
<p>“exclusion zone” (an area approximately 5 feet around the discovery that is marked with caution tape to prevent damage to the fossil). Work shall not resume until a qualified professional paleontologist can assess the nature and importance of the find. Based on the scientific value or uniqueness of the find, the qualified paleontologist may record the find and allow work to continue or recommend salvage and recovery of the fossil. The qualified paleontologist may also propose modifications to the stop-work radius and the monitoring level of effort based on the nature of the find, site geology, and the activities occurring on the site, and in consultation with the environmental review officer. If treatment and salvage is required, recommendations shall be consistent with Society of Vertebrate Paleontology’s 2010 Standard Procedures for the Assessment and Mitigation of Adverse Impacts to Paleontological Resources, and currently accepted scientific practice, and shall be subject to review and approval by the environmental review officer. If required, treatment for fossil remains may include preparation and recovery of fossil materials so that they can be housed in an appropriate museum or university collection (e.g., the University of California Museum of Paleontology), and may also include preparation of a report for publication describing the finds. Upon receipt of the fossil collection, a signed repository receipt form shall be obtained and provided to the planning department. The qualified paleontologist shall prepare a Paleontological Resources Report documenting the treatment, salvage, and, if applicable, curation of the paleontological resources. The project sponsor shall be responsible for the costs necessary to prepare and identify collected fossils, and for any curation fees charged by the paleontological repository. The planning department shall ensure that information on the nature, location, and depth of all finds is readily available to the scientific community through university curation or other appropriate means.</p>					
<p>Mitigation Measure M-GE-3, Paleontological Resources Monitoring and Mitigation Program. The project sponsor shall retain the services of a qualified paleontological consultant having expertise in California paleontology to design and implement a paleontological resources</p>	Interim Tennis Club	Project sponsor, Planning Department’s paleontology	Prior to the start of any construction or earth movement, if excavation is	Planning Department (ERO, paleontology technical staff).	Considered complete upon approval of the final PRMMP by ERO.

MITIGATION MONITORING AND REPORTING PROGRAM

Mitigation Measures	Applicability to 88 Bluxome Project Site, Interim Tennis Club Site, or Both	Responsibility for Implementation	Mitigation Schedule	Monitoring/Report Responsibility	Status/Date Completed
<p>monitoring and mitigation program for construction activities that would disturb the upper layered sediments that are sensitive for paleontological resources. The monitoring and mitigation program shall not require monitoring in shallower excavations that do not encounter the upper layered sediments. The program shall include a description of when and where construction monitoring would be required; emergency discovery procedures; sampling and data recovery procedures; procedure for the preparation, identification, analysis, and curation of fossil specimens and data recovered; pre-construction coordination procedures; and procedures for reporting the results of the monitoring program. The program shall be consistent with the Society for Vertebrate Paleontology Standard Guidelines for the mitigation of construction-related adverse impacts on paleontological resources and the requirements of the designated repository for any fossils collected. During construction, earth-moving activities shall be monitored by a qualified paleontological consultant having expertise in California paleontology in the areas where these activities have the potential to disturb the upper layered sediments. Monitoring need not be conducted for construction activities that would disturb only artificial fill material and/or young bay mud. The consultant's work shall be conducted in accordance with this measure and at the direction of the city's environmental review officer (ERO). Paleontological monitoring and/or data recovery programs required by this measure could suspend construction of the project in an appropriate buffer zone around a discovered paleontological resource or area determined in the monitoring and mitigation program to be sensitive for paleontological resources for up to a maximum of four weeks. At the direction of the ERO, the suspension of construction may be extended beyond four weeks for a reasonable time required to implement appropriate measures in accordance with the program only if such a suspension is the only feasible means to reduce potential effects on a significant paleontological resource as previously defined to a less-than-significant level.</p>		<p>technical staff, or qualified paleontological consultant, and Planning Department ERO.</p>	<p>required.</p>		

IMPROVEMENT MEASURE ADOPTED AS CONDITIONS OF APPROVAL

Improvement Measures	Applicability to 88 Bluxome Project Site, Interim Tennis Club Site, or Both	Responsibility for Implementation	Mitigation Schedule	Monitoring/Report Responsibility	Status/Date Completed
<p>Improvement Measure I-BI-1, Night Lighting Minimization. In compliance with the voluntary San Francisco Lights Out Program, the project sponsor should implement bird-safe building operations to prevent and minimize bird strike impacts, including but not limited to the following measures:</p> <ul style="list-style-type: none"> • Reduce building lighting from exterior sources by: <ul style="list-style-type: none"> ○ Minimizing the amount and visual impact of perimeter lighting and façade up-lighting and avoid up-lighting of rooftop antennae and other tall equipment, as well as of any decorative features; ○ Installing motion-sensor lighting; ○ Utilizing minimum wattage fixtures to achieve required lighting levels. • Reduce building lighting from interior sources by: <ul style="list-style-type: none"> ○ Dimming lights in lobbies, perimeter circulation areas, and atria; ○ Turning off all unnecessary lighting by 11 p.m. through sunrise, especially during peak migration periods (mid-March to early June and late August through late October); ○ Utilizing automatic controls (motion sensors, photo-sensors, etc.) to shut off lights in the evening when no one is present; ○ Encouraging the use of localized task lighting to reduce the need for more extensive overhead lighting; ○ Scheduling nightly maintenance to conclude by 11 p.m.; ○ Educating building users about the dangers of night lighting to birds. 	88 Bluxome Project Site	Project sponsor.	Ongoing	Planning Department and project sponsor.	Ongoing