



# EXECUTIVE SUMMARY OFFICE DEVELOPMENT AUTHORIZATION

**HEARING DATE: SEPTEMBER 24, 2020**

**Record No.:** 2016-004392OFA  
**Project Address:** 531 Bryant Street  
**Zoning:** CMUO (Central SoMa Mixed-Use Office) Zoning District  
65-X Height and Bulk District  
Central SoMa Special Use District  
**Block/Lot:** 3776/094  
**Project Sponsor:** Susan Sagy, Urban Land Development, LLC  
1650 Jackson Street #505  
San Francisco, CA 94109  
**Property Owner:** 400 Third Street, LLC  
San Francisco, CA 94107  
**Staff Contact:** Rich Sucre – (628) 652-7364  
Richard.Sucre@sfgov.org

**Recommendation:** Approval with Conditions

## Project Description

The Project includes demolition of the two existing buildings and new construction of a six-story, 65-foot tall, office building (approximately 49,288 square feet (sq ft)) with 46,389 sq ft of Office use and 2,899 sq ft of Retail Sales and Service use, 2,780 sq ft of private open space provided by a rear courtyard and roof decks, and 10 Class 1 and 4 Class 2 bicycle parking spaces.

## Required Commission Action

In order for the Project to proceed, the Commission must allocate 49,288 square feet under the Annual Office Development Limitation Program, pursuant to Planning Code Sections 320 through 322.

## Issues and Other Considerations

- **Public Comment & Outreach.**

- **Support/Opposition:** The Department has received one letter in opposition to the Project, who expressed concern over the business loading along Zoe Street and transportation issues in the neighborhood. This community member also expressed concern over the lack of publicly-accessible private open space. The Department has not received any letters in support of the Project.
- **Outreach:** The Sponsor has hosted a pre-application meeting on February 1, 2017. Subsequently, the Project Sponsors have been in touch with the neighbors at 25 Zoe Street. As part of the environmental review and outreach associated with that document, the Project Sponsor outreached with business owner Kevin Chow, neighbors Becky Dare and David Oare, Marvis Phillips from D6 Community Planners and Jim Furman of Blackhammer Brewing.
- **Office Development Authorization:** The proposal includes the addition of up to 49,288 gross square feet of office use and therefore requires an Office Development Authorization. As of July 10, 2020, 752,624 gross square feet of “Small Cap” Office Development was available under the Section 321 office allocation program. The Project will add up 49,288 gross square feet of office space at the Property. If the Project is approved, approximately 703,336 gross square feet will remain in the Small Cap pool. The proposal represents an allocation of approximately 6.5 percent of the small cap office space currently available. Should the project propose to add any further office space within a ten-year timeframe it would require an Office Development Authorization under the “Large Cap” program.
- **Design Review Comments:** The project has changed in the following significant ways since the original submittal to the Department:
  - All ground floor uses brought to the grade of the street;
  - Increased area of living roof to approximately 4,300 sq. ft.; and
  - Incorporation of micro retail spaces at the ground floor along Zoe Street.
- **Large Project Authorization:** The Project does not require a Large Project Authorization, since the project does not include new construction over 50,000 gross square feet. In the Central SoMa Special Use District, a Large Project Authorization is only required for new construction or a net addition over 50,000 gross square feet.
- **Central SoMa Clean-Up:** For the Project to proceed, the Project requires approval of the clean-up legislation related to the Central SoMa Area Plan. This clean-up legislation will clarify the height setback requirements outlined in the narrow street controls and the applicable development impact fees.

## Environmental Review

Pursuant to the Guidelines of the State Secretary of Resources for the implementation of the California Environmental Quality Act (CEQA), on July 6, 2020, the Planning Department of the City and County of San Francisco determined that the proposed application was exempt from further environmental review under Section 15183 of the CEQA Guidelines and 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 Central SoMa Area Plan Final EIR. Since the Final EIR was finalized, there have been no substantial changes to the Central SoMa Area Plan and no substantial changes in circumstances that would require major revisions to the Final EIR due to the involvement of new significant environmental effects or an increase in the severity of previously identified significant impacts, and there is no new information of substantial importance that would change the conclusions set forth in the Final EIR.

## **Basis for Recommendation**

The Department finds that the Project is, on balance, consistent with the Central SoMa Area Plan and the Objectives and Policies of the General Plan. Authorization of this office space will contribute to the economic activity in the neighborhood and is consistent and compatible with the mix of uses in the immediate vicinity.

## **Attachments:**

- Draft Motion – Office Development Authorization with Conditions of Approval (Exhibit A)
- Exhibit B – Plans and Renderings
- Exhibit C – Environmental Determination
- Exhibit D – Land Use Data
- Exhibit E – Maps and Context Photos
- Exhibit F - Project Sponsor Brief
- Exhibit G – First Source Hiring Affidavit



# PLANNING COMMISSION DRAFT MOTION

**HEARING DATE: SEPTEMBER 24, 2020**

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ADOPTING FINDINGS RELATING TO AN ALLOCATION OF OFFICE SQUARE FOOTAGE UNDER THE 2019 – 2020 ANNUAL OFFICE DEVELOPMENT LIMITATION PROGRAM PURSUANT TO PLANNING CODE SECTIONS 321 AND 322 THAT WOULD AUTHORIZE UP TO 49,288 SQUARE FEET OF OFFICE SPACE FOR THE PROJECT AT 531 BRYANT STREET, LOT 094 IN ASSESSOR'S BLOCK 3776, WITHIN THE CMUO (CENTRAL SOMA MIXED USE OFFICE) ZONING DISTRICT, CENTRAL SOMA SPECIAL USE DISTRICT, AND 65-X HEIGHT AND BULK DISTRICT.

## PREAMBLE

On March 2, 2017, Susan Sagy of Urban Land Development, LLC (hereinafter "Project Sponsor") filed Application No. 2016-004392OFA 2016-004392OFA (hereinafter "Application") with the Planning Department (hereinafter "Department") for an Office Development Authorization to authorize 49,288 gross square feet of office use (hereinafter the "Project") at 531 Bryant Street, Block 3776, Lot 094 (hereinafter "Project Site") in San Francisco, California within the CMUO (Central SoMa Mixed Use Office ) Zoning District Central SoMa Special Use District, and 130-CS Height and Bulk District.

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

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

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

On July 6, 2020, the Department determined that the Project did not require further environmental review under Section 15183 of the CEQA Guidelines and Public Resources Code Section 21083.3. The Project is consistent with the adopted zoning controls in the Central SoMa Area Plan and was encompassed within the analysis contained in the EIR. Since the EIR was finalized, there have been no substantive changes to the Central SoMa Area Plan and no substantive changes in circumstances that would require major revisions to the EIR due to the involvement of new significant environmental effects or an increase in the severity of previously identified significant impacts, and there is no new information of substantial importance that would change the conclusions set forth in the Final EIR. The file for this project, including the Central Soma Area Plan EIR and the Community Plan Exemption certificate, is available for review at the San Francisco Planning Department, 49 South Van Ness Avenue, Suite 1400, San Francisco, California.

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

On September 24, 2020, the Commission conducted a duly noticed public hearing at a regularly scheduled meeting on Office Development Authorization Application No. 2016-004392OFA.

The Planning Department Commission Secretary is the Custodian of Records; the File for Record No. 2016-004392OFA is located at 49 South Van Ness Avenue, Suite 1400, San Francisco, California.

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

**MOVED**, that the Commission hereby authorizes the Office Allocation requested in Application No. 2016-004392OFA, 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 includes demolition of the two existing buildings and new construction of a six-story, 65-foot tall, office building (approximately 49,288 square feet (sq ft)) with 46,389 sq ft of Office use and 2,899 sq ft of Retail Sales and Service use, 2,780 sq ft of private open space provided by a rear courtyard and roof decks, and 10 Class 1 and 4 Class 2 bicycle parking spaces.
- 3. Site Description and Present Use.** The Project is located on a rectangular-shaped corner lot (with a lot area of approximately 10,312 square feet) east of Bryant Street and north of Zoe Street. The Project Site has approximately 75-ft of frontage along Bryant Street and 137.5-ft of frontage along Zoe Street; currently, the site is a two-story commercial building with a courtyard accessed via two curb cuts along Zoe Street.
- 4. Surrounding Properties and Neighborhood.** The Project Site is located within the CMUO Zoning District in the Central SoMa and East SoMa Area Plans. The immediate context is mixed in character with office, commercial and residential buildings as well as Production, Distribution and Repair uses in the vicinity. The immediate neighborhood along Bryant includes two-to-five story mixed-use commercial and office buildings, and one to two story automotive and industrial buildings. Along Zoe Street is more residential in character, with a three story live/work building to the immediate east of the Project Site. The Project The Project Site is located within the CMUO (Central SoMa Mixed Use Office) District and Central SoMa Special Use District. Other zoning districts in the vicinity of the project site include: P (Public), MUG (Mixed-Use General), SPD (SoMa South Park), and SALI (Service Area Light Industrial) Zoning Districts.

The project site is located in the SoMa Philipinas - Filipino Cultural Heritage District, which was adopted by the Board of Supervisors in April 2016. The Filipino Cultural Heritage District encompasses the area between 2<sup>nd</sup> Street, 11<sup>th</sup> Street, Market Street and Brannan Street. This district has been recognized the home to the largest concentrations of Filipinos in San Francisco and as the cultural center of the regional Filipino community. The project site is located within this cultural heritage district.

- 5. Public Outreach and Comments.** The Department has received one letter in opposition to the Project, who expressed concern over the business loading along Zoe Street and transportation issues in the neighborhood. This community member also expressed concern over the lack of publicly-accessible private open space. The Department has not received any letters in support of the Project.

The Sponsor has hosted a pre-application meeting on February 1, 2017. Subsequently, the Project Sponsors have been in touch with the neighbors at 25 Zoe Street. As part of the environmental review and outreach associated with that document, the Project Sponsor outreached with business owner Kevin Chow, neighbors Becky Dare and David Oare, Marvis Phillips from D6 Community Planners and Jim Furman of Blackhammer Brewing.

**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 and most retail are principally permitted within the CMUO Zoning District.

*The Project would construct new General Office and Retail Sales and Service uses, both of which are principally permitted within the CMUO Zoning District; therefore, the Project complies with permitted uses in Planning Code Section 848.*

**B. Usable Open Space.** Per Planning Code Section 135.3, within the Eastern Neighborhoods (“EN”) Mixed Use Districts, retail 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.

*The Project will contain 2,780 square feet of on-site open space via a rooftop deck and a courtyard at street level that will be accessible for both the office and retail uses. For 49,288 gsf of non-residential uses, 46,389 gsf of which are for office and 2,899 gsf of which are for retail, the Project is required to provide 968 sq. ft. of usable open space. Therefore, the Project exceeds the required amount of usable open space.*

**C. 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-way 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.

*In December 2018, the City adopted amendments to Section 138.1 of the Planning Code. A grandfathering provision in the legislation stipulated that projects that submitted an entitlement application to the Planning Department before the legislation was adopted are not subject to the revised code. The Project submitted its first entitlement application to the Planning Department in 2016 and is therefore not subject to the current code provisions in Section 138.1. The Project removes two unused curb cuts and will provide Class 2 bicycle parking on Bryant Street.*

**D. Rooftop Screening.** In EN Mixed Use Districts, Section 141 requires that rooftop mechanical equipment and appurtenances used in the operation or maintenance of a building shall be arranged so as not to be visible from any point at or below the roof level of the subject building. This requirement shall apply in construction of new buildings, and in any alteration of mechanical systems of existing buildings that results in significant changes in such rooftop equipment and appurtenances. The features so regulated shall in all cases be either enclosed by outer building



walls or parapets, or grouped and screened in a suitable manner, or designed in themselves so that they are balanced and integrated with respect to the design of the building. Minor features not exceeding one foot in height shall be exempted from this regulation.

*The mechanical equipment at the rooftop level will be grouped at the central northern portion of the roof area and enclosed with a screen to minimize visibility from both Howard and Zoe Street. Therefore, the Project complies with Planning Code Section 141.*

- E. **Active Uses.** Per Planning Code Sections 145.1(c)(3) 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. Under Section 249.78(c)(1)(E), active uses are required within the first 10 feet of the building depth for Micro-Retail uses along Narrow Streets. 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 proposed building includes a retail space that wraps the corner from Bryant Street onto Zoe Street and two Micro-Retail spaces on Zoe Street, which is a Narrow Street. The ground floor also provides an office lobby along Bryant Street. Therefore, the Project is aligned with active uses along both street frontages.*

- F. **Street Facing Ground Level Spaces.** Planning Code Section 145.1(c)(5) requires that the floors of street-fronting interior spaces housing non-residential active uses and lobbies shall be as close as possible to the level of the adjacent sidewalk at the principal entrances to these spaces.

*The Project’s interior spaces all provide non-residential uses. All of the aforementioned spaces and lobby are located at the sidewalk level and face directly onto the public right-of-way, of each respective street frontage. Therefore, the Project meets the requirements for ground-level street-facing spaces of Planning Code Section 145.1.*

- G. **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 the entirety of the street frontages along Howard Street and Zoe Street, with the exception of necessary access mechanical systems located on Zoe Street. All of the ground floor spaces have been designed to allow visibility into the interior spaces. Therefore, the Project complies with transparency and fenestration requirements.*

- H. **Ground Floor Heights.** Planning Code Sections 145.1(c)(4) and 249.78(d)(10) require that all ground

floor spaces in the CMUO Districts have a ground floor ceiling height of 14 feet. Further, the Central SoMa SUD (Section 249.78(d)(10)) requires PDR ground floor ceiling heights to be 17 feet.

*The Project is not proposing any PDR uses; therefore, the Project is only required to provide a ground floor ceiling height of 14 feet. The Project provides a 19-foot ground floor ceiling height along all street frontages, with a mezzanine for a portion of Zoe Street, in compliance with the Planning Code.*

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

*A shadow analysis determined that the Project has no shadow impacts on public plazas or POPOS; therefore, the Project is compliant with Sections 147.*

- J. **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 plus one Class 2 space for each additional 50,000 occupied square feet. For Retail Sales and Services uses, one Class 1 space is required for every 7,500 square feet of OFA; minimum two Class 2 spaces, and for eating and drinking retail, one Class 2 space for every 750 square feet of OFA is required.

*The Project will provide 14 bicycle spaces in total, with 10 Class 1 spaces and 4 Class 2 spaces. This is compliant the amounts required in the Planning Code, which is 10 Class 1 and 2 Class 2 spaces for Office use and 2 Class 2 for Retail Sales and Service use, for a total of 10 Class 1 and 4 Class 2 required bicycle parking spaces. Therefore, the Project complies with bicycle parking requirements.*

- K. **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 two showers and 12 clothes lockers where the OFA exceeds 20,000 square feet but is no greater than 50,000 square feet.

*The Project will provide 2 showers and 12 lockers on site. Therefore, the Project complies with the Code requirements for showers and lockers.*

- L. **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.*

- M. Transportation Demand Management (TDM) Plan.** Pursuant to Planning Code Section 169 and the TDM Program Standards, the Project shall finalize a TDM Plan prior Planning Department approval of the first Building Permit or Site Permit. Within the Central SoMa SUD, Tier B 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. As currently proposed, the Project must achieve a target of 13 points for Office use.

*The Project submitted a completed Environmental Evaluation Application before September 4, 2016. Therefore, the Project must achieve 75% of the point target established in the TDM Program Standards, resulting in a required target of 10 points for office. The proposed retail is less than 10,000 square feet and therefore, not subject to the TDM Program. As currently proposed, the Project will achieve its required target by providing 13 points for Office through the following TDM measures:*

- Office:
- Bicycle Parking (Option A): 1 point
- Showers and Lockers: 1 point
- Parking Supply (Option K): 11 points

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

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

- O. 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.

*The Project will provide 4,201 square feet of living roof to comply with solar and living roof requirements.*

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

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

- Q. **Central SoMa SUD, Community Development Controls—Land Dedication / Jobs-Housing Linkage Fee.** Planning Code Section 249.78(e)(2)(B) – the Central SoMa Special Use District Community Development Control – Land Dedication – states that the Jobs-Housing Linkage Fee in Section 413 applies to any project resulting in a net addition of at least 25,000 gsf of office and retail uses.

In the Central SoMa SUD, Section 249.78(e)(2)(B) states that non-residential projects in the Special Use District may opt to fulfill their Jobs-Housing Linkage Fee requirement of Section 413 through the Land Dedication Alternative contained in Section 413.7.

*The Project Sponsor will comply with this Section by paying the applicable fees to the City.*

- R. **Child Care Facilities.** Planning Code Section 414.3 requires that office and hotel development projects proposing the net addition of 25,000 or more gross square feet of office or hotel space are subject to a child-care facility requirement. Section 414.4 requires that prior to issuance of a building or site permit for a development project subject to the requirements of Section 414.4, the sponsor shall elect its choice of the options for providing Child Care Facilities as described in subsections 414.5-414.10.

*The Project will meet the Child Care Facility requirements by paying the in-lieu fee as noted in Planning Code Section 414.8.*

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

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

- T. **Transportation Sustainability Fee (“TSF”) (Section 411A).** The TSF applies to the construction of a new non-residential use in excess of 800 gross square feet.

*The Project Sponsor will comply with this Section by paying the applicable fees to the City.*

- U. **Eastern Neighborhoods Infrastructure Impact Fee (Section 423).** The Eastern Neighborhoods Infrastructure Impact Fee applies to all new construction within the Eastern Neighborhoods Plan Area.

*The Project Sponsor will comply with this Section by paying the applicable fees to the City.*

- V. **Public Art (Section 429).** In the case of construction of a new building or addition of floor area in excess of 25,000 square feet to an existing building in a CMUO District, Section 429 requires a project to include works of art costing an amount equal to one percent of the construction cost of the building.

*The Project will comply with this Section by dedicating one percent of the Project's construction cost to works of art. The public art concept will be done in consultation with the Planning Department and presented to the Planning Commission at an informational hearing prior to being installed.*

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

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

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

*The Property was rezoned from SLI to CMUO and received a height increase from 50-X to 65-X. The parcel is classified as Tier B. Therefore, the Project will comply and will pay the applicable Central SoMa Infrastructure Impact Fee as clarified in the Central SoMa Clean-Up legislation.*

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

*The Property was rezoned from SLI to CMUO. The parcel is classified as Tier B. Therefore, the Project 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. **Office Development Authorization.** Planning Code Section 321 establishes standards for San Francisco's Office Development Annual Limit. In determining if the proposed Project would promote the public welfare, convenience and necessity, the Commission considered the seven criteria established by Code Section 321(b)(3), and finds as follows:

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

*Currently, there are 752,624 gross square feet of available "Small Cap" office space for allocation. The*

*Project will add approximately 49,288 square feet of office space at the Property. If the Project is approved, approximately 703,336 square feet of space will remain in the Small Cap Allocation.*

*The Project will further the intent of the Central SoMa Area Plan to create an economically diversified and lively jobs center. As stated in the Central SoMa Area Plan, San Francisco is experiencing high demand for office-oriented jobs and this Project has the potential to provide the small to mid-size office space that addresses that need. The Project is proposing 49,288 square feet of new office space in a modest six-floor, 65-foot tall building. The Project would include 2,899 square feet of retail uses at the ground floor. There would be two Micro-Retail spaces along Zoe street with a dedicated patio, which will serve the Project's office use as well as the broader Central SoMa area, including residents in the immediate neighborhood.*

*The Project's proposal to add 10 Class 1 and 4 Class 2 bicycle spaces and showers and lockers for use by the tenants, as well as the Project site's close proximity to Caltrain and MUNI lines will facilitate and encourage the office tenants to use alternative means of transportation to travel to and from work. This is in line with one of the Central SoMa Plan's goals to provide safe and convenient transportation that prioritizes walking, bicycling, and transit.*

*The Project will contribute significant funding to support affordable housing, transit, and streetscape upgrades through various applicable impact fees. Overall, the Project maintains a balance between economic growth and housing, transportation, and public services.*

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

- a) **Use.** *The Project's proposed office and retail uses are principally permitted in the CMUO Zoning District, as well as the Central SoMa Special Use District. The Central SoMa Plan expressly encourages new development in the Plan Area, including the development of office space. The Project's close proximity to public transit will provide employees and tenants with ample access to the Project site, making it a suitable location for office development. In addition to office, the Project's other proposed retail uses are all in line with the development contemplated for the Central SoMa Plan Area. The Project will not have any impacts beyond those studied in the Central SoMa EIR, which was certified by the Planning Commission by Motion No. 20182 on May 10, 2018 and by the Board of Supervisors by Motion No. M18-131 on September 25, 2018. Despite being a major economic driver, the high demand for office space in San Francisco is forcing many companies to move out of the City and out of the Bay Area region altogether. By supporting the office-related component of San Francisco's economy, the, offering new employment opportunities to San Francisco residents, and keeping industries in San Francisco that would otherwise be forced out. The Project is proposing 49,288 square feet of new office use, which will fill the needs of small-to-medium sized companies that are essential to the City's economy.*
- b) **Transit Accessibility.** *The Project Site is served by nearby public transportation options. The Project site is located in close proximity to the: 8, 30, 91 and N MUNI bus lines, as well as Golden Gate bus lines, the Central Subway line along 4<sup>th</sup> Street and the 4<sup>th</sup> & King Caltrain and MUNI lightrail stations. The Central Subway Project to extend the Muni Metro T Third Line through South of*

*Market, Union Square, and Chinatown with four new stations is also expected to be completed soon. The Project also provides sufficient bicycle parking for employees and their guests. The number of different public transit options makes the site easily accessible from all over the Bay Area without a car, while not overburdening one type of public transit.*

- c) **Open Space Accessibility.** *The Central SoMa Plan envisions creating new parks and open spaces in an area that currently lacks it. In total, the Project will include 2,780 square feet of on-site open space via a roof decks and rear courtyard at grade for both the office and floor retail uses.*
- d) **Urban Design.** *The Project is designed as a six-story, 65-ft-tall, office development, which incorporates ground-floor commercial along Bryant and Zoe Street. The clean massing and articulation of the proposed building emphasizes the horizontal elements of the facades, drawing from the larger industrial and commercial buildings in the neighborhood. The design steps back the massing at the fifth floor along Zoe Street, which is a narrow street. The Project's architectural treatments, façade design and building materials include a clear vision glass window systems, patinated and brushed metal panels ,and vertical fins and decorative perforated metal panels at the base of the building... Overall, the Project offers a high quality architectural treatment, which provides for distinct architectural design that is still consistent and compatible with the surrounding neighborhood.*
- e) **Seismic Safety.** *The Project will conform to the structural and seismic requirements of the San Francisco Building Code, meeting this policy.*

III. WHETHER THE PROPOSED PROJECT INCLUDES DEVELOPMENT OF NEW AFFORDABLE HOUSING UNITS SUCH THAT ALL OF THE FOLLOWING CRITERIA ARE SATISFIED:

- a) The New Affordable Housing units are on-site or located within a Community of Concern as designated by the Board of Supervisors;
- b) The New Affordable Housing Units will be developed pursuant to a requirement included in a development agreement authorized by Government Code Section 65865 or any successor section for the proposed office development;
- c) The number of New Affordable Housing Units is no less than 100% of the New Affordable Housing Units required to house the future employees of the proposed project's office development in accordance with the City's Affordable Housing Demand Ratio;

*The Project will not include the production of new affordable housing; rather, the Project will contribute to the Jobs-Housing Linkage Fee, which will be used for the production of affordable housing in the Central SoMa Area.*

IV. THE EXTENT TO WHICH THE PROJECT INCORPORATES COMMUNITY IMPROVEMENTS THAT EXCEED THE REQUIREMENTS OF ZONING AND CITY ORDINANCES APPLICABLE TO THE PROJECT. "COMMUNITY IMPROVEMENT(S)" INCLUDE CONSTRUCTION, FINANCING, LAND DEDICATION, OR LAND EXCHANGES FOR THE CREATION OF ANY OF THE FOLLOWING FACILITIES: COMMUNITY-

SERVING FACILITIES, INCLUDING WITHOUT LIMITATION, CHILDCARE FACILITIES, TOT LOTS, COMMUNITY GARDENS, PARKS, INDOOR AND OUTDOOR NEIGHBORHOOD-ORIENTED PLAZAS AND OPEN SPACE, NEIGHBORHOOD RECREATION CENTERS, DOG PARKS, PUBLIC SAFETY FACILITIES, AFFORDABLE SPACE FOR COMMUNITY-SERVING RETAIL SERVICES AND FOOD MARKETS, AND AFFORDABLE SPACE FOR COMMUNITY ARTS AND CULTURAL ACTIVITIES.

*The Project is located on an 10,312-square-foot corner lot. The proposed building will be 65-feet tall, total of 49,288 square feet and will contain ground floor space for community-serving retail with office use above. The lot size combined with the overall scale of the project, does not allow for on-site community facilities such as open space, plazas, or other type of public amenities. The Project will improve the pedestrian experience, by providing Micro-Retail spaces with a dedicated patio along Zoe Street as well as an engaging, transparent frontage on Bryant Street. The Project will pay the associated impact fees which will fund the development and construction of neighborhood amenities that are called out as priorities in the Central SoMa Plan, such as new parks and community centers that will be utilized by everyone in the Plan Area. Overall, the Project is appropriate for its location and size and contributes to various community improvements as envisioned by the Central SoMa Plan.*

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

**COMMERCE AND INDUSTRY ELEMENT**

Objectives and Policies

**OBJECTIVE 1**

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

Policy 1.1

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

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.

**URBAN DESIGN ELEMENT**

Objectives and Policies

**OBJECTIVE 1**

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

Policy 1.3

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

**CENTRAL SOMA PLAN**

OBJECTIVES AND POLICIES

**GOAL 2: MAINTAIN A DIVERSITY OF RESIDENTS**

**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.

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

**OBJECTIVE 3.2**

**SUPPORT THE GROWTH OF OFFICE SPACE**

Policy 3.2.1

Facilitate the growth of office.

**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.

**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.

**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.

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

*The Project will provide 49,288 gsf of office and 2,899 gsf of ground-floor retail that will accommodate small to medium sized businesses. The new office and retail uses will accommodate significant opportunities for job growth within the Central SoMa SUD and thus, expand employment opportunities for residents of the City. These uses will help to retain existing commercial activity and attract new commercial activity. While not specifically dedicated to unskilled and semi-skilled work force, the retail and micro-retail spaces will provide opportunity for small businesses that employ unskilled and semi-skilled workers in the service sector.*

*The Project's streamlined and modern architecture will contribute to the character of the neighborhood. The building materials of are high quality and will promote visual relationships between new and older buildings in the Central SoMa neighborhood. The Project will be in scale with surrounding development along Bryant Street, and will reduce the massing along Zoe Street, and provide a rear courtyard to be sensitive to adjacent live/work units. The office lobby and ground floor retail will continue the commercial pattern along Bryant Street and the Micro-Retail spaces and dedicated patio will provide an engaging pedestrian experience along Zoe Street as it transitions to a more residential character.*

*The Project will incorporate a high-quality design with durable materials that complement the neighborhood aesthetic.*

*The Project will not provide any off-street parking spaces. Instead, the Project will provide required showers, lockers and bicycle parking spaces. The project's proximity to multiple modes of transit will*

*promote alternatives to private vehicle use.*

*The Project will comply with the Jobs-Housing Linkage fee as well as with the childcare facility in-lieu fee; therefore, will support the aforementioned services necessary to serve local residents.*

**9. Planning Code Section 101.1(b)** establishes eight priority-planning policies and requires review of permits for consistency with said policies. On balance, the project 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 site is currently occupied by an approximately 12,000 square foot commercial building. The proposed office development would therefore reduce the total commercial space on the project site. However, the Project is proposing 2,899 square feet of retail, including micro-retail spaces. The proposed office development would add to the potential customer base of any retail businesses on site or in the neighborhood. The new proposed uses would enhance future opportunities for 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 nor is it proposing any housing; therefore, the proposed Project will not have an effect on the housing and neighborhood character.*

- 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 does not propose residential uses. Therefore, the proposed development of this site will not affect the City's available housing stock.*

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

*The Project Site is served by nearby public transportation options. The Project site is located in close proximity to the: 8, 30, 91 and N MUNI bus lines, as well as the Central Subway line along 4th Street and the 4th & King Caltrain and MUNI light stations. The Central Subway Project to extend the Muni Metro T Third Line through South of Market, Union Square, and Chinatown with four new stations is also expected to be completed soon. The Project also provides sufficient bicycle parking for employees 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 site is currently occupied by an approximately 12,000 square foot commercial building*

*commercial and does not contain any industrial uses. The proposed office development would therefore reduce the commercial space on the project site. However, the Project is proposing 49,288 square feet of new commercial office development and 2,899 square feet of retail, including micro-retail spaces. The Project will therefore expand future opportunities for 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 designed and will be constructed to conform to the structural and seismic safety requirements of the Building Code. This proposal will not impact the property's ability to withstand an earthquake.*

- g) That landmarks and historic buildings be preserved.

*Currently, 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.*

- 10. First Source Hiring.** The Project is subject to the requirements of the First Source Hiring Program as they apply to permits for residential development (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.*

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

## DECISION

That based upon the Record, the submissions by the Applicant, the staff of the Department and other interested parties, the oral testimony presented to this Commission at the public hearings, and all other written materials submitted by all parties, the Commission hereby **APPROVES** approximately 49,288 square feet of office use in **Office Development Authorization Application No. 2016-004392OFA** subject to the following conditions attached hereto as “EXHIBIT A” in general conformance with plans on file, dated September 24, 2020, and stamped “EXHIBIT B”, which is incorporated herein by reference as though fully set forth.

The Planning Commission hereby adopts the MMRP attached hereto as “EXHIBIT 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 Office Development Allocation to the Board of Appeals within fifteen (15) days after the date of this Motion. The effective date of this Motion shall be the date of adoption of this Motion if not appealed (after the 15-day period has expired) OR the date of the decision of the Board of Appeals if appealed to the Board of Appeals. Any appeal shall be made to the Board of Appeals, unless an associated entitlement is appealed to the Board of Supervisors, in which case the appeal of this Motion shall also be made to the Board of Supervisors (see Charter Section 4.135). For further information, please contact the Board of Appeals at (628) 652-1150, 49 South Van Ness Avenue, Suite 1475, San Francisco, CA 94103, or the Board of Supervisors at (415) 554-5184, City Hall, Room 244, 1 Dr. Carlton B. Goodlett Place, San Francisco, CA 94102.

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

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

I hereby certify that the Planning Commission ADOPTED the foregoing Motion on September 24, 2020.

Jonas P. Ionin  
Commission Secretary

AYES:

NAYS:

ABSENT:

ADOPTED: September 24, 2020

## EXHIBIT A

### Authorization

This authorization is for an Office Development Authorization to allow 49,288 square feet of office use for the Project identified in Office Development Application No. 2016-004392OFA at 531 Bryant Street, Assessor's Block 3776, Lot 094, pursuant to Planning Code Sections 321 and 322, within the CMUO (Central Soma Mixed Use Office) Zoning District, Central SoMa Special Use District, and 65-X Height and Bulk District in general conformance with plans, dated September 24, 2020, and stamped "EXHIBIT B" included in the docket for Case No. 2016-004392OFA and subject to conditions of approval reviewed and approved by the Commission on September 24, 2020 under Motion No. XXXXX. This authorization and the conditions contained herein run with the property and not with a particular Project Sponsor, business, or operator.

### 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 September 24, 2020 under Motion No XXXXXX.

### Printing of Conditions of Approval on Plans

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

### Severability

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

### Changes and Modifications

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



# CONDITIONS OF APPROVAL, COMPLIANCE, MONITORING, AND REPORTING

## Performance

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

*For information about compliance, contact Code Enforcement, Planning Department at 628.652.7463, [www.sfplanning.org](http://www.sfplanning.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 628.652.7463, [www.sfplanning.org](http://www.sfplanning.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 628.652.7463, [www.sfplanning.org](http://www.sfplanning.org)*

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

*For information about compliance, contact Code Enforcement, Planning Department at 628.652.7463, [www.sfplanning.org](http://www.sfplanning.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 628.652.7463, [www.sfplanning.org](http://www.sfplanning.org)*

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

*For information about compliance, contact Code Enforcement, Planning Department at 628.652.7463, [www.sfplanning.org](http://www.sfplanning.org)*

- 7. 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 628.652.7463, [www.sfplanning.org](http://www.sfplanning.org)*

- 8. Additional Project Authorization.** The Project Sponsor must obtain a Planning Code Text Amendment (Central SoMa Planning Code Clean-Up [Record No. 2011.1356PCA-02]) to clarify the height and bulk controls for narrow streets and development impact fees for the Project. The conditions set forth below are additional conditions required in connection with the Project. If these conditions overlap with any other requirement imposed on the Project, the more restrictive or protective condition or requirement, as determined by the Zoning Administrator, shall apply.

This approval is contingent on, and will be of no further force and effect until the date that the San Francisco Board of Supervisor has approved by resolution approving the Planning Code Text Amendment.

*For information about compliance, contact Code Enforcement, Planning Department at 415-575-6863, [www.sfplanning.org](http://www.sfplanning.org)*

## Design – Compliance at Plan Stage

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

*For information about compliance, contact the Case Planner, Planning Department at 628.652.7600, [www.sfplanning.org](http://www.sfplanning.org)*

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

*For information about compliance, contact the Case Planner, Planning Department at 628.652.7600, [www.sfplanning.org](http://www.sfplanning.org)*

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

*For information about compliance, contact the Case Planner, Planning Department at 415-558-6378, [www.sfplanning.org](http://www.sfplanning.org)*

- 12. 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. Therefore, 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 Bureau of Street Use and Mapping, Department of Public Works at 628.271.2000, [www.sfpbpublicworks.org](http://www.sfpbpublicworks.org)*

- 13. 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 628.652.7600, [www.sfplanning.org](http://www.sfplanning.org)*

## Parking and Traffic

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

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

*For information about compliance, contact the TDM Performance Manager at [tdm@sfgov.org](mailto:tdm@sfgov.org) or 628.652.7340,*

[www.sfplanning.org](http://www.sfplanning.org)

- 15. Bicycle Parking.** Pursuant to Planning Code Sections 155.1 and 155.4, the Project shall provide no fewer than **10** Class 1 or 4 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](mailto:bikeparking@sfmta.com) to coordinate the installation of on-street bicycle racks and ensure that the proposed bicycle racks meet the SFMTA's bicycle parking guidelines. Depending on local site conditions and anticipated demand, SFMTA may request the project sponsor pay an in-lieu fee for Class II bike racks required by the Planning Code.

*For information about compliance, contact Code Enforcement, Planning Department at 628.652.7463, [www.sfplanning.org](http://www.sfplanning.org)*

- 16. Showers and Clothes Lockers.** Pursuant to Planning Code Section 155.3, the Project shall provide no fewer than **2** showers and **12** clothes lockers.

*For information about compliance, contact Code Enforcement, Planning Department at 628.652.7463, [www.sfplanning.org](http://www.sfplanning.org)*

- 17. 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 628.652.7463, [www.sfplanning.org](http://www.sfplanning.org)*

## Provisions

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

*For information about compliance, contact the First Source Hiring Manager at 415.581.2335, [www.onestopSF.org](http://www.onestopSF.org)*

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

*For information about compliance, contact the Case Planner, Planning Department at 628.652.7600, [www.sfplanning.org](http://www.sfplanning.org)*

- 20. 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 628.652.7600, [www.sfplanning.org](http://www.sfplanning.org)*

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

*For information about compliance, contact the Case Planner, Planning Department at 628.652.7600, [www.sfplanning.org](http://www.sfplanning.org)*

- 22. Child-Care Requirements for Office and Hotel Development.** In lieu of providing an on-site child-care facility, the Project has elected to meet this requirement by providing an in-lieu fee, as applicable, pursuant to Planning Code Section 414.

*For information about compliance, contact the Case Planner, Planning Department at 628.652.7600, [www.sfplanning.org](http://www.sfplanning.org)*

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

*For information about compliance, contact the Case Planner, Planning Department at 628.652.7600, [www.sfplanning.org](http://www.sfplanning.org)*

- 24. 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 628.652.7600, [www.sfplanning.org](http://www.sfplanning.org)*

- 25. 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 628.652.7600, [www.sfplanning.org](http://www.sfplanning.org)*

- 26. 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 628.652.7600, [www.sfplanning.org](http://www.sfplanning.org)*

- 27. Central SoMa SUD, Renewable Energy Requirements.** The Project shall fulfill all on-site electricity demands through any combination of on-site generation of 100% greenhouse gas-free sources in

compliance with Planning Code Section 249.78(d)(5).

*For information about compliance, contact the Case Planner, Planning Department at 628.652.7600, [www.sfplanning.org](http://www.sfplanning.org)*

- 28. 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 628.652.7600, [www.sfplanning.org](http://www.sfplanning.org)*

- 29. 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 628.652.7600, [www.sfplanning.org](http://www.sfplanning.org)*

- 30. 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 628.652.7600, [www.sfplanning.org](http://www.sfplanning.org)*

- 31. 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 628.652.7600, [www.sfplanning.org](http://www.sfplanning.org)*

- 32. Central SoMa Community Facilities District Program (Planning Code Section 434).** The development project shall participate in the CFD established by the Board of Supervisors pursuant to Article X of Chapter 43 of the Administrative Code (the "Special Tax Financing Law") and successfully annex the lot or lots of the subject development into the CFD prior to the issuance of the first Certificate of Occupancy for the development. For any lot to which the requirements of this Section 434 apply, the Zoning Administrator shall approve and order the recordation of a Notice in the Official Records of the Recorder of the City and County of San Francisco for the subject property prior to the first Certificate of Occupancy for the

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

*For information about compliance, contact the Case Planner, Planning Department at 628.652.7600, [www.sfplanning.org](http://www.sfplanning.org)*

## Monitoring - After Entitlement

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

*For information about compliance, contact Code Enforcement, Planning Department at 628.652.7463, [www.sfplanning.org](http://www.sfplanning.org)*

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

*For information about compliance, contact Code Enforcement, Planning Department at 628.652.7463, [www.sfplanning.org](http://www.sfplanning.org)*

## Operation

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

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

*For information about compliance, contact the Bureau of Street Use and Mapping, Department of Public Works at 628.271.2000, [www.sfpublicworks.org](http://www.sfpublicworks.org).*

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

*For information about compliance of fixed mechanical objects such as rooftop air conditioning, restaurant ventilation systems, and motors and compressors with acceptable noise levels, contact the Environmental Health Section, Department of Public Health at 415.252.3800, [www.sfdph.org](http://www.sfdph.org).*

*For information about compliance with construction noise requirements, contact the Department of Building Inspection at 628.652.3200, [www.sfdbi.org](http://www.sfdbi.org).*

*For information about compliance with the requirements for amplified sound, including music and television, contact the Police Department at 415.553.0123, [www.sf-police.org](http://www.sf-police.org)*

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

*For information about compliance with odor or other chemical air pollutants standards, contact the Bay Area Air Quality Management District, (BAAQMD), 1-800-334-ODOR (6367), [www.baaqmd.gov](http://www.baaqmd.gov) and Code Enforcement, Planning Department at 628.652.7600, [www.sfplanning.org](http://www.sfplanning.org)*

- D. Garbage, recycling, and compost containers shall be kept within the premises and hidden from public view, and placed outside only when being serviced by the disposal company. Trash shall be contained and disposed of pursuant to garbage and recycling receptacles guidelines set forth by the Department of Public Works.

*For information about compliance, contact the Bureau of Street Use and Mapping, Department of Public Works at 628.271.2000, [www.sfpublishworks.org](http://www.sfpublishworks.org)*

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

*For information about compliance, contact Bureau of Street Use and Mapping, Department of Public Works, 628.271.2000, [www.sfpublishworks.org](http://www.sfpublishworks.org)*

- 37. Community Liaison.** Prior to issuance of a building permit to construct the project and implement the approved use, the Project Sponsor shall appoint a community liaison officer to deal with the issues of concern to owners and occupants of nearby properties. The Project Sponsor shall provide the Zoning Administrator and all registered neighborhood groups for the area with written notice of the name, business address, and telephone number of the community liaison. Should the contact information change, the Zoning Administrator and registered neighborhood groups shall be made aware of such change. The community liaison shall report to the Zoning Administrator what issues, if any, are of concern to the



community and what issues have not been resolved by the Project Sponsor.

*For information about compliance, contact Code Enforcement, Planning Department at 628.652.7463,  
[www.sfplanning.org](http://www.sfplanning.org)*



# 531 BRYANT STREET

SAN FRANCISCO, CA

PLANNING COMMISSION  
SEPT. 24, 2020

URBAN LAND DEVELOPMENT

HANDEL ARCHITECTS LLP



# DESIGN INTENT

## Introduction & Context

Six-story Mixed-Use development in Post-industrial neighborhood  
Retail Sales and Services at Ground Level  
Office at Upper Levels

## Massing and Material

*Mid-rise building with a height that is appropriate to the scale of Bryant Street*

65 feet Max. Height  
Relationship to Industrial Neighborhood Context  
Top Floor Building Set-back along Zoe Street

*A highly crafted facade which echoes the manufacturing and industrial nature of the district's past*

Robust Patinated Metals  
Stone  
Wood  
Formed Metal Exterior Detailing

## Streetscape & Ground Floor Experience

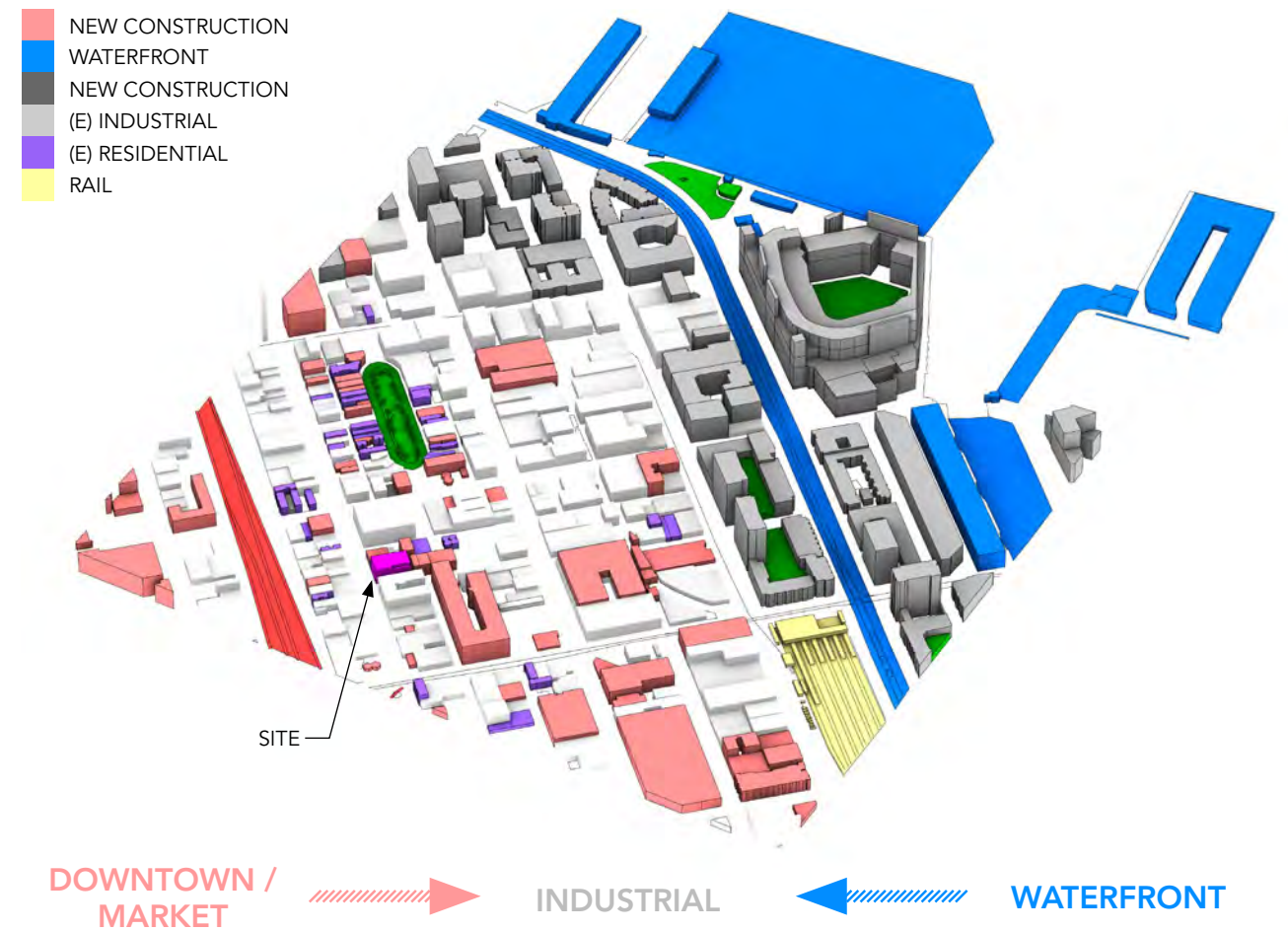
*Activated street level*

Retail spaces anticipated to support commercial use, food, beverage and micro-retail

Transparent glass will be provided to create an engaging pedestrian experience

Programmed uses will wrap around the building onto Zoe Street and reduce in scale as the building approaches residential part of street

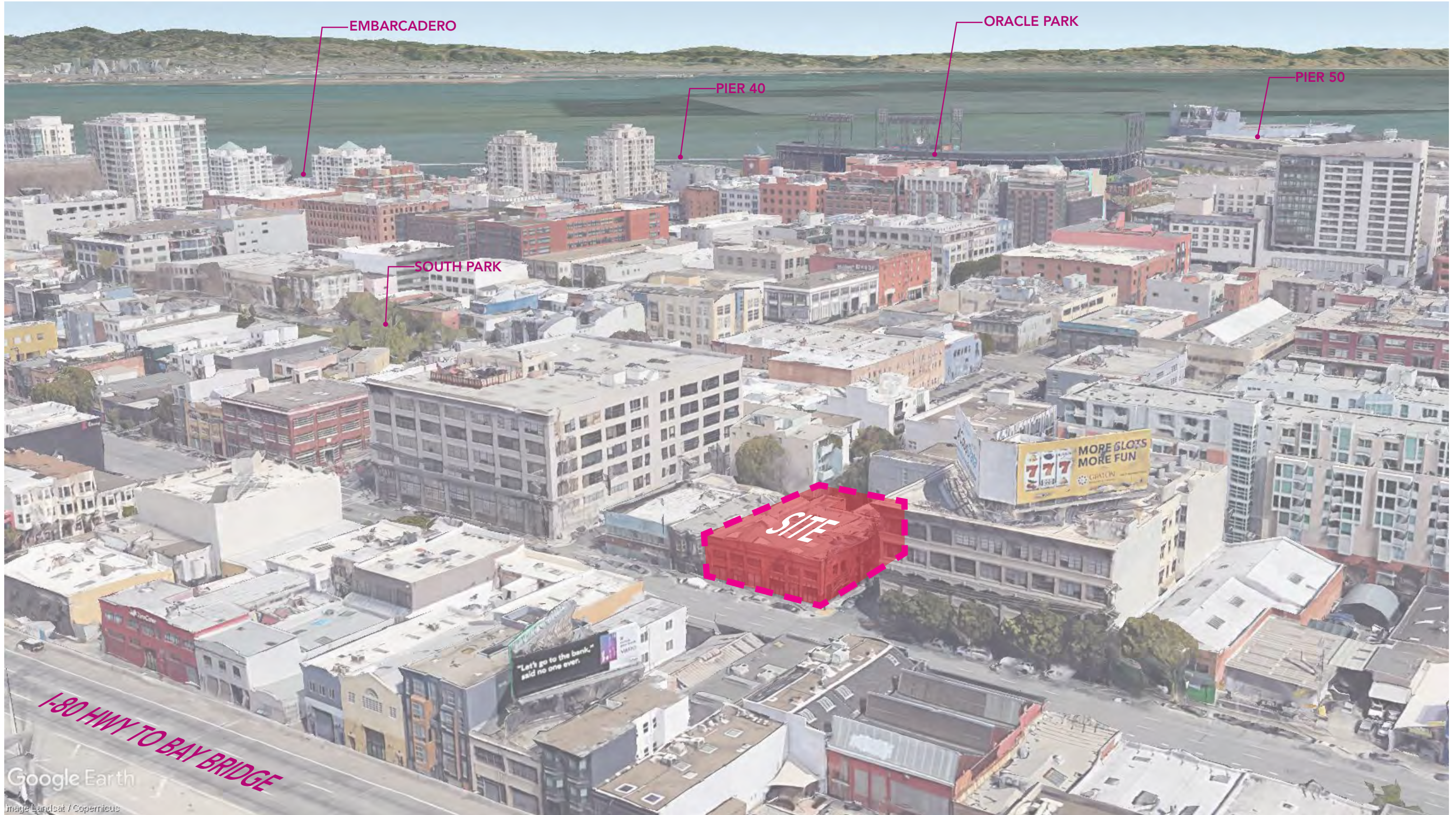
Sculpture garden featuring collaborative community efforts with 'United Playaz' San Francisco gun buy-back program



# ZONING SUMMARY

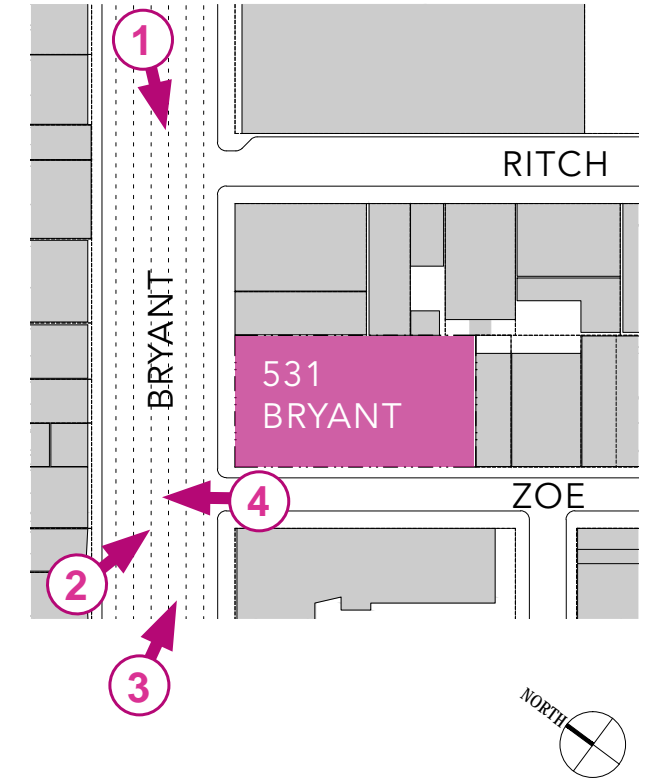
PARCEL	BLOCK 3776, LOT 94
LOT AREA	10,312.5 SF (137.5' x 75')
ZONING	CMUO (MIXED USE OFFICE) SEC. 842/ CENTRAL SOMA SPECIAL USE DISTRICT FORMERLY S-L-I (SERVICE/LIGHT INDUSTRIAL)
HEIGHT & BULK	65-CS 65' HEIGHT LIMIT
BULK CONTROLS AT ALLEY	SEC. 270 (h) / CENTRAL SOMA PLAN & IMPLEMENTATION STRATEGY, AUGUST 2016  SEC. 270 (h) TO COMPLY WITH APPARENT MASS REDUCTION, TABLE 270 (h) AT NARROW STREETS (A RIGHT-OF-WAY WITH A WIDTH OF 40 FEET OR LESS AND MORE THAN 60 FEET FROM AN INTERSECTION WITH A STREET WIDER THAN 40 FEET).  MEASURE 8.4.1.3: APPLY SKYPLANE TO NORTH SIDE NARROW STREETS AT HEIGHTS ABOVE 35 FEET: HEIGHT DISTRICT OF 65 FEET: REQUIRE APPARENT MASS REDUCTION OF 50%
REAR YARD	N/A : NON-RESIDENTIAL USE
USABLE OPEN SPACE FOR NON-RESIDENTIAL	SEC. 135.3 OFFICE: 1 SQ. FT. PER 50 SQ. FT. OF OCCUPIED FLOOR AREA OF NEW, CONVERTED OR ADDED SQUARE FOOTAGE  RETAIL, EATING AND / OR DRINKING ESTABLISHMENTS: 1 SQ. FT. PER 250 SQ. FT. OF OCCUPIED FLOOR AREA OF NEW OR ADDED SQUARE FOOTAGE
OFF STREET PARKING	RESIDENTIAL & NON-RESIDENTIAL: NONE REQUIRED. LIMITS SET FORTH IN SECTION 151.1
NON. RES. DENSITY LIMIT	GENERALLY CONTINGENT ON PERMITTED HEIGHT
BICYCLE PARKING	SEC. 155.2 OFFICES: CLASS 1: ONE SPACE FOR EVERY 5,000 OCCUPIED SQUARE FEET. (MIN. 2) CLASS 2: MINIMUM TWO SPACES FOR ANY OFFICE USE GREATER THAN 5,000 GROSS SQUARE FEET, ONE SPACE FOR EACH ADDITIONAL 50,000 OCCUPIED SQUARE FEET.  RESTAURANT / LOUNGE: CLASS 1: ONE SPACE FOR EVERY 7,500 SQUARE FEET OF OCCUPIED FLOOR AREA. (MIN. 2)

# PROJECT SITE AERIAL VIEW

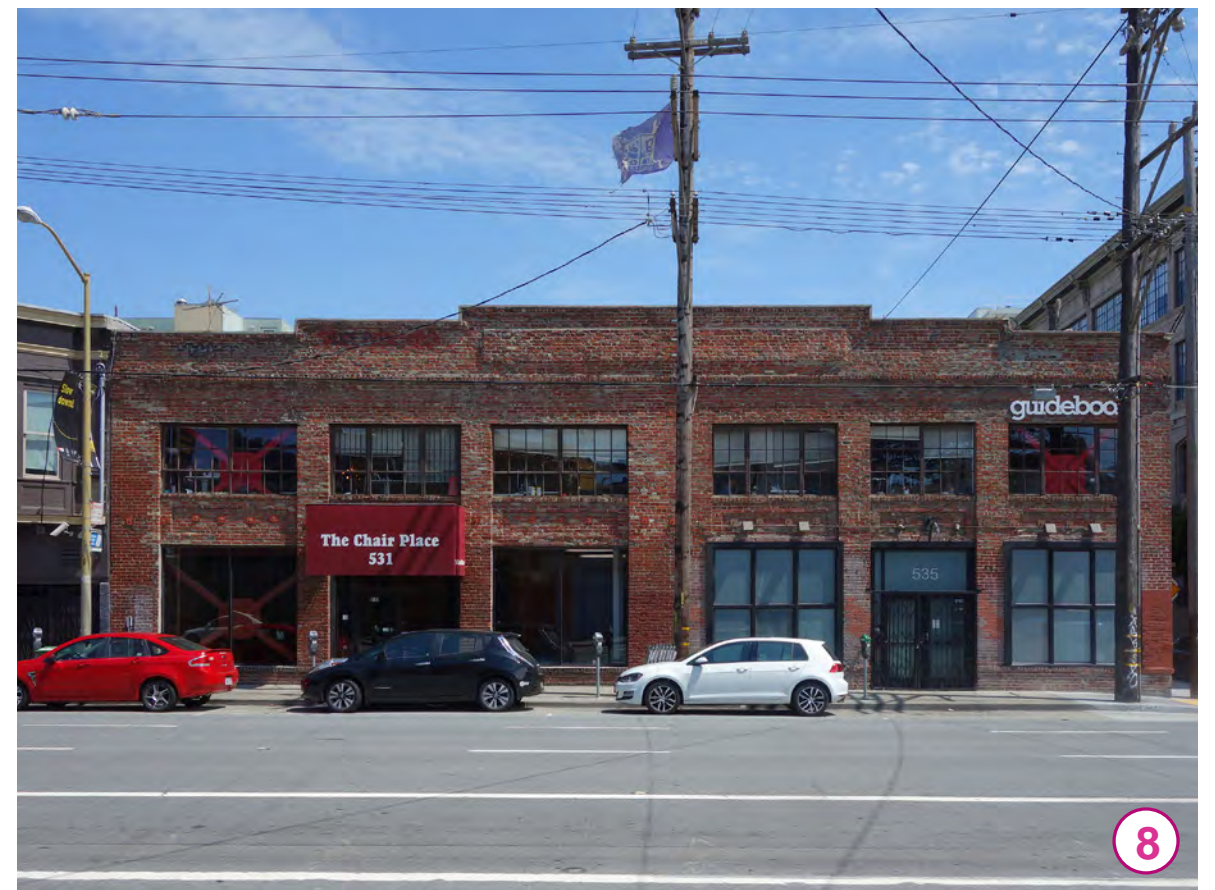
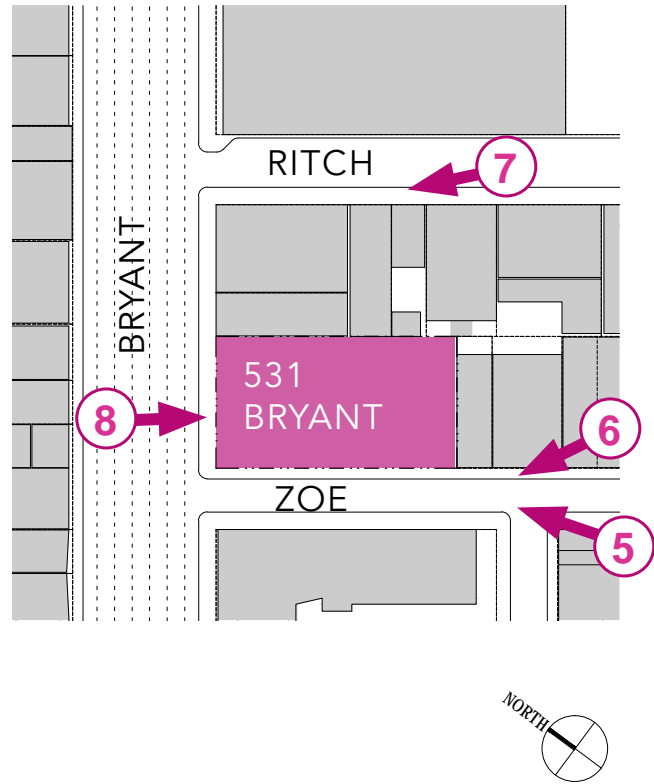


Google Earth  
Image Landsat / Copernicus

# EXISTING PHOTOS (BRYANT, ZOE AND RITCH)

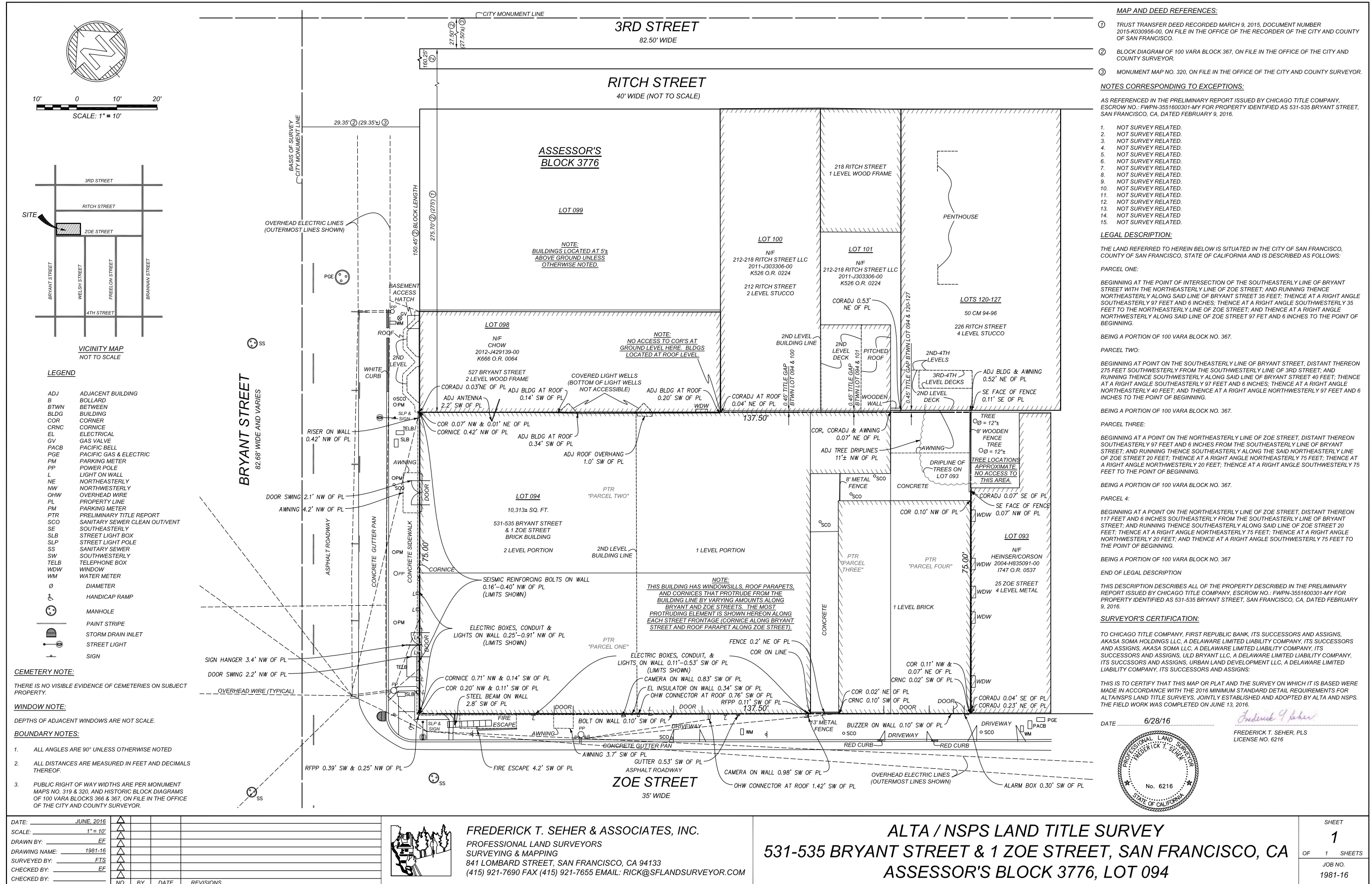


# EXISTING PHOTOS (BRYANT, ZOE AND RITCH)

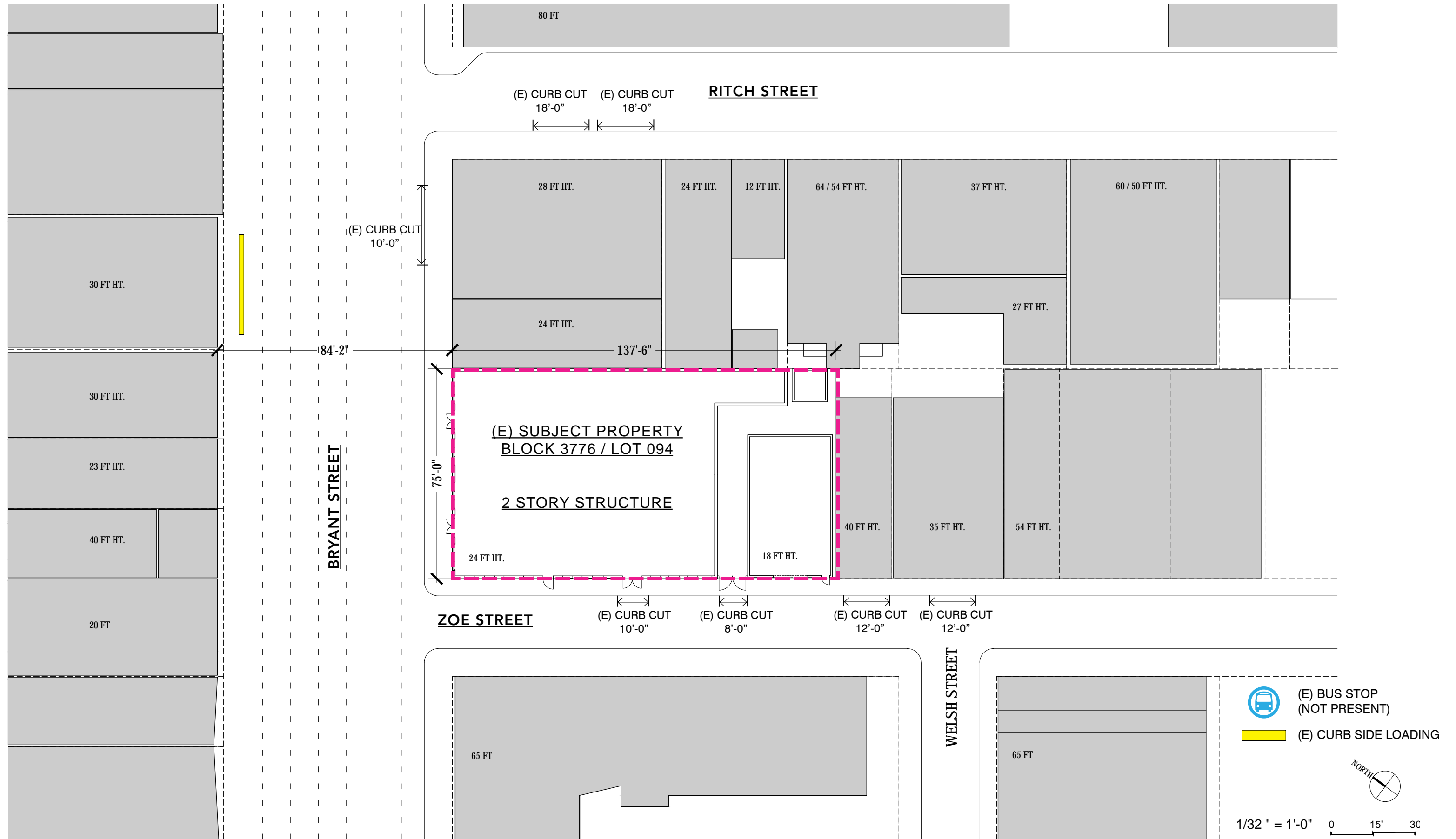




# SITE SURVEY (EXISTING)



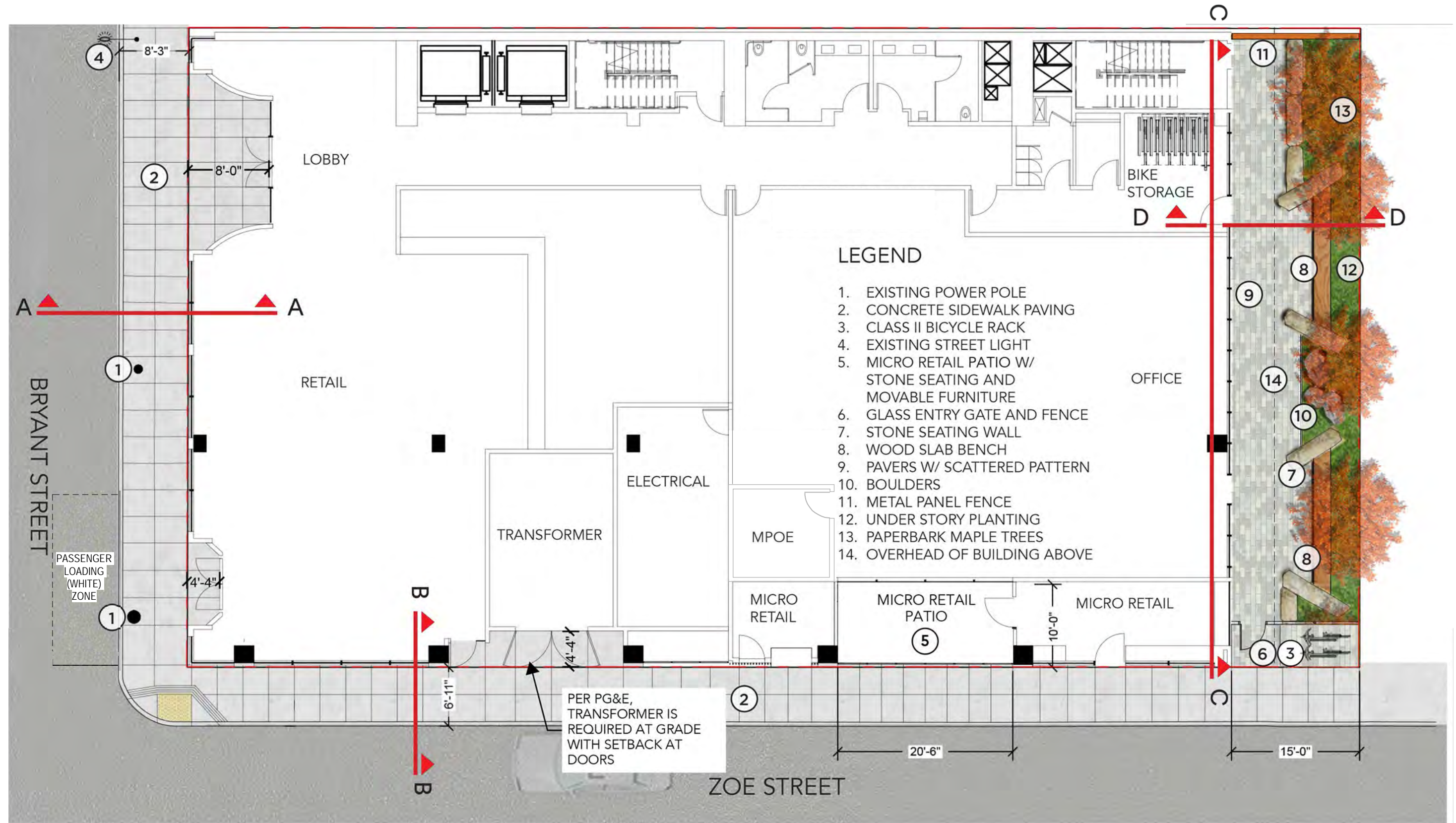
# EXISTING SITE PLAN



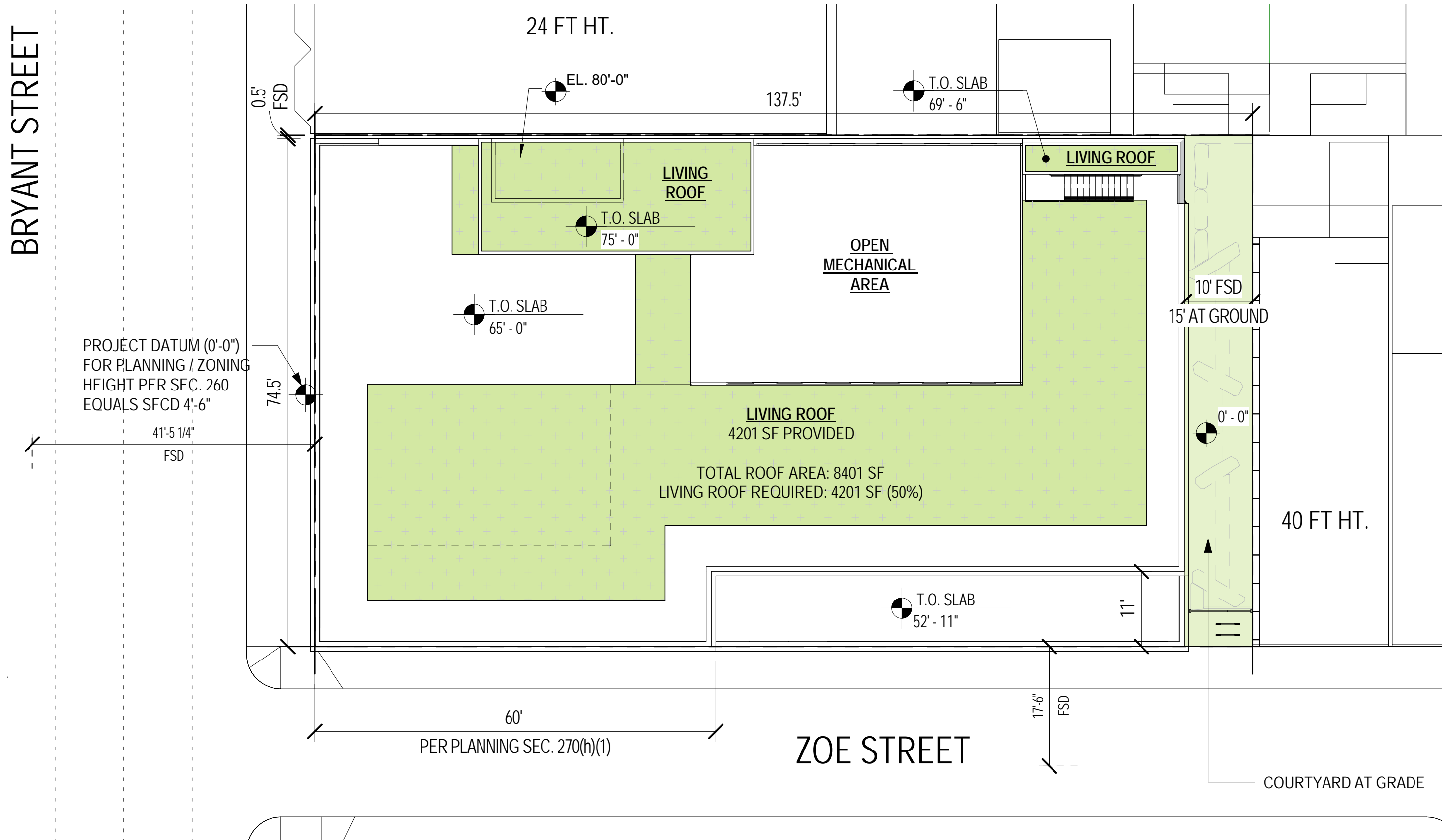
# PROPOSED SITE PLAN



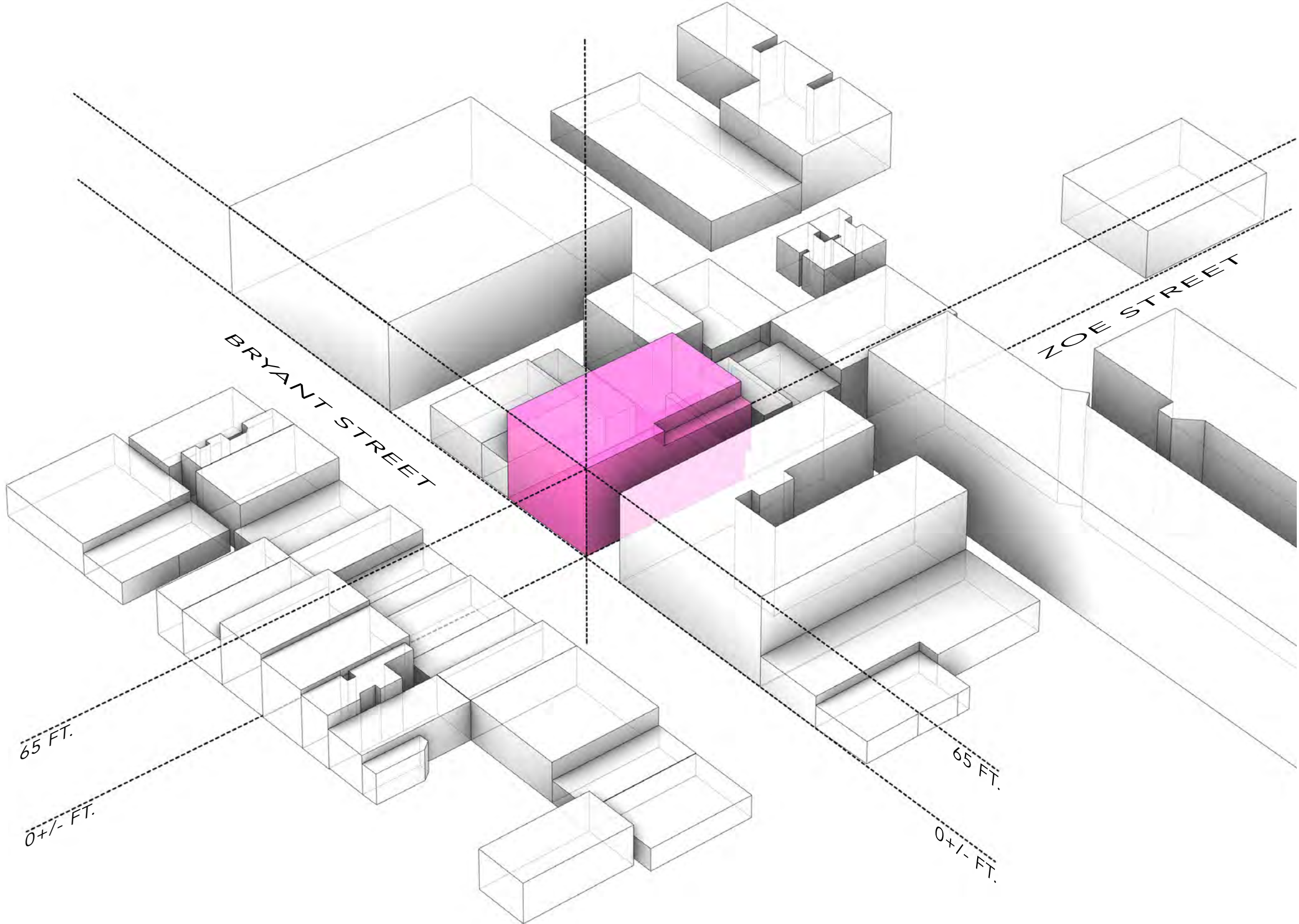
# DIAGRAMS: LANDSCAPE PLAN / STREETSCAPE



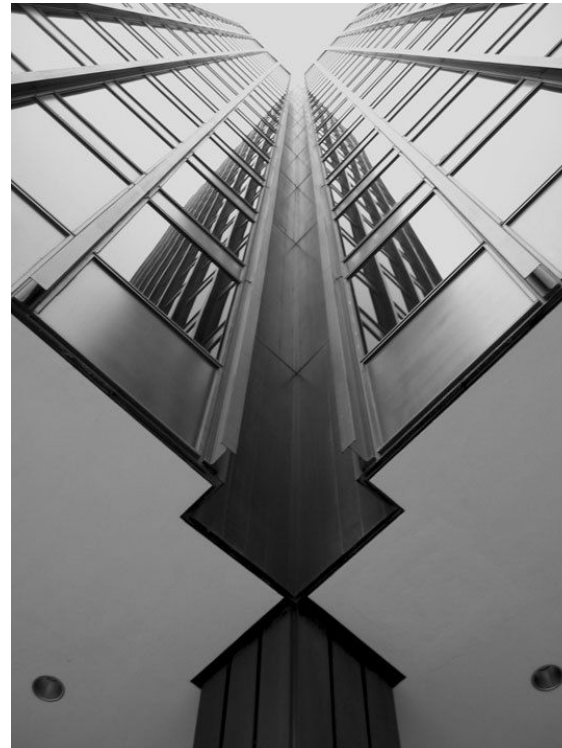
# DIAGRAMS: LIVING ROOF



# DIAGRAMS: CONTEXT ANALYSIS



# ARCHITECTURE PRECEDENTS



# PROJECT SUMMARY

## AREA - 6 FLOORS - 65'-0 TO ROOF

Floor	Use	GSF (PER SECTION 102.9)				EXEMPTED GSF (SECTION 102.9)						PRIVATE OPEN SPACE (SECTION 135.3)		
		OFFICE	RETAIL	BLDG SERVICES/OTHER	TOTAL	BIKE STORAGE	MICRO-RETAIL PATIO	COURTYARD	TERRACE	MEP/SERVICES	TOTAL	COURTYARD	TERRACE	TOTAL
High Roof	Mechanical				0					966	966			0
Roof	Mechanical/Terrace			133	133				958	7,311	8,269		958	958
5	Office	7,899		763	8,662				704		704		704	704
4	Office	8,654		763	9,417									0
3	Office	8,654		763	9,417									0
2	Office	8,612		805	9,417									0
1 - Mezzanine	Office	3,409		605	4,014									0
1 - Grade Level	Retail Sales and Service	2,350	2,899	2,979	8,228	292	200	1,118			1,610			0
<b>TOTALS</b>		<b>39,578</b>	<b>2,899</b>	<b>6,811</b>	<b>49,288</b>	<b>292</b>	<b>200</b>	<b>1,118</b>	<b>1,662</b>	<b>8,277</b>	<b>11,549</b>	<b>1,118</b>	<b>1,662</b>	<b>2,780</b>

## PROJECT DATA

	REQUIRED	PROVIDED
HEIGHT	65 FT MAX.	65 FT TO T/ ROOF
PRIVATE OPEN SPACE FOR NON-RESIDENTIAL USE	OFFICE = 49,288 / 50 SF = <b>986 SF REQUIRED</b> RETAIL SALES AND SERVICES = 2,899 / 250 SF = <b>12 SF REQUIRED</b>	<b>2,780 SF</b> PRIVATE OPEN SPACE PROVIDED
PARKING / CAR-SHARE	NONE REQUIRED	NONE PROVIDED
BICYCLE PARKING	OFFICE = 49,288 / 5,000 SF = 10 CLASS-I SPACES REQUIRED 2 CLASS-II SPACES REQUIRED  RETAIL SALES AND SERVICE = 2,899 / 7,500 SF = 0.4 (MIN.) 2 CLASS-II SPACES REQUIRED	10 (CLASS-I) SPACES PROVIDED IN BIKE LOUNGE AND 2 (CLASS-II) SPACES PROVIDED AT SIDEWALK  2 (CLASS-II) SPACES PROVIDED AT SIDEWALK



# AERIAL VIEW



# VIEW FROM BRYANT



# VIEW FROM BRYANT



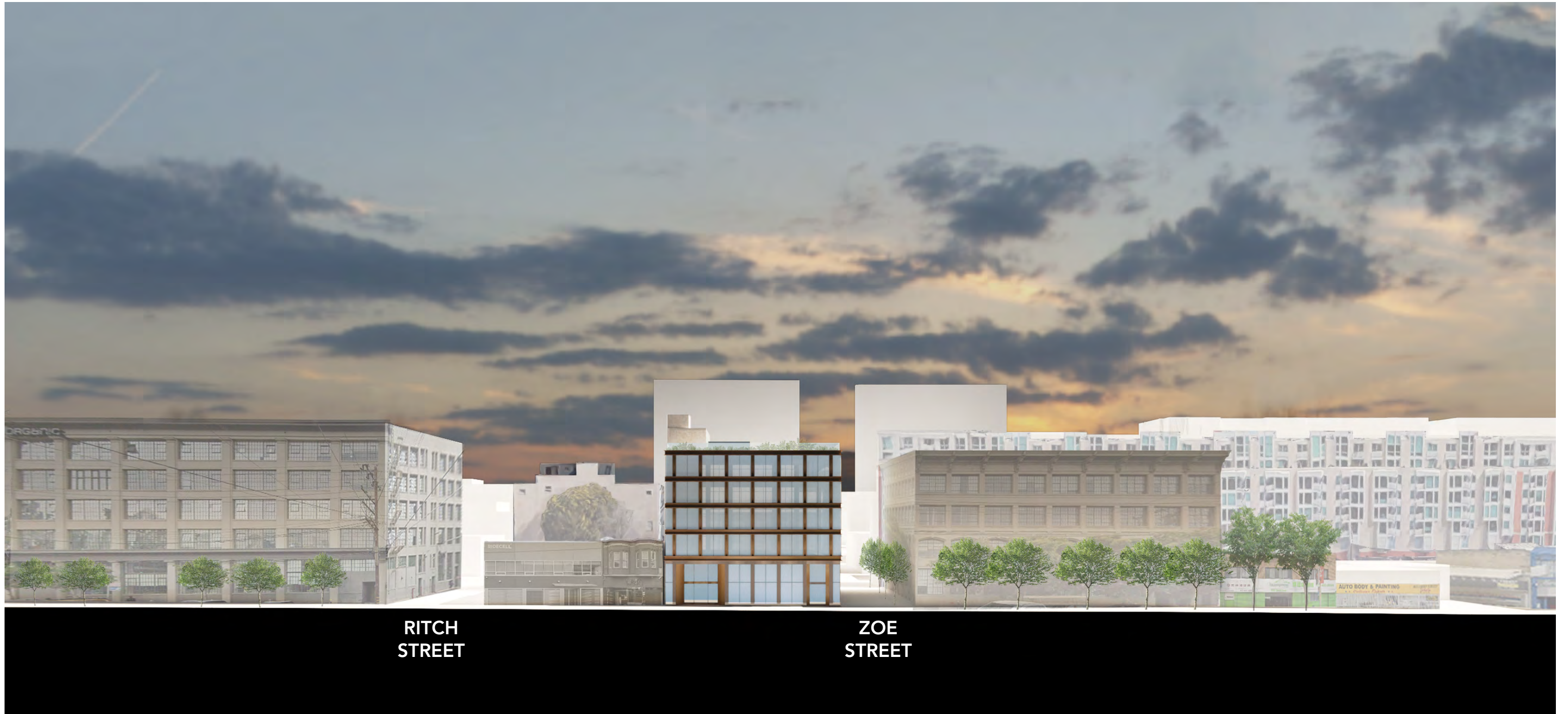
# VIEW FROM ZOE



# VIEW FROM ZOE



# OVERALL NEIGHBORHOOD ELEVATIONS - BRYANT STREET



RITCH  
STREET

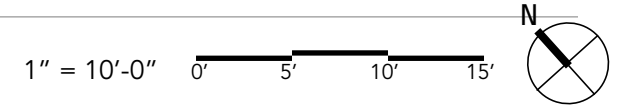
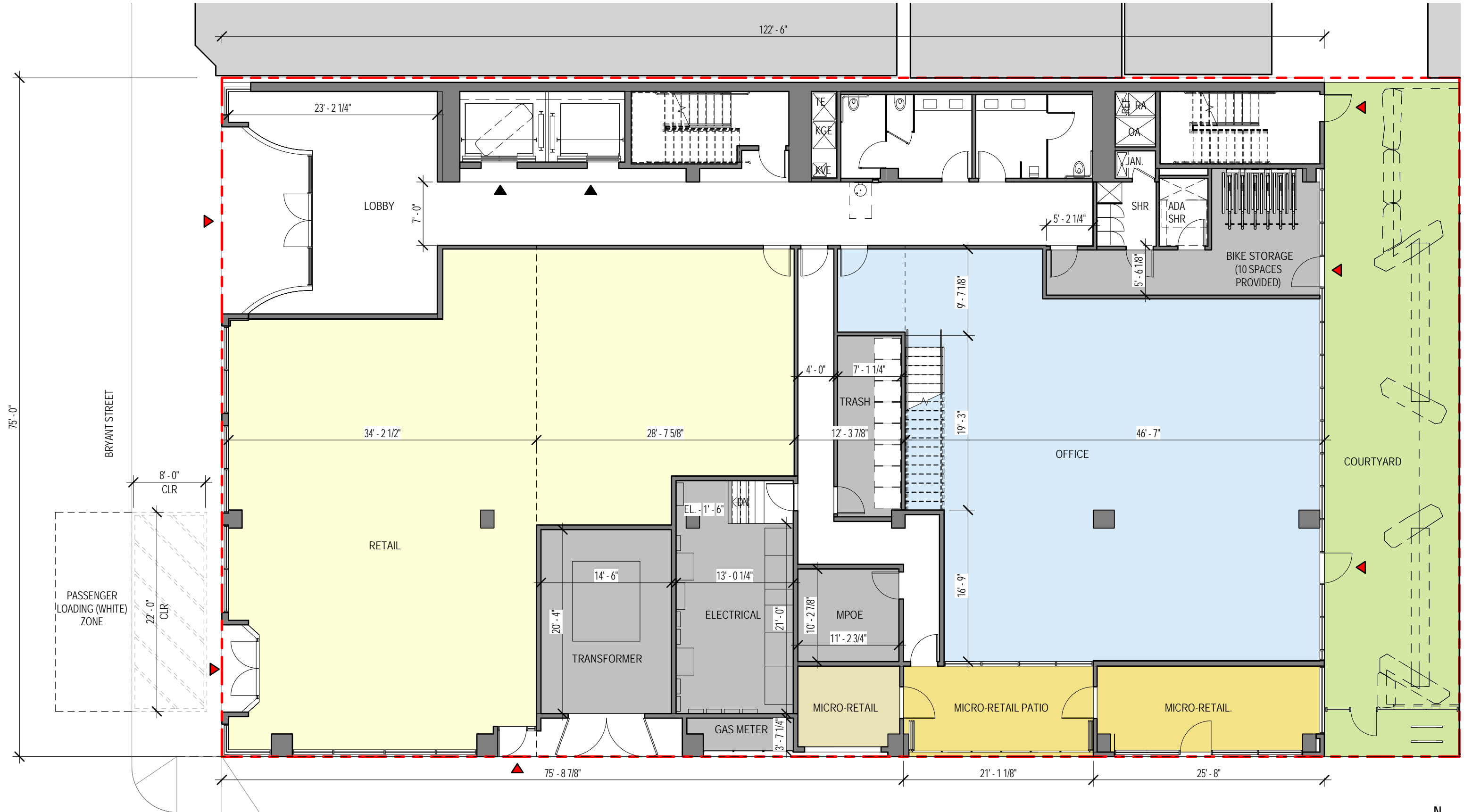
ZOE  
STREET

# OVERALL NEIGHBORHOOD ELEVATIONS - ZOE STREET



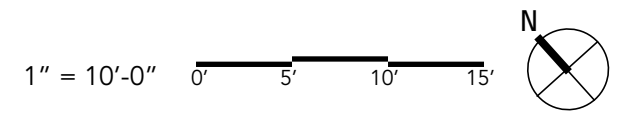
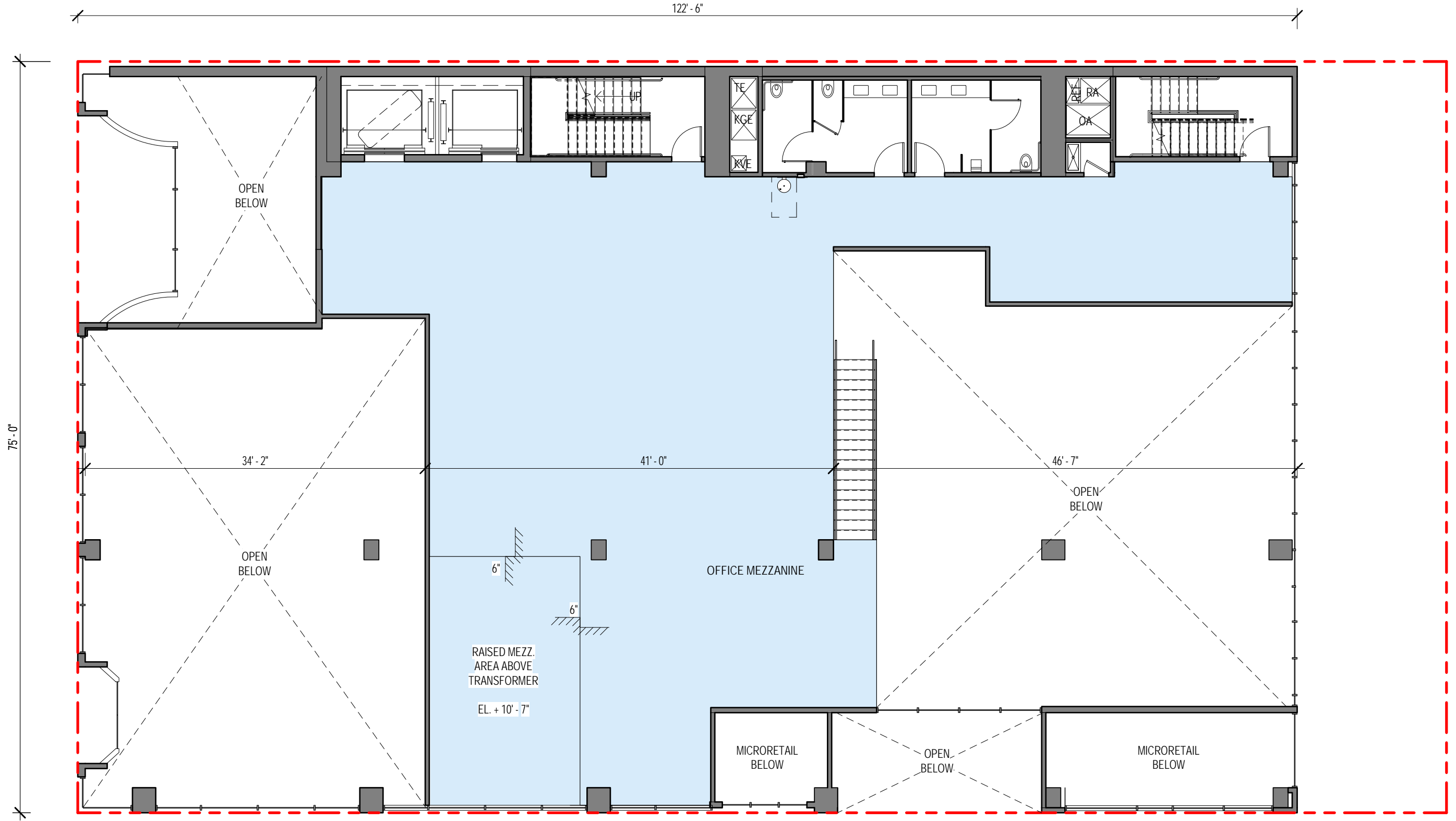
BRYANT STREET

# GROUND FLOOR PLAN

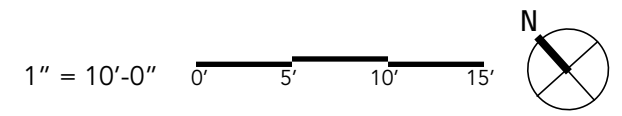




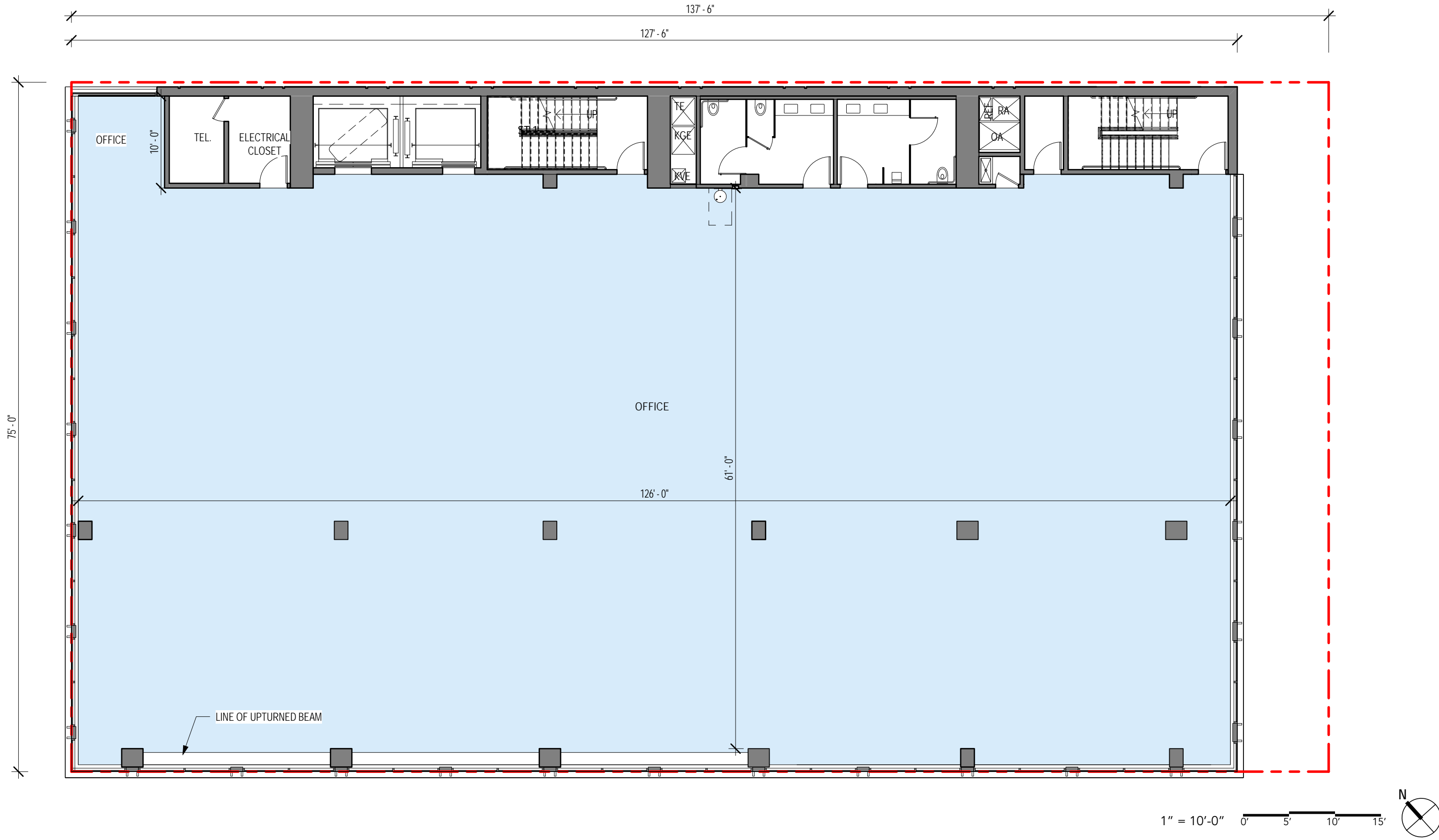
# LEVEL 1.5 FLOOR PLAN



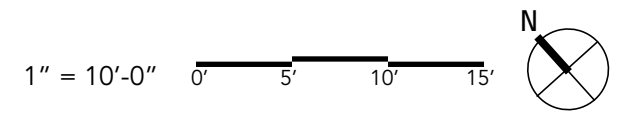
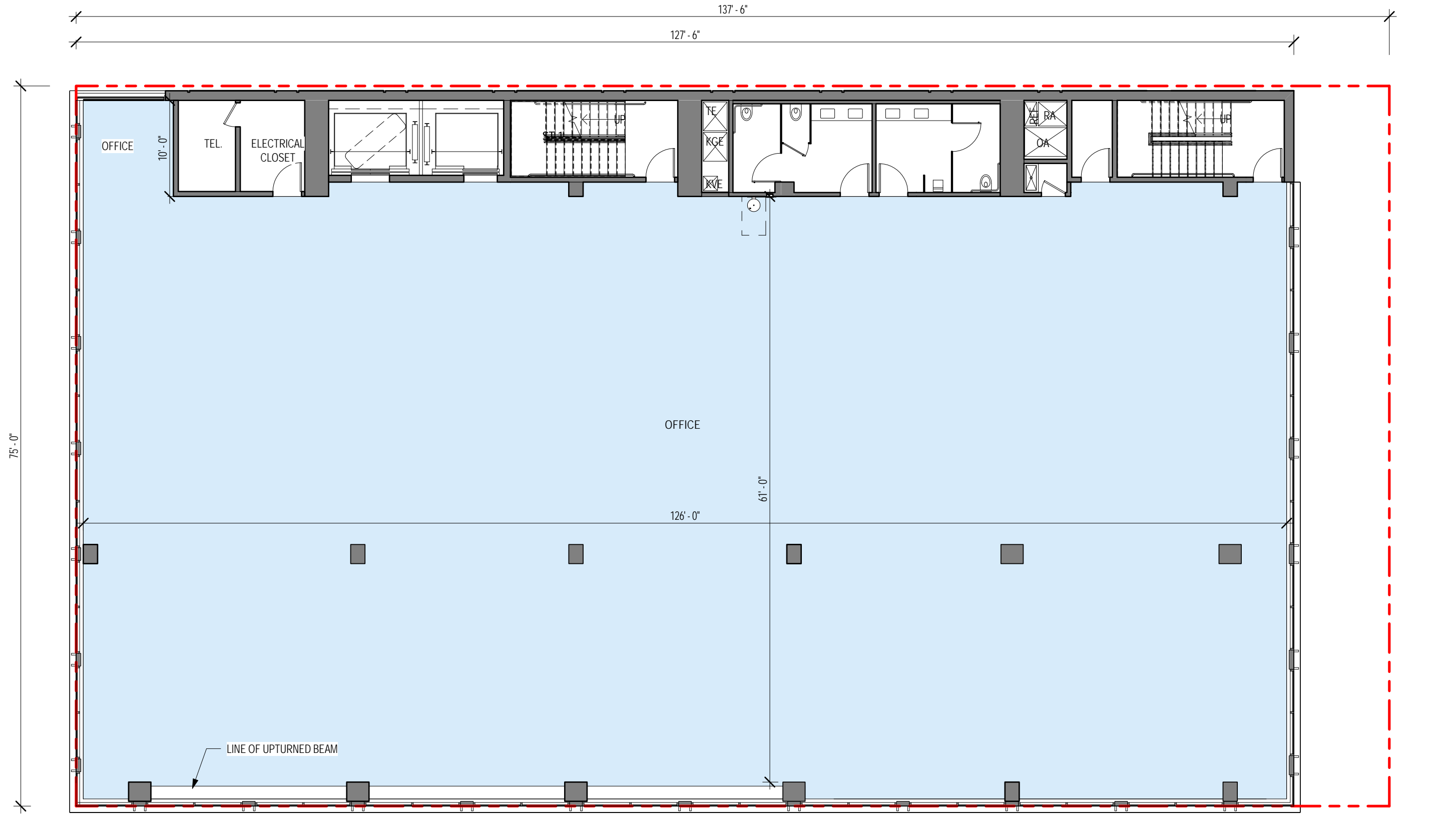
# 2ND FLOOR PLAN



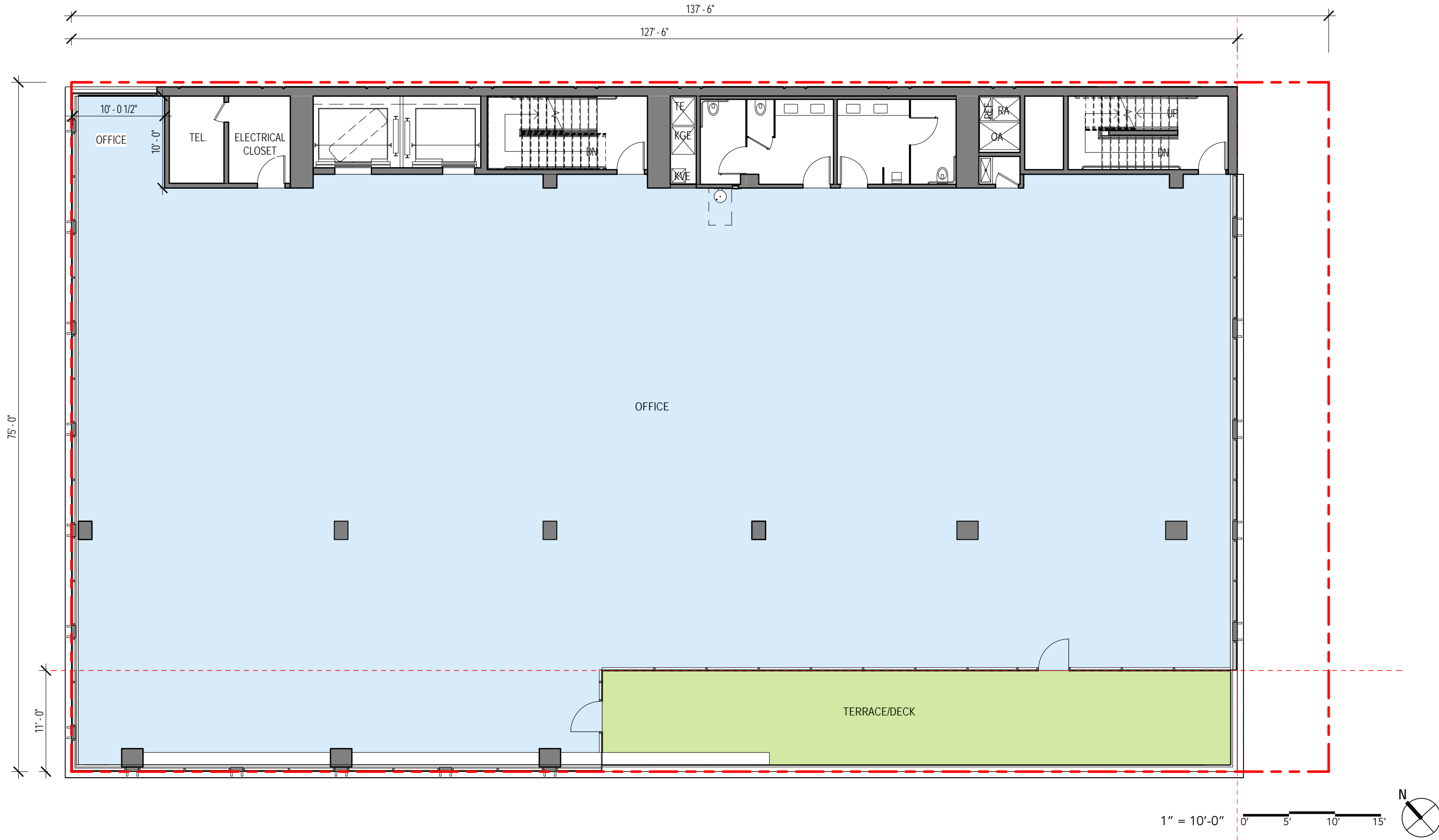
# 3RD FLOOR PLAN



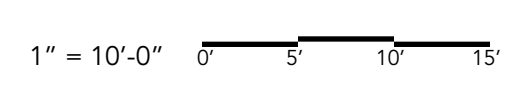
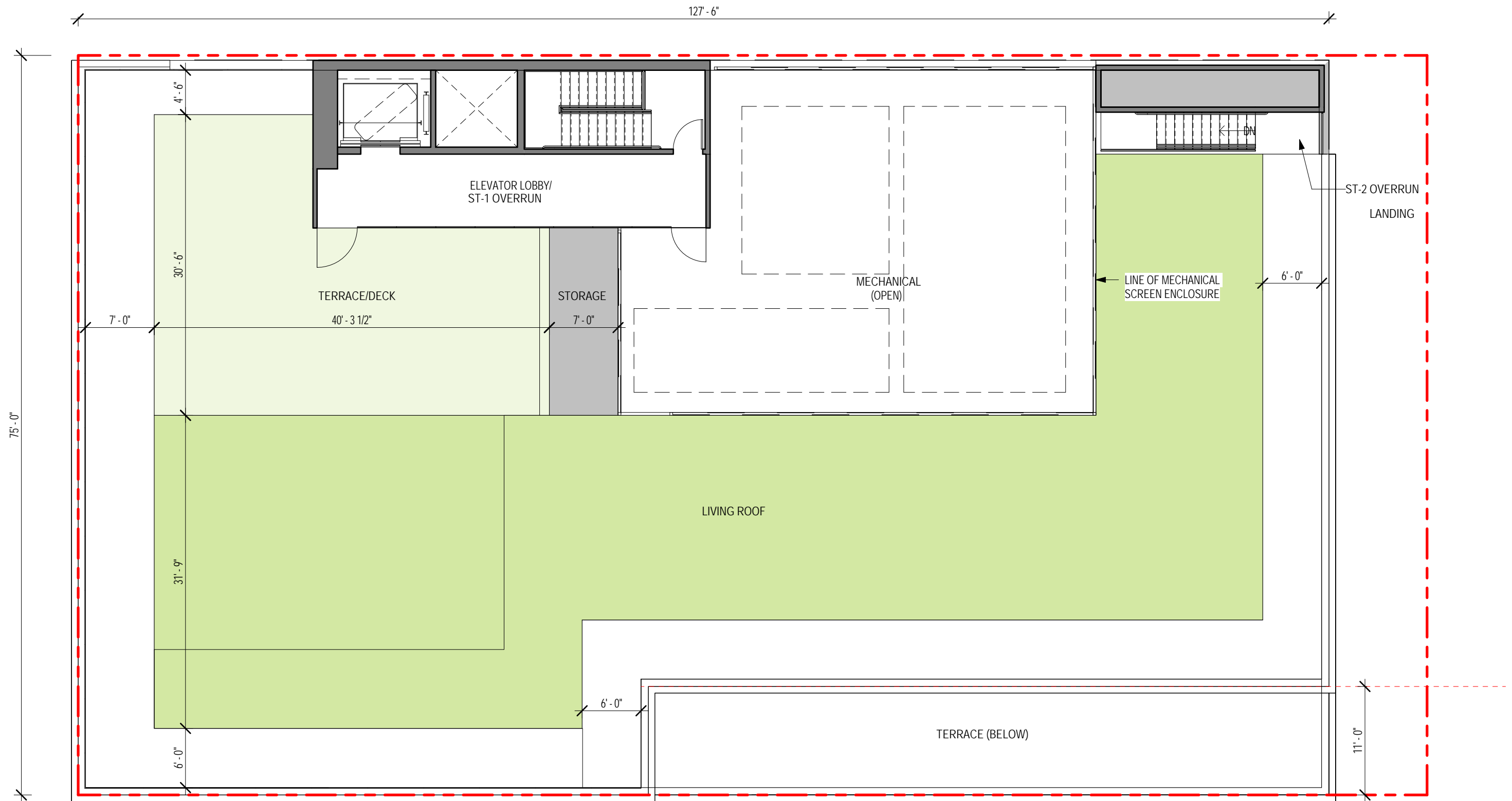
# 4TH FLOOR PLAN



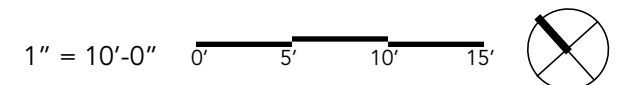
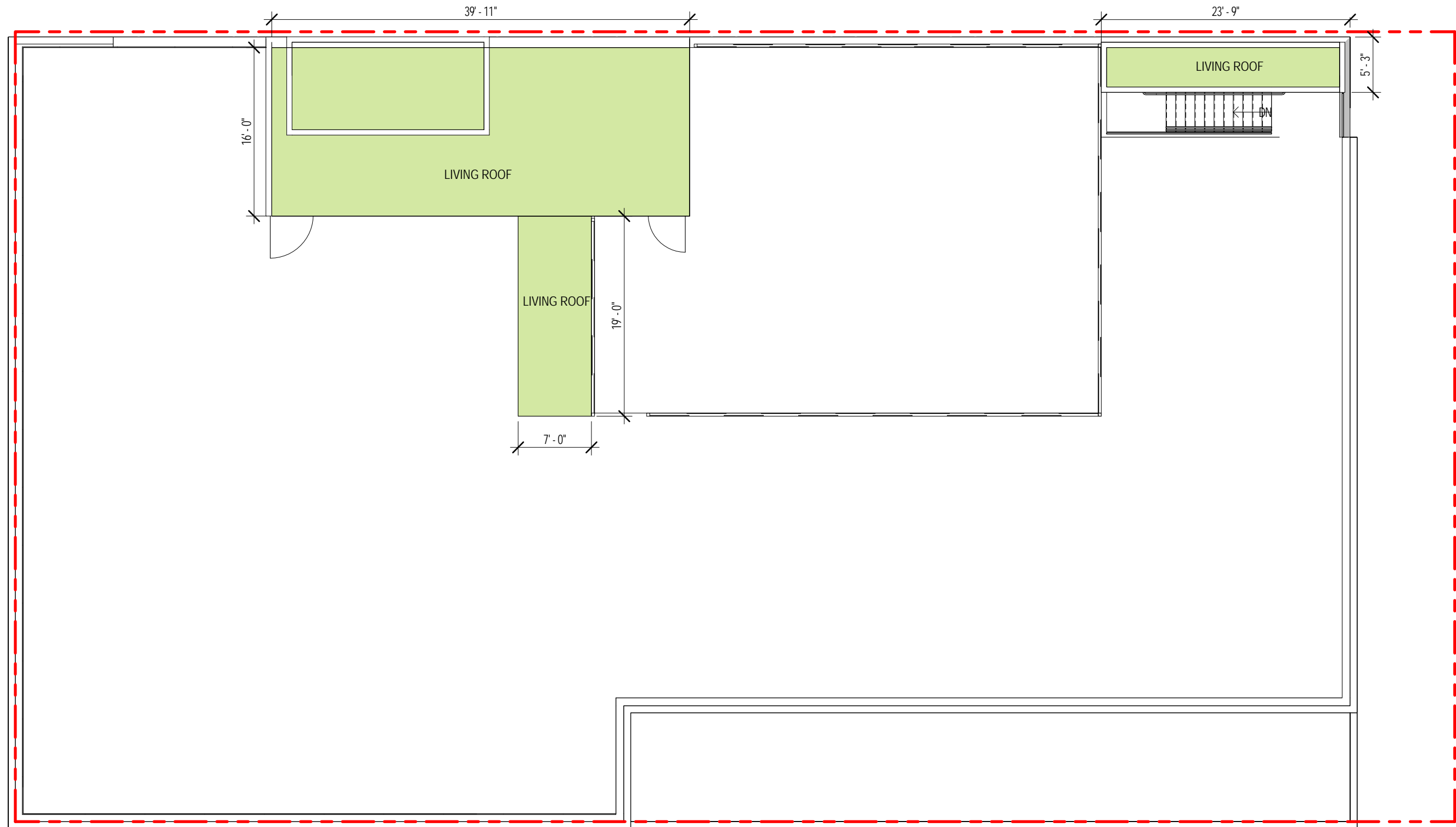
# 5TH FLOOR PLAN



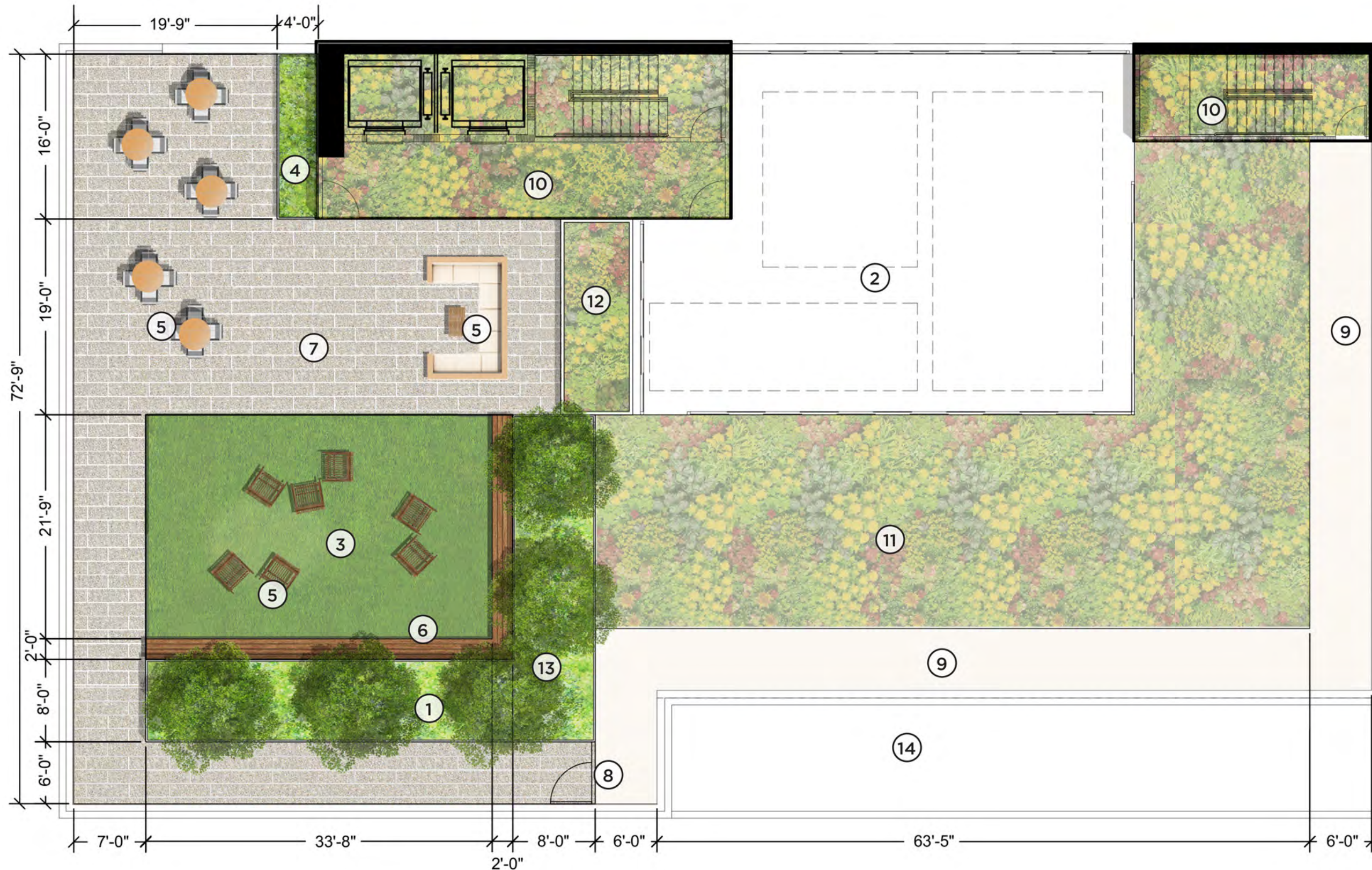
# ROOF PLAN



# HIGH ROOF PLAN



# LANDSCAPE PLAN ROOF



## LEGEND

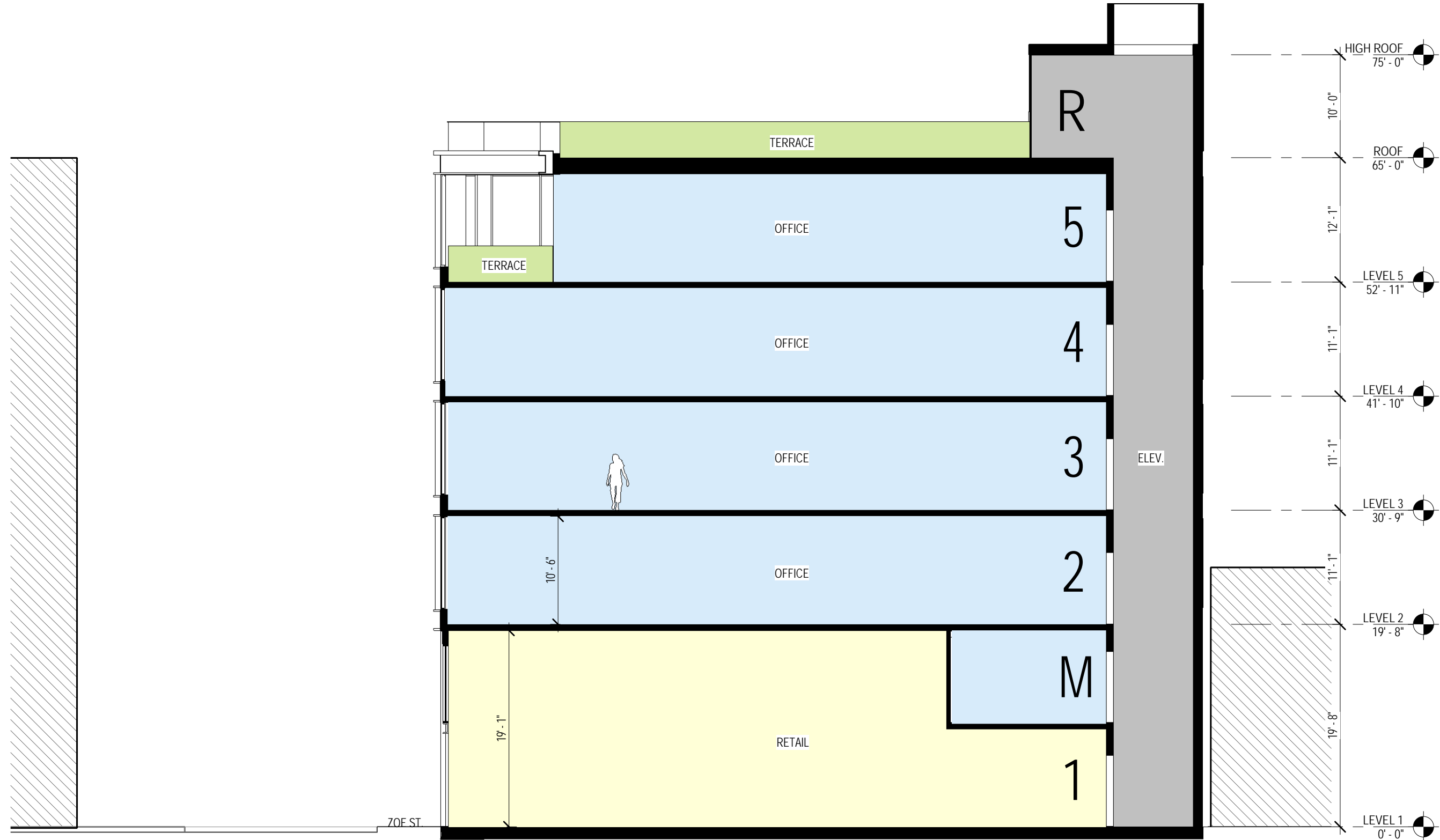
1. 3'-0" HIGH PLANTER
2. MECHANICAL UNIT AREA
3. LAWN AREA
4. 18" HIGH PLANTER
5. MOVABLE FURNITURE
6. BUILT-IN BENCH
7. PEDESTAL PAVERS
8. 42" HIGH GATE AND FENCE
9. EGRESS AND EBM ACCESS
10. GREEN ROOF @ PENTHOUSE
11. GREEN ROOF
12. GREENROOF
13. SHADE TREES IN PLANTER
14. TERRACE BELOW

<b>ROOF DECK AREA:</b>	<b>8401 SF</b>
<b>LIVING ROOF (REQUIRED)</b>	
<b>50% OF ROOF AREA:</b>	<b>4,201 SF</b>
GREENROOF @ PENTHOUSES:	833 SF
GREENROOF:	133 SF
3' HIGH RAISED PLANTERS:	539 SF
18" HIGH RAISED PLANTER:	64 SF
LAWN AREA & BENCH:	846 SF
GREEN ROOF:	1786 SF
<b>TOTAL LIVING ROOF:</b>	<b>4,201 SF</b>
(PROVIDED)	

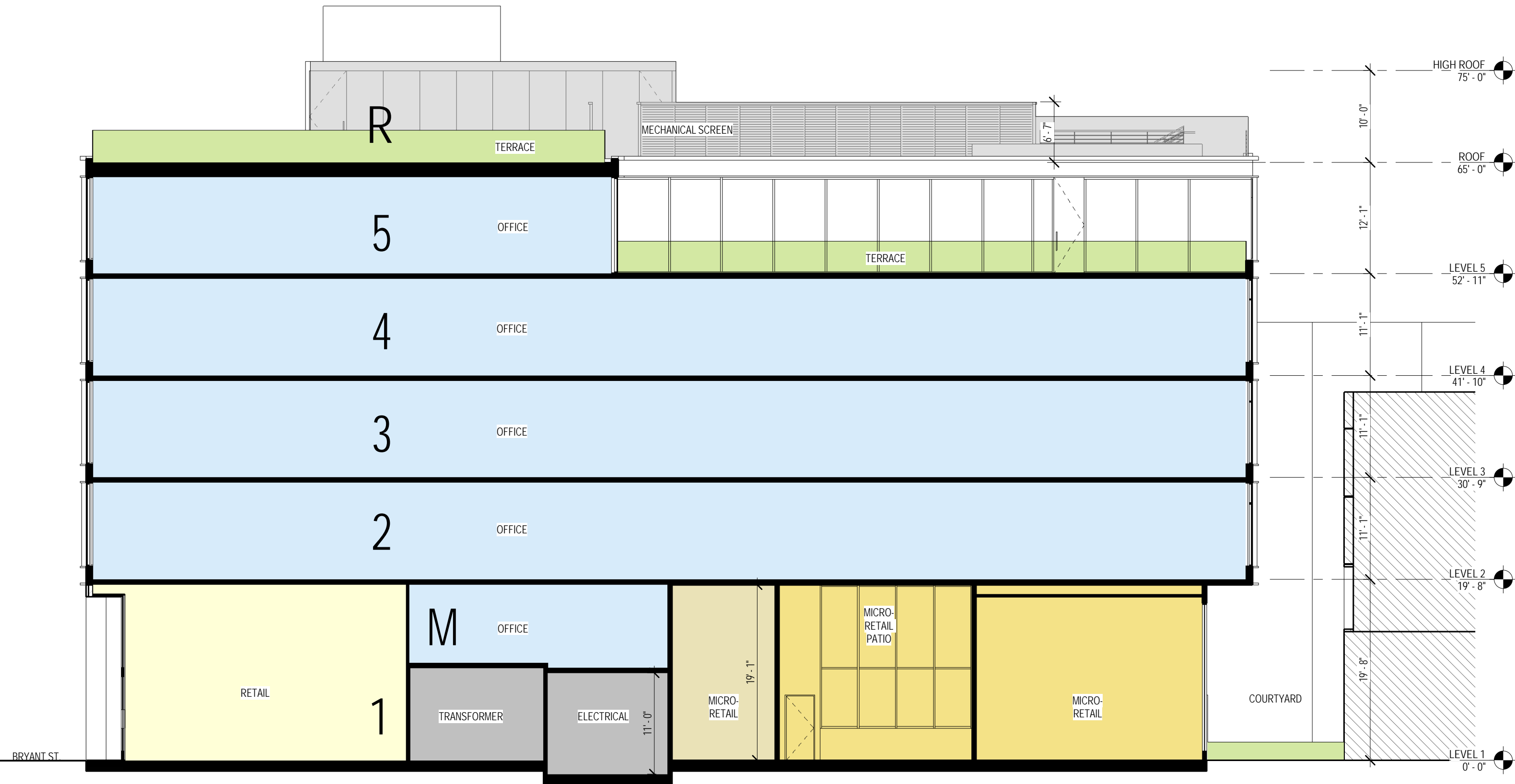


# SECTION A

NOTE: SEE PAGE 40 FOR COMPLIANCE WITH APPARENT MASS REDUCTION REQUIREMENTS PER CENTRAL SOMA PLAN



# SECTION B



# ELEVATION (WEST)

MECHANICAL ENCLOSURE AT ROOF

ELEVATOR AND STAIR  
OVERRIDE, TYP.

OCCUPIABLE TERRACE AT ROOF

FORMED METAL PANEL FASCIA

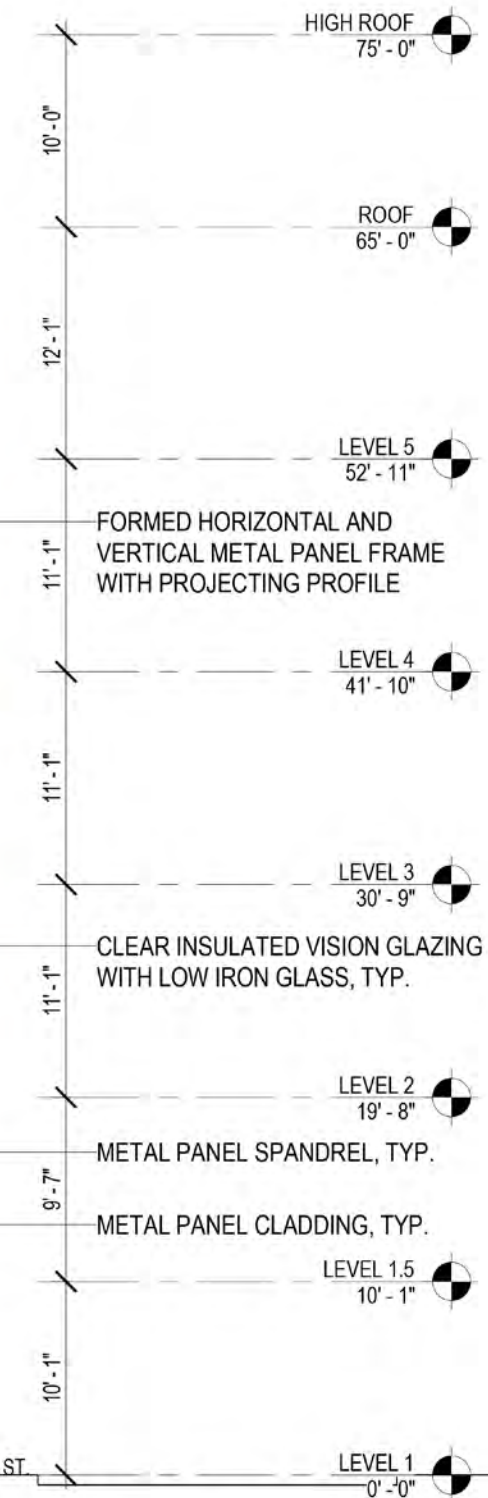
FORMED HORIZONTAL AND  
VERTICAL METAL PANEL FRAME  
WITH PROJECTING PROFILE

CLEAR INSULATED VISION GLAZING  
WITH LOW IRON GLASS, TYP.

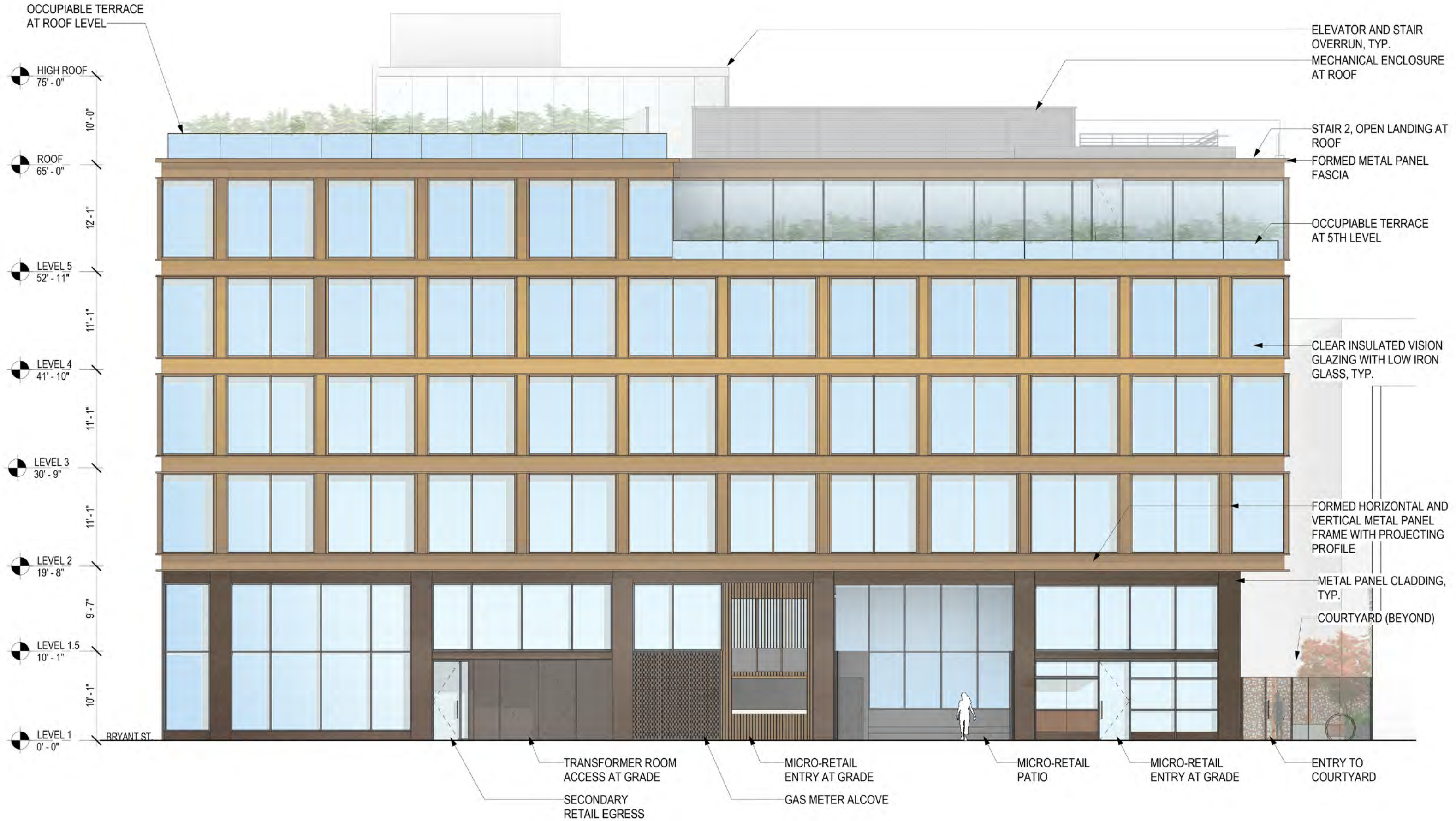
FORMED HORIZONTAL AND  
VERTICAL METAL PANEL FRAME  
WITH PROJECTING PROFILE

OFFICE LOBBY ENTRY  
AT GRADE

RETAIL ENTRY AT GRADE



# ELEVATION (SOUTH)



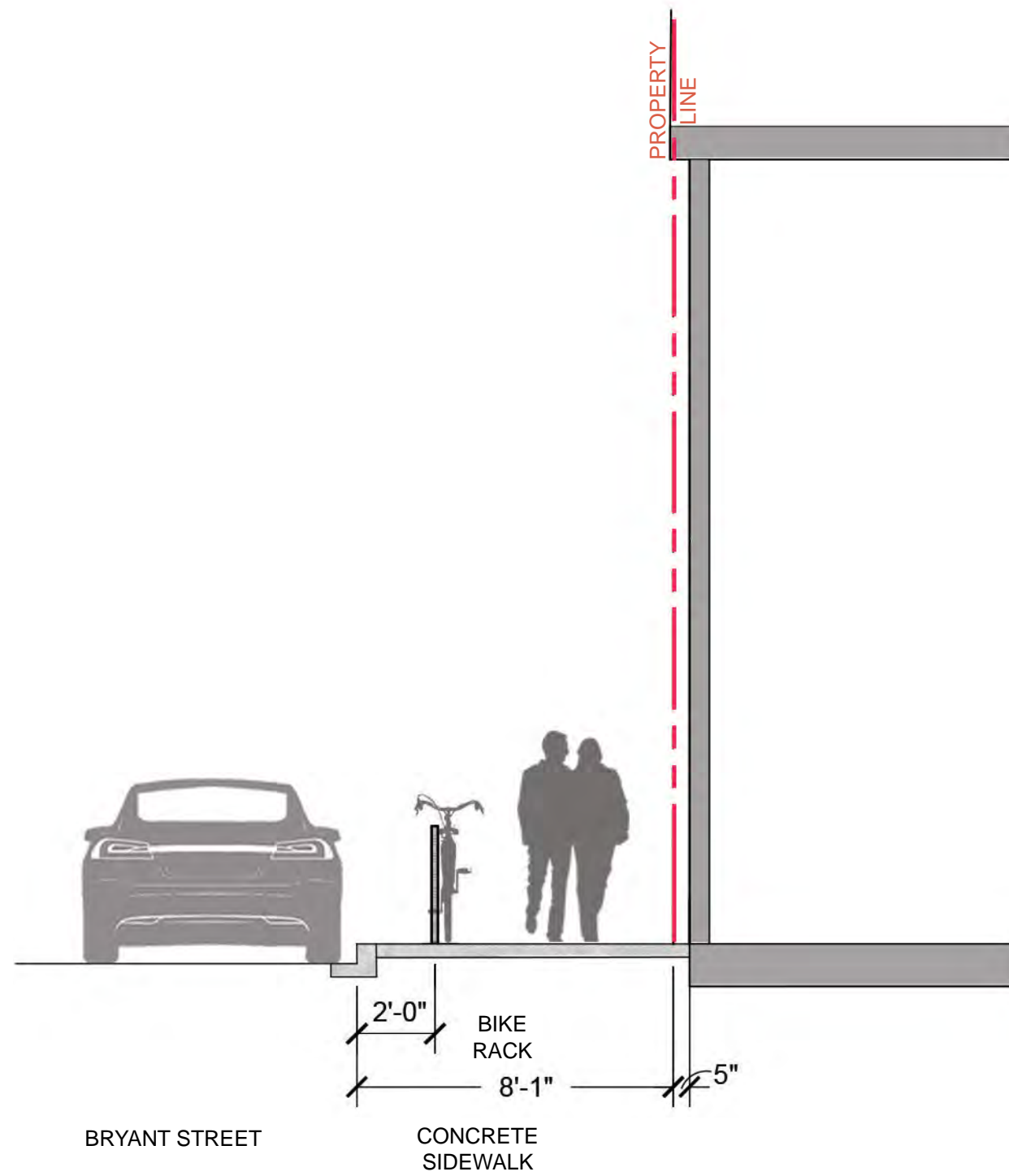
# ELEVATION (EAST)



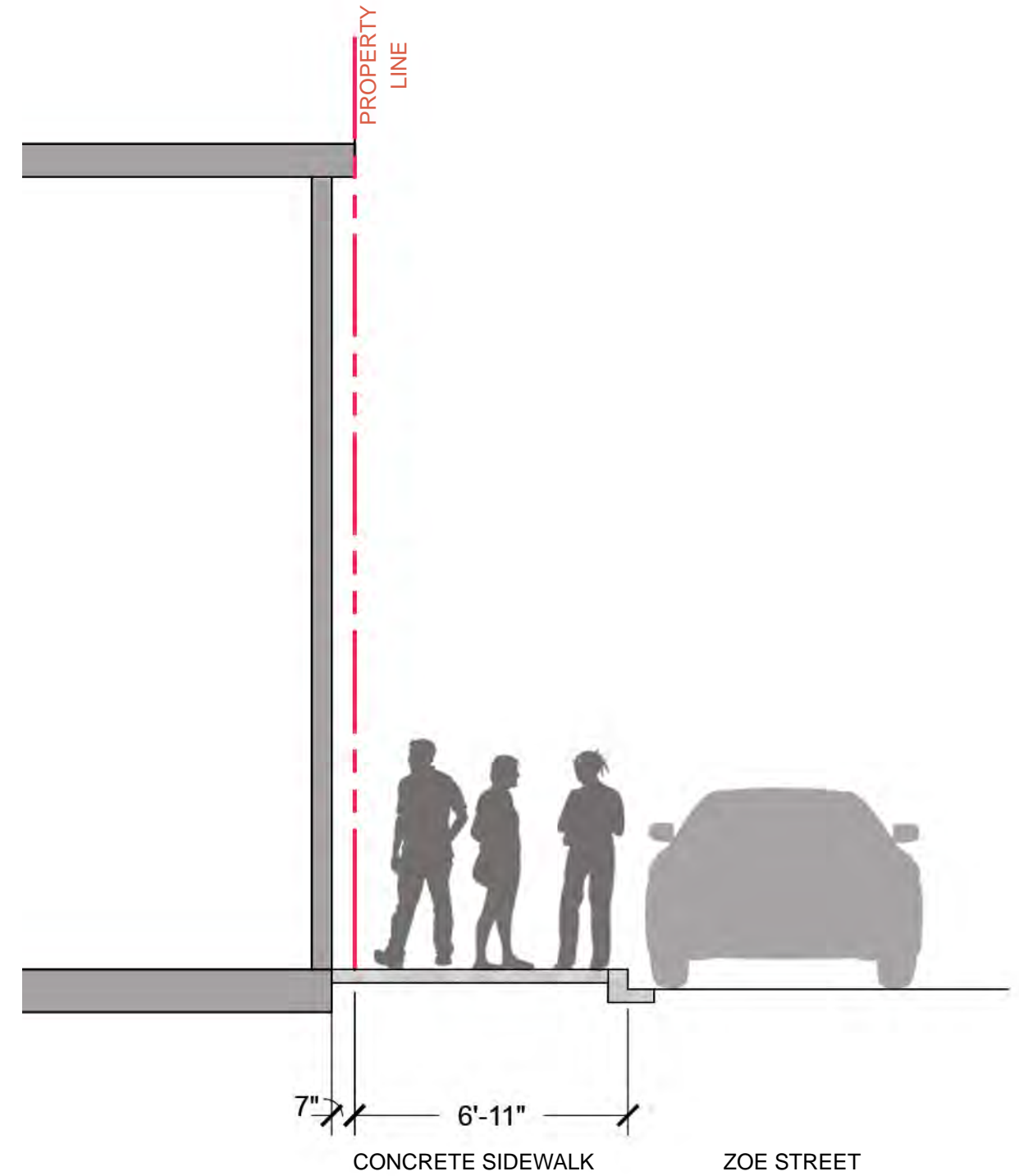
# ELEVATION (NORTH)



# LANDSCAPE SECTIONS



SECTION A-A: BRYANT STREET



SECTION B-B: ZOE STREET

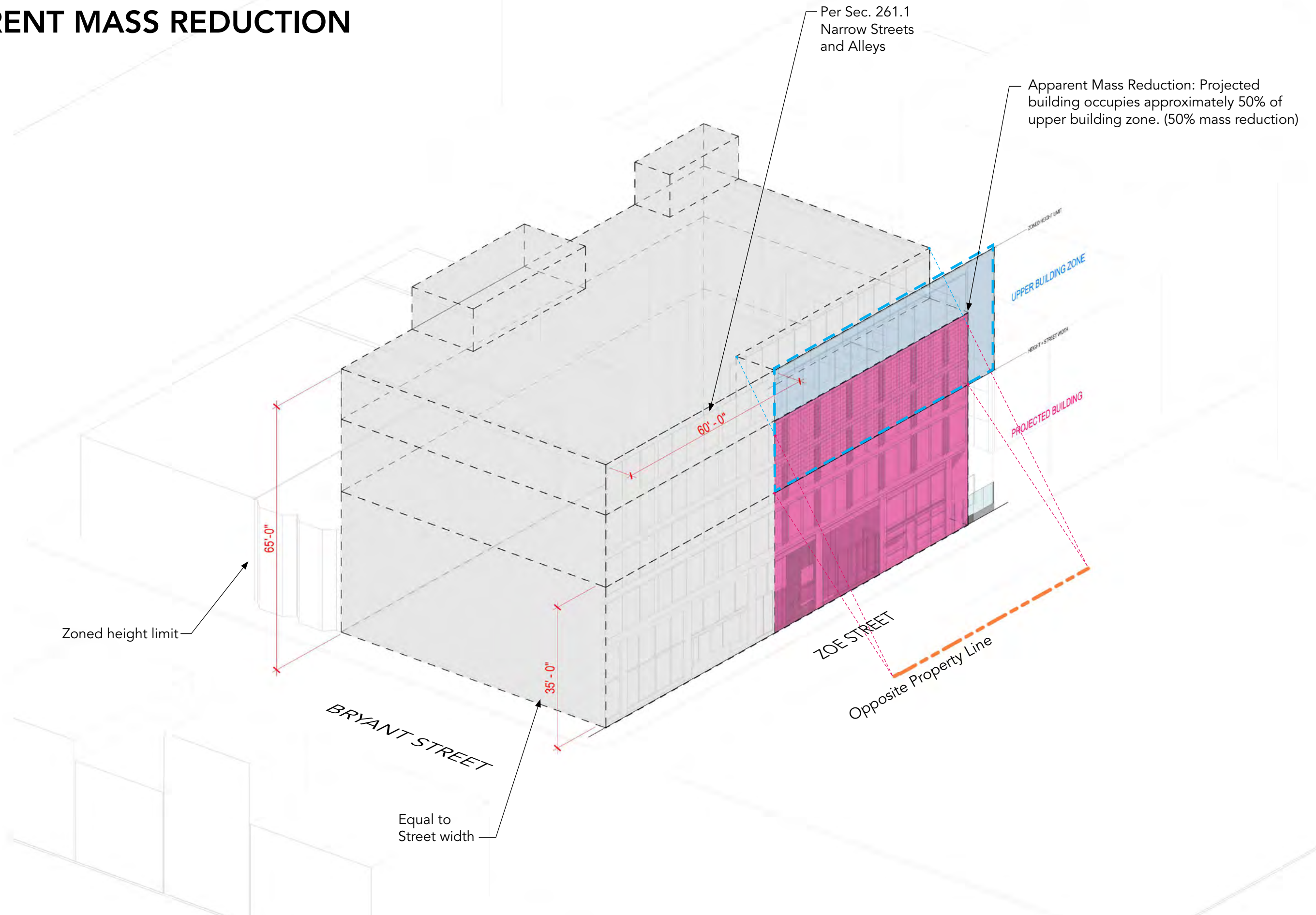
# LANDSCAPE ELEVATION



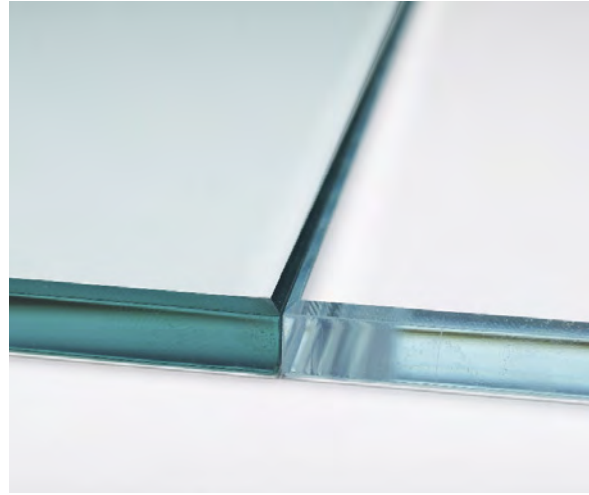
ELEVATION C-C: PRIVATE OPEN SPACE



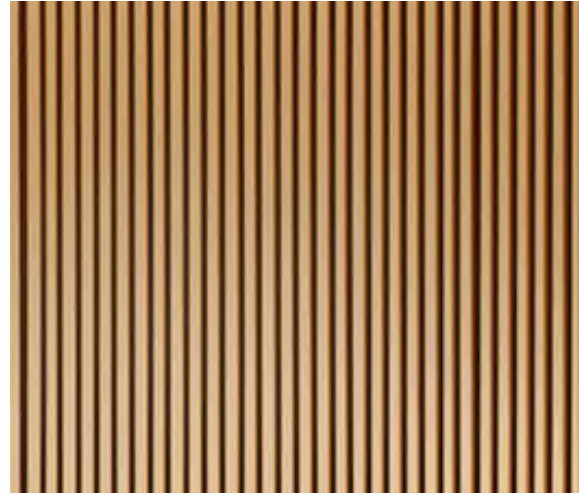
# APPARENT MASS REDUCTION



# BUILDING MATERIAL PALETTE



High Performance Glass



Solid Projecting Vertical Fins, Color T.B.D.



Cladding - Patinated Metal Panel



Cladding - Brushed Metal Panel



Perforated Metal Screening, T.B.D.



Entry Doors - Decorative Material



# LANDSCAPE MATERIAL PALETTE

STREET LEVEL COURTYARD



WOOD AND STONE SEATINGS



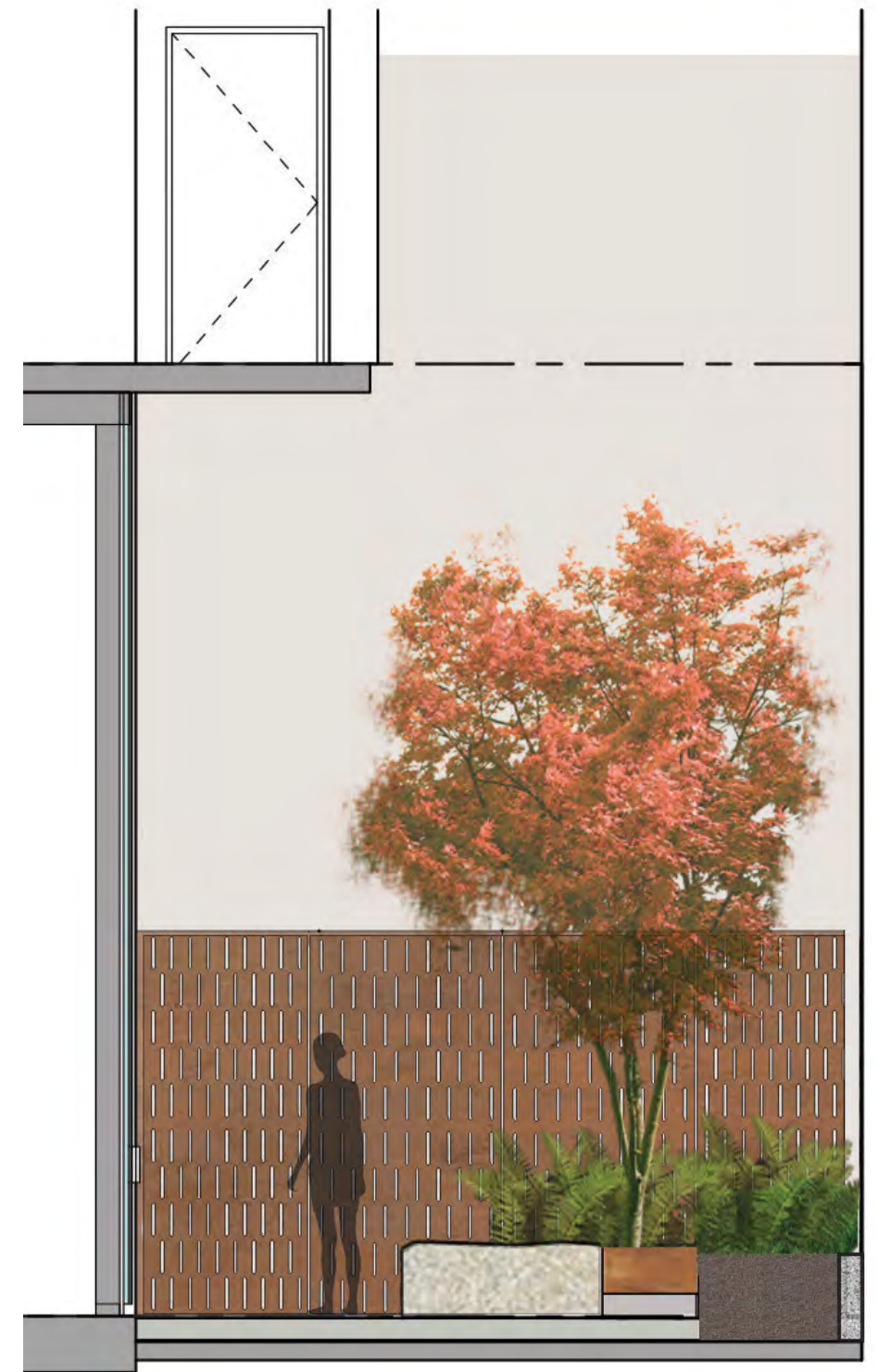
BOULDERS



PATTERNED PAVERS



GLASS WALL ENTRANCE



SECTION D-D: COURTYARD

**MILLER COMPANY**  
landscape architects

# LANDSCAPE MATERIAL

MICRO RETAIL OPEN SPACE

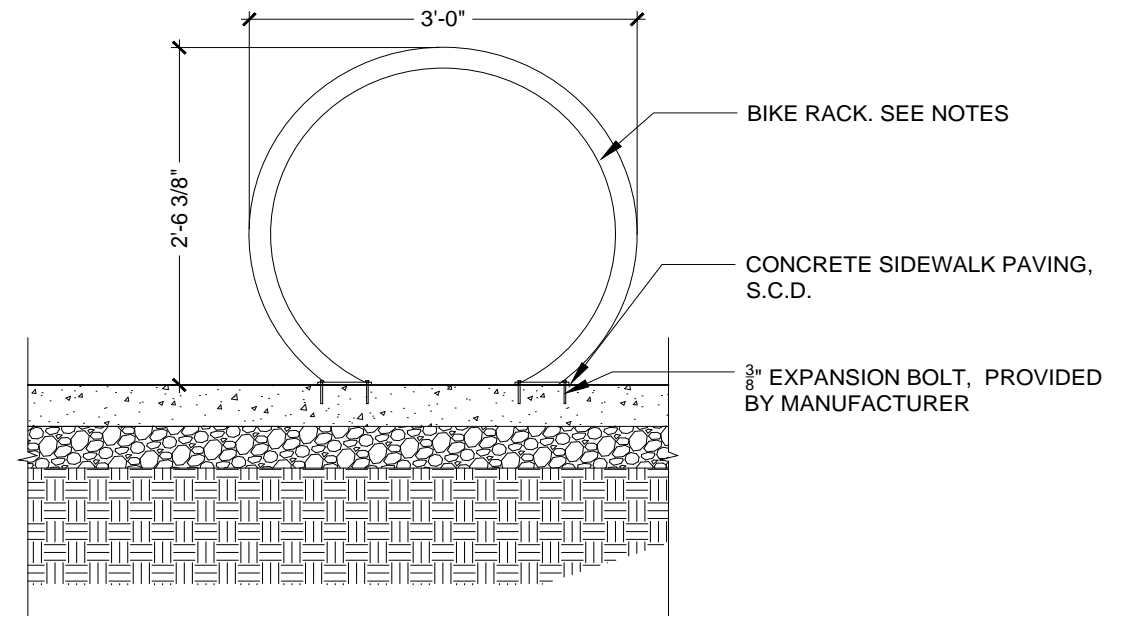


STONE SEATING



SIDEWALK

BIKE RACK



ROOFTOP GARDEN



RAISED PLANTER W/ DROUGHT TOLERANT PLANTING



MOVABLE FURNITURE



GREEN ROOF

# LANDSCAPE PLANT PALETTE



TREE

JAPANESE MAPLE  
*ACER PALMATUM*



SHRUB

WESTERN SWORD FERN  
*POLYSTICHUM MUNITUM*



LITTLE RIVER WATTLE  
*ACACIA COGNATA COUNSIN ITT*



SMALL CAPE RUSH  
*CHONDROPETALUM TECTORUM*



VINE

STAR JASMINE  
*TRACHELOSPERMUM JASMINOIDES*

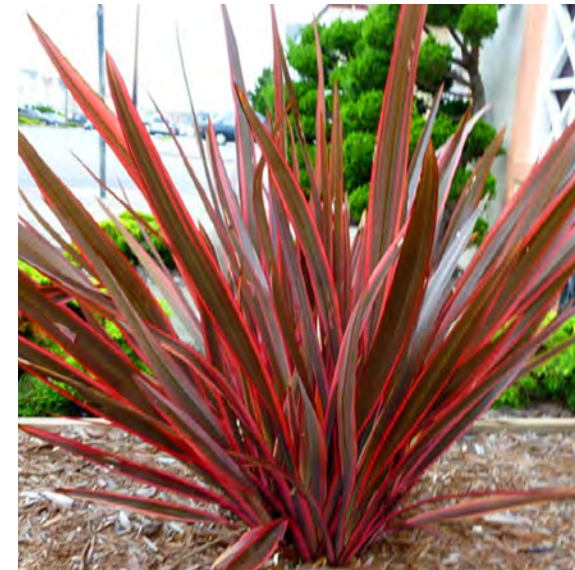


SHRUB AT ROOF

ORANGE LIBERTIA  
*LIBERTIA PEREGRINANS*



DOUGLASIANA IRIS  
*IRIS DOUGLASIANA*



PHORMIUM 'MAORI SUNRISE'  
*NEW ZEALAND FLAX*



BLUE CHALKSTICK  
*SENECIO MANDRALISCAE*



HOUSELEEK TREE  
*AEONIUM SPP.*



WILD LILAC  
*CEANOTHUS SPP.*



LAVENDER COTTON  
*SANTOLINA SPP.*



BLUE LYME GRASS  
*LEYMUS CONDESATUS*



MANZANITA  
*ARCTOSTAPHYLOS SPP.*

**MILLER COMPANY**  
landscape architects



# SAN FRANCISCO PLANNING DEPARTMENT

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## Certificate of Determination Community Plan Evaluation

*Record No.:* 2016-004392ENV, 531 Bryant Street  
*Zoning:* CMUO (Central SoMa Mixed-Use Office) Use District  
Central SoMa Special Use District  
65-X Height and Bulk District  
*Plan Area:* Central SoMa Area Plan  
*Block/Lot:* 3776/094  
*Lot Size:* 10,313 square feet  
*Project Sponsor:* Susan Sagy, (415) 431-3800, ssagy@uldevelopment.com  
*Staff Contact:* Ryan Shum, (415) 575-9021, ryan.shum@sfgov.org

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Reception:  
**415.558.6378**

Fax:  
**415.558.6409**

Planning  
Information:  
**415.558.6377**

### PROJECT DESCRIPTION

The proposed project would demolish the existing structures on-site and construct an approximately 49,290 gross square-foot, 65-foot tall (75 feet tall at the top of the elevator penthouse and mechanical equipment), five-story building with mezzanine, containing approximately 2,900 gross square feet of ground floor retail and 39,580 gross square feet of commercial office space. The project would include one approximately 2,540 square-foot retail space accessed from Bryant Street and two micro-retail spaces, approximately 120 and 240 square feet in size, accessed from Zoe Street. In addition, the proposed project would provide approximately 2,780 square feet of private open space on-site, consisting of an approximately 700 square-foot terrace deck on the fifth floor, an approximately 960 square-foot roof-top open space, and an approximately 1,120 square-foot private rear courtyard at the ground level. The rooftop would also contain an unoccupiable green roof and solar panel area. The proposed project would not remove or plant any street trees. However, the project may plant new trees in the private rear courtyard. In addition, the project includes a 50-kilowatt emergency generator that would be shielded by a dedicated sound enclosure and a mechanical screening wall on the roof level. The proposed project would also include 10 class I bicycle spaces on the ground level and two class II bicycle spaces on the Bryant Street frontage. No off-street vehicle parking spaces would be provided. As a result, existing curb cuts along the project's Zoe Street frontage would also be removed. The project proposes to install a 22-foot long passenger loading zone on the Bryant Street frontage.

The proposed project would disturb the entire project site and excavate approximately 950 cubic yards of soil to an estimated depth of 6 feet below ground. Project construction is estimated to take approximately 16 months and include the following phases: demolition, site preparation, grading, building construction, architectural coating, and paving. The proposed building would be supported by a drilled-in-place pile foundation that would extend up to 40 feet below ground surface. No pile driving is proposed. Building mechanical equipment would be located on the northeast portion of the roof deck and would be screened by a noise-attenuating enclosure.

**Approval Action:** The Planning Commission approval of Office Allocation is the approval action for the proposed project. The approval action date establishes the start of the 30-day appeal period for this CEQA determination pursuant to Section 31.04(h) of the San Francisco Administrative Code. The proposed project would require the following approvals:

*San Francisco Planning Commission*

- Approval of a “Small Cap” Office Allocation for projects to add between 25,000 and 49,999 square feet of office use.

*San Francisco Department of Building Inspection*

- Approval of demolition permits for existing building, grading/excavation permits, and site/building permits for new construction.

*San Francisco Department of Public Health*

- Approval of a site characterization work plan in compliance with the Maher Ordinance, article 22A of the San Francisco Health Code.

*San Francisco Municipal Transportation Agency*

- Approval of street closure permits for construction in compliance with blue book requirements.

*San Francisco Public Utilities Commission*

- Approval of a Stormwater Control Plan in accordance with the Stormwater Management Ordinance.

## COMMUNITY PLAN EVALUATION OVERVIEW

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

This determination evaluates the potential project-specific environmental effects of the 531 Bryant Street project described above and incorporates by reference information contained in the programmatic EIR for the Central SoMa Plan Programmatic Environmental Impact Report (PEIR)<sup>1</sup>. Project-specific studies were

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<sup>1</sup> San Francisco Planning Department. Central SoMa Plan Final Environmental Impact Report. Planning Department Case Number 2011.1356E. Available at: [https://sfplanning.org/environmental-review-documents?field\\_environmental\\_review\\_categ\\_target\\_id=214&items\\_per\\_page=10](https://sfplanning.org/environmental-review-documents?field_environmental_review_categ_target_id=214&items_per_page=10). Accessed April 21, 2020.

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 Plan PEIR.

**FINDINGS**

As summarized in the initial study – community plan evaluation prepared for the proposed project (Attachment A)<sup>2</sup>:

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

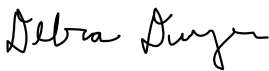
Mitigation measures are included in this project and the project sponsor has agreed to implement these measures. See the attached Mitigation Monitoring and Reporting Program and Improvement Measure (MMRP) (Attachment C) for the full text of required mitigation measures and an improvement measure agreed to by the project sponsor.

**CEQA DETERMINATION**

The project is eligible for streamlined environmental review per section 15183 of the CEQA Guidelines and California Public Resources Code section 21083.3.

**DETERMINATION**

I do hereby certify that the above determination has been made pursuant to State and local requirements.

	for	July 6, 2020
<hr style="width: 100%;"/>		<hr style="width: 100%;"/>
Lisa Gibson Environmental Review Officer		Date

<sup>2</sup> The initial study – community plan evaluation is available for review at the San Francisco Property Information Map, which can be accessed at <https://sfplanninggis.org/PIM/>. The file can be viewed by clicking on the Planning Applications link, clicking the “More Details” link under the project’s environmental record number 2016-004392ENV and then clicking on the “Related Documents” link.

<sup>3</sup> San Francisco Planning Department. *Plan Check Letter #2 for 531-535 Bryant Street*. November 4, 2019.



## **ATTACHMENTS**

- A. Initial Study – Community Plan Evaluation
- B. Cumulative Projects Map
- C. Mitigation Monitoring and Reporting Program and Improvement Measure

CC: Susan Sagy, Project Sponsor; Supervisor Haney, District 6; Ella Samonsky, Current Planning Division; Project Distribution



# SAN FRANCISCO PLANNING DEPARTMENT

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## Attachment A

### Initial Study – Community Plan Evaluation Checklist

*Case No.:* 2016-004392ENV  
*Project Address:* 531 Bryant Street  
*Zoning:* CMUO (Central SoMa Mixed-Use Office) Use District  
Central SoMa Special Use District  
65-X Height and Bulk District  
*Block/Lot:* 3776/094  
*Lot Size:* 10,313 square feet  
*Plan Area:* Central SoMa Plan  
*Project Sponsor:* Susan Sagy, (415) 431-3800, ssagy@uldevelopment.com  
*Staff Contact:* Ryan Shum, (415) 575-9021, ryan.shum@sfgov.org

#### A. PROJECT DESCRIPTION

The project site is a rectangular, 10,313 square-foot lot located at the southeast corner of the intersection of Bryant and Zoe streets in San Francisco's South of Market neighborhood. It is on the block bound by Bryant Street to the north, Ritch Street to the east, Brannan Street to the south, and Zoe Street to the west (Figure 1) and between 3<sup>rd</sup> and 4<sup>th</sup> streets. The project site is currently developed with two buildings: one approximately 10,935 square-foot, two-story commercial office building that was constructed in 1918 and determined to be a historic resource (531 Bryant Street), and a smaller approximately 1,500 square-foot single-story structure that is currently used as storage (15 Zoe Street). There are currently two curb cuts on the Zoe Street project frontage, one 10 feet wide and one 8 feet wide.

The proposed project would demolish the existing structures on-site and construct an approximately 49,290 gross square-foot, 65-foot tall (75 feet tall at the top of the elevator penthouse and mechanical equipment), five-story building with mezzanine, containing approximately 2,900 gross square feet of ground floor retail and 39,580 gross square feet of commercial office space. The project would include one approximately 2,540 square-foot retail space accessed from Bryant Street and two micro-retail spaces, approximately 120 and 280 square feet in size, respectively, accessed from Zoe Street. Pedestrian access to the office space would be provided via a lobby entrance on Bryant Street. In addition, the proposed project would provide approximately 2,780 square feet of private open space on-site, consisting of an approximately 700 square-foot terrace deck on the fifth floor, an approximately 960 square-foot roof-top open space, and an approximately 1,120 square-foot private rear courtyard at the ground level. The rooftop would also contain an un-occupiable green roof and solar panel area. The proposed project would not remove nor plant any street trees. There are no existing street trees along the project frontage, and the sidewalk is not wide enough for plantings in the existing sidewalk. However, the project may plant new trees in the private rear courtyard. In addition, the project includes a 50-kilowatt emergency generator that would be shielded by a dedicated sound enclosure and a mechanical screening wall on the roof level. The proposed project would also include 10 class I bicycle spaces on the ground level and two class II bicycle spaces at the entrance of the project courtyard on the Zoe Street frontage. No off-street vehicle parking spaces would be provided.

As a result, existing curb cuts along the project's Zoe Street frontage would be removed. The project proposes to request that the San Francisco Municipal Transportation Agency (SFMTA) install a 22-foot long passenger loading (white) zone on the Bryant Street frontage. Project plans are attached at the end of this document in Section H.

### **Construction**

The proposed project would disturb the entire project site and excavate approximately 950 cubic yards of soil to an estimated depth of 6 feet below ground. Project construction is estimated to take approximately 16 months and include the following phases: demolition, site preparation, grading, building construction, architectural coating, and paving. The proposed building would be supported by a drilled-in-place pile foundation that would extend up to 40 feet below ground surface. No pile driving is proposed. Building mechanical equipment would be located on the northeast portion of the roof deck and would be screened by a noise-attenuating enclosure consistent with code requirements.

*(Continues on next page)*

Figure 1 – Project Site Location



Printed: 11/13/2019

## PROJECT APPROVALS

**Approval Action:** The Planning Commission approval of the Office Allocation is the approval action for the proposed project. The approval action date establishes the start of the 30-day appeal period for this CEQA determination pursuant to Section 31.04(h) of the San Francisco Administrative Code.

The proposed project would require the following approvals:

### *San Francisco Planning Commission*

- Approval of a "Small Cap" Office Allocation for projects to add between 25,000 and 49,999 square feet of office use.

### *San Francisco Department of Building Inspection*

- Approval of demolition permits for existing building, grading/excavation permits, and site/building permits for new construction.

### *San Francisco Department of Public Health*

- Approval of a site characterization work plan in compliance with the Maher Ordinance, article 22A of the San Francisco Health Code.

### *San Francisco Municipal Transportation Agency*

- Approval of street closure permits for construction in compliance with blue book requirements.

### *San Francisco Public Utilities Commission*

- Approval of a Stormwater Control Plan in accordance with the Stormwater Management Ordinance.

## B. COMMUNITY PLAN EVALUATION OVERVIEW

CEQA section 21083.3 and CEQA Guidelines section 15183 mandate that projects that are consistent with the development density established by existing zoning, community plan, or general plan policies for which an environmental impact report (EIR) was certified, shall not be subject to additional environmental review except as might be necessary to examine whether there are project-specific significant effects that are peculiar to the project or its site. Guidelines 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 initial study evaluates the potential project-specific environmental effects of the proposed 531 Bryant Street project described above and incorporates by reference information contained in the Central SoMa Programmatic Environmental Impact Report (PEIR).<sup>1</sup> The following project-specific studies and reviews were conducted for the proposed project, to determine if the project would result in any significant environmental impacts that were not identified in the Central SoMa PEIR:<sup>2</sup>

- Greenhouse Gas Compliance Checklist
- Geotechnical Report
- Historic Resource Evaluation Part 1

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<sup>1</sup> San Francisco Planning Department. Central SoMa Plan Final Environmental Impact Report. Planning Department Case Number 2011.1356E. Available online at: [https://sfplanning.org/environmental-review-documents?field\\_environmental\\_review\\_catag\\_target\\_id=214&items\\_per\\_page=10](https://sfplanning.org/environmental-review-documents?field_environmental_review_catag_target_id=214&items_per_page=10), accessed June 3, 2020.

<sup>2</sup> Project-specific studies prepared for the 531 Bryant Street project are available for public review at the Planning Department, 1650 Mission Street, 4<sup>th</sup> Floor, San Francisco, CA 94103 or online as part of case file number 2016-004392ENV.

- Historic Resource Evaluation Response Part 1 and 2, including attachments regarding economic feasibility of variants considered
- Phase I Environmental Site Assessment
- Preliminary Shadow Fan
- Preliminary Archeology Review

## C. PROJECT SETTING

### Site Vicinity

As previously discussed, the subject block is bounded by Bryant Street to the north, Ritch Street to the east, Brannan Street to the south, and Zoe Street to the west, within the larger block between 3<sup>rd</sup> Street and 4<sup>th</sup> Street in the Central SoMa Plan area within the South of Market neighborhood. In the project vicinity, Bryant Street is a one-way, five-lane roadway in the eastbound direction with two left-turn lanes and three through lanes. Bryant Street has sidewalks and street parking on both sides of the roadway. In addition, Bryant Street receives vehicular traffic from cars exiting Interstate 80 (I-80) at the 4<sup>th</sup> and Bryant Street offramp and is a connector to the I-80 onramp near the Bryant and 2<sup>nd</sup> streets intersection. Ritch Street is a one-way alleyway in the southbound direction with street parking and sidewalk on the south side of the street. Brannan Street is a four-lane, east-west roadway with two travel lanes in each direction. Brannan Street has sidewalks and street parking on both sides of the roadway. Zoe Street is a two-way alleyway with sidewalks on both sides and street parking on the north side of the street. I-80, an elevated freeway, is located approximately 260 feet north of the project site.

The project vicinity is zoned CMUO – Central SoMa Mixed-Use Office, within the Central SoMa Special Use District, and is characterized by a mix of residential, retail, commercial, and industrial uses. The project site is within a 65-X height and bulk district. The project vicinity includes an 85-X height and bulk district to the north, a 55-X height and bulk district to the east and south, and a 130-CS height and bulk district to the west. The project vicinity is typified by low- to moderate-density development. Buildings to the north of the project site are one to two stories tall and buildings to the east, south, and west range from two to seven stories tall. The nearest residences are located adjacent to the eastern project property line at 212 and 214 Ritch Street and also at the southern property line at 230 Ritch Street/25 Zoe Street.

Fire Station No. 8 is located at 36 Bluxome Street approximately 0.3 miles south of the project site and Fire Station No. 1 is located approximately 0.4 miles west of the project site. There are no hospitals or police stations located in the immediate vicinity of the project site. The project site is served by the Police Department Southern Station, located at 1251 3<sup>rd</sup> Street approximately 0.80 miles southeast of the site. The closest hospital is the UCSF Medical Center at Mission Bay, located at 1825 4<sup>th</sup> Street approximately 1.2 miles southeast of the project site.

The nearest open spaces and public recreational spaces to the project site are South Park (located 0.2 miles east of the project site), Yerba Buena Gardens (located 0.5 miles north of the site), Victoria Manalo Draves Park (located 0.7 miles southwest of the project site), Gene Friend Recreation Center (located 0.7 miles west of the project site) and Mission Creek Park (located 0.7 miles south of the project site). There are no privately owned public open spaces in the project vicinity.

### Cumulative Setting

CEQA Guidelines section 15130(b)(1)(A) defines cumulative projects as past, present, and reasonably foreseeable projects producing related or cumulative impacts. CEQA Guidelines section 15130(b)(1) provides

two methods for cumulative impact analysis: the “list-based approach” and the “projections-based approach.” The list-based approach uses a list of projects that could combine with those of a proposed project for localized environmental impacts 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. The following is a list of projects within a 1/4 mile radius of the project site that may be included in the cumulative analysis for certain localized impact topics (e.g., cumulative shadow and wind effects); these projects are also shown in Attachment B, Cumulative Projects Map:

- **108 South Park (Case No. 2018-008840PRJ):** the project proposes to add three residential units to the existing two-story building through a vertical addition. The existing ground-floor retail space and second story office space would be retained.
- **224 Townsend Street (Case No. 2019-000450PRJ):** the proposed project includes interior alterations and a change in use of approximately 13,630 square feet from public parking garage to personal service/retail use. The project does not include any exterior alterations to the subject property under this permit.
- **330 Townsend Street (Case No. 2016-009102PRJ):** the project proposes to demolish the existing two-story with partial basement office building and construct a new mixed-use retail and residential building 31 stories tall, approximately 300 feet in height. The proposed project would include 374 dwelling units, 11,500 square feet of retail space, and 291 vehicular parking spots in a basement garage.
- **345 4th Street (Case No. 2017-001690PRJ and ENV):** the project proposes to demolish the existing building on-site and construct an 85-foot tall, seven-story commercial building totaling 53,765 square feet, with six floors of office space and ground-floor retail space.
- **400 2<sup>nd</sup> Street, 645 Harrison Street, and 657 Harrison Street (Case No. 2012.1384):** the project site consists of three properties. The proposed project would demolish the existing one- to four-story buildings on-site and construct three new buildings. As currently proposed, the project would construct one 350-foot tall, 454,595 gross-square-foot building with 448,700 gross square feet of office uses; one 200-foot building with 221,770 gross-square-feet of hotel uses (34 hotel rooms), 64,800 gross-square feet of office uses, 44,200 gross-square-feet of PDR uses, and 33,700 gross-square-feet of retail uses; and one 350-foot residential building with 489 dwelling units consisting of 91 studio units, 201 one-bedroom units, 185 two-bedroom units, and 12 penthouse units.
- **424 Brannan Street (Case No. 2019-020057ENV):** the proposed project would demolish the existing surface parking lot and subdivide the property into two lots to construct two new buildings: 258 Ritch Street and 298 Ritch Street. 258 Ritch Street would be a seven-story mixed-use building with 47,521 square feet of office space and 3,550 square feet of ground-floor PDR use that would also include a basement garage with 18 vehicular parking space. 298 Ritch Street would be a seven-story mixed-use building with 47,090 square feet of office space, 2,350 square feet of ground-floor retail space, and 14,175 total square feet of PDR space on the ground floor and basement level.

- **432 Brannan Street (Case No. 2019-001507PRJ):** the project proposes a change of occupancy from warehouse to office use, and reconfiguration of existing stairs. No electrical, mechanical, or plumbing changes are proposed.
- **462 Bryant Street (Case No. 2015-010219ENV):** the proposed project would add five stories of office as well as a green roof and a commonly accessible rooftop deck. The first-floor office and basement-level will remain. Currently, the project site contains 13,505 gross-square-feet of office use, 9,965 gross-square-feet of which will remain. The 3, 540 gross-square-feet mezzanine level currently used as office is proposed to be eliminated. The proposed project would add 49,995 gross-square-feet of office at the site for a total of 63,239 gross-square-feet of office use.
- **505 Brannan Street (Case No. 2015-009704ENV):** the proposed project is a vertical addition to a previously approved office building (2012.1187BCX). The proposed project would construct an 11-story, 165,000 square-foot addition above the six-story base project. Combined, the proposed building would have a height of 240 feet.
- **598 Bryant Street (Case No. 2018-014043ENV):** the proposed project would demolish the existing gas station on-site and construct a new 14-story mixed-use residential building that would be 130 feet tall with 353 dwelling units and 5,648 square feet of PDR space.
- **636-648 4<sup>th</sup> Street (Case No. 2015-003880ENV):** the proposed project would demolish two existing commercial buildings on-site and construct a 250-foot tall mixed-use tower with 271 residential dwelling units and 4,450 square feet of ground floor commercial/retail space. The residential units would consist of 115 two-bedroom units, 99 one-bedroom units, and 57 studio units.
- **650 Harrison Street (Case No. 2017-004921ENV):** the proposed project would demolish the existing two-story building and construct a 29-story mixed-use building with 245 dwelling units and 928 square-feet of ground floor retail uses. In addition, the project would include a basement level garage with 42 vehicle parking spaces.
- **655 4<sup>th</sup> Street (Case No. 2014-000203ENV):** the proposed project would demolish existing structures on-site and construct two new buildings containing approximately 1,14,968 square feet (960 units) of residential, 24,509 square feet (38 rooms) of hotel area, 21,840 square feet of office and approximately 20,938 square feet of ground floor retail space. The project will provide 3 below grade levels that include 264 parking spaces, 12 car share space 8 loading spaces and residential amenity space.
- **701 Harrison Street (Case No. 2018-008661ENV):** the proposed project would construct a seven-story mixed-use office building with 49,999 square feet of office space and 8,539 square feet of ground floor retail. The site is currently used as a surface parking lot.
- **725-765 Harrison Street (Case No. 2005.0759E):** the proposed project would include demolition of approximately 96,000 square feet of existing on-site buildings and structures. The project proposes construction of 800,000 square feet of office use, 3,900 square feet of micro-retail, 29,300 square feet of PDR, 160 dwelling units, and 3,000 square feet of child-care facility. The project also includes 120 vehicle parking spaces, 264 class I bicycle parking spaces, and 34 class II bicycle parking spaces. The proposed project includes two approximately 185-foot-tall towers above an 81-foot-tall podium.



- **744 Harrison Street (Case No. 2016-004823ENV):** the proposed project would merge two adjacent lots and demolish the existing 25-foot tall vacant commercial building on-site to construct an eight-story mixed-use building consisting of hotel, residential, and retail uses. The proposed building would include 52 hotel rooms, seven group housing units, and 1,750-sf of ground floor retail space.
- **768 Harrison Street (Case No. 2013.1872E):** the proposed project would demolish the existing two-story building and construct a nine-story building with 26 residential units on the upper floors and a ground floor retail space.

#### D. SUMMARY OF ENVIRONMENTAL EFFECTS

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

- |   |  |   |
|---|--|---|
| <input type="checkbox"/> Land Use/Planning                    | <input type="checkbox"/> Greenhouse Gas Emissions  | <input type="checkbox"/> Hydrology/Water Quality            |
| <input type="checkbox"/> Aesthetics                           | <input type="checkbox"/> Wind                      | <input type="checkbox"/> Hazards & Hazardous Materials      |
| <input type="checkbox"/> Population and Housing               | <input type="checkbox"/> Shadow                    | <input type="checkbox"/> Mineral Resources                  |
| <input checked="" type="checkbox"/> Cultural Resources        | <input type="checkbox"/> Recreation                | <input type="checkbox"/> Energy                             |
| <input checked="" type="checkbox"/> Tribal 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 type="checkbox"/> Wildfire                           |
| <input checked="" type="checkbox"/> Noise                     | <input type="checkbox"/> Biological Resources      |   |
| <input checked="" type="checkbox"/> Air Quality               | <input type="checkbox"/> Geology/Soils             |   |

#### E. EVALUATION OF ENVIRONMENTAL EFFECTS

The Central SoMa PEIR identified significant plan-level impacts related to land use, cultural resources, transportation and circulation, noise and vibration, air quality, and wind. Additionally, the Central SoMa PEIR identified significant cumulative impacts related to land use, cultural resources, transportation and circulation, noise and vibration, and air quality. Mitigation measures were identified for the above impacts but did not reduce impacts to a less-than-significant level. Therefore, environmental impacts resulting from implementation of the Plan related to these topics remained significant and unavoidable.

This initial study checklist evaluates whether the environmental impacts of the proposed project are addressed in the Central SoMa PEIR, certified on May 10, 2018.<sup>3</sup> This initial study checklist provides a

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<sup>3</sup> San Francisco Planning Department, Central SoMa Plan Final EIR, Case No. 2011.1356E, State Clearinghouse No. 2013042070, May 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.2011.1356E.

project-specific and cumulative analysis of environmental effects to determine whether the proposed project would result in significant impacts that: (1) are peculiar to the project or project site; (2) were not identified as significant project-level, cumulative, or offsite effects in the Central SoMa 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 Central SoMa PEIR was certified, are determined to have a greater adverse impact than discussed in the Central SoMa Plan 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 checklist, the proposed 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.

Mitigation measures identified in the Central SoMa PEIR are discussed under each topic area, and measures that are applicable to the proposed project are summarized in relevant sections of this initial study. The full text of mitigation measures that are applicable to the proposed project are included in the Mitigation Monitoring and Reporting Program (Attachment C to the Community Plan Evaluation Certificate of Determination).

#### **Updates to the Initial Study Checklist**

In March 2019, the San Francisco Planning Department updated its initial study checklist to reflect revisions made by the California Natural Resources Agency to Appendix G of the CEQA Guidelines. The topics and questions in the department's revised checklist are reflected in this initial study checklist.

CEQA Section 21099 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."<sup>4</sup> Accordingly, aesthetics and parking are not 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 project meets each of the above three criteria; thus, this checklist does not consider aesthetics or parking in determining the significance of project impacts under CEQA.<sup>5</sup>

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<sup>4</sup> See CEQA Section 21099(d)(1).

<sup>5</sup> San Francisco Planning Department, *Eligibility Checklist: CEQA Section 21099 – Modernization of Transportation Analysis for 531 Bryant Street*, November 18, 2019. This document (and all other documents cited in this initial study checklist, unless otherwise noted), is available for review on the following website: <https://sfplanning.org/resource/permits-my-neighborhood>. Individual files related to environmental review can be accessed by entering project address into the search box, clicking on the blue dot on the project site, and clicking on the "Documents" button under the 2016-004392ENV application number on the right side of the screen. Project application materials can be viewed by clicking on the "Documents" button under the 2016-004392PRJ case number.

## E.1 Land Use and Land Use Planning

### Central SoMa PEIR Analysis

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

The Central SoMa PEIR determined that adoption of the Central SoMa Plan would result in a significant unavoidable Plan-level and cumulative-level impact related to land use and planning because it would conflict with the City’s general plan environmental protection element policies related to noise.<sup>6</sup> 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, including the blocks of Fourth and Fifth streets between Brannan and Bryant streets. Such an increase would exceed the noise standards in the general plan’s environmental protection element and therefore conflict with the 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<sup>7</sup> which requires transportation demand management for new development projects, would substantially reduce traffic noise, but not to a less-than-significant level. In addition, Central SoMa PEIR Mitigation Measure M-NO-1b, Siting of Noise Generating Uses, would be required to ensure that noise generating uses are appropriately sited to reduce noise-related impacts to a less-than-significant level.

### Project Analysis

Topics	<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>
<b>1. LAND USE AND LAND USE PLANNING—Would the project:</b>				
a) Physically divide an established community?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Cause a significant physical environmental impact due to a conflict with any land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

E.1.a) The proposed project would not result in the construction of a physical barrier to neighborhood access or the removal of an existing means of access. The proposed project would construct an approximately 49,290 square-foot mixed-use building with approximately 39,580 square feet of office space and 2,900 square feet of ground floor retail. The project would be consistent with existing surrounding uses,

<sup>6</sup> San Francisco General Plan, *Environmental Protection Element policy 9.6*. Available at: [http://generalplan.sfplanning.org/I6\\_Environmental\\_Protection.htm](http://generalplan.sfplanning.org/I6_Environmental_Protection.htm).

<sup>7</sup> PEIR Mitigation Measure M-NO-1a has been superseded for subsequent projects by adoption of Planning Code section 169, Transportation Demand Management Program.

which include residential, retail, and commercial uses. The proposed project would not alter the established street grid or permanently close any streets or sidewalks. Therefore, the proposed project would not physically divide an established community.

E.1.b) The project site is zoned Central SoMa Mixed-Use Office (CMUO), is within the Central SoMa Special Use District, and is currently used as commercial offices. The proposed project would increase commercial office uses on-site and add ground floor retail uses to the project site; these uses are anticipated for the project site under the Central SoMa Plan. The height and bulk limitations of the project site are designated by the Central SoMa Plan as 65-X. The proposed project would be 65 feet tall exclusive of the rooftop mechanical equipment enclosure and elevator and stairway penthouse, which would be 75 feet tall at the highest point. The Planning Department determined that the proposed project is consistent with the development density principally permitted for the project site under the planning code and zoning map provisions,<sup>8</sup> including the CMUO District and Central SoMa Special Use District provisions. Because the project's proposed land uses would be consistent with the uses and development density evaluated in the Central SoMa PEIR for the site, there would be no significant or peculiar land use impacts related to the proposed project. Therefore, the proposed project would not conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the project adopted for the purpose of avoiding or mitigation an environmental effect.

The requirements of Central SoMa PEIR Mitigation Measure M-NO-1a (which required the development of a Transportation Demand Management Plan) have been incorporated into planning code section 169. As the proposed project would result in new non-residential construction greater than 10,000 square feet, the project is subject to the transportation demand management requirement of the planning code. Consistent with planning code section 169, the project has developed a Transportation Demand Management Plan and would comply with the requirements of planning code section 169.<sup>9</sup>

As described above the project proposes a rooftop emergency generator that would be shielded by a dedicated sound enclosure and a mechanical screening wall on the roof level. Please refer to the noise analysis completed for this project in section E.6 Noise of this initial study, which describes why Central SoMa PEIR Mitigation Measure M-NO-1b is not applicable to the proposed project.

In light of the above, the proposed project would not result in physical environmental effects beyond those disclosed in the Central SoMa PEIR related to a conflict with a land use plan, policy, or regulation adopted for the purpose of mitigating an environmental effect.

### **Cumulative Analysis**

The proposed project would have no impact with respect to physically dividing a community or causing a significant physical environmental impact due to a conflict with an applicable land use plan, policy, or regulation and, therefore, would not have the potential to contribute to a significant cumulative impact related to land use or planning. The Central SoMa Plan identified a significant and unavoidable impact due to a conflict with general plan policy 9.6 related to modifying streets in a way that increases traffic noise. Collectively, the proposed project in combination with all nearby cumulative development projects would increase traffic noise but would not result in more severe cumulative land use impacts than previously identified in the Central SoMa PEIR.

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<sup>8</sup> San Francisco Planning Department. *Plan Check Letter #2 for 531-535 Bryant Street*. November 4, 2019.

<sup>9</sup> San Francisco Planning Department. *Transportation Demand Management Plan Application for 531 Bryant Street*. September 20, 2019.

**Conclusion**

Consistent with the findings in the Central SoMa PEIR, the proposed project, individually and cumulatively, would not result in a significant impact related to the physical division of an established community. For the reasons discussed above, implementation of the proposed project would not result in significant environmental impacts that were not identified in the Central SoMa PEIR related to land use and planning or that are peculiar to the project site, nor would the proposed project result in more severe project-specific or cumulative land use impacts than were identified in the Central SoMa PEIR.

**E.2 Population and Housing**

**Central SoMa PEIR Analysis**

A principal goal of the 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 designated portions of the Plan Area. The Central SoMa PEIR found that the development projects that could be proposed and approved pursuant to the 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 population growth.<sup>10</sup> 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 Plan would not generate housing demand beyond projected housing forecasts. Office and other non-residential development would be required to pay in-lieu fees pursuant to the jobs-housing linkage program. Therefore, effects of the Plan related to population and housing would be less than significant.<sup>11</sup>

**Project Analysis**

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

<sup>10</sup> Central SoMa PEIR, Appendix B, p. 84.

<sup>11</sup> Central SoMa PEIR, Appendix B, p. 84–88.

E.2.a) The project site is currently developed with two commercial buildings. The proposed project would demolish the existing buildings on-site and construct an approximately 49,290 gross square-foot, 65-foot tall building containing approximately 2,900 gross square feet of ground floor retail and 39,580 gross square feet of commercial office space. No residential use is proposed on-site and, therefore, the proposed project would not directly generate new residents on-site or directly result in population growth. The proposed project would, however, generate approximately 206 employees.<sup>12</sup> This direct effect of the proposed project on employment increase was accounted for in the Central SoMa PEIR growth projections, which found that the Plan would result in an increase of about 32,000 employees in the Plan Area. Further, the Association of Bay Area Governments (ABAG) prepares projections of employment and housing growth for the Bay Area. The latest projections were prepared as part of Plan Bay Area 2040, adopted by ABAG and the Metropolitan Transportation Commission in 2017. The growth projections for San Francisco County anticipate an increase of about 295,700 jobs between 2010 and 2040.<sup>13</sup>

The project's approximately 2,900 gross square feet of retail space and 39,580 gross square feet of commercial office space would result in growth that is projected by ABAG. As part of the planning process for Plan Bay Area, San Francisco identified *priority development areas*, which are areas where new development will support the day-to-day needs of residents and workers in a pedestrian-friendly environment served by transit. The project site is located within the Eastern Neighborhoods priority development area; thus, it would be implemented in an area where new population growth is anticipated.

The project would also be located in a developed urban area with access to necessary infrastructure and services (transportation, utilities, schools, parks, hospitals, etc.). Since the project site is located in an established urban neighborhood, and the proposed project is not an infrastructure project, it would not indirectly induce substantial population growth. Therefore, the employment growth generated by the project would not result in new or more severe impacts than were identified in the Central SoMa PEIR. The physical environmental impacts resulting from housing and employment growth generated by the project are evaluated in the relevant resource topics in this initial study.

E.2.b) The proposed project would not displace any residents or housing units because no housing units currently exist on the project site. Therefore, the proposed project would have no direct impact related to the displacement of housing units or people and would not necessitate the construction of replacement housing elsewhere that could result in physical environmental effects.

### **Cumulative Analysis**

The cumulative context for the population and housing topic is the City and County of San Francisco. The proposed project would provide commercial office and retail space that would result in increases in employment population (jobs) but would not construct new residential units. As discussed above, San Francisco is anticipated to grow by 137,800 households and 295,700 jobs between 2010 and 2040. Between 2010 and 2017, San Francisco's population grew by approximately 13,000 households and 137,200 jobs, leaving approximately

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<sup>12</sup> Employment calculations in this section are based on employment density ratios assumed in the Central SoMa PEIR, which is an average density of 200 square feet per employee for office uses and 350 square feet per employee for retail uses.

<sup>13</sup> Metropolitan Transportation Commission and Association of Bay Area Government, *Plan Bay Area 2010 Final Supplemental Report: Land Use and Modeling Report*. July 2017. This document is available online at: <http://2040.planbayarea.org/reports>. Accessed December 18, 2019.

124,839 households and 158,486 jobs projected for San Francisco through 2040.<sup>14,15</sup> As of the fourth quarter of 2019, approximately 73,819 net new housing units are in the pipeline, i.e., are either under construction, have building permits approved or filed, or applications filed, including remaining phases of major multi-phased projects.<sup>16</sup> Conservatively assuming that every housing unit in the pipeline is developed and at 100 percent occupancy (no vacancies), the pipeline would accommodate an additional 72,865 households. The pipeline also includes projects with land uses that would result in an estimated 94,179 new employees.<sup>17,18</sup> As such, cumulative household and employment growth is below the ABAG projections for planned growth in San Francisco. Therefore, the proposed project in combination with citywide development would not result in significant cumulative environmental effects associated with inducing unplanned population growth or displacing substantial numbers of people or housing, necessitating the construction of replacement housing elsewhere. The proposed project would not result in more severe cumulative population and housing impacts than previously identified in the Central SoMa PEIR.

## Conclusion

The proposed project would contribute a small portion of the employment growth anticipated within the Central SoMa plan area as well as for San Francisco under Plan Bay Area. The project's incremental contribution to this anticipated growth would not result in a significant individual or cumulative impact related to population and housing. Therefore, the project would not result in significant project or cumulative impacts related to population and housing that were not identified in the Central SoMa PEIR.

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## E.3 Cultural Resources

### Central SoMa PEIR Analysis Summary

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 project's impact with respect to each cultural resource sub-topic is included below.

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<sup>14</sup> U.S. Census Bureau, American Fact Finder, 2010 Demographic Profile Data and 2010 Business Patterns, San Francisco County. Available online at: <https://factfinder.census.gov/faces/nav/jsf/pages/programs.xhtml?program=dec>. Accessed April 10, 2019.

<sup>15</sup> U.S. Census Bureau, Quick Facts, San Francisco County, California, Population Estimates July 1, 2017 and Households 2013-2017. Available online at: <https://www.census.gov/quickfacts/sanfranciscocountycalifornia>. Accessed April 10, 2019.

<sup>16</sup> San Francisco Planning Department, 2019 Q1. Housing Development Pipeline. Available online at: <https://sfplanning.org/project/pipeline-report>. Accessed August 19, 2019.

<sup>17</sup> Ibid.

<sup>18</sup> San Francisco Planning Department, Citywide Division, Information and Analysis Group, Scott Edmundson, March 19, 2019.

	<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>
<b>3. CULTURAL RESOURCES—Would the project:</b>				
a) Cause a substantial adverse change in the significance of a historical resource pursuant to §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 archaeological resource pursuant to §15064.5?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Disturb any human remains, including those interred outside of formal cemeteries?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

## Historic 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).<sup>19</sup> The Central SoMa PEIR also determined that construction resulting from implementation of the plan could adversely affect historical resources through indirect damage to historic architectural resources. However, implementation of Central SoMa PEIR Mitigation Measure M-CP-3a (Protect Historical Resources from Adjacent Construction Activities) and Mitigation Measure M-CP-3b (Construction Monitoring Program for Historical Resources), would reduce this impact to a less-than-significant level.

### Project Analysis

E.3.a) The project site is currently developed with two buildings: one approximately 10,935 square-foot, two-story commercial structure that was constructed in 1918 and determined to be a historic resource (531 Bryant Street), and a smaller approximately 1,500 square-foot single-story structure that is used as storage and determined to not be a historic resource (15 Zoe Street). The subject property was evaluated in the South of Market Area Historic Resource Survey (adopted by the Historic Preservation Commission on February 16, 2011), which determined that 531 Bryant Street was individually eligible for local listing or designation through survey evaluation and therefore considered a historic resource for the purposes of CEQA. Conversely, 15 Zoe Street was found ineligible for designation as a national, state, or local historic resource and is not considered a historic resource under CEQA. As such, the remainder of the historic

<sup>19</sup> Central SoMa PEIR pp. IV.C-58 to IV.C-60.



project resource analysis focuses on 531 Bryant Street.<sup>20</sup> In addition, the project site is not in a historic district.

The project site is located in the SoMa neighborhood of San Francisco. Although this area has historically been associated with commercial and industrial uses, it has also always contained a large number of residential buildings. The earliest iteration of 531 Bryant Street in its present-day form likely occurred in 1915 when a wood-frame saloon on-site was replaced with a one-story brick factory building. Over the course of the subsequent decade, a series of expansions and alterations were made to the subject building. In 1923, additional improvements were completed on the building; however, no permits or associated drawings related to this alteration were located and thus the precise nature of the work is unclear. By 1938, 531 Bryant Street appears to have assumed its current form and no subsequent documented exterior alterations (e.g. roof and parapet repair, signage and awnings) resulted in a significant change to the building's appearance.

Based on available information, 531 Bryant Street was found to be eligible for individual inclusion in the California Register of Historic Resources under criterion 1 (events) and criterion 3 (architecture). Regarding criterion 1 (events), the subject building was owned and occupied by a single business, the National Cleaning & Dyeing Works, for the duration of the period in which the building assumed its current form, thereby demonstrating a consistency of use and a clear association with a type of industry for which the neighborhood is known. The growth of the National Cleaning & Dyeing business and the building in which it was located thus encapsulates not just the growth of industry in general in SoMa in the wake of the 1906 earthquake, but also the growth of this specific industry as one that employed large numbers of workers and provided the expanding city with an in-demand service.

Regarding criterion 3 (architecture), the subject building is particularly representative of a type of low-height, large-footprint, brick-clad industrial buildings that were constructed in SoMa in the decades following the 1906 earthquake and fire. Additional features found on 531 Bryant Street that are typical of industrial buildings of this type and age are the wide, multi-light steel windows set between simple structural piers and the restrained ornamentation limited to the stepped parapet with a central recessed panel, the paneled spandrels, and the corbelling above the second story. Overall, the building's architecture succeeds in exhibiting a history of phased construction without appearing unplanned or haphazard.

Buildings in the immediate vicinity of the project site exhibit a range of types, styles, materials, and construction dates. Although the historically industrial character of SoMa is vaguely discernable from the extant built forms, many of the older buildings have been extensively altered. In addition, there is a substantial amount of new infill construction that is more contemporary in character. Therefore, existing development on the project site is not eligible for inclusion in a historic district.

Implementation of the proposed project would demolish the existing development on-site and result in a significant adverse impact to a historic resource. Demolition of 531 Bryant Street would remove all character-defining features of the individually eligible building and would materially impair its ability to convey its historic significance.<sup>21</sup> The Central SoMa PEIR identified a significant adverse impact on historical resources that would result from implementation of the Central SoMa Area Plan. In order to

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<sup>20</sup> San Francisco Planning Department. Historic Resource Evaluation Response for 531-535 Bryant Street (Part I). November 5, 2018. This HRER was prepared in response to a consultant-prepared Historic Resource Evaluation with which preservation staff did not concur.

<sup>21</sup> San Francisco Planning Department. Historic Resource Evaluation Response for 531-535 Bryant Street (Part II). September 17, 2019.

avoid or reduce the impacts on historic resources, the PEIR requires that all projects affecting historic resources first implement mitigation measure M-CP-1a.

- **Project Mitigation Measure M-CR-1** (Implements PEIR Mitigation Measure M-CP-1a): Avoidance or Minimization of Effects on Identified Historical Resources.

This mitigation measure requires project sponsors to consult with the Planning Department to determine if there are feasible means to avoid or minimize impacts to historic resources. Per the Planning Department's September 17, 2019 *Historic Resource Evaluation Response for 531-535 Bryant Street (Part II)*, Project Mitigation Measure M-CR-1 has already been implemented satisfactorily. As a result of the implementation of this mitigation measure, the Planning Department determined that a version of the project that avoided or minimized impacts to historic resources through the retention of portions of the historic facades is not feasible. This determination is based on the findings of the Conditions Assessment regarding the advanced deterioration of the existing brick facades.<sup>22</sup> Please see the *Historic Resource Evaluation Response* for a full feasibility analysis.<sup>23</sup>

The Central SoMa PEIR states that, should avoidance or minimization of impacts to historic resources through mitigation measure M-CR-1a be determined infeasible, the project would be required to adopt a number of additional mitigation measures. The PEIR noted that although implementation of these mitigation measures might reduce impacts on historic resources, it would not reduce the impact to a less-than-significant level because only avoidance of substantial adverse changes would reduce impacts to a less-than-significant level. The project proposes to demolish a historic resource, which is considered a significant and unavoidable impact. Therefore, the project sponsor must implement the mitigation measures specified in the Central SoMa PEIR, as determined applicable by preservation planning staff. Specifically, the proposed project is required to implement PEIR Mitigation Measures M-CP-1b, M-CP-1d, and M-CP-1e related to historic resources, described below. The full text of these mitigation measures is available in the Mitigation Monitoring and Reporting Program, included as Attachment C.

- **Project Mitigation Measure M-CR-2:** Documentation of Historical Resource(s). (Implements PEIR Mitigation Measure M-CP-1b).
- **Project Mitigation Measure M-CR-3:** Interpretive Program. (Implements PEIR Mitigation Measure M-CP-1d).
- **Project Mitigation Measure M-CR-4:** Video Recordation. (Implements PEIR Mitigation Measure M-CP-1e).

As previously discussed, the proposed project would result in a significant impact to historical resources, as identified in the Central SoMa PEIR. Implementation of Project Mitigation Measures M-CR-1 through M-CR-4 would reduce this impact but not to a less-than-significant level. Since this significant and unavoidable impact was anticipated and identified in the Central SoMa PEIR, no further environmental analysis is required. As the project site is not in a historic district, the proposed project would not cause a significant adverse impact to an eligible historic district.

#### *Adjacent Historic Resources*

The project site is adjacent to an existing historic resource at 527 Bryant Street, which is designated as Category A – Historic Resource Present. Due to its proximity to the project site, project-related construction activities have the potential to damage the building. The Central SoMa PEIR identified two mitigation

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<sup>22</sup> Simpson Gumpertz & Heger, "Project 197087 – Brick Wall Condition Assessment, 531 Bryant Street, San Francisco, CA," 23 May 2019.

<sup>23</sup> San Francisco Planning Department. Historic Resource Evaluation Response for 531-535 Bryant Street (Part 1). July 18, 2017.

measures that would reduce construction-related impacts on adjacent historic resources to a less-than-significant level: PEIR Mitigation Measures M-CP-3a (Protect Historical Resources from Adjacent Construction Activities) and M-CP-3b (Construction Monitoring Program for Historical Resources). These mitigation measures would be implemented as Project Mitigation Measures M-CR-5 and M-CR-6 respectively, as described below, and require the project sponsor, in consultation with the Planning Department, to determine whether historic buildings are present within 100 feet of the project site (if pile driving is proposed) or 25 feet of the site (if heavy equipment is proposed). If so, the project sponsor must ensure that construction contractors use all feasible means to avoid damage to those historic buildings during demolition and construction (as required by Project Mitigation Measure M-CR-5), and undertake a monitoring program to ensure that any such damage is documented and repaired (as required by Project Mitigation Measure M-CR-6).

- **Project Mitigation Measure M-CR-5:** Protect Historical Resources from Adjacent Construction Activities. (Implements PEIR Mitigation Measure M-CP-3a).
- **Project Mitigation Measure M-CR-6:** Construction Monitoring Program for Historical Resources. (Implements PEIR Mitigation Measure M-CP-3b).

Pile-driving would not be used for construction of the proposed project, but heavy equipment could be used for portions of construction. Thus, the PEIR Mitigation Measures M-CP-3a and M-CP-3b would apply to the proposed project. With implementation of these mitigation measures, the potential impacts to historic resources within 25 feet of the project site as a result of project construction activities would be reduced to a less-than-significant level.

### **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 archeological resources because the entire Plan Area is considered generally sensitive for both prehistoric and historical archeological 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 Mitigation Measure M-CP-4b (Procedures for Accidental Discovery of Archeological Resources) were found to reduce significant impacts to archaeological resources and human remains to less-than-significant levels.

#### **Project Analysis**

E.3.b) As required by Central SoMa PEIR Mitigation Measure M-CP-4a, a project-specific preliminary archeological assessment was conducted for the proposed project. The results of this assessment are described in this section. The proposed project would disturb the entire 10,313 square-foot project site and excavate approximately 950 cubic yards of soil to an estimated depth of 6 feet below ground. Project construction is estimated to last 16 months and include the following phases: demolition, site preparation, grading, building construction, architectural coating, and paving. The proposed building would be supported by a drilled-in-place pile foundation that would extend up to 40 feet below ground surface.

According to the preliminary archeological review for the project site,<sup>24</sup> the project site has a high level of sensitivity for prehistoric archaeological resources based on proximity to water sources and underlying

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<sup>24</sup> San Francisco Planning Department, Environmental Planning Preliminary Archeological Review for 531 Bryant Street, prepared December 3, 2019.

geologic conditions. There is also potential for historical features associated with buildings constructed in the second half of the 19<sup>th</sup> century to be found on-site. The project site was converted from marsh to developable land by the late 1850s. The first development on the site was in the late 1860s. During the late 19<sup>th</sup> century a series of residential and commercial buildings were constructed on the project site. All development on-site was destroyed by the 1906 earthquake and subsequent fire. The parcel was subsequently redeveloped by 1913. All existing structures on-site were built by 1918.

Based on these results of preliminary archaeological review conducted under PEIR Mitigation Measure M-CP-4a, the project's proposed excavation and subsurface construction activity could potentially damage significant buried archeological resources, which would result in a significant impact to archeological resources. Therefore, the project would be required to implement archeological testing as **Project Mitigation Measure M-CR-7 (Archeological Testing)** to ensure that resources that might be affected by construction would be identified and appropriately treated. The full text of Project Mitigation Measure M-CR-7 is available in the Mitigation Monitoring and Reporting Program as Attachment C. This mitigation measure would require the project sponsor to retain the services of an archaeological consultant to prepare and implement an archaeological testing program prior to and/or during construction and be available to conduct an archaeological monitoring and/or data recovery program if required pursuant to results of the testing program. With implementation of Project Mitigation Measure M-CR-7 (Archeological Testing), the project would have a less than significant impact on archaeological resources, including on human remains. The project would not result in more severe archeological impacts than identified in the Central SoMa PEIR.

E.3.c) Archeological resources may include human burials. Human burials outside of formal cemeteries often occur in prehistoric or historic period archeological contexts. The potential for the proposed project to affect archeological resources, which may include human burials is addressed above under E.3.b. Furthermore, the treatment of human remains and of associated or unassociated funerary objects must comply with applicable state laws. This includes immediate notification to the county coroner (San Francisco Office of the Chief Medical Examiner) and, in the event of the coroner's determination that the human remains are Native American, notification of the California Native American Heritage Commission, which shall appoint a most likely descendant to provide recommendations for the respectful treatment of Native American human remains.<sup>25</sup>

### **Cumulative Analysis**

As discussed above, an existing building on the site (531 Bryant Street) is considered to be a historic resource but is not located within an eligible or identified historic district. In addition, there is an existing historic resource located directly adjacent to the project site at 527 Bryant Street. The proposed project would demolish the existing historic resource on-site and result in a significant project-level impact to historical resources. However, because the existing building is not located in a historic district, and because there are no other development projects in the project vicinity that would contribute to an adverse impact to the setting of adjacent and nearby historic resources, the proposed project would not contribute considerably to the significant and unavoidable cumulative impact identified in the Central SoMa PEIR related to the setting of adjacent and nearby historic resources. Consequently, no further environmental study or analysis regarding cumulative historical resource impacts is required.

Although the proposed project would not contribute considerably to the significant and unavoidable cumulative impact related to the setting of adjacent and nearby historical resources, the proposed project, in combination with other cumulative projects could result in cumulative impacts related to indirect

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<sup>25</sup> California Public Resources Code section 5097.98

construction damage to historic resources. Given the project site's proximity to 527 Bryant Street, which is designated as a Category A building, and the potential for heavy equipment to be used during construction, project-related construction activities could contribute considerably to this cumulative impact. However, as discussed above, the proposed project's potential impacts to historic resources would be reduced to a less-than-significant level with implementation of Project Mitigation Measure M-CR-5, (Protect Historical Resources from Adjacent Construction Activities) and Project Mitigation Measure M-CR-6 (Construction Monitoring Program for Historical Resources). In addition, other cumulative projects in the Central SoMa area would be evaluated for potential impacts to historical resources and would similarly adopt the PEIR Mitigation Measures M-CP-3a and M-CP-3b to minimize potential construction damage to adjacent historic architectural resources, as applicable. Therefore, the project would not result in more severe cumulative indirect impacts to nearby historic resource impacts than were previously identified in the Central SoMa PEIR.

Impacts to archaeological resources are typically site specific and do not generally combine to result in cumulative impacts unless a very extensive resource is present that could be affected by projects at nearby locations. While there are several known buried prehistoric archaeological sites in the project vicinity, none of these would be expected to extend to the project site and therefore the project would not be expected to contribute to cumulative effects to these sites. While prehistoric features that might be on the project site would generally be expected to be confined to the immediate parcel and not be subject to effects from construction on other parcels, if an extensive prehistoric archaeological resource were found on the project site, it is possible that the resource could extend to adjacent or nearby cumulative project sites such that significant cumulative impacts could occur. If this is the case, the project's potential impact could be significant.

As discussed above, the proposed project's significant impact to archeological resources would be mitigated to less-than-significant with implementation of Project Mitigation Measure M-CR-7 (Archeological Testing). Further, like the proposed project, other cumulative projects in the Central SoMa area would be required to undergo site-specific evaluations for impacts to cultural resources and to implement appropriate archaeological testing, monitoring and/or data recovery if those project sites are found to be archaeologically sensitive. Therefore, the project would not result in more severe cumulative archeological resource impacts than were previously identified in the Central SoMa PEIR, and with mitigation incorporated, the project's contribution would not be cumulatively considerable.

### **Conclusion**

The proposed 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 substantially more severe than those identified in the Central SoMa PEIR or that are peculiar to the project site. Project Mitigation Measures M-CR-1 through M-CR-7 would apply to the proposed project.

## E.4 Tribal Cultural Resources

### Central SoMa PEIR Analysis

Based on discussions with Native American tribal representatives in San Francisco, prehistoric archeological resources are presumed to be potential tribal cultural resources. The PEIR identified a potentially significant impact to tribal cultural resources as a result of Plan implementation and identified Central SoMa PEIR Mitigation Measure M-CP-5 (Project-Specific Tribal Cultural Resource Assessment) to reduce impacts to tribal cultural resources to less than significant levels. This mitigation applies to any project involving soil disturbance of 5 feet or greater below ground surface and requires the project to be reviewed as part of the project-specific preliminary archaeological review to determine if the project may have a significant effect on a tribal cultural resource and if so, to develop and implement an archaeological resource preservation plan. The Central SoMa PEIR concluded that with implementation of M-CP-5, impacts of subsequent development projects on tribal cultural resources would be reduced to less than significant levels.

### Project Analysis

	<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>	
<b>4. TRIBAL CULTURAL RESOURCES—Would the project:</b>					
a) Cause a substantial adverse change in the significance of a tribal cultural resource, defined in Public Resources Code section 21074 as either a site, feature, place, or cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to a California Native American tribe, and that is:					
i)	Listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources as defined in Public Resources Code section 5020.1(k), or	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
ii)	A resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of Public Resources Code section 5024.1. In applying the criteria set forth in subdivision (c) of Public Resource Code section 5024.1, the lead agency shall consider the significance of the resource to a California Native American tribe.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

E.4.a) There are no previously-recorded prehistoric archaeological resources—which also would be considered tribal cultural resources—in the immediate vicinity of the 531 Bryant Street project site. As the project would disturb soils at greater than 5 feet depth, consistent with the requirements of Central SoMa PEIR Mitigation Measure M-CP-5 (Project-Specific Tribal Cultural Resource Assessment), the potential for tribal cultural resources was assessed in conjunction with the preliminary archaeological

assessment for the project. Based on the preliminary archeological review,<sup>26</sup> the project site is sensitive for prehistoric archeological resources. In the event that a prehistoric archeological resource is encountered during soil disturbing activity, the proposed project would have a significant impact on tribal cultural resources. However, implementation of Project Mitigation Measure M-CR-7 (Archeological Testing) and Project Mitigation Measure M-TCR-1 (Tribal Cultural Resources Archeological Resource Preservation Plan and/or Interpretive Program) would mitigate potential impacts to tribal cultural resources to a less than significant level. The proposed project therefore would have a less than significant effect, with mitigation, on tribal cultural resources. As a result, the proposed 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 project site.

### **Cumulative Analysis**

As noted above, the proposed project could result in a potentially significant impact to prehistoric archeological resources and tribal cultural resources without mitigation. However, potential project impacts would be mitigated to less-than-significant with implementation of Project Mitigation Measures M-CR-7 and M-TCR-1. For the reasons discussed in cumulative impacts to archaeological resources, the project could contribute to a significant cumulative impact on tribal cultural resources. Like the proposed project, other cumulative projects would be required to undergo site-specific evaluation for impacts to tribal cultural resources and to implement archaeological testing and treatment of tribal cultural resources consistent with Project Mitigation Measures M-CR-7 (Archeological Testing) and M-TCR-1 (Tribal Cultural Resources Archeological Resource Preservation Plan and/or Interpretive Program), which would reduce the cumulative impacts to a less than significant level. Implementation of Project Mitigation Measures M-CR-7 and M-TCR-1 would ensure that the project's contribution to any such impact would not be cumulatively considerable. Therefore, the project would not result in more severe cumulative tribal cultural resource impacts than were previously identified in the Central SoMa PEIR.

### **Conclusion**

As demonstrated above, impacts on tribal cultural resources would be less-than-significant with implementation of Project Mitigation Measures M-CR-7 and M-TCR-1. Therefore, the proposed project would not result in significant project or cumulative impacts on tribal cultural resources that were not identified in the Central SoMa PEIR, nor would the project result in significant project-level or cumulative impacts to tribal cultural resources that are more severe than those identified in the Central SoMa PEIR or that are peculiar to the project site.

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<sup>26</sup> San Francisco Planning Department, Environmental Planning Preliminary Archeological Review for 531 Bryant Street, prepared December 3, 2019.

## E.5 Transportation and Circulation

### 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-related transportation impacts. Although the Central SoMa PEIR identified ten transportation mitigation measures to help reduce transportation impacts, the Central SoMa PEIR anticipated that significant impacts on transit, pedestrians, loading, and construction would not be fully mitigated. Thus, the Central SoMa PEIR found these impacts to be significant and unavoidable. The Central SoMa PEIR also found significant 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 and identified four mitigation measures to reduce these impacts to a less-than-significant level.

Additionally, the Central SoMa PEIR conducted a plan-level analysis and project-level screening analysis of VMT impacts from subsequent development projects enabled under the plan, such as the proposed project, and found that VMT impacts would not be significant. The proposed project consists of land uses (commercial and retail) that were analyzed in the VMT analysis in the PEIR and would be located in a transportation analysis zone (TAZ 641) that was analyzed in the PEIR. Therefore, the proposed project would not result in significant VMT impacts.

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, this initial study topic is not applicable and is not addressed below.

### Project Analysis

<b>Topics</b>	<b>Significant Impact Peculiar to Project or Project Site</b>	<b>Significant Impact not Identified in Central SoMa PEIR</b>	<b>Significant Impact due to Substantial New Information</b>	<b>No Significant Impact not Previously Identified in Central SoMa PEIR</b>
<b>5. TRANSPORTATION AND CIRCULATION—Would the project:</b>				
a) Conflict with a program plan, ordinance or policy addressing the circulation system, including transit, roadway, bicycle and pedestrian facilities?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Conflict or be inconsistent with CEQA Guidelines section 15064.3, subdivision (b)?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Substantially increase hazards due to a geometric 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"/>
d) Result in inadequate emergency access?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

E.5.a to d) The Department estimated the number of trips and ways people would travel to and from the site using data and methodology in the department’s 2019 transportation impact analysis guidelines (2019 guidelines).<sup>27</sup> Table 1, Person and Vehicle Trip Estimates – Daily, presents daily person and vehicle trip estimates. Table 2, Person and Vehicle Trip Estimates – P.M. Peak Hour, presents p.m. peak hour estimates.

<sup>27</sup> San Francisco Planning Department, *Transportation Calculations for 531 Bryant Street*, December 4, 2019.



**Table 1: Person and Vehicle Trip Estimates – Daily**

Land Use	Daily Person Trips						Daily Vehicle Trips <sup>1</sup>
	Automobile	For-Hire	Transit	Walking	Bicycling	Total	
Commercial	114	38	179	263	23	64	152
Retail	49	20	110	239	16	434	69
<b>Project Total</b>	<b>163</b>	<b>58</b>	<b>289</b>	<b>502</b>	<b>39</b>	<b>498</b>	<b>221</b>
1. Automobile person trips, accounting for average vehicle occupancy data. Source: San Francisco Planning Department, Transportation Impact Analysis Guidelines 2019.							

**Table 2: Person and Vehicle Trip Estimates – P.M. Peak Hour**

Land Use	P.M. Peak Hour Person Trips						P.M. Peak Hour Vehicle Trips <sup>1</sup>
	Automobile	For-Hire	Transit	Walking	Bicycling	Total	
Commercial	10	3	16	23	2	54	13
Retail	4	2	10	21	1	38	6
<b>Project Total</b>	<b>14</b>	<b>5</b>	<b>26</b>	<b>44</b>	<b>3</b>	<b>92</b>	<b>19</b>
1. Automobile person trips, accounting for average vehicle occupancy data. Source: San Francisco Planning Department, Transportation Impact Analysis Guidelines 2019.							

The department used these trip estimates to inform the analysis of the project’s impacts on transportation and circulation during both construction and operation. The following considers effects of the project on potentially hazardous conditions, accessibility (including emergency access), public transit delay, vehicle miles traveled, and loading.

**Construction**

The Central SoMa PEIR determined that plan-level construction activities associated with development under the Central SoMa Plan, including the proposed open space improvements and street network changes, could disrupt nearby streets, transit services, and pedestrian and bicycle circulation, resulting in a significant impact. Central SoMa PEIR Mitigation Measure M-TR-9, Construction Management Plan and Construction Coordination, was identified to reduce impacts by requiring individual development projects within the plan area to develop a construction management plan. The proposed project would implement Central SoMa PEIR Mitigation Measure M-TR-9 as **Project Mitigation Measure M-TR-1**.

Construction of the proposed project would last approximately 16 months. During construction, the project may result in temporary closures of the public right-of-way in the immediate vicinity. These closures may include portions of the sidewalk on Bryant and Zoe streets as well as adjacent parking lanes to maintain pedestrian access but would likely otherwise have little effect on roadway capacity and minimal effect on pedestrian safety and circulation. Such closures within the public right-of-way would be requested from the San Francisco Municipal Transportation Agency (SFMTA) and would be required to comply with the

San Francisco Regulations for Working in San Francisco Streets (the blue book).<sup>28</sup> The blue book is prepared by the SFMTA under the authority derived from the San Francisco Transportation Code and serves as a guide for contractors working in San Francisco streets. The blue book establishes rules and guidance so that construction work can be done safely and with the least possible interference with pedestrians, bicycles, transit and vehicular traffic. Given the project site context, construction duration and magnitude, and implementation of Project Mitigation Measure M-TR-1, the project would have a less-than-significant construction-related transportation impact.

### **Potentially Hazardous Conditions and Accessibility**

The proposed project would not include off-street vehicle parking, and the existing curb cuts along the project frontage on Zoe Street would be removed. In addition, there are no existing or proposed bicycle lanes on Bryant Street or Zoe Street in the project vicinity. The project would add approximately 19 p.m. peak hour vehicle trips, which is not a substantial amount and the trips would be dispersed among nearby streets in the site vicinity. In general, an increase in traffic would not be considered a traffic hazard. Traffic hazards would generally result, for example, from the introduction of design features such as sharp roadway curves that may increase conflicts, none of which would result from the proposed project. Vehicles may occasionally encounter pedestrians crossing Zoe Street. However, Zoe Street is a narrow roadway and the intersection with Bryant Street is controlled by a stop sign. Vehicles traveling on Zoe Street would be discouraged from traveling at high speeds due to the roadway design. Furthermore, the proposed project would be subject to review by the San Francisco Municipal Transportation Agency, San Francisco Public Works, and the San Francisco Fire Department along with other City agencies to ensure that there would continue to be clear sight lines at the intersection of Zoe and Bryant Streets. For these reasons, the proposed project would result in less-than-significant impacts related to potentially hazardous conditions and accessibility.

### **Transit**

The project site is well served by both local and regional transit service, including Muni stops for the 8-Bayshore, 10-Townsend, 12-Folsom/Pacific, 30-Stockton, 45-Union/Stockton, and 47-Van Ness bus routes. The San Francisco Caltrain stop and N Judah and T Third Street Muni light rail lines are located at 4<sup>th</sup> Street and King streets, which is approximately 0.4 miles south of the project site.

The 2019 guidelines set forth a screening criterion of 300 p.m. peak hour project vehicle trips to screen out projects that would typically not result in significant public transit delay effects.<sup>29</sup> As noted in Table 2, the proposed project would add approximately 19 p.m. peak hour vehicle trips, which is substantially less than the screening criterion of 300. Therefore, the project meets the screening criterion and the project would have a less than significant transit delay impact.

### **Vehicle Miles Traveled**

The 2019 guidelines set forth screening criteria for types of projects that would typically not result in significant vehicle miles traveled (VMT) impacts. As shown in Table 3 below, the project site is an area where existing vehicle miles traveled per capita is more than 15 percent below the existing regional per

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<sup>28</sup> San Francisco Municipal Transportation Agency. *Regulations for Working in San Francisco Streets*. Online at <https://www.sfmta.com/services/business-services/construction-regulations>. Accessed December 4, 2019.

<sup>29</sup>San Francisco Planning Department. *Transportation Impact Analysis Guidelines*. February 2019. Available at: [http://default.sfplanning.org/publications\\_reports/TIA\\_Guidelines.pdf](http://default.sfplanning.org/publications_reports/TIA_Guidelines.pdf). Accessed December 4, 2019.

capita and per employee average daily VMT. Therefore, the project meets this locational screening criterion and the project would have a less-than-significant vehicle miles traveled impact.

**Table 3: Vehicle Miles Traveled in TAZ 641**

Land Use	Existing		Cumulative 2040	
	Bay Area Regional Average minus 15%	TAZ 641	Bay Area Regional Average minus 15%	TAZ 641
Employment (Office)	16.2	9.0	14.5	7.0
Employment (Retail)	12.6	7.0	12.4	7.6

The project also meets the proximity to transit screening criterion. The project site is within one-half mile of an existing major transit stop or an existing stop along a high-quality transit corridor and the project meets other characteristic requirements. This screening criterion also indicates the project would not cause substantial additional VMT.

**Pedestrians**

The project would not generate any activities or include any design or features that would create hazards for pedestrians or interfere with pedestrian access or circulation. The proposed project would replace existing sidewalks along the project frontage with new paving and remove existing curb cuts along the project frontage on Zoe Street, removing a location for potential pedestrian and vehicle conflicts. Given existing traffic levels and the estimates of project-generated vehicle traffic, the project is not expected to substantially increase overall traffic levels along these streets such that it could create potentially hazardous conditions for pedestrians or otherwise interfere with pedestrian access or circulation. Therefore, the project would result in less-than-significant impacts to pedestrian safety and access.

**Bicycles**

There are no existing bicycle lanes or facilities in the project vicinity. Consistent with city bicycle parking requirements, the project would provide 10 class I bicycle spaces on the ground level of the proposed building and two class II bicycle spaces at the entrance of the project’s courtyard on the Zoe Street frontage. Project-generated bicycle traffic would likely be distributed amongst surrounding streets and on the city’s bike network. Protected bikeways and bicycle lanes in the project vicinity include 5<sup>th</sup> Street, Folsom Street, 2<sup>nd</sup> Street, and Townsend Street.<sup>30</sup> Given existing traffic levels and the estimates of project-generated vehicle traffic, the project is not expected to substantially increase overall traffic levels along these streets such that it could create potentially hazardous conditions for people bicycling or otherwise interfere with access or circulation for people bicycling. Therefore, impacts to people bicycling would be less than significant.

**Loading**

Passenger loading demand is estimated to be 0.1 spaces during the peak hour and 0.2 spaces during the peak 15-minute period. Freight loading demand during the peak hour is estimated to be 0.5 spaces.<sup>31</sup> Although there are no existing loading zones in the immediate project vicinity, as part of the proposed

<sup>30</sup> San Francisco Municipal Transportation Agency. *San Francisco Bike Network Map (version May 31, 2019)*. Available at: <https://www.sfmta.com/maps/san-francisco-bike-network-map>. Accessed December 4, 2019.

<sup>31</sup> San Francisco Planning Department. *Travel Demand Distribution & Loading Demand for 531 Bryant Street*. December 4, 2019.

project the project sponsor would request the SFMTA install a 22-foot passenger loading (white) zone on Bryant Street. Given the low project loading demand and the proposed passenger loading zone, there would be adequate loading facilities to accommodate project loading demands. In the event that future tenants request a supplemental loading area, there is adequate space to accommodate installation of an additional 22-foot long commercial loading zone on the project's Bryant Street frontage. This commercial loading zone would be implemented in coordination with SFMTA. Therefore, the project would result in a less-than-significant loading impact.

## **Cumulative Analysis**

### **Construction**

Cumulative construction impacts typically occur when another project occurs on the same block or in the immediate vicinity of the project site. Based on the list of cumulative development projects, construction of the proposed project could overlap with the construction of 598 Bryant Street, which is located on the same block of Bryant Street as the project site but on the opposite side of the street. Therefore, the project, in combination with cumulative projects, could result in a significant cumulative construction impact. Construction of both the proposed project and 598 Bryant Street may result in temporary closures of the public right-of-way, including portions of the sidewalk, parking lane, and roadway, in the immediate vicinities of each project site. However, 598 Bryant Street is located more than 400 feet southwest of the project site and any potential right-of-way closures would not overlap or combine to result in cumulative construction-related transportation impacts, even if construction of both projects occurred at the same time. Furthermore, both projects would be subject to Central SoMa PEIR Mitigation Measure M-TR-9 (implemented as Project Mitigation Measure M-TR-1 for this project), SFMTA blue book regulations and be required to request permission from the SFMTA in order to close a portion of the public right-of-way. Adherence to blue book requirements and coordination with the SFMTA would ensure that both projects result in the least possible interference with pedestrians, bicycles, transit, and vehicular traffic. For these reasons and with implementation of Project Mitigation Measure M-TR-1, the proposed project, in combination with cumulative projects, would not result in a significant cumulative construction impact.

### **Potentially Hazardous Conditions and Accessibility**

Under cumulative conditions, vehicle activity on the surrounding street network would likely increase as a result of development projects within Central SoMa and background growth elsewhere in the city and the region. This would generally be expected to lead to an increase in the potential for vehicle-vehicle and vehicle-pedestrian or -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.

The proposed project would contribute to a small increase in vehicle activity on surrounding streets but does not propose 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 project would not result in new significant cumulative impacts related to traffic hazards that were not identified in the Central SoMa PEIR, nor would the project result in an increase in severity of traffic hazards that were not discussed in the Central SoMa PEIR.

### **Transit**

Public transit delay typically occurs as a result of traffic congestion, including transit reentry, and passenger boarding delay. The Central SoMa PEIR identified a significant cumulative transit impact. For the reasons

discussed in the project-level analysis above, the project would not substantially contribute to that previously identified significant transit impact. Therefore, the proposed project in combination with cumulative development projects would not combine to result in more severe cumulative transit impacts than were disclosed in the Central SoMa PEIR.

### **Pedestrians and Bicycles**

The project would enhance the pedestrian realm and therefore would not combine with impacts of the proposed project to result in new or more severe cumulative impacts to people walking than were identified in the Central SoMa PEIR. Implementation of the proposed project would not result in significant impacts that were not identified in the Central SoMa PEIR related to pedestrian and bicycle safety that are peculiar to the project site, nor would the proposed project result in more severe cumulative impacts pedestrian and bicycle safety than were identified in the Central SoMa PEIR.

### **Loading**

There are no cumulative development projects in the project vicinity that would interact with the proposed project's loading demand. In addition, as discussed previously, the loading demand of the proposed project is not substantial and would be adequately accommodated. As a result, the proposed project in combination with cumulative projects would not result in a significant cumulative loading impact, nor contribute to the significant cumulative loading impact identified in the PEIR.

### **Conclusion**

The proposed project would not result in significant project or cumulative traffic and circulation impacts that were not identified in the Central SoMa PEIR, nor would the project result in significant project or cumulative traffic and circulation impacts that are substantially more severe than those identified in the Central SoMa PEIR.

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## **E.6 Noise**

### **Central SoMa PEIR Analysis**

The Central SoMa PEIR determined that implementation of the Central SoMa Plan would result in a substantial permanent increase in ambient roadway traffic noise levels due to the increase in jobs and residents as well as street network changes. Although this impact would be reduced by Central SoMa PEIR Mitigation Measure M-NO-1a (Transportation Demand Management for New Development Projects),<sup>32</sup> 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, 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, implementation of Central SoMa PEIR Mitigation Measure M-NO-1b (Siting of Noise-Generating Uses) would reduce this impact to be 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

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<sup>32</sup> Central SoMa PEIR Mitigation Measure M-NO-1a is now implemented by Planning code section 169.

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 temporary increases in vibration levels that would be substantially in excess of ambient levels, which would result in significant vibration impacts. The Central SoMa PEIR determined that these impacts could be mitigated to a less-than-significant level with implementation of Central SoMa PEIR Mitigation Measures M-NO-2b (Noise and Vibration Control Measures during Pile Driving), M-CP-3a (Protect Historical Resources from Adjacent Construction Activities), and M-CP-3b (Construction Monitoring Program for Historical Resources).

The Central SoMa Plan area is not located near a private airstrip or an airport land use plan area; therefore, this topic is not applicable to the plan nor any subsequent development projects within the plan area.

### Project Analysis

Topics	<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>
<b>6. NOISE—Would the project:</b>				
a) Generation of a substantial temporary or permanent increase in ambient noise levels in the vicinity of the project in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Generation of excessive groundborne vibration or groundborne noise levels?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) For a project located within the vicinity of a private airstrip or an airport land use plan area, or, where such a plan has not been adopted, in an area within 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"/>

E.6.a)

#### *Construction Noise*

The project’s geotechnical investigation<sup>33</sup> indicated that the proposed building should be supported by a deep foundation system, including driven or drilled-in-place piles, to gain support from the underlying alluvial deposits. Consistent with the geotechnical report, the project sponsor has confirmed that the project would use a pile foundation with drilled-in-place piles.<sup>34</sup> The proposed project would not include impact pile-driving. Therefore, Central SoMa PEIR Mitigation Measure M-NO-2b related to noise and vibration control measures during pile-driving would not apply to the proposed project.

<sup>33</sup> Rollo & Ridley. Geotechnical Investigation for 531 Bryant Street. May 1, 2017.

<sup>34</sup> Personal Communications with Melinda Sarjapur. Email. November 8, 2019.

As the final foundation and reinforcement design would be determined by the project engineers at the time of engineering design (construction documents), this analysis conservatively assumes the possibility of particularly noisy construction activities during foundation construction. In addition, implementation of the proposed project could include other noisy construction activities due to the anticipated use of heavy construction equipment. Therefore, **Project Mitigation Measure M-NO-1** (General Construction Noise Control Measures), implementing Central SoMa PEIR Mitigation Measure M-NO-2a, applies to the project and implementation of noise control measures would reduce construction noise impacts to a less than significant level.

The Department of Building Inspection (building department) is responsible for enforcing the Noise Ordinance for private construction projects during normal business hours (8:00 a.m. to 5:00 p.m.). The Police Department is responsible for enforcing the Noise Ordinance during all other hours. Nonetheless, during the approximately 16-month construction period for the proposed project, sensitive receptors and occupants of nearby properties could be disturbed by construction noise. The closest sensitive receptors are residents located adjacent to the project site at 212 and 226 Ritch Street and 230 Ritch Street/ 25 Zoe Street.

There may be times when construction noise could interfere with indoor activities in residences and businesses near the project site. However, the increase in noise in the project area during project construction would not be considered a significant impact of the proposed project because the construction noise would be temporary, intermittent, and restricted in occurrence and level, as the contractor would be required to comply with the Noise Ordinance and Project Mitigation Measure M-NO-1, which includes, but is not limited to, the following measures:

- Ensure that equipment and trucks used for project construction utilize the best available noise control techniques wherever feasible;
- Locate stationary noise sources as far from adjacent or nearby sensitive receptors as possible and muffle noise sources by constructing barriers around such sources and/or the construction site;
- Use hydraulically or electrically powered impact tools and avoid pneumatically powered tools with compressed air exhaust whenever possible;
- Include noise control requirements in specifications provided to construction contractors; and
- Post an on-site sign that describes noise complaint procedures and includes a complaint hotline number and designates an on-site construction complaint and enforcement manager for the project.

The full description of Project Mitigation Measure M-NO-1 (implementing Central SoMa PEIR Mitigation Measure M-NO-2a) is available in the Mitigation Monitoring and Reporting Program as Attachment C. Implementation of Project Mitigation Measure M-NO-1 would reduce construction noise impacts to a less-than-significant level.

#### *Operational Noise*

As discussed above, the Central SoMa PEIR determined that significant impacts could occur due to the introduction of new noise-generating uses that could affect existing noise-sensitive uses in the Plan Area and expose people to noise levels in excess of the general plan's noise compatibility guidelines. Central SoMa PEIR Mitigation Measure M-NO-1b requires that project-specific noise studies be completed for any new noise-generating uses, consistent with the general plan's noise compatibility guidelines.

The proposed commercial office and retail project would not include excessive noise-generating land uses. While the proposed project would include retail space on the first floor, it is not anticipated that use of the space would generate noise above existing ambient noise levels in the project site vicinity. The proposed

project would also include a backup emergency diesel generator and mechanical equipment related to building operations on the roof level. The diesel generator and mechanical equipment area would be located along the project's northeastern property line adjacent to 527 Bryant Street and shielded from surrounding properties by a mechanical screen enclosure. The 50-kilowatt generator would also be shielded by a dedicated sound enclosure around the generator, which would further reduce noise impacts in combination with the metal screen wall surrounding the entire mechanical equipment area.

Since the project includes a backup diesel generator, Central SoMa PEIR Mitigation Measure M-NO-1b related to new noise-generating uses would apply. The proposed project would implement PEIR Mitigation Measure M-NO-1b as **Project Mitigation Measure M-NO-2**. Consistent with Project Mitigation Measure M-NO-2, a technical noise analysis was completed for the proposed project.<sup>35</sup> According to the noise study, the emergency generator would be placed 28 feet away from the east property line, and approximately 60 feet away from the closest sensitive receptors at 226 Ritch Street and 25 Zoe Street to the south. Based on the location of the proposed generator, the generator type, and noise attenuation provided by the generator sound enclosure, metal screen wall, and existing building façade, the proposed generator would not exceed 75 dBA at the property line nor 45 dBA inside an adjacent property with sensitive receptors. Furthermore, the emergency generator would only be operated during emergencies and for periodic testing and would be subject to the Noise Ordinance, which limits noise from building equipment to no more than 5 dBA above the local ambient noise level at any point outside the property line. Due to its intermittent use, the emergency generator would not increase ambient noise levels in the project vicinity. For these reasons, the proposed emergency diesel generator and rooftop mechanical equipment would not result in a significant noise impact.

In addition, the proposed project would contribute vehicle trips onto the local and regional roadway network. Consequently, traffic noise levels would increase with the project's contribution of additional vehicles. However, the proposed project would not add a substantial number of new vehicle trips (approximately 19 p.m. peak hour trips) to the local roadway network. As such, the proposed project would not result in a new project-specific traffic-related noise impact and no further analysis is required.

Furthermore, pursuant to planning code section 169, the proposed project has prepared a Transportation Demand Management (TDM) plan consistent with PEIR Mitigation Measure M-NO-1a to reduce the project's vehicle trips and therefore transportation impacts to the surrounding area.<sup>36</sup> The proposed project has elected to include bicycle parking and would not provide on-site vehicle parking spaces, which would reduce the number of vehicle trips to the project site. Thus, the project would comply with planning code section 169 and would not result in significant traffic noise levels or contribute considerably to plan-level or cumulative traffic noise impacts identified in the Central SoMa PEIR.

E.6.b) Pile-driving typically generates the greatest amount of vibration during construction. As discussed above, the proposed project does not propose pile-driving activities. However, other construction equipment can also result in construction vibration that may affect certain types of buildings, in particular historic and older buildings. As discussed in the Cultural Resources topic, the project site is adjacent to 527 Bryant Street, which is designated as Category A – Historic Resource Present and considered an existing historic resource. However, as previously noted, Central SoMa PEIR Mitigation Measures M-CP-3a (Protect Historical Resources from Adjacent Construction Activities) and M-CP-3b (Construction Monitoring Program for Historical Resources) were identified to reduce Plan impacts to a less-than-significant level by

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<sup>35</sup> Salter Inc. 531 Bryant Street – Analysis of Engine Generator Noise. May 28, 2020.

<sup>36</sup> Akasa SOMA Holdings, LLC. Transportation Demand Management Plan Application for 531 Bryant Street. 2016.



requiring contractors to use all feasible means to avoid damage to adjacent and nearby historic buildings during construction, as well as, if determined to be warranted by planning department preservation staff, perform pre-construction surveys of historical resources within 25 feet of a project site and monitor those resources during construction. These measures would apply to the proposed project as Project Mitigation Measure M-CR-5 (Protect Historical Resources from Adjacent Construction Activities) and Project Mitigation Measure M-CR-6 (Construction Monitoring Program for Historical Resources). With implementation of these mitigation measures, it is not anticipated that construction equipment would result in vibration at levels that could damage adjacent buildings and construction-related building damage impacts would be considered less than significant. Additionally, mixed-use development projects (office and retail), such as the proposed project, are not typically sources of operational vibration. Therefore, the proposed project would not result in significant impacts related to vibration.

E.6.c) The project site is not located within an airport land use plan area, within two miles of a public airport, or in the vicinity of a private airstrip. Therefore, this initial study checklist topic is not applicable to the proposed project.

### **Cumulative Analysis**

The cumulative context for traffic noise analyses are typically confined to the local roadways nearest the project site. As project-generated vehicle trips disperse along the local roadway network, the contribution of project-generated traffic noise along any given roadway segment would similarly be reduced. As discussed in initial study checklist question E.6.a above, the proposed project would not result in a perceptible increase in traffic noise. Therefore, the proposed project would not result in a considerable contribution to ambient noise levels from project traffic.

The cumulative context for point sources of noise such as building heating, ventilation and air condition systems and construction noise are typically confined to nearby noise sources (usually not further than 900 feet from the project site).<sup>37</sup> Based on the list of identified cumulative development projects, the following projects are within 900 feet of the project site and could combine with the proposed project's construction noise impacts: 598 Bryant Street, 424 Brannan Street, 701 Harrison Street, 768 Harrison Street, 462 Bryant Street, 108 South Park, and 744 Harrison Street. However, with the exception of 598 Bryant Street, these projects would not have a direct line-of-sight to the subject site and construction noise at these sites would be attenuated by existing buildings in between. In addition, these projects would also be required to comply with the Noise Ordinance, which establishes noise limits from stationary sources and construction equipment.

Construction of the proposed project could overlap with construction of the cumulative development projects identified above, including 598 Bryant Street. The Central SoMa PEIR determined that plan-level construction impacts could be significant and unavoidable because of the possibility of multiple projects under construction at the same time. If construction of the proposed project overlaps with construction of 598 Bryant located on the same block as the project, nearby sensitive receptors could be exposed to substantial cumulative construction noise. Although the proposed project and all cumulative development projects would be required to comply with the Noise Ordinance, and while the proposed project would implement Project Mitigation Measure M-NO-1 to minimize construction-related noise impacts to the extent possible, the proposed project could contribute to a significant cumulative construction noise impact.

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<sup>37</sup> Typical construction noise levels can affect a sensitive receptor at a distance of 900 feet if there is a direct line-of-sight between a noise source and a noise receptor (i.e., a piece of equipment generating 85 dBA would attenuate to 60 dBA over a distance of 900 feet). An exterior noise level of 60 dBA will typically attenuate to an interior noise level of 35 dBA with the windows closed and 45 dBA with the windows open.

However, this significant and unavoidable cumulative construction noise impact was disclosed in the Central SoMa Plan PEIR. Thus, the proposed project in combination with cumulative projects would not result in more severe cumulative construction noise impacts than disclosed in the Central SoMa PEIR.

## Conclusion

The proposed project would not result in significant project-specific or cumulative noise impacts that were not identified in the Central SoMa PEIR, nor would the project result in noise impacts that are substantially more severe than those identified in the Central SoMa PEIR. The proposed project would be required to implement Project Mitigation Measures M-NO-1 (construction noise) and M-NO-2 (siting of noise-generating uses).

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## E.7 Air Quality

### 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 receptors<sup>38</sup> 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 seven 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: Central SoMa PEIR Mitigation Measures M-NO-1a (Transportation Demand Management for New Development Projects); 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<sub>2.5</sub>), Diesel Particulate Matter, or Other Toxic Air Contaminants]; and M-AQ-5d (Land Use Buffers around Active Loading Docks). As previously discussed, Central SoMa PEIR Mitigation Measure 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 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 public city projects only)].

All other air quality impacts, including consistency with applicable air quality plans and exposure of objectionable odors, were found to be less than significant, with no mitigation required.

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<sup>38</sup> 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 (Bay Area Air Quality Management District, *Recommended Methods for Screening and Modeling Local Risks and Hazards*, May 2011, page 12).

**Project Analysis**

<u>Topics</u>	<u>Significant Impact Peculiar to Project or Project Site</u>	<u>Significant Impact not Identified in Central SoMa PEIR</u>	<u>Significant Impact due to Substantial New Information</u>	<u>No Significant Impact not Previously Identified in Central SoMa PEIR</u>
<b>7. AIR QUALITY—Would the project:</b>				
a) Conflict with or obstruct implementation of the applicable air quality plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal, state, or regional ambient air quality standard?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Expose sensitive receptors to substantial pollutant concentrations?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Result in other emissions (such as those leading to odors) adversely affecting a substantial number of people?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

E.7.a) The most recently adopted air quality plan for the air basin is the Bay Area Air Quality Management District’s 2017 Clean Air Plan. The primary goals of the clean air plan are to: (1) protect air quality and health at the regional and local scale; (2) eliminate disparities among Bay Area communities in cancer health risk from toxic air contaminants; and (3) reduce greenhouse gas emissions. The Clean Air Plan recognizes that to a great extent, community design dictates individual travel mode, and that a key long-term control strategy to reduce emissions of criteria pollutants, air toxics, and greenhouse gases from motor vehicles is to channel future Bay Area growth into vibrant urban communities where goods and services are close at hand, and people have a range of viable transportation options. The lack of on-site vehicle parking on the project site and the availability of non-auto transportation options in the project area would help ensure that the project avoids substantial growth in automobile trips and consequent air pollutant emissions. In addition, as discussed above in the Population and Housing resource topic, the project site is located within the Eastern Neighborhoods priority development area. Channeling development within such areas is a key land use strategy under Plan Bay Area to meet statewide greenhouse gas reduction goals pursuant to Senate Bill 375. Furthermore, for the reasons described below under topics E.7.b through d, the proposed project would not result in significant air pollutant emissions or expose sensitive receptors to substantial pollutant concentrations. Therefore, the proposed project would not obstruct implementation of the 2017 Clean Air Plan.

E.7.b) In accordance with the state and federal Clean Air Acts, air pollutant standards are identified for the following six criteria air pollutants: ozone, carbon monoxide (CO), particulate matter (PM<sub>2.5</sub>, and PM<sub>10</sub><sup>39</sup>), nitrogen dioxide (NO<sub>2</sub>), sulfur dioxide (SO<sub>2</sub>), and lead. These air pollutants are termed criteria air pollutants because they are regulated by developing specific public health- and welfare-based criteria as the basis for setting permissible levels. The bay area air basin is designated as either in attainment or unclassified for most criteria pollutants except for ozone, PM<sub>2.5</sub>, and PM<sub>10</sub>. For these pollutants, the air basin is designated as non-attainment for either the state or federal standards. By its very nature, regional air pollution is largely a cumulative impact in that no single project is sufficient in size to, by itself, result in

<sup>39</sup> PM<sub>10</sub> is often termed “coarse” particulate matter and is made of particulates that are 10 microns in diameter or smaller. PM<sub>2.5</sub>, termed “fine” particulate matter, is composed of particles that are 2.5 microns or less in diameter.

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.<sup>40</sup> Regional criteria air pollutant impacts resulting from the proposed project are evaluated below.

#### *Construction Dust Control*

Project-related construction activities would result in construction dust, primarily from ground-disturbing activities. The board of supervisors adopted the San Francisco Construction Dust Control Ordinance (codified in Health Code article 22B and Building Code section 106.A.3.2.6) with the intent of reducing the quantity of fugitive dust generated during site preparation, demolition, and construction work, in order to protect the health of the general public and of on-site workers and to minimize public nuisance complaints. The project would be required to comply with the construction dust control ordinance, which requires the project sponsor and the contractor responsible for construction activities at the project site to implement a number of practices to control construction dust on the site or other practices that result in equivalent dust control that are acceptable to the director of the building department. The regulations and procedures set forth by the San Francisco Construction Dust Control Ordinance would ensure that construction dust impacts would be less than significant.

#### *Criteria Air Pollutants*

The Bay Area Air Quality Management District's (air district's) 2017 CEQA Air Quality Guidelines (Air Quality Guidelines),<sup>41</sup> provide methodologies for analyzing air quality impacts. The Air Quality Guidelines also provide thresholds of significance for those criteria air pollutants for which the San Francisco Bay Area Air Basin is in non-attainment. These thresholds of significance are used by the City and were the basis for making significance determinations for subsequent development projects in the Central SoMa PEIR. 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.<sup>42</sup>

Pursuant to the Air Quality Guidelines, projects that meet the screening criteria do not have a significant impact related to criteria air pollutants. The proposed project does not exceed the Air Quality Guidelines screening criteria for criteria air pollutant emissions during either construction or operation. The project proposes to construct approximately 39,580 square feet of office space and would therefore meet both the operational and construction screening criteria for general office buildings. As the proposed project would provide approximately 2,900 gross square feet of retail space, it would meet the Air Quality Guidelines screening criteria. Therefore, the project would not have a significant impact related to criteria air pollutants, and a detailed air quality assessment is not required.<sup>43</sup>

Since construction and operation of the proposed project would generate criteria air pollutant emissions below applicable thresholds, PEIR Mitigation Measures M-AQ-3a (Education and Commercial

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<sup>40</sup> Bay Area Air Quality Management District, California Environmental Quality Act Air Quality Guidelines, May 2017, page 2-1.

<sup>41</sup> Bay Area Air Quality Management District, *CEQA Air Quality Guidelines*, updated May 2017.

<sup>42</sup> Bay Area Air Quality Management District. 2017. *CEQA Air Quality Guidelines*, updated May 2017, p. 2-1. Accessed December 26, 2017. [http://www.baaqmd.gov/~media/files/planning-and-research/ceqa/ceqa\\_guidelines\\_may2017-pdf.pdf?la=en](http://www.baaqmd.gov/~media/files/planning-and-research/ceqa/ceqa_guidelines_may2017-pdf.pdf?la=en).

<sup>43</sup> The screening level for a "General office building" is 346,000 square feet for operations and 277,000 square feet for construction. The screening level for a "Fast food restaurant without a drive through" is 8,000 square feet for operations and 277,000 square feet for construction.

Tenants Concerning Low-VOC Consumer Products), M-AQ-3b (Reduce Operational Emissions), M-AQ-4a (Construction Emissions Analysis), and M-AQ-4b (Construction Emissions Minimization Plan) would not apply to the proposed project. The proposed project would not result in significant project or cumulative criteria pollutant air quality impacts that were not identified in the Central SoMa PEIR, nor would the project result in criteria pollutant air quality impacts that are substantially more severe than those identified in the Central SoMa PEIR.

## Health Risk

The project site is within an air pollution exposure zone. As defined in Health Code Article 38, an air pollution exposure zone consists of areas that, based on modeling of all known air pollutant sources, exceed health protective standards for cumulative PM<sub>2.5</sub> concentration or cumulative excess cancer risk. The zone also incorporates health vulnerability factors and proximity to freeways. For sensitive use projects (e.g. residences and hospitals) within the air pollutant exposure zone, Article 38 requires the project sponsor to submit an enhanced ventilation proposal for approval by the health department that achieves protection from PM<sub>2.5</sub> (fine particulate matter) equivalent to that associated with a Minimum Efficiency Reporting Value 13 MERV filtration. The proposed project does not include sensitive uses and, therefore, is not subject to enhanced ventilation requirements.

### *Construction Health Risks*

The Central SoMa PEIR found that subsequent development projects requiring the use of diesel powered equipment and vehicles during construction within the air pollutant exposure zone would result in a significant impact to nearby sensitive receptors and determined that with implementation of PEIR Mitigation Measure M-AQ-6a (Construction Emissions Minimization Plan), construction period health risks from subsequent development projects would be reduced to less than significant. Because the project site is located within an identified air pollution exposure zone and would require heavy-duty off-road diesel vehicles and equipment throughout the anticipated 16-month construction period, the project would be required to implement PEIR Mitigation Measure M-AQ-6a (Construction Emissions Minimization Plan) as **Project Mitigation Measure M-AQ-1**.

Project Mitigation Measure M-AQ-1 would require that diesel engines powering construction equipment meet all of the following minimum standards: (1) comply with U.S. Environmental Protection Agency (U.S. EPA) Tier 2 emissions standards, (2) be equipped with a level 3 diesel particulate filter<sup>44</sup>, and (3) use renewable diesel. Use of 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.<sup>45</sup> Emissions reductions from the combination of Tier 2

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<sup>44</sup> Construction equipment meeting Tier 4 interim or Tier 4 final emissions standards automatically meet the Tier 2 plus level 3 diesel particulate filter standard.

<sup>45</sup> PM emissions benefits are estimated by comparing off-road PM emission standards for Tier 2 with Tier 1 and 0. Tier 0 off-road engines do not have PM emission standards, but the United States Environmental Protection Agency's *Exhaust and Crankcase Emissions Factors for Nonroad Engine Modeling – Compression Ignition* has estimated Tier 0 engines between 50 hp and 100 hp to have a PM emission factor of 0.72 g/hp-hr and greater than 100 hp to have a PM emission factor of 0.40 g/hp-hr. Therefore, requiring off-road equipment to have at least a Tier 2 engine would result in between a 25 percent and 63 percent reduction in PM emissions, as compared to off-road equipment with Tier 0 or Tier 1 engines. The 25 percent reduction comes from comparing the PM emission standards for off-road engines between 25 hp and 50 hp for Tier 2 (0.45 g/bhp-hr) and Tier 1 (0.60 g/bhp-hr). The 63 percent reduction comes from comparing the PM emission standards for off-road engines above 175 hp for Tier 2 (0.15 g/bhp-hr) and Tier 0 (0.40 g/bhp-hr). In addition to the Tier 2 requirement, ARB Level 3 VDECSs are required and would reduce PM by an additional 85 percent. Therefore, the mitigation measure would result in between an 89 percent (0.0675 g/bhp-hr) and 94 percent

equipment with level 3 VDECS is almost equivalent to requiring only equipment with Tier 4 Final engines. Furthermore, renewable diesel, R100 has the potential to reduce particulate matter emissions by about 30 percent and provides an added co-benefit of reducing NOx emissions by 10 percent.<sup>46</sup> Therefore, with implementation of Project Mitigation Measure M-AQ-1 (Construction Emissions Minimization Plan), health risk impacts to sensitive receptors from the project's construction activities would be reduced to less than significant.

#### *Siting New Sources*

The proposed project includes a 50-kilowatt emergency generator on the rooftop, which would be a new source of diesel particulate matter in the project area. Therefore, PEIR Mitigation Measures M-AQ-5a related to control technologies for diesel generators and fire pumps would apply to the proposed project and would be implemented as **Project Mitigation Measure M-AQ-2**. The proposed project will comply with the requirements of Project Mitigation Measure M-AQ-2.

PEIR Mitigation Measure M-AQ-5b related to siting of other sources of diesel particulate matter or toxic air contaminants does not apply to the proposed project because diesel generators are excluded from this mitigation measure because the impacts would be addressed through Project Mitigation Measure M-AQ-2 above. The proposed project would not generate more than 10,000 vehicle trips per day or 1,000 truck trips per day and would not include sensitive receptors. Therefore, PEIR Mitigation Measure M-AQ-5d related to the siting of sensitive users would not apply. For these reasons, the proposed project would result in less than significant health risk impacts.

#### **Cumulative Analysis**

As discussed above, regional air pollution is by its nature a cumulative impact. Emissions from past, present, and future projects contribute to the region's adverse air quality on a cumulative basis. No single project by itself would be sufficient in size to result in regional nonattainment of ambient air quality standards. Instead, a project's individual emissions contribute to existing cumulative adverse air quality impacts.<sup>47</sup> The project-level thresholds for criteria air pollutants are based on levels by which new sources are not anticipated to contribute to an air quality violation or result in a considerable net increase in criteria air pollutants. Because the proposed project's construction and operational (Topic E.7.b) emissions would not exceed the project-level thresholds for criteria air pollutants, the proposed project would not result in a cumulatively considerable contribution to regional air quality impacts.

In regard to cumulative health risk impacts, the project would add new construction and operational vehicle trips to an area already adversely affected by poor air quality, which would result in a considerable contribution to cumulative health risk impacts on nearby sensitive receptors. This would be a significant cumulative impact. The proposed project would be required to implement Project Mitigation Measure M-AQ-1 (Construction Emissions Minimization Plan) which could reduce construction emissions by as much as 94 percent. Implementation of this mitigation measure would reduce the project's contribution to cumulative localized health risk impacts. While, the project's cumulative impact would not be reduced to a less than significant level, the cumulative health risk would not be more severe than the significant and unavoidable with mitigation impact disclosed in the Central SoMa PEIR.

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(0.0225 g/bhp-hr) reduction in PM emissions, as compared to equipment with Tier 1 (0.60 g/bhp-hr) or Tier 0 engines (0.40 g/bhp-hr).

<sup>46</sup> California Environmental Protection Agency, *Staff Report: Multimedia Evaluation of Renewable Diesel*, May 2015. Available at: <https://calepa.ca.gov/wp-content/uploads/sites/6/2016/10/CEPC-2015yr-RenDieselRpt.pdf>. Accessed June 15, 2020.

<sup>47</sup> BAAQMD, CEQA Air Quality Guidelines, May 2017, page 2-1.

## Conclusion

With implementation of Project Mitigation Measure M-AQ-1 (Construction Emissions Minimization Plan) and Project Mitigation Measure M-AQ-2 (diesel generators), the proposed project would not result in significant project or cumulative air quality impacts that were not identified in the Central SoMa PEIR, nor would the project result in air quality impacts that are substantially more severe than those identified in the Central SoMa PEIR.

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## E.8 Greenhouse Gas Emissions

### 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 project, would result in GHG emissions. The Central SoMa Plan includes goals and policies that would apply to the proposed project, and these policies are generally consistent with the City's Strategies to Address Greenhouse Gas Emissions.<sup>48</sup> The Central SoMa PEIR concluded that emissions resulting from development under the Central SoMa Plan would be less than significant, and no mitigation measures were required.

The Bay Area Air Quality Management District (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 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 Francisco's Strategies to Address Greenhouse Gas Emissions presents a comprehensive assessment of policies, programs, and ordinances that collectively represent San Francisco's GHG reduction strategy in compliance with the air district's guidelines and CEQA Guidelines. These GHG reduction actions have resulted in a 28 percent reduction in GHG emissions in 2017 compared to 1990 levels,<sup>49</sup> exceeding the 2020 reduction goals outlined in the air district's 2017 Clean Air Plan,<sup>50</sup> Executive Order S-3-05,<sup>51</sup> and Assembly Bill 32 (also known as the Global Warming Solutions Act).<sup>52,53</sup> In addition, San Francisco's GHG reduction goals are consistent with, or more aggressive

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<sup>48</sup> San Francisco Planning Department. 2017 *Greenhouse Gas Reduction Strategy Update*. July 2017. <https://sfplanning.org/project/greenhouse-gas-reduction-strategies>.

<sup>49</sup> ICF International. 2015. *Technical Review of the 2012 Community-wide GHG Inventory for the City and County of San Francisco*. January 21, 2015. From: [http://sfenvironment.org/sites/default/files/fliers/files/icf\\_verificationmemo\\_2012sfecommunityinventory\\_2015-01-21.pdf](http://sfenvironment.org/sites/default/files/fliers/files/icf_verificationmemo_2012sfecommunityinventory_2015-01-21.pdf) Accessed December 19, 2019

<sup>50</sup> Bay Area Air Quality Management District. 2017. *Clean Air Plan*. September 2017. <http://www.baaqmd.gov/plans-and-climate/air-quality-plans/current-plans>. Accessed December 19, 2019.

<sup>51</sup> Office of the Governor, *Executive Order S-3-05*, June 1, 2005. Accessed March 3, 2016. <https://www.gov.ca.gov/news.php?id=1861>.

<sup>52</sup> California Legislative Information, *Assembly Bill 32*, September 27, 2006. [http://www.leginfo.ca.gov/pub/05-06/bill/asm/ab\\_0001-0050/ab\\_32\\_bill\\_20060927\\_chaptered.pdf](http://www.leginfo.ca.gov/pub/05-06/bill/asm/ab_0001-0050/ab_32_bill_20060927_chaptered.pdf). Accessed December 19, 2019.

<sup>53</sup> 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.

than, the long-term goals established under Executive Orders S-3-05<sup>54</sup> and B-30-15,<sup>55,56</sup> and Senate Bill (SB) 32.<sup>57,58</sup> Therefore, 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, or local GHG reduction plans and regulations.

**Project Analysis**

Topics	Significant Impact Peculiar to Project or Project Site	Significant Impact not Identified in Central SoMa PEIR	Significant Impact due to Substantial New Information	No Significant Impact not Previously Identified in Central SoMa PEIR
<b>8. GREENHOUSE GAS EMISSIONS—Would the project:</b>				
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"/>

E.8.a) and b) The project site is currently developed with a 10,935 square-foot commercial building and a 1,500 square-foot storage building. The proposed project would demolish existing structures on-site and construct an approximately 49,290 square-foot building with approximately 39,580 square feet of office space and 2,900 square feet of retail space. As a result, the proposed project would increase the intensity of uses at the site and contribute to annual long-term increases in GHGs as a result of increased vehicle trips (mobile sources) and commercial office and retail operations. More specifically, the project would result in an increase in energy use, water use, wastewater treatment, and solid waste disposal. Construction activities would also result in temporary increases in GHG emissions.

The proposed project would be subject to adopted regulations that would reduce GHG emissions as identified in the city’s GHG reduction strategy. As discussed below, compliance with the applicable regulations would reduce the project’s GHG emissions related to transportation, energy, waste

<sup>54</sup> 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 CO<sub>2</sub>e)); by 2020, reduce emissions to 1990 levels (approximately 427 million MT CO<sub>2</sub>e); and by 2050 reduce emissions to 80 percent below 1990 levels (approximately 85 million MT CO<sub>2</sub>e). 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.

<sup>55</sup> Office of the Governor, *Executive Order B-30-15, April 29, 2015*. Accessed March 5, 2019. <https://www.ca.gov/archive/gov39/2015/04/29/news18938/>. Executive Order B-30-15 sets a state GHG emissions reduction goal of 40 percent below 1990 levels by 2030.

<sup>56</sup> 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.

<sup>57</sup> 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.

<sup>58</sup> 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.



disposal and wood burning. The project sponsor submitted a checklist demonstrating compliance with the GHG reduction strategy.<sup>59</sup>

Compliance with the City's Commuter Benefits Program, Transportation Sustainability Fee, and bicycle parking requirements would reduce the proposed project's transportation-related emissions. These regulations would reduce GHG emissions from single-occupancy vehicles by promoting the use of transportation modes with lower GHG emissions on a per-capita basis as compared to single-occupancy vehicles, including modes with zero GHG emissions.

The proposed project would be required to comply with the energy efficiency requirements of the City's Green Building Code, and Water Conservation Ordinance, which would promote energy and water efficiency, thereby reducing the proposed project's energy-related GHG emissions.<sup>60</sup> Additionally, the proposed project would be required to meet the renewable energy criteria of the Green Building Code, further reducing the project's energy-related GHG emissions.

The proposed project's waste-related emissions would be reduced through compliance with the City's Recycling and Composting Ordinance, Construction and Demolition Debris Recovery Ordinance, and Green Building Code requirements. These regulations reduce the amount of materials sent to a landfill, reducing GHGs emitted by landfill operations. These regulations also promote reuse of materials, conserving their embodied energy<sup>61</sup> and reducing the energy required to produce new materials.

Compliance with the City's street tree planting requirements would serve to increase carbon sequestration. The proposed project would not remove any street trees. As part of its proposal, the project may plant trees in the private open space patio. Though these would not be considered street trees, any newly planted trees on-site would increase on-site carbon sequestration.

Other regulations would reduce emissions of GHGs and black carbon. In particular, regulations requiring low-emitting finishes would reduce VOCs.<sup>62</sup> Thus, the proposed project was determined to be consistent with San Francisco's GHG reduction strategy.<sup>63</sup>

Therefore, the proposed project's GHG emissions would not conflict with state, regional, or local GHG reduction plans and regulations. Furthermore, the proposed project would not result in significant impacts associated with GHG emissions beyond those disclosed in the Central SoMa PEIR. For the above reasons, the proposed project would not result in significant GHG emissions that were not identified in the Central SoMa PEIR and no mitigation measures are necessary.

## 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

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<sup>59</sup> San Francisco Planning Department, Greenhouse Gas Analysis: Compliance Checklist for 531 Bryant Street, 2019.

<sup>60</sup> Compliance with water conservation measures reduce the energy (and GHG emissions) required to convey, pump, and treat water required for the project.

<sup>61</sup> Embodied energy is the total energy required for the extraction, processing, manufacture, and delivery of building materials to the building site.

<sup>62</sup> While not a GHG, VOCs are precursor pollutants that form ground level ozone. Increased ground level ozone is an anticipated effect of future climate change that would result in added health effects locally. Reducing VOC emissions would reduce the anticipated local effects of climate change.

<sup>63</sup> San Francisco Planning Department, Greenhouse Gas Analysis: Compliance Checklist for 531 Bryant Street, 2019.

impacts. Therefore, the analysis above addresses the project's contribution to cumulatively significant GHG emissions, and no separate cumulative analysis is required.

## Conclusion

For the reasons described above, the proposed project would not result in new significant or more severe GHG impacts that were not identified in the Central SoMa PEIR or that are peculiar to the project site.

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## E.9 Wind

### Central SoMa PEIR Analysis

Wind is analyzed as part of CEQA review in San Francisco with respect to potential pedestrian hazards, based on the criteria in Planning Code section 148, Reduction of Ground-Level Wind Currents in C-3 (Downtown Commercial) Districts. Although the project site is outside the C-3 Use Districts, Section 148 was the City's first codification of wind standards, and its hazard criterion remains the foundation of wind analysis in San Francisco. For wind hazards, Section 148 requires that buildings do not cause an equivalent wind speed of 26 miles per hour (mph) as averaged for a single full hour of the year.<sup>64,65</sup> 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 also used as the basis for determining whether the Central SoMa Plan would result in significant wind impacts.

The Central SoMa PEIR wind analysis found that the average wind speed exceeded for one hour per year would decrease by 1 mph, from 26 mph under existing conditions to 25 mph with Central SoMa Plan implementation, which represents an incremental improvement. However, the number of locations that would exceed the hazard criterion 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. Because the wind environment around a building is highly dependent on design details beyond the scope of the Central SoMa PEIR's programmatic analysis (e.g., setbacks, podiums, street wall heights), the results indicate 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 subsequent 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 and implementation of feasible measures to meet the one-hour 26 mph wind hazard criterion. However, because the Central SoMa PEIR could not determine with certainty that each subsequent development project would be able to meet the one-hour, 26 mph wind hazard criterion, the Central SoMa PEIR determined that wind impacts would remain significant and unavoidable with mitigation. Cumulative

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<sup>64</sup> The wind ordinance comfort criteria are defined in terms of equivalent wind speed, which is an average wind speed (mean velocity), adjusted to include the level of gustiness and turbulence. Equivalent wind speed is defined as the mean wind velocity, multiplied by the quantity (one plus three times the turbulence intensity) divided by 1.45. This calculation magnifies the reported wind speed when turbulence intensity is greater than 15 percent. Unless otherwise stated, use of the term "wind speed" in connection with the wind-tunnel tests refers to equivalent wind speeds that are exceeded 10 percent of the time.

<sup>65</sup> The wind hazard criterion is derived from the 26 mph hourly average wind speed that would generate a 3-second gust of wind at 20 meters per second, a commonly used guideline for wind safety. Because the original Federal Building wind data was collected at 1-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 1-hour hazard criterion in the planning code (Arens, E., et al. 1989. "Developing the San Francisco Wind Ordinance and its Guidelines for Compliance," *Building and Environment*, Vol. 24, No. 4, p. 297-303).

wind impacts (implementation of the plan in addition to other cumulative projects) were determined to be less than significant.

### Project 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>
<b>9. WIND—Would the project:</b>				
a) Create wind hazards in publicly accessible areas of substantial pedestrian use?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

E.9.a) To reduce wind impacts from subsequent development within the Plan Area, the Central SoMa Plan EIR requires a project-specific wind evaluation (with wind-tunnel testing, if needed) for projects taller than 85 feet. The proposed project would be 65 feet tall at the roofline and 75 feet tall at the top of the elevator penthouse and rooftop mechanical equipment. As the proposed project's roof height would not exceed 85 feet, PEIR Mitigation Measure M-WI-1 would not apply to the proposed project and wind tunnel testing is not required. Although the proposed 65-foot-tall (75 feet with stair and elevator penthouses) building would be taller than the immediately adjacent buildings, it would be similar in height to existing buildings in the surrounding area, which includes four- to five-story buildings. In addition, there are no terrain features within the project vicinity, nearby large structures or site exposure that might suggest that hazardous winds would occur near the project site. Therefore, the proposed project would have a less-than-significant wind impact.

### Cumulative Analysis

As discussed above, structures 85 feet in height or less typically do not result in substantial pedestrian-level wind impacts. Due to the fact that the proposed building would be under 85 feet in height, it would not be expected to result in a significant wind impact. In addition, typically only buildings that are directly adjacent to one another and greater than 85 feet in height could combine to generate significant cumulative wind impacts. There are no planned development projects adjacent to the project site greater than 85 feet in height. While a cumulative development project at 598 Bryant Street could be taller than 85 feet in height, that building would be more than 400 feet away from the project site and would not combine with the proposed project to generate significant cumulative wind impacts. Therefore, the proposed project would not contribute to a significant cumulative wind impact.

### Conclusion

The proposed project would not result in significant project-level or cumulative wind impacts that were not identified in the Central SoMa PEIR, nor would the project result in wind impacts that are substantially more severe than those identified in the Central SoMa PEIR.

## E.10 Shadow

### Central SoMa PEIR Analysis

Planning Code section 295 generally prohibits new structures above 40 feet in height that would cast additional shadows on open space that is under the jurisdiction of the San Francisco Recreation and Park Commission between one hour after sunrise and one hour before sunset at any time of the year, unless that shadow would not result in a significant adverse effect on the use of the open space. A project that adds new shadow to a public open space or exceeds the absolute cumulative limit 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.”<sup>66</sup>

The Central SoMa PEIR analyzed the change in shadow on existing area parks and open spaces under the Central SoMa Plan and considered how the shadows would affect the use of those spaces. The Central SoMa PEIR determined that the Plan’s shadow impacts would not substantially affect the use of existing public outdoor recreation facilities, and therefore would have a less-than-significant impact with respect to shadow.

### Project Analysis

Topics	<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>
<b>10. SHADOW—Would the project:</b>				
a) Create new shadow that substantially and adversely affects the use and enjoyment of publicly accessible open spaces?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

E.10.a) The 531 Bryant Street project would demolish the existing buildings on-site and construct a 65-foot-tall building (75 feet tall with stair and elevator penthouses). The Planning Department prepared a preliminary shadow fan analysis<sup>67,68</sup> to determine whether the proposed project would have the potential to cast new shadow on nearby public parks or open spaces. Based on this preliminary shadow fan, the proposed project would not shade outdoor recreation facilities or other publicly accessible open spaces.

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

<sup>66</sup> 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 Planning Code 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 Planning Code 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.

<sup>67</sup> A shadow fan is a diagram that shows the maximum potential reach of project shadow, without accounting for intervening buildings that could block the shadow, over the course of an entire year (from one hour after sunrise until one hour before sunset on each day of the year) in relation to the locations of nearby open spaces, recreation facilities, and parks.

<sup>68</sup> San Francisco Planning Department. *Shadow Fan Analysis for 531 Bryant Street*. March 12, 2019.

the increase in shadow as undesirable, the limited increase in shading of private properties as a result of the proposed project would be considered a less-than-significant impact under CEQA.

### **Cumulative Analysis**

As discussed above, the proposed project would not shade any public open spaces or Recreation and Park Commission properties. For these reasons, the proposed project would not combine with past, present, and reasonably foreseeable future projects in the project vicinity to create significant cumulative shadow impacts. The project is within the scope of development projected under the Central SoMa Plan and would not result in new or more severe cumulative shadow impacts than were previously identified in the Central SoMa PEIR.

### **Conclusion**

For the reasons stated above, the proposed project would not result in significant project or cumulative shadow impacts that were not identified in the Central SoMa PEIR, nor would the project result in shadow impacts that are substantially more severe than those identified in the Central SoMa PEIR.

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## ***E. 11 Recreation***

### **Central SoMa PEIR Analysis**

The Central SoMa PEIR found that implementation of the Central SoMa Plan would result in an increase in the use of existing neighborhood parks and recreational facilities, but not to a degree that would lead to or accelerate their physical deterioration or require the construction of new recreational facilities. Although the Central SoMa Plan would increase the population of the area, the Central SoMa Plan EIR acknowledged that 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 privately-owned public open space, and continued Planning Code requirements for new residential open space, the PEIR determined that implementation of the Central SoMa Plan would have a less-than-significant impact on recreation and public space, and no mitigation measures were required.

**Project Analysis**

<u>Topics</u>	<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>
<b>11. RECREATION—Would the project:</b>				
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"/>

E.11.a) The nearest open spaces to the project site are South Park, approximately 0.2 miles east of the project site, South Beach Park, approximately 0.70 miles east of the project site, Victoria Manalo Draves Park (approximately 0.70 miles west of the project site), and Gene Friend Recreation Center (approximately 0.70 west of the project site); each of these facilities are under the jurisdiction of the Recreation and Park Commission. There are no privately owned public open spaces in the project vicinity.

The proposed project would provide approximately 2,780 square feet of private open space on-site, consisting of an approximately 700 square-foot terrace deck, a 960 square-foot roof-top open space, and a 1,120 square-foot private rear courtyard at the ground level.

Although the proposed project would introduce new workers to the project site, the number of new employees projected would not be large enough to substantially increase demand for, or use of, neighborhood parks or recreational facilities such that substantial physical deterioration of the facilities would be expected. Furthermore, the proposed common open space on-site would satisfy some of the demand on neighborhood parks and recreational facilities. Thus, consistent with the Central SoMa PEIR, existing recreational resources would not experience overuse or accelerated physical deterioration.

E.11.b) The proposed project would not include new recreational facilities. As discussed in section E.2 Population and Housing, the proposed project would generate approximately 206 employees on-site. Given the incremental on-site daytime population growth that would result from the proposed commercial office and retail uses, the proposed project would not require the construction of new recreational facilities or the expansion of existing facilities.

**Cumulative Analysis**

Cumulative development in the project vicinity would result in an intensification of land uses and an increase in the use of nearby recreational resources and facilities. The Recreation and Open Space Element of the General Plan provides a framework for providing a high-quality open space system for its residents, while accounting for expected population growth through year 2040. 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. As discussed above, there are several parks, open spaces, or other recreational facilities within walking distance of the project site. In addition, the Central SoMa Plan proposes a network of new open spaces, including a potential new neighborhood park, several new and expanded linear open spaces and plazas, new mid-block pedestrian/bicycle connections, and privately-owned public open space, and continued Planning Code requirements for new

residential open space. Existing and planned parks and recreational facilities would be able to accommodate the increase in demand for recreational resources generated by nearby cumulative development projects without resulting in physical degradation of recreational resources. For these reasons, the proposed project would not combine with other projects in the vicinity to create a significant cumulative impact on recreational facilities. The proposed project is within the scope of development projected under the Central SoMa Plan and would not result in more severe recreation impacts than previously identified in the Central SoMa PEIR.

## Conclusion

The proposed project would not result in significant project or cumulative impacts on recreational resources that were not identified in the Central SoMa PEIR, nor would the project result in impacts on recreational resources that are substantially more severe than those identified in the Central SoMa PEIR.

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## E. 12 Utilities and Service Systems

### Central SoMa PEIR Analysis

The Central SoMa PEIR found that implementation of the Central SoMa Plan would result in less-than-significant impacts related 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 (SFPUC) 2010 Urban Water Management Plan and a 2013 Water Availability Study prepared by the SFPUC to update demand projections for San Francisco.<sup>69,70</sup>

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.<sup>71</sup> 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

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<sup>69</sup> 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.

<sup>70</sup> 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.

<sup>71</sup> SFPUC, *2013 Water Availability Study for the City and County of San Francisco*, May 2013.

supplying other jurisdictions), has declined by more than 10 percent in the last 10 years.<sup>72</sup> 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).<sup>73</sup>

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 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 given the existing and anticipated increase in solid waste recycling and the existing and potential future landfill capacities. Consequently, 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.

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<sup>72</sup> *Ibid.*

<sup>73</sup> *Ibid.*



**Project 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>
<b>12. UTILITIES AND SERVICE SYSTEMS—Would the project:</b>				
a) Require or result in the relocation or construction of new or expanded water, wastewater treatment, or storm water drainage, electric power, natural gas, or telecommunications facilities, the construction or relocation of which could cause significant environmental effects?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Have sufficient water supplies available to serve the project and reasonably foreseeable future development during normal, dry, and multiple dry years?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Result in a determination by the wastewater treatment provider that 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"/>
d) Generate solid waste in excess of state or local standards, or in excess of the capacity of local infrastructure, or otherwise impair the attainment of solid waste reduction goals?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e) Comply with federal, state, and local management and reduction statutes and regulations related to solid waste?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

E.12.a and c) The project site is served by San Francisco’s combined sewer system, which handles both sewage and stormwater runoff. The Southeast Water Pollution Control Plant provides wastewater and stormwater treatment and management for the east side of the city, including the project site. Project-related wastewater and stormwater would flow into the city’s combined sewer system and would be treated to standards contained in the city’s National Pollutant Discharge Elimination System (NPDES) Permit for the Southeast Water Pollution Control Plant prior to discharge into San Francisco Bay. The NPDES standards are set and regulated by the Regional Water Quality Control Board. The Southeast Plant is designed to treat up to 85 million gallons per day of average dry weather wastewater flows and up to 250 million gallons per day of wet weather combined wastewater and stormwater flows. Average dry weather flows to the Southeast Plant ranged from 58 to 61 million gallons per day for the years 2012 to 2014 and are projected to increase to 69 million gallons per day by 2045.<sup>74</sup>

The proposed project would not substantially increase the amount of stormwater entering the combined sewer system because the project would not increase the amount of impervious surface coverage at the project site. The project site is fully developed with impervious surfaces consisting of existing development and paved areas, and the proposed building’s footprint, including the rear courtyard, would cover the entire site. As a result, under project conditions, the project site would have the same amount of stormwater entering the combined sewer system. Compliance with the city’s Stormwater Management Ordinance and the Stormwater Management Requirements and Design Guidelines would ensure that the design of the

<sup>74</sup> San Francisco Planning Department, *Biosolids Digester Facilities Project, Final Environmental Impact Report*, Case No. 2015-000644ENV, State Clearinghouse No. 2015062073, certified March 8, 2018.

proposed project includes installation of appropriate stormwater management systems that retain runoff on site, promote stormwater reuse, and limit discharges from the site from entering the city's combined stormwater/sewer system. Under the Stormwater Management ordinance, stormwater generated by the proposed project is required to meet a performance standard that reduces the existing runoff flow rate and volume by 25 percent for a two-year 24-hour design storm and therefore would not contribute additional volume of runoff to the city's stormwater infrastructure.

The project site is located within a developed area served by existing electric power, natural gas, and telecommunications. While the project would require local connection to those utilities, it would not necessitate the construction of new power generation, natural gas, or telecommunications infrastructure. The project site is currently developed and used for commercial office space. Although the proposed project would increase the amount of office space on-site and add employees to the project site, the combined sewer system has capacity to serve projected growth through year 2045. Therefore, the incremental increase in wastewater treatment resulting from the project would be met by the existing sewer system and would not require expansion of existing wastewater facilities or construction of new facilities.

E.12.b) Water would be supplied to the proposed project from the SFPUC's Hetch-Hetchy regional water supply system. Under sections 10910 through 10915 of the California Water Code, urban water suppliers like the SFPUC must prepare water supply assessments for certain large "water demand" projects, as defined in CEQA Guidelines section 15155.<sup>75</sup> The proposed project does not qualify as a "water-demand" project as defined by CEQA Guidelines section 15155(a)(1); therefore a water supply assessment has not been prepared for the project. The SFPUC estimates that a typical development project in San Francisco comprised of either 100 dwelling units, 100,000 square feet of commercial use, 50,000 square feet of office, 100 hotel rooms, or 130,000 square feet of PDR use would generate demand for approximately 10,000 gallons of water per day, which is the equivalent of 0.011 percent of the total water demand anticipated for San Francisco in 2040 of 89.9 million gallons per day.<sup>76</sup> Because the proposed project would result in approximately 39,580 square feet of office space and 2,900 square feet of retail space, the proposed project would generate less than 0.011 percent of water demand for the city as a whole in 2040, which would constitute a negligible increase in anticipated water demand.

The SFPUC uses population growth projections provided by the planning department to develop the water demand projections contained in the urban water management plan. As discussed in the Population and Housing Section above, the proposed project would be encompassed within planned growth in San Francisco and is therefore also accounted for in the water demand projections contained in the urban water management plan. Because the proposed project would comprise a small fraction of future water demand that has been accounted for in the city's urban water management plan, sufficient water supplies would be

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<sup>75</sup> 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.

<sup>76</sup> 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>

available to serve the proposed project in normal, dry, and multiple dry years, and the project would not require or result in the relocation or construction of new or expanded water supply facilities the construction or relocation of which could cause significant environmental effects. This impact would be less than significant, and no mitigation measures are necessary.

E.12.d and e) The city disposes of its municipal solid waste at the Recology Hay Road Landfill, and that practice is anticipated to continue until 2025, with an option to renew the agreement thereafter for an additional six years. San Francisco Ordinance No. 27-06 requires mixed construction and demolition debris to be transported to a facility that must recover for reuse or recycling and divert from landfill at least 65 percent of all received construction and 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.

While the proposed project would incrementally increase total city waste generation, the proposed project would be required to comply with San Francisco ordinance numbers 27-06 and 100-09. Due to the existing and anticipated increase of solid waste recycling in the city and the requirements to divert construction debris from the landfill, any increase in solid waste resulting from the proposed project would be accommodated by the existing Hay Road landfill. Thus, the proposed project would have less-than-significant impacts related to solid waste.

### **Cumulative Analysis**

As explained in the analysis above, existing service management plans for water, wastewater, and solid waste disposal would be able to accommodate anticipated citywide growth. Furthermore, all projects in San Francisco would be required to comply with the same regulations described above, which reduce stormwater, potable water, and waste generation. The proposed project is anticipated as part of planned growth in the city. Therefore, the proposed project, in combination with other cumulative development projects would not result in a cumulative utilities and service systems impact.

### **Conclusion**

For the reasons discussed above, the proposed project would not result in significant individual or cumulative impacts related to utilities and service systems that were not identified in the Central SoMa PEIR, nor would the project result in impacts related to utilities and service systems that are substantially more severe than those identified in the Central SoMa PEIR.

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## **E.13 Public Services**

### **Central SoMa PEIR Analysis**

The Central SoMa PEIR found that implementation of the Central SoMa Plan and the anticipated increase in population in the Plan Area would result in less-than-significant impacts to public services, including police, fire, schools, and park services. Further, the Central SoMa PEIR found that, in the event that 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.

**Project Analysis**

<u>Topics</u>	<u>Significant Impact Peculiar to Project or Project Site</u>	<u>Significant Impact not Identified in Central SoMa PEIR</u>	<u>Significant Impact due to Substantial New Information</u>	<u>No Significant Impact not Previously Identified in Central SoMa PEIR</u>
<b>13. PUBLIC SERVICES—Would the project:</b>				
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"/>

E.13.a) Project residents and employees would be served by the San Francisco Police Department and Fire Department. The project site is served by the Police Department Southern Station, located at 1251 3rd Street approximately 0.80 miles southeast of the site and Fire Station 8, located at 36 Bluxome Street approximately 0.30 miles south of the project site. The increased population at the project site could result in more calls for police, fire, and emergency response. However, the marginal increase in demand for these services would not be substantial given the overall demand for such services on a citywide basis. Moreover, the proximity of the project site to police and fire stations would help minimize the response time for these services should incidents occur at the project site.

The San Francisco Unified School District (school district) maintains a property and building portfolio that has capacity for 63,400 students.<sup>77</sup> Between 2000 and 2010, overall enrollment in the SFUSD experienced a large decline but the district has experienced a gradual increase in enrollment during the past decade.<sup>78</sup> Total enrollment in the district increased to about 52,763 in the 2017–2018 school year.<sup>79</sup> In addition, for the 2018–2019 school year, approximately 4,502 students enrolled in public charter schools that are operated by other organizations but located in school district facilities.<sup>80</sup> Thus, even with increasing enrollment, the school district currently has more classrooms district-wide than needed.<sup>81</sup> However, the net effect of housing development across San Francisco is expected to increase enrollment by 5,000 students by 2030 and eventually enrollment is likely to exceed the capacity of current facilities.<sup>82</sup>

The school district works with the planning department and other city agencies to develop public school student enrollment projections and inform its facility planning. The school district is currently assessing

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<sup>77</sup> This analysis was informed, in part, by a Target Enrollment Survey the San Francisco Unified School District performed of all schools in 2010.

<sup>78</sup> San Francisco Unified School District, *San Francisco Bay Area Planning and Urban Research (SPUR) Forum Presentation, Growing Population, Growing Schools*, August 31, 2016. Online at: [https://www.spur.org/sites/default/files/events\\_pdfs/SPUR%20Forum\\_August%2031%202016.pptx\\_.pdf](https://www.spur.org/sites/default/files/events_pdfs/SPUR%20Forum_August%2031%202016.pptx_.pdf), accessed April 8, 2020.

<sup>79</sup> Lapkoff & Gobalet Demographics Research, Inc., *Demographic Analyses and Enrollment Forecasts*, San Francisco Unified School District, January 2020.

<sup>80</sup> Ibid.

<sup>81</sup> San Francisco Unified School District, *San Francisco Bay Area Planning and Urban Research (SPUR) Forum Presentation, Growing Population, Growing Schools*, August 31, 2016. Online at: [https://www.spur.org/sites/default/files/events\\_pdfs/SPUR%20Forum\\_August%2031%202016.pptx\\_.pdf](https://www.spur.org/sites/default/files/events_pdfs/SPUR%20Forum_August%2031%202016.pptx_.pdf), accessed April 8, 2020.

<sup>82</sup> Lapkoff & Gobalet Demographics Research, Inc., *Demographic Analyses and Enrollment Forecasts*, San Francisco Unified School District, January 2020.

how best to incorporate the education field's best practices in terms of space utilization for education going forward. This assessment will inform how best to accommodate the anticipated future school population and whether new or different types of facilities are needed. The school district is considering several options including renovation and reconfiguration of existing school facilities and assets owned by the school district but not currently in school use, as necessary. Through coordination with regional planning agencies and the planning department, the school district is managing its facilities to address anticipated population growth and incorporate best practices in terms of teaching methods and space utilization for education facilities within the city.

The Leroy F. Greene School Facilities Act of 1998, or SB 50, restricts the ability of local agencies to deny land use approvals on the basis that public school facilities are inadequate. SB 50, however, permits the levying of developer fees to address local school facility needs resulting from new development. Local jurisdictions are precluded under state law from imposing school-enrollment-related mitigation beyond the school development fees. The school district collects these fees, which are used in conjunction with other school district funds, to support efforts to complete capital improvement projects within the city. The proposed project would be subject to the school impact fees.

The proposed project does not include residential uses and implementation of the project would not directly result in new public school children in the city. Therefore, the project would not contribute demand that would result in new or expanded school facilities in the city.

The impacts on parks and recreational facilities are addressed above in Topic E.11, Recreation.

### **Cumulative Analysis**

The proposed project, combined with projected citywide growth through 2040, would increase demand for public services, including police and fire protection but not substantially. In addition, the project would not contribute considerably to demand for school facilities under cumulative conditions. The proposed project is within the scope of development anticipated under the Central SoMa Plan, and would not result in more severe public services impacts than were previously identified in the Central SoMa PEIR.

### **Conclusion**

For these reasons discussed above, the proposed project would not result in significant project or cumulative impacts related to public services that were not identified in the Central SoMa PEIR, nor would the project result in impacts related to public services that are substantially more severe than those identified in the Central SoMa PEIR.

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## ***E.14 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. As the project is located within the Central SoMa Plan Area, the proposed project would not affect any natural vegetation communities, special status plants, riparian corridors, estuaries, marshes or wetlands.

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 Plan EIR 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 Plan EIR concluded that impacts to bats would be reduced to less than significant with implementation of Central SoMa Plan EIR 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 in diameter at breast height or where buildings that are proposed for demolition have been vacant for at least six months.

### Project Analysis

<u>Topics</u>	<u>Significant Impact Peculiar to Project or Project Site</u>	<u>Significant Impact not Identified in Central SoMa PEIR</u>	<u>Significant Impact due to Substantial New Information</u>	<u>No Significant Impact not Previously Identified in Central SoMa PEIR</u>
<b>14. BIOLOGICAL RESOURCES—Would the project:</b>				
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 (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"/>

E.14.a-f) As the project is located within the Central SoMa Plan area, the proposed project would not affect any natural vegetation communities, special-status plants, riparian corridors, estuaries, marshes, or wetlands. The proposed project would not remove any street trees and does not propose planting any new street trees.

However, the proposed private courtyard and common open space would contain landscaping, including new trees.

As the project does not include removal of any large trees or demolition of a vacant building, Central SoMa PEIR Mitigation Measure M-BI-1 would not be applicable. In addition, the project does not provide habitat for any candidate, sensitive or special status species. Therefore, the proposed project would not result in any new or more-severe individual or cumulative significant impacts to biological resources not identified in the Central SoMa PEIR.

The project site is not in a location subject to location-related hazard minimization requirements under Planning Code section 139, Standards for Bird-Safe Buildings, which establishes building design standards to reduce avian mortality rates associated with bird strikes.<sup>83</sup> Therefore, this impact would be less than significant. However, the project sponsor proposes to consider incorporation of bird-safe features such as 100 percent window glazing in the project in addition to other bird safe features when selecting building materials,<sup>84</sup> in conjunction with energy efficiency and overall building design. Implementation of these measures would further reduce the project's less than significant impacts to birds.

The PEIR includes Improvement Measure I-BI-2, to reduce the less than significant effects of nighttime bird strikes on buildings due to exterior and interior lighting. The project sponsor would implement Central SoMa PEIR Improvement Measure I-BI-2 as Project Improvement Measure 1, Night Lighting Minimization to further reduce the less-than-significant effect associated with nighttime bird strikes on buildings. Project Improvement Measure 1 includes voluntary compliance with the San Francisco Lights Out Program, which encourages project sponsors of buildings developed pursuant to the Central SoMa Plan to implement bird-safe building operations to prevent and minimize bird strike impacts, and generally keep lighting to a minimum, as birds can become disoriented from building lighting. Implementation of this improvement measure would further reduce the project's less-than-significant impact to birds.

There are no riparian corridors, estuaries, marshes or wetlands on or adjacent to the project site and there are no environmental conservation plans applicable to the project site. Additionally, the project would be required to comply with the Urban Forestry Ordinance, Public Works Code section 801 et. seq., which requires a permit from Public Works to remove any protected trees (landmark, significant, and street trees). The proposed project does not involve the removal of existing significant or landmark trees as defined in the ordinance or street trees. Therefore, the proposed project would not result in significant biological resource impacts and there would be no additional impacts on biological resources beyond those analyzed in the Central SoMa PEIR.

### **Cumulative Analysis**

As the proposed project would have no impact on special status species or sensitive habitats, the project would not have the potential to contribute to cumulative impacts to special status species or sensitive habitats. All projects within San Francisco are required to comply with the Urban Forestry Ordinance, Public Works Code section 801 et.seq., which would ensure that any cumulative impact resulting from conflicts with the city ordinance protecting trees would be less than significant. Therefore, the project would not result in more severe biological resource impacts than previously identified in the Central SoMa PEIR.

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<sup>83</sup> See <http://sf-planning.org/standards-bird-safe-buildings>.

<sup>84</sup> Personal communications with Melvin Mendaros. Email. April 8, 2020.

## **Conclusion**

The proposed project would not result in significant project or cumulative impacts on biological resources that were not identified in the Central SoMa PEIR, nor would the project result in impacts on biological resources that are substantially more severe than those identified in the Central SoMa PEIR. Project Improvement Measure 1, Night Lighting Minimization has been agreed to by the project sponsor and would apply to the proposed project.

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## **E.15 Geology and Soils**

### **Central SoMa PEIR Analysis**

The Central SoMa PEIR found that impacts related to geology and soils would be less than significant, including impacts related to earthquake fault, seismic groundshaking, 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 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, development under 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.

The building department's Administrative Bulletin 082 (AB-082), Guidelines and Procedures for Structural Geotechnical, and Seismic Hazard Engineering Design Review, specifies the guidelines and procedures for structural, geotechnical, and seismic hazard engineering design review during the application review process for a building permit. In addition to requirements for a site-specific geotechnical report as articulated in Building Code section 1803 and the building department's Information Sheet S-05, Geotechnical Report Requirements, structural design review may result in review by an independent structural design reviewer. AB-082 describes what types of projects may require this review. If the review is required, the director of the building department shall request one or more structural, geotechnical, or seismic hazard reviewers to provide technical review, the qualifications of the reviewers, the scope of the review services, the review process, and how the director of the building department as the building official would resolve any disputes between the reviewer(s) and the project's engineer of record.

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.



**Project Analysis**

Topics	<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>
<b>15. GEOLOGY AND SOILS—Would the project:</b>				
a) Directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving:	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
i) Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? (Refer to Division of Mines and Geology Special Publication 42.)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
ii) Strong seismic ground shaking?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
iii) 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 direct or indirect 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 unique geologic feature?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

E.15.a, c, and d) The proposed project involves construction of a new five-story, 65-foot-tall (75 feet including elevator penthouse) mixed-use commercial office and retail building in a seismic hazard zone for liquefaction hazard. A geotechnical investigation was prepared for the proposed project.<sup>85</sup>

The geotechnical investigation included two on-site exploratory borings that were drilled to depths of approximately 38 feet below the adjacent site grade and two cone penetration tests that were advanced to depths ranging from approximately 41 to 45 feet below ground surface (bgs). The results of the site reconnaissance and information obtained from the subsurface investigation revealed that the project site is underlain by uncontrolled fill consisting of loose to medium dense sand and medium stiff sandy clay from depths of about 10 to 13 feet bgs, and marine and alluvial deposits at deeper depths. Groundwater at the site was encountered at depths ranging from approximately 10 to 13 feet bgs, consistent with prior

<sup>85</sup> Rollo & Ridley. Geotechnical Investigation for 531 Bryant Street. May 1, 2017.

subsurface investigations at nearby sites; however, fluctuations in the groundwater level across the site and over time may occur due to season precipitation, or variations in topography or subsurface hydrogeologic conditions.

Based on underlying site conditions, the geotechnical investigation concluded that the proposed development could be supported on a deep foundation system, such as driven or drilled-in-place piles, that extend through the fill and marine deposits and gain support in the underlying dense to very dense sand and stiff to very stiff sandy clay (alluvial deposits). Consistent with the recommendations of the geotechnical report, the proposed project would be supported by drilled-in-place piles that would extend up to 40 feet below ground.

To ensure that the potential for adverse effects related to geology and soils are adequately addressed, San Francisco relies on the state and local regulatory process for review and approval of building permits pursuant to the California Building Code and the San Francisco Building Code, which is the state building code plus local amendments that supplement the state code, including the building department's administrative bulletins. The building department also provides implementing procedures in its information sheets. The project is required to comply with the building code, which ensures the safety of all new construction in the city. The building department will review the project construction plans for conformance with the recommendations in the project-specific geotechnical report during its review of the building permit for the project. In addition, the building department may require additional site-specific report(s) through the building permit application process and its implementing procedures, as needed. The building department's requirement for a geotechnical report and review of the building permit application pursuant to its implementation of the building code would ensure that the proposed project would not result in any significant impacts related to soils, seismicity or other geological hazards.

Furthermore, projects located within a seismic hazard zone for liquefaction hazard are subject to the state seismic hazards mapping act requirements, which include the preparation of a geotechnical investigation by qualified engineer and/or geologist to delineate the area of seismic hazards and to propose mitigation measures to address any identified hazards. The local building official must incorporate the recommended mitigation measures to address such hazards into the conditions of the building permit.

#### *Seismic Hazards*

There are no known active faults in the project vicinity. The closest fault is the San Andreas fault, approximately 8 miles west of the project site. However, during a major earthquake on a segment of a nearby fault, strong to very strong shaking is expected to occur at the project site, which can result in ground failure associated with fault rupture, soil liquefaction,<sup>86</sup> lateral spreading,<sup>87</sup> and differential compaction.<sup>88</sup> As the project site is not located on a known active fault, is relatively flat, and there is a lack of historical evidence of lateral spreading at the site, the geotechnical investigation concluded that the potential for fault rupture and lateral spreading at the site is low. According to the geotechnical investigation, pockets of potentially liquefiable soil that exist within the underlying soils below the

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<sup>86</sup> Liquefaction is a transformation of soil from a solid to liquefied state during which saturated soil temporarily loses strength resulting from the buildup of excess pore water pressure, especially during earthquake-induced cyclic loading.

<sup>87</sup> Lateral spreading is a phenomenon in which surficial soil displaces along a shear zone that has formed within an underlying liquefied layer. Upon reaching mobilization, the surficial blocks are transported downslope or in the direction of a free face by earthquake and gravitational forces.

<sup>88</sup> Differential compaction is a phenomenon in which non-saturated, cohesionless soil is compacted by earthquake vibrations, causing differential settlement.

groundwater table are likely to liquefy during strong ground shaking during a moderate to large earthquake on a nearby fault.

With the incorporation of a deep foundation system, the potential for loss of bearing capacity due to liquefaction is low. Furthermore, because the project site is within a seismic hazard zone for liquefaction, the project is subject to a mandatory interdepartmental project review prior to public hearing before the planning commission or issuance of the new construction building permit. The interdepartmental review meeting for the project was completed on February 18, 2020.

The potential for differential compaction would also be reduced with the incorporation of a deep foundation system. The project proposes to use drilled-in-place piles to support the building that would extend up to 40 feet below ground surface, consistent with the geotechnical investigation recommendations.

As stated above, the building department would review the project construction documents for conformance with recommendations in the project-specific geotechnical report during its review of the building permit for the project and may require additional site-specific soils report(s) through the building permit application process, as needed. Conformance with recommendation for a deep foundation would ensure that the proposed project would not exacerbate the potential for liquefaction.

The building department requirement for a geotechnical report and review of the building permit application pursuant to the building department's implementation of the building code would ensure that the proposed project would have no significant impacts related to soils, seismic or other geological hazards.

E.15.b) The project site is occupied by two existing buildings and is entirely covered with impervious surfaces. For these reasons, construction of the proposed project would not result in the loss of substantial topsoil. Site preparation and excavation activities would disturb soil to a depth of approximately 6 feet below ground surface. 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. Therefore, the proposed project would not result in significant impacts related to soil erosion or the loss of topsoil.

E.15.e) The project would connect to the City's existing sewer system. Therefore, septic tanks or alternative waste disposal systems would not be required, and this topic is not applicable to the project.

E.15.f) The project site is located within the Central SoMa Plan Area and the PEIR evaluated the potential for subsequent development projects to result in impacts to paleontological resources and ultimately concluded that subsequent development projects would not likely result in significant impacts to unique paleontological resources. No basement is proposed as part of the project, and excavation for the project would be to a depth of 6 feet below ground surface which would be within existing fill at the site. Therefore, the proposed project is not anticipated to result in significant impacts to paleontological resources. No mitigation is required. The proposed project would not result in significant impacts to paleontological 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 project site.

### **Cumulative Analysis**

Environmental impacts related to geology and soils are generally site-specific. All development within San Francisco would be subject to the same seismic safety standards and design review procedures of the California and local building codes and be subject to the requirements of the Construction Site Runoff

Ordinance. These regulations would ensure that cumulative effects of development on seismic safety, geologic hazards, and erosion are less than significant. The project would not have impacts on paleontological resources or unique geologic features. Therefore, the proposed project would not have the potential to combine with effects of cumulative projects to result in cumulative impacts to those topics.

For these reasons, the proposed project would not combine with cumulative projects in the project vicinity to create a significant cumulative impact related to geology and soils.

### **Conclusion**

As described above, the proposed project would not result in a significant project or cumulative impacts related to geology and soils that were not identified in the Central SoMa PEIR, nor would the project result in impacts related to geology and soils that are substantially more severe than those identified in the Central SoMa PEIR.

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## ***E.16 Hydrology and Water Quality***

### **Central SoMa PEIR Analysis**

The Central SoMa PEIR determined that the anticipated increase in population resulting from Plan implementation would not result in a significant impact on hydrology and water quality, including the combined sewer system and future flooding hazards, taking into account anticipated sea level rise. The Central SoMa PEIR noted that although portions of the Plan Area would be exposed to an increased risk of flooding in the future due to sea level rise, 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 PEIR.

*(Continues on next page)*

**Project Analysis**

<u>Topics</u>	<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>
<b>16. HYDROLOGY AND WATER QUALITY—Would the project:</b>				
a) Violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or groundwater quality?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the project may impede sustainable groundwater management of the basin?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river or through the addition of impervious surfaces, in a manner that would:	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
i) result in substantial erosion or siltation on- or off-site;	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
ii) substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or offsite;	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
iii) 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; or	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
iv) impeded or redirect flood flows?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) In flood hazard, tsunami, or seiche zones, risk release of pollutants due a project inundation?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e) Conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

E.16.a) During construction and pursuant to Public Works Code sections 146 and 147, the proposed project would be required to implement and maintain best management practices to minimize surface runoff erosion. Construction site runoff discharges to the City’s combined sewer system and 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. Projects disturbing more than 5,000 sf and less than one acre such as the project are required to submit an Erosion Sediment Control Plan (ESCP) or a Storm Water Pollution Prevention Plan (SWPPP) to comply with the City’s Construction Site Runoff Control Ordinance. Compliance with applicable permits would reduce water quality impacts, and the proposed project would not result in new or more severe impacts than those 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.

During operation, the project would generate wastewater and stormwater discharges typical of urban commercial office and retail uses. The project site is fully developed with impervious surfaces consisting of the two existing buildings and asphalt paved areas. The proposed building's footprint, including rear courtyard, would fully cover the entire site. Therefore, the proposed project would not result in an increase in the amount of impervious surface area on the project site, nor an increase in the amount of runoff and drainage from the project site, and would not contribute runoff that would exceed the capacity of existing or planned stormwater drainage systems. The project is required to submit a Stormwater Control Plan in accordance Stormwater Management Ordinance and would do so as part of the building permit review process.

As a result, the proposed project would not increase stormwater runoff, alter the existing drainage in an adverse manner, or violate water quality or waste discharge standards. Adherence to public utilities commission requirements would ensure that stormwater is managed appropriately so as to not adversely affect water quality.

E. 16.b) As discussed under topic E.15 Geology and Soils, groundwater was encountered at approximately 10 to 13 feet below ground surface at the time of the geotechnical investigation.<sup>89</sup> Groundwater depths are expected to vary based on seasonal rainfall. As the project proposes excavation activities up to 6 feet deep and drilled pile foundations up to 40 feet deep, project construction activities may encounter groundwater. Any groundwater encountered during construction of the proposed 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. The Bureau of Systems Planning, Environment, and Compliance of the SFPUC must be notified of projects necessitating dewatering and may require water analysis before discharge. Regarding groundwater supplies, the proposed project would use potable water from the SFPUC and non-potable water from two onsite sources: greywater from the building recycled on site and rainwater collected in an onsite catchment system. The project site is located in the Downtown San Francisco Groundwater Basin. This basin is not used as a drinking water supply and there are no plans for development of this basin for groundwater production.<sup>90</sup> For these reasons, the proposed project would not deplete groundwater supplies or substantially interfere with groundwater recharge. This impact would be less than significant, and no mitigation measures are necessary.

E.16.c) No streams or rivers exist in the vicinity of the project site. Therefore, the proposed project would not alter the course of a stream or river, or substantially alter the existing drainage pattern of the project site or area. For the reasons discussed in Topics E.12.a (Wastewater and Storm Drainage Facilities) and E.15.b (Topsoil Erosion) above, the proposed project would not substantially increase the rate or amount of surface runoff such that substantial flooding, erosion, or siltation would occur on or offsite.

E.16.d) The proposed 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-

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<sup>89</sup> Rollo & Ridley. Geotechnical Investigation for 531 Bryant Street. May 1, 2017.

<sup>90</sup> The San Francisco Public Utilities Commission (SFPUC) supplies water to all of San Francisco residents and businesses. The SFPUC's groundwater supply program includes two groundwater projects: one along the peninsula and the other supplying groundwater from San Francisco's Westside Groundwater Basin aquifer, approximately 400 feet below ground surface. For more information see: <https://sfwater.org/index.aspx?page=184>. Accessed December 16, 2019.

year flood zone.<sup>91</sup> The project site is not located in a dam failure area.<sup>92</sup> The project site is not within an area determined to be vulnerable to sea level rise without any adaptation measures or actions.<sup>93</sup> Therefore, the project would not result in flood hazards that would endanger people or result in structural damage.

Because the project site is not located near a water reservoir with a dam or levee, the proposed project would not 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. Similarly, the project site also is not located within a tsunami hazard zone and would not expose people or structures to a significant risk of loss, injury, or death involving inundation by seiche or tsunami.<sup>94</sup>

E.16.e) For the reasons discussed in Topic E.16a, the project would not interfere with the San Francisco Bay water quality control plan. Further, the project site is not located within an area subject to a sustainable groundwater management plan and the project would not extract groundwater supplies.

### **Cumulative Analysis**

The proposed project would have no impact with respect to the following topics and therefore would not have the potential to contribute to any cumulative impacts for those resource areas: location of the project site within a 100-year flood hazard area, tsunami or seiche zone, alterations to a stream or river, or changes to existing drainage patterns. The proposed project and other development within San Francisco would be required to comply with the stormwater management and construction site runoff control ordinances that would reduce the amount of stormwater entering the combined sewer system and prevent discharge of construction-related pollutants into the sewer system. As the project site is not located in a groundwater basin that is used for water supply, the project would not combine with cumulative projects to result in significant cumulative impacts to groundwater. Therefore, the proposed project in combination with other projects would not result in significant cumulative impacts related to hydrology and water quality.

The project is within the scope of development projected under the Central SoMa Plan and would not result in more severe hydrology and water quality impacts than previously identified in the Central SoMa PEIR.

### **Conclusion**

The proposed project would not result in significant project or cumulative impacts related to hydrology and water quality that were not identified in the Central SoMa PEIR, nor would the project result in new or substantially more severe significant impacts related to hydrology and water quality than those identified in the Central SoMa PEIR.

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<sup>91</sup> San Francisco Water Power Sewer (Public Utilities Commission). *Flood Maps: 100-Year Storm Flood Risk Map*. Available at: <<https://sfplanninggis.org/floodmap/>>. Accessed December 16, 2019.

<sup>92</sup> San Francisco Planning Department. *San Francisco General Plan, Community Safety Element Map 6*. October 2012. Available online at: <https://sfplanning.org/resource/community-safety-elementf>. Accessed December 16, 2019.

<sup>93</sup> City and County of San Francisco, 2016, *San Francisco Sea Level Rise Action Plan*, March 2016.

<sup>94</sup> San Francisco Planning Department. 2012. *San Francisco General Plan Community Safety Element; Map 05, Tsunami Hazard Zones, page 15*. October 2012. Available at: <[http://generalplan.sfplanning.org/Community\\_Safety\\_Element\\_2012.pdf](http://generalplan.sfplanning.org/Community_Safety_Element_2012.pdf)>. Accessed December 16, 2019.

## **E.17 Hazards and Hazardous Materials**

### **Central SoMa PEIR Analysis**

The Central SoMa PEIR found that implementation of the Central SoMa Plan would not result in any significant impacts with respect to hazards or hazardous materials that could not be mitigated to a less-than-significant level. The Central SoMa PEIR determined that compliance with the Health Code, which incorporates state and federal requirements, 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, 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 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 two miles of an airport land use plan or an airport or private air strip, 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 (DEHP), and mercury. Central SoMa PEIR Mitigation Measure M-HZ-3, Hazardous Building Materials Abatement, which requires abatement of certain hazardous building materials other than asbestos and lead paint, which are already regulated, was identified to reduce impacts to less than significant.

However, this mitigation measure is no longer necessary because regulations have since been enacted to address these common hazardous building materials.

*(Continues on next page)*



**Project Analysis**

Topics	Significant Impact Peculiar to Project or Project Site	Significant Impact not Identified in Central SoMa PEIR	Significant Impact due to Substantial New Information	No Significant Impact not Previously Identified in Central SoMa PEIR
<b>17. HAZARDS AND HAZARDOUS MATERIALS—Would the project:</b>				
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 or excessive noise for people residing or working in the project area?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
f) Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
g) Expose people or structures, either directly or indirectly to a significant risk of loss, injury, or death involving wildland fires?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

E.17.a) The proposed project’s commercial office and retail uses could use hazardous materials for building maintenance such as household chemicals for cleaning, and herbicides and pesticides for landscape maintenance. These materials are properly labeled to inform the user of potential risks as well as handling procedures. The majority of these hazardous materials would be consumed upon use and would produce very little waste. Any hazardous wastes that are produced would be managed in accordance with Article 22 of the San Francisco Health Code. In addition, the transportation of hazardous materials, is regulated by the California Highway Patrol and the California Department of Transportation. The use of any of these hazardous materials are not expected to cause any substantial health or safety hazards. Therefore, potential impacts related to the routine use, transport, and disposal of hazardous materials would be less than significant.

E.17.b and c) The following discusses the project’s potential to emit hazardous materials.

*Hazardous Building Materials*

The proposed project would involve demolition of two existing buildings on the project site that were constructed in the early 1900s. Some building materials commonly used in older buildings could present a public health risk if disturbed during an accident or during demolition or renovation of an existing

building. Hazardous building materials addressed in the Central SoMa PEIR include asbestos, electrical equipment such as transformers and fluorescent light ballasts that contain PCBs or DEHP, fluorescent lights containing mercury vapors, and lead-based paints. Asbestos and lead-based paint may also present a health risk to existing building occupants if they are in a deteriorated condition. If removed during demolition of a building, these materials would also require special disposal procedures. The California Department of Toxic Substance Control considers asbestos hazardous and removal is required. Asbestos-containing materials must be removed in accordance with local and state regulations, the air district, the California Occupational Safety and Health Administration, and California Department of Health Services requirements. This includes materials that could be disturbed by the proposed demolition and construction activities. Therefore, the project would not result in new or more severe impacts related to hazardous building materials than were identified in the Central SoMa PEIR.

Furthermore, California Health and Safety Code section 19827.5 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. The California legislature vests the air district with the authority to regulate airborne pollutants, including asbestos, through both inspection and law enforcement, and the air district is to be notified 10 days in advance of any proposed demolition or abatement work. Any asbestos-containing material disturbance at the project site would be subject to the requirements of air district Regulation 11, Rule 2: Hazardous Materials—Asbestos Demolition, Renovation, and Manufacturing. The local office of Cal OSHA must also be notified of asbestos abatement to be carried out. Asbestos abatement contractors must follow state regulations contained in Title 8 of California Code of Regulations section 1529 and sections 341.6 through 341.14, where there is asbestos related work involving 100 square feet or more of asbestos-containing material. The owner of the property where abatement is to occur must have a Hazardous Waste Generator Number assigned by and registered with the Office of the California Department of Health Services. The contractor and hauler of the material are required to file a Hazardous Waste Manifest that details the hauling of the material from the site and the disposal of it. Pursuant to California law, the building department will not issue the required permit until the applicant has complied with the requirements described above. These regulations and procedures already established as part of the building permit review process would ensure that any potential impacts due to asbestos would be reduced to a less-than-significant level. Therefore, no mitigation measures related to asbestos are necessary.

As discussed previously, the proposed project would demolish the existing buildings located on-site. Because of the age of the existing buildings (constructed in the early 1900s), the buildings may contain lead paint. Lead may cause a range of health effects, from behavioral problems and learning disabilities, to seizures and death. Children six years old and under are most at risk. Demolition must be conducted in compliance with Section 3425 of the San Francisco Building Code (building code), Work Practices for Lead-Based Paint on Pre-1979 Buildings and Steel Structures. Any work that may disturb or remove interior or exterior lead-based paint on pre-1979 buildings, structures and properties and on steel structures is required to use work practices that minimize or eliminate the risk of lead contamination of the environment.

Section 3425 contains performance standards, including establishment of containment barriers and identifies prohibited practices that may not be used in disturbance or removal of lead-based paint. Any person performing work subject to Section 3425 shall make all reasonable efforts to prevent migration of lead paint contaminants beyond containment barriers during the course of the work, and any person

performing regulated work shall make all reasonable efforts to remove all visible lead paint contaminants from all regulated areas of the property prior to completion of the work.

Section 3425 also includes notification requirements, contents of notice, and requirements for project site signs. Prior to commencement of exterior work that disturbs or removes 100 or more square feet or 100 or more linear feet of lead-based paint in total, the responsible party must provide the Director of the building department with written notice that describes the address and location of the proposed project; the scope and specific location of the work; whether the responsible party has reason to know or presume that lead-based paint is present; the methods and tools for paint disturbance and/or removal; the approximate age of the structure; anticipated job start and completion dates for the work; whether the building is residential or nonresidential; whether it is owner-occupied or rental property; the approximate number of dwelling units, if any; the dates by which the responsible party has or will fulfill any tenant or adjacent property notification requirements; and the name, address, telephone number, and pager number of the party who will perform the work. Further notice requirements include: a posted sign notifying the public of restricted access to work area, a Notice to Residential Occupants, Availability of Pamphlet related to protection from lead in the home, and Early Commencement of Work (by Owner, Requested by Tenant), and Notice of Lead Contaminated Dust or Soil, if applicable. Section 3425 contains provisions regarding inspection and sampling for compliance by the building department, and enforcement, and describes penalties for non-compliance with the requirements of the ordinance.

The proposed project would be subject to and would comply with the above regulations, therefore, impacts from asbestos and lead-based paint would be less than significant.

#### *Soil and Groundwater Contamination*

The project site is located within the Maher Area and subject to the provisions of the Maher Ordinance (Health Code Article 22A). Properties subject to the Maher Ordinance denote properties where there is potential to encounter hazardous materials (primarily industrial zoning districts), sites with industrial uses or underground storage tanks, sites with historic bay fill, and sites in proximity to freeways or underground storage tanks. The overarching goal of the Maher Ordinance is to protect public health and safety by requiring appropriate handling, treatment, disposal, and, when necessary, remediation of contaminated soils that are encountered in the building construction process.

Accordingly, the project sponsor has submitted a Maher Application to the Department of Public Health and a Phase I environmental site assessment was prepared for the project to assess the potential for site contamination.<sup>95, 96</sup> The environmental site assessment found that there is a recognized environmental condition on the site, but no controlled recognized environmental condition or historical recognized environmental condition. Furthermore, the Phase I environmental site assessment identified an environmental issue<sup>97</sup> related to asbestos-containing materials and lead-based paints on the site. Potential project impacts related to asbestos-containing materials and lead-based paints are addressed above.

A recognized environmental condition refers to the presence or likely presence of any hazardous substances or petroleum products in, on, or at a property. According to the Phase I environmental site assessment, the subject property was formerly occupied by various cleaning and dyeing work facilities as

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<sup>95</sup> Department of Public Health. SFHC Article 22A Compliance for 531-535 Bryant Street, EHB-SAM Case Number 1594. February 17, 2018.

<sup>96</sup> Partner Engineering and Science, Inc. Phase I Environmental Site Assessment Report – 531-535 Bryant Street. February 9, 2016.

<sup>97</sup> An environmental issue in this context refers to environmental concerns that do not qualify as recognized environmental conditions but nonetheless warrant further discussion.

early as 1925 until at least 1958. Dry cleaning operations typically use chlorinated solvents, particularly tetrachloroethylene (PCE), during the dry-cleaning process. These solvents, even when properly stored and disposed, can be released from these facilities in small, frequent releases through floor drains, cracked concrete, and sewer systems. Chlorinated solvents are highly mobile chemicals that can easily accumulate in soil and migrate to groundwater beneath a facility. Although no documentation was found indicating the historical use of PCE at the project site, based on the former on-site operations, a reasonable possibility exists that PCE was historically used on the project site.<sup>98</sup>

The Phase I environmental site assessment also states that according to historical records on file with the San Francisco Department of Public Health (the health department), the subject property is listed as a closed Leaking Underground Storage Tank (LUST) case. The case was reported in 1998 when seven underground storage tanks presumed to be used in connection with on-site cleaning and dyeing operations were removed from sidewalks to the northwest and southwest of the subject property, including: one 1,500-gallon heating oil tank, one 400-gallon gasoline/diesel tank, four 3,500-gallon solvent tanks, and one 1,500-gallon solvent tank. Following removal of the storage tanks, approximately 55 cubic yards of impacted soil and groundwater were excavated and removed from the site. Although residual contaminants in the soil and groundwater remained immediately following the removal of the underground storage tanks, the health department issued a Letter of No Further Action for the subject property on October 7, 2004, citing minimal migration and natural attenuation of contaminants.<sup>99</sup>

However, though regulatory closure was granted from the health department, the petroleum hydrocarbon concentrations left in place are above the environmental screening levels established by the San Francisco Bay Regional Water Quality Control Board for shallow soils. Furthermore, previous subsurface investigations at the subject property did not include soil gas sampling or laboratory analysis of PCE. Given the former use of the subject property for cleaning and dyeing works operations for at least 33 years, coupled with residual concentrations of petroleum hydrocarbons left in place in shallow soils at the time of regulatory closure, there is a potential for vapor encroachment conditions, which is considered a recognized environmental condition.

The proposed project would disturb the entire 10,313 square-foot project site and excavate approximately 933 cubic yards of soil to an estimated depth of 6 feet below ground. In addition, deep building foundations consisting of drilled-in-place piles would extend up to 40 feet below ground. Therefore, construction activities for the proposed project have a potential to encounter contaminated soils and groundwater. Based on a review of the project's Phase I environmental site assessment and geotechnical investigation, the health department determined that a site characterization plan would be required for the project. If further concerns arise from the findings of the site characterization plan, the health department may require further subsurface investigation, including soil and groundwater sampling. If contamination concerns are identified, a site mitigation plan would be required. The proposed project would ultimately be required to remediate potential soil and groundwater contamination in accordance with Health Code Article 22A. Upon successful implementation of the site characterization plan, and site mitigation plan if required, the health department would provide notification of compliance with Article 22A. Approval by the health department is required prior to issuance of approval to commence work by the building department.

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<sup>98</sup> Partner Engineering and Science, Inc. Phase I Environmental Site Assessment Report – 531-535 Bryant Street. February 9, 2016.

<sup>99</sup> Ibid.

E.17.d) The proposed project is not located on a list of hazardous materials sites compiled pursuant to Government Code section 65962.5.<sup>100</sup> For the reasons described in the analysis of Topic E.17.b and c, above, the proposed project would not create a significant hazard to the public or environment.

E.17.e) The project site is not located within an airport land use plan area or within two miles of a public airport. Therefore, topic 17.e is not applicable to the proposed project.

E.17.f) The proposed project is located within a city block and would not impair implementation of an emergency response or evacuation plan adopted by the City of San Francisco. Project construction and operation would not close roadways or impede access by emergency vehicles to the project vicinity or to emergency evacuation routes. Thus, the proposed project would not obstruct implementation of the city's emergency response and evacuation plans, and potential impacts would be less than significant.

E.17.g) The Central SoMa plan area is not located in or near wildland areas with high fire risk. Construction of the proposed project would conform to the provisions of the building code and fire code. Final building plans would be reviewed by the building and fire departments to ensure conformance with the applicable life-safety provisions, including development of an emergency procedure manual and an exit drill plan. Therefore, the proposed project would not obstruct implementation of the city's emergency response plan, and potential emergency response and fire hazard impacts would be less than significant.

### **Cumulative Analysis**

Environmental impacts related to hazards and hazardous materials are generally site-specific. Nearby cumulative development projects would be subject to the same regulations addressing use of hazardous waste (Article 22 of the health code), hazardous soil and groundwater (Article 22B of the health code) and building and fire codes addressing emergency response and fire safety. For these reasons, the proposed project would not combine with other projects in the project vicinity to create a significant cumulative impact related to hazards and hazardous materials. The project is within the scope of development projected under the Central SoMa Plan and would not result in more severe cumulative hazards and hazardous materials impacts than were previously identified in the Central SoMa PEIR.

### **Conclusion**

The proposed project would not result in significant project or cumulative impacts related to hazards or hazardous materials that were not identified in the Central SoMa PEIR, nor would the project result in new or substantially more severe significant impacts related to hazards or hazardous materials than those identified in the Central SoMa PEIR.

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## **E.18 Mineral Resources**

### **Central SoMa PEIR Analysis**

All land in San Francisco, including in the plan area, is designated by the California Geological Survey as Mineral Resource Zone Four (MRZ-4) under the Surface Mining and Reclamation Act of 1975. The MRZ-4 designation indicates that adequate information does not exist to assign the area to any other Mineral Resource Zone,<sup>101</sup> thus the area is not one designated to have significant mineral deposits. In addition, no

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<sup>100</sup> Department of Toxic Substances Control Envirostor, *Hazardous Waste and Substances Site List*, <https://calepa.ca.gov/sitecleanup/corteselist/section-65962-5a/>, accessed December 17, 2019.

<sup>101</sup> California Division of Mines and Geology, Open File Report 96 03 and Special Report 146, Parts I and II, 1986.

significant mineral resources exist in San Francisco.<sup>102</sup> 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.

**Project 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>
<b>18. MINERAL RESOURCES—Would the project:</b>				
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"/>

E.18.a and b) The project site is not a mineral resource recovery site, and the proposed project would not require quarrying, mining, dredging, or extracting locally important mineral resources on the project site. The project would not deplete non-renewable natural resources. Therefore, the proposed project would have no impact on mineral resources either individually or cumulatively.

**Cumulative Analysis**

The proposed project would have no impact on mineral resources and therefore would not have the potential to contribute to any cumulative mineral resource impact.

**Conclusion**

Consistent with the findings in the Central SoMa PEIR, the proposed project would have no impact related to mineral resources, and, therefore, it would not result in any new or more severe significant project or cumulative impacts than were identified in the Central SoMa PEIR.

**E.19 Energy Resources**

**Central SoMa PEIR Analysis**

Several federal, state, and citywide policies and measures promote energy efficiency and reduce demands on nonrenewable resources. The city’s Green Building Code is codified in Chapter 13C of the San Francisco Building Code. Chapter 13C, which is to be used in conjunction with the 2013 California Green Building Standards Code, places more stringent energy, materials, and construction debris management requirements on new residential and commercial buildings. Further, the Central SoMa Plan initial study states that future development projects in the Plan Area would be subject to the most current energy efficiency standards in effect at the time the project is proposed and would be subject to the established

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<sup>102</sup> San Francisco Planning Department, *San Francisco General Plan Environmental Protection Element*, amended December 2, 2004.

performance metrics set forth in the plan’s Eco-District guidelines. Therefore, the implementation of the plan would not result in wasteful consumption of energy and this impact would be less than significant.

**Project Analysis**

<u>Topics</u>	<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>
<b>19. ENERGY RESOURCES—Would the project:</b>				
a) Result in potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources, during project construction or operation?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Conflict with or obstruct a state or local plan for renewable energy or energy efficiency?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

E.19.a) Development of the proposed project would not result in the use of unusually large amounts of fuel, water, or energy in the context of energy use throughout the City or region. The project site is also located in an area that exhibits low levels of vehicle miles traveled per capita and would not result in a wasteful use of fuel.

As proposed, the project would achieve LEED GreenPoint Rated standards. The project’s energy demand would be typical for a commercial office development with ground floor retail uses. The project would meet the current state and local codes and standards concerning energy consumption, including California Code of Regulations Title 24 and the San Francisco Green Building Ordinance with the installation of water-efficient fixtures, energy efficient appliances, and solar panels, as well as features to encourage alternative modes of transportation, such as bicycle parking. Documentation showing compliance with these standards has been submitted to the city in the form of the “Compliance Checklist Table for Greenhouse Gas Analysis: Private Development Projects,” described above. Compliance with Title 24 and the Green Building Ordinance are enforced by the building department.

E.19.b) In 2002, California established its Renewables Portfolio Standard Program, with the goal of increasing the percentage of renewable energy in the state’s electricity mix to 20 percent of retail sales by 2017. In November 2008, Executive Order S-14-08 was signed requiring all retail sellers of electricity to serve 33 percent of their load with renewable energy by 2020. In 2015, Senate Bill 350 codifies the requirement for renewables portfolio standard to achieve 50 percent renewable by 2030, and in 2018, Senate Bill 100 requires 60 percent renewable by 2030 and 100 percent by 2045.<sup>103</sup> San Francisco’s electricity supply is 41 percent renewable, and San Francisco’s goal is to meet 100 percent of its electricity demand with renewable power.<sup>104</sup> CleanPowerSF is the city’s Community Choice Aggregation Program operated by the SFPUC, which provides renewable energy to residents and businesses. GreenFinanceSF allows commercial property owners to finance renewable energy projects, as well as energy and water efficiency projects, through a municipal bond and repay the debt via their property tax account.

<sup>103</sup> California Energy Commission, California Renewable Energy Overview and Programs. Available at: <https://www.energy.ca.gov/renewables/>. Accessed December 17, 2019.

<sup>104</sup> San Francisco Mayor’s Renewable Energy Task Force Recommendations Report, September 2012. Available at: [https://sfenvironment.org/sites/default/files/fliers/files/sfe\\_re\\_renewableenergytaskforcerecommendationsreport.pdf](https://sfenvironment.org/sites/default/files/fliers/files/sfe_re_renewableenergytaskforcerecommendationsreport.pdf). Accessed December 17, 2019.

As discussed above in Topic E.19.a, the project would comply with the energy efficiency requirements of the state and local building codes and would not conflict with or obstruct implementation of city and State plans for renewable energy and energy efficiency. For these reasons, the project would result in a less-than-significant impact on energy resources.

### **Cumulative Analysis**

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. The majority of San Francisco is located within a transportation analysis zone that experiences low levels of VMT per capita compared to regional VMT levels. Therefore, the proposed project, in combination with other reasonably foreseeable 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. The cumulative impacts on energy resources would be less than significant.

### **Conclusion**

Consistent with the findings in the Central SoMa PEIR, the proposed project would have a less-than-significant impact related to energy resources, and, therefore, it would not result in any new or more severe significant project or cumulative impacts than were identified in the Central SoMa PEIR.

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*(Continues on next page)*



## E. 20 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.

### Project Analysis

Topics	<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>
<b>20. AGRICULTURE AND FOREST RESOURCES—Would the project:</b>				
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"/>

E.20.a-e) The proposed project is located in the Central SoMa Plan area, which does not contain agricultural or forest resources, and therefore would have no impact on these resources either individually or cumulatively.

### Conclusion

Consistent with the findings in the Central SoMa PEIR, the proposed project would have no impact related to agriculture and forest resources, and therefore, it would not result in new or more severe project or cumulative impacts related to agricultural and forest resources than were identified in the Central SoMa PEIR.

## E.21 Wildfire

### Central SoMa PEIR Analysis

The Central SoMa PEIR did not explicitly analyze impacts of the plan on wildfire risk, but the plan area is not located in or near state responsibility areas or lands classified as very high fire hazard severity zones. Therefore, this topic is not applicable to the Central SoMa Plan or any subsequent development projects enabled by the plan.

### Project Analysis

<u>Topics</u>	<u>Significant Impact Peculiar to Project or Project Site</u>	<u>Significant Impact not Identified in Central SoMa PEIR</u>	<u>Significant Impact due to Substantial New Information</u>	<u>No Significant Impact not Previously Identified in Central SoMa PEIR</u>
<b>21. WILDFIRE. If located in or near state responsibility areas or lands classified as very high fire hazard severity zones, would the project:</b>				
a) Substantially impair an adopted emergency response plan or emergency evacuation plans?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Due to slope, prevailing winds, and other factors, exacerbate wildfire risks, and thereby expose project occupants to, pollutant concentrations from a wildfire or the uncontrolled spread of a wildfire?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Require the installation or maintenance of associated infrastructure (such as roads, fuel breaks, emergency water sources, power lines or other utilities) that may exacerbate fire risk or that may result in temporary or ongoing impacts to the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Expose people or structure to significant risks including downslope or downstream flooding or landslides, as a result of runoff, post-fire slope instability, or drainage changes?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
a) Substantially impair an adopted emergency response plan or emergency evacuation plans?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

E.21.a-e) As discussed above, the project site is not located in or near state responsibility areas or lands classified as very high fire hazard severity zones and therefore would have no impact either individually or cumulatively with respect to wildfire risk.

### Conclusion

The proposed project would not result in any new or more severe project or cumulative impacts related to wildfires than were identified in the Central SoMa PEIR.

## **F. PUBLIC NOTICE AND COMMENT**

A “Notification of Project Receiving Environmental Review” was mailed on November 21, 2019 to adjacent occupants and owners of properties within 300 feet of the project site, South of Market, and citywide neighborhood group lists. Comments received for the project were related to construction noise and vibration impacts, geological impacts, historic preservation impacts to the subject and adjacent properties, business impacts, light exposure on adjacent properties, and availability of on-site vehicle and bicycle parking. Overall, concerns and issues raised by the public that relate to physical environmental effects addressed by CEQA were taken into consideration and incorporated in the environmental review as appropriate for CEQA analysis. The proposed project would not result in significant adverse environmental impacts associated with the issues identified by the public beyond those identified in the Central SoMa PEIR.

## **G. COMMUNITY PLAN EVALUATION PREPARERS**

### **Report Authors**

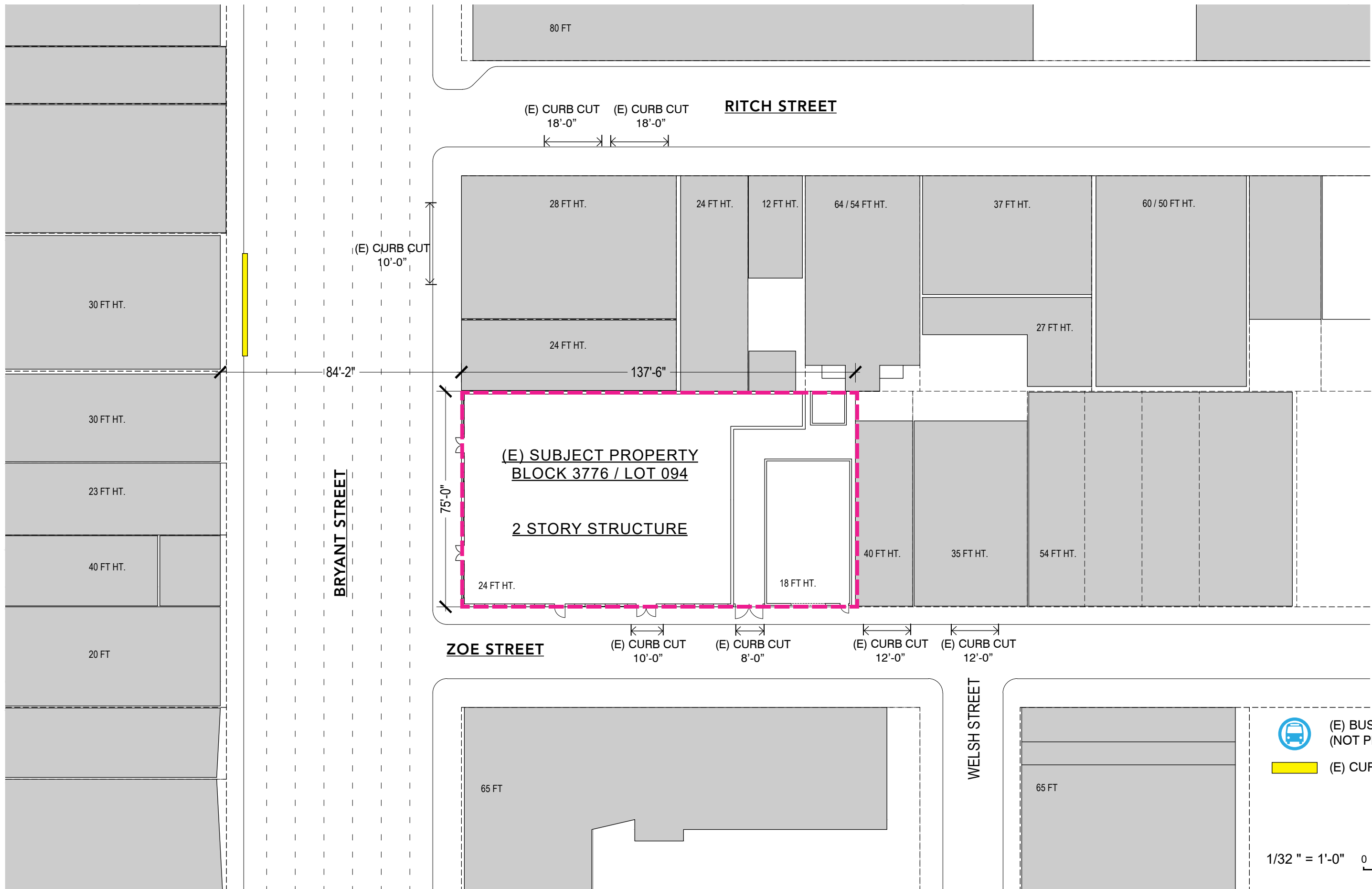
San Francisco Planning Department  
Environmental Planning Division  
1650 Mission Street, Suite 400  
San Francisco, CA 94103



Environmental Review Officer:	Lisa Gibson
Principal Environmental Planner:	Debra Dwyer
Senior Environmental Planner:	Ryan Shum
Archeologist:	Sally Morgan
Preservation Manager:	Allison Vanderslice
Senior Preservation Planner:	Jørgen G. Cleemann
Current Planner:	Ella Samonsky

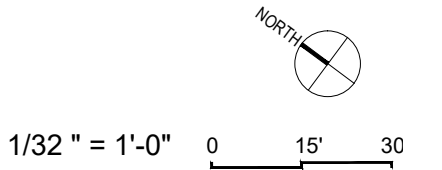
### **Project Sponsor Representative**

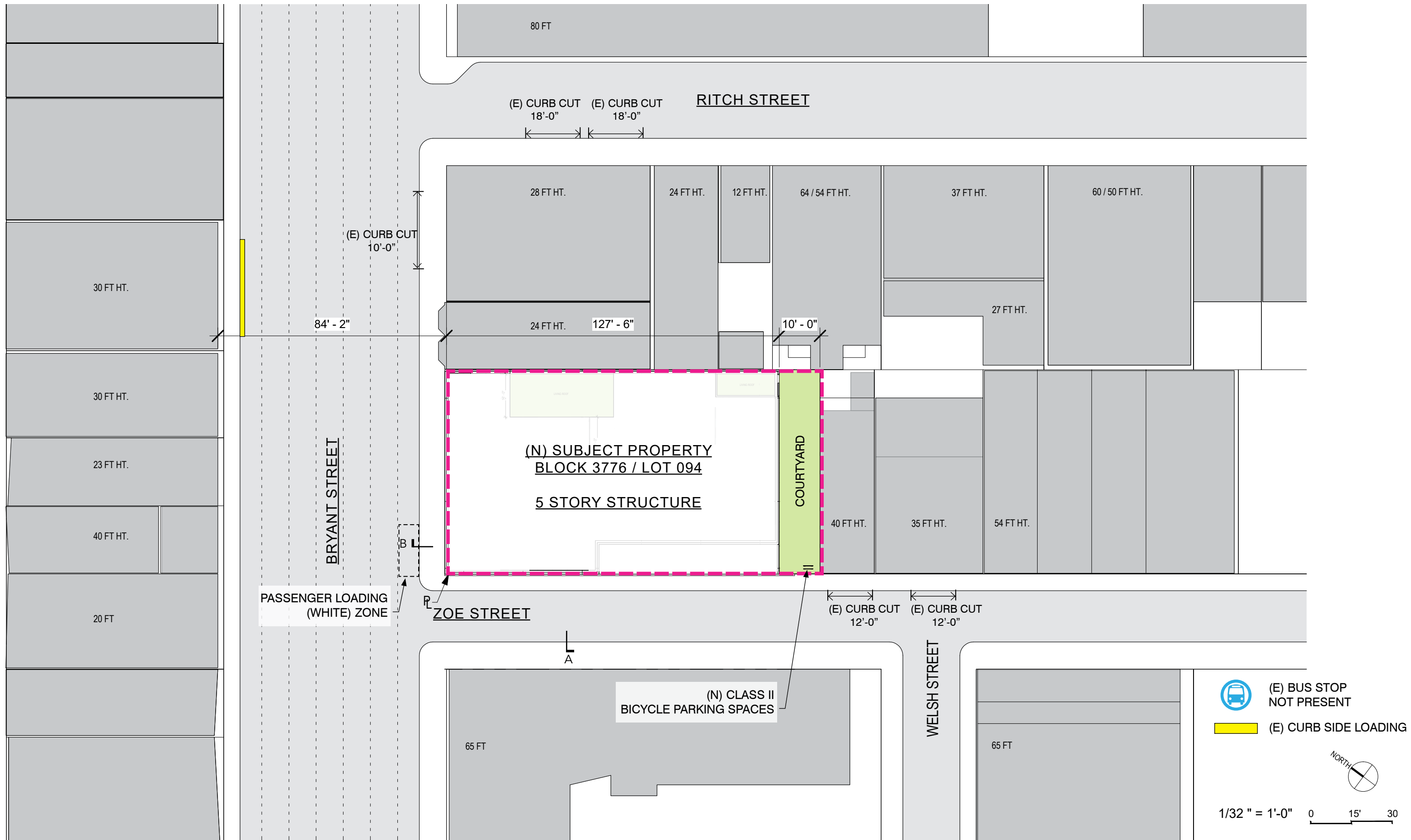
Susan Sagy  
Urban Land Development  
33 New Montgomery, Suite 1810  
San Francisco, CA 94105

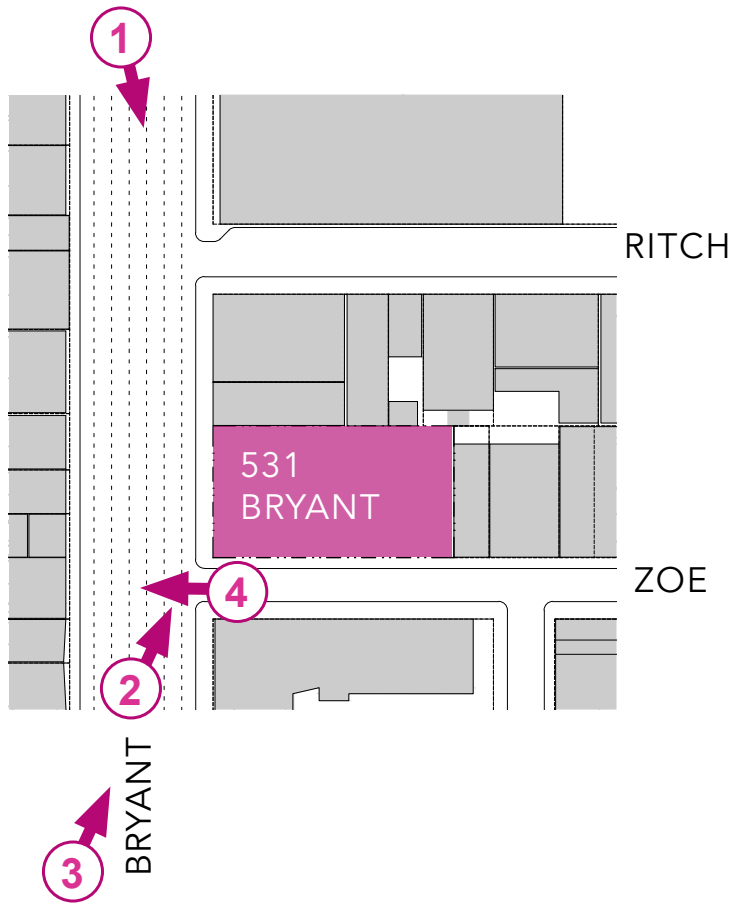
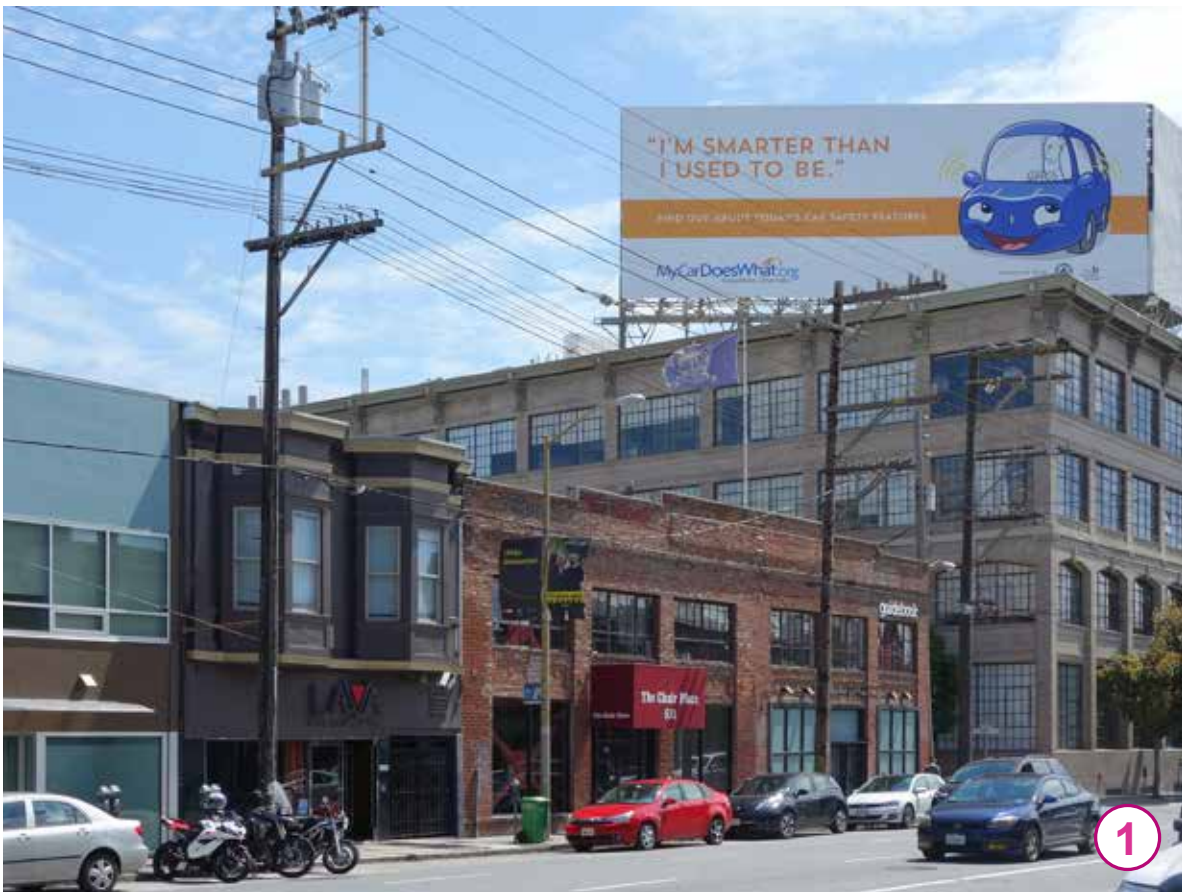
## **H. PROJECT PLANS**



-  (E) BUS STOP (NOT PRESENT)
-  (E) CURB SIDE LOADING







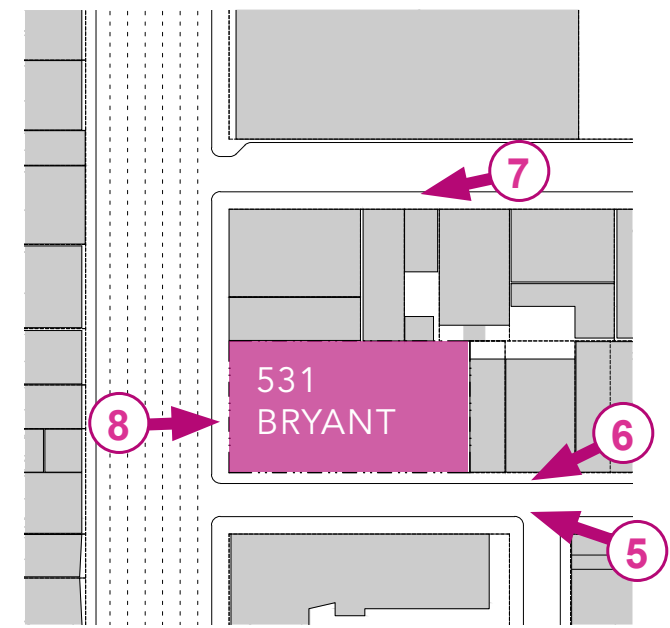
**EXISTING PHOTOS (BRYANT, ZOE AND RITCH)**



6



5



BRYANT



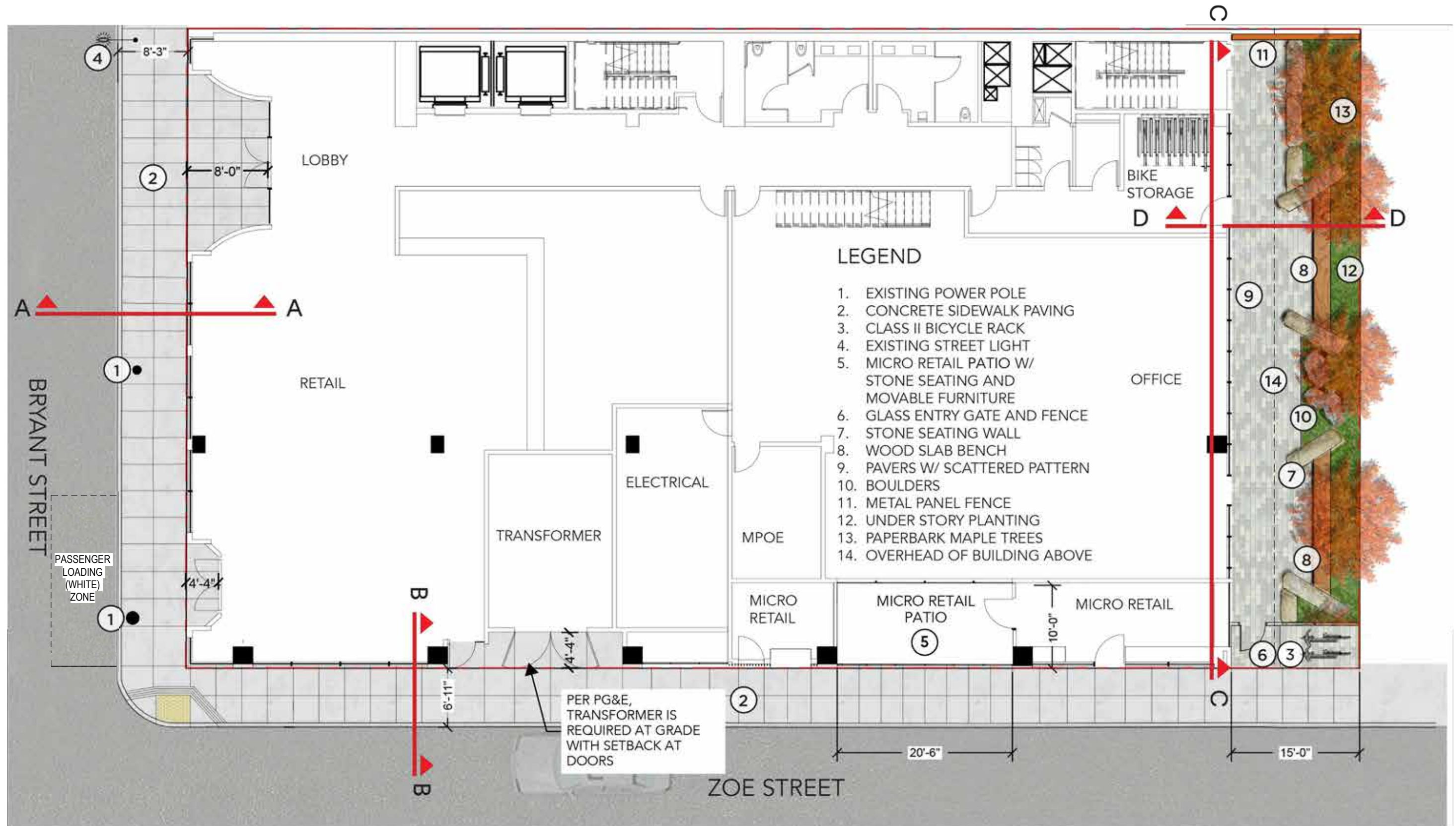
7



8

**EXISTING PHOTOS (BRYANT, ZOE AND RITCH)**





- LEGEND**
1. EXISTING POWER POLE
  2. CONCRETE SIDEWALK PAVING
  3. CLASS II BICYCLE RACK
  4. EXISTING STREET LIGHT
  5. MICRO RETAIL PATIO W/ STONE SEATING AND MOVABLE FURNITURE
  6. GLASS ENTRY GATE AND FENCE
  7. STONE SEATING WALL
  8. WOOD SLAB BENCH
  9. PAVERS W/ SCATTERED PATTERN
  10. BOULDERS
  11. METAL PANEL FENCE
  12. UNDER STORY PLANTING
  13. PAPERBARK MAPLE TREES
  14. OVERHEAD OF BUILDING ABOVE



# AREA SUMMARY

Area Tabulation - 5 Floors - 65' T/Roof Slab

Floor	Use	GSF (PER SECTION 102.9)				EXEMPTED GSF (SECTION 102.9)						PRIVATE OPEN SPACE (SECTION 135.3)		
		OFFICE	RETAIL	BLDG SERVICES/OTHER	TOTAL	BIKE STORAGE	MICRO-RETAIL PATIO	COURTYARD	TERRACE	MEP/SERVICES	TOTAL	COURTYARD	TERRACE	TOTAL
High Roof	Mechanical				0					966	966			0
Roof	Mechanical/Terrace			133	133				958	7,311	8,269		958	958
5	Office	7,899		763	8,662				704		704		704	704
4	Office	8,654		763	9,417						0			0
3	Office	8,654		763	9,417						0			0
2	Office	8,612		805	9,417						0			0
1 - Mezzanine	Office	3,409		605	4,014						0			0
1 - Grade Level	Retail Sales and Service	2,350	2,899	2,979	8,228	292	200	1,118			1,610	1,118		1,118
<b>TOTALS</b>		<b>39,578</b>	<b>2,899</b>	<b>6,811</b>	<b>49,288</b>	<b>292</b>	<b>200</b>	<b>1,118</b>	<b>1,662</b>	<b>8,277</b>	<b>11,549</b>	<b>1,118</b>	<b>1,662</b>	<b>2,780</b>

## PROJECT DATA

	REQUIRED	PROVIDED
HEIGHT	65 FT MAX.	65 FT TO T/ ROOF
PRIVATE OPEN SPACE FOR NON-RESIDENTIAL USE	OFFICE = 49,288 / 50 SF = <b>986 SF REQUIRED</b> RETAIL SALES AND SERVICES = 2,899 / 250 SF = <b>12 SF REQUIRED</b>	<b>2,780 SF</b> PRIVATE OPEN SPACE PROVIDED
PARKING / CAR-SHARE	NONE REQUIRED	NONE PROVIDED
BICYCLE PARKING	OFFICE = 49,288 / 5,000 SF = 10 CLASS-I SPACES REQUIRED 2 CLASS-II SPACES REQUIRED  RETAIL SALES AND SERVICE = 2,899 / 7,500 SF = 0.4 (MIN.) 2 CLASS-II SPACES REQUIRED	10 (CLASS-I) SPACES PROVIDED IN BIKE LOUNGE AND 2 (CLASS-II) SPACES PROVIDED AT SIDEWALK  2 (CLASS-II) SPACES PROVIDED AT SIDEWALK

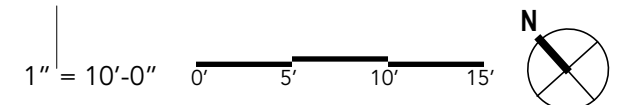
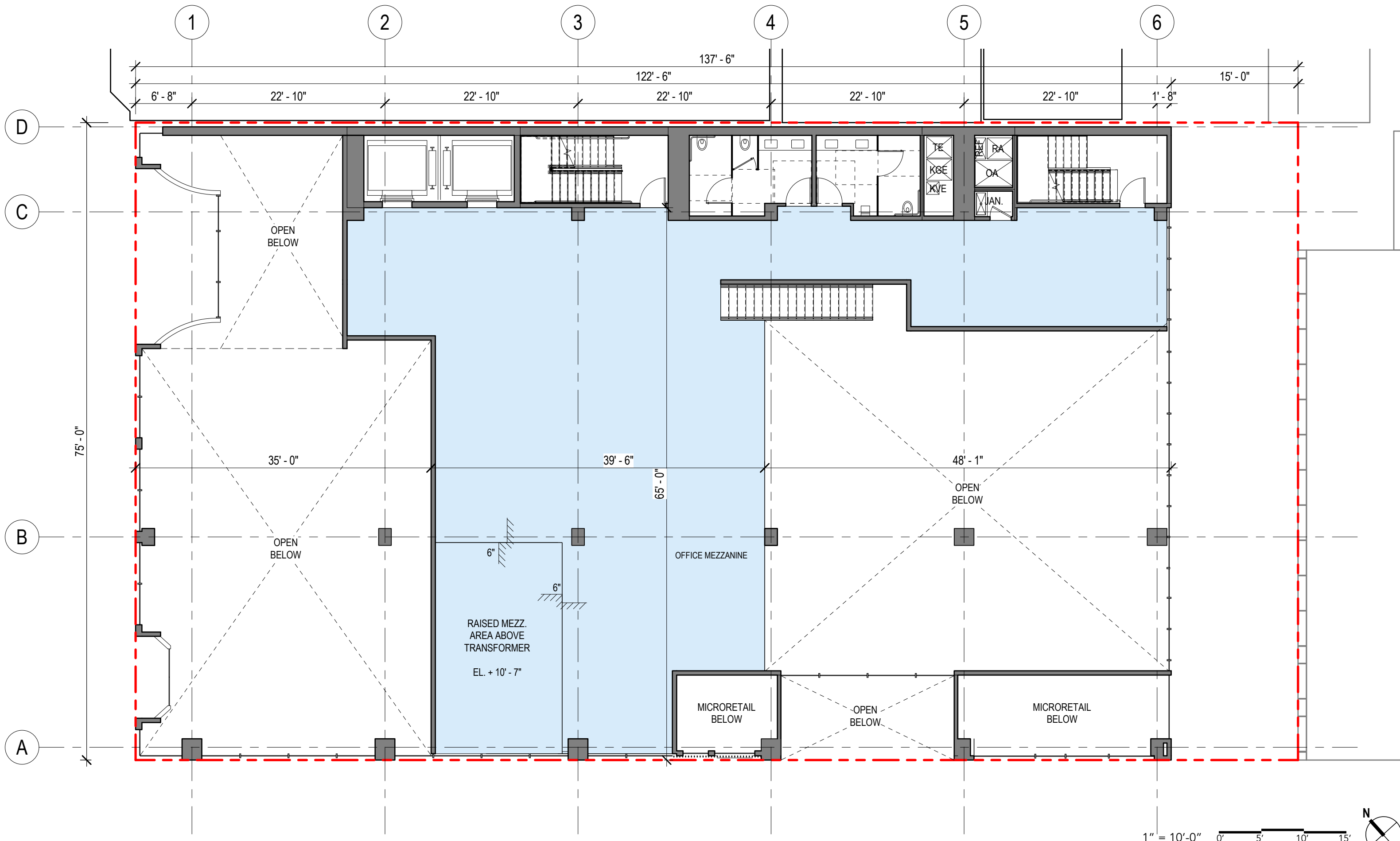


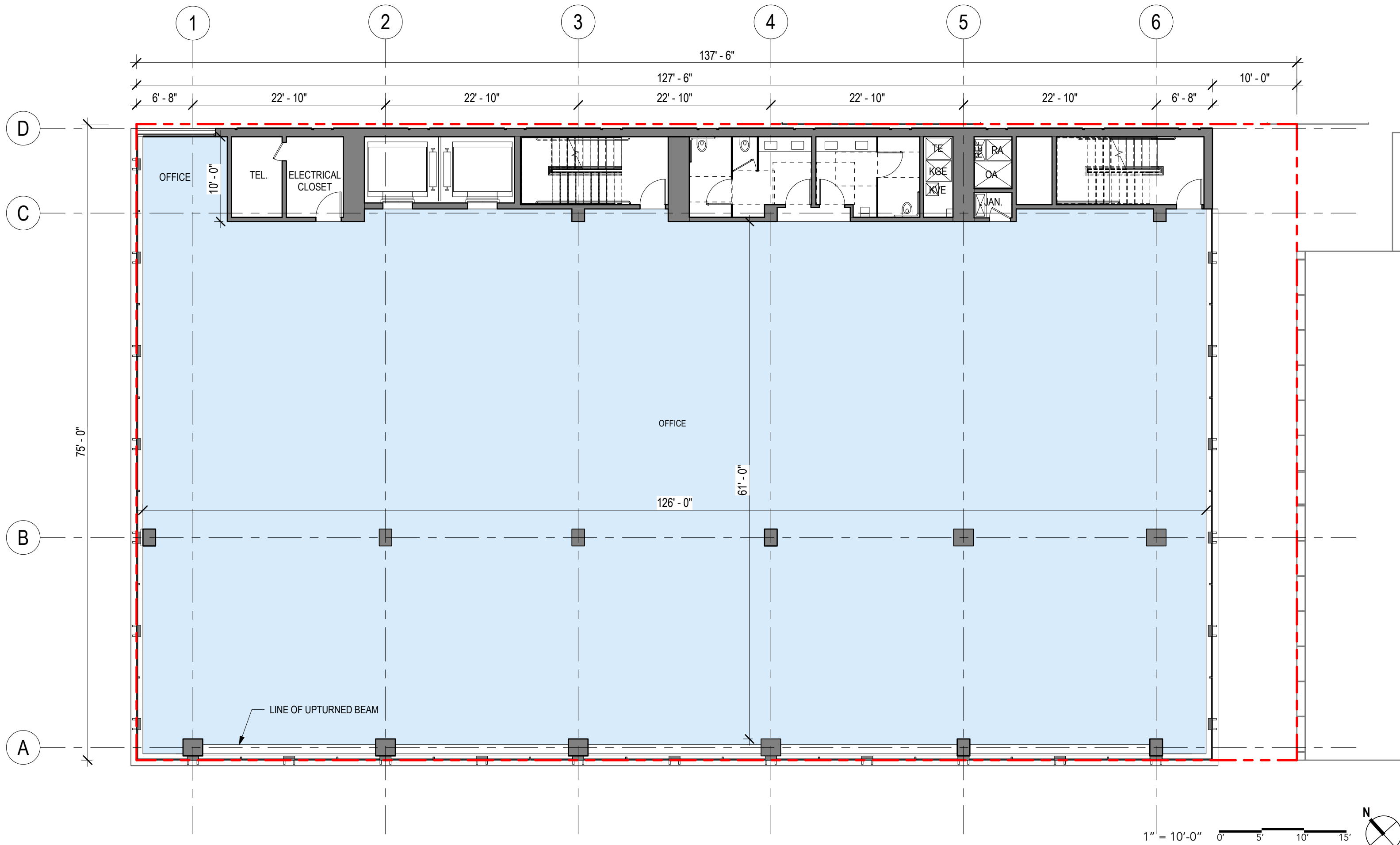
# GROUND FLOOR PLAN

REVISED PROJECT APPLICATION

531 BRYANT STREET

URBAN LAND DEVELOPMENT LLC HANDEL ARCHITECTS LLP



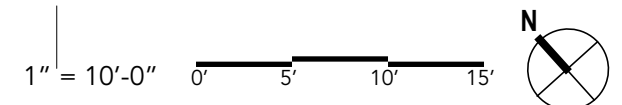
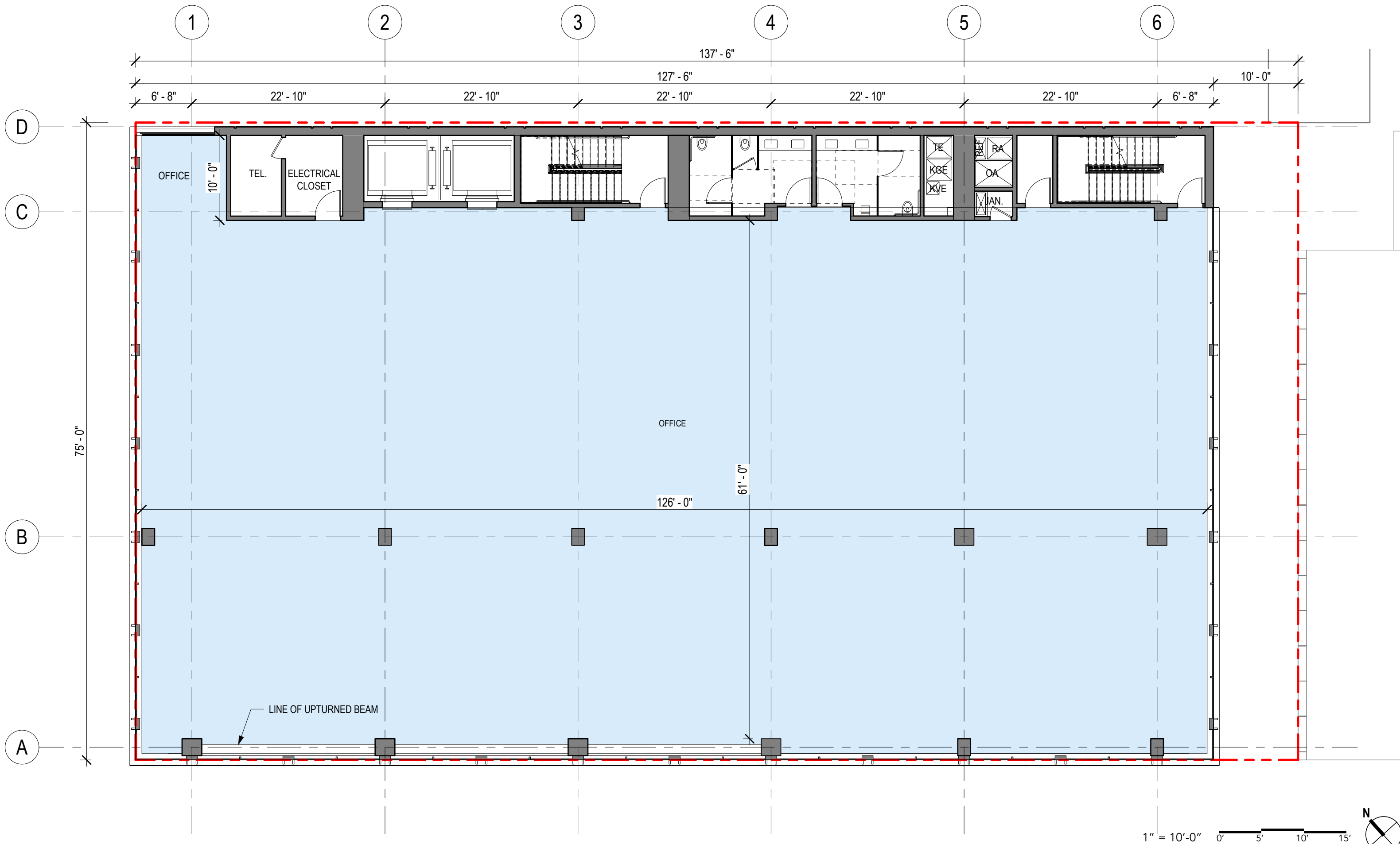


# 2ND FLOOR PLAN

REVISED PROJECT APPLICATION

531 BRYANT STREET

URBAN LAND DEVELOPMENT LLC HANDEL ARCHITECTS LLP

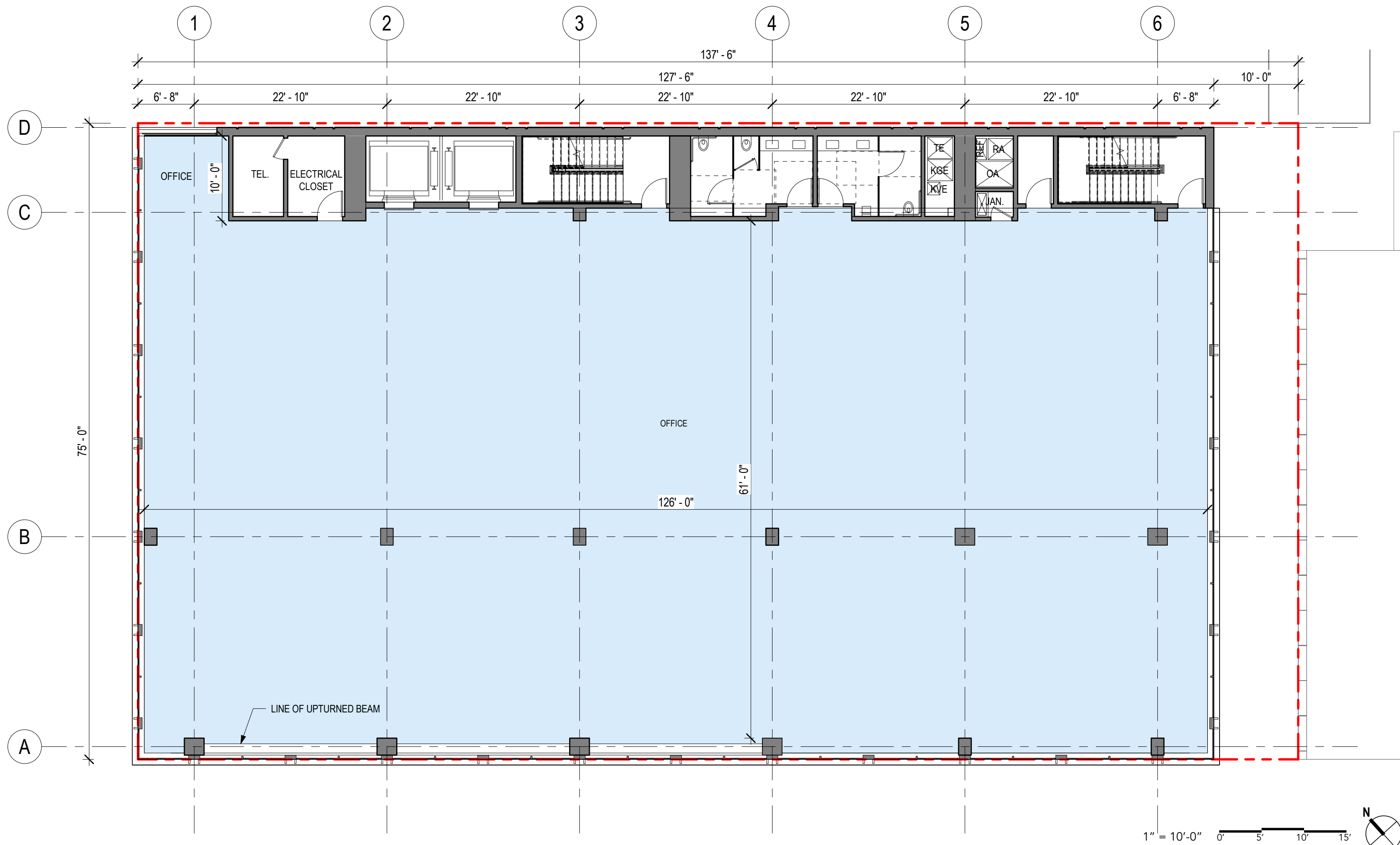


# 3RD FLOOR PLAN

REVISED PROJECT APPLICATION

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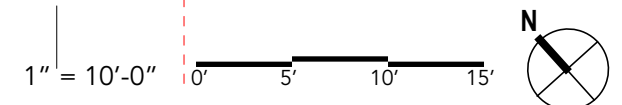


# 4TH FLOOR PLAN

REVISED PROJECT APPLICATION

531 BRYANT STREET

URBAN LAND DEVELOPMENT LLC HANDEL ARCHITECTS LLP



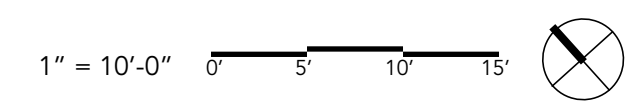
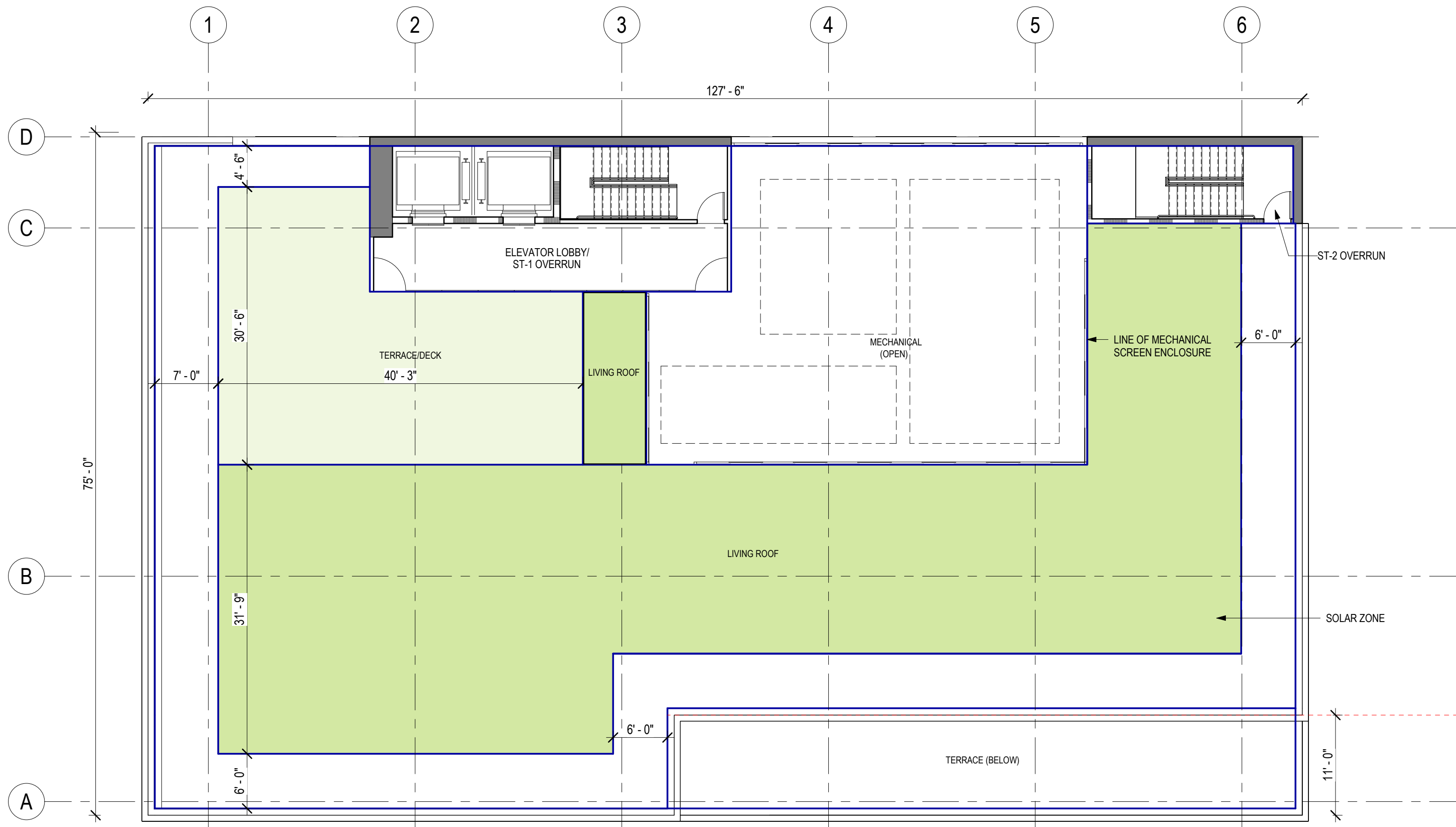
# 5TH FLOOR PLAN

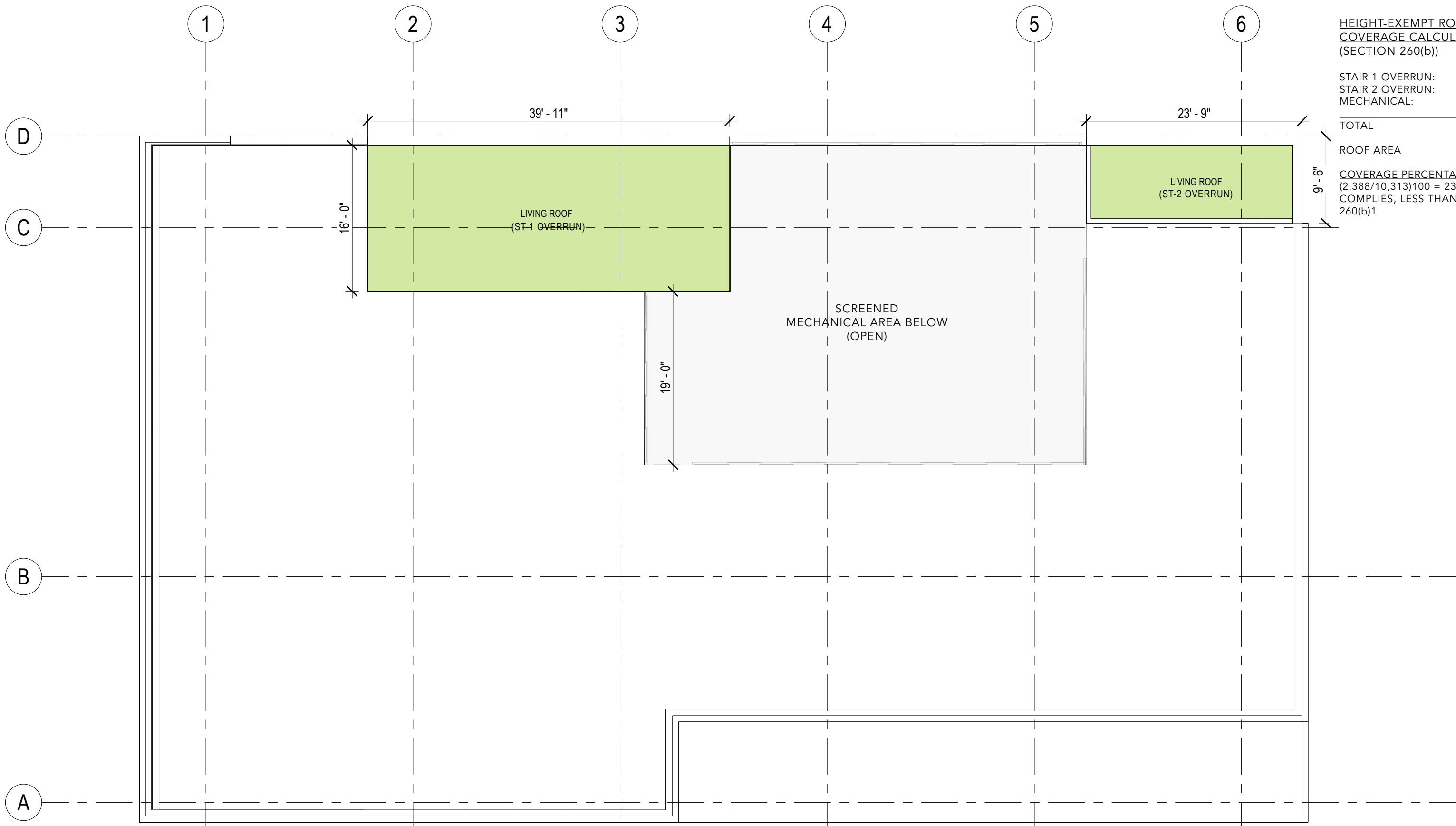
REVISED PROJECT APPLICATION

531 BRYANT STREET

URBAN LAND DEVELOPMENT LLC HANDEL ARCHITECTS LLP

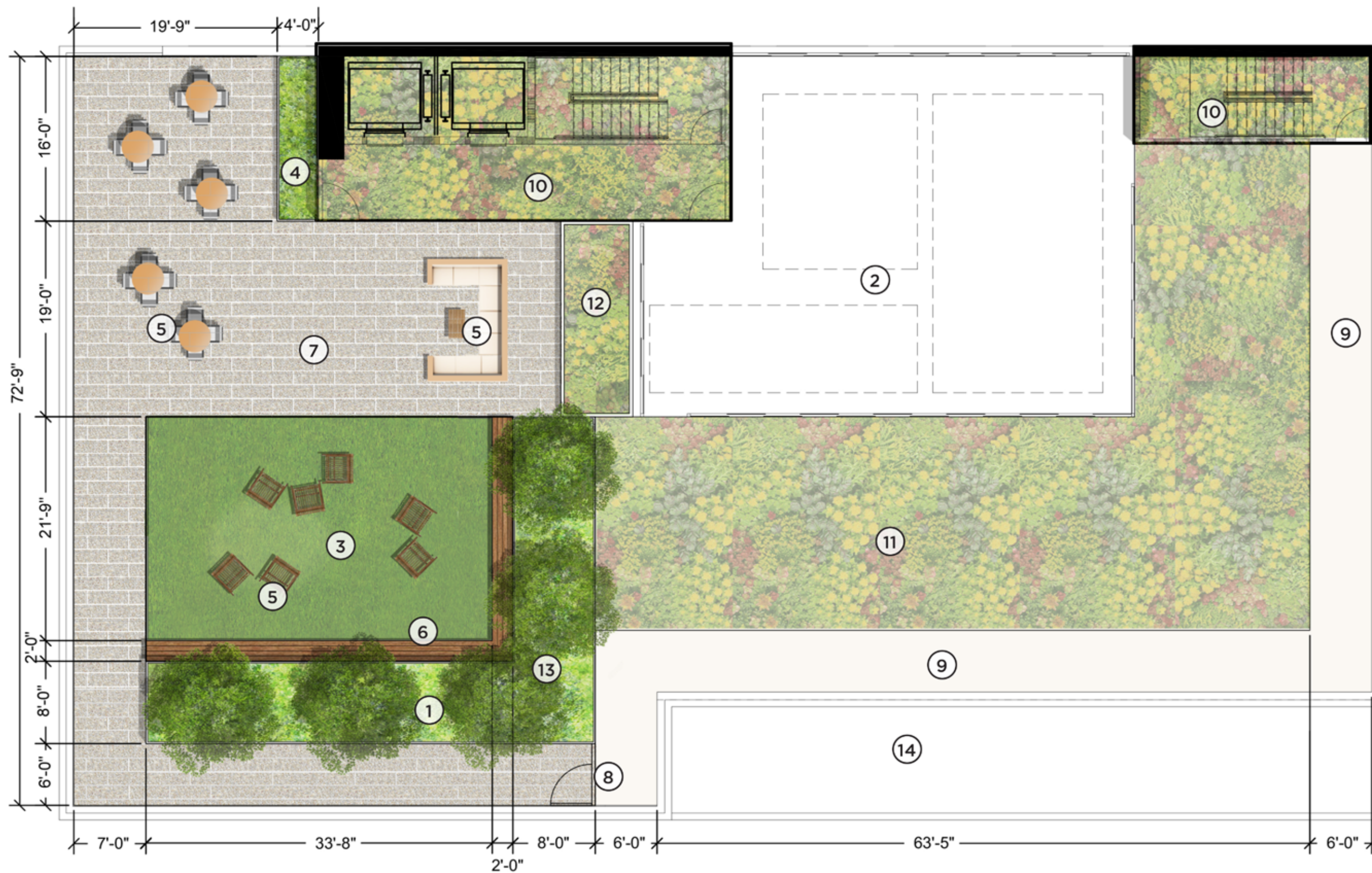






**HEIGHT-EXEMPT ROOFTOP  
COVERAGES CALCULATIONS  
(SECTION 260(b))**

STAIR 1 OVERRUN:	639 SF
STAIR 2 OVERRUN:	194 SF
MECHANICAL:	1,555 SF
<b>TOTAL</b>	<b>2,388 SF</b>
ROOF AREA	10,313 SF
<b>COVERAGES PERCENTAGE</b>	
$(2,388/10,313) \times 100 = 23\%$	
COMPLIES, LESS THAN 30% PER 260(b)1	



## LEGEND

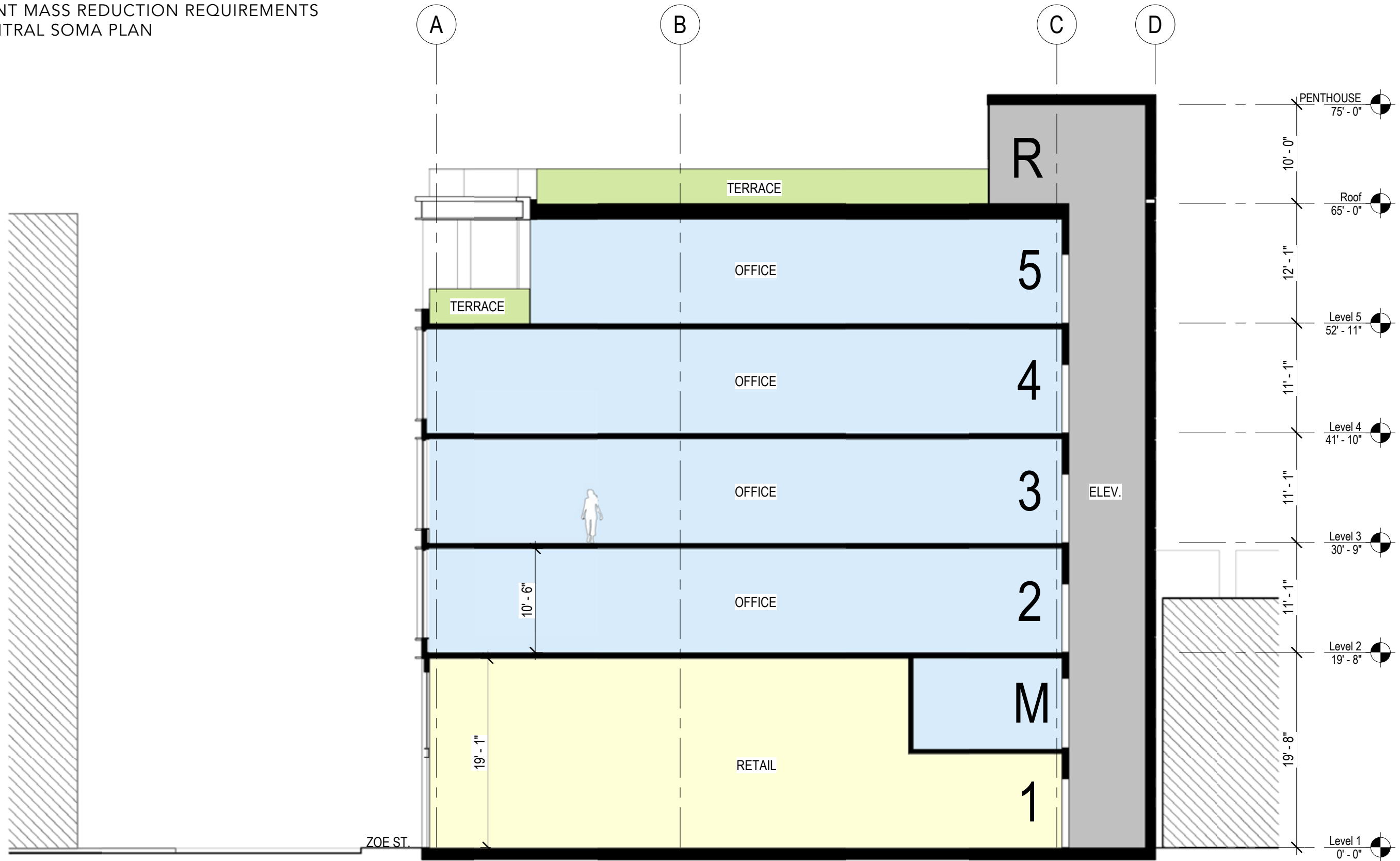
1. 3'-0" HIGH PLANTER
2. MECHANICAL UNIT AREA
3. LAWN AREA
4. 18" HIGH PLANTER
5. MOVABLE FURNITURE
6. BUILT-IN BENCH
7. PEDESTAL PAVERS
8. 42" HIGH GATE AND FENCE
9. EGRESS AND EBM ACCESS
10. GREEN ROOF @ PENTHOUSE
11. GREEN ROOF
12. GREENROOF
13. SHADE TREES IN PLANTER
14. TERRACE BELOW

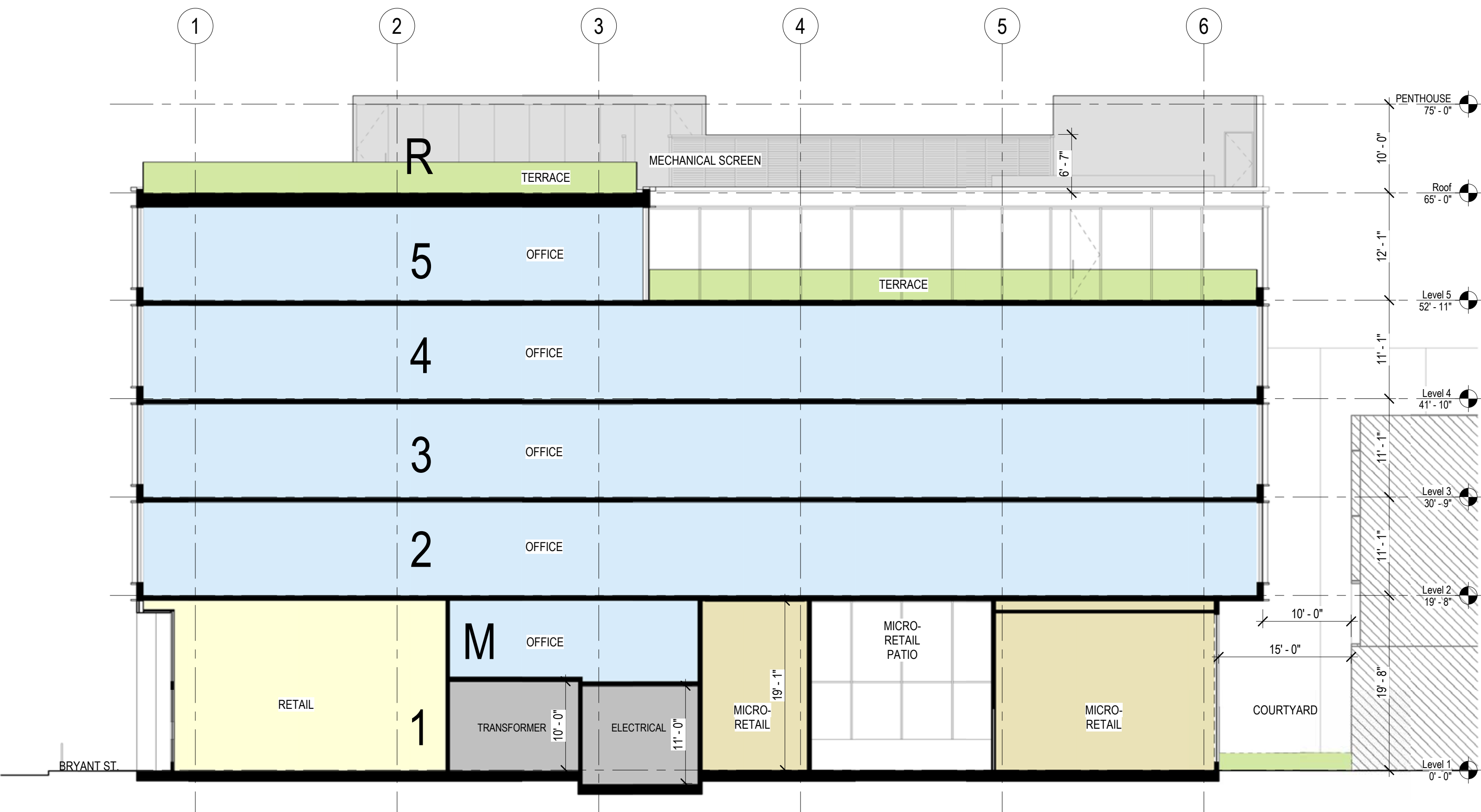
<b>ROOF DECK AREA:</b>	<b>8401 SF</b>
<b>LIVING ROOF (REQUIRED)</b>	
<b>50% OF ROOF AREA:</b>	<b>4,201 SF</b>
GREENROOF @ PENTHOUSES:	833 SF
GREENROOF:	133 SF
3' HIGH RAISED PLANTERS:	539 SF
18" HIGH RAISED PLANTER:	64 SF
LAWN AREA & BENCH:	846 SF
GREEN ROOF:	1890 SF
<b>TOTAL LIVING ROOF:</b>	<b>4305 SF</b>
(PROVIDED)	



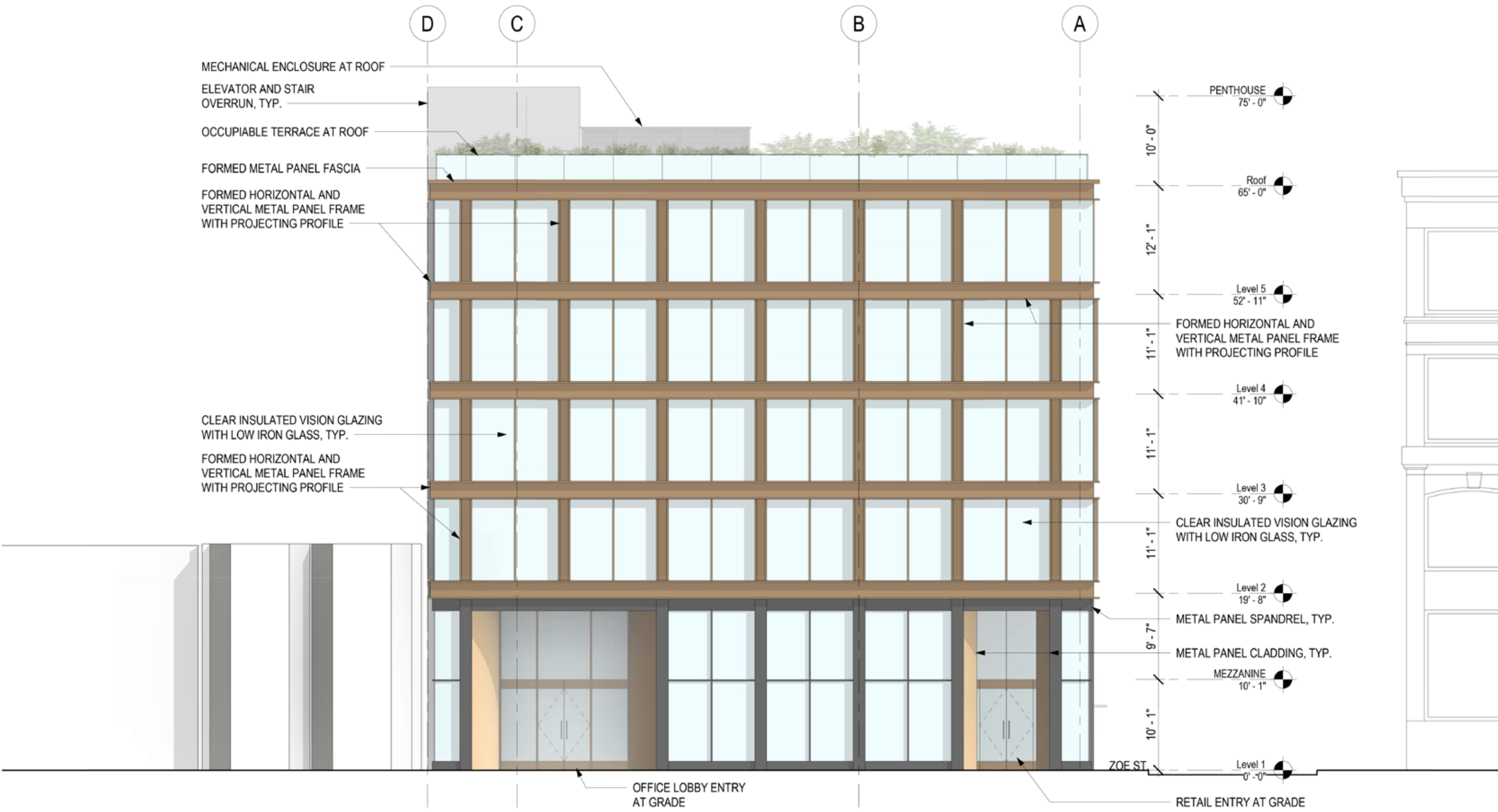
**MILLER COMPANY**  
landscape architects

NOTE: SEE PAGE 34 FOR COMPLIANCE WITH APPARENT MASS REDUCTION REQUIREMENTS PER CENTRAL SOMA PLAN

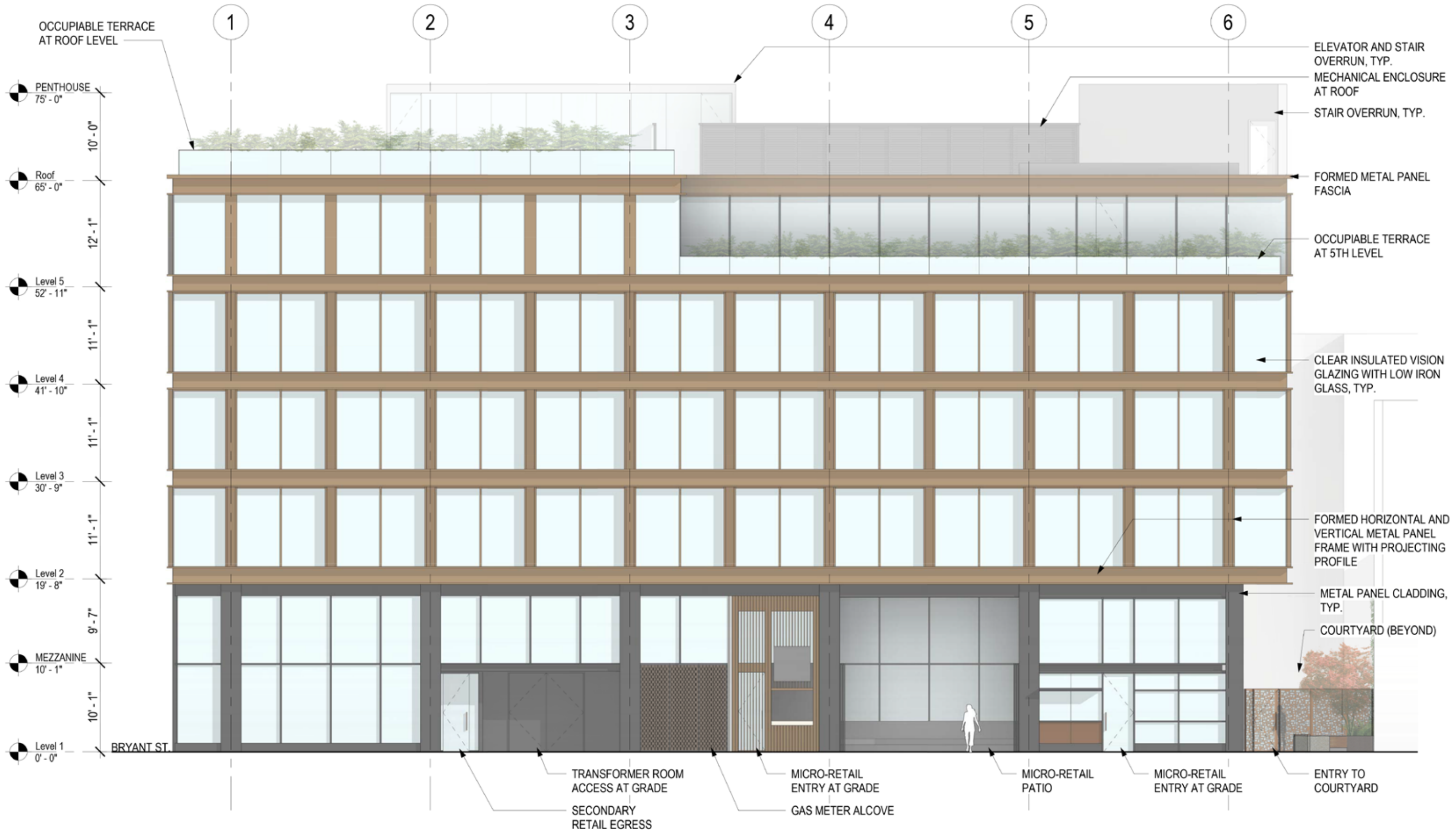




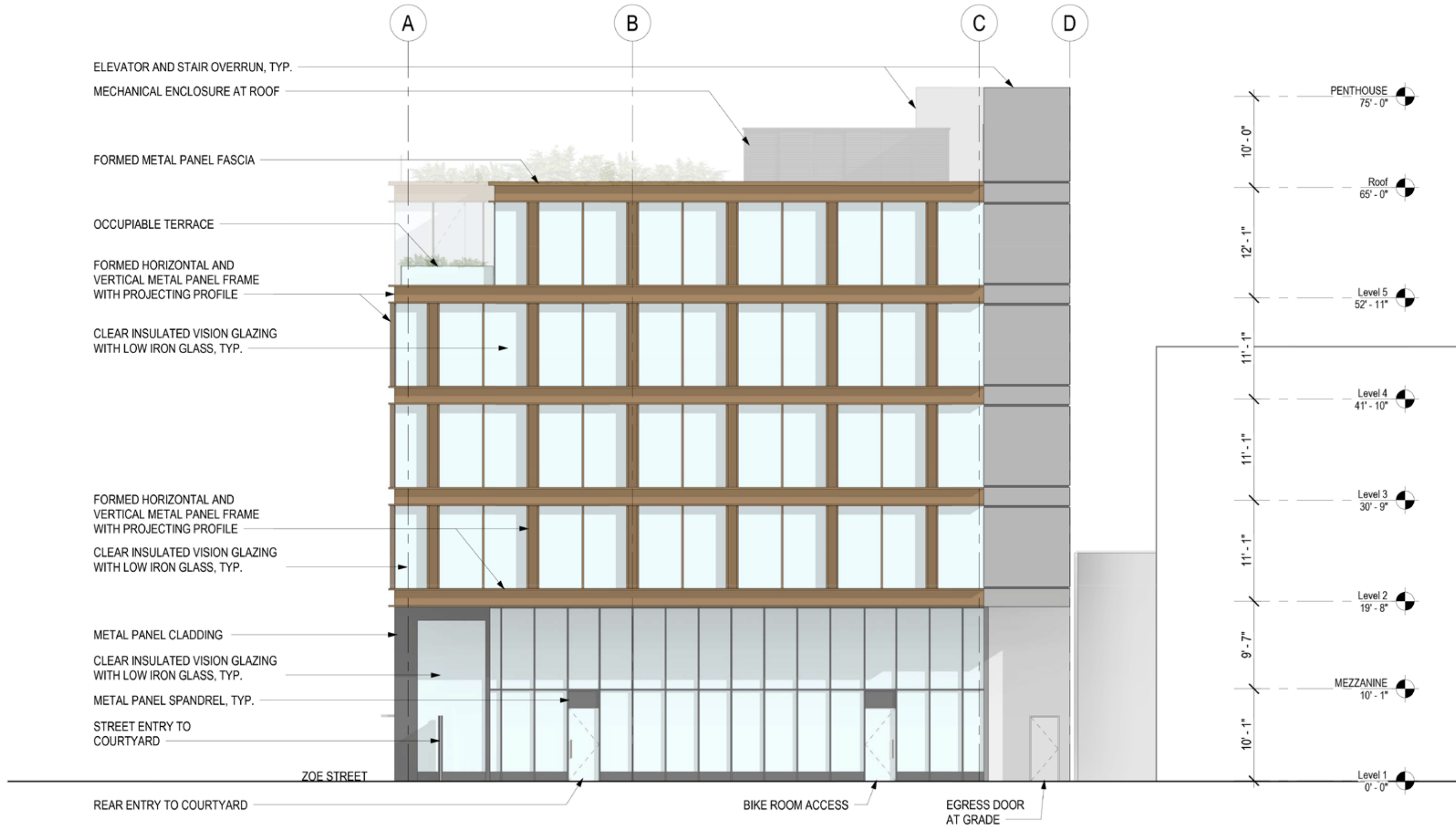
**SECTION B**



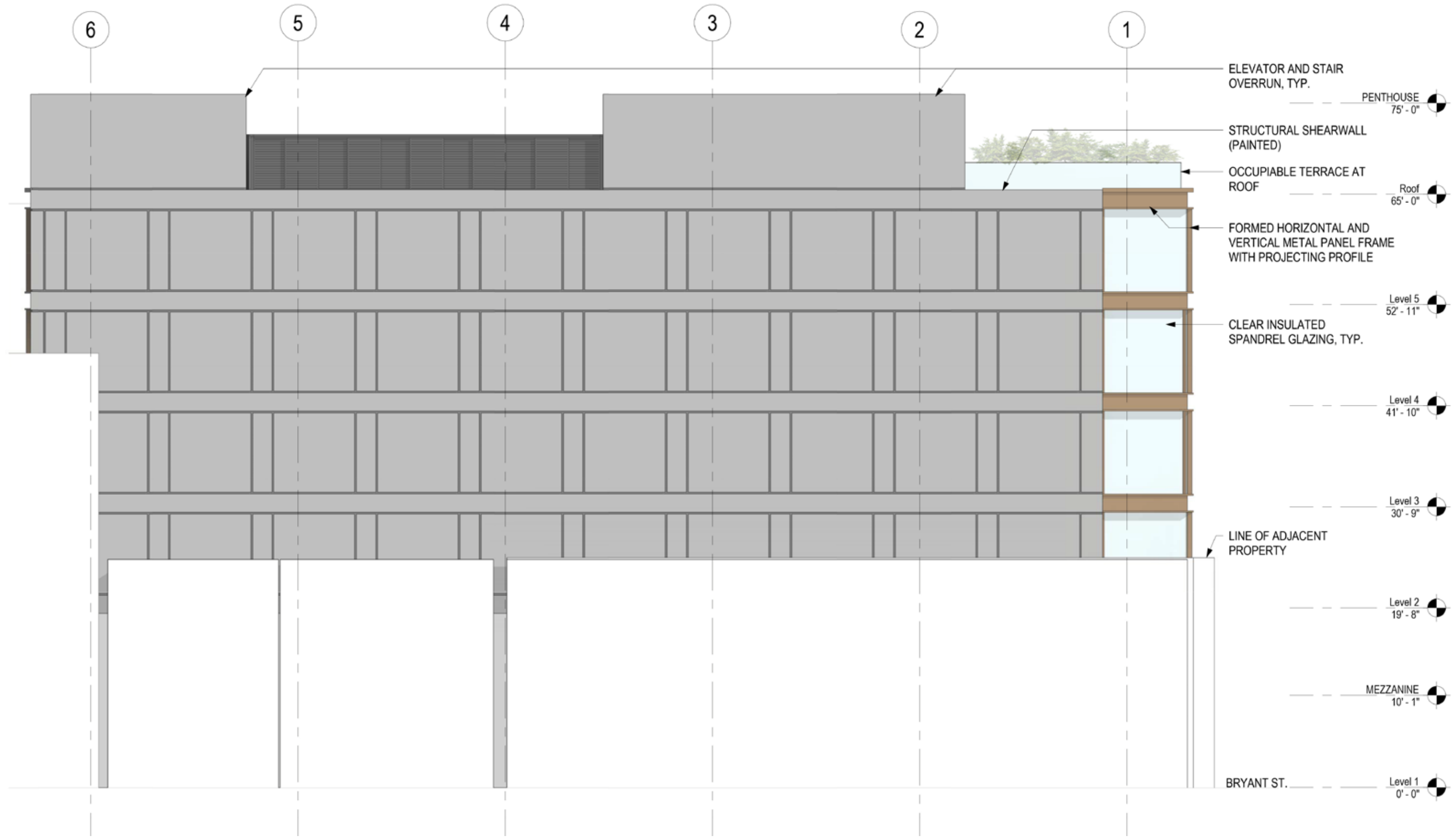
# ELEVATION (NORTH)



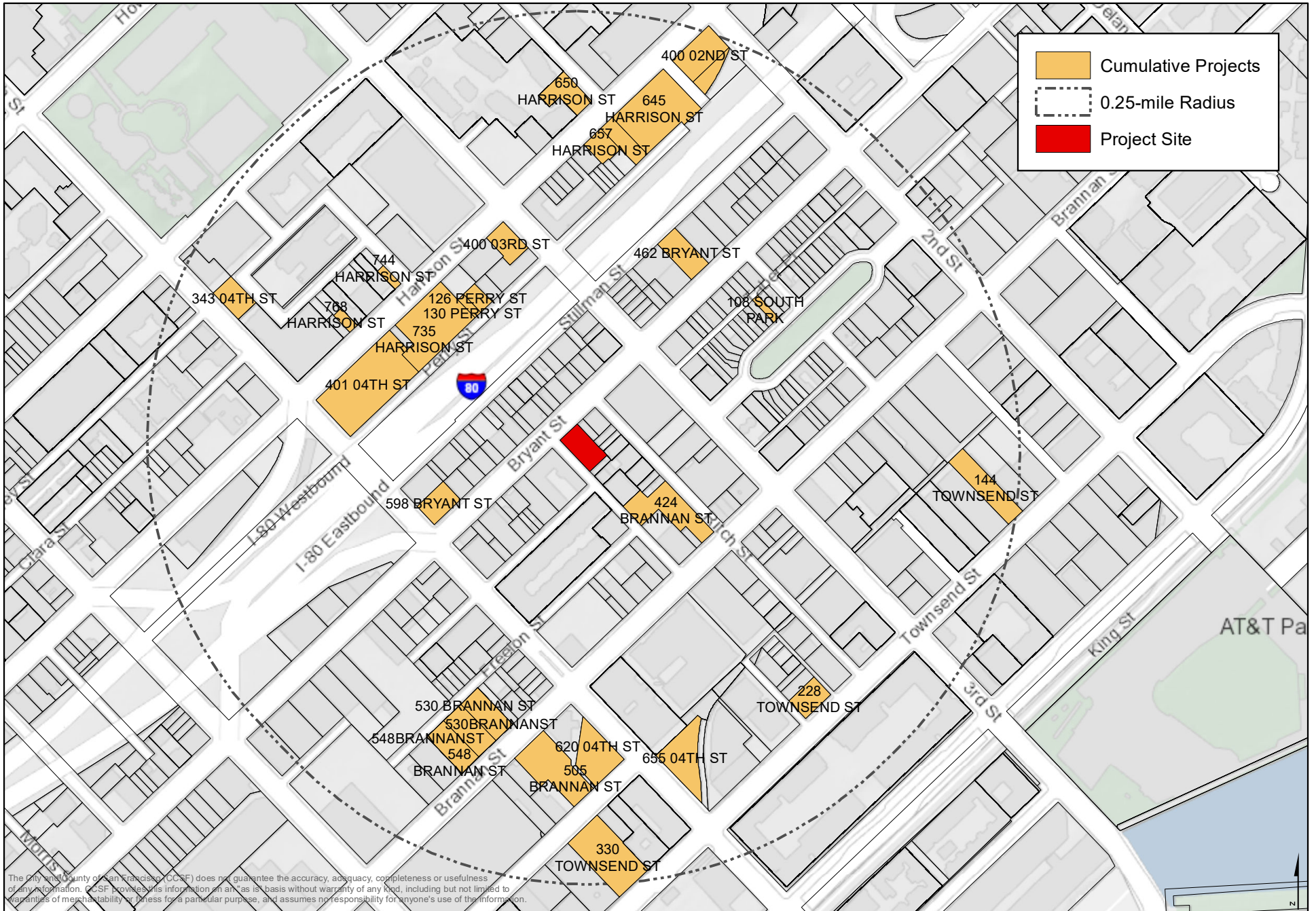
# ELEVATION (WEST)



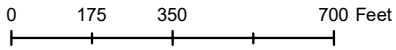




# Attachment B: Cumulative Projects near 531 Bryant St



The City and County of San Francisco (CCSF) does not guarantee the accuracy, adequacy, completeness or usefulness of any information. CCSF provides this information on an "as is" basis without warranty of any kind, including but not limited to warranties of merchantability or fitness for a particular purpose, and assumes no responsibility for anyone's use of the information.



ATTACHMENT C: MITIGATION MONITORING AND REPORTING PROGRAM AND IMPROVEMENT MEASURE

Mitigation Measures	Responsibility for Implementation	Mitigation Schedule	Monitoring/Report Responsibility	Status/Date Completed
<b>Cultural Resources</b>				
<p><b>Project Mitigation Measure M-CR-1: Avoidance or Minimization of Effects on Identified Historical Resources (Implements Central SoMa PEIR Mitigation Measure M-CP-1a)</b></p> <p>The project sponsor shall consult with the Planning Department at the time of submittal of an environmental evaluation application or consolidated development application to determine whether there are feasible means to avoid a substantial adverse change in the significance of an historic architectural resource (including historic districts), whether previously identified or identified as part of the project’s historical resources analysis. Pursuant to CEQA Guidelines Section 15064.5(b), “[s]ubstantial adverse change in the significance of a historical resource means physical demolition, destruction, relocation, or alteration of the resource or its immediate surroundings such that the significance of a historical resource would be materially impaired.” If avoidance is not feasible, the project sponsor shall consult with Planning Department staff to determine whether there are feasible means to reduce effects on historic architectural resource(s). Avoidance and minimization measures shall seek to retain the resource’s character-defining features, and may include, but are not limited to: retention of character-defining features, building setbacks, salvage, or adaptive reuse. In evaluating the feasibility of avoidance or reduction of effects, the Planning Department shall consider whether avoidance or reduction can be accomplished successfully within a reasonable period of time, taking into account economic, environmental, legal, social and technological factors, along with the Central SoMa Plan policies and project objectives. The applicability of each factor would vary from project to project, and would be determined by staff on a case by-case basis. Should Planning Department staff determine through the consultation process that avoidance or reduction of effects on historic architectural resources is infeasible, Measures M-CP-1b, M-CP-1c, M-CP-1d, and/or M-CP-1e, shall be applicable.</p>	<p>Project sponsor and qualified historic preservation expert for the proposed project undertaken in the Central SoMa Plan Area.</p>	<p>Prior to approval of project environmental document.</p>	<p>Planning Department (Preservation Technical Specialist).</p>	<p>Completed satisfactorily. See Historic Resource Evaluation Response for 531-535 Bryant Street (Part II).</p>

**ATTACHMENT C: MITIGATION MONITORING AND REPORTING PROGRAM AND IMPROVEMENT MEASURE**

Mitigation Measures	Responsibility for Implementation	Mitigation Schedule	Monitoring/Report Responsibility	Status/Date Completed
<p><b>Project Mitigation Measure M-CR-2: Documentation of Historical Resource(s) (Implements Central SoMa PEIR Mitigation Measure M-CP-1b)</b></p> <p>The project sponsor shall undertake historical documentation prior to the issuance of demolition or site permits. To document the buildings more effectively, the sponsor shall prepare Historic American Buildings Survey (HABS)-level photographs and an accompanying HABS Historical Report, which shall be maintained on-site, as well as in the appropriate repositories, including but not limited to, the San Francisco Planning Department, San Francisco Architectural Heritage, the San Francisco Public Library, and the Northwest Information Center. The contents of the report shall include an architectural description, historical context, and statement of significance, per HABS reporting standards. The documentation shall be undertaken by a qualified professional who meets the standards for history, architectural history, or architecture (as appropriate), as set forth by the <i>Secretary of the Interior's Professional Qualification Standards</i> (36 Code of Federal Regulations, Part 61). HABS documentation shall provide the appropriate level of visual documentation and written narrative based on the importance of the resource (types of visual documentation typically range from producing a sketch plan to developing measured drawings and view camera (4x5) black and white photographs). The appropriate level of HABS documentation and written narrative shall be determined by the Planning Department's Preservation staff. The report shall be reviewed by the Planning Department's Preservation staff for completeness. In certain instances, Department Preservation staff may request HABS-level photography, a historical report, and/or measured architectural drawings of the existing building(s).</p>	<p>Project sponsor and qualified historic preservation expert.</p>	<p>Prior to the start of any demolition or adverse alteration on a designated historic resource.</p>	<p>Planning Department (Preservation Technical Specialist).</p>	<p>Considered complete upon submittal of final HABS documentation to the Preservation Technical Specialist.</p>

**ATTACHMENT C: MITIGATION MONITORING AND REPORTING PROGRAM AND IMPROVEMENT MEASURE**

<b>Mitigation Measures</b>	<b>Responsibility for Implementation</b>	<b>Mitigation Schedule</b>	<b>Monitoring/Report Responsibility</b>	<b>Status/Date Completed</b>
<p><b>Project Mitigation Measure M-CR-3: Interpretive Program (Implements Central SoMa PEIR Mitigation Measure M-CP-1d)</b></p> <p>The project sponsor shall work with Department Preservation staff or other qualified professional to institute an interpretive program on-site that references the property’s history and the contribution of the historical resource to the broader neighborhood or historic district. An example of an interpretive program is the creation of historical exhibits, incorporating a display featuring historic photos of the affected resource and a description of its historical significance, in a publicly accessible location on the project site. This may include a website or publicly accessible display. The contents of the interpretative program shall be determined by the Planning Department Preservation staff. The development of the interpretive displays should be overseen by a qualified professional who meets the standards for history, architectural history, or architecture (as appropriate) set forth by the <i>Secretary of the Interior’s Professional Qualification Standards</i> (36 Code of Federal Regulations, Part 61). An outline of the format, location and content of the interpretive displays shall be reviewed and approved by the San Francisco Planning Department’s Preservation staff prior to issuance of a demolition permit or site permit. The format, location and content of the interpretive displays must be finalized prior to issuance of any Building Permits for the project.</p>	<p>Project sponsor and qualified historic preservation individual.</p>	<p>Prior to the issuance of a site permit (prior to demolition, construction, or earthmoving).</p>	<p>Planning Department (Preservation Technical Specialist).</p>	<p>Considered complete upon installation of display.</p>
<p><b>Project Mitigation Measure M-CR-4: Video Recordation (Implements Central SoMa PEIR Mitigation Measure M-CP-1e)</b></p> <p>The project sponsor shall work with Department Preservation staff or other qualified professional, to undertake video documentation of the affected historical resource and its setting. The documentation shall be conducted by a professional videographer, preferably one with experience recording architectural resources. The documentation shall be narrated by a qualified professional who meets the standards for history, architectural history, or architecture (as appropriate), as set</p>	<p>Project sponsor and qualified historic preservation individual.</p>	<p>Prior to the issuance of a site permit (prior to demolition, construction, or earthmoving).</p>	<p>Qualified videographer, Planning Department (Preservation Technical Specialist).</p>	<p>Considered complete upon submittal of completed video documentation to the San Francisco Public Library or other interested historical institution.</p>

**ATTACHMENT C: MITIGATION MONITORING AND REPORTING PROGRAM AND IMPROVEMENT MEASURE**

<b>Mitigation Measures</b>	<b>Responsibility for Implementation</b>	<b>Mitigation Schedule</b>	<b>Monitoring/Report Responsibility</b>	<b>Status/Date Completed</b>
<p>forth by the <i>Secretary of the Interior's Professional Qualification Standards</i> (36 Code of Federal Regulations, Part 61). The documentation shall use visuals in combination with narration about the materials, construction methods, current condition, historic use, and historic context of the historical resource.</p> <p>Archival copies of the video documentation shall be submitted to the Planning Department, and to repositories including but not limited to the San Francisco Public Library, Northwest Information Center, and California Historical Society. This mitigation measure would supplement the traditional HABS documentation, and would enhance the collection of reference materials that would be available to the public and inform future research.</p> <p>The video documentation shall be reviewed and approved by the San Francisco Planning Department's Preservation staff prior to issuance of a demolition permit or site permit or issuance of any Building Permits for the project.</p>				
<p><b>Project Mitigation Measure M-CR-5: Protect Structures from Adjacent Construction Activities (Implements Central SoMa PEIR M-CP-3a).</b></p> <p>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 buildings within 25 feet of the construction site, which could be adversely affected by construction-generated vibration. Such methods may include maintaining a safe distance between the construction site and the buildings (as identified by the Planning Department Preservation staff), using construction techniques that reduce vibration (such as using concrete saws instead of jackhammers or hoe-rams to open excavation trenches, the use of non-vibratory rollers, and hand excavation), appropriate excavation shoring methods to prevent movement of adjacent structures, and providing adequate security to minimize risks of vandalism and fire.</p>	<p>Project sponsor and qualified historic preservation individual.</p>	<p>Prior to the issuance of a site permit (prior to demolition, construction, or earthmoving).</p>	<p>Planning Department (Environmental Review Officer and, optionally, Preservation Technical Specialist).</p>	<p>Considered complete upon acceptance by Planning Department of construction specifications to avoid damage to adjacent and nearby historic buildings.</p>

**ATTACHMENT C: MITIGATION MONITORING AND REPORTING PROGRAM AND IMPROVEMENT MEASURE**

Mitigation Measures	Responsibility for Implementation	Mitigation Schedule	Monitoring/Report Responsibility	Status/Date Completed
<p><b>Project Mitigation Measure M-CR-6: Construction Monitoring Program for Adjacent Structures (Implements Central SoMa PEIR M-CP-3b).</b></p> <p>For those resources identified in Project Mitigation Measure M-CR-5, and where heavy equipment would be used, 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, 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 25 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, smaller, lighter equipment might be able to be used in some cases.) The consultant shall conduct regular periodic inspections of each building during ground-</p>	<p>Project sponsor and construction contractor.</p>	<p>Prior to and during construction activity identified by Planning Department as potentially damaging to historic building(s).</p>	<p>Planning Department (Preservation Technical Specialist).</p>	<p>Considered complete upon submittal to Planning Department of post-construction report on construction monitoring program and effects, if any, on proximate historical resources.</p>

**ATTACHMENT C: MITIGATION MONITORING AND REPORTING PROGRAM AND IMPROVEMENT MEASURE**

<b>Mitigation Measures</b>	<b>Responsibility for Implementation</b>	<b>Mitigation Schedule</b>	<b>Monitoring/Report Responsibility</b>	<b>Status/Date Completed</b>
disturbing activity on the project site. Should damage to buildings occur, the building(s) shall be remediated to its pre-construction condition at the conclusion of ground-disturbing activity on the site.				

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**ATTACHMENT C: MITIGATION MONITORING AND REPORTING PROGRAM AND IMPROVEMENT MEASURE**

<b>Mitigation Measures</b>	<b>Responsibility for Implementation</b>	<b>Mitigation Schedule</b>	<b>Monitoring/Report Responsibility</b>	<b>Status/Date Completed</b>
<p><b>Project Mitigation Measure M-CR-7: Archeological Testing (Implements Central SoMa PEIR Mitigation Measure M-CP-4a)</b></p> <p>Based on a reasonable presumption that archeological resources may be present within the project site, the following measures shall be undertaken to avoid any potentially significant adverse effect from the proposed project on buried or submerged historical resources and on human remains and associated or unassociated funerary objects. The project sponsor shall retain the services of an archaeological consultant from the rotational Department Qualified Archaeological Consultants List (QACL) maintained by the Planning Department archaeologist. After the first project approval action or as directed by the Environmental Review Officer (ERO), the project sponsor shall contact the Department archaeologist to obtain the names and contact information for the next three archeological consultants on the QACL. The archeological consultant shall undertake an archeological testing program as specified herein. In addition, the consultant shall be available to conduct an archeological monitoring and/or data recovery program if required pursuant to this measure. The archeological consultant’s work shall be conducted in accordance with this measure at the direction of the ERO. All plans and reports prepared by the consultant as specified herein shall be submitted first and directly to the ERO for review and comment, and shall be considered draft reports subject to revision until final approval by the ERO. Archeological monitoring and/or data recovery programs required by this measure could suspend construction of the project for up to a maximum of four weeks. At the direction of the ERO, the suspension of construction can be extended beyond four weeks only if such a suspension is the only feasible means to reduce to a less than significant level potential effects on a significant archeological resource as defined in CEQA Guidelines Sect. 15064.5 (a) and (c).</p>	<p>Project sponsor, Planning Department’s archaeologist or qualified archaeological consultant, and Planning Department Environmental Review Officer (ERO).</p>	<p>Prior to issuance of site permits.</p>	<p>Planning Department (ERO; Department’s archeologist or qualified archaeological consultant).</p>	<p>Considered complete after archeological consultant is retained and archeological consultant has approved scope by the ERO for the archeological testing program.</p>

**ATTACHMENT C: MITIGATION MONITORING AND REPORTING PROGRAM AND IMPROVEMENT MEASURE**

<b>Mitigation Measures</b>	<b>Responsibility for Implementation</b>	<b>Mitigation Schedule</b>	<b>Monitoring/Report Responsibility</b>	<b>Status/Date Completed</b>
<p><i>Consultation with Descendant Communities:</i> On discovery of an archeological site<sup>1</sup> associated with descendant Native Americans, the Overseas Chinese, or other potentially interested descendant group an appropriate representative<sup>2</sup> of the descendant group and the ERO shall be contacted. The representative of the descendant group shall be given the opportunity to monitor archeological field investigations of the site and to offer recommendations to the ERO regarding appropriate archeological treatment of the site, of recovered data from the site, and, if applicable, any interpretative treatment of the associated archeological site. A copy of the Final Archaeological Resources Report shall be provided to the representative of the descendant group.</p>	<p>Project sponsor and archeological consultant at the direction of the ERO.</p>	<p>In the event that an archeological site associated with a particular descendant group is uncovered during the construction period.</p>	<p>Planning Department.</p>	<p>Considered complete after Final Archeological Resources Report is approved and provided to descendant group.</p>
<p><i>Archeological Testing Program.</i> The archeological consultant shall prepare and submit to the ERO for review and approval an archeological testing plan (ATP). The archeological testing program shall be conducted in accordance with the approved ATP. The ATP shall identify the property types of the expected archeological resource(s) that potentially could be adversely affected by the proposed project, the testing method to be used, and the locations recommended for testing. The purpose of the archeological testing program will be to determine to the extent possible 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</p>	<p>Project sponsor and archeological consultant at the direction of the ERO.</p>	<p>Prior to soil disturbance.</p>	<p>Planning Department.</p>	<p>Considered complete after approval of Archeological Testing Report.</p>

<sup>1</sup> By the term “archeological site” is intended here to minimally include any archeological deposit, feature, burial, or evidence of burial.

<sup>2</sup> 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.

**ATTACHMENT C: MITIGATION MONITORING AND REPORTING PROGRAM AND IMPROVEMENT MEASURE**

Mitigation Measures	Responsibility for Implementation	Mitigation Schedule	Monitoring/Report Responsibility	Status/Date Completed
<p>consultant shall determine if additional measures are warranted. Additional measures that may be undertaken include additional archeological testing, archeological monitoring, and/or an archeological data recovery program. No archeological data recovery shall be undertaken without the prior approval of the ERO or the Planning Department archeologist. If the ERO determines that a significant archeological resource is present and that the resource could be adversely affected by the proposed project, at the discretion of the project sponsor either:</p> <p>A) The proposed project shall be re-designed so as to avoid any adverse effect on the significant archeological resource; or</p> <p>B) A data recovery program shall be implemented, unless the ERO determines that the archeological resource is of greater interpretive than research significance and that interpretive use of the resource is feasible.</p> <p><i>Archeological Monitoring Program.</i> If the ERO in consultation with the archeological consultant determines that an archeological monitoring program shall be implemented the archeological monitoring program shall minimally include the following provisions:</p> <ul style="list-style-type: none"> <li>• The archeological consultant, project sponsor, and ERO shall meet and consult on the scope of the AMP reasonably prior to any project-related soils disturbing activities commencing. The ERO in consultation with the archeological consultant shall determine what project activities shall be archeologically monitored. In most cases, any soils- disturbing activities, such as demolition, foundation removal, excavation, grading, utilities installation, foundation work, site remediation, etc., shall require archeological monitoring because of the risk these activities pose to potential archaeological resources and to their depositional context;</li> <li>• The archeological consultant shall undertake a worker training program for soil-disturbing workers that will include an overview of</li> </ul>	<p>Project sponsor and archeological consultant at the direction of the ERO.</p>	<p>During soil disturbing activities.</p>	<p>Planning Department.</p>	<p>Considered complete after completion of the archeological monitoring program.</p>

**ATTACHMENT C: MITIGATION MONITORING AND REPORTING PROGRAM AND IMPROVEMENT MEASURE**

Mitigation Measures	Responsibility for Implementation	Mitigation Schedule	Monitoring/Report Responsibility	Status/Date Completed
<p>expected resource(s), how to identify the evidence of the expected resource(s), and the appropriate protocol in the event of apparent discovery of an archeological resource;</p> <ul style="list-style-type: none"> <li>• 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;</li> <li>• The archeological monitor shall record and be authorized to collect soil samples and artifactual/ecofactual material as warranted for analysis;</li> <li>• If an intact archeological deposit is encountered, all soils-disturbing activities in the vicinity of the deposit shall cease. The archeological monitor shall be empowered to temporarily redirect demolition/excavation/construction activities and equipment until the deposit is evaluated. The archeological consultant shall immediately notify the ERO of the encountered archeological deposit. The archeological consultant shall make a reasonable effort to assess the identity, integrity, and significance of the encountered archeological deposit, and present the findings of this assessment to the ERO.</li> </ul> <p>Whether or not significant archeological resources are encountered, the archeological consultant shall submit a written report of the findings of the monitoring program to the ERO.</p> <p><i>Archeological Data Recovery Program.</i> The archeological data recovery program shall be conducted in accord with an archeological data recovery plan (ADRP). The archeological consultant, project sponsor, and ERO shall meet and consult on the scope of the ADRP prior to preparation of a draft ADRP. The archeological consultant shall submit a draft ADRP to the ERO. The ADRP shall identify how the proposed data recovery program will preserve the significant information the archeological resource is expected to contain. That is, the ADRP will</p>	<p>Project sponsor and archeological consultant at the direction of the ERO.</p>	<p>Following discovery of significant archeological resources.</p>	<p>Planning Department.</p>	<p>Considered complete after FARR is reviewed and approved.</p>

**ATTACHMENT C: MITIGATION MONITORING AND REPORTING PROGRAM AND IMPROVEMENT MEASURE**

<b>Mitigation Measures</b>	<b>Responsibility for Implementation</b>	<b>Mitigation Schedule</b>	<b>Monitoring/Report Responsibility</b>	<b>Status/Date Completed</b>
<p>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"> <li>• <i>Field Methods and Procedures.</i> Descriptions of proposed field strategies, procedures, and operations.</li> <li>• <i>Cataloguing and Laboratory Analysis.</i> Description of selected cataloguing system and artifact analysis procedures.</li> <li>• <i>Discard and Deaccession Policy.</i> Description of and rationale for field and post-field discard and deaccession policies.</li> <li>• <i>Interpretive Program.</i> Consideration of an on-site/off-site public interpretive program during the course of the archeological data recovery program.</li> <li>• <i>Security Measures.</i> Recommended security measures to protect the archeological resource from vandalism, looting, and non-intentionally damaging activities.</li> <li>• <i>Final Report.</i> Description of proposed report format and distribution of results.</li> <li>• <i>Curation.</i> Description of the procedures and recommendations for the curation of any recovered data having potential research value, identification of appropriate curation facilities, and a summary of the accession policies of the curation facilities.</li> </ul>				

**ATTACHMENT C: MITIGATION MONITORING AND REPORTING PROGRAM AND IMPROVEMENT MEASURE**

<p><i>Human Remains, Associated or Unassociated Funerary Objects.</i> If human remains and associated or unassociated funerary objects are discovered during any soils disturbing activity, all applicable State and Federal Laws shall be followed, including immediate notification of the Coroner of the City and County of San Francisco and in the event of the Coroner’s determination that the human remains are Native American remains, notification of the California State Native American Heritage Commission (NAHC) who shall appoint a Most Likely Descendant (MLD) (Pub. Res. Code Sec. 5097.98). The ERO shall also be immediately notified upon discovery of human remains. The archeological consultant, project sponsor, ERO, and MLD shall make all reasonable efforts to develop an agreement for the treatment of human remains and associated or unassociated funerary objects with appropriate dignity (CEQA Guidelines. Sec. 15064.5(d)) within six days of the discovery of the human remains. This proposed timing shall not preclude the PRC 5097.98 requirement that descendants make recommendations or preferences for treatment within 48 hours of being granted access to the site. The agreement should take into 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>Project sponsor and archeological consultant at the direction of the ERO, Medical Examiner, and NAHC as warranted.</p>	<p>Following the discovery of human remains.</p>	<p>Planning Department.</p>	<p>Considered complete on finding by the ERO that all state laws regarding human remains/burial objects have been adhered to, consultation with MLD is completed as warranted, sufficient opportunity has been provided to the archeological consultant for scientific/historical analysis of human remains/funerary objects, and after FARR is reviewed and approved.</p>
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**ATTACHMENT C: MITIGATION MONITORING AND REPORTING PROGRAM AND IMPROVEMENT MEASURE**

<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. Information that may put at risk any archeological resource shall be provided in a separate removable insert within the final report.</p> <p>Copies of the Draft FARR shall be sent to the ERO for review and approval. Once approved by the ERO, the consultant shall also prepare a public distribution version of the FARR. Copies of the FARR shall be distributed as follows: California Archaeological Site Survey Northwest Information Center (NWIC) shall receive one (1) copy and the ERO shall receive a copy of the transmittal of the FARR to the NWIC. The Environmental Planning division of the Planning Department shall receive one bound and one unlocked, searchable PDF copy on CD of the FARR along with copies of any formal site recordation forms (CA DPR 523 series) and/or documentation for nomination to the National Register of Historic Places/California Register of Historical Resources. In instances of public interest in or the high interpretive value of the resource, the ERO may require a different or additional final report content, format, and distribution than that presented above.</p>	<p>Archeological consultant at the direction of the ERO.</p>	<p>Following completion of additional measures by archeological consultant as determined by the ERO.</p>	<p>Planning Department.</p>	<p>Considered complete upon distribution of approved FARR.</p>
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**ATTACHMENT C: MITIGATION MONITORING AND REPORTING PROGRAM AND IMPROVEMENT MEASURE**

<b>Tribal Cultural Resources</b>				
<p><b>Project Mitigation Measure M-TCR-1: Project-Specific Tribal Cultural Resource Assessment (Implements Central SoMa PEIR Mitigation Measure M-CP-5)</b></p>	<p>Planning Department’s archeologist, California Native American tribal representative, Planning Department-qualified archeological consultant.</p>	<p>In the event that potential tribal cultural resources are identified prior to or during construction.</p>	<p>Planning Department archeologist, Planning Department-qualified archeological consultant, project sponsor.</p>	<p>Considered complete if no Tribal Cultural Resource is discovered or Tribal Cultural Resource is discovered and either preserved in-place or project effects to Tribal Cultural Resource are mitigated by implementation of Planning Department approved interpretive program.</p>
<p>Based on the archaeological testing program outlined in Project Mitigation Measure M-CR-7, or if an archaeological resource is found under the accidental discovery provisions of M-CR-8, if staff determines that the proposed project may have a potential significant adverse effect on a tribal cultural resource, then the following shall be required as determined warranted by the ERO.</p>				
<p>If a tribal cultural resource is discovered during construction and/or staff determines that a resource is present on the project site and if preservation-in-place of the tribal cultural resource is both feasible and effective, based on information provided by the applicant regarding feasibility and other available information, then the project archeological consultant shall prepare an archeological resource preservation plan. Implementation of the approved plan by the archeological consultant shall be required when feasible. If staff determines that preservation-in-place of the tribal cultural resource is not a sufficient or feasible option, then the project sponsor shall implement an interpretive program of the resource in coordination with affiliated Native American tribal representatives. An interpretive plan produced in coordination with affiliated Native American tribal representatives, at a minimum, and approved by the ERO shall be required to guide the interpretive program. The plan shall identify proposed locations for installations or displays, the proposed content and materials of those displays or installation, the producers or artists of the displays or installation, and a long-term maintenance program. The interpretive program may include artist installations, preferably by local Native American artists, oral histories with local Native Americans, artifacts displays and interpretation, and educational panels or other informational displays.</p>				



**ATTACHMENT C: MITIGATION MONITORING AND REPORTING PROGRAM AND IMPROVEMENT MEASURE**

<b>Transportation</b>				
<p><b>Project Mitigation Measure M-TR-1: Construction Management Plan and Construction Coordination (Implements Central SoMa PEIR Mitigation Measure M-TR-9)</b></p> <p>Construction Management Plan—For projects within the Plan Area, 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> <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</p>	Project sponsor	Prior to the start of project construction and throughout the construction period.	SFMTA, SF Public Works, and Planning Department	Considered complete upon approval of the construction management plan and completion of the project’s construction activities.

**ATTACHMENT C: MITIGATION MONITORING AND REPORTING PROGRAM AND IMPROVEMENT MEASURE**

<p>Construction Management Plan, shall include, but not be limited to, the following:</p> <ul style="list-style-type: none"> <li>• <i>Restricted Construction Truck Access Hours</i> — Limit construction truck movements during the hours between 7:00 and 9:00 a.m. and between 4:00 and 7:00 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.</li> <li>• <i>Construction Truck Routing Plans</i> — 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.</li> <li>• <i>Coordination of Temporary Lane and Sidewalk Closures</i> — 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.</li> <li>• <i>Maintenance of Transit, Vehicle, Bicycle, and Pedestrian Access</i> — 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.</li> <li>• <i>Carpool, Bicycle, Walk and Transit Access for Construction Workers</i> — 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,</li> </ul>				
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**ATTACHMENT C: MITIGATION MONITORING AND REPORTING PROGRAM AND IMPROVEMENT MEASURE**

<p>participating in free-to-employee ride matching program from <a href="http://www.511.org">www.511.org</a>, participating in emergency ride home program through the City of San Francisco (<a href="http://www.sferh.org">www.sferh.org</a>), and providing transit information to construction workers).</p> <ul style="list-style-type: none"> <li>• <i>Construction Worker Parking Plan</i> — 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.</li> <li>• <i>Project Construction Updates for Adjacent Businesses and Residents</i> — 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.</li> </ul>				
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ATTACHMENT C: MITIGATION MONITORING AND REPORTING PROGRAM AND IMPROVEMENT MEASURE

Noise				
<p><b>Project Mitigation Measure M-NO-1: General Construction Noise Control Measures (Implements Central SoMa PEIR Mitigation Measure M-NO-2a)</b></p> <p>To ensure that project noise from construction activities is reduced to the maximum extent feasible, the project sponsor shall undertake the following:</p> <ul style="list-style-type: none"> <li>• Conduct noise monitoring at the beginning of major construction phases (e.g., demolition, excavation) to determine the need and the effectiveness of noise-attenuation measures.</li> <li>• Post signs on-site pertaining to permitted construction days and hours, complaint procedures, and who to notify in the event of a problem (with telephone numbers listed).</li> <li>• Notify the City and neighbors in advance of the schedule for each major phase of construction and expected loud activities including estimated duration of activity, construction hours, and contact information.</li> <li>• Limit construction to the hours of 7 a.m. to 8 p.m. per San Francisco Police Code article 29.</li> <li>• Unless proven to be infeasible, select “quiet” construction methods and equipment (e.g., improved mufflers, use of intake silencers, engine enclosures).</li> <li>• Unless proven to be infeasible, mobile noise-generating equipment (e.g., dozers, backhoes, and excavators) will be required to prepare the entire site. However, the developer shall endeavor to avoid placing stationary noise generating equipment (e.g., generators, compressors) within noise-sensitive buffer areas (measured at linear 20 feet) between immediately adjacent neighbors.</li> <li>• Where the use of pneumatically powered tools is unavoidable, an exhaust muffler on the compressed air exhaust shall be used, along with external noise jackets on the tools. This could reduce noise levels by as much as 10 dBA.</li> <li>• Require that all construction equipment be in good working</li> </ul>	<p>Project sponsor; construction general contractor.</p>	<p>During construction period.</p>	<p>Planning Department, Department of Building Inspection (as requested and/or on complaint basis), Police Department (on complaint basis).</p>	<p>Considered complete upon submittal and implementation of construction noise control plan and completion of construction activities pursuant to the plan.</p>

**ATTACHMENT C: MITIGATION MONITORING AND REPORTING PROGRAM AND IMPROVEMENT MEASURE**

<p>order and that mufflers are inspected to be functioning properly.                  Avoid unnecessary idling of equipment and engines.</p>				
<p><b>Project Mitigation Measure M-NO-2: Siting of Noise-Generating Uses (Implements Central SoMa PEIR Mitigation Measure M-NO-1b)</b></p> <p>To reduce potential conflicts between existing sensitive receptors and new noise-generating uses, for new development including PDR, Place of Entertainment, or other uses that may require the siting of new emergency generators/fire pumps or noisier-than-typical mechanical equipment, or facilities that generate substantial nighttime truck and/or bus traffic that would potentially generate noise levels substantially in excess of ambient noise (either shortterm during the nighttime hours, or as a 24-hour average), the Planning Department shall require the preparation of a noise analysis that includes, at a minimum, a site survey to identify potential noise-sensitive uses within 900 feet of, and that have a direct line-of-sight-to, the project site, and including at least one 24-hour noise measurement (with maximum noise level readings taken so as to be able to accurately describe maximum levels reached during nighttime hours), prior to the first project approval action. The analysis shall be prepared by persons qualified in acoustical analysis and/or engineering and shall demonstrate that the proposed use would meet the noise standard identified in San Francisco Police Code Article 29. Should any concerns be present, the Department shall require the completion of a detailed noise assessment by person(s) qualified in acoustical analysis and/or engineering, and the incorporation of noise reduction measures as recommended by the noise assessment prior to the first project approval action.</p>	<p>Project sponsor;                  construction general contractor.</p>	<p>During design and environmental review period.</p>	<p>Planning Department, Department of Building Inspection (as requested).</p>	<p>Considered complete with the submission of permit drawings and letter of verification from acoustical engineer.</p>

**ATTACHMENT C: MITIGATION MONITORING AND REPORTING PROGRAM AND IMPROVEMENT MEASURE**

Air Quality				
<p><b>Project Mitigation Measure M-AQ-1: Construction Emissions Minimization Plan (Implements Central SoMa PEIR Mitigation Measure M-AQ-6a)</b></p> <p>The project sponsor shall submit a Construction Emissions Minimization Plan (Plan) to the Environmental Review Officer (ERO) for review and approval by an Environmental Planning Air Quality Specialist. The Plan shall be designed to reduce air pollutant emissions to the greatest degree practicable.</p> <p>The Plan shall detail project compliance with the following requirements:</p> <ol style="list-style-type: none"> <li>1. All off-road equipment greater than 25 horsepower and operating for more than 20 total hours over the entire duration of construction activities shall meet the following requirements:               <ol style="list-style-type: none"> <li>a) Where access to alternative sources of power are available, portable diesel engines shall be prohibited;</li> <li>b) All off-road equipment shall have:                   <ol style="list-style-type: none"> <li>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</li> <li>ii. Engines that are retrofitted with an ARB Level 3 Verified Diesel Emissions Control Strategy (VDECS), and</li> <li>iii. Engines shall be fueled with renewable diesel (at least 99 percent renewable diesel or R99).</li> </ol> </li> <li>c) Exceptions:                   <ol style="list-style-type: none"> <li>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.</li> </ol> </li> </ol> </li> </ol>	<p>Project sponsor; Planning Department.</p>	<p>Prior to the start of diesel equipment use onsite.</p>	<p>Planning Department (ERO, Air Quality technical staff).</p>	<p>Considered complete upon Planning Department review and acceptance of Construction Emissions Minimization Plan.</p>

**ATTACHMENT C: MITIGATION MONITORING AND REPORTING PROGRAM AND IMPROVEMENT MEASURE**

- ii. Exceptions to 1(b)(ii) may be granted if the project sponsor has submitted information providing evidence to the satisfaction of the ERO that a particular piece of off-road equipment with an ARB Level 3 VDECS (1) is technically not feasible, (2) would not produce desired emissions reductions due to expected operating modes, (3) installing the control device would create a safety hazard or impaired visibility for the operator, or (4) there is a compelling emergency need to use off-road equipment that are not retrofitted with an ARB Level 3 VDECS and the sponsor has submitted documentation to the ERO that the requirements of this exception provision apply. If granted an exception to 1(b)(ii), the project sponsor shall comply with the requirements of 1(c)(iii).
- iii. If an exception is granted pursuant to 1(c)(ii), the project sponsor shall provide the next-cleanest piece of off-road equipment as provided by the step down schedule in Table M-AQ-4:

**Table M-AQ-4:  
 Off-Road Equipment Compliance Step Down Schedule\***

<b>Compliance Alternative</b>	<b>Engine Emission Standard</b>	<b>Emissions Control</b>
1	Tier 2**	ARB Level 2 VDECS
2	Tier 2	ARB 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. Should the project sponsor not be able to supply off-road equipment meeting Compliance Alternative 2, then Compliance Alternative 3 would need to be met.

\*\* Tier 3 off road emissions standards are required if NOx emissions exceed applicable thresholds.

**ATTACHMENT C: MITIGATION MONITORING AND REPORTING PROGRAM AND IMPROVEMENT MEASURE**

<p>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.</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, ARB 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. <i>Reporting.</i> Quarterly reports shall be submitted to the ERO indicating the construction phase and off-road equipment information used during each phase including the information required in Paragraph 4, above. In addition, for off-road</p>				
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**ATTACHMENT C: MITIGATION MONITORING AND REPORTING PROGRAM AND IMPROVEMENT MEASURE**

<p>equipment not using renewable diesel, reporting shall indicate the type of alternative fuel being used.</p> <p>Within six months of the completion of construction activities, the project sponsor shall submit to the ERO a final report summarizing construction activities. The final report shall indicate the start and end dates and duration of each construction phase. For each phase, the report shall include detailed information required in Paragraph 4. In addition, for off-road equipment not using renewable diesel, reporting shall indicate the type of alternative fuel being used.</p> <p>7. <i>Certification Statement and On-site Requirements.</i> Prior to the commencement of construction activities, the project sponsor shall certify (1) compliance with the Plan, and (2) all applicable requirements of the Plan have been incorporated into contract specifications.</p>				
<p><b>Project Mitigation Measure M-AQ-2: Best Available Control Technology for Diesel Generators and Fire Pumps (Implements Central SoMa PEIR Mitigation Measure M-AQ-5a)</b></p> <p>All diesel generators and fire pumps shall have engines that (1) meet Tier 4 Final or Tier 4 Interim emission standards, or (2) meet Tier 2 emission standards and are equipped with a California Air Resources Board Level 3 Verified Diesel Emissions Control Strategy. All diesel generators and fire pumps shall be fueled with renewable diesel, R99, if commercially available. For each new diesel backup generator or fire pump permit submitted for the project, including any associated generator pads, engine and filter specifications shall be submitted to the San Francisco Planning Department for review and approval prior to issuance 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</p>	<p>Project Sponsor</p>	<p>For equipment specifications: prior to issuance of building permit for diesel generator or fire pump.</p> <p>For maintenance: ongoing.</p>	<p>Planning Department (ERO, Air Quality technical staff).</p>	<p>Equipment specifications portion considered complete when equipment specifications approved by ERO. Maintenance portion is ongoing and records are subject to Planning Department review upon request.</p>

**ATTACHMENT C: MITIGATION MONITORING AND REPORTING PROGRAM AND IMPROVEMENT MEASURE**

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.				
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*(Continued on next page)*

**ATTACHMENT C: MITIGATION MONITORING AND REPORTING PROGRAM AND IMPROVEMENT MEASURE**

<b>IMPROVEMENT MEASURE AGREED TO BY THE PROJECT SPONSOR</b>				
<b>Improvement Measures</b>	<b>Responsibility for Implementation</b>	<b>Implementation Schedule</b>	<b>Monitoring/Report Responsibility</b>	<b>Status/Date Completed</b>
<p><b>Project Improvement Measure I-BI-1: Night Lighting Minimization (Implementation of Central SoMa PEIR Improvement Measure I-BI-2)</b></p> <p>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"> <li>• Reduce building lighting from exterior sources by:                             <ul style="list-style-type: none"> <li>○ 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;</li> <li>○ Installing motion-sensor lighting;</li> <li>○ Utilizing minimum wattage fixtures to achieve required lighting levels.</li> </ul> </li> <li>• Reduce building lighting from interior sources by:                             <ul style="list-style-type: none"> <li>○ Dimming lights in lobbies, perimeter circulation areas, and atria;</li> <li>○ 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);</li> <li>○ Utilizing automatic controls (motion sensors, photo-sensors, etc.) to shut off lights in the evening when no one is present;</li> <li>○ Encouraging the use of localized task lighting to reduce the need for more extensive overhead lighting;</li> <li>○ Scheduling nightly maintenance to conclude by 11 p.m.;</li> </ul> </li> </ul> <p>Educating building users about the dangers of night lighting to birds.</p>	<p>Planning Department, working with project sponsor.</p>	<p>Ongoing during project operation</p>	<p>Planning Department</p>	<p>Considered complete upon approval of building plans by Planning Department.</p> <p>Planning Department may engage in follow-up discussions with project sponsor, as applicable.</p>



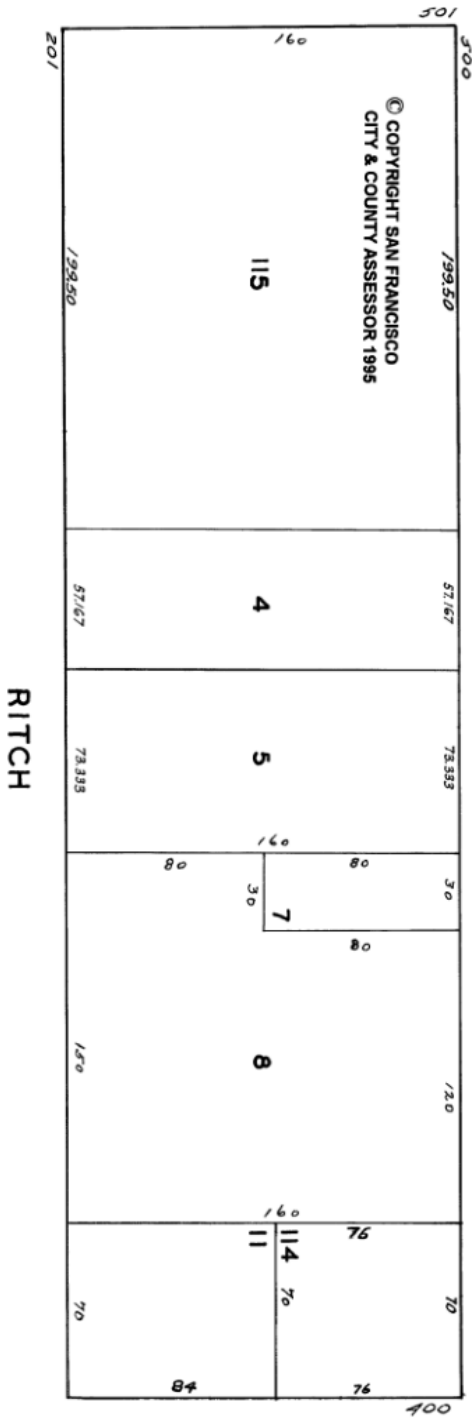
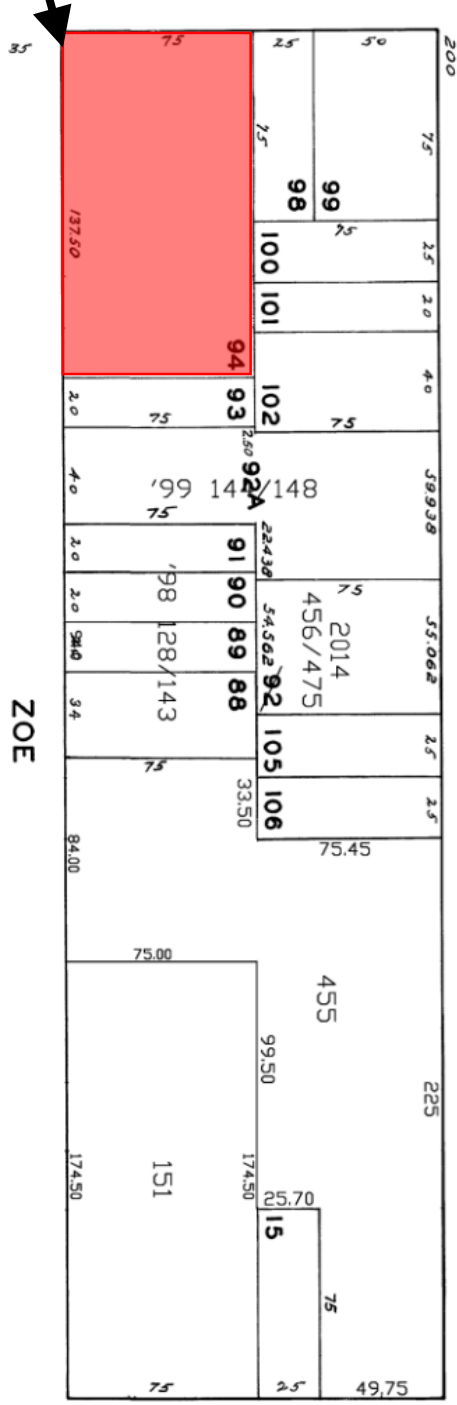
# LAND USE INFORMATION

PROJECT ADDRESS: 531 BRYANT ST  
RECORD NO.: 2016-004392PRJ

	EXISTING	PROPOSED	NET NEW
<b>GROSS SQUARE FOOTAGE (GSF)</b>			
Parking GSF			
Residential GSF			
Retail/Commercial GSF	0	2,899	2,899
Office GSF	10,312	46,389	46,389
Industrial/PDR GSF <i>Production, Distribution, &amp; Repair</i>			
Medical GSF			
Visitor GSF			
CIE GSF			
Usable Open Space	0	2,780	2,780
Public Open Space			
Other ( )			
TOTAL GSF			
	EXISTING	NET NEW	TOTALS
<b>PROJECT FEATURES (Units or Amounts)</b>			
Dwelling Units - Affordable	0	0	0
Dwelling Units - Market Rate	0	0	0
Dwelling Units - Total	0	0	0
Hotel Rooms	0	0	0
Number of Buildings	2	1	-1
Number of Stories	2	6	4
Parking Spaces	0	0	0
Loading Spaces	0	0	0
Bicycle Spaces	0	14	14
Car Share Spaces	0	0	0
Other ( )			

# Parcel Map

**SUBJECT PROPERTY**



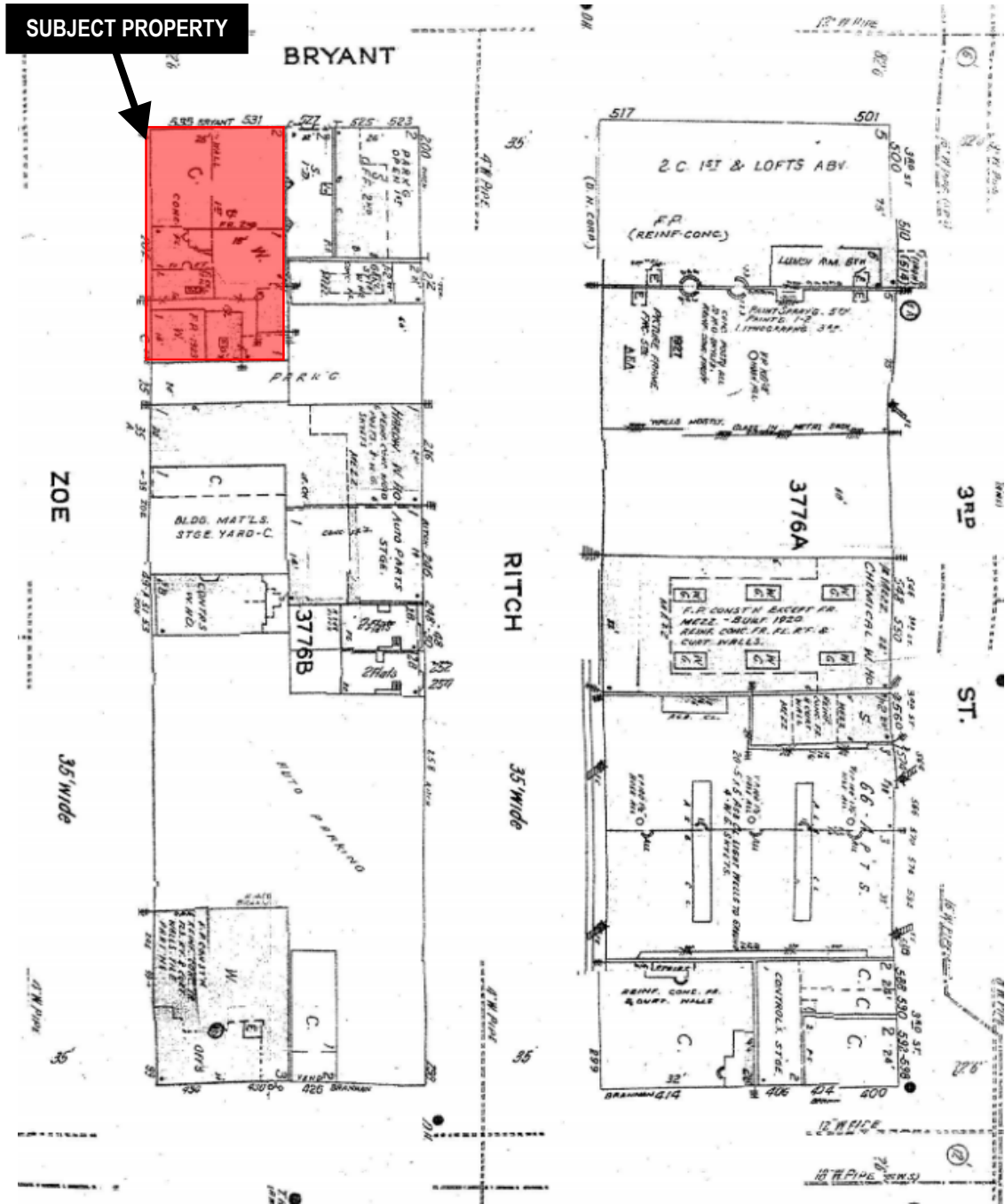
RITCH

ZOE



Planning Commission Hearing  
Case Number 2016-004392OFA  
531 Bryant Street

# Sanborn Map\*

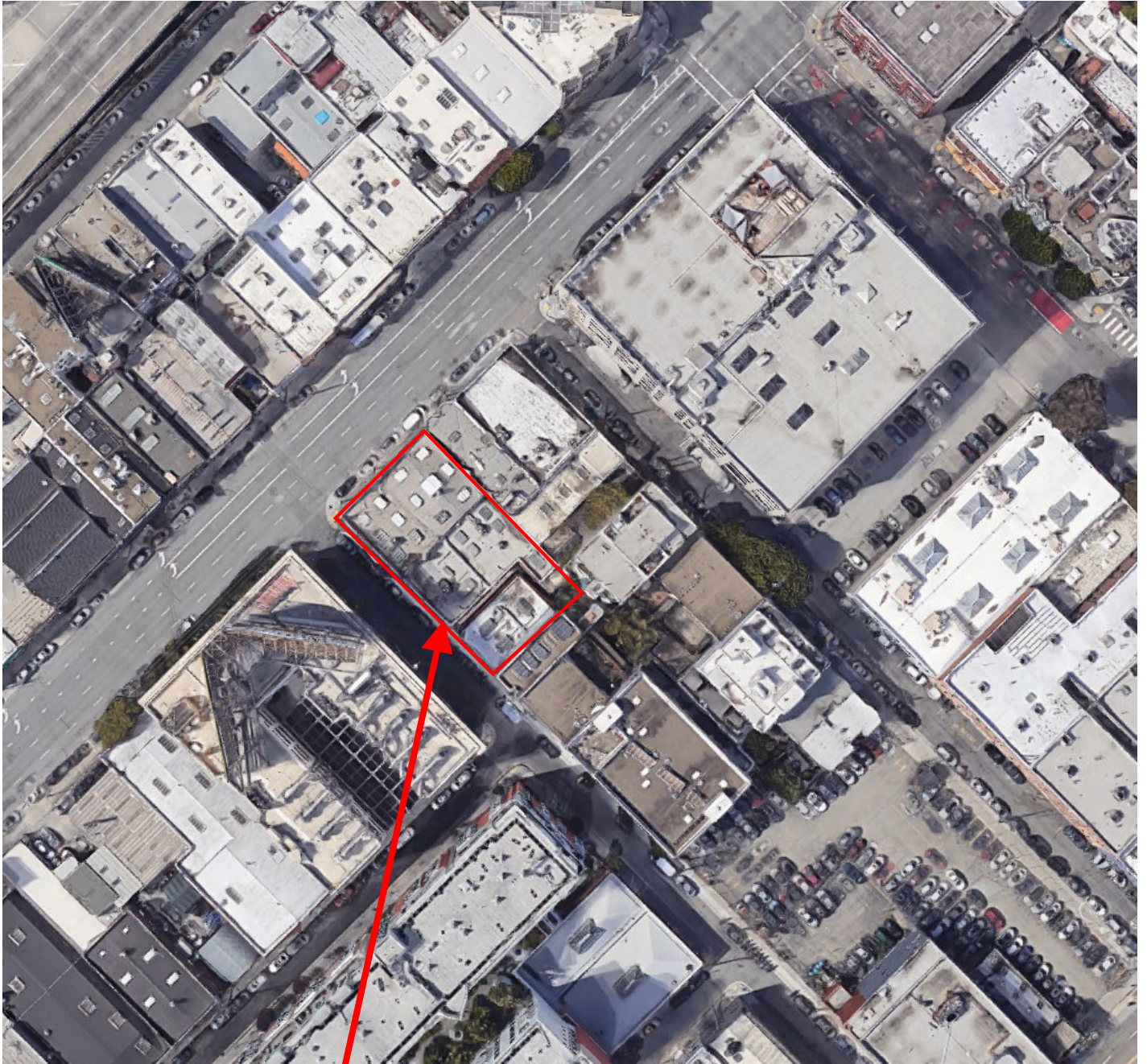


\*The Sanborn Maps in San Francisco have not been updated since 1998, and this map may not accurately reflect existing conditions.



Planning Commission Hearing  
 Case Number 2016-004392OFA  
 531 Bryant Street

# Aerial Photo

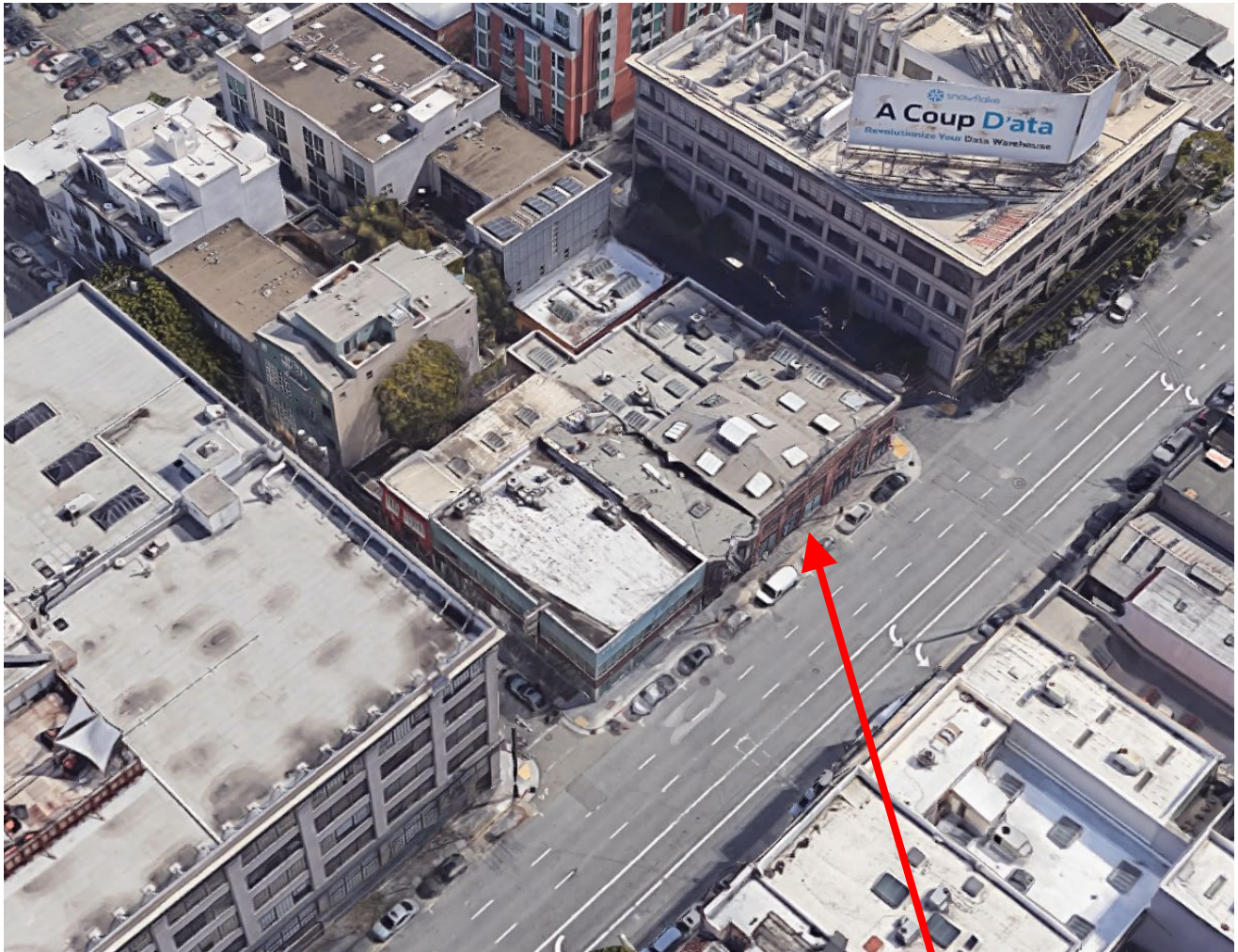


**SUBJECT PROPERTY**



Planning Commission Hearing  
Case Number 2016-004392OFA  
531 Bryant Street

# Aerial Photo

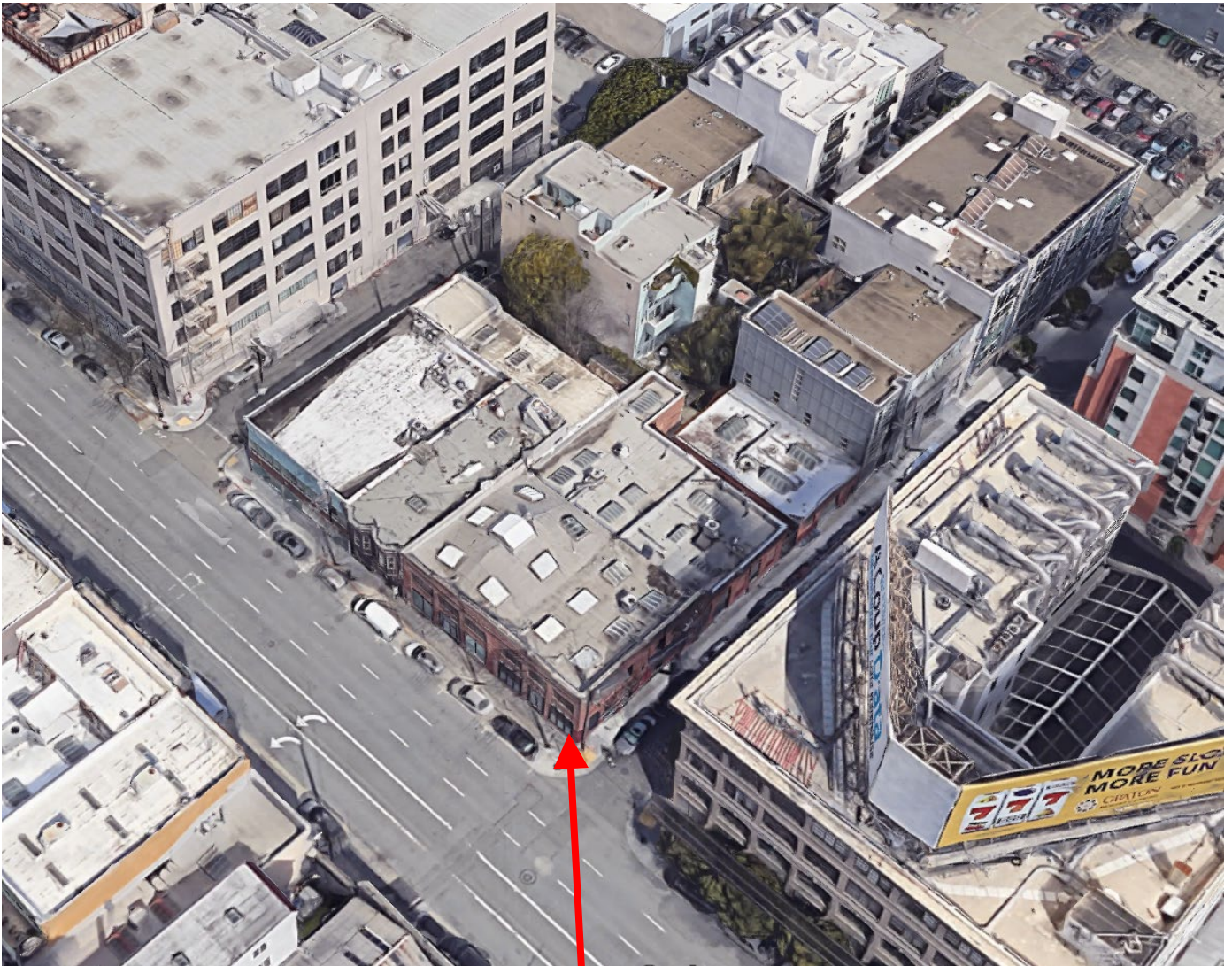


**SUBJECT PROPERTY**





# Aerial Photo



**SUBJECT PROPERTY**



# Zoning Map



# Site Photo



Planning Commission Hearing  
Case Number 2016-004392OFA  
531 Bryant Street

# REUBEN, JUNIUS & ROSE, LLP

September 16, 2020

## Delivered Via Email

Joel Koppel, Commission President  
San Francisco Planning Commission  
49 South Van Ness Ave, Suite 1400  
San Francisco, California 94103

**Re: 531 Bryant Street**  
**Planning Case Number: 2016-00439OFA**  
**Hearing Date: September 24, 2020**  
**Our File: 8838.05**

Dear President Koppel and Commissioners:

This office represents Urban Land Development (“**Urban Land**”), the sponsor of a project to replace an existing 2-story commercial building at 531 Brannan Street with a new 5-story plus mezzanine building containing 2,899 gross square feet of ground-floor retail and 39,578 gross square feet of office use (the “**Project**”). Located at the southeast corner of Bryant and Zoe Streets in the Central SoMa Plan Area, the Project will contain zero parking and will complement the scale and character of adjacent development.

The Project is in the Central SoMa-Mixed Use Office (“**CMUO**”) zoning district and the Central SoMa Special Use District, where office uses are both permitted and encouraged. It requires an Office Allocation from the small cap pool for 39,578 gross square feet of office space. We look forward to presenting this project to you on September 24<sup>th</sup>, 2020.

### **A. Project Benefits**

Approval of the Project will result in the following benefits:

- **Revitalizes an Underutilized Corner Lot and Brings Community Benefits.** The Project will replace an underutilized 2-story commercial building that has no ground floor neighborhood-serving retail uses and no accessible outdoor open space, both of which are needed in Central SoMa. The Project will construct a new building designed to imbue vibrancy and renewed energy while respecting the industrial character of the area. The new building will be lined with ground-floor, neighborhood-serving retail including micro retail shops linked by an open patio to encourage entrepreneurship and activate Zoe Street. These micro retail spaces will offer small local operators an opportunity to thrive. With no on-site parking, increased ground-floor retail, greater transparency and streetscape upgrades, the Project will improve the pedestrian environment and re-activate the corner lot, while providing community benefits to this neighborhood.

- **Adds Uses that are Consistent with the Central SoMa Plan.** The Project proposes a mix of ground-floor, neighborhood-serving retail use and office space that is not only appropriate, but encouraged in the CMUO zoning district, as well as by the Central SoMa Plan. As described above, the Project will include two micro-retail units (120 and 480 square feet, respectively) along Zoe Street with an inset outdoor customer seating area, which will draw foot traffic to the alley and provide neighborhood opportunities for smaller-scale retailers and food operators.
- **Create Permanent Job Opportunities.** The Project will create new permanent office and retail jobs for City residents, thereby growing the base of potential customers who will patronize other businesses in the neighborhood. The project will encourage entrepreneurship by providing the small scale retail shops for a new business to start or an existing one in the community to expand.
- **Create Construction Employment Opportunities.** The Project is anticipated to create 150-200 jobs during the construction phase, and will participate in the City's First Source Hiring Program to encourage local hiring of entry-level construction positions. Urban Land intends to use union labor to construct the Project.
- **No Significant Shadow or Wind Impacts.** The Project will not result in any significant wind or shadow impacts. A shadow fan analysis demonstrated the Project would not cast any net new shadows on nearby parks or public open spaces. Further, the Project is limited to 65' in height, and would not result in substantial wind impacts.
- **Payment of Impact Fees and Property Taxes.** The Property will be subject to higher property tax payments. In addition, the Project is anticipated to pay over \$3.7 million dollars in development impact fees that will fund City services and affordable housing and community services in the SoMa community.
- **Supported by the Neighborhood.** Urban Land has made great efforts to respond to the surrounding community's concerns and ensure that its final proposal is a welcome addition to the neighborhood. A detailed report of changes to the project based upon neighbor requests is included in this package.

## **B. Project Description and Background**

The Project will replace an existing 2-story, 12,435 square foot office building at 531 Bryant Street with a new 5-story building consisting of 2,899 square feet of ground floor retail space and 39,578 square feet of office space. The Project also provides 2,780 square feet of open space for building residents in an attractively landscaped rear courtyard, fifth-floor terrace and rooftop deck; 10 Class 1 bicycle parking spaces, 4 Class 2 bicycle parking spaces; 2 showers, and 12 lockers.

The Project will imbue vibrancy and renewed energy into a historically hard working and industrial neighborhood. Façade materials were selected to resonate and engage in dialogue with the

industrial fabric in which it is located. Robust patinated metals, stone and wood are combined with uniquely formed exterior metal panel detailing to create a highly crafted facade which echoes the manufacturing and industrial nature of the district's past. These features are shown in the renderings below.





The design complements the scale and massing of the surrounding development. Along Bryant Street, the building is built to the streetwall to a height of 65 feet, anchoring the corner lot and maintaining a presence appropriate to the scale of that frontage along the adjacent 5-lane street. This massing is in keeping with the “Urban Room” experience that is one of the objectives of the Central SoMa Plan by creating a mid-rise building with a height that is appropriate to the scale of Bryant Street, and is compatible to nearby development. However, beginning 60-feet in from Bryant Street, the top floor of the building will be set back along Zoe Street to reduce bulk and apparent mass along the 35’ wide “narrow street”.

The Project incorporates a beautifully landscaped courtyard that is 15 foot wide up to 19 feet in height and then steps back to 10 feet for its full building height, providing a sense of separation and reservation of light and air access to the neighboring residential building to the south as well as providing some covered outdoor space allowing people to enjoy eating outside with some cover. Additionally, the project provides a covered patio of approximately 100 sf between the two micro retail shops. Urban Land has provided outdoor dining area as part of the Project, as Zoe is a narrow two-way street where this would not otherwise be possible.

### **C. Neighborhood Support**

Urban Land is a local San Francisco company with extensive real estate expertise. Its principals provide over 50 combined years of real estate experience in development of commercial and residential projects in the urban environment.

Since filing initial Project applications in 2017, Urban Land has proactively engaged in neighborhood outreach, and has made great efforts to respond to the surrounding community's concerns and ensure that its final proposal is a welcome addition to the neighborhood. These efforts include hosting multiple in-person meetings with Project neighbors and community stakeholders, and modifying Project design to address neighbor concerns, as described in the attached Community Outreach Summary (**Exhibit A**). Letters from United Playaz and the West Bay Pilipino Multi-Service Center in support of the Project are attached as **Exhibit B**.

Urban Land understands the importance of ensuring that 531 Bryant Street represents the vision of its residential neighbors and the broader South of Market community. Urban Land will be working with United Playaz (“UP”) and West Bank Pilipino Multi-Service Center on creating a sculpture garden and mural in the courtyard of the Bryant Street Project. The sculpture garden is anticipated to consist of amazing pieces of art that UP commissioned as part of its Gun Buyback Program that then provided gun parts to artists to create works of art. The garden would also include an artist created mural memorializing those in the Bay Area who have lost their lives to gun violence. With its 1% Art Program on site requirement, Urban Land's Bryant Street project intends to purchase these dynamic art pieces, curate the exhibit and create the artist mural in the courtyard garden. Urban Land has been working with UP on several community focused activities and values building a long-term relationship with both organizations.

#### **D. Central SoMa Clean-Up Legislation**

The Project is anticipated to come before the Commission one week after the Planning Department’s consideration of separate code clean-up legislation proposing minor corrections and clarifying amendments to Planning Code language adopted as part of the Central SoMa Plan in late 2018. This legislation is largely intended to correct drafting errors and internal inconsistencies to effectuate the intent of the Plan.

Among other items, the code clean-up legislation will amend the language of Planning Code Section 261.1 (*Additional Height Limits for Narrow Streets and Alleys*) and 270(h) (*Central SoMa Special Use District Bulk Limits*), to clarify that a 50% Apparent Mass Reduction (“AMR”) standard applies along buildings fronting on the northerly side of north-south oriented narrow streets. This includes the Project’s Zoe Street frontage. This will correct an unintended error in the existing Code.

The sponsor has worked closely with the Planning Department regarding application of massing requirements, and has designed the building to comply with the Plan’s intended 50% AMR setback along Zoe Street, which will be clearly effectuated by the concurrent clean-up legislation.

#### **E. Conclusion**

The Project proposes an appropriate and desirable mix of office and retail uses. It has been thoughtfully designed to incorporate architectural design and massing compatible with the scale and character of development in the surrounding neighborhood. It meets or exceeds all criteria applicable



President Joel Koppel  
San Francisco Planning Commission  
September 16, 2020  
Page 6

to the requested Office Allocation entitlement, and will create many new jobs, consistent with the intent of the Central SoMa Area Plan. Further, Urban Land has proactively engaged in neighborhood outreach, and has made great efforts to respond to the surrounding community's concerns and ensure that its final proposal is a welcome addition. Urban Land is also working with two of the leading community organizations in this neighborhood to provide a meaningful exhibit of art with pieces created by local San Francisco artists and have set aside space within the project where local entrepreneurship can be fostered and thrive. For these reasons, we respectfully request that you grant the Office Allocation approval.

If you have any questions, please don't hesitate to contact me at (925) 681-8151 or [msarjapur@reubenlaw.com](mailto:msarjapur@reubenlaw.com). Thank you.

Very truly yours,

**REUBEN, JUNIUS & ROSE, LLP**



**Melinda A. Sarjapur**

Enclosures

cc: Kathrin Moore, Commission Vice-President  
Frank S. Fung, Commissioner  
Sue Diamond, Commissioner  
Deland Chan, Commissioner  
Theresa Imperial, Commissioner  
Richard Sucre, Project Planner

**EXHIBIT A**

***Confidential***

DATE           September 16, 2020

TO:             Susan Sagy, Urban Land Development

FROM:          BergDavis Public Affairs

RE:             531 Bryant Street Community Outreach Summary

Susan,

Please see below for a summary of outreach efforts BergDavis assisted with on behalf of 531 Bryant Street.

**Pre-Application Meeting**

Urban Land Development (ULD), the project sponsor for 531 Bryant Street, first introduced the proposed mixed-use office development to the neighborhood at the required pre-application meeting on February 1, 2017. To ensure thorough notification, nearby property owners, residents, and merchants located on Zoe, Ritch, and Bryant Streets were invited to the open house. Out of 159 invitations sent, approximately seven community members attended the meeting, representing the project sites' closest neighbors on Zoe Street.

The meeting format was intended to provide attendees with maximum exposure to the project team and the opportunity to ask specific questions. Prior to the official presentation, neighbors were invited to meet the project sponsor and architect and review two project design alternatives: one that maintained the historic building façade and another that offered a rear-building setback with a courtyard. The overall project was well-received, with neighbors expressing support for the design alternative that featured a 15-foot rear-building setback from the adjacent properties, to create a courtyard off 25 Zoe. As the project proceeded through the planning process the design has changed as a result of City Planning Staff's requested changes but the overall concept of a courtyard off Zoe Street has remained with a 15-foot setback up to 19 feet and a 10-foot setback above 19 feet. This was of particular importance to the owners of 25 Zoe Street due to property line windows they included in their building when it was constructed.

### Zoe Street Neighbors

ULD has maintained ongoing communications with occupants of the neighboring building at 25 Zoe Street (the “Zoe Street neighbors”) since first meeting them at the pre-application open house in February 2017, engaging in a transparent and collaborative planning process. From March 2018 through the present, the project sponsor and its project team have met in-person with the Zoe Street neighbors on five different occasions to provide project updates and discuss proposed solutions to mitigate their concerns regarding design, construction, and operations as well as particular impact on the 25 Zoe neighbors directly adjacent to the proposed project. In addition to face-to-face meetings, ULD has continued regular communications with the Zoe Street neighbors as the proposed project navigated the Central SOMA Plan approvals and the city’s planning process.

Following is a timeline of in-person meetings with the project team and the Zoe Street neighbors:

- **March 21, 2018:** Follow up meeting at Handel Architects **with** ULD, Handel Architects, and neighbors representing 25 Zoe, 33 Zoe, and 49 Zoe regarding impacts of the Bryant Street project on 25 Zoe Street.
- **December 20, 2018:** Follow up meeting at 25 Zoe Street **with** ULD, Handel Architects, and neighbors representing 25 Zoe, 33 Zoe, and 49 Zoe Street in order for Handle Architects to see the garden space at 25 Zoe Street and the glass line along the property line from the inside.
- **January 14, 2019:** Follow up meeting at 25 Zoe **with** ULD, Handel Architects, and neighbors representing 25 Zoe, 33 Zoe, and 49 Zoe Street to better understand 25 Zoe’s concerns about the garden and to request support for courtyard alternative vs preservation alternative.
- **July 10, 2019:** Meeting at 25 Zoe to discuss building redesign/project update **with** ULD, Handel, and the neighbors representing 25 Zoe. We specifically reviewed the courtyard and setback design resulting from the City’s requested changes to the project.
- **February 12, 2020 - Present:** Meeting at Handel Architects offices with 25 Zoe, ULD, Handel Architects and Miller Landscape to review specific design changes requested by neighbors which are described below:
  - **Roof Access Staircase.** In order to minimize potential shadowing of the 25 Zoe Street rear yard, ULD will design the project’s roof access staircase so that it will not exceed the new building’s height at the south end of 531 Bryant. The building was redesigned so that the stair at the courtyard end of the project will not have a roof enclosure above the roofline.
  - **Noise from Rooftop Equipment.** In order to address 25 Zoe owners’ concerns regarding potential noise from project rooftop equipment, ULD will ensure that all rooftop mechanical meets applicable City of San Francisco noise regulations and is surrounded by an enclosure that screens the equipment from view. Further, ULD will retain the services

of an acoustical consultant and will provide 25 Zoe owners with a report confirming system design and compliance with these standards prior to issuance of a first certificate of occupancy for the Project.

- **Property Line Windows.** 25 Zoe Street has property-line windows along its north-side facing 531 Bryant. In the event of property-line construction at 531 Bryant, these windows would need to be closed-up in order to meet current Building Code standards. In order to accommodate 25 Zoe owners' concerns regarding loss of light (should these windows have to be removed) and privacy along their building's north façade, as well as potential glare from night lighting, ULD will:
  - **Glass line Overlay.** Implement a window pattern that minimizes the overlay of the windows. This pattern is intended to minimize overlap between the glass line of 25 Zoe and 531 Bryant at the courtyard level.
  - **Night Lighting.** Will install an automatic lighting system for the project that will shut off lights when building spaces are not in use.
- **Trash Location and Pick-Up.** To address 25 Zoe owner's concerns regarding noise generated by trash pick-up, ULD relocated the trash bin storage from the back of the courtyard to the interior of the project's ground floor area.
- **Landscaping.** 25 Zoe owners have expressed concerns that construction and development of the 531 Bryant property may impact landscaping in their rear yard, particularly with regard to existing birch trees. In the event that rear yard landscaping at 25 Zoe Street, including existing birch trees, are affected by the project within 1 year of completion of construction, ULD will work with 25 Zoe owners and their landscape architects to replace the existing birch trees with a tree species suited to thriving in this space, and will provide a one-time payment of up to \$5,000 to cover the costs of replacing impacted birch trees or other landscaping. '
- **Fencing.** ULD will, at its sole cost and expense, replace the fencing that separates 531 Bryant and 25 Zoe. ULD intends to pursue a panelized modular fence design with decorative panels, which incorporates some transparency to increase light access to 25 Zoe Street, as requested by 25 Zoe. We have offered to show them final fence design before it is ordered.
- **Common Wall at Project Courtyard.** In order to address 25 Zoe owners' concern regarding the condition of the south wall of 25 Zoe Street which will be exposed following demolition of existing structures at 531 Bryant, ULD will build a freestanding, separate wall in front of the existing 25 Zoe Street wall, thereby protecting the wall and not exposing it.

### Environmental Review Outreach

As a result of the environmental review notification process, The City was contacted by the following neighborhood stakeholders. ULD followed up with all of these comments directly via email and offered to meet with each person if their issues were not addressed in the emails from ULD:

- Mr. Kevin Chow, business owner – Mr. Chow expressed concern with the impact of the proposed project on his nearby properties including his own building which is adjacent to the project. ULD has reached out to Mr. Chow through email (5/13/20 and 9/4/20) and telephone (8/26/20). One member of the ULD staff spoke with Mr. Chow (8/26/20) and he asked that the project team reach out to him so he could learn more about the project, which occurred by email (9/4/20) with follow-up phone calls. In their emails ULD addressed all of Mr. Chow's questions and offered to meet with him and other members of the project team to address any additional issues he might have. To-date, Mr. Chow has not responded to our efforts to discuss his concerns. We will continue to reach out to Mr. Chow since his building is adjacent to the project site in the event our emails did not address all of his concerns.
- Ms. Becky Dave and Mr. David Oare, neighbors – ULD responded to Ms. Dave and Mr. Oares' questions about the historic review process and building design. ULD and Mr. Oare exchanged emails about the project.
- Mr. Marvis Phillips, Board Chair D6 Community Planners – Mr. Phillips requested that ULD present its proposed project to his organization. Project representatives reached out to coordinate a presentation on 12/1/19 and 2/28/20 and did not receive a response.
- Jim Furman of Blackhammer Brewing - ULD advised Mr. Furman that when construction begins, we will have a meeting with nearby neighbors so that they can be advised of the schedule and also have a contact with the contractor and at ULD.

Since the introduction of the project in February 2017, ULD has made great efforts to respond to the surrounding community's concerns and ensure that its final proposal is a welcome addition to the neighborhood.

Thank you.

## **EXHIBIT B**



# UNITED • PLAYAZ

1038 Howard Street • San Francisco, CA 94103

[www.unitedplayaz.org](http://www.unitedplayaz.org)

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September 11, 2020

To Whom It May Concern:

My name is Rudy Corpuz Jr. I am the Founder and Director of United Playaz, a violence prevention and leadership development organization committed to providing youth with positive role models and activities to engage in as an alternative to involvement with gangs, drugs and other high risk behaviors. I am writing this letter on behalf of Urban Land Development.

Urban Land Development ("Urban Land") will be working with United Playaz (UP) and West Bay Pilipino Multi-Service Center on creating a sculpture garden and mural in the courtyard of the Bryant Street Project. The sculpture garden is anticipated to consist of amazing pieces of art that UP commissioned as part of its Gun Buyback Program that then provided gun parts to artists to create works of art. The garden would also include an artist created mural memorializing those in the Bay Area who have lost their lives to gun violence. With its 1% Art Program on site requirement, Urban Land's Bryant Street project intends to purchase these dynamic art pieces, curate the exhibit and create the artist mural in the courtyard garden. Urban Land has been working with UP on several community focused activities and values building a long-term relationship with both organizations.

Additionally, ULD is committed to promoting local small business entrepreneurship at its Bryant Street Project by creating small, affordable retail that can be operated by new businesses as well as existing ones that wish to try expansion. In this regard ULD worked with the Planning Department Staff to amend active use requirements along narrow alley streets to ensure that the CSOMA Plan included more opportunity for these small scale retail operations known as "micro retail." On Zoe Street the Bryant Street project has 2 micro retail shops linked by an open patio that will activate this street and offer small local operators an opportunity to thrive.

Please feel free to contact me if you have any questions or require additional information at 415-573-6219.

In peace,

A handwritten signature in black ink that reads "Rudy Corpuz Jr." with a stylized flourish at the end.

Rudy Corpuz Jr.  
Founder/ Director





*West Bay Pilipino Multi Service Center*

175 7th Street, San Francisco, CA 94103

(415) 431 6266

[www.westbaycenter.org](http://www.westbaycenter.org)

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14 September 2020

Dear President Koppel and Commissioners,

My name is Carla Laurel and I am the Executive Director of West Bay Pilipino Multi-Service Center, the oldest Filipino led non profit in Northern California. We have been and continue to serve vulnerable communities in the South of Market neighborhood for the past 50 years. We are an extended family and imperative resource for many recent immigrant families in San Francisco. We strive to even the playing field for underserved, vulnerable youth and their families by supplementing our academic programs with financial, social, emotional, and cultural support.

I am writing this letter supporting Urban Land Development (ULD) and its proposed project at 531 Bryant Street. ULD is working with United Playaz (UP) and West Bay to create a sculpture garden and mural in the Bryant Street Project's courtyard. The sculpture garden is anticipated to consist of amazing art pieces that UP commissioned as part of its Gun Buy Back Program that then provided gun parts to artists to create works of art. The garden will also include an artist created mural memorializing those in the Bay Area who have lost their lives to gun violence. ULD's Bryant Street project will purchase these dynamic art pieces connected with its 1% Art Program on-site requirement, to curate the exhibit and create the artist mural in the courtyard garden.

Additionally, I am supportive of 531 Bryant Streets plans to include two micro-retail units along Zoe Street, which will promote local small business entrepreneurship by creating small, affordable by design retail that can be operated by new businesses as well as existing ones that wish to expand.

I appreciate Urban Land Development's efforts to engage our community and encourage your approval of the 531 Bryant Street project.

Please feel free to call or e-mail me if you have any questions or need anything further.

Sincerely,

A handwritten signature in black ink, appearing to read "Carla Laurel".

Carla Laurel  
Executive Director



**SAN FRANCISCO  
PLANNING  
DEPARTMENT**

# AFFIDAVIT FOR FIRST SOURCE HIRING PROGRAM

## Administrative Code

### Chapter 83

1650 Mission Street, Suite 400 • San Francisco CA 94103-2479 • 415.558.6378 • <http://www.sfplanning.org>

#### Section 1: Project Information

PROJECT ADDRESS		BLOCK/LOT(S)	
531 Bryant Street		3776 / 094	
BUILDING PERMIT APPLICATION NO.	CASE NO. (IF APPLICABLE)	MOTION NO. (IF APPLICABLE)	
N/A	2016-004392ENX/OFA	N/A	
PROJECT SPONSOR		MAIN CONTACT	
Akasa SOMA Holdings, LLC		Susan Sagy	
ADDRESS		PHONE	
33 New Montgomery, Suite 1810		(415) 431-3800	
CITY, STATE, ZIP		EMAIL	
San Francisco, CA 94105		ssagy@uldevelopment.com	
ESTIMATED RESIDENTIAL UNITS	ESTIMATED SQ FT COMMERCIAL SPACE	ESTIMATED HEIGHT/FLOORS	ESTIMATED CONSTRUCTION COST
0			
ANTICIPATED START DATE			

#### Section 2: First Source Hiring Program Verification

CHECK ALL BOXES APPLICABLE TO THIS PROJECT	
<input type="checkbox"/>	Project is wholly Residential
<input checked="" type="checkbox"/>	Project is wholly Commercial
<input type="checkbox"/>	Project is Mixed Use
<input type="checkbox"/>	A: The project consists of ten (10) or more residential units;
<input checked="" type="checkbox"/>	B: The project consists of 25,000 square feet or more gross commercial floor area.
<input type="checkbox"/>	C: Neither 1A nor 1B apply.
NOTES:	
<ul style="list-style-type: none"> <li>If you checked <b>C</b>, this project is <u>NOT</u> subject to the First Source Hiring Program. Sign Section 4: Declaration of Sponsor of Project and submit to the Planning Department.</li> <li>If you checked <b>A</b> or <b>B</b>, your project <u>IS</u> subject to the First Source Hiring Program. Please complete the reverse of this document, sign, and submit to the Planning Department prior to any Planning Commission hearing. If principally permitted, Planning Department approval of the Site Permit is required for all projects subject to Administrative Code Chapter 83.</li> <li>For questions, please contact OEWD's CityBuild program at <a href="mailto:CityBuild@sfgov.org">CityBuild@sfgov.org</a> or (415) 701-4848. For more information about the First Source Hiring Program visit <a href="http://www.workforcedevelopmentsf.org">www.workforcedevelopmentsf.org</a></li> <li>If the project is subject to the First Source Hiring Program, you are required to execute a Memorandum of Understanding (MOU) with OEWD's CityBuild program prior to receiving construction permits from Department of Building Inspection.</li> </ul>	

Continued...

### Section 3: First Source Hiring Program – Workforce Projection

Per Section 83.11 of Administrative Code Chapter 83, it is the developer’s responsibility to complete the following information to the best of their knowledge.

Provide the estimated number of employees from each construction trade to be used on the project, indicating how many are entry and/or apprentice level as well as the anticipated wage for these positions.

Check the anticipated trade(s) and provide accompanying information (Select all that apply):

TRADE/CRAFT	ANTICIPATED JOURNEYMAN WAGE	# APPRENTICE POSITIONS	# TOTAL POSITIONS	TRADE/CRAFT	ANTICIPATED JOURNEYMAN WAGE	# APPRENTICE POSITIONS	# TOTAL POSITIONS		
Abatement Laborer	PBI		2	Laborer	\$50	2	2		
Boilermaker	N/A			Operating Engineer	\$70	1	2		
Bricklayer	N/A			Painter	\$62	1	2		
Carpenter	\$70	2	7	Pile Driver	\$68	1	1		
Cement Mason	\$55	1	2	Plasterer	\$63	1	3		
Drywall/Latherer	\$70	2	6	Plumber and Pipefitter	\$108	2	2		
Electrician	\$85	2	6	Roofer/Water proofer	\$52	1	3		
Elevator Constructor	\$95	1	2	Sheet Metal Worker	\$85	1	3		
Floor Coverer	\$39	4	2	Sprinkler Fitter	\$83	1	3		
Glazier	\$70	1	6	Taper	\$70	1	5		
Heat & Frost Insulator	N/A			Tile Layer/ Finisher	\$56	1	2		
Ironworker	\$63	1	2	Other:					
			<b>TOTAL:</b>	<b>49</b>				<b>TOTAL:</b>	<b>41</b>

1. Will the anticipated employee compensation by trade be consistent with area Prevailing Wage? YES NO  
 TBD
2. Will the awarded contractor(s) participate in an apprenticeship program approved by the State of California’s Department of Industrial Relations? YES NO  
 TBD
3. Will hiring and retention goals for apprentices be established? YES NO  
 TBD
4. What is the estimated number of local residents to be hired? YES NO  
unknown

### Section 4: Declaration of Sponsor of Principal Project

PRINT NAME AND TITLE OF AUTHORIZED REPRESENTATIVE	EMAIL	PHONE NUMBER
Brian Davey Vice President-Preconstruction	bdavey@buildg.com	Brian Davey
I HEREBY DECLARE THAT THE INFORMATION PROVIDED HEREIN IS ACCURATE TO THE BEST OF MY KNOWLEDGE AND THAT I COORDINATED WITH OEWD’S CITYBUILD PROGRAM TO SATISFY THE REQUIREMENTS OF ADMINISTRATIVE CODE CHAPTER 83.		
(SIGNATURE OF AUTHORIZED REPRESENTATIVE)	August 2, 2019 (DATE)	

**FOR PLANNING DEPARTMENT STAFF ONLY:** PLEASE EMAIL AN ELECTRONIC COPY OF THE COMPLETED AFFIDAVIT FOR FIRST SOURCE HIRING PROGRAM TO OEWD’S CITYBUILD PROGRAM AT [CITYBUILD@SFGOV.ORG](mailto:CITYBUILD@SFGOV.ORG)

Cc: Office of Economic and Workforce Development, CityBuild  
 Address: 1 South Van Ness 5th Floor San Francisco, CA 94103 Phone: 415-701-4848  
 Website: [www.workforcedevelopmentsf.org](http://www.workforcedevelopmentsf.org) Email: [CityBuild@sfgov.org](mailto:CityBuild@sfgov.org)