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Executive Summary
Conditional Use Authorization

HEARING DATE: OCTOBER 10, 2019

Record No.:	2016-009538CUA
Project Address:	905 Folsom Street
Zoning:	MUR (Mixed-Use Residential) Zoning District 85-X Height and Bulk District Central SoMa Special Use District
Block/Lot:	3753/146
Project Sponsor:	Jonathan Pearlman Elevation Architects 1159 Green Street, Suite 4 San Francisco, CA 94109
Property Owner:	300V 5th Street LLC 127A Bernard Street San Francisco, CA 94109
Staff Contact:	Esmeralda Jardines – (415) 575-9144 esmeralda.jardines@sfgov.org
Recommendation:	**Approval with Conditions**

PROJECT DESCRIPTION

The Project includes demolition of the existing building on the project site currently providing an automotive repair garage and retail for the automotive service station (DBA Shell) to construct a new eight-story, 85-ft tall, residential building (approximately 14,140 gross square feet) with nine dwelling-units, approximately 1,160 square feet for a ground floor commercial use along Folsom Street, nine Class 1 bicycle parking spaces, and two Class 2 bicycle parking spaces. The Project includes a dwelling unit mix consisting of five two-bedroom units and four one-bedroom units. The Project includes 2,153 square feet of usable open space via a private second-floor courtyard and a common roof deck.

REQUIRED COMMISSION ACTION

In order for the Project to proceed, the Commission must grant a Conditional Use Authorization, pursuant to Planning Code Sections 202.5 and 303, to allow the demolition of the automotive service station within the Mixed-Use Residential Zoning District.

ISSUES AND OTHER CONSIDERATIONS

- **Public Comment & Outreach.** The Department has not received correspondence regarding the proposed project.

- **Planning Code Conformance.** The Project is fully code-conforming with the Planning Code and is not seeking any variances or exceptions from any Planning Code requirement.
- **Automotive Service Station:** The Project is located on one lot-Lot 146 in Block 3753 (with a lot area of approximately 2,250 square feet), which has approximately 25-ft of frontage along Folsom Street and a lot depth of 90-ft. The Project Site contains one existing building: a one-story automotive repair station garage as well as a retail store for the automotive service station (DBA Shell) on the corner of Folsom and 5th Street. However, the existing automotive service station spans across two lots: 146 and 001 in Block 3753; the second lot 001 at 300 5th Street is not a part of the subject Project but measures 8,625 square feet with 75-ft along Folsom Street and 115-ft along 5th Street. A separate and distinct Project proposed at 300 5th Street is on file and under review with the Planning Department.

ENVIRONMENTAL REVIEW

Pursuant to the Guidelines of the State Secretary of Resources for the implementation of the California Environmental Quality Act (CEQA), on October 3, 2019, 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 California 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 EIR was finalized, there have been no substantial changes to the Central SoMa Area Plan and no substantive 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. Although the Project results partial demolition of the automotive service station and retail, the Project does provide a new ground floor commercial unit as well as seven new stories of housing, including five two-bedroom units and four one-bedroom dwelling units, adding to the housing stock is a goal of the City. The Department also finds the project to be necessary, desirable, and compatible with the surrounding neighborhood, and not to be detrimental to persons or adjacent properties in the vicinity.

ATTACHMENTS:

Draft Motion – Conditional Use Authorization with Conditions of Approval
Exhibit B – Land Use Data
Exhibit C – Parcel Map
Exhibit D – Sanborn Map
Exhibit E – Zoning Map
Exhibit F – Height and Bulk Map
Exhibit G – Aerial Photographs
Exhibit H – Site Photographs
Exhibit I – Plans and Renderings
Exhibit J – Environmental Determination

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Planning Commission Draft Motion

HEARING DATE: OCTOBER 10, 2019

Record No.:	**2016-009538CUA**
Project Address:	**905 FOLSOM STREET**
Zoning:	MUR (Mixed-Use Residential) Zoning District 85-X Height and Bulk District Central SoMa Special Use District
Block/Lot:	3753/146
Project Sponsor:	Jonathan Pearlman, Elevation Architects 1159 Green Street, Suite 4 San Francisco, CA 94109
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ADOPTING FINDINGS RELATING TO A CONDITIONAL USE AUTHORIZATION, PURSUANT TO PLANNING CODE SECTIONS 202.5 AND 303, TO DEMOLISH THE EXISTING RETAIL AND AUTOMOTIVE REPAIR GARAGE THAT IS PART OF AN AUTOMOTIVE SERVICE STATION (DBA SHELL) AND CONSTRUCT A NEW EIGHT-STORY, 85-FT TALL, RESIDENTIAL BUILDING (MEASURING APPROXIMATELY 14,140 SQUARE FEET) WITH NINE DWELLING UNITS (CONSISTING OF FOUR 1-BEDROOM UNITS AND FIVE 2-BEDROOM UNITS) AND A 1,120 SQUARE FOOT GROUND FLOOR COMMERCIAL SPACE WITH NO OFF-STREET PARKING, LOCATED AT 905 FOLSOM STREET, LOT 146 IN ASSESSOR'S BLOCK 3753, WITHIN THE MUR (MIXED-USE RESIDENTIAL), THE CENTRAL SOMA SPECIAL USE DISTRICT, AND AN 85-X HEIGHT AND BULK DISTRICT, AND ADOPTING FINDINGS UNDER THE CALIFORNIA ENVIRONMENTAL QUALITY ACT.

PREAMBLE

On January 23, 2018 Jonathan Pearlman of Elevation Architects (hereinafter "Project Sponsor") filed Application No. 2016-009538CUA (hereinafter "Application") with the Planning Department (hereinafter "Department") for a Conditional Use Authorization to demolish the automotive repair garage and retail building part of an automotive service station to construct a new eight-story, 85-ft tall, residential building with nine dwelling units (hereinafter "Project") at 905 Folsom Street, Block 3753 Lot 146 (hereinafter "Project Site").

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 Commissions 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 Motion 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 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 that project solely on the basis of that impact.

On October 3, 2019, 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 substantial changes to the Central SoMa Area Plan and no substantive changes in circumstances that would require major revisions to the EIR due to the involvement of new significant environmental effects or an increase in the severity of previously identified significant impacts, and there is no new information of substantial importance that would change the conclusions set forth in the Final EIR. The file for this project, including the Central Soma Area Plan EIR and the Community Plan Exemption certificate, is available for review at the San Francisco Planning Department, 1650 Mission Street, Suite 400, San Francisco, California.

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 draft Motion as Exhibit J.

On October 10, 2019, the San Francisco Planning Commission (hereinafter "Commission") conducted a duly noticed public hearing at a regularly scheduled meeting on Conditional Use Authorization Application No. 2016-009538CUA.

The Planning Department Commission Secretary is the custodian of records; the File for Record No. 2016-009538CUA is located at 1650 Mission Street, Suite 400, San Francisco, California.

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

MOVED, that the Commission hereby authorizes the Conditional Use Authorization as requested in Application No. 2016-009538CUA, 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 existing automotive repair garage and retail building on the project site associated with an existing automotive service station (DBA Shell) and construction of a new eight-story, 85-ft tall, residential building (approximately 14,140 gross square feet) with nine dwelling-units, approximately 1,160 square feet for a commercial use along Folsom Street, nine Class 1 bicycle parking spaces, and two Class 2 bicycle parking spaces. The Project includes a dwelling unit mix consisting of five two-bedroom units and four one-bedroom units. The Project includes 2,153 square feet of usable open space via a private second-floor courtyard and a common roof deck. The Project does not possess any off-street automotive parking.

3. **Site Description and Present Use.** The Project is located on one lot (with a lot area of approximately 2,250 square feet), which has approximately 25-ft of frontage along Folsom Street and a lot depth of 90-ft. The Project Site contains one existing building: a one-story automotive repair station garage as well as a retail store for the automotive service station (DBA Shell) on the corner of Folsom and 5th Street. However, the existing automotive service station spans across two lots: 146 and 001 in Block 3753; the second lot 001 at 300 5th Street is not a part of the subject Project but measures 8,625 square feet with 75-ft along Folsom Street and 115-ft along 5th Street. A separate and distinct project at 300 5th Street is on file and under review with the Planning Department (See Record No. 2019-006114PRJ).

4. **Surrounding Properties and Neighborhood.** The Project Site is located within the MUR Zoning District in the Central SoMa Area Plan. The immediate context is mixed in character with

residential, industrial, and commercial uses. The immediate neighborhood includes two-to-ten-story residential developments to the north and west, commercial buildings to the south, and a series of one-to-two-story industrial properties to the east along Folsom Street across 5th Street. The project site is located within the boundaries of the Central SoMa Special Use District. Other zoning districts in the vicinity of the project site include: P (Public), SALI (Service Area Light Industrial), MUG (Mixed Use-General), and the Soma NCT (South of Market Neighborhood Commercial Transit) Zoning District.

5. **Public Outreach and Comments.** The Department has not received correspondence regarding the proposed project.

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 MUR.** Planning Code Section 841.21 states that dwelling units are principally permitted in the MUR Zoning District. Planning Code Section 841.45 states that all retail sales and services are principally permitted.

   The Project is proposing nine dwelling units and one ground floor commercial units, all of which are principally permitted.

   B. **Lot Coverage.** Planning Code Section 249.78 states that lot coverage is limited to 80 percent at all residential levels, except that on levels in which all residential units face onto a public right-of-way, 100 percent lot coverage may occur. The unbuilt portion of the lot shall be open to the sky except for those obstructions permitted in yards pursuant to Section 136 (c) of the Planning Code. Where there is a pattern of mid-block open space for adjacent buildings, the unbuilt area of the new project shall be designed to adjoin that mid-block open space.

   The Project is proposing a 75 percent lot coverage. The proposed building measures approximately 25 feet by 67-feet-6 inches and therefore measures 1,687.5 square feet; 1,687.5 square feet of a 2,250-square foot parcel is 75 percent. The Project complies with the 80 percent lot coverage requirement.

   C. **Usable Open Space.** Planning Code Section 135 and 841.11 states that for residential uses 80 square feet of usable open space per dwelling unit are required. Planning Code Section 135.3 states that for non-residential uses the amount required varies based on use.

   For nine dwelling units and one commercial unit, the Project is required to provide 720 square feet and 5 square feet of usable open space, respectively. The Project is providing 1,613 square feet via a shared deck and planters on the roof level as well as private usable open space on the second floor measuring 540 square feet.

D. **Dwelling Unit Exposure.** Planning Code Section 140 requires that all dwelling units face a public street or alley at least 20 feet in width, side yard or open area at least 25 feet in width, or a rear yard meeting the requirements of the Planning Code.

The proposed dwelling units face either Folsom Street or an open area at the rear that complies with lot coverage requirements; therefore, all dwelling units meet dwelling unit exposure requirements.

E. **Street Frontage in Mixed Use Districts and Active Uses.** Planning Code Section 145.1, 145.1(c)(5), 145.1(c)(6), and 249.78(c)(1) require that active uses shall be provided within the first 25 feet of building depth on the ground floor and 15 feet on floors above from any facade facing a street at least 30 feet in width. In addition, the floors of street-fronting interior spaces housing non-residential active uses and lobbies shall be as close as possible to the level of the adjacent sidewalk at the principal entrance to these spaces. Frontages with active uses that must be fenestrated with transparent windows and doorways for no less than 60 percent of the street frontage at the ground level and allow visibility to the inside of the building. The use of dark or mirrored glass shall not count towards the required transparent area. Any decorative railings or grillwork, other than wire mesh, which is placed in front of or behind ground floor windows, shall be at least 75 percent open to perpendicular view. Rolling or sliding security gates shall consist of open grillwork rather than solid material, so as to provide visual interest to pedestrians when the gates are closed, and to permit light to pass through mostly unobstructed. Gates, when both open and folded or rolled as well as the gate mechanism, shall be recessed within, or laid flush with, the building facade.

The subject commercial unit has approximately 16-feet-4 inches of street frontage on Folsom Street. The windows are clear and unobstructed and the ground floor ceiling height measures 15 feet, where 14 feet are required. The active uses along the ground floor of the proposed building are immediately adjacent to the sidewalks; therefore, meets the requirements for ground-level street-facing spaces of Planning Code Section 145.1.

F. **Ground Floor Commercial Use.** Planning Code Sections 145.4 and 841 state that ground floor commercial along Folsom Street between 4th and 6th Street is required.

The Project is providing a ground floor commercial unit along Folsom Street as required in the Planning Code and envisioned in the Central SoMa Area Plan.

G. **Bicycle Parking.** Planning Code Section 155.2 requires one Class 1 space for every dwelling unit. For retail sales and service uses, one Class 1 space is required for every 7,500 square feet of occupied floor area. Planning Code 155.2 requires one Class 2 space for every 20 dwelling units and one Class 2 space for every 2,500 square feet of occupied floor area for retail sales and service uses. All bicycle parking must meet the standards set forth under Section 155.1.

The Project is required to provide one Class 1 space for every dwelling unit for a total of nine spaces and is not required to provide Class 2 spaces; however, is proposing to provide two Class 2 spaces along Folsom Street. The Project demonstrates compliance with bicycle parking requirements.

H. **Conversion of Automotive Service Stations.** Planning Code Section 202.5 states that a Conditional Use Authorization is required to convert an automotive service station, as defined in Planning Code Section 102, to non-service state use and that findings be made for the conversion of a service station.

The Project proposes to demolish part of the automotive service station (the automotive repair garage and the retail store DBA Shell). Findings under Section 202.5 are noted below.

I. **Dwelling Unit Mix.** Planning Code Section 207.6 requires that no less than 40% of the total number of proposed dwelling units contain at least two bedrooms or no less than 30% of the total number of proposed dwelling units contain at least three bedrooms.

The Project containing nine dwelling units (four one-bedroom and five two-bedroom units) is required to provide at least four two-bedroom units. The Project exceeds dwelling unit mix by providing 56% of the dwelling unit mix as two-bedroom units.

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

The Planning Department prepared a preliminary shadow fan and determined that the project would not cast shadows on any parks or open spaces under the jurisdiction of the San Francisco Recreation and Parks Commission.

K. **Transportation Sustainability Fee.** Planning Code Section 411A is applicable to new development that provides new construction of a non-residential use in excess of 800 gross square feet.

The Project includes 1,160 square feet of non-residential use. This square footage shall be subject to the Transportation Sustainability Fee as outlined in Planning Code Section 411A.

L. **Residential Childcare Impact Fee.** Planning Code Section 414A is applicable to any residential development citywide that results in the addition of a residential unit.

The Project includes approximately 12,980 gross square feet of residential use. The proposed Project is subject to fees as outlined in Planning Code Section 414A.

M. **Eastern Neighborhood Infrastructure Impact Fee.** Planning Code Section 423 is applicable to any development project within the MUR (Mixed Use Residential) Zoning District that results in new gross square feet of residential and non-residential space.

The Project includes approximately 12,980 gross square feet of new residential use and 1,160 gross square feet of retail sales and service use. These uses are subject to the Eastern Neighborhood Infrastructure Impact Fees, as outlined in Planning Code Section 423. These fees must be paid prior to the issuance of the building permit application.

7. **Conditional Use Findings.** Planning Code Section 303 establishes criteria for the Planning Commission to consider when reviewing applications for Conditional Use authorization. On balance, the project complies with said criteria in that:

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

The proposed uses are in keeping with the neighboring residential buildings and storefronts on the block face. The new eight-story nine-dwelling unit building with ground floor commercial is necessary to meet the housing demand in the City and the ground floor commercial is desirable for the neighborhood in the vicinity. This will complement the mix of goods and services currently available in the district and contribute to the economic vitality of the neighborhood by removing an automotive repair garage with retail and replacing it with ground retail and residential uses above.

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

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

The height and bulk of the proposed building will be more in keeping with the neighboring residential buildings by continuing the street wall at 85 feet, further emphasizing the urban room envisioned in the Central SoMa Area Plan. Currently, the automotive repair garage and retail have a concrete masonry-unit blind wall along Folsom Street. The new ground floor commercial unit will provide a glazed storefront that will increase the transparency along Folsom Street.

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

The Planning Code does not require parking or loading for a 1,160 square-foot commercial unit nor for 12,980 square feet of residential uses. The new building cumulatively measuring 14,140 square feet does not provide any off-street parking or loading. The proposed use is designed to meet the needs of the immediate neighborhood and should not generate significant amounts of vehicular trips from the immediate neighborhood or citywide as no curb cuts are proposed. Given the proximity to several MUNI lines, the Project is not anticipated to generate traffic levels that would be detrimental to the health, safety, convenience or general welfare of the community, particularly compared to the traffic generated by the existing automotive repair garage.

(3) The safeguards afforded to prevent noxious or offensive emissions such as noise, glare, dust and odor;

The proposed uses, residential and commercial, are less intensive than the existing automotive repair garage and will not emit noxious or offensive emissions such as noise, glare, dust or odor.

(4) Treatment given, as appropriate, to such aspects as landscaping, screening, open spaces, parking and loading areas, service areas, lighting and signs;

The Project will provide a total of approximately 2,153 square feet of usable open space via private deck at the second floor and a common deck on the roof level as well as a new street tree along Folsom Street.

C. That the use as proposed will comply with the applicable provisions of the Planning Code and will not adversely affect the General Plan.

The Project complies with all relevant requirements and standards of the Planning Code and is consistent with objectives and policies of the General Plan as detailed below.

D. That the use as proposed would provide development that is in conformity with the purpose of the applicable Zoning District.

The proposed project is consistent with the stated purpose of the MUR Zoning District, which envisions the development of high-density, mid-rise housing, including family-sized housing. The District is also designed to encourage the expansion of retail, business service and commercial and cultural arts activities. Continuous ground floor commercial frontage with pedestrian-oriented retail activities along major thoroughfares is encouraged.

8. **Planning Code Section 202.5(d) Findings Relating to Conversion of Automotive Service Stations.** In acting on any application for Conditional Use authorization for conversion, the

Commission shall consider the following criteria in lieu of the criteria set forth in Section 303(c) of this Code:

(1) The Planning Commission shall approve the application and authorize the service station conversion if it determines from the facts presented that the reduction in availability of automotive goods and services resulting from the service station conversion would not be unduly detrimental to the public because either:

(A) Comparable automotive goods and services are available at other reasonably accessible locations; or

The surrounding neighborhood is served by several other automotive service stations. There are two other Shell Gas Stations in the vicinity, one along Bryant Street and 4th Street, and another on 3rd Street between Brannan and Bryant Street as well as a Chevron on 6th Street and Harrison Street. Although the Project will remove part of the automotive service station, the actual gas station pumps themselves will be retained in the short term. The Planning Department has a separate project on file at 300 5th Street (See Record No. 2019-006114PRJ), which is currently under review.

(B) The benefits to the public of the service station conversion would outweigh any reduction in automotive goods and services availability because the proposed new use is more necessary or desirable for the neighborhood or community than continued service station use.

The Project's public benefits include the addition of new residential units and a new retail/commercial space. These two benefits outweigh the marginal reduction in availability of an automotive repair garage and associated retail store. There is a high demand for housing and additional retail spaces for convenience of the neighboring businesses and residents. The Project will construct nine new dwelling units and a commercial unit to respond to that demand.

(2) In making determinations under Subsection (1)(A), the Planning Commission shall consider the following factors:

(A) The types of services offered by the service station sought to be converted and the hours and days during which such goods and services are available;

The services currently available at the subject parcel, 905 Folsom Street, are a Smog Center and a Food Mart associated with the automotive service station on the contiguous parcel, 300 5th Street. The Bay City Smog Center operates Monday through Friday from 8:30 AM to 6:00 PM and Saturday from 9:00 AM to 5:00 PM. The Food Mart is open 24 hours a day in conjunction with the operations of the automotive service retail including (cold drinks, packaged snacks, oil, and miscellaneous automotive products).

(B) The volume of gasoline and other motor fuel sold and the number of vehicles serviced at such service station during each of the 24 months preceding the filing of the conditional use authorization application;

The Project Sponsor noted that this does not apply to 905 Folsom Street because the gasoline pumps and tanks are on the adjacent property at 300 5th Street. 300 5th Street is under a separate permit.

(C) Whether the volume of gasoline and other motor fuel sold and the number of vehicles serviced each month has increased or decreased during the 24-month period immediately preceding the conditional use authorization;

The 300 5th Street tenant, 905 Folsom Street's neighbor, could not disclose the data on the number of vehicles serviced. 905 Folsom Street is proposing demolition of the automotive repair garage, not the automotive service station and associated gasoline and motor fuel sales.

(D) The accessibility of comparable automotive goods and services offered by other service stations and repair garages which serve the same geographic area and population segments (e.g., neighborhood residents, in-town or out-of-town commuters, tourists) as the service station sought to be converted.

The area around the Project Site is served by several other automotive service stations and smog testing and minor automotive repair shops in the neighborhood. The Project Sponsor explained that there are four smog testing stations within .4 miles from 905 Folsom Street as well as numerous convenience stores that sell similar products. There are two other Shell Gas Stations in the vicinity, one along Bryant Street and 4th Street, and another on 3rd Street between Brannan and Bryant Street as well as a Chevron on 6th Street and Harrison Street. Although the Project will remove part of the automotive service station, the actual gas station pumps themselves will be retained in the short term. The Planning Department has a separate project on file at 300 5th Street (See Record No. 2019-006114PRJ), which is currently under review.

(3) In making determinations under Subsection (1)(B), the Planning Commission shall consider the following factors:

(A) If the proposed use is a Residential use, the total number of units to be provided and the number of those units that are affordable units;

The Project will construct a total of nine new dwelling units to increase the City's supply of housing, including five two-bedroom and four one-bedroom dwelling units, thereby increasing housing in the neighborhood and in the City.

(B) If the proposed new use is a Commercial use, the types of goods and services to be offered and the availability of comparable products and services in the vicinity;

The Project will provide a 1,160 square-foot commercial unit, which will be open to commercial tenants offering a variety of retail sales and services to the neighborhood and new tenants of the proposed development. The new commercial unit will further activate Folsom Street.

(C) The importance of the street on which the service station fronts to walking, cycling, and public transit, and the impact of automobile access and egress to the service station and of the proposed new uses and structures on the safety and comfort of pedestrians, cyclists, and transit riders;

Folsom Street, is a commercial corridor for the surrounding neighborhood. Folsom Street is a key walking street as identified in the WalkFirst program. Folsom is also a Class II bicycle facility Street as identified in the San Francisco Bicycle Network. At the corner of 5th Street and Folsom Street is a bay area bike share station. Bicycle routes are located at both Folsom and 5th Street. As such, it is a high-priority pedestrian, bicycle, and transit area. The existing automotive repair garage is detrimental to the pedestrian and bicycle safety in that this automotive use presents potential conflict points with pedestrian access and creates hazards for cyclists due to the volume and speed of vehicles entering and exiting the existing automotive repair shop. The proposed Project will instead eliminate these conflicts by not providing any vehicular access to 905 Folsom Street thereby improving pedestrian and cyclist safety. In addition, the Project will provide nine Class 1 spaces for bicycle storage on-site as well as two Class 2 bicycle parking spaces on the sidewalk. The Project Site is well-served by several MUNI lines, including the 8-, 8AX-, 8BX-, 12-, 14-, 14R-, 14X-, 27-, 30, 45-, 47-, 714- all within ¼ mile from 905 Folsom Street.

(D) The relative environmental dangers posed by the current and proposed uses, including but not limited to the quality and character of waste generated, noxious or offensive emissions, fire and explosion hazards and noise, and whether the service station conversion would facilitate the cleanup of existing contamination at the property;

The existing automotive repair shop involves storage of numerous hazardous materials on the Project Site, including automotive fluids and industrial solvents. These hazardous materials are inherently dangerous and present an explosion risk. Thus, discontinuing the automotive repair use will eliminate the ongoing risk of contamination or other dangerous conditions. The proposed mixed-use development will not involve the use of any hazardous materials.

(E) The relative employment opportunities offered by the service station and the proposed new use;

The existing convenience shop employs 1-2 people and the smog center employs 1-3 people. The proposed commercial unit will employ 2-5 people. The proposed employment opportunities will be similar to the existing conditions. Additional employment opportunities will also be created with respect to the residential use with demand for landscaping maintenance, cleaning, building security, and other employment opportunities that may be common to mixed-use development, such as the proposed Project.

(F) The relative amount of taxes or other revenues to be received by the City or other governmental bodies from service station use and the proposed new use;

The proposed residential units in the Project will create new property tax revenue for the City. In addition, the proposed commercial unit is anticipated to generate additional gross receipts taxes, as well as payroll taxes from the significant number of people who would be employed at the site. The existing tax revenues are $4,667/year. The proposed building will generate approximately $131,332/year, which equals a net increase of approximately $125,000/year. Transfer taxes (based on $6.80 to $7.50/$1000 of sales price) will generate $76,000 to $84,000. Additional transfer taxes at 1 unit/year will generate approximately $8,000/year. Therefore, additional tax revenue is estimated at $200,000 at completion of 905 Folsom Street and $135,000 in subsequent years.

(G) The compatibility of the existing service station and of the proposed new use or structure with the General Plan and area plan urban design policies and the street frontage standards of this Code;

The existing automotive repair shop along Folsom Street is oriented towards 5th Street and therefore, provides a blank concrete masonry unit wall along Folsom Street which is detrimental to the transparent, pedestrian-oriented, and walkable neighborhoods envisioned in the General Plan and encouraged in the Urban Design Element. The proposed Project will encourage pedestrian access, will reduce the amount of street frontage dedicated to automotive uses, and will provide 1,160 square feet of active use at the street level, consistent with the General Plan and accepted urban planning principles for the applicable zoning districts.

(H) Whether the service station use and the proposed use are permitted principal uses, conditional uses or nonconforming uses.

The proposed residential and commercial use are principally permitted in the MUR Zoning District. Both of the existing uses, automotive repair and retail, are also principally permitted in the MUR Zoning District.

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

AIR QUALITY ELEMENT

Objectives and Policies

OBJECTIVE 3:
DECREASE THE AIR QUALITY IMPACTS OF DEVELOPMENT BY COORDINATION OF LAND USE AND TRANSPORTATION DECISIONS.

Policy 3.2
Encourage mixed land use development near transit lines and provide retail and other types of service-oriented uses within walking distance to minimize automobile dependent development.

The mixed-use building with ground floor commercial and residential above is well-served by several MUNI lines, including the: 8-, 8AX-, 8BX-, 12-, 14-, 14R-, 14X-, 27-, 30, 45-, 47-, 714- all within ¼ mile from 905 Folsom Street.

COMMERCE AND INDUSTRY ELEMENT

Objectives and Policies

OBJECTIVE 6:
MAINTAIN AND STRENGTHEN VIABLE NEIGHBORHOOD COMMERCIAL AREAS EASILY ACCESSIBLE TO CITY RESIDENTS.

Policy 6.1
Ensure and encourage the retention and provision of neighborhood-serving goods and services in the city's neighborhood commercial districts, while recognizing and encouraging diversity of those districts.

Policy 6.7
Promote high quality urban design on commercial streets.

HOUSING ELEMENT

Objectives and Policies

OBJECTIVE 1:
IDENTIFY AND MAKE AVAILABLE FOR DEVELOPMENT ADEQUATE SITES TO MEET THE CITY'S HOUSING NEEDS, ESPECIALLY PERMANENTLY AFFORDABLE HOUSING.

Policy 1.1
Plan for the full range of housing needs in the City and County of San Francisco, especially affordable housing.

Policy 1.8
Promote mixed-use development, and include housing, particularly permanently affordable housing, in new commercial, institutional or other single use development projects.

Policy 1.10
Support new housing projects, especially affordable housing, where households can easily rely on public transportation, walking and bicycling for the majority of daily trips.

OBJECTIVE 4:
FOSTER A HOUSING STOCK THAT MEETS THE NEEDS OF ALL RESIDENTS ACROSS LIFECYCLES.

Policy 4.1
Develop new housing, and encourage the remodeling of existing housing, for families with children.

Policy 4.4
Encourage sufficient and suitable rental housing opportunities, emphasizing permanently affordable rental units wherever possible.

Policy 4.5
Ensure that new permanently affordable housing is located in all of the City's neighbor-hoods, and encourage integrated neighborhoods, with a diversity of unit types provided at a range of income levels.

OBJECTIVE 11:
SUPPORT AND RESPECT THE DIVERSE AND DISTINCT CHARACTER OF SAN FRANCISCO'S NEIGHBORHOODS.

Policy 11.1
Promote the construction and rehabilitation of well-designed housing that emphasizes beauty, flexibility, and innovative design, and respects existing neighborhood character.

Policy 11.2
Ensure implementation of accepted design standards in project approvals.

Policy 11.3
Ensure growth is accommodated without substantially and adversely impacting existing residential neighborhood character.

Policy 11.4:

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

Policy 11.6
Foster a sense of community through architectural design, using features that promote community interaction.

Policy 11.8
Consider a neighborhood's character when integrating new uses, and minimize disruption caused by expansion of institutions into residential areas.

OBJECTIVE 12:
BALANCE HOUSING GROWTH WITH ADEQUATE INFRASTRUCTURE THAT SERVES THE CITY'S GROWING POPULATION.

Policy 12.2
Consider the proximity of quality of life elements such as open space, child care, and neighborhood services, when developing new housing units.

The mixed-use project provides both a commercial use at the ground floor further activating Folsom Street and provides nine dwelling units on the upper floors as envisioned in the Mixed-Use Residential Zoning District.

TRANSPORTATION ELEMENT

Objectives and Policies

OBJECTIVE 34:
RELATE THE AMOUNT OF PARKING IN RESIDENTIAL AND NEIGHBORHOOD COMMERCIAL DISTRICTS TO THE CAPACITY OF THE CITY'S STREET SYSTEM AND LAND USE PATTERNS

Policy 34.1
Regulate off-street parking in new housing so as to guarantee needed spaces without requiring excesses and to encourage low auto ownership in neighborhoods that are well served by transit and are convenient to neighborhood shopping.

The Project is not proposing any off-street parking. Off-street parking is not required in the MUR and given the Project's vicinity to transit, alternate modes of transportation are available at 905 Folsom Street.

URBAN DESIGN ELEMENT

Objectives and Policies

OBJECTIVE 1:
EMPHASIS OF THE CHARACTERISTIC PATTERN WHICH GIVES TO THE CITY AND ITS NEIGHBORHOODS AN IMAGE, A SENSE OF PURPOSE, AND A MEANS OF ORIENTATION.

Policy 1.3
Recognize that buildings, when seen together, produce a total effect that characterizes the city and its districts.

Policy 1.7
Recognize the natural boundaries of districts, and promote connections between districts.

The proposed Project at 85-feet is more aligned with the multi-family mixed-use development along Folsom Street.

CENTRAL SOMA AREA PLAN

Objectives and Policies

OBJECTIVE 3.4:
FACILITATE A VIBRANT RETAIL ENVIRONMENT THAT SERVES THE NEEDS OF THE COMMUNITY

Policy 3.4.1
Allow retail throughout the Plan Area.

Policy 3.4.2
Require ground-floor retail along important streets.

The Central SoMa Area Plan envisioned extending ground-floor retail along important pedestrian thoroughfares, including Folsom Street. The Project aligns with this objective by proposing an active storefront for a ground-floor commercial use at 905 Folsom Street.

OBJECTIVE 8.1:
ENSURE THAT THE GROUND FLOORS OF BUILDINGS CONTRIBUTE TO THE ACTIVATION, SAFETY, AND DYNAMISM OF THE NEIGHBORHOOD

Policy 8.1.1
Require that ground floor uses actively engage the street.

Policy 8.1.3
Ensure buildings are built up to the sidewalk edge.

The Central SoMa Area Plan requires ground floor uses that actively engage the street. The existing automotive repair garage provides a blind concrete masonry unit wall along Folsom street. The new proposed storefront is built to the property line and aligns with the sidewalk edge.

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

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

The project site currently possesses retail uses as accessory to the automotive service station. Ground-floor retail will be provided along Folsom Street, further activating that street frontage. The Project provides nine new dwelling units, which will enhance the nearby retail uses by providing new residents, who may patron and/or own these businesses.

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

The project site does not possess any existing housing. The Project would provide nine new dwelling units, thus resulting in an overall increase in the neighborhood housing stock. The Project is expressive in design, and relates well to the scale and form of the surrounding neighborhood. For these reasons, the Project would protect and preserve the cultural and economic diversity of the neighborhood.

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

The Project does not currently possess any existing affordable housing. The Project is not required to comply the City's Inclusionary Housing Program. Therefore, the Project will not have any affect on the stock of affordable housing units in the City.

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 well-served by several MUNI lines, including the: 8-, 8AX-, 8BX-, 12-, 14-, 14R-, 14X-, 27-, 30, 45-, 47-, 714- all within ¼ mile from 905 Folsom Street. Future residents would be afforded proximity to a bus line. The Project also provides sufficient bicycle parking for residents and their guests.

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

The Project does not include commercial office development. Although the Project would remove an automotive repair garage and retail store, the Project also provides new housing, which is a top priority for the City. The Project incorporates a new commercial use, thus assisting in diversifying the neighborhood character.

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 preliminary fan demonstrated that 905 Folsom Street did not cast shadow on any parks or open space; Therefore, it was determined that a shadow application was not required. Though the Project is more than 40-ft tall, additional study of shadow was not required per Planning Code Section 295.

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 Conditional Use Authorization would promote the health, safety and welfare of the City.

DECISION

That based upon the Record, the submissions by the Applicant, the staff of the Department and other interested parties, the oral testimony presented to this Commission at the public hearings, and all other written materials submitted by all parties, the Commission hereby **APPROVES Conditional Use Authorization Application No. 2016-009538CUA** subject to the following conditions attached hereto as "EXHIBIT A" in general conformance with plans on file, dated April 10, 2019, and stamped "EXHIBIT I", which is incorporated herein by reference as though fully set forth**.**

The Planning Commission hereby adopts the MMRP attached hereto as Exhibit J and incorporated herein as part of this Motion by this reference thereto. All required mitigation measures identified in the Eastern 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 Conditional Use Authorization to the Board of Supervisors within thirty (30) days after the date of this Motion. The effective date of this Motion shall be the date of this Motion if not appealed (after the 30-day period has expired) OR the date of the decision of the Board of Supervisors if appealed to the Board of Supervisors. For further information, please contact the Board of Supervisors at (415) 554-5184, City Hall, Room 244, 1 Dr. Carlton B. Goodlett Place, San Francisco, CA 94102.

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

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

I hereby certify that the Planning Commission ADOPTED the foregoing Motion on October 10, 2019.

Jonas P. Ionin
Commission Secretary

AYES:

NAYS:

ABSENT:

ADOPTED: October 10, 2019

EXHIBIT A

AUTHORIZATION

This authorization is for a conditional use to allow demolition of a portion of an existing automotive service station (d.b.a. Shell) located at 905 Folsom Street, Block 3753, and Lot 146 pursuant to Planning Code Sections 202.5 and 303, within the Mixed-Use Residential (MUR) Zoning District, Central SoMa Special Use District, and a 85-X Height and Bulk District; in general conformance with plans, dated April 10, 2019, and stamped "EXHIBIT I" included in the docket for Record No. 2016-009538CUA and subject to conditions of approval reviewed and approved by the Commission on October 10, 2019 under Motion No **XXXXXX**. This authorization and the conditions contained herein run with the property and not with a particular Project Sponsor, business, or operator.

RECORDATION OF CONDITIONS OF APPROVAL

Prior to the issuance of the building permit or commencement of use for the Project the Zoning Administrator shall approve and order the recordation of a Notice in the Official Records of the Recorder of the City and County of San Francisco for the subject property. This Notice shall state that the project is subject to the conditions of approval contained herein and reviewed and approved by the Planning Commission on October 10, 2019 under Motion No **XXXXXX**.

PRINTING OF CONDITIONS OF APPROVAL ON PLANS

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

SEVERABILITY

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

CHANGES AND MODIFICATIONS

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

Conditions of Approval, Compliance, Monitoring, and Reporting

PERFORMANCE

1. **Validity.** The authorization and right vested by virtue of this action is valid for three (3) years from the effective date of the Motion. The Department of Building Inspection shall have issued a Building Permit or Site Permit to construct the project and/or commence the approved use within this three-year period.
   For information about compliance, contact Code Enforcement, Planning Department at 415-575-6863, www.sf-planning.org

2. **Expiration and Renewal.** Should a Building or Site Permit be sought after the three (3) year period has lapsed, the project sponsor must seek a renewal of this Authorization by filing an application for an amendment to the original Authorization or a new application for Authorization. Should the project sponsor decline to so file, and decline to withdraw the permit application, the Commission shall conduct a public hearing in order to consider the revocation of the Authorization. Should the Commission not revoke the Authorization following the closure of the public hearing, the Commission shall determine the extension of time for the continued validity of the Authorization.
   For information about compliance, contact Code Enforcement, Planning Department at 415-575-6863, www.sf-planning.org

3. **Diligent Pursuit.** Once a site or Building Permit has been issued, construction must commence within the timeframe required by the Department of Building Inspection and be continued diligently to completion. Failure to do so shall be grounds for the Commission to consider revoking the approval if more than three (3) years have passed since this Authorization was approved.
   For information about compliance, contact Code Enforcement, Planning Department at 415-575-6863, www.sf-planning.org

4. **Extension.** All time limits in the preceding three paragraphs may be extended at the discretion of the Zoning Administrator where implementation of the project is delayed by a public agency, an appeal or a legal challenge and only by the length of time for which such public agency, appeal or challenge has caused delay.
   For information about compliance, contact Code Enforcement, Planning Department at 415-575-6863, www.sf-planning.org

5. **Conformity with Current Law.** No application for Building Permit, Site Permit, or other entitlement shall be approved unless it complies with all applicable provisions of City Codes in effect at the time of such approval.
   For information about compliance, contact Code Enforcement, Planning Department at 415-575-6863, www.sf-planning.org

6. **Mitigation Measures.** Mitigation measures described in the MMRP attached as Exhibit J are necessary to avoid potential significant effects of the proposed project and have been agreed to by the project sponsor. Their implementation is a condition of project approval.
For information about compliance, contact Code Enforcement, Planning Department at 415-575-6863, www.sf-planning.org

DESIGN – COMPLIANCE AT PLAN STAGE

7. **Final Materials.** The Project Sponsor shall continue to work with Planning Department on the building design. Final materials, glazing, color, texture, landscaping, and detailing shall be subject to Department staff review and approval. The architectural addenda shall be reviewed and approved by the Planning Department prior to issuance.
For information about compliance, contact the Case Planner, Planning Department at 415-558-6378, www.sf-planning.org

8. **Garbage, Composting and Recycling Storage.** Space for the collection and storage of garbage, composting, and recycling shall be provided within enclosed areas on the property and clearly labeled and illustrated on the building permit plans. Space for the collection and storage of recyclable and compostable materials that meets the size, location, accessibility and other standards specified by the San Francisco Recycling Program shall be provided at the ground level of the buildings.
For information about compliance, contact the Case Planner, Planning Department at 415-558-6378, www.sf-planning.org

9. **Rooftop Mechanical Equipment.** Pursuant to Planning Code 141, the Project Sponsor shall submit a roof plan to the Planning Department prior to Planning approval of the building permit application. Rooftop mechanical equipment, if any is proposed as part of the Project, is required to be screened so as not to be visible from any point at or below the roof level of the subject building.
For information about compliance, contact the Case Planner, Planning Department at 415-558-6378, www.sf-planning.org

10. **Signage.** The Project Sponsor shall develop a signage program for the Project which shall be subject to review and approval by Planning Department staff before submitting any building permits for construction of the Project. All subsequent sign permits shall conform to the approved signage program. Once approved by the Department, the signage program/plan information shall be submitted and approved as part of the site permit for the Project. All exterior signage shall be designed to compliment, not compete with, the existing architectural character and architectural features of the building.
For information about compliance, contact the Case Planner, Planning Department at 415-558-6378, www.sf-planning.org

11. **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 Planning Department in consultation with Public Works shall require the following location(s) for transformer vault(s) for this project: in the existing subterranean vault under Folsom Street. This location has the following design considerations: the vault is existing under Folsom Street and the project's street frontage is only 25 feet. 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 415-554-5810, http://sfdpw.org

12. **Noise**, **Ambient**. Interior occupiable spaces shall be insulated from ambient noise levels. Specifically, in areas identified by the Environmental Protection Element, Map1, "Background Noise Levels," of the General Plan that exceed the thresholds of Article 29 in the Police Code, new developments shall install and maintain glazing rated to a level that insulate interior occupiable areas from Background Noise and comply with Title 24.
    For information about compliance, contact the Environmental Health Section, Department of Public Health at (415) 252-3800, www.sfdph.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 415-558-6378, www.sf-planning.org

14. **Odor Control Unit.** In order to ensure any significant noxious or offensive odors are prevented from escaping the premises once the project is operational, the building permit application to implement the project shall include air cleaning or odor control equipment details and manufacturer specifications on the plans. Odor control ducting shall not be applied to the primary façade of the building.
    For information about compliance, contact the Case Planner, Planning Department at 415-558-6378, www.sf-planning.org

PARKING AND TRAFFIC

15. **Bicycle Parking.** The Project shall provide no fewer than nine (9) Class 1 bicycle parking spaces as required by Planning Code Sections 155.1 and 155.2.
    For information about compliance, contact Code Enforcement, Planning Department at 415-575-6863, www.sf-planning.org

16. **Managing Traffic During Construction.** The Project Sponsor and construction contractor(s) shall coordinate with the Traffic Engineering and Transit Divisions of the San Francisco Municipal

Transportation Agency (SFMTA), the Police Department, the Fire Department, the Planning Department, and other construction contractor(s) for any concurrent nearby Projects to manage traffic congestion and pedestrian circulation effects during construction of the Project.
For information about compliance, contact Code Enforcement, Planning Department at 415-575-6863, www.sf-planning.org

PROVISIONS

17. **Transportation Sustainability Fee.** The Project is subject to the Transportation Sustainability Fee (TSF), as applicable, pursuant to Planning Code Section 411A.
For information about compliance, contact the Case Planner, Planning Department at 415-558-6378, www.sf-planning.org

18. **Residential Child Care Impact Fee.** The Project is subject to the Residential Child Care Fee, as applicable, pursuant to Planning Code Section 414A.
For information about compliance, contact the Case Planner, Planning Department at 415-558-6378, www.sf-planning.org

19. **Eastern Neighborhoods Infrastructure Impact Fee.** The Project is subject to the Eastern Neighborhoods Infrastructure Impact Fee, as applicable, pursuant to Planning Code Section 423.
For information about compliance, contact the Case Planner, Planning Department at 415-558-6378, www.sf-planning.org

MONITORING - AFTER ENTITLEMENT

20. **Enforcement.** Violation of any of the Planning Department conditions of approval contained in this Motion or of any other provisions of Planning Code applicable to this Project shall be subject to the enforcement procedures and administrative penalties set forth under Planning Code Section 176 or Section 176.1. The Planning Department may also refer the violation complaints to other city departments and agencies for appropriate enforcement action under their jurisdiction.
For information about compliance, contact Code Enforcement, Planning Department at 415-575-6863, www.sf-planning.org

21. **Monitoring.** The Project requires monitoring of the conditions of approval in this Motion. The Project Sponsor or the subsequent responsible parties for the Project shall pay fees as established under Planning Code Section 351(e) (1) and work with the Planning Department for information about compliance.
For information about compliance, contact Code Enforcement, Planning Department at 415-575-6863, www.sf-planning.org

22. **Revocation due to Violation of Conditions.** Should implementation of this Project result in complaints from interested property owners, residents, or commercial lessees which are not resolved by the Project Sponsor and found to be in violation of the Planning Code and/or the

specific conditions of approval for the Project as set forth in Exhibit A of this Motion, the Zoning Administrator shall refer such complaints to the Commission, after which it may hold a public hearing on the matter to consider revocation of this authorization.
For information about compliance, contact Code Enforcement, Planning Department at 415-575-6863, www.sf-planning.org

OPERATION

23. **Sidewalk Maintenance.** The Project Sponsor shall maintain the main entrance to the building and all sidewalks abutting the subject property in a clean and sanitary condition in compliance with the Department of Public Works Streets and Sidewalk Maintenance Standards.
For information about compliance, contact Bureau of Street Use and Mapping, Department of Public Works, 415-695-2017, http://sfdpw.org

24. **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 415-575-6863, www.sf-planning.org

25. **Lighting.** All Project lighting shall be directed onto the Project site and immediately surrounding sidewalk area only, and designed and managed so as not to be a nuisance to adjacent residents. Nighttime lighting shall be the minimum necessary to ensure safety, but shall in no case be directed so as to constitute a nuisance to any surrounding property.
For information about compliance, contact Code Enforcement, Planning Department at 415-575-6863, www.sf-planning.org

SAN FRANCISCO
PLANNING DEPARTMENT

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

Reception:
415.558.6378

Fax:
415.558.6409

Planning
Information:
415.558.6377

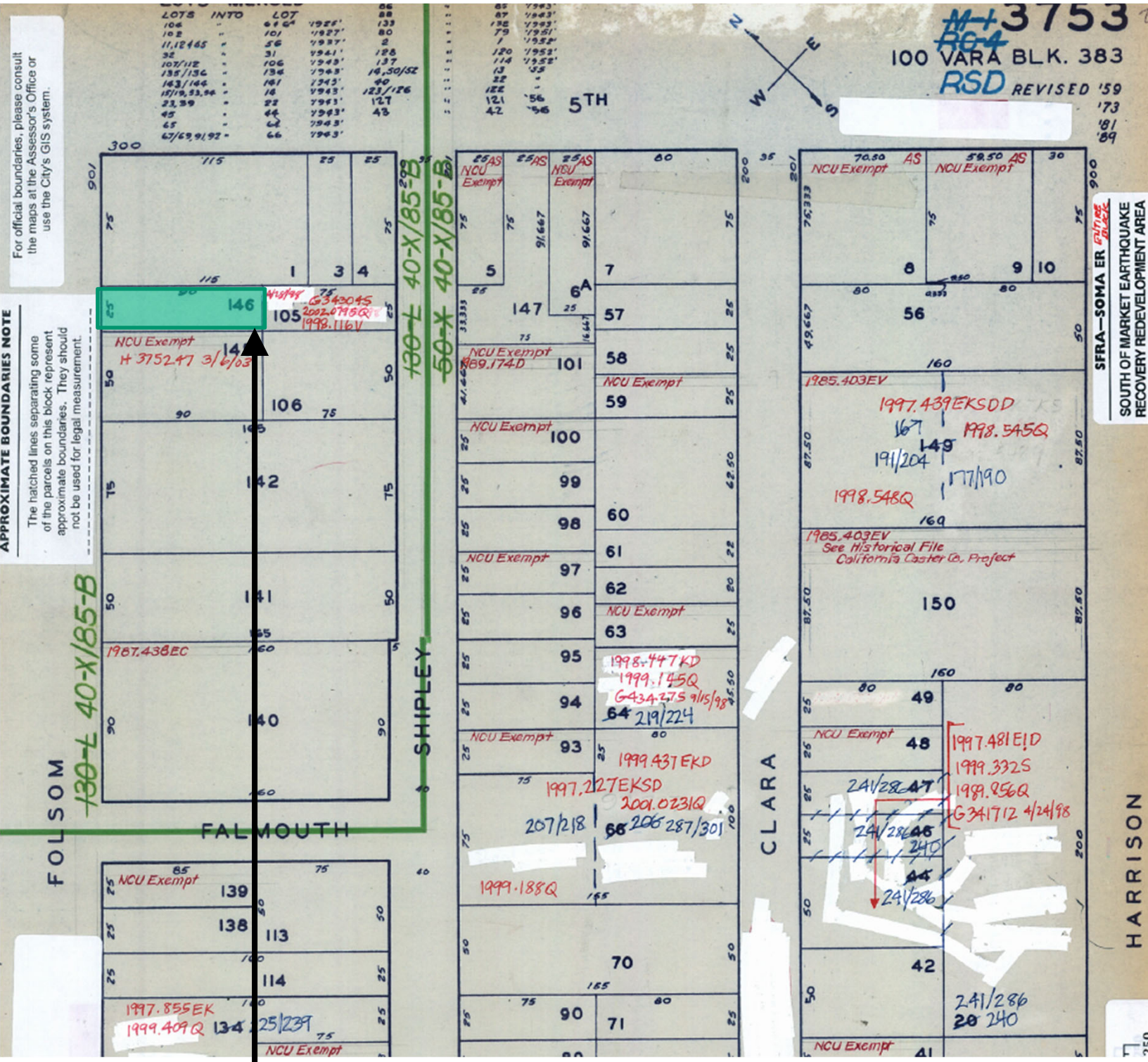
Land Use Information

PROJECT ADDRESS: 905 FOLSOM ST
RECORD NO.: 2016-009538CUA

	EXISTING	PROPOSED	NET NEW
GROSS SQUARE FOOTAGE (GSF)			
Parking GSF	0	0	0
Residential GSF	0	12,980	12,980
Retail/Commercial GSF	1,680	1,160	-520
Office GSF	0	0	0
Industrial/PDR GSF *Production, Distribution, & Repair*	1,680	0	-1680
Medical GSF	0	0	0
Visitor GSF	0	0	0
CIE GSF	0	0	0
Usable Open Space	0	2,153	2,153
Public Open Space	0	0	0
Other ( )			
TOTAL GSF			
	EXISTING	NET NEW	**TOTALS**
PROJECT FEATURES (Units or Amounts)			
Dwelling Units - Affordable	0	0	0
Dwelling Units - Market Rate	0	9	9
Dwelling Units - Total	0	9	9
Hotel Rooms	0	0	0
Number of Buildings	1	1	0
Number of Stories	1	8	7
Parking Spaces	0	0	0
Loading Spaces	0	0	0
Bicycle Spaces	0	13	13
Car Share Spaces	0	0	0
Other ( )			

	EXISTING	PROPOSED	NET NEW
LAND USE - RESIDENTIAL			
Studio Units	0	0	0
One Bedroom Units	0	4	4
Two Bedroom Units	0	5	5
Three Bedroom (or +) Units	0	0	0
Group Housing - Rooms	0	0	0
Group Housing - Beds	0	0	0
SRO Units	0	0	0
Micro Units	0	0	0
Accessory Dwelling Units	0	0	0

Parcel Map



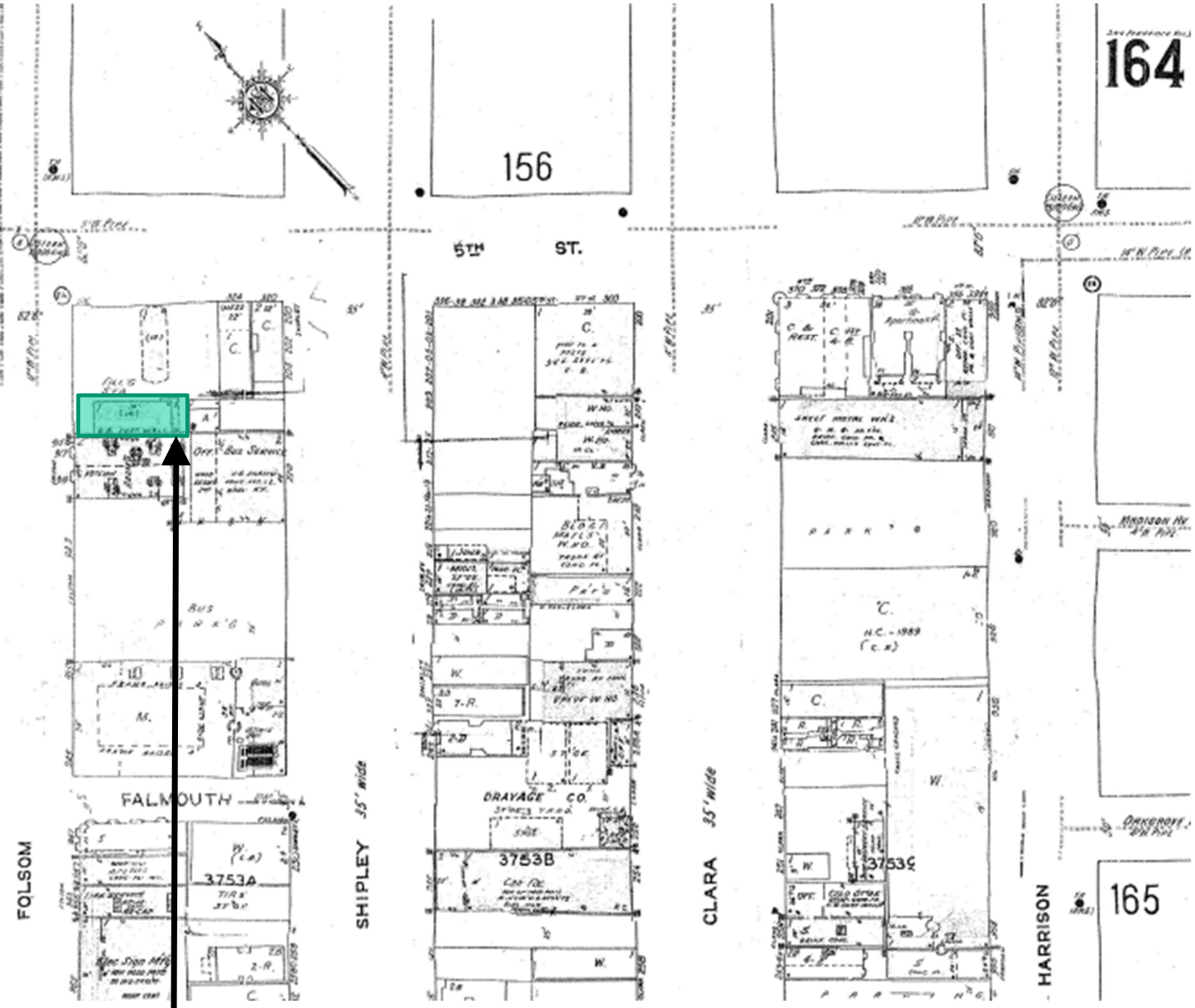
Conditional Use Authorization Hearing

Case No. 2016-009538CUA

905 Folsom Street

SAN FRANCISCO
PLANNING DEPARTMENT

Sanborn Map*



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

SUBJECT PROPERTY

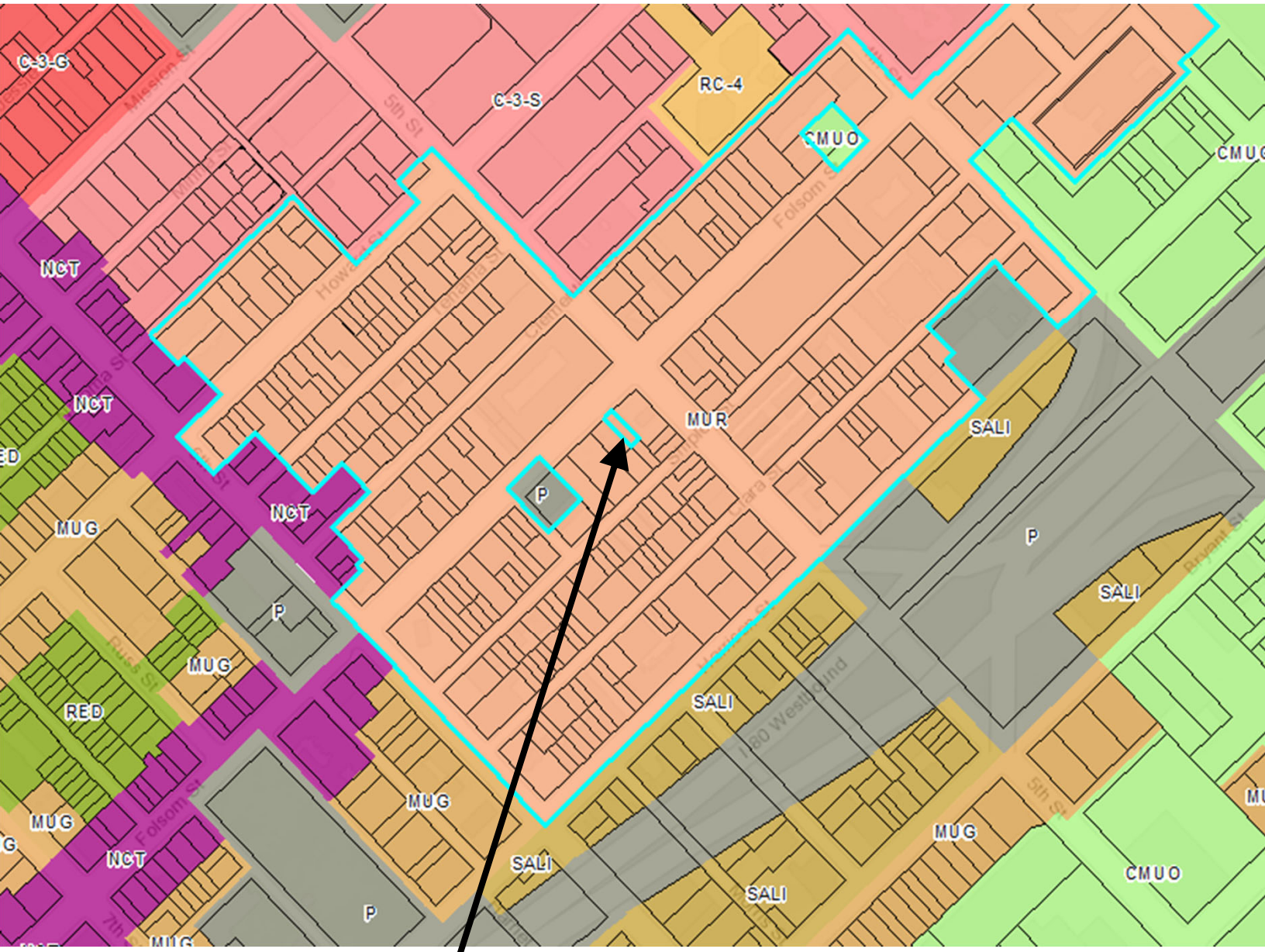
Conditional Use Authorization Hearing

Case No. 2016-009538CUA

905 Folsom Street

SAN FRANCISCO
PLANNING DEPARTMENT

Zoning Map



SUBJECT PROPERTY

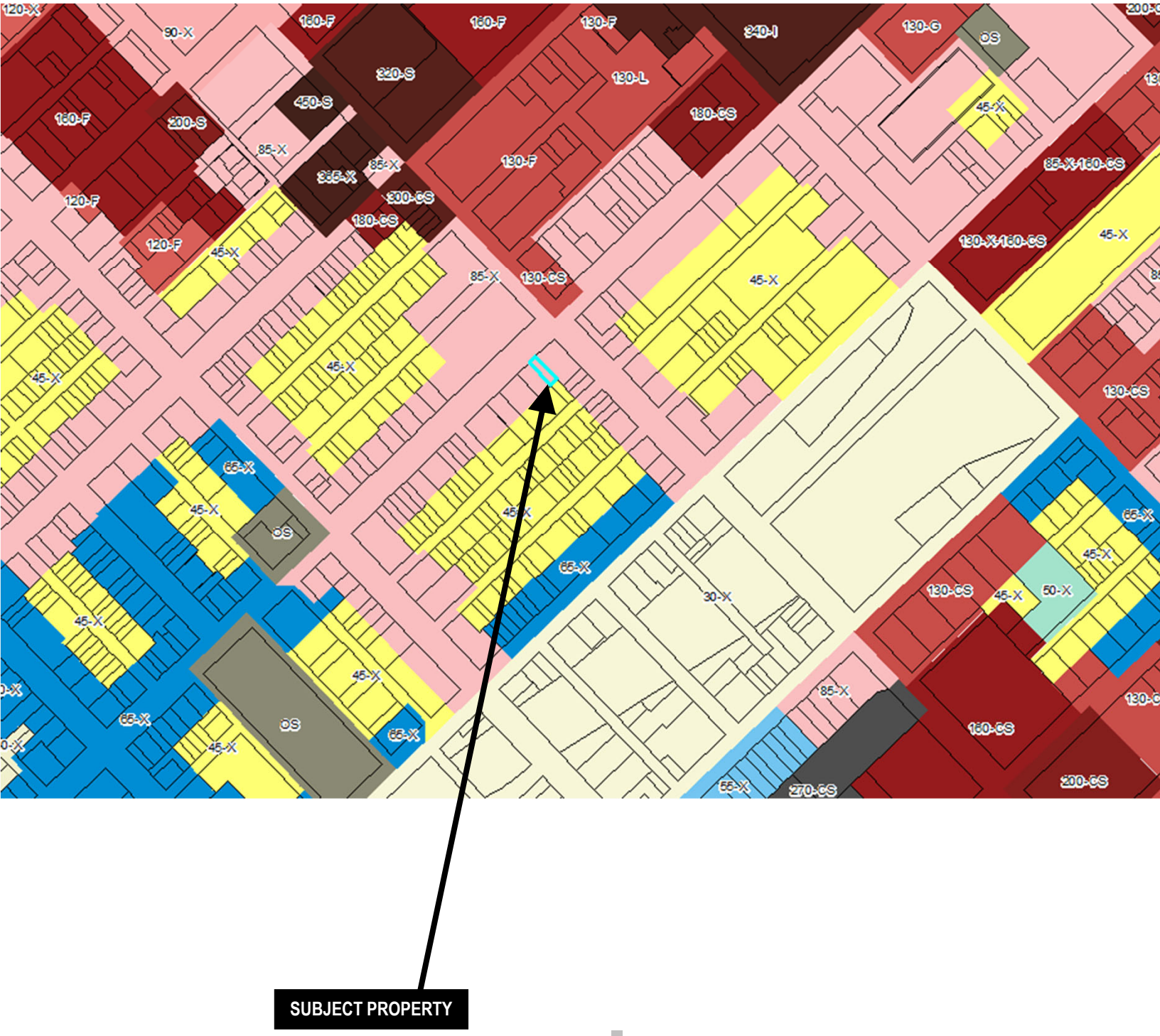
SAN FRANCISCO
PLANNING DEPARTMENT

Conditional Use Authorization Hearing

Case No. 2016-009538CUA

905 Folsom Street

Height & Bulk Map



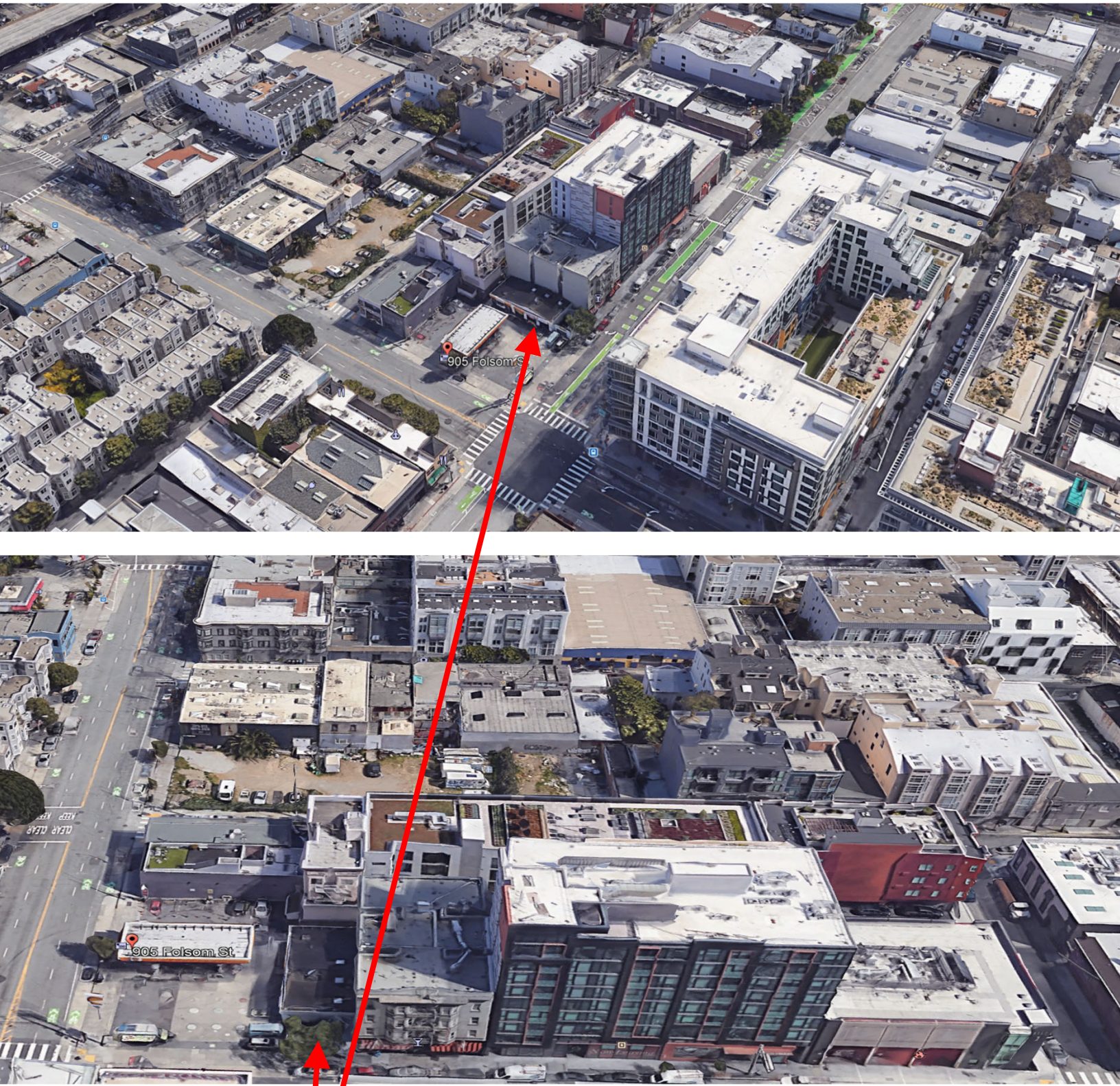
Conditional Use Authorization Hearing

Case No. 2016-009538CUA

905 Folsom Street

SAN FRANCISCO
PLANNING DEPARTMENT

Aerial Photographs of 905 Folsom Street



SAN FRANCISCO
PLANNING DEPARTMENT

Conditional Use Authorization Hearing

Case No. 2016-009538CUA

905 Folsom Street

Site Photographs of 905 Folsom Street from Folsom Street

SAN FRANCISCO
PLANNING DEPARTMENT

Conditional Use Authorization Hearing

Case No. 2016-009538CUA

905 Folsom Street

Site Photographs of 905 Folsom Street from 5th Street

PROJECT SITE

SAN FRANCISCO
PLANNING DEPARTMENT

Conditional Use Authorization Hearing

Case No. 2016-009538CUA

905 Folsom Street

Project Sponsor Submittal: Architectural Drawings for 905 Folsom Street prepared by Elevation Architects

Conditional Use Authorization Hearing

Case No. 2016-009538CUA

905 Folsom Street

SAN FRANCISCO
PLANNING DEPARTMENT

CONDOMINIUMS

905 FOLSOM STREET, SAN FRANCISCO, CA 94107

GENERAL NOTES

1. THESE DRAWINGS CONSTITUTE A PORTION OF THE CONTRACT DOCUMENTS AS DEFINED IN AIA DOCUMENT A201, THE GENERAL CONDITIONS OF THE CONTRACT FOR CONSTRUCTION. REFER TO PROJECT MANUAL.

2. IN BEGINNING WORK, CONTRACTOR ACKNOWLEDGES THOROUGH FAMILIARITY WITH THE BUILDING SITE CONDITIONS, WITH THE DRAWINGS AND SPECIFICATIONS, WITH THE DELIVERY FACILITIES AND ALL OTHER MATTERS AND CONDITIONS WHICH MAY AFFECT THE OPERATIONS AND COMPLETION OF THE WORK AND ASSUMES ALL RISK. CONTRACTOR TO VERIFY SURVEY DIMENSIONS BEFORE COMMENCING WORK. CONTRACTOR SHALL REPORT, AT ONCE TO THE ARCHITECT ANY ERROR, INCONSISTENCY OR OMISSION THAT MAY BE DISCOVERED AND CORRECT AS DIRECTED, IN WRITING, BY THE ARCHITECT.

3. BY ACCEPTING AND USING THESE DRAWINGS, CONTRACTOR AGREES TO ASSUME SOLE AND COMPLETE RESPONSIBILITY FOR JOB SITE SAFETY CONDITIONS DURING THE COURSE OF CONSTRUCTION OF THIS PROJECT, INCLUDING SAFETY OF ALL PERSONS AND PROPERTY; THAT THIS REQUIREMENT SHALL APPLY CONTINUOUSLY AND NOT BE LIMITED TO NORMAL WORKING HOURS AND THAT THE CONTRACTOR SHALL DEFEND, INDEMNIFY AND HOLD THE OWNER AND THE ARCHITECT HARMLESS FROM ANY AND ALL LIABILITY, REAL OR ALLEGED, IN CONNECTION WITH THE PERFORMANCE OF THE WORK ON THIS PROJECT, EXCEPTING LIABILITY ARISING FROM THE SOLE NEGLIGENCE OF THE OWNER, THE ARCHITECT OR ANY UNAUTHORIZED PERSON ON THE SITE WITHOUT PERMISSION OF THE CONTRACTOR.

4. ARCHITECT AND OWNER WILL NOT BE RESPONSIBLE FOR ANY CHANGES IN PLANS, DETAILS OR SPECIFICATIONS UNLESS APPROVED IN WRITING IN ADVANCE OF CONSTRUCTION.

5. DO NOT SCALE DRAWINGS. WRITTEN DIMENSIONS SHALL HAVE PRECEDENCE OVER SCALED DIMENSIONS. CONTRACTOR SHALL VERIFY AND BE MADE COMPLETELY RESPONSIBLE FOR ALL DIMENSIONS AND CONDITIONS SHOWN AND A WRITTEN CHANGE ORDER REQUEST SHALL BE ISSUED BEFORE MAKING ANY CHANGES AT THE JOB SITE.

6. CONTRACTOR SHALL BE RESPONSIBLE FOR LOCATING ANY AND ALL EXISTING UNDERGROUND UTILITIES. ALL DAMAGE TO SUCH SHALL BE REPAIRED AT CONTRACTOR EXPENSE.

7. CONTRACTOR TO PROVIDE BRACING AND SUPPORT AS REQUIRED TO MAINTAIN THE INTEGRITY AND SAFETY OF THE EXISTING STRUCTURE AND ADJACENT STRUCTURE(S) AS NECESSARY.

8. ALL DIMENSIONS ARE TO FACE OF STUD, FACE OF CMU OR CENTERLINE OF STEEL, UNLESS OTHERWISE NOTED.

9. ALL EXISTING WALLS, FLOORS AND CEILING AT REMOVED. NEW OR MODIFIED CONSTRUCTION SHALL BE PATCHED AS REQUIRED TO MAKE SURFACES WHOLE SOUND AND TO MATCH EXISTING ADJACENT CONSTRUCTION, EXCEPT AS OTHERWISE NOTED.

10. ALL WORK SHALL BE IN ACCORDANCE WITH ALL FEDERAL, STATE AND LOCAL BUILDING CODES AND SAFETY ORDINANCES IN EFFECT AT THE PLACE OF BUILDING.

11. ALL DRAWINGS, SPECIFICATIONS AND COPIES THEREOF FURNISHED BY THE ARCHITECT ARE COPYRIGHTED DOCUMENTS. THESE DOCUMENTS ARE THE INSTRUMENTS OF SERVICE AND AS SUCH SHALL REMAIN THE PROPERTY OF ELEVATION ARCHITECTS AND
THE PROPERTY OWNER WHETHER THE PROJECT FOR WHICH THEY ARE INTENDED IS EXECUTED OR NOT. THESE DOCUMENTS SHALL NOT BE USED BY ANYONE OTHER THAN THE PROPERTY OWNER FOR OTHER PROJECTS, ADDITIONS TO THIS PROJECT OR FOR COMPLETION OF THIS PROJECT BY OTHERS EXCEPT AS AGREED IN WRITING BY ELEVATION ARCHITECTS AND WITH APPROPRIATE COMPENSATION.

SUBMISSION OR DISTRIBUTION TO MEET OFFICIAL REGULATORY REQUIREMENTS OR FOR OTHER PURPOSES IN CONNECTION WITH THE PROJECT IS NOT TO BE CONSTRUED AS PUBLICATION IN DEROGATION OF THE ARCHITECT'S COMMON LAW COPYRIGHT OR OTHER RESERVED RIGHTS.

12. THE CONTRACTOR SHALL TAKE APPROPRIATE STEPS THROUGHOUT THE EXECUTION OF THE PROJECT TO PREVENT AIRBORNE DUST DUE TO THE WORK. MAINTAIN WORK AREAS CLEAN AND FREE FROM UNDUE ENCUMBRANCES AND REMOVE SURPLUS MATERIALS AND WASTE AS THE WORK PROGRESSES.

13. IT IS THE INTENT OF THESE DOCUMENTS TO FULLY COMPLY WITH THE AMERICANS WITH DISABILITIES ACT (ADA) AND TITLE 24 OF THE CALIFORNIA CODE OF REGULATIONS. WHERE A REQUIREMENT IS IN CONFLICT, THE MORE STRINGENT REQUIREMENT SHALL GOVERN. WHERE DIMENSIONS, SLOPE GRADIENTS AND OTHER CRITICAL CRITERIA ARE NOTED, THEY ARE TO BE ADHERED TO EXACTLY, UNLESS NOTED AS APPROXIMATE. CONTRACTOR'S FAILURE TO COMPLY WITH ANY PROVISION DESCRIBED IN THE DRAWINGS AND SPECIFICATIONS RELATED TO THESE ACCESSIBILITY LAWS AND CODES WILL REQUIRE CORRECTION AT CONTRACTOR'S EXPENSE. WHERE MAXIMUM DIMENSIONS AND SLOPE GRADIENTS ARE NOTED, NO EXCEPTION WILL BE MADE FOR EXCEEDING THESE REQUIREMENTS.

WALL TYPES

	NEW	EXISTING
NON-RATED WALL		
1 HOUR RATED WALL		

XX / A3.1 — ELEVATION KEY

XX / A8.1 — DETAIL KEY

XX / A3.2 — SECTION KEY

XX — WALL TYPE KEY

XX — DOOR NUMBER KEY

XX — WINDOW TYPE KEY

X — REVISION CLOUD & KEY

GLOSSARY

ABV.	ABOVE	MAX.	MAXIMUM
A.D.	AREA DRAIN	MED	MEDICINE CABINET
ADJ	ADJACENT	MECH	MECHANICAL
ACT	ACOUSTIC CEILING TILE	MIN.	MINIMUM
AFF	ABOVE FINISH FLOOR	MTL	METAL
ALUM	ALUMINUM	MV	MICROWAVE
BLKG	BLOCKING	(N)	NEW
BLDG	BUILDING	N.I.C.	NOT IN CONTRACT
BD	BOARD	NTS	NOT TO SCALE
℄	CENTERLINE	O.C.	ON CENTER
CLR	CLEAR	O/	OVER
CONC	CONCRETE	OD	OVERFLOW DRAIN
CONT	CONTINUOUS	O.H.	OPPOSITE HAND
CPT	CARPET		
CT	CERAMIC TILE	PLAM	PLASTIC LAMINATE
		PLY.	PLYWOOD
DIA	DIAMETER	PTD	PAINTED
DIM.	DIMENSION		
DIMS.	DIMENSIONS	RAD	RADICAL
DN	DOWN	REF	REFRIGERATOR
DWG	DRAWING	REQ.	REQUIRED
		RB	RUBBER BASE
(E). EX.	EXISTING	RM	ROOM
EA.	EACH	RO	ROUGH OPENING
EJ	EXPANSION JOINT	RDWD	REDWOOD
ELEC	ELECTRIC		
EL. ELEV.	ELEVATION	SC	SOLID CORE
EMB.	EMBEDDED	SHTG	SHEETING
EQ	EQUAL	SHT	SHEET
EXT	EXTERIOR	SIM	SIMILAR
		SQ	SQUARE
FA	FIRE ALARM	S.S.D.	SEE STRUCTURAL DWGS
FD	FLOOR DRAIN	STL	STEEL
FF	FINISH FLOOR	ST. STL	STAINLESS STEEL
FLR	FLOOR	STOR	STORAGE
F.O.S.	FACE OF STUD	STRL	STRUCTURAL
F.O.M.	FACE OF MASONRY	STV	SHEET VINYL
GA	GAUGE	T&G	TONGUE AND GROOVE
GALV	GALVANIZED	T.C.	TOP OF CURB
GL	GLASS	TEL	TELEPHONE
GND	GROUND	T.O.S.	TOP OF STEEL
GSM	GALVANIZED SHEET METAL	T.O.W.	TOP OF WALL
GYP. BD.	GYPSUM BOARD	TYP.	TYPICAL
GWB	GYPSUM WALLBOARD		
		U.O.N.	UNLESS OTHERWISE NOTED
HB	HOSE BIB		
HC	HANDICAPPED	VCT	VINYL COMPOSITION TILE
HM	HOLLOW METAL	VERT.	VERTICAL
H.P.	HOUSE PANEL	V.I.F.	VERIFY IN FIELD
HT	HEIGHT		
		WD	WOOD
INS.	INSULATION	W/D	WASHER AND DRYER
INSUL.	INSULATION	W/	WITH
INT.	INTERIOR	WC	WATER CLOSET
		WH	WATER HEATER
JAN.	JANITOR CLOSET	WP	WATERPROOF
KIT	KITCHEN		
LAV	LAVATORY		
LT	LIGHT		

PERMITS

SITE PERMIT FOR NEW CONSTRUCTION
DEMOLITION PERMIT
BUILDING PERMIT WITH:
- ADDENDUM #1 FOR FOUNDATIONS
- ADDENDUM #2 FOR STRUCTURAL
- ADDENDUM #3 FOR ARCHITECTURAL
- ADDENDUM #4 FOR MECHANICAL, ELECTRICAL, PLUMBING
- ADDENDUM #5 FOR FIRE PROTECTION

FIRE SPRINKLER WORK TO BE DESIGN/BUILD
APPLICATIONS FOR PERMITS TO BE FILED SEPARATELY

APPLICABLE CODES

BUILDING:	2016 CALIFORNIA BUILDING CODE w/ SAN FRANCISCO BUILDING CODE AMENDMENTS
MECHANICAL:	2016 CALIFORNIA MECHANICAL CODE
PLUMBING:	2016 CALIFORNIA PLUMBING CODE
ELECTRICAL:	2016 CALIFORNIA ELECTRICAL CODE
FIRE:	2016 CALIFORNIA FIRE CODE
ENERGY:	2016 CEC (TITLE 24, PART 6)
FIRE SPRINKLER:	NFPA 13 (CURRENT)

SCOPE OF WORK

- NEW 8 STORY MIXED USE BUILDING
- GROUND FLOR COMMERCIAL SPACE
- 9 RESIDENTIAL UNITS ON 7 FLOORS

PLANNING DEPARTMENT NOTES

LOCATION:	905 FOLSOM STREET
BLOCK/LOT:	3753/146
ZONING:	MUR - MIXED USE RESIDENTIAL
BUILDING USE:	MIXED USE: COMMERCIAL W/RESIDENTIAL ABOVE
SETBACKS:	FRONT: NONE SIDE: NONE REQUIRED REAR: 25% OF LOT; NOT < 15'-0" OR AVERAGE
HEIGHT & BULK:	85-X
BUILDING HEIGHT:	85'-0"
PARKING:	NONE
OPEN SPACE:	SHARED @ 8 UNITS x 80 SF/UNIT = 640 SF REQUIRED PRIVATE @ 1 UNIT x 80 SF x 1.25 = 100 SF REQUIRED 700 + 300 + 295 = 1,295 SF - SHARED DECK & PLANTERS 345 + 195 = 540 SF - PRIVATE DECK PROVIDED
GREEN ROOF:	> 30% OF ROOF = 0.3 x 2,473 SF = 742 SF REQUIRED 300 + 295 + 195 = 790 SF PLANTERS PROVIDED NO SOLAR AREA REQ'D IF GREEN ROOF > 30% OF ROOF
PENTHOUSE:	< 20% x 1,933 SF = 387 SF ALLOWED ELEV & STAIRS = 198 SF + 122 SF = 320 SF PROVIDED

BUILDING DEPARTMENT NOTES

OCCUPANCY CLASS:	R-2
OCCUPANCY SEPARATION:	1-HR BETWEEN ALL OCCUPIED SPACES
CONSTRUCTION TYPE:	I-B
NUMBER OF FLOORS:	8 STORIES

SQUARE FOOTAGE CALCULATIONS

1ST FLOOR:	2,159 GSF = 2,135 SF + (50% x 45 SF COVERED BUT OPEN)
2ND FLOOR:	1,665 GSF
3RD FLOOR:	1,667 GSF
4TH FLOOR:	1,665 GSF
5TH FLOOR:	1,667 GSF
6TH FLOOR:	1,665 GSF
7TH FLOOR:	1,667 GSF
8TH FLOOR:	1,665 GSF
ROOF:	320 GSF
TOTAL BLDG:	14,140 GSF
ROOF AREA:	320 SF PENTHOUSES 1,613 SF = UPPER ROOF (DECK + PLANTERS) 540 SF = LOWER ROOF (DECK + PLANTER) 2,473 SF TOTAL ROOF

USES PER FLOOR

FLOOR	USE	TOTAL SF
1ST FLOOR:	COMMERCIAL	1,160 NSF
2ND FLOOR:	2 BEDROOM: 1,275 SF	1,275 NSF
3RD FLOOR:	1 BEDROOM: 545 SF / 1 BEDROOM 535 SF	1,080 NSF
4TH FLOOR:	2 BEDROOM: 1,275 SF	1,275 NSF
5TH FLOOR:	1 BEDROOM: 545 SF / 1 BEDROOM 535 SF	1,080 NSF
6TH FLOOR:	2 BEDROOM: 1,275 SF	1,275 NSF
7TH FLOOR:	2 BEDROOM: 1,275 SF	1,275 NSF
8TH FLOOR:	2 BEDROOM: 1,275 SF	1,275 NSF
	1 COMMERCIAL	1,160 NSF
	4 - 1 BEDROOM UNITS	2,160 NSF
	5 - 2-BEDROOM UNITS	6,375 NSF
	9 RESIDENTIAL UNITS	9,695 NSF

PROJECT TEAM

Building Owner:
300V 5th Street, LLC
127A Bernard Street
San Francisco, CA 94109
Contact: Patrick Connolly
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patrickjconnolly1@gmail.com

Architect:
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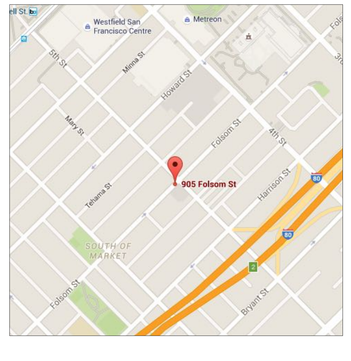
TABLE OF CONTENTS

VICINITY MAP



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LICENSED ARCHITECT
JONATHAN PEARLMAN
No C 26034
REN 6/30/19
STATE OF CALIFORNIA

Condominiums
905 Folsom Street
San Francisco, CA 94107

PERMIT 2017.0523.7423 S
NOPDR#2 RESPONSE

#	date	issue
01.28.19		NOPDR#2 RESPONSE

Cover Sheet &
Project Information

project:	16.06
drawn by:	CT
checked by:	JP
date:	05.30.17
scale:	

A-0.1

Green Building: Site Permit Checklist

BASIC INFORMATION:
These facts, plus the primary occupancy, determine which requirements apply. For details, see AB 093 Attachment A Table 1.

Project Name 300V 5th St. Residence	Block/Lot 3753 / 146	Address 905 Folsom Street
Gross Building Area 14,140 SF	Primary Occupancy Residential	Design Professional/Applicant: Sign & Date 01.28.19
# of Dwelling Units 9	Height to highest occupied floor 74'-6"	Number of occupied floors 8

Instructions:
As part of application for site permit, this form acknowledges the specific green building requirements that apply to a project under San Francisco Building Code Chapter 13C, California Title 24 Part 11, and related local codes. Attachment C3, C4, or C5 will be due with the applicable addendum. To use the form:
(a) Provide basic information about the project in the box at left. This info determines which green building requirements apply.
AND
(b) Indicate in one of the columns below which type of project is proposed. If applicable, fill in the blank lines below to identify the number of points the project must meet or exceed. A LEED or GreenPoint checklist is not required to be submitted with the site permit application, but such tools are strongly recommended to be used.
Solid circles in the column indicate mandatory measures required by state and local codes. For projects applying LEED or GreenPoint Rated, prerequisites of those systems are mandatory. This form is a summary; see San Francisco Building Code Chapter 13C for details.

ALL PROJECTS, AS APPLICABLE

Construction activity stormwater pollution prevention and site runoff controls - Provide a construction site Stormwater Pollution Prevention Plan and implement SFPUC Best Management Practices.	
Stormwater Control Plan: Projects disturbing ≥ 5,000 square feet must implement a Stormwater Control Plan meeting SFPUC Stormwater Design Guidelines	
Water Efficient Irrigation - Projects that include ≥1,000 square feet of new or modified landscape must comply with the SFPUC Water Efficient Irrigation Ordinance	
Construction Waste Management - Comply with the San Francisco Construction & Demolition Debris Ordinance	
Recycling by Occupants - Provide adequate space and equal access for storage, collection and loading of compostable, recyclable and landfill materials. See Administrative Bulletin 088 for details.	

GREENPOINT RATED PROJECTS

Proposing a GreenPoint Rated Project (Indicate at right by checking the box.)	
Base number of required Greenpoints:	75
Adjustment for retention / demolition of historic features / building:	
Final number of required points (base number +/- adjustment)	
GreenPoint Rated (i.e. meets all prerequisites)	
Energy Efficiency: Demonstrate a 15% energy use reduction compared to 2008 California Energy Code, Title 24, Part 6.	
Meet all California Green Building Standards Code requirements (CalGreen measures for residential projects have been integrated into the GreenPoint Rated system.)	

Notes

1) New residential projects of 75' or greater must use the "New Residential High-Rise" column. New residential projects with >3 occupied floors and less than 7t feet to the highest occupied floor may choose to apply the LEED for Homes Mid-Rise rating system; if so, you must use the "new Residential Mid-Rise" column.

2) LEED for Homes Mid-Rise projects must meet the "Silver" standard, including all prerequisites. The number of points required to achieve Silver depends on unit size. See LEED for Homes Mid-Rise Rating System to confirm the base number of points required.

3) Requirements for additions or alterations apply to applications received on or after July 1, 2012.

LEED PROJECTS

	New Large Commercial	New Residential Mid-Rise[1]	New Residential High-Rise[1]	Commercial Interior	Commercial Alteration	Residential Alteration
Type of Project Proposed (Indicate at right)						
Overall Requirements:						
LEED certification level (includes prerequisites:	GOLD	SILVER	SILVER	GOLD	GOLD	GOLD
Base number of required points:	60		50	60	60	60
Adjustment for retention / demolition of historic features / building:				n/a		
Final number of required points (base number +/- adjustment)				50		
Specific Requirements: (n/r indicates a measure is not required)						
Construction Waste Management - 75% Diversion AND comply with San Francisco Construction & Demolition Debris Ordinance LEED MR 2, 2 points					Meet C&D ordinance only	
15% Energy Reduction Compared to Title-24 2008 (or ASHRAE 90.1-2007) LEED EA 1, 3 points					LEED prerequisite only	
Renewable Energy or Enhanced Energy Efficiency Effective 1/1/2012: Generate renewable energy on-site ≥1% of total annual energy cost (LEED EAc2), OR Demonstrate an additional 10% energy use reduction (total of 25% compared to Title 24 Part 6 2008), OR Purchase Green-E certified renewable energy credits for 35% of total electricity use (LEED EAc6).		n/r	n/r	n/r	n/r	n/r
Enhanced Commissioning of Building Energy Systems LEED EA 3		Meet LEED prerequisites				
Water Use - 30% Reduction LEED WE 3, 2 points		n/r		Meet LEED prerequisites		
Enhanced Refrigerant Management LEED EA 4		n/r	n/r	n/r	n/r	n/r
Indoor Air Quality Management Plan LEED IEQ 3.1		n/r	n/r	n/r	n/r	n/r
Low-Emitting Materials LEED IEQ 4.1.4.2, 4.3, and 4.4		n/r				
Bicycle parking: Provide short-term and long-term bicycle parking for 5% of total motorized parking capacity each, or meet San Francisco Planning Code Sec 155, whichever is greater, or meet LEED credit SSc4.2. (13C.5.106.4)		n/r See San Francisco Planning Code 155			n/r	n/r
Designated parking: Mark 8% of total parking stalls for low-emitting, fuel efficient, and carpool/van pool vehicles. (13C.5.106.5)					n/r	n/r
Water Meters: Provide submeters for spaces projected to consume more than 1,000 gal/day, or more than 100 gal/day if in building over 50,000 sq ft. (13C5.303.1)		n/r	n/r	n/r	n/r	n/r
Air Filtration: Provide at least MERV-8 filters in regularly occupied spaces of mechanically ventilated buildings (or LEED credit IEQ 5). (13C.5.504.5.3)		n/r	n/r		n/r	n/r
Air Filtration: Provide at least MERV-13 filters in residential buildings in air-quality hot-spots (or LEED credit IEQ 5). (SF Health Code Article 38 and SF Building Code 1203.5)	n/r			n/r	n/r	n/r
Acoustical Control: Wall and roof-ceilings STC 50, exterior windows STC 30, party walls and floor-ceilings STC 40. (13C.5.507.4)		See CBC 1207			n/r	n/r

OTHER APPLICABLE NON-RESIDENTIAL PROJECTS

Requirements below only apply when the measure is applicable to the project. Code references below are applicable to New Non-Residential buildings. Corresponding requirements for additions and alterations can be found in Title 24 Part 11. Division 5.7. Requirements for additions or alterations apply to applications received July 1, 2012 or after[3]	Other New Non-Residential	Addition >2,000 sq ft OR Alteration >500,000[3]
Type of Project Proposed (Check box if applicable)		
Energy Efficiency: Demonstrate a 15% energy use reduction compared to 2008 California Energy Code, Title 24, Part 6 (13C.5.201.1.1)		n/r
Bicycle Parking: Provide short-term and long term bicycle parking for 5% of total motorized parking capacity each, or meet San Francisco Planning Code Sec 155, whichever is greater (or LEED credit SSc4.2). (13C.5.106.4)		
Fuel efficient vehicle and carpool parking: Provide stall marking for low-emitting, fuel efficient, and carpool/van pool vehicles, approximately 8% of total spaces. (13C.5.106.5).		
Water Meters: Provide submeters for spaces projected to consume >1,000 gal/day, or >100 gal/day if in buildings over 50,000 sq ft		
Indoor Water Efficiency: Reduce overall use of potable water within the building by 20% for showerheads, lavatories, kitchen faucets, wash fountains, water closets, and urinals. (13C.5.504.3)		
Commissioning: For new buildings greater than 10,000 square feet, commissioning shall be included in the design and construction of the project to verify that the building systems and components meet the owner's project requirements. (13C.5.410.2) **OR** for buildings less than 10,000 sq ft, testing and adjusting of systems is required.		〈 (Testing & Balancing)
Protect duct openings and mechanical equipment during construction (13C.5.504.3)		
Adhesives, sealants and caulks: Comply with VOC limits in SCAQMD Rule 1168 VOC limits and California Code of Regulations Title 17 for aerosol adhesives. (13C.5.504.4.1)		
Paints and coatings: Comply with VOC limits in the Air Resources Board Architectural Coatings Suggested Control Measure and California Code of Regulations Title 17 for aerosol paints. (13C.5.504.4.3)		
Carpet: All carpet must meet one of the following: 1. Carpet and Rug Institute Green Label Plus Program 2. California Department of Public Health Standard Practice for the testing of VOCs (Specification 01350) 3. NSF/ANSI 140 at the Gold level 4. Scientific Certifications Systems Sustainable Choice *AND* **Carpet cushion** must meet CRI Green Label, *AND* **Carpet adhesive** must not exceed 50 g/L VOC content. (13C.5.504.4.4)		
Composite wood: Meet CARB Air Toxics Control Measure for Composite Wood (13C.5.504.4.5)		
Resilient flooring systems: For 50% of floor area receiving resilient flooring, install resilient flooring complying with the VOC-emission limits defined in the 2009 Collaborative for High Performance Schools (CHPS) criteria or certified under the Resilient Floor Covering Institute (RFCI) FloorScore program. (13C.5.504.4.6)		
Environmental Tobacco Smoke: Prohibit smoking within 25 feet of building entries, outdoor air intakes, and operable windows. (13C.5.504.7)		
Air Filtration: Provide at least MERV-8 filters in regularly occupied spaces of mechanically ventilated buildings. (13C.5.504.5.3)		Limited exceptions. See CA T24 Part 11 Section 5.714.8
Acoustical Control: Wall and roof-ceilings STC 50, exterior windows STC 30, party walls and floor-ceiling STC 40. (13C.5.507.4)		〈 See CA T24 Part 11 Section 5.714.7
CFCs and Halons: Do not install equipment that contains CFCs or Halons. (13C.5.508.1)		
Additional Requirements for New A, B, I, OR M Occupancy Projects 5,000 - 25,000 Square Feet		
Construction Waste Management: Divert 75% of construction and demolition debris (i.e. 10% more than required by the San Francisco Construction & Demolition Debris Ordinance)		Meet C&D ordinance only
Renewable Energy or Enhanced Energy Efficiency Effective January 1, 2012: Generate renewable energy on-site equal to ≥1% of total annual energy cost (LEED EAc2), OR demonstrate an additional 10% energy use reduction (total of 25% compared to Title 24 Part 6 2008), OR purchase Green-E certified renewable energy credits for 35% of total electricity use (LEED EAc6).		n/r

Attachment C-2 - Green Building: Site Permit Submittal
Version: July 18, 2012

905 Folsom Street Residences

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STATE OF CALIFORNIA

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905 Folsom Street
San Francisco, CA 94107

#	date	issue
1	01.28.19	NOPDR#2 RESPONSE

Green Energy Form

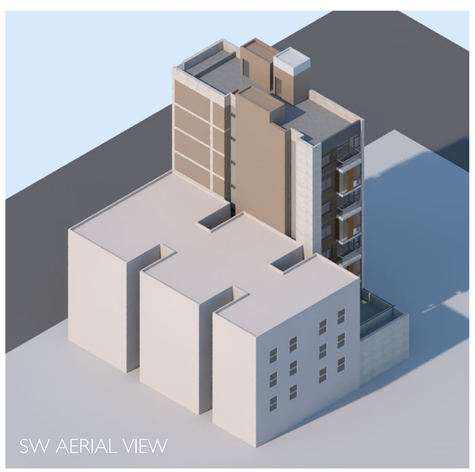
project:	16.06
drawn by:	CT
checked by:	JP
date:	05.30.17
scale:	

A-0.2

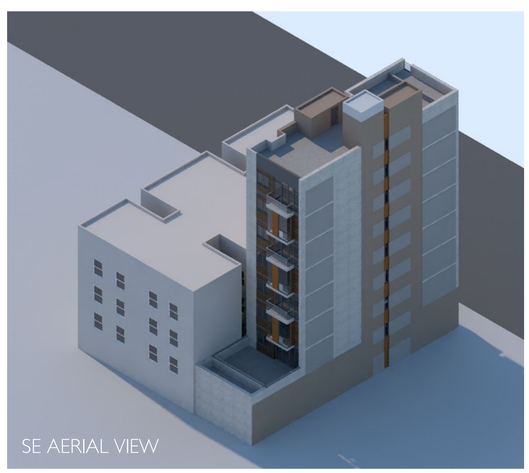
NW VIEW ON FOLSOM STREET

NE AERIAL VIEW

NW AERIAL VIEW



SW AERIAL VIEW



SE AERIAL VIEW

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San Francisco, CA 94107

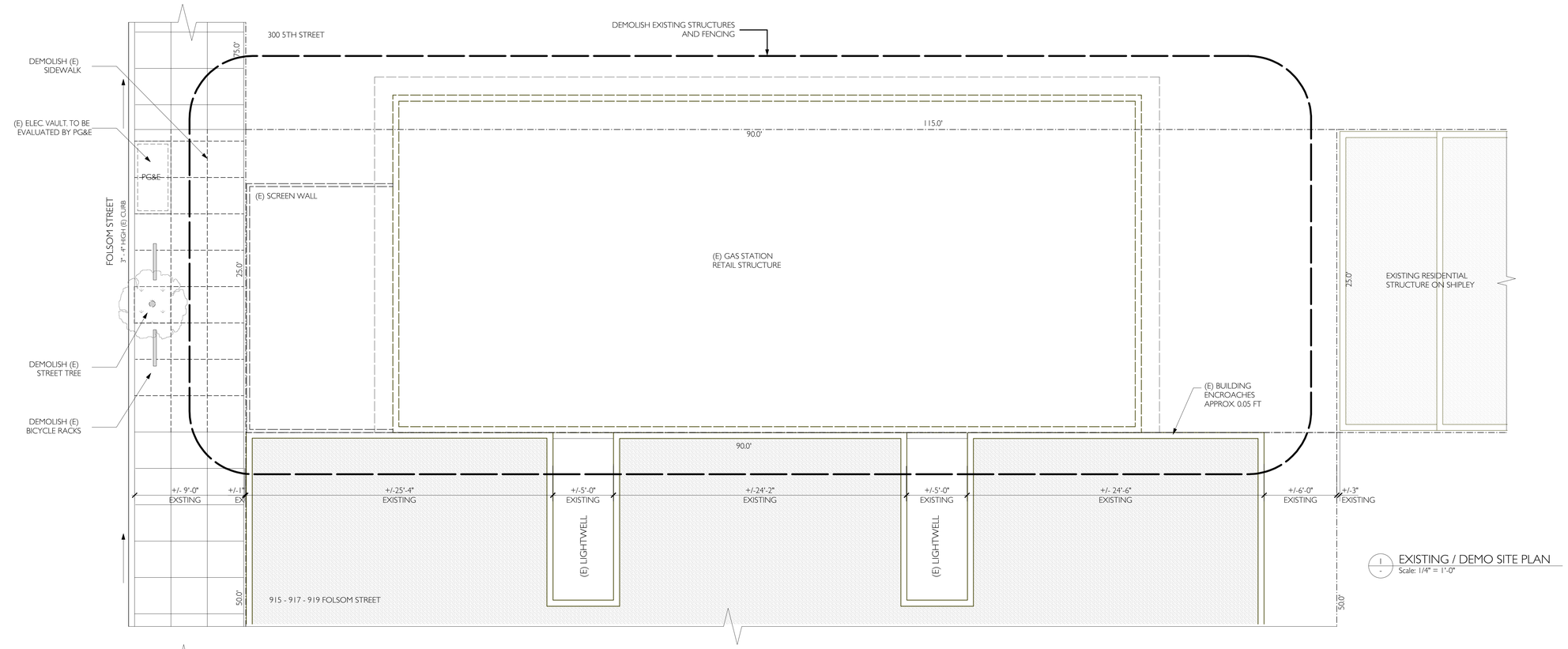
PERMIT 2017.0523.7423 S
NOPDR#2 RESPONSE

#	date	issue
1	01.28.19	NOPDR#2 RESPONSE

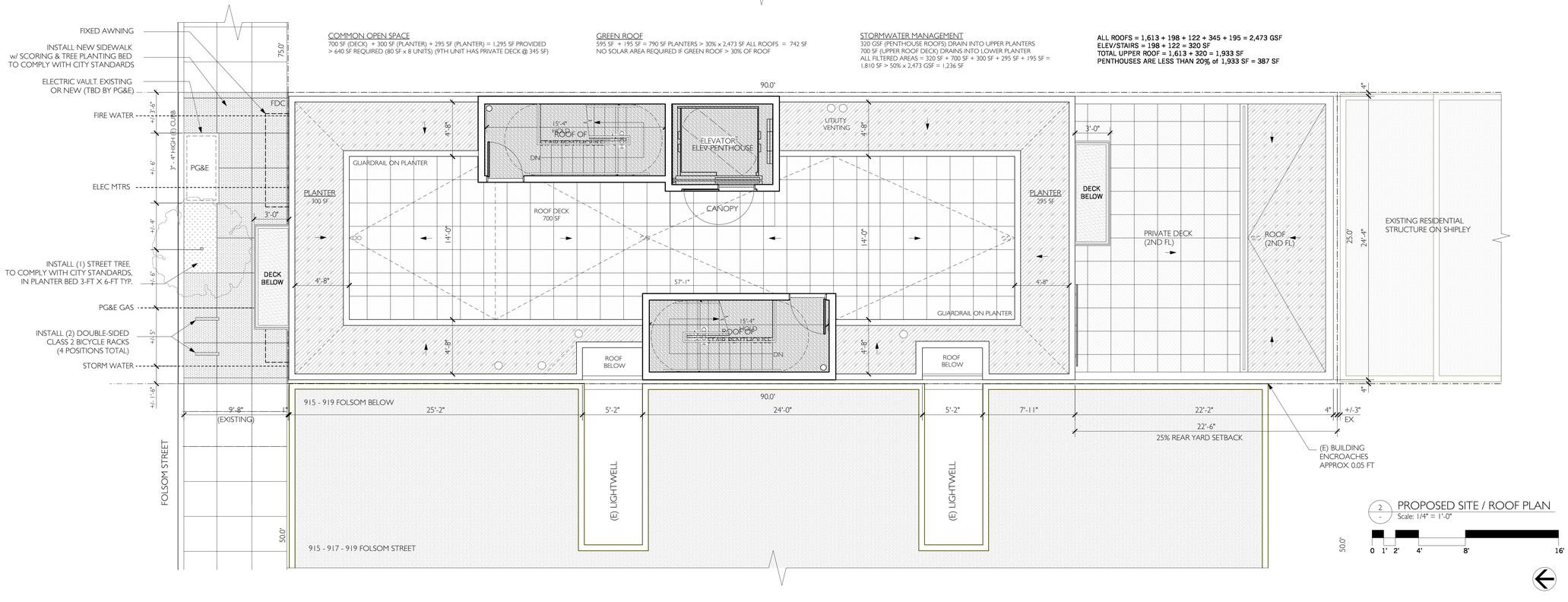
Renderings

project:	16.06
drawn by:	CT
checked by:	JP
date:	05.30.17
scale:	

A-0.3



1 / - EXISTING / DEMO SITE PLAN
Scale: 1/4" = 1'-0"



2 / - PROPOSED SITE / ROOF PLAN
Scale: 1/4" = 1'-0"

0 1' 2' 4' 8' 16'

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LICENSED ARCHITECT
JONATHAN PEARLMAN
No C 26034
REN 6/30/19
STATE OF CALIFORNIA

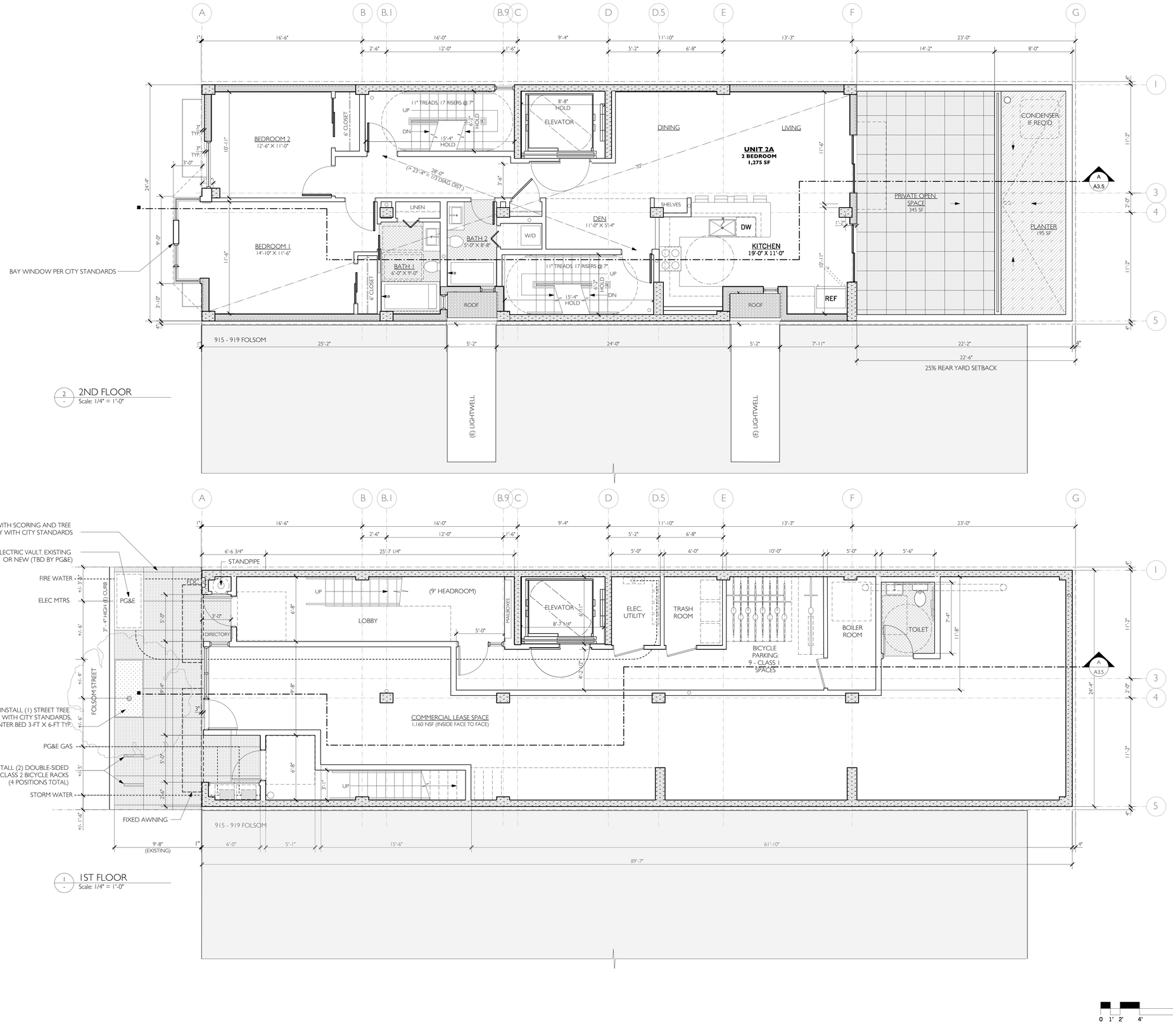
Condominiums
905 Folsom Street
San Francisco, CA 94107

#	date	issue
	01.28.19	NOPDR#2 RESPONSE

Existing / Proposed
Site / Roof Plans

project:	16.06
drawn by:	CT
checked by:	JP
date:	05.30.17
scale:	

A-1.1



2 - 2ND FLOOR
Scale: 1/4" = 1'-0"

1 - 1ST FLOOR
Scale: 1/4" = 1'-0"

0 1' 2' 4' 8' 16'

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LICENSED ARCHITECT
JONATHAN PEARLMAN
No C 26034
REN 6/30/19
STATE OF CALIFORNIA

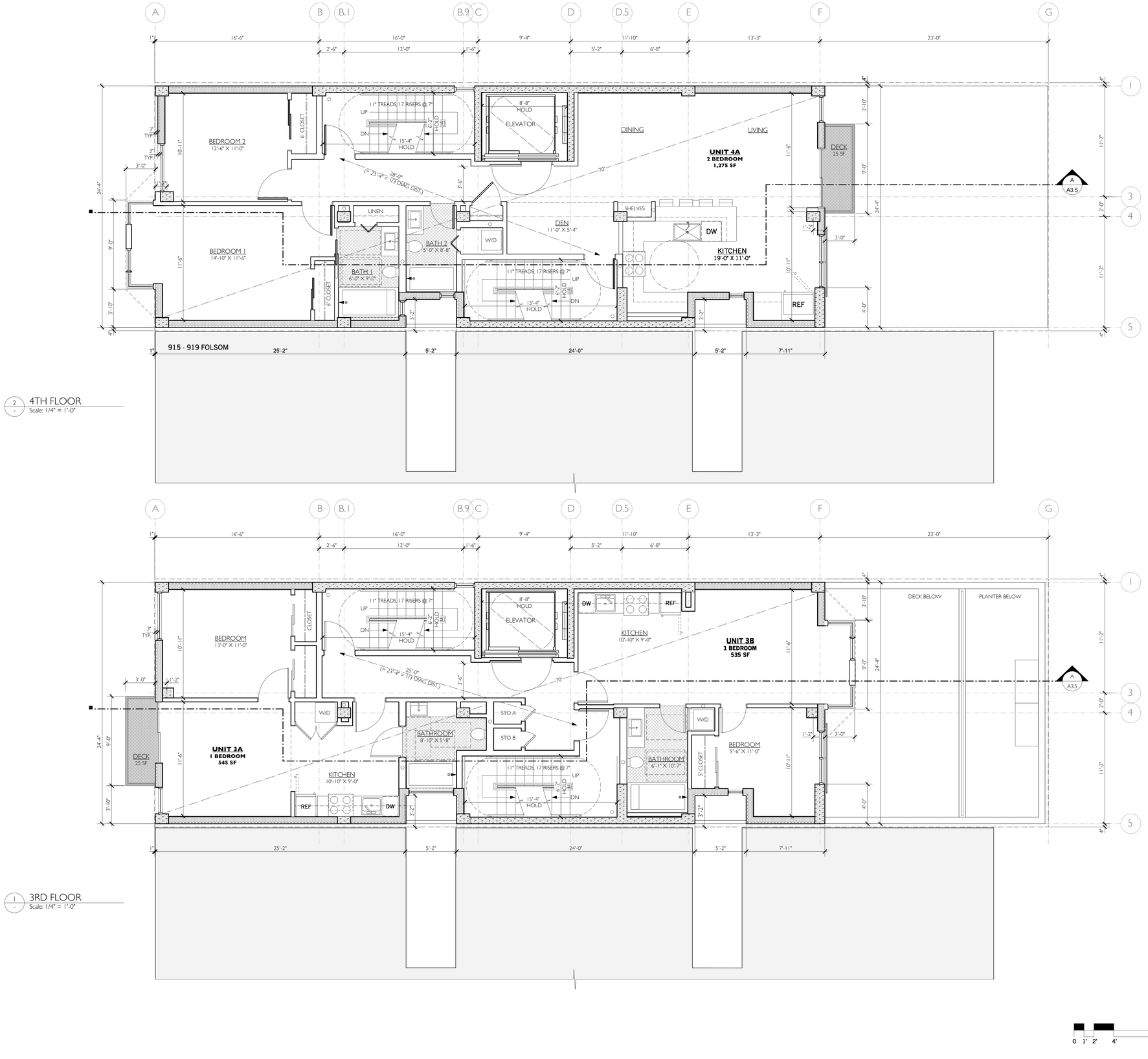
Condominiums
300V Fifth Street (905 Folsom Street)
San Francisco, CA 94107

#	date	issue
01.28.19		NOPDR#2 Response

1st & 2nd Floor Plans

project:	16.06
drawn by:	JP
checked by:	
date:	05.23.17
scale:	

A-2.1



2 - 4TH FLOOR
Scale: 1/4" = 1'-0"

1 - 3RD FLOOR
Scale: 1/4" = 1'-0"

0 1" 2' 4' 8' 16'

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LICENSED ARCHITECT
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No C 26034
REN 6/30/19
STATE OF CALIFORNIA

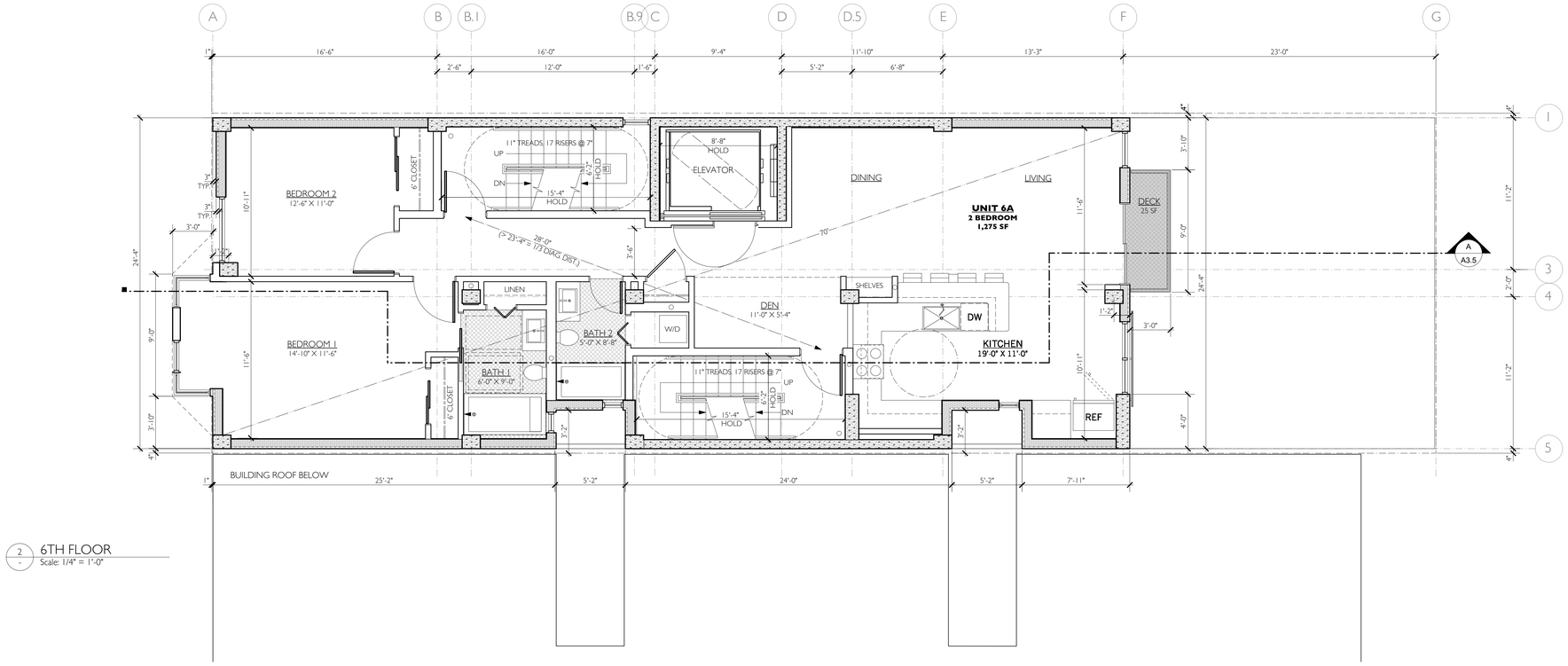
Condominiums
300V Fifth Street (905 Folsom Street)
San Francisco, CA 94107

#	date	issue
01.28.19	NOPDR#2 Response	

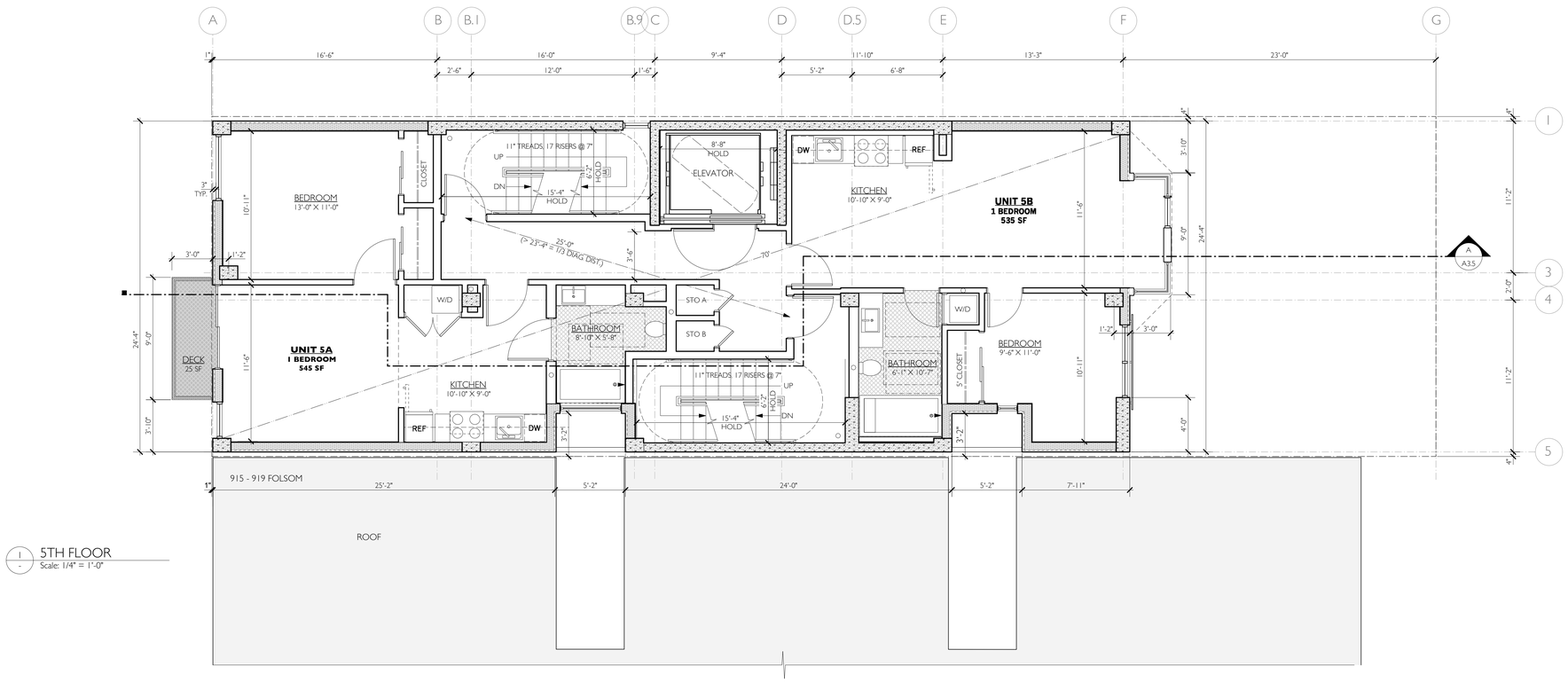
3rd & 4th Floor Plans

project:	16.06
drawn by:	JP
checked by:	
date:	05.23.17
scale:	

A-2.2



2 6TH FLOOR
Scale: 1/4" = 1'-0"



1 5TH FLOOR
Scale: 1/4" = 1'-0"

0 1" 2' 4' 8' 16'

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LICENSED ARCHITECT
JONATHAN PEARLMAN
No C 26034
REN 6/30/19
STATE OF CALIFORNIA

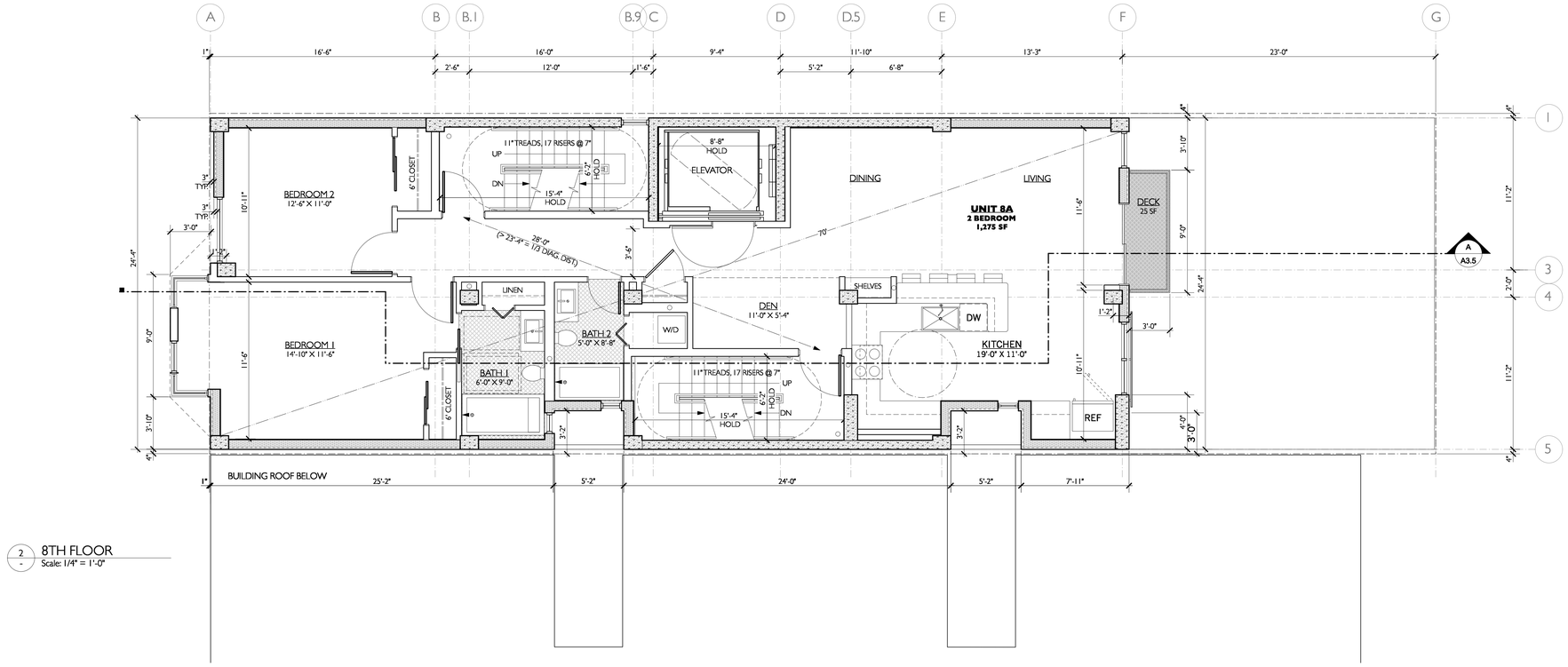
Condominiums
300V Fifth Street (905 Folsom Street)
San Francisco, CA 94107

#	date	issue
01.28.19	NOPDR#2 Response	

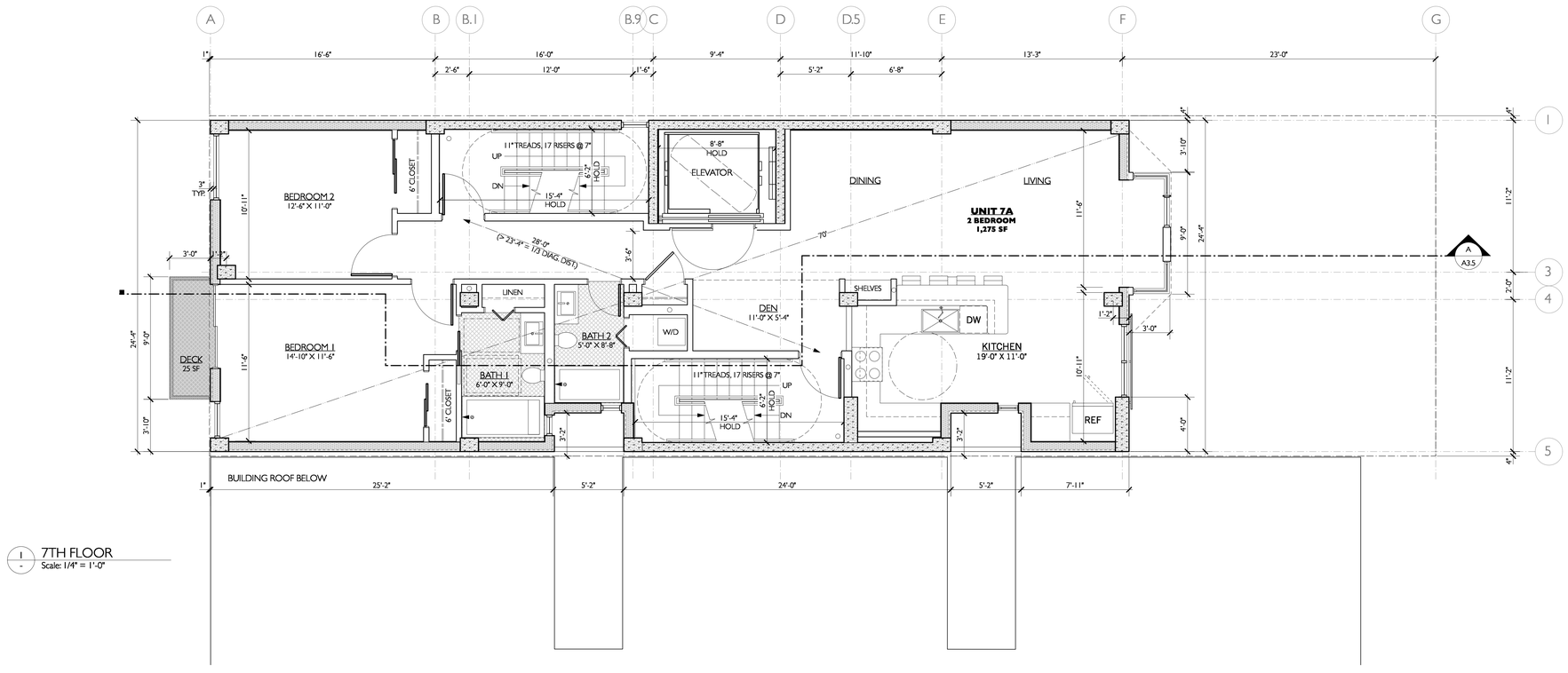
5th & 6th Floor Plans

project:	16.06
drawn by:	JP
checked by:	
date:	05.23.17
scale:	

A-2.3



2 - 8TH FLOOR
Scale: 1/4" = 1'-0"



1 - 7TH FLOOR
Scale: 1/4" = 1'-0"

0 1" 2' 4' 8' 16'

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LICENSED ARCHITECT
JONATHAN PEARLMAN
No C 26034
REN 6/30/19
STATE OF CALIFORNIA

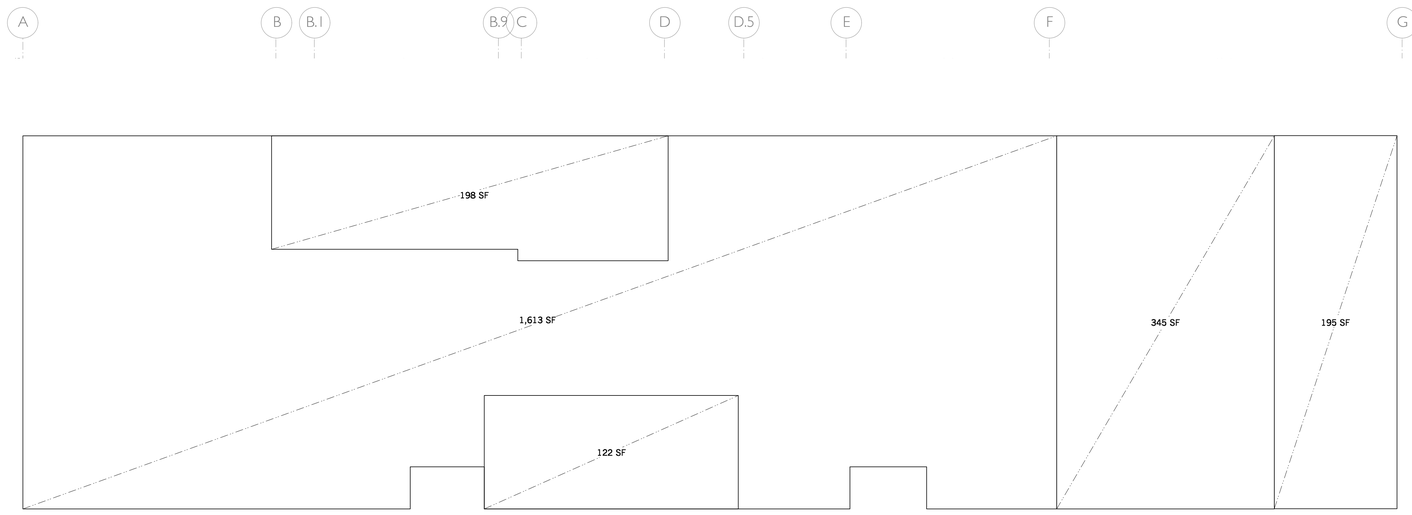
Condominiums
300V Fifth Street (905 Folsom Street)
San Francisco, CA 94107

#	date	issue
04.10.19		NOPDR#3 Response

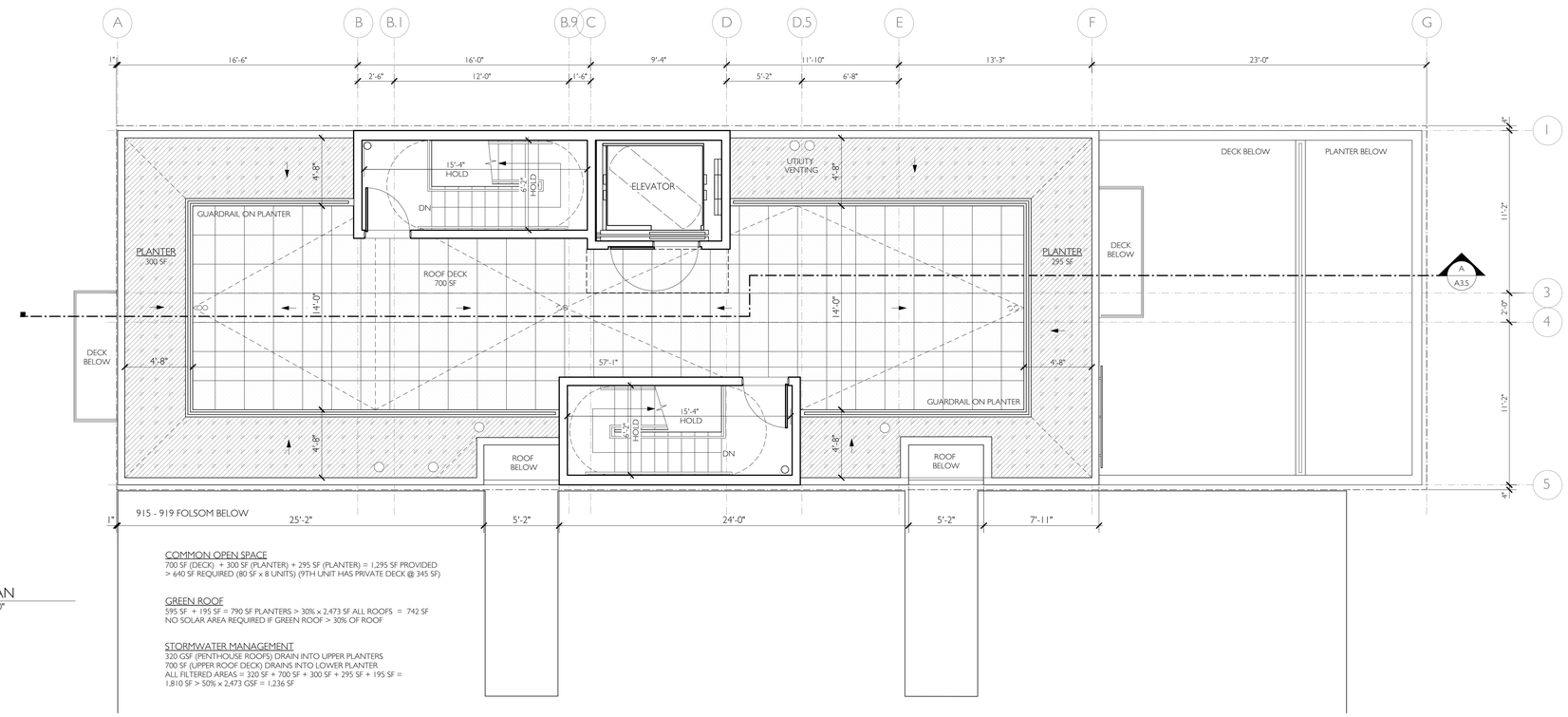
7th & 8th Floor Plans

project:	16.06
drawn by:	JP
checked by:	
date:	05.23.17
scale:	

A-2.4



ALL ROOFS = 1,613 + 198 + 122 + 345 + 195 = 2,473 GSF
ELEV/STAIRS = 198 + 122 = 320 SF
TOTAL UPPER ROOF = 1,613 + 320 = 1,933 SF
PENTHOUSES ARE LESS THAN 20% of 1,933 SF = 387 SF



COMMON OPEN SPACE
700 SF (DECK) + 300 SF (PLANTER) + 295 SF (PLANTER) = 1,295 SF PROVIDED
> 640 SF REQUIRED (80 SF x 8 UNITS) (9TH UNIT HAS PRIVATE DECK @ 345 SF)

GREEN ROOF
595 SF + 195 SF = 790 SF PLANTERS > 30% x 2,473 SF ALL ROOFS = 742 SF
NO SOLAR AREA REQUIRED IF GREEN ROOF > 30% OF ROOF

STORMWATER MANAGEMENT
320 GSF (PENTHOUSE ROOFS) DRAIN INTO UPPER PLANTERS
700 SF (UPPER ROOF DECK) DRAINS INTO LOWER PLANTER
ALL FILTERED AREAS = 320 SF + 700 SF + 300 SF + 295 SF + 195 SF =
1,810 SF > 50% x 2,473 GSF = 1,236 SF

1 ROOF PLAN
Scale: 1/4" = 1'-0"

0 1" 2' 4' 8' 16'

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LICENSED ARCHITECT
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No C 26034
REN 6/30/19
STATE OF CALIFORNIA

Condominiums
300V Fifth Street (905 Folsom Street)
San Francisco, CA 94107

#	date	issue
01.28.19		NOPDR#2 Response

Roof Plan

project:	16.06
drawn by:	JP
checked by:	
date:	05.23.17
scale:	

A-2.5

1 NORTH ELEVATION
Scale: 1/4" = 1'-0"

0 1' 2' 4' 8' 16'

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LICENSED ARCHITECT
JONATHAN PEARLMAN
No C 26034
REN 6/30/19
STATE OF CALIFORNIA

Condominiums
300V Fifth Street (905 Folsom Street)
San Francisco, CA 94107

#	date	issue
01.28.19		NOPDR#2 RESPONSE

North Elevation & Context

project:	16.06
drawn by:	CT
checked by:	JP
date:	05.23.17
scale:	

A-3.1

1 SOUTH ELEVATION
Scale: 1/4" = 1'-0"

0 1' 2' 4' 8' 16'

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LICENSED ARCHITECT
JONATHAN PEARLMAN
No. C 26034
REN. 6/30/19
STATE OF CALIFORNIA

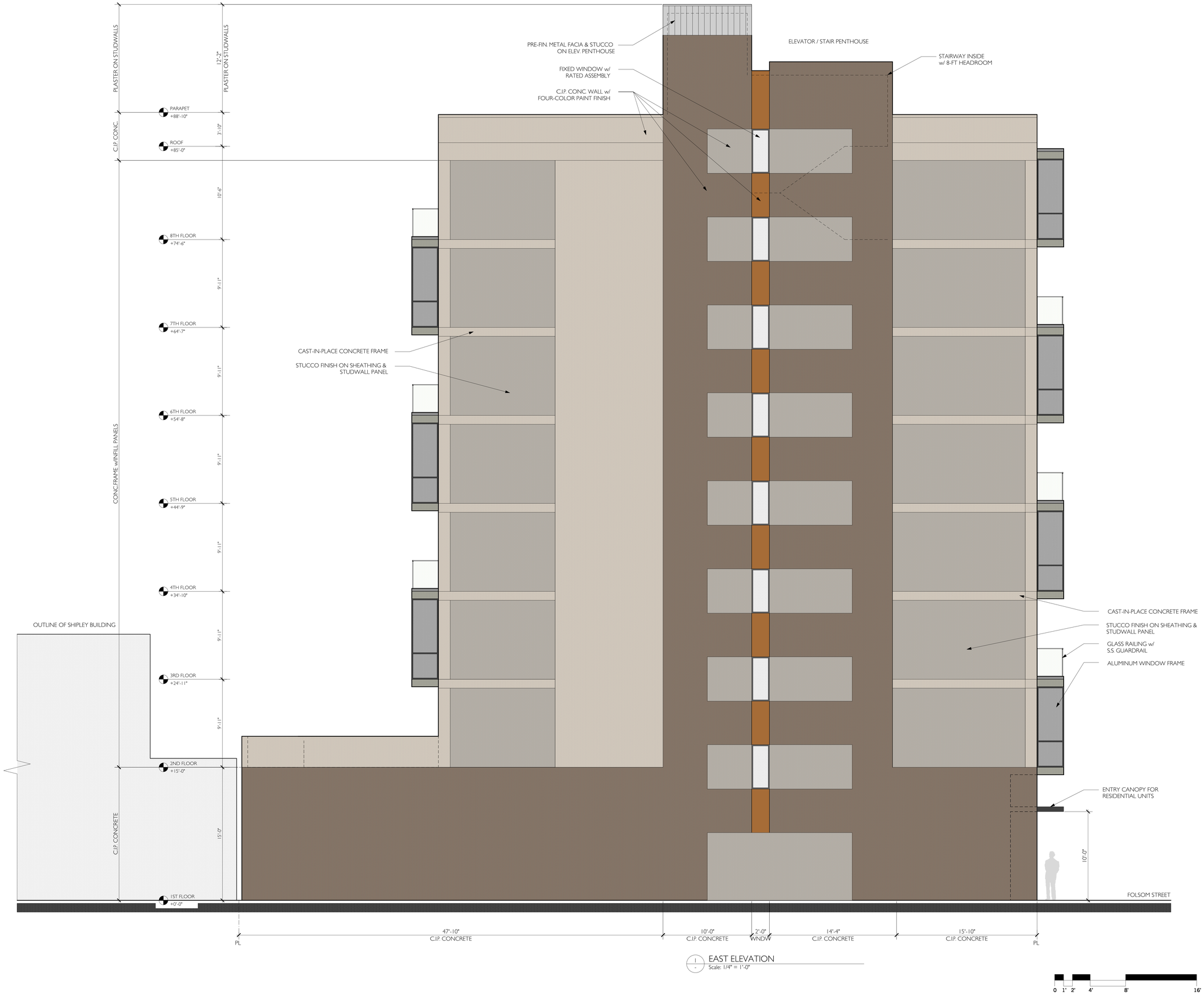
Condominiums
300V Fifth Street (905 Folsom Street)
San Francisco, CA 94107

#	date	issue
01.28.19		NOPDR#2 RESPONSE

South Elevation

project:	16.06
drawn by:	CT
checked by:	JP
date:	05.23.17
scale:	

A-3.2



1 EAST ELEVATION
Scale: 1/4" = 1'-0"

0 1' 2' 4' 8' 16'

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LICENSED ARCHITECT
JONATHAN PEARLMAN
No. C 26034
REN. 6/30/19
STATE OF CALIFORNIA

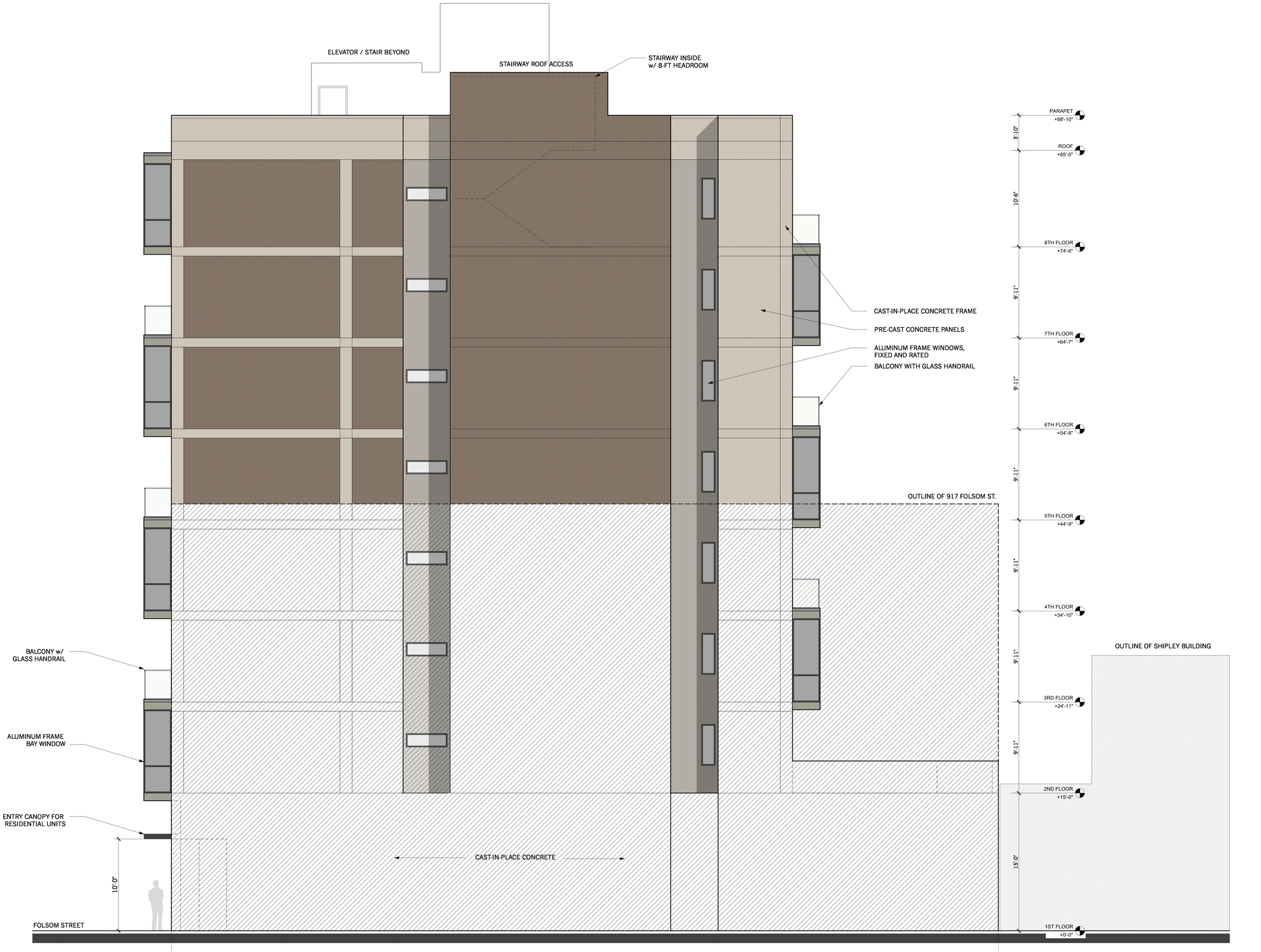
Condominiums
300V Fifth Street (905 Folsom Street)
San Francisco, CA 94107

#	date	issue
01.28.19		NOPDR#2 RESPONSE

East Elevation

project:	16.06
drawn by:	CT
checked by:	JP
date:	05.23.17
scale:	

A-3.3



1 WEST ELEVATION
Scale: 1/4" = 1'-0"

0 1' 2' 4' 8' 16'

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LICENSED ARCHITECT
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STATE OF CALIFORNIA

Condominiums
300V Fifth Street (905 Folsom Street)
San Francisco, CA 94107

#	date	issue
01.28.19		NOPDR#2 RESPONSE

West Elevation

project:	16.06
drawn by:	CT
checked by:	JP
date:	05.23.17
scale:	

A-3.4

A - BUILDING SECTION
Scale: 1/4" = 1'-0"

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REN 6/30/19
STATE OF CALIFORNIA

Condominiums
300V Fifth Street (905 Folsom Street)
San Francisco, CA 94107

#	date	issue
04.10.19		NOPDR#3 RESPONSE

Building Section A

project:	16.06
drawn by:	CT
checked by:	JP
date:	05.23.17
scale:	

A-3.5

SAN FRANCISCO
PLANNING DEPARTMENT

Certificate of Determination
Community Plan Evaluation

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

Reception:
415.558.6378

Fax:
415.558.6409

Planning
Information:
415.558.6377

Case No.:	**2016-009538ENV**
Project Address:	**905 Folsom Street**
Zoning:	MUR (Mixed Use – Residential) Central SoMa Special Use District Within ¼ Mile of an Existing Fringe Financial Service Youth and Family Zone 85-X Height and Bulk District
Block/Lot:	3753/146
Lot Size:	2,247 square feet
Plan Area:	Central SoMa Area Plan
Project Sponsor:	Jonathan Pearlman, Elevation Architects, (415) 537-1125 ext. 101
Staff Contact:	Alesia Hsiao, (415) 575-9044, Alesia.Hsiao@sfgov.org

PROJECT DESCRIPTION

The project site consists of an approximately 2,247 square feet (sf) rectangular-shaped interior lot located on the south side of Folsom Street, between Falmouth Street and Fifth Street in the South of Market neighborhood of San Francisco. The site is currently occupied by an approximately 16-foot tall, one-story, approximately 1,690 square foot gas station service center, constructed in 1967.

The proposed project would demolish and remove the existing building and construct an approximately 14,140 sf mixed-use building with a residential lobby, trash and mechanical rooms, approximately 1,160 sf of retail space on the ground floor and nine residential units (four one-bedrooms and five two-bedrooms) on floors two through eight. Approximately 700 sf of common open space would be provided on the roof as well as approximately 345 sf of private open space at the second floor. The proposed building would be eight stories and up to 85 feet tall (101 feet with elevator penthouse). No vehicular parking would be provided. The proposed project would include nine *class 1* bicycle spaces on the ground floor and four *class 2* bicycle racks along Folsom Street.[1] The proposed project would also demolish the existing sidewalk and bicycle racks and remove one street tree and install a new sidewalk, and one street tree along Folsom Street.

FINDINGS

As summarized in the CPE Checklist[2]:

1. The proposed project is consistent with the development density established for the project site in the Central SoMa Plan;

---

[1] *Class 1* bicycle parking includes bicycle lockers, bicycle rooms or cages where each bicycle can be individually locked. The most common form of *class 2* bicycle parking are bicycle racks. (Zoning Administrator Bulletin No. 9, *Bicycle Parking Requirements: Design and Layout*, August 2013.)

[2] The CPE Checklist is available for review at the Planning Department, 1650 Mission Street, Suite 400, San Francisco, in Case File No. 2016-009538ENV.

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. See the attached and signed Mitigation, Monitoring and Reporting Program (MMRP).

CEQA DETERMINATION

The project is eligible for streamlined environmental review per Section 15183 of the California Environmental Quality Act (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.

Rich Cowgill for

Lisa Gibson
Environmental Review Officer

October 3, 2019

Date

ATTACHMENTS

A. Initial Study – Community Plan Evaluation

B. MMRP

CC: Jonathan Pearlman, Project Sponsor; Supervisor Matt Haney, District 6; Esmeralda Jardines, Current Planning Division; Virna Byrd, M.D.F.; Exemption/Exclusion File

SAN FRANCISCO
PLANNING DEPARTMENT

Attachment A
Initial Study – Community Plan Evaluation Checklist

Case No.:	**2016-009538ENV**
Project Address:	**905 Folsom Street**
Zoning:	MUR (Mixed Use – Residential) Central SoMa Special Use District Within ¼ Mile of an Existing Fringe Financial Service Youth and Family Zone 85-X Height and Bulk District
Block/Lot:	3753/146
Lot Size:	2,247 square feet
Plan Area:	Central SoMa Plan
Project Sponsor:	Jonathan Pearlman, Elevation Architects, (415) 537-1125 ext. 101
Staff Contact:	Alesia Hsiao, (415) 575-9044, Alesia.Hsiao@sfgov.org

A. PROJECT DESCRIPTION

The project site consists of an approximately 2,247 square feet (sf) rectangular-shaped interior lot located on the south side of Folsom Street, between Falmouth and Fifth streets in the South of Market neighborhood of San Francisco (see Figure 1, Project Location). The site is currently occupied by an approximately 16-foot tall, one-story, approximately 1,690 square foot gas station service center, constructed in 1967.

The proposed project would demolish and remove the existing building on the site and construct an approximately 14,140 sf mixed-use building with a residential lobby, trash and mechanical rooms, approximately 1,160 sf of retail space on the ground floor and nine residential units (four one-bedroom units and five two-bedroom units) on floors two through eight. Approximately 700 sf of common open space would be provided on the roof as well as approximately 345 sf of private open space would be provided the second floor. The proposed building would be eight stories and up to 85 feet tall (101 feet with elevator penthouse). No vehicular parking would be provided. The proposed project would include nine *class 1* bicycle spaces on the ground floor and four *class 2* bicycle racks along Folsom Street.[1] The proposed project would also demolish the existing sidewalk and bicycle racks and remove one street tree and install a new sidewalk, and one street tree along Folsom Street.

[1] *Class 1* bicycle parking includes bicycle lockers, bicycle rooms or cages where each bicycle can be individually locked. The most common form of *class 2* bicycle parking is bicycle racks. (Zoning Administrator Bulletin No. 9, *Bicycle Parking Requirements: Design and Layout,* August 2013.)

Figure 1 – Project Site Location

Source: San Francisco Planning Department

Project Construction

The proposed project would involve excavation and removal of about 200 cubic yards of soil to a depth of approximately two feet below the ground surface. Onsite construction work would be completed in a single phase, consisting of demolition of the existing structure, excavation, grading, installation of the foundation construction of the building, exterior wall construction and finishes, and interior construction and finishes. Project construction is anticipated to last approximately 21 months. The proposed building would be supported by a deep drill displacement pile foundation connected to a structural slab. The construction activities associated with deep drill displacement pile foundation would not produce vibration because use of pile driving hammers is not proposed.

Project Setting

As previously discussed, the subject block is bounded by Folsom Street to the north, Shipley Street to the south, Falmouth Street to the west, and Fifth Street to the east. Folsom Street is an eastbound four-lane, one-way street with parallel parking on both sides of the street and a protected bike lane on the south side of the street. Fifth Street is a northbound two-way, four-lane street with parallel parking on both sides of the street. Class 2 bicycle parking spaces are located on Folsom Street. Shipley Street is a westbound one-lane, one-way street with an alternating parallel parking configuration on both sides of the street.

The project site vicinity is characterized by a mix of residential, production, distribution, and repair (PDR), commercial, mixed use, and recreational uses. The blocks north, south, and west of the project site are zoned MUR (Mixed Use-Residential) and P (Public). The blocks northeast and southeast of the project site are zoned WMUG (WSoMa Mixed Use-General) and C-3-S (Downtown Support). The project site, along with lots fronting Folsom Street and lots fronting Fifth Street, north of Clara Street, are within an 85-X height and bulk district. The project site vicinity includes 45-X height and bulk districts (on lots northwest, south, and southeast of the project site), 55-X height and bulk districts (on lots northeast and southeast of the project site), and 65-X height and bulk districts (on lots on the west side of Harrison Street between Fifth and Sixth streets).

The project site vicinity is typified by low- to moderate-density scale of development. The buildings on Folsom Street range from two to nine stories. The buildings on Fifth Street range from one to six stories. One- to two-story commercial buildings and three- to four-story residential buildings front Shipley Street. The buildings on Falmouth Street range from two to four stories. Land uses on the same block as the project site include residential, hotel and public uses along Folsom Street and restaurant and commercial uses along Fifth Street.

PROJECT APPROVALS

The proposed 905 Folsom Street project would require the following approvals:

San Francisco Planning Commission

- A conditional use authorization per Planning Code section 202.5 for the conversion of an automotive service station.

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.
- Review for compliance with article 38 of the Health Code for enhanced ventilation.

The approval of the conditional use authorization would be the Approval Action for the project. The Approval Action date establishes the start of the 30-day appeal period for this CEQA exemption determination pursuant to Section 31.04(h) of the San Francisco Administrative Code.

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 905 Folsom Street project described above and incorporates by reference information contained in the Central SoMa PEIR.[2] The following project-specific studies were prepared, or reviews 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:[3]

- Archeology review
- Greenhouse gas compliance checklist
- Geotechnical report
- Phase I environmental site assessment

C. PROJECT SETTING

Site Vicinity

The surrounding neighborhood is a mix of commercial, residential, hotel, and public services land uses housed in a mixture of primarily one- to eight-story buildings. As noted above, the elevated I-80 structure is located approximately four blocks northwest of the site where it crosses above Fifth Street. The Caltrain railroad tracks are south of Townsend Street, and the Caltrain San Francisco station is at Fourth and Townsend streets, approximately 0.5 mile southeast of the project site. Extensive public transportation (four to six light rail lines depending on time of day) also run along this portion of King Street. The under-construction Central Subway, which will extend the T-Third light-rail line to Chinatown, is approximately 0.4 mile east of the project site; the nearest station, due to open in 2019, will be at Fourth and Brannan streets (at grade).

There are no hospitals, daycare facilities, housing for older adults, or convalescent facilities within 0.5 miles of the project site. The nearest schools to the project site are the Filipino Education Center, which

[2] 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_categ_target_id=214&items_per_page=10, accessed June 3, 2019.

[3] Project-specific studies prepared for the 905 Folsom Street project are available for public review at the Planning Department, 1650 Mission Street, 4th Floor, San Francisco, CA 94103 as part of case file number 2016-009538ENV.

is east of Fifth Street, approximately 0.15 miles northeast of the project site, and the Five Keys Charter School on Oak Street, which is north of Bryant Street, approximately 0.2 miles south of the site. The nearest childcare centers are the Yerba Buena Gardens Child Development Center, approximately 0.2 miles northeast of the project site, and the Mission Head Start Mission Bay Child Development Center, approximately 0.7 miles southeast of the project site. The nearest residence to the project site is 915-919 Folsom Street, located adjacent to the project site to the west.

The nearest open spaces to the project site are Victoria Manalo Draves Park (on Sherman Street just west of I-80 and southwest of the project site), South Park Children's Play Center (on South Park Avenue and northeast of the project site), and Gene Friend Recreation Center (at Sixth and Folsom streets and southwest of the project site); each of these parks is a Recreation and Parks Department property. Mission Creek Park (on the edge of Mission Creek at Fifth Street and south of the project site) and South Beach Park (north of Oracle Park and northeast of the project site) are under the jurisdiction of the Office of Community Investment and Infrastructure. There are other privately owned, publicly accessible plazas, gardens, and open spaces nearby, including areas associated with Oracle Park.

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 producing closely related impacts that could combine with those of a proposed project to evaluate whether the project would contribute to significant cumulative impacts. The projections-based approach uses projections contained in a general plan or related planning document to evaluate the potential for cumulative impacts. This project-specific CEQA analysis employs both the list-based and projections-based approaches to the cumulative impact analysis, depending on which approach best suits the resource topic being analyzed. 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). The following projects were already evaluated programmatically within the Central SoMa PEIR and have environmental review applications on file.

- **300 5th Street (Case No. 2019-006114ENV):** the project proposes the demolition of the existing commercial use on the site and the construction of a new mixed-use residential high-rise building. The proposed project utilizes California State Density Bonus Law. The proposed project is the "bonus" project (which includes additional density) consisting of 130 dwelling units in a mix of 12 studios, 65 one-bedroom units and 53 two-bedroom units, as well as, 1,000 sf of retail space fronting Folsom Street.

- **999 Folsom Street / 301 6th Street (Case No. 2013.0538E):** the project proposes to demolish the one-story structure, billboards, and surface parking lot on the site, and construct a new 8-story, 82-foot-tall, mixed-use building of approximately 91,000-gross square feet with approximately 95 residential dwelling units, 5,900 square feet (sf) of commercial space, 5,900-sf parking garage, a secure bicycle storage room and lockers, a residential lobby and utility rooms.

- **255 Shipley Street / 254 Clara Street (Case No. 2016-012030ENV):** the project proposes the demolition of an existing two-story storage building on the site and construction of a new four-story building with 24 dwelling units.

- **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 an office building totaling 883,301 square feet including 4,300 square feet of retail, 34,700 square feet of PDR, and 74,000 square feet of underground parking. The proposed project includes two approximately 185-foot-tall towers above an 81-foot-tall podium.

- **345 4th Street (Case No. 2017-001690ENV):** the project proposes to demolish the existing building 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.

- **921 Howard Street (Case No. 2017-000275ENV):** the project proposes the construction of a new 180-foot-tall, 18-story, mixed-use residential tower with approximately 205 residential units.

- **481-483 Tehama Street (Case No. 2015-006765ENV):** the project proposes the demolition of an existing two-story building and construction of a four-story, mixed-use building with six residential and PDR (production, distribution, and repair) uses.

- **984 Folsom Street (Case No. 2017-013741ENV):** the proposed project would demolish the three-story building on the site and construct an eight-story building with a restaurant on the ground floor and group housing with 111 bedrooms plus common space on the remaining seven floors above. The project will seek an individually requested state density bonus to allow 85 feet in height over the entire site. The density bonus request is for two additional floors on the entire site, located on the rear section of the lot only (as four bonus floors) for 44 additional bedrooms.

- **1025 Howard Street (Case No. 2015-005200ENV):** the proposed project would demolish the existing building on the site and construct a six- to eight-story, 173-room tourist hotel with approximately 2,445 square feet of ground floor retail space.

- **1052-1060 Folsom Street and 190-194 Russ Street (Case No. 2016-004905ENV):** the project proposes to demolish the existing buildings on the project site, merge the three lots into a single lot, and construct a new seven-story, 64 feet, 6 inches, approximately 59,000-gross-square-foot mixed-use building with 63 dwelling units and approximately 2,800 square feet of ground floor retail use.

- **610-698 Brannan Street, 548 5th Street, and 149 Morris Street (Case No. 2015-004256ENV):** the proposed development would demolish all existing buildings on the project site and construct three new buildings containing office space, retail/restaurant space, and the New Wholesale Flower Market. This would include approximately 2,352,000 square feet of new construction consisting of 2,032,200 square feet of office space, 83,500 square feet of retail/restaurant space, and 115,000 square feet of vendor space.

The following project was not analyzed in the cumulative analysis in the Central SoMa PEIR, but is within 0.25 miles of the project site and thus included in the cumulative analysis for the proposed project:

- **Fifth Street Improvement Project (**Case No. 2019-012169ENV)**:** SFMTA would implement bicycle, pedestrian, transit, and loading/parking improvements along Fifth Street between Townsend and Market streets in the SoMa neighborhood. This project is a Vision Zero Project, and, while the Central SoMa PEIR discusses Vision Zero, this specific Fifth Street Improvement Project was not originally included in the Central SoMa PEIR cumulative analysis.

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.

☐ Land Use/Planning	☐ Greenhouse Gas Emissions	☐ Hydrology/Water Quality
☐ Aesthetics	☐ Wind	☐ Hazards & Hazardous Materials
☐ Population and Housing	☐ Shadow	☐ Mineral Resources
☒ Cultural Resources	☐ Recreation	☐ Energy
☒ Tribal Cultural Resources	☐ Utilities/Service Systems	☐ Agriculture and Forestry Resources
☐ Transportation and Circulation	☐ Public Services	☐ Wildfire
☒ Noise	☐ Biological Resources	
☒ Air Quality	☐ Geology/Soils	

E. EVALUATION OF ENVIRONMENTAL EFFECTS

The Central SoMa PEIR identified significant Plan-level impacts related to land use, cultural and paleontological resources, transportation and circulation, noise and vibration, air quality, and wind. Additionally, the Central SoMa PEIR identified significant cumulative impacts related to land use, cultural and paleontological 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 Plan Environmental Impact Report (Central SoMa PEIR), certified on May 10, 2018.[4] This initial study checklist provides a project-specific and cumulative analysis of environmental effects to determine whether the proposed project would result in significant impacts that: (1) are peculiar

[4] 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.

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 initial study. 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 B 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 21099CEQA 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."[5] 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.[6]

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

[5] See CEQA Section 21099(d)(1).

[6] San Francisco Planning Department, *Eligibility Checklist: CEQA Section 21099 – Modernization of Transportation Analysis for 905 Folsom Street*, October 11, 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. 2016-009538ENV.

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.[7] 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**[8] 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	*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*
1. LAND USE AND LAND USE PLANNING—Would the project:				
a) Physically divide an established community?	☐	☐	☐	☒
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?	☐	☐	☐	☒

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 14,140 sf mixed-use building with nine residential units and approximately 1,160 sf of retail space. The project would be consistent with existing surrounding uses, which include residential 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 Central SoMa Plan designates the project site as Mixed Use General (MUG). The proposed project would add residential and retail uses to the project site, which are the uses that are anticipated under the Plan for the project site. The project site height and bulk limitations are designated by the Central SoMa Plan as 85-X. Because the project's proposed land uses would be consistent with the uses and development

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

[8] PEIR Mitigation Measure M-NO-1a has been superseded for subsequent projects by adoption of Planning Code section 169, Transportation Demand Management Program.

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. The proposed 905 Folsom Street 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 Planning Department has determined that the proposed project is consistent with the MUR District and SoMa Youth and Family SUD and is therefore consistent with the development density principally permitted for the project site under the planning code and zoning map provisions.[9]

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 includes nine dwelling units, the project is not subject to the transportation demand management requirement of the planning code. With regards to Central SoMa PEIR Mitigation Measure M-NO-1b, the reader is directed to the noise analysis completed for this community plan evaluation initial study, which identifies this mitigation measure as not being 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

There are no cumulative development projects nearby that were not encompassed in the Central SoMa PEIR's analysis. The proposed project in combination with cumulative projects would increase traffic noise, but would not result in more severe cumulative land use impacts than previously identified in the Central SoMa PEIR.

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. 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. 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

[9] San Francisco Planning Department, *Community Plan Exemption Eligibility Determination, Current Planning, 905 Folsom Street,* August 8, 2018.

not induce substantial population growth.[10] 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.[11]

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
2. POPULATION AND HOUSING—Would the project:				
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)?	☐	☐	☐	☒
b) Displace substantial numbers of existing people or housing units or create demand for additional housing, necessitating the construction of replacement housing?	☐	☐	☐	☒

E.2.a) The existing project site contains an approximately 1,690 square foot gas station service center. The proposed project would develop an approximately 14,140 sf mixed-use building with nine residential units and approximately 1,160 sf of retail space on the site. The proposed project is estimated to generate approximately 21 total residents[12] and four retail employees at full occupancy.[13] Therefore, the proposed project would not result in a substantial increase in the number of retail employees. Project-related residential growth would represent approximately 0.001 percent of the residential development anticipated in the Central SoMa Plan. These direct effects of the proposed project on population and employment increases were accounted for in the Central SoMa PEIR growth projections, which found that the plan would result in an increase of about 15,580 residents and 32,000 employees in the Plan Area.

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 137,800 households and 295,700 jobs between 2010 and 2040.[14]

[10] Central SoMa PEIR, Appendix B, p. 84.

[11] Central SoMa PEIR, Appendix B, p. 84–88.

[12] Population estimate is based on 2.33 persons per household; see State Department of Finance, E-5 Population and Housing Estimates for Cities, Counties, and the State, January 2011-2018, with 2010 Benchmark, May 2018.

[13] Employment calculations in this section are based on employment density ratios assumed in the Central SoMa PEIR, which is an average density of 350 square feet per retail employee.

[14] 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 November 7, 2018.

The project's nine dwelling units and 1,160 sf of retail space would accommodate 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 available access to necessary infrastructure and services (transportation, utilities, schools, parks, hospitals, etc.). Since the project site is located in an established urban neighborhood and is not an infrastructure project, it would not indirectly induce substantial population growth. Therefore, the housing and 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) There are no existing housing units on the project site; therefore, the proposed project would not displace any existing housing units and would not necessitate the construction of replacement housing elsewhere. For the above reasons, the proposed project would not result in physical environmental effects with respect to population and housing that were not identified in the Central SoMa PEIR, or that would be peculiar to the project site, or have more-severe impacts than those identified in the Central SoMa PEIR. Furthermore, the proposed project would not result in any cumulative impacts with respect to population and housing that were not identified in the PEIR.

Cumulative Analysis

There are no cumulative development projects nearby that were not encompassed in the Central SoMa PEIR's analysis. The project is within the scope of development projected under the Central SoMa Plan and would not result in more severe cumulative population and housing impacts than previously identified in the Central SoMa PEIR.

Conclusion

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

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.

		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*
3.	**CULTURAL RESOURCES—Would the project:**				
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?	☐	☐	☐	☒
b)	Cause a substantial adverse change in the significance of an archaeological resource pursuant to §15064.5?	☐	☐	☐	☒
c)	Disturb any human remains, including those interred outside of formal cemeteries?	☐	☐	☐	☒

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**.[15] 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 contains an approximately 1,690 square foot gas station service center building, constructed in 1967.[16] The South of Market Area Historic Resource Survey[17] gave this subject building a rating of 6Z (found ineligible for NR, CR or Local designation through survey evaluation) in 2011. The survey stated that the subject building or vacant lot does not meet the minimum age requirements to be assessed for the California or National Registers. Constructed in approximately 1967, this service station building is now age-eligible. Further review by Department preservation staff evaluated the service station

[15] Central SoMa PEIR pp. IV.C-58 to IV.C-60.

[16] San Francisco Planning Department, *South of Market Historic Resource Survey Map*, http://sf-planning.org/south-market-historic-resource-survey-map, accessed September 27, 2019.

[17] Ibid.

and determined the subject building is not an historic resource for the purpose of CEQA. Constructed in the 1960s, this service station building is not significant in the history of the South of Market neighborhood nor is it associated with any significant trends or events in the development of gas and service stations in the city. This is a vernacular service station building and is not significant as an example of type, style or period. In addition, the project site is not located within an eligible or identified historic district. Therefore, PEIR Mitigation Measures M-CP-1a through M-CP-1e would not apply to the proposed project.

The project site is adjacent to an existing historic resource, the building at 915-919 Folsom 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 measures that would reduce construction-related impacts on historic resources to a less-than-significant levels PEIR Mitigation Measures M-CP-3a (Protect Historical Resources from Adjacent Construction Activities) and M-CP-3b (Construction Monitoring Program for Historical Resources) require project sponsors, in consultation with the Planning Department, to determine whether historic buildings are within 100 feet (if pile driving is proposed) or 25 feet (if heavy equipment is proposed) of a construction site. If so, the project sponsor must ensure that contractors use all feasible means to avoid damage to those historic buildings during demolition and construction (as required by PEIR Mitigation Measure M-CP-3a), and undertake a monitoring program to ensure that any such damage is documented and repaired (as required by 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 the construction. Thus, Mitigation Measures M-CP-3a and M-CP-3b would apply to the proposed project as **Project Mitigation Measure 1, Protect Historical Resources from Adjacent Construction Activities** [Implementing **Central SoMa PEIR Mitigation Measure M-CP-3a**] and **Project Mitigation Measure 2, Construction Monitoring Program for Historical Resources** [Implementing **Central SoMa PEIR Mitigation Measure M-CP-3b**]. 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. Therefore, the proposed project would not contribute to the significant plan-level and cumulative historic resource impact identified in the Central SoMa PEIR.

Archeological Resources and Human Remains

Central SoMa PEIR Analysis

The Central SoMa PEIR found that development under the Plan could cause a substantial adverse change to the significance of 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 at 905 Folsom Street would involve excavation to

approximately two feet below ground surface. Based on the geotechnical investigation,[18] the existing foundation and underground utilities would be removed as part of the proposed project. As the project would also include an elevator and new utility connections, part of the project site would be excavated to greater than two feet depth during construction.[19] In addition, the project would require installation of deep drilled displacement pilings. Based on the preliminary archeological review for the project site,[20] the project parcel has the highest level of sensitivity for surface resources and high sensitivity for buried resources. The parcel is potentially sensitive for submerged prehistoric resources in the 8,000-6,000 year-old range. However, the potential for resources of this age to be encountered likely is low because population of the region is believed to have been sparse and widely distributed at this early date.

There was residential and commercial development at and around the project site by the late 1850s with development shown at the project site by 1869 based on the US Coast Survey map. The 1887 Sanborn map shows the Workmen's Hotel situated on the project site. This building was destroyed in 1906, but the parcel had been rebuilt with a saloon by 1913. The site was again vacant in 1919 and developed with a service station by 1938. Although the 1938 development included a buried gas tank, which has since been removed, there was no other apparent substantial ground-disturbing development of the parcel after the earthquake. Given this development history, there is a moderate potential for pre-earthquake historic archeological features be encountered during demolition of the existing building and excavation for the foundations and utilities, and other project excavations; historic-period archeological features also potentially could be encountered during pile construction, but likely only in approximately the uppermost 10 to 15 feet of soils.

Based on these analyses, the conclusion of the preliminary archeological analysis is that the parcel has high sensitivity for prehistoric archeological resources and moderate sensitivity for historic-period archeological resources. If the project's proposed soil-disturbing activity resulted in a discovery of potential prehistoric and historic archeological resources, the proposed project could result in significant impact to archeological resources. Therefore, **Project Mitigation Measure 3, Archeological Testing** [Implementing **Central SoMa PEIR Mitigation Measure M-CP-4a**] is provided in the mitigation monitoring and reporting program (Attachment B to the Community Plan Evaluation). 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 3, Archeological Testing, the project would have a less than significant impact on archaeological resources.

Therefore, with the implementation of Project Mitigation Measure 3, the proposed project would not result in significant impacts on archeological resources or human remains that were not identified in the Central SoMa PEIR, nor would the project result in more severe 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

[18] Wayne Ting & Associates, Inc., *Geotechnical Investigation 905 Folsom Street*, San Francisco, California, May 26, 2017.

[19] The proposed elevator pit and sewer line connections may involve excavation and removal of soil down to five feet below ground surface and cover a minimal portion of the total project area.

[20] San Francisco Planning Department, Environmental Planning Preliminary Archeological Review for 905 Folsom, revised September 30, 2019.

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.[21]

Cumulative Analysis

As discussed above, the existing building on the site is not considered to be a historic resource and the project site is not located within an eligible or identified historic district. Therefore, the proposed project would not contribute considerably to the significant cumulative impact identified in the Central SoMa PEIR.

The proposed project, in combination with other cumulative projects, could result in cumulative impacts related to indirect construction damage to historic resources. Given the project site's proximity to the 915-919 Folsom 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 Project Mitigation Measure 1, Protect Historical Resources from Adjacent Construction Activities, and Project Mitigation Measure 2, Construction Monitoring Program for Historical Resources. In addition, other cumulative projects in the Central SoMa area would be evaluated for impacts to historical resources, including those addressing construction damage to adjacent historic architectural resources. They would be required 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, to perform pre-construction surveys of historical resources within 100 feet of a project site and monitor those resources during construction. Therefore, the project would not result in more severe cumulative 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. However, there are several cumulative projects within the same block or immediately adjacent to the block on which the project site is located. While prehistoric features such as might be expected on the project site would generally be expected to be confined to the immediate parcel, and would 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. In this case, the projects 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 Project Mitigation Measure 3. 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.

[21] California Public Resources Code section 5097.98

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 1, 2, and 3 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, but there are no known or potential tribal cultural resources in San Francisco. 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

		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*
4.	**TRIBAL CULTURAL RESOURCES—Would the project:**				
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	☐	☐	☐	☒
	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.	☐	☐	☐	☒

E.4.a) The 905 Folsom Street project site is in a location with no recorded prehistoric archeological sites in the immediate vicinity. 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,[22] the project site is highly sensitive for prehistoric archeological resources. In the event that prehistoric archeological resources are damaged, the proposed project would have a significant impact on tribal cultural resources. Project Mitigation Measure 3, Archeological Testing and **Project Mitigation Measure 4, Project-Specific Tribal Cultural Resource Assessment [Implementing Central SoMa PEIR Mitigation Measure M-CP-5]** 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 resource. Therefore, 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 would result in a potentially significant impact to prehistoric archeological resources and tribal cultural resources without mitigation, which would be mitigated to less-than-significant with Project Mitigation Measures 3 and 4. For the reasons discussed on cumulative impacts

[22] San Francisco Planning Department, *Environmental Planning Preliminary Archeological Review for 905 Folsom*, revised September 30, 2019.

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 3, Archeological Testing and 4, Project-Specific Tribal Cultural Resources Assessment, which would reduce the cumulative impacts to a less than significant level. Implementation of Project Mitigation Measures 3 and 4 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 3 and 4. 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.

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. The Central SoMa PEIR identified ten transportation mitigation measures; however, the Central SoMa PEIR anticipated that the 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 the VMT impacts of 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 (residential and retail) that were analyzed in the VMT analysis in the PEIR and would be located in a transportation analysis zone (TAZ 631) 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, the initial study topic 4c is not applicable and not addressed below.

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
5. TRANSPORTATION AND CIRCULATION—Would the project:				
a) Conflict with a program plan, ordinance or policy addressing the circulation system, including transit, roadway, bicycle and pedestrian facilities?	☐	☐	☐	☒
b) Conflict or be inconsistent with CEQA Guidelines section 15064.3, subdivision (b)?	☐	☐	☐	☒
c) Substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses?	☐	☐	☐	☒
d) Result in inadequate emergency access?	☐	☐	☐	☒

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 guidelines.[23] 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.

Table 1: Person and Vehicle Trip Estimates – Daily

	Daily Person Trips						Daily Vehicle Trips[1]
Land Use	Automobile	For-Hire	Transit	Walking	Bicycling	Total	
Residential	16	4	18	24	2	64	13
Retail	20	8	44	95	6	173	18
Project Total	**36**	**12**	**62**	**119**	**8**	**237**	**31**

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

	P.M. Peak Hour Person Trips						P.M Peak Hour Vehicle Trips[1]
Land Use	Automobile	For-Hire	Transit	Walking	Bicycling	Total	
Residential	1	0	2	2	0	5	1
Retail	2	1	4	9	6	22	2
Project Total	**3**	**1**	**6**	**11**	**6**	**27**	**3**

1. Automobile person trips, accounting for average vehicle occupancy data.

Source: San Francisco Planning Department, Transportation Impact Analysis Guidelines 2019.

[23] San Francisco Planning Department, *Transportation Calculations for 905 Folsom Street*, September 17, 2019.

The department used these 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 2019 guidelines set forth screening criteria for types of construction activities that would typically not result in significant construction-related transportation effects. Project construction would last approximately 21 months. During construction, the project may result in temporary closures of the public right-of-way. These closures may include the adjacent parking lanes (if available) to maintain pedestrian access but would likely otherwise have little effect on roadway capacity. Such closures within the public right-of-way would be requested from the SFMTA and would be required to comply with the San Francisco Regulations for Working in San Francisco Streets (the blue book).[24] The blue book is prepared and regularly updated by the San Francisco Municipal Transportation Agency, under the authority derived from the San Francisco Transportation Code. It 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 and construction duration and magnitude, the project meets the screening criteria. Therefore, the project would have a less-than-significant construction-related transportation impact.

Potentially Hazardous Conditions and Accessibility

The project would demolish the existing sidewalk and bicycle racks and remove one street tree and install a new sidewalk, and one street tree along Folsom Street. The project would add 3 p.m. peak hour vehicle trips. This amount of vehicle trips is not substantial and would be dispersed along nearby streets. Therefore, the 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. Local rail transit in the vicinity of the project site is provided along Fifth and Folsom streets and the Muni Metro Powell Station. Caltrain's San Francisco (Fourth & King) Station—located 0.5 miles southeast of the project site—is also a major hub for Muni bus service, including the 10 Townsend, 30 Stockton, 45 Union/Stockton, 47 Van Ness, 81X Caltrain Express, 82X Levi Plaza Express, and 83X Mid-Market Express lines.

Regional public transit service is provided by a variety of transit operators including BART; the Alameda–Contra Costa Transit District; the Golden Gate Bridge, Highway & Transportation District; the Peninsula Corridors Joint Powers Board; and the San Mateo County Transit District. Regional transit services that are not within walking or biking distance of the project site can also be accessed by connecting local transit service.

The 2019 guidelines set forth a screening criterion for projects that would typically not result in significant public transit delay effects. The project would add 3 inbound p.m. peak hour vehicle trips, which is less than the screening criterion of 300 vehicle trips. Therefore, the project meets the screening criterion and the project would have a less-than-significant public transit delay impact.

[24] San Francisco Municipal Transportation Agency. *Regulations for Working in San Francisco Streets*. Online at https://www.sfmta.com/services/business-services/construction-regulations. Accessed May 21, 2019.

Vehicle Miles Traveled

The 2019 guidelines set forth screening criteria for types of projects that would typically not result in significant vehicle miles traveled impacts. The project site is an area where existing vehicle miles traveled per capita is more than 15 percent below the existing regional per capita and per employee average daily VMT. The project meets this locational screening criterion and the project would have a less-than-significant vehicle miles traveled impact.

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. 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. The project would remove an existing sidewalk and restore sidewalk and curb dimensions along Folsom Street. Therefore, the project would result in less-than-significant impacts to pedestrian safety and access.

Bicycles

There are multiple bikeways in the vicinity of the project site, including Folsom Street/Fifth Street and Howard Street/Fifth Street. The project would provide nine class 1 bicycle parking spaces on the ground floor and two class 2 bicycle racks along Folsom Street. Project-generated bicycle activity would likely be distributed across Folsom, Howard, and Fifth streets. 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. Impacts to people bicycling would be less than significant.

Loading

During the peak period, the project's freight, delivery, and passenger loading demand would be negligible.[25] In addition, the project does not propose any on-street loading spaces. There are two existing commercial metered loading zones including one along the project's frontage on Folsom Street. There are five existing metered passenger loading zones on the east side of Folsom Street. Given the context and the project's minimal loading demand, there are adequate facilities in the vicinity to meet project loading demand and the proposed project would result in a less-than-significant loading impact.

Cumulative Analysis

Construction

The construction of cumulative projects, including 300 5th Street, 984 Folsom Street, and 999 Folsom Street, could overlap with the project's construction activities. Combined, these projects could result in temporary closures of the public right-of-way including temporary closures of the adjacent parking lanes (if available)

[25] San Francisco Planning Department, *Travel Demand Distribution 905 Folsom Street*, September 17, 2019.

to maintain pedestrian access, but would likely otherwise have little effect on roadway capacity. As with the proposed project, the cumulative projects would be subject to the blue book requirements. Given the context and temporary duration and magnitude of the cumulative projects' construction and the City's regulations that each project would be subject to, the project, in combination with cumulative projects, would not result in a significant cumulative construction-related transportation 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.

One cumulative streetscape project not analyzed in the Central SoMa PEIR cumulative analysis was identified as part of the project-specific cumulative impact analysis. The Fifth Street Improvement Project proposes pedestrian and bicycle safety improvements within and adjacent to the plan area. The Fifth Street Improvement Project would implement bicycle, transit, parking, and loading improvements along Fifth Street. This project would increase the safety of travelers in and through the plan area and would not exacerbate existing traffic hazards.

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, or result in an increased 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 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. The Fifth Street Improvement Project proposes pedestrian and bicycle safety improvements within and adjacent to the Plan Area. The Fifth Street Improvement Project would implement bicycle, transit, parking, and loading improvements along Fifth Street. In addition, the Fifth Street Improvement Project proposes transit enhancements such as boarding islands, that would facilitate transit service. Therefore, the proposed project in combination with the Fifth Street Improvement Project would not combine to result in more severe cumulative transit impacts than were disclosed in the Central SoMa PEIR.

Pedestrians

The Fifth Street Improvement Project propose pedestrian and bicycle safety improvements within and adjacent to the Central SoMa Plan area. 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.

For the reasons discussed above, implementation of the proposed project would not result in significant impacts that were not identified in the Central SoMa PEIR related to pedestrian safety that are peculiar to the project site, nor would the proposed project result in more severe cumulative pedestrian impacts than were identified in the Central SoMa PEIR.

Bicycles

The Fifth Street Improvement Project proposes pedestrian and bicycle safety improvements within and adjacent to the Plan Area. This cumulative streetscape project proposes enhancements to bicycle facilities and therefore would not combine with impacts of the proposed project to result in more severe cumulative impacts than disclosed in the Central SoMa PEIR. For the reasons described above, the project would result in less-than-significant cumulative impacts to bicycle safety and access.

Loading

The following cumulative projects including 300 5th Street, 984 Folsom Street, and 999 Folsom Street could interact with the project's loading demand. The 300 5th Street project proposes one 693 sf interior loading space, accessed via the proposed new curb cut on 5th Street. The 999 Folsom Street project proposes a 35-foot-long yellow commercial loading zone (i.e. yellow curb) in front of the delivery entry on 6th Street and between two of the commercial entries, as well as a 20-foot-long white passenger loading zone on 6th Street near the corner of Folsom Street. The 984 Folsom Street project does not propose any on-street loading spaces. There are existing commercial and passenger loading zones along Folsom Street. Given the context and the project's minimal loading demands, and the 999 Folsom Street project's proposed loading facilities, there are sufficient loading facilities to meet demand such that there would be no secondary hazardous effects.

Given the cumulative projects would not result in a loading deficit, the 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 which is located some distance from the project vicinity.

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.

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 and 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**,

(now implemented by Planning Code section 169), the PEIR concluded that existing sensitive receptors (residences, schools, and childcare centers) would be adversely affected by increased traffic noise generated by Central SoMa Plan traffic, street network changes, and under cumulative conditions, and 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 render this impact less than significant.

With respect to construction noise and vibration, the Central SoMa PEIR determined that although construction activities in the Plan Area could expose people to temporary increases in noise and vibration levels substantially in excess of ambient levels, these impacts could be mitigated to less than significant for individual building construction with implementation of **Central SoMa PEIR Mitigation Measures M-NO-2a, General Construction Noise Control Measure**, and **M-NO-2b, Noise and Vibration Control Measures during Pile Driving**. However, the Central SoMa PEIR found that if construction of multiple buildings were to simultaneously occur near the same receptors, the impact could be significant and unavoidable. The Central SoMa PEIR also determined that construction activities could expose people and buildings to 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**; **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, topic 5c below is not applicable to the plan nor any subsequent development projects within the plan area.

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*
6. NOISE—Would the project:				
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?	☐	☐	☐	☒
b) Generation of excessive groundborne vibration or groundborne noise levels?	☐	☐	☐	☒
e) 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?	☐	☐	☐	☒

E.6.a)

Construction Noise

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. Per the geotechnical investigation,[26] the proposed building should be constructed on a deep drill displacement pile foundation to a more stable soil located deep below the ground surface. The deep drill displacement foundation would be connected to a structural slab. The foundation displacement tool would be shaped to laterally displace and compact the soil at the edge of the ground, which would be expected to produce no vibrations and low spoil. The geotechnical investigation recommends that concrete slab-on-grade be underlain by clean crushed rock and a layer of 15-mil vapor retarder. As the final foundation design and reinforcement would be determined by the project engineers, this analysis conservatively assumes the possibility of particularly noisy construction activities during project construction. Implementation of the proposed project could include other noisy construction activities due to the anticipated use of heavy construction equipment. Therefore, **Project Mitigation Measure 5, General Construction Noise Control, [**Implementing **Central SoMa PEIR Mitigation Measure M-NO-2a]** applies to the project and would reduce construction noise impacts.

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 construction period for the proposed project of approximately 21 months, occupants of the nearby properties could be disturbed by construction noise. Times may occur when noise could interfere with indoor activities in nearby residences and other businesses near the project site. The increase in noise in the project area during project construction would not be considered a significant impact of the proposed 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 Central SoMa PEIR Mitigation Measure M-NO-2a, which would reduce construction noise impacts to a less-than-significant level.

The nearest existing building at 915-919 Folsom Street is located adjacent to the project site to the southwest. As stated above in the Cultural and Paleontological Resources section, the 915-919 Folsom Street building is designated as Category A – Historic Resource Present. Therefore, the potential would exist for this historic structure to experience damage from construction activities. 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 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 1, Protect Historical Resources from Adjacent Construction Activities, and Project Mitigation Measure 2, Construction Monitoring Program for Historical Resources. With implementation of these mitigation measures, construction-related building damage impacts would be less than significant, and the proposed project would not result in significant impacts on historical architectural

[26] Wayne Ting & Associates, Inc. *Geotechnical Investigation Proposed Eight-Story Condominium Structure 905 Folsom Street*, San Francisco, CA May 26, 2017.

resources that were not identified in the Central SoMa PEIR, nor would it result it in more-severe impacts than those identified in the Central SoMa PEIR.

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 residential and retail project would not include excessively 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 include mechanical equipment consisting of a battery system providing emergency standby power, electrical radiant equipment, and a fire pump. The proposed building equipment 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 of the property line. Therefore, Mitigation Measure M-NO-1b would not apply to the proposed project.

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 add a nominal amount of vehicle trips (3 p.m. peak hour) 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. Per planning code section 163, the proposed project would not be required to implement a TDM plan and Mitigation Measure M-NO-1a would not apply. As a result, the proposed project 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, usually during construction, generates the greatest amount of vibration. 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 an existing historic resource. That building that is designated as Category A – Historic Resource Present and adjacent to the proposed project is 915-919 Folsom Street. With implementation of PEIR Mitigation Measures M-CP-3a and M-CP-3b as Project Mitigation Measures 1, Protect Historical Resources from Adjacent Construction Activities, and 2, Construction Monitoring Program for Historical Resources, 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. Therefore, it is not anticipated that construction equipment would result in vibration at levels that could cause damage to adjacent buildings. Additionally, development projects, 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, initial study checklist question E.6.c is not applicable to the proposed project.

Cumulative Analysis

There are no cumulative development projects nearby that were not encompassed in the Central SoMa PEIR cumulative noise and vibration analysis. Construction of the proposed project could overlap with

construction of cumulative projects, including the one streetscape improvement project, not specifically considered in the Central SoMa PEIR: the Fifth Street Improvement Project. Construction noise impacts from the proposed project could combine with construction noise impacts from the Fifth Street Improvement Project given that the Fifth Street Improvement Project would be approximately 125 feet east of the project site. Nevertheless, the streetscape project is similar in nature to the street network changes evaluated in the Central SoMa PEIR. 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. Therefore, 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. Project Mitigation Measure 5, General Construction Noise Control Measures would apply to the proposed project.

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[27] 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 ($PM_{2.5}$), Diesel Particulate Matter, or Other Toxic Air Contaminants**; and **M-AQ-5d, Land Use Buffers around Active Loading Docks**. As discussed previously, 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

[27] 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).

M-AQ-6a, Construction Emissions Minimization Plan; and **M-AQ-6b, Implement Clean Construction Requirements** (applicable to city projects only).

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

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*
7.	**AIR QUALITY—Would the project:**				
a)	Conflict with or obstruct implementation of the applicable air quality plan?	☐	☐	☐	☒
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?	☐	☐	☐	☒
c)	Expose sensitive receptors to substantial pollutant concentrations?	☐	☐	☐	☒
d)	Result in other emissions (such as those leading to odors) adversely affecting a substantial number of people?	☐	☐	☐	☒

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 compact development of the proposed project and the availability of non-auto transportation options in the project area would ensure that the project would avoid 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 ($PM_{2.5}$, and PM_{10}[28]), nitrogen dioxide (NO2), sulfur dioxide (SO2), and lead. These air pollutants are termed criteria air

[28] PM_{10} is often termed "coarse" particulate matter and is made of particulates that are 10 microns in diameter or smaller. $PM_{2.5}$, termed "fine" particulate matter, is composed of particles that are 2.5 microns or less in diameter.

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, $PM_{2.5}$, and PM_{10}. 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 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.[29] 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),[30] 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.[31]

Pursuant to the Air Quality Guidelines, projects that meet the screening criteria do not have a significant impact related to criteria air pollutants. Criteria air pollutant emissions during construction and operation of the proposed project would not exceed the Air Quality Guidelines screening criteria. The screening level for an "Apartment, low rise" is 451 dwelling units for operations and 240 dwelling units 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. This land use was chosen as the project sponsor does not know the type of retail service that would occupy the proposed retail space, and this land use category is one of the most restrictive uses for a small retail space. As the proposed project would provide approximately

[29] Bay Area Air Quality Management District, *California Environmental Quality Act Air Quality Guidelines,* May 2017, page 2-1.

[30] Bay Area Air Quality Management District, *CEQA Air Quality Guidelines*, updated May 2017.

[31] 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.

nine dwelling units and 1,160 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.

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 Tenants Concerning Low-VOC Consumer Products, M-AQ-3b: Reduce Operational Emissions, M-AQ-4a: Construction Emissions Analysis, 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 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.

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 $PM_{2.5}$ concentration or cumulative excess cancer risk. The zone also incorporates health vulnerability factors and proximity to freeways. For sensitive use projects within the air pollutant exposure zone, such as the proposed project, article 38 requires the project sponsor to submit an enhanced ventilation proposal for approval by the health department that achieves protection from $PM_{2.5}$ (fine particulate matter) equivalent to that associated with a Minimum Efficiency Reporting Value 13 MERV filtration. The building department will not issue a building permit without written notification from the director of the health department that the applicant has an approved enhanced ventilation proposal. In compliance with article 38, the project sponsor has submitted an initial application to DPH.[32] The regulations and procedures set forth by article 38 would reduce exposure of sensitive receptors to substantial pollutant concentrations.

Nevertheless, projects within an air pollutant exposure zone require special consideration to determine whether the project's activities would expose sensitive receptors to substantial air pollutant concentrations or add emissions to areas already adversely affected by poor air quality. As discussed above in the setting section, the nearest residential buildings are adjacent to the project site to the southeast, approximately 35 feet southeast of the project site, and 85 feet northwest of the project site. The nearest childcare centers are the Modern Education Family Childcare – Yerba Buena and the Yerba Buena Gardens Child Development Center, approximately 0.16 miles and 0.22 miles northeast to the project site respectively. The nearest school is the Eagleswell Primary School, approximately 0.22 miles northeast of the project site.

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 21-month construction period, PEIR Mitigation

[32] Maher Ordinance Application for 905 Folsom Street, October 25, 2016.

Measure M-AQ-6a, referred to as **Project Mitigation Measure 6, Construction Emissions Minimization Plan** [Implementing **Central SoMa PEIR M-AQ-6a**], is required.

Project Mitigation Measure 6 requires 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[33], 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.[34] Emissions reductions from the combination of Tier 2 equipment with level 3 VDECS is almost equivalent to requiring only equipment with Tier 4 Final engines. 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.[35] Therefore, with implementation of Project Mitigation Measure 6, 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

In regard to siting new sources of air pollutant emissions, the project may include a heat pump, which would emit diesel particulate matter and other TACs. Therefore, **Project Mitigation Measure 7, Best Available Control Technology for Fire Pumps, [**Implementing **Central SoMa PEIR Mitigation Measure M-AQ-5a]** would apply to the proposed project to reduce potential effects of new sources of emissions (fire pump) to a less than significant level. The proposed project includes the construction of an eight-story mixed-use apartment building and would not include truck activity areas including loading docks and delivery areas. The project would not generate more than 10,000 vehicle trips per day or 1,000 truck trips per day. Therefore, PEIR Mitigation Measure M-AQ-5b and M-AQ-5d would not apply to the proposed project. In addition, the proposed project would not include any other sources that would emit DPM or other TACs as part of everyday operations. With implementation of Project Mitigation Measure 7, project operations would not result in significant health risk impacts.

Cumulative Analysis

As discussed above, criteria air pollutant impacts are cumulative impacts because no single project is sufficient in size, by itself, to result in non-attainment of air quality standards. As demonstrated above, the project would not result in cumulatively considerable criteria air pollutant emissions.

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[33] Construction equipment meeting Tier 4 interim or Tier 4 final emissions standards automatically meet the Tier 2 plus level 3 diesel particulate filter standard.

[34] PM emissions benefits are estimated by comparing off-road PM emission standards for Tier 2 with Tier 1 and 0. Tier 0 off-road engines do not have PM emission standards, but the United States Environmental Protection Agency's *Exhaust and Crankcase Emissions Factors for Nonroad Engine Modeling – Compression Ignition* has estimated Tier 0 engines between 50 hp and 100 hp to have a PM emission factor of 0.72 g/hp-hr and greater than 100 hp to have a PM emission factor of 0.40 g/hp-hr. Therefore, requiring off-road equipment to have at least a Tier 2 engine would result in between a 25 percent and 63 percent reduction in PM emissions, as compared to off-road equipment with Tier 0 or Tier 1 engines. The 25 percent reduction comes from comparing the PM emission standards for off-road engines between 25 hp and 50 hp for Tier 2 (0.45 g/bhp-hr) and Tier 1 (0.60 g/bhp-hr). The 63 percent reduction comes from comparing the PM emission standards for off-road engines above 175 hp for Tier 2 (0.15 g/bhp-hr) and Tier 0 (0.40 g/bhp-hr). In addition to the Tier 2 requirement, ARB Level 3 VDECSs are required and would reduce PM by an additional 85 percent. Therefore, the mitigation measure would result in between an 89 percent (0.0675 g/bhp-hr) and 94 percent (0.0225 g/bhp-hr) reduction in PM emissions, as compared to equipment with Tier 1 (0.60 g/bhp-hr) or Tier 0 engines (0.40 g/bhp-hr).

[35] 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 October 23, 2014.

With respect to localized health risks, the Fifth Street Improvement Project is similar in nature to the streetscape improvement projects analyzed in the Central SoMa PEIR. The project would be subject to the Clean Construction Ordinance, which requires construction equipment to meet similar standards as those required for the project through Project Mitigation Measure 6, Construction Emissions Minimization Plan, thereby reducing construction period emissions and associated health risks. For these reasons, cumulative health risks would not be more severe than disclosed in the Central SoMa PEIR.

Conclusion

With implementation of Project Mitigation Measures 6, Construction Emissions Minimization Plan and 7, Best Available Control Technology for Fire Pumps, 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.

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.[36] 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,[37] exceeding the 2020 reduction goals outlined in the air district's 2017 Clean Air Plan,[38] Executive Order S-3-05,[39] and Assembly Bill 32 (also known as the Global Warming

[36] San Francisco Planning Department. *2017 Greenhouse Gas Reduction Strategy Update.* July 2017. https://sfplanning.org/project/greenhouse-gas-reduction-strategies.

[37] ICF International. 2015. *Technical Review of the 2012 Community-wide GHG Inventory for the City and County of San Francisco*. January 21, 2015. Accessed March 5, 2019. http://sfenvironment.org/sites/default/files/fliers/files/icf_verificationmemo_2012sfecommunityinventory_2015-01-21.pdf.

[38] Bay Area Air Quality Management District. 2017. *Clean Air Plan.* September 2017. Accessed March 5, 2019. http://www.baaqmd.gov/plans-and-climate/air-quality-plans/current-plans.

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

Solutions Act).[40,41] In addition, San Francisco's GHG reduction goals are consistent with, or more aggressive than, the long-term goals established under Executive Orders S-3-05[42] and B-30-15,[43,44] and Senate Bill (SB) 32.[45,46] 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*
8. GREENHOUSE GAS EMISSIONS—Would the project:				
a) Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?	☐	☐	☐	☒
b) Conflict with any applicable plan, policy, or regulation of an agency adopted for the purpose of reducing the emissions of greenhouse gases?	☐	☐	☐	☒

E.8.a and b) The proposed project, which would meet LEED GreenPoint Rated standards, would increase the intensity of use of the site. Therefore, the proposed project would contribute to annual long-term increases in GHGs as a result of increased vehicle trips (mobile sources) and residential and retail operations that 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 GHG reduction strategy. As discussed below, compliance with the applicable regulations would reduce the project's GHG emissions related to transportation, energy, waste

40 California Legislative Information, *Assembly Bill 32*, September 27, 2006. Accessed March 5, 2019. http://www.leginfo.ca.gov/pub/05-06/bill/asm/ab_0001-0050/ab_32_bill_20060927_chaptered.pdf.

41 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.

42 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_2e)); by 2020, reduce emissions to 1990 levels (approximately 427 million MT CO_2e); and by 2050 reduce emissions to 80 percent below 1990 levels (approximately 85 million MT CO_2e). Because of the differential heat absorption potential of various GHGs, GHG emissions are frequently measured in "carbon dioxide-equivalents," which present a weighted average based on each gas's heat absorption (or "global warming") potential.

43 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.

44 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.

45 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.

46 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.[47]

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.[48] 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[49] 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 require the removal of one street tree. To comply with the City's street tree planting requirements, the proposed project would plant one street tree. Other regulations, including the Wood Burning Fireplace Ordinance, would reduce emissions of GHGs and black carbon. Regulations requiring low-emitting finishes would reduce VOCs.[50] Thus, the proposed project was determined to be consistent with San Francisco's GHG reduction strategy.[51]

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

47 San Francisco Planning Department, Greenhouse Gas Analysis: Compliance Checklist for 905 Folsom Street, January 11, 2019.

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

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

50 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.

51 San Francisco Planning Department, *Greenhouse Gas Analysis: Compliance Checklist for 905 Folsom Street*, January 11, 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.

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 criteria remain 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.[52,53] 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 1 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 criteria would increase from three to five, and the hours per year during which the 1-hour wind hazard criterion would be exceeded would increase from 4 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 1-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 1-hour, 26 mph wind hazard criterion, the Central SoMa PEIR determined that wind impacts would remain significant and unavoidable with mitigation. Cumulative wind impacts

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[52] 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.

[53] 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 1-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).

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

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
9. WIND—Would the project:				
a) Create wind hazards in publicly accessible areas of substantial pedestrian use?	☐	☐	☐	☒

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. 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 85-foot-tall (101 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. 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.

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. Cumulative projects that are greater than 85 feet in height would be located at 300 5th Street, adjacent to the project site to the east, 921 Howard Street, approximately 0.09 miles northwest, 725-765 Harrison Street approximately 0.32 miles northeast, and 548 5th Street, 149 Morris Street, and 610-698 Brannan Street approximately 0.25 miles, 0.26 miles, and 0.30 miles southeast from the project site, respectively. Other nearby proposed projects included in the cumulative projects listed above are also under 85 feet in height, and none are located close enough to combine with the less-than-significant wind effects of the proposed project. Therefore, the proposed project would not likely combine or 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 1 hour after sunrise and 1 hour before sunset, at any time of the year, unless that

shadow would not result in a significant adverse effect on the use of the open space. A project that adds new shadow to sidewalks or a public open space, or exceeds the absolute cumulative limit 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."[54]

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	*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*
10. SHADOW—Would the project:				
a) Create new shadow that substantially and adversely affects the use and enjoyment of publicly accessible open spaces?	☐	☐	☐	☒

E.10.a) The 905 Folsom Street project would demolish an existing 16-foot-tall gas station service building and construct an 85-foot-tall (101 feet with stair and elevator penthouses) building. The Planning Department prepared a preliminary shadow fan analysis [55,56] to determine whether the proposed project would have the potential to cast new shadow on nearby parks. Based on this fan, it was determined that the proposed project would not shade outdoor recreation facilities or other publicly accessible open spaces.

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

Cumulative Analysis

There are no cumulative development projects nearby that were not encompassed in the Central SoMa PEIR cumulative shadow analysis. The project is within the scope of development projected under the Central

[54] 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.

[55] 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.

[56] San Francisco Planning Department, *Shadow Fan Analysis, 905 Folsom Street*, January 10, 2019.

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 these reasons, 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.

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

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*
11. RECREATION—Would the project:				
a) Increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facilities would occur or be accelerated?	☐	☐	☐	☒
b) Include recreational facilities or require the construction or expansion of recreational facilities that might have an adverse physical effect on the environment?	☐	☐	☐	☒

E.11.a) The nearest open spaces to the project site are Victoria Manalo Draves Park (on Sherman Street just west of I-80 and southwest of the project site), and Gene Friend Recreation Center (at Sixth and Folsom streets); each of these parks is a Recreation and Parks Department property. There are other nearby privately owned, publicly accessible plazas, gardens, and open spaces.

The proposed project would provide approximately 1,045 square feet of usable open space, with a 345 sf private deck on the second floor, and 700 sf of common open space on the roof.

Although new workers and residents at the project site would increase the use of nearby publicly accessible and privately owned open spaces, the project's provision of new open space resources would satisfy at least some of the increased demand. 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. Given the small permanent residential population anticipated on the site and the incremental on-site daytime population growth that would result from the proposed retail use, the proposed project would not require the construction of new recreational facilities or the expansion of existing facilities.

Cumulative Analysis

There are no cumulative development projects nearby that were not encompassed in the Central SoMa PEIR cumulative recreation analysis. The 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.

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.[57,58]

[57] 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.

[58] 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.

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.[59] The study projected a small deficit (0.25 percent of demand) for a normal year and single dry year, and a deficit of two percent of demand during a multiple-year drought, as a result of development and occupancy of new projects in advance of improvements planned in the SFPUC's water supply. The SFPUC noted in the 2013 Water Availability Study that a two-percent shortfall in water supplies "can be easily managed through voluntary conservation measures or rationing." Further, it stated that "retail" demand (water the SFPUC provides to individual customers within San Francisco), as opposed to "wholesale" demand (water the SFPUC provides to other water agencies supplying other jurisdictions), has declined by more than 10 percent in the last 10 years.[60] 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).[61]

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 because, given the existing and anticipated increase in solid waste recycling and the existing and potential future landfill capacities, the Central SoMa Plan would not result in either landfill exceeding its permitted capacity or non-compliance with federal, state, or local statutes or regulations related to solid waste.

[59] SFPUC, *2013 Water Availability Study for the City and County of San Francisco,* May 2013.
[60] Ibid.
[61] Ibid.

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
12. UTILITIES AND SERVICE SYSTEMS—Would the project:				
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?	☐	☐	☐	☒
b) Have sufficient water supplies available to serve the project and reasonably foreseeable future development during normal, dry, and multiple dry years?	☐	☐	☐	☒
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?	☐	☐	☐	☒
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?	☐	☐	☐	☒
e) Comply with federal, state, and local management and reduction statutes and regulations related to solid waste?	☐	☐	☐	☒

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.[62]

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 the existing gas station service center building and paved areas. The proposed building's footprint would fully cover the entire site, which 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 proposed project includes

[62] San Francisco Planning Department, *Biosolids Digester Facilities Project, Final Environmental Impact Report*, Case No. 2015-000644ENV, State Clearinghouse No. 2015062073, certified March 8, 2018.

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 polluted 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. Although the proposed project would add 21 residents and four 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.[63] 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. However, 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.[64] Because it would result in nine dwelling units and 1,160 sf 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 available to serve the proposed project in normal, dry, and multiple dry years, and the project would not

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[63] 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.

[64] 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

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.

The proposed project would incrementally increase total city waste generation; however, 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 account for 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. 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.

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

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
13. PUBLIC SERVICES—Would the project:				
a) Result in substantial adverse physical impacts associated with the provision of, or the need for, new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times, or other performance objectives for any public services such as fire protection, police protection, schools, parks, or other services?	☐	☐	☐	☒

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 (1251 3rd Street), located approximately 0.95 miles southeast from the site.[65] The closest fire station to the project site is Fire Station 8 (36 Bluxome Street), located approximately 0.45 miles southeast from the project site. The increased population at the project site could result in more calls for police, fire, and emergency response. However, the increase in demand for these services would not be substantial given the overall demand for such services on a citywide basis.

The San Francisco Unified School District (school district) maintains a property and building portfolio that has capacity for almost 64,000 students.[66] A decade-long decline in district enrollment ended in the 2008-2009 school year at 52,066 students, and total enrollment in the district has increased to about 54,063 in the 2017-2018 school year, an increase of approximately 1,997 students since 2008.[67,68] Thus, even with increasing enrollment, the school district currently has more classrooms district-wide than needed.[69] However, the net effect of housing development across San Francisco is expected to increase enrollment by at least 7,000 students by 2030 and eventually enrollment is likely to exceed the capacity of current facilities.[70]

Lapkoff & Gobalet Demographic Research, Inc. conducted a study in 2010 for the school district that projected student enrollment through 2040.[71] This study is being updated as additional information

65 San Francisco Police Department, *Station Finder*, https://www.sanfranciscopolice.org/station-finder, accessed June 28, 2019.

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

67 San Francisco Unified School District, Facts at a Glance, 2018, http://www.sfusd.edu/en/assets/sfusd-staff/about-SFUSD/files/sfusd-facts-at-a-glance.pdf, accessed September 13, 2018.

68 Note that Enrollment summaries do not include charter schools. Approximately 4,283 students enrolled in charter schools are operated by other organizations but located in school district facilities.

69 San Francisco Unified School District, *San Francisco Bay Area Planning and Urban Research (SPUR) Forum Presentation, Growing Population, Growing Schools*, August 31, 2016, https://www.spur.org/sites/default/files/events_pdfs/SPUR%20Forum_August%2031%202016.pptx_.pdf, accessed October 5, 2018.

70 Lapkoff & Gobalet Demographic Research, Inc., *Demographic Analyses and Enrollment Forecasts for the San Francisco Unified School District*, February 16, 2018, p. 2, http://www.sfusd.edu/en/assets/sfusd-staff/about-SFUSD/files/demographic-analysesenrollment-forecast.pdf, accessed October 5, 2018.

71 Ibid.

becomes available. The study considered several new and ongoing large-scale developments (Mission Bay, Candlestick Point, Hunters Point Shipyard/San Francisco Shipyard, and Treasure/Yerba Buena Islands, Parkmerced, and others) as well as planned housing units outside those areas.[72] In addition, it developed student yield assumptions informed by historical yield, building type, unit size, unit price, ownership (rented or owner-occupied), whether units are subsidized, whether subsidized units are in standalone buildings or in inclusionary buildings, and other site-specific factors. For most developments, the study establishes a student generation rate of 0.80 Kindergarten through 12th grade students per residential unit in a standalone affordable housing site, 0.25 students per unit for inclusionary affordable housing developments, and 0.10 students per unit for market-rate housing.

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.

Based on the above rates, the proposed project would be expected to generate one school-aged child, who may be served by the San Francisco Unified School District or through private schools in the areas. The school district currently has capacity to accommodate this minor increase in demand without the need for new or physically altered schools, the construction of which may result in environmental impacts.

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

Cumulative Analysis

There are no cumulative development projects nearby that were not encompassed in the Central SoMa PEIR cumulative public services analysis. The project is within the scope of development projected 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.

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

[72] Lapkoff & Gobalet Demographic Research, Inc., Demographic Analyses and Enrollment Forecasts for the San Francisco Unified School District, February 16, 2018, p. 2, http://www.sfusd.edu/en/assets/sfusd-staff/about-SFUSD/files/demographic-analysesenrollment-forecast.pdf, accessed October 5, 2018.

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 rea 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

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*
14. BIOLOGICAL RESOURCES—Would the project:				
a) Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special-status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?	☐	☐	☐	☒
b) Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?	☐	☐	☐	☒
c) Have a substantial adverse effect on federally protected wetlands (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?	☐	☐	☐	☒
d) Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?	☐	☐	☐	☒
e) Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?	☐	☐	☐	☒
f) Conflict with the provisions of an adopted habitat conservation plan, natural community conservation plan, or other approved local, regional, or state habitat conservation plan?	☐	☐	☐	☒

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 remove one street tree in order to construct the proposed building and install a new street tree along Folsom Street. The project would be required to plant a 36-inch box replacement tree in accordance with Bureau of Urban Forestry standards.[73] As the project site does not include removal of a large tree 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 proposed project's location, height, and materiality may present risks for birds as they travel along their migratory paths. However, the proposed project would comply with Planning Code section 139, Standards for Bird-Safe Buildings, which establishes building design standards to reduce avian mortality rates associated with bird strikes.[74] Bird safe features shall be considered when selecting materials in conjunction with energy efficiency and overall building design. Even though incidental bird strikes may occur, and may involve special status avian species, the proposed project would not interfere with the movement of native resident or wildlife species or with established native resident or migratory wildlife corridors. This impact would be less than significant. The PEIR included Improvement Measure I-BI-2, to reduce the effects of nighttime bird strikes on buildings due to exterior and interior lighting. The proposed project would be subject to the provisions of Central SoMa PEIR Improvement Measure I-BI-2 and would implement **Project Improvement Measure 1, Night Lighting Minimization** and the less-than-significant effect associated with nighttime bird strikes on buildings would be further reduced. 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.

Further, 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 large trees. The proposed project would remove one street tree in order to construct the proposed building and install a new street tree along Folsom Street. Therefore, the proposed project would not result in significant biological resource impacts.

As the proposed project includes the improvement measure discussed above and is within the geographic area of the Central SoMa Plan Area, there would be no additional impacts on biological resources beyond those analyzed in the Central SoMa PEIR.

Cumulative Analysis

There are no cumulative development projects nearby that were not encompassed in the Central SoMa PEIR cumulative biological resources 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

[73] San Francisco Public Works, *Public Works Order No: 186242,* August 11, 2017.

[74] See http://sf-planning.org/standards-bird-safe-buildings.

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.

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 would apply to the proposed project.

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. Construction excavations could encounter undisturbed dune sands, the Colma Formation, or artificial fills associated with previous development (e.g., road bases, foundations, and

previous backfills for underground utilities). Due to their age and origin, these geological materials have little to no likelihood of containing unique or significant fossils.

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*
15. GEOLOGY AND SOILS—Would the project:				
a) Directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving:	☐	☐	☐	☒
i) Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? (Refer to Division of Mines and Geology Special Publication 42.)	☐	☐	☐	☒
ii) Strong seismic ground shaking?	☐	☐	☐	☒
iii) Seismic-related ground failure, including liquefaction?	☐	☐	☐	☒
iv) Landslides?	☐	☐	☐	☒
b) Result in substantial soil erosion or the loss of topsoil?	☐	☐	☐	☒
c) Be located on geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction, or collapse?	☐	☐	☐	☒
d) Be located on expansive soil, as defined in the California Building Code, creating substantial direct or indirect risks to life or property?	☐	☐	☐	☒
e) Have soils incapable of adequately supporting the use of septic tanks or alternative wastewater disposal systems where sewers are not available for the disposal of wastewater?	☐	☐	☐	☒
f) Change substantially the topography or any unique geologic or physical features of the site?	☐	☐	☐	☒

E.15.a, c, and d) Projects located within a seismic hazard zone for liquefaction hazard are subject to the seismic hazards act requirements, which include the preparation of a geotechnical investigation by qualified engineer and/or geologist to delineate the area of hazard 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. The project site is within a seismic hazard zone for liquefaction hazard; thus, site design and construction must comply with the requirements of the seismic hazard act.

The proposed project involves construction of a new eight story, 85-foot-tall (101 feet including elevator penthouse) mixed-use building in a seismic hazard zone for liquefaction hazard and is therefore also subject to a mandatory interdepartmental project review prior to a public hearing before the planning

commission or the issuance of the new construction building permit. The interdepartmental review meeting must include representatives from the planning, building, public works, and fire departments to address construction issues.[75]

A geotechnical investigation that included one exploratory boring and one cone penetration test boring was prepared for the proposed project.[76] Given that the project is in a seismic hazard zone, the building department is required to ensure that the recommendations in the geotechnical report are adhered to. Project design and the geotechnical report must comply with the guidelines and procedures for structural design review established by the building department and will undergo review by applicable engineering design reviewers with final project design.

The geotechnical investigation included reconnaissance of the project site and vicinity, laboratory testing of selected soil samples, and engineering analysis of the obtained data and information. The results of the site reconnaissance and information obtained from the boring samples indicate that the upper 16 feet of soils was brown, grey pea gravel, loose, and moist. Brown, grey silty clay bay mud was encountered at a depth of 32 feet, followed by brown, grey silty sand at 37 feet. Brown and grayish brown, fine sand with silt was encountered at a maximum depth of 71 ½ feet. Groundwater was encountered at 12 ½ feet below ground surface at the time of the field study.

Seismic Hazards

The geotechnical investigation stated that soils most susceptible to liquefaction are clean, loose, saturated, uniformly graded, fine sands. Based on the existing subsurface information at the site and the boring log, the probability of liquefaction of the loose sand and bay mud underlying the project site is high. As discussed above, site design and construction must comply with the requirements of the seismic hazard act to recommend adequate measures that would address the potential effects of liquefaction hazard and these must be made conditions of the building permit approval.

The building department permit review process would ensure that the project's structural and foundation plans comply with applicable building code provisions and are in conformance with the measures recommended in the project-specific geotechnical reports and recommendations made by the engineering design reviewers as required by AB-082 and would ensure that the proposed project would not exacerbate the potential for liquefaction.

Building Foundation

The geotechnical investigation concluded that the proposed structure should be designed and built on a deep drill displacement pile foundation to a more stable soil located deep below the ground surface. The deep drill displacement foundation should be connected to a structural slab. The foundation displacement tool would be shaped to laterally displace and compact the soil at the edge of the ground and expected to produce no vibrations with low spoil. Structural grout would be poured and engineered steel rebar cages would be installed into the grout. Concrete slab-on-grade should be underlain by clean crushed rock and a layer of 15-mil vapor retarder should be placed over the crushed rock to minimize condensation. In addition, the geotechnical engineer should be retained for observation during foundation construction phases to determine that the design requirements are fulfilled. With the implementation of the

[75] San Francisco Planning Department. *Interdepartmental Project Review.* Available at: http://forms.sfplanning.org/ProjectReview_ApplicationInterdepartmental.pdf, accessed October 25, 2018.

[76] Wayne Ting & Associates, Inc., Geotechnical Investigation 905 Folsom Street, San Francisco, California, May 26, 2017.

recommendations provided in the geotechnical investigation, the proposed project can be built to existing seismic safety standards.

The proposed project would conform to the local building code, which ensures the safety of all new construction in the city. Consistent with AB-082 and Information Sheet S-5 discussed above, chapter 18 of the state building code, Soils and Foundations, provides the parameters for geotechnical investigations and structural considerations in the selection, design and installation of foundation systems to support the loads from the structure above. Section 1803 sets forth the basis and scope of geotechnical investigations conducted. Section 1804 specifies considerations for excavation, grading and fill to protect adjacent structures and prevent destabilization of slopes due to erosion and/or drainage. In particular, section 1804.1, Excavation Near Foundations, requires that adjacent foundations be protected against a reduction in lateral support as a result of project excavation. This is typically accomplished by underpinning or protecting adjacent foundations from detrimental lateral or vertical movement, or both. Section 1807 specifies requirements for foundation walls, retaining walls, and embedded posts and poles to ensure stability against overturning, sliding, and excessive pressure, and water lift including seismic considerations. Sections 1808 - 1810 (foundations) specify requirements for foundation systems such that the allowable bearing capacity of the soil is not exceeded and differential settlement is minimized based on the most unfavorable loads specified in chapter 16, Structural, for the structure's seismic design category and soil classification at the project site.

The building department would consult 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 soils report(s) through the building permit application process, as needed. The building department requirement for a geotechnical report and review of the building permit application pursuant to the building 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 an existing building 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 two 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, concluding that subsequent development projects would not likely result in significant impacts to unique paleontological resources. 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

There are no cumulative development projects nearby that were not encompassed in the Central SoMa PEIR cumulative geology and soils analysis. The project is within the scope of development projected under the Central SoMa Plan and would not result in more severe cumulative geology and soils impacts than were previously identified in the Central SoMa PEIR.

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. 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.

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 future sea level rise. The Central SoMa PEIR noted that portions of the Plan Area would be exposed to an increased risk of flooding in the future due to sea level rise, although Central SoMa Plan development would not exacerbate this risk and, therefore, would not result in a significant impact. Moreover, the Central SoMa Plan includes objectives, policies, and implementation measures intended to maximize flood resilience. All hydrology and water quality impacts of the Central SoMa Plan were determined to be less than significant and no mitigation measures were identified in the PEIR.

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
16. HYDROLOGY AND WATER QUALITY—Would the project:				
a) Violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or groundwater quality?	☐	☐	☐	☒
b) Substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the project may impede sustainable groundwater management of the basin?	☐	☐	☐	☒
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:	☐	☐	☐	☒
i) result in substantial erosion or siltation on- or off-site;	☐	☐	☐	☒
ii) substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or offsite;	☐	☐	☐	☒
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	☐	☐	☐	☒
iv) impeded or redirect flood flows?	☐	☐	☐	☒
d) In flood hazard, tsunami, or seiche zones, risk release of pollutants due a project inuandation?	☐	☐	☐	☒
e) Conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan?	☐	☐	☐	☒

E.16.a) The project would generate wastewater and stormwater discharges typical of urban residential and commercial uses. 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. As a result, the proposed project would not increase stormwater runoff, alter the existing drainage, or violate water quality or waste discharge standards. Construction stormwater discharges to the City's combined sewer system would be subject to the requirements of Public Works Code Article 4.1 (supplemented by San Francisco Department of Public Works Order No. 158170), which incorporates and implements the City's National Pollutant Discharge Elimination System (NPDES) permit and the federal Combined Sewer Overflow Control Policy. Stormwater drainage during construction would flow to the City's combined sewer system, where it would receive treatment at the Southeast Plant or other wet-weather facilities and would be discharged through an existing outfall or overflow structure in compliance with the existing NPDES permit. Therefore, compliance with applicable permits would reduce water quality impacts, and the proposed 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.

The project site is fully developed with impervious surfaces consisting of the existing gas station service center building and asphalt paved areas. The proposed building's footprint 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, or 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.

As a result, the proposed project would not increase stormwater runoff, alter the existing drainage, 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, groundwater was encountered at approximately 12 ½ feet below ground surface at the time of the geotechnical investigation.[77] Groundwater depths are expected to vary based on seasonal rainfall. 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.[78] 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 and E.15.b 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-year flood zone.[79] The project site is not located in a dam failure area.[80] The project site is also not located in the South of Market Flood Zone,[81] identified by the SFPUC as an area with existing flooding hazards related to the depth of sewer lines relative to properties they serve. Applicants for building permits for either new construction, change of use (Planning) or change of occupancy (Building Inspection), or for major alterations or enlargements are referred to the public utilities commission for a determination of whether the project would result in ground-level flooding during storms. The public utilities commission

[77] Wayne Ting & Associates, Inc., Geotechnical Investigation 905 Folsom Street, San Francisco, California. May 26, 2017.

[78] 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 July 26, 2019.

[79] Federal Emergency Management Agency *Preliminary Flood Insurance Rate Map, San Francisco Interim Floodplain Map NE San Francisco,* November 12, 2015. Available online at: https://sfgsa.org/sites/default/files/Document/SF_NE.pdf, accessed June 28, 2019.

[80] San Francisco Planning Department. *San Francisco General Plan, Community Safety Element Map 6.* October 2012. Available online at: http://www.sf-planning.org/ftp/General_Plan/Community_Safety_Element_2012.pdf, accessed June 28, 2019

[81] San Francisco Public Utilities Commission, *100-Year Storm Flood Risk Map – South of Market,* September 25, 2018.

and/or its delegate (SFDPW, Hydraulics Section) would review the permit application for the potential for flooding during wet weather. The permit applicant shall refer to PUC requirements for information required for the review of projects in flood prone areas.[82] The project site is within an area determined to be vulnerable to sea level rise without any adaptation measures or actions.[83] Implementation of the City's floodplain ordinance requirements, as well as implementation of Central SoMa Plan policies addressing flood resilience and other City programs, including the Sea Level Rise Action Plan, would ensure that 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.[84]

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

There are no cumulative development projects nearby that were not encompassed in the Central SoMa PEIR cumulative hydrology and water quality analysis. 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.

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.

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[82] San Francisco Public Utilities Commission, *100-Year Storm Flood Risk Map – South of Market*, September 25, 2018.

[83] City and County of San Francisco, 2016, *San Francisco Sea Level Rise Action Plan*, March.

[84] San Francisco Planning Department. 2012. *San Francisco General Plan Community Safety Element; Map 05, Tsunami Hazard Zones, page 15.* October 2012. Accessed February 13, 2019. http://generalplan.sfplanning.org/Community_Safety_Element_2012.pdf.

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.

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*
17. HAZARDS AND HAZARDOUS MATERIALS—Would the project:				
a) Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?	☐	☐	☐	☒
b) Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?	☐	☐	☐	☒
c) Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?	☐	☐	☐	☒
d) Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?	☐	☐	☐	☒
e) For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard or excessive noise for people residing or working in the project area?	☐	☐	☐	☒
f) Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?	☐	☐	☐	☒
g) Expose people or structures, either directly or indirectly to a significant risk of loss, injury, or death involving wildland fires?	☐	☐	☐	☒

E.17.a) The proposed project's residential 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 an existing building on the project site. 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 would 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 building located on the project site. Because of the age of the existing building (constructed in 1967), the building 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). Health Code Article 22A, also known as the Maher Ordinance, includes properties throughout the city 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 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. [85, 86] The environmental site assessment found that there were no recognized environmental considerations within the project site but that there was a controlled recognized environmental condition. The controlled recognized environmental condition was identified as the project site is located in the Maher area. The proposed project would include excavation to approximately two feet below grade surface, resulting in approximately 210 cubic yards of soil excavation.

According to the environmental site assessment, the project site has been used as a gasoline service station since 1949. There was no indication of underground or aboveground storage tanks on the project site. There was no indication of any subsurface investigations or remedial activities related to the release of hazardous materials on the project site. Based on these materials, the health department determined that the project requires a work plan for a *limited phase II subsurface investigation* to assess the subsurface conditions in the location of proposed foundation piers for the proposed building.[87] [88] The work plan describes the following: scopes of work to obtain a permit for drilling; clear the boring locations for the presence of utilities; advance borings; and collect soil, soil vapor, and/or groundwater at the project site for further analysis.

Despite the results of the environmental site assessment noted above, there is still potential to encounter soil and groundwater contamination during construction activities associated with proposed project construction. Therefore, the health department may require further subsurface investigation, including soil and groundwater sampling. If concerns are identified during the sampling, a site mitigation plan would be required. The proposed project would be required to remediate potential soil and groundwater contamination in accordance with Health Code Article 22A. Upon successful implementation of a site mitigation plan, the San Francisco Department of Public Health would provide notification of compliance with Article 22A. Approval by the San Francisco Department of Public Health is required prior to issuance of approval from the building department to commence work on the project.

E.17.d) The proposed project is not located on a list of hazardous materials sites compiled pursuant to Government Code section 65962.5.[89] 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, located within a city block, 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 to emergency vehicles or 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.

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85 Maher Application for 905 Folsom Street, submitted October 25, 2016.

86 ERAS Environmental, Inc., Phase I Environmental Site Assessment, 300V 5th Street, San Francisco, California 94107, May 3, 2016.

87 Department of Public Health, 905 Folsom Residences EHB-SAM Case Number: 1489, June 29, 2018.

88 ERAS Environmental, Inc., Work Plan for Limited Phase II Subsurface Investigation at 300V 5th Street (aka 905 Folsom Street), San Francisco, California, March 7, 2018.

89 Department of Toxic Substances Control Envirostor, *Hazardous Waste and Substances Site List,* https://calepa.ca.gov/sitecleanup/corteselist/section-65962-5a/, accessed June 12, 2019.

E.17.g) As discussed above, 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

There are no cumulative development projects nearby that were not encompassed in the Central SoMa PEIR hazards and hazardous materials analysis. 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.

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,[90] thus the area is not one designated to have significant mineral deposits. In addition, no significant mineral resources exist in San Francisco.[91] 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.

[90] California Division of Mines and Geology, Open File Report 96 03 and Special Report 146, Parts I and II, 1986.

[91] San Francisco Planning Department, *San Francisco General Plan Environmental Protection Element,* amended December 2, 2004.

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
18. MINERAL RESOURCES—Would the project:				
a) Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state?	☐	☐	☐	☒
b) Result in the loss of availability of a locally important mineral resource recovery site delineated on a local general plan, specific plan or other land use plan?	☐	☐	☐	☒

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, and it 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

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 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

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
19. ENERGY RESOURCES—Would the project:				
a) Result in potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources, during project construction or operation?	☐	☐	☐	☒
b) Conflict with or obstruct a state or local plan for renewable energy or energy efficiency?	☐	☐	☐	☒

E.19.a) Development of the proposed project would not result in 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 development of residential mixed-use projects. 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. 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.[92] 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.[93] 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.

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.

[92] California Energy Commission, California Renewable Energy Overview and Programs. Available at: https://www.energy.ca.gov/renewables/. Accessed April 24, 2019.

[93] San Francisco Mayor's Renewable Energy Task Force Recommendations Report, September 2012. Accessed on April 24, 2019. Available at: https://sfenvironment.org/sites/default/files/fliers/files/sfe_re_renewableenergytaskforcerecommendationsreport.pdf.

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, 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.

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	*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*
20. AGRICULTURE AND FOREST RESOURCES—Would the project:				
a) Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance, as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?	☐	☐	☐	☒
b) Conflict with existing zoning for agricultural use, or a Williamson Act contract?	☐	☐	☐	☒
c) Conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code section 12220(g)) or timberland (as defined by Public Resources Code section 4526)?	☐	☐	☐	☒
d) Result in the loss of forest land or conversion of forest land to non-forest use?	☐	☐	☐	☒
e) Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland to non-agricultural use or forest land to non-forest use?	☐	☐	☐	☒

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. Therefore, this topic is not applicable to the Central SoMa Plan or any subsequent development projects enabled by the plan.

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*
21. WILDFIRE. If located in or near state responsibility areas or lands classified as very high fire hazard severity zones, would the project:				
a) Substantially impair an adopted emergency response plan or emergency evacuation plans?	☐	☐	☐	☒
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?	☐	☐	☐	☒
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?	☐	☐	☐	☒
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?	☐	☐	☐	☒
a) Substantially impair an adopted emergency response plan or emergency evacuation plans?	☐	☐	☐	☒

E.21.a-e)As discussed above, the project site is not located in or near state responsibility areas 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 June 28, 2017, to adjacent occupants and owners of properties within 300 feet of the project site, South of Market, and citywide neighborhood group lists. Overall, concerns and issues raised by the public in response to the notice were taken into consideration and incorporated in the environmental review as appropriate for CEQA analysis. There was only one comment received requesting project information. 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

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San Francisco, CA 94103

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Senior Environmental Planner:	Alesia Hsiao
Archeologist	Sally Morgan
Wind Technical Specialist:	Michael Li
Current Planner:	Esmeralda Jardines

Project Sponsor Representative
Elevation Architects
1159 Green Street, #4
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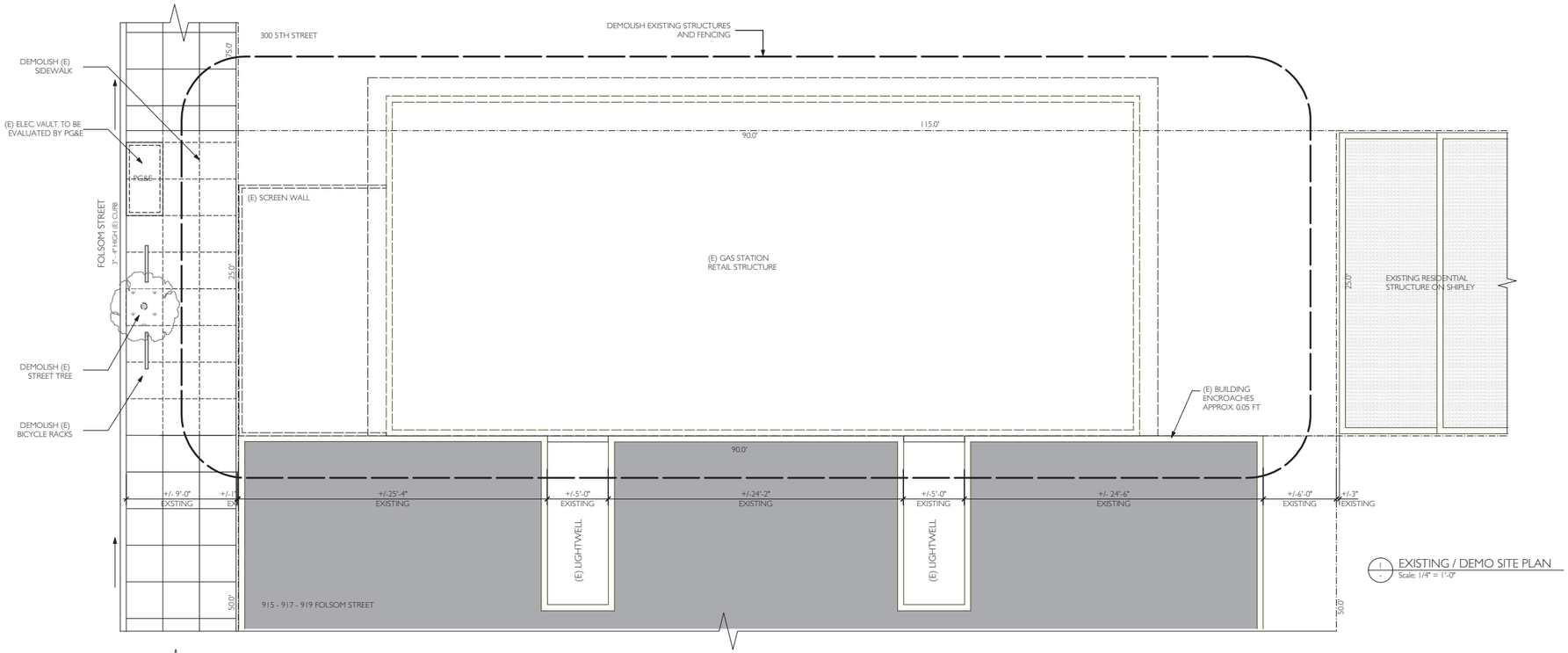
Jonathan Pearlman
Clement Tesar



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LICENSED ARCHITECT
JONATHAN PEARLMAN
No. C 26034
REN 6/30/19
STATE OF CALIFORNIA

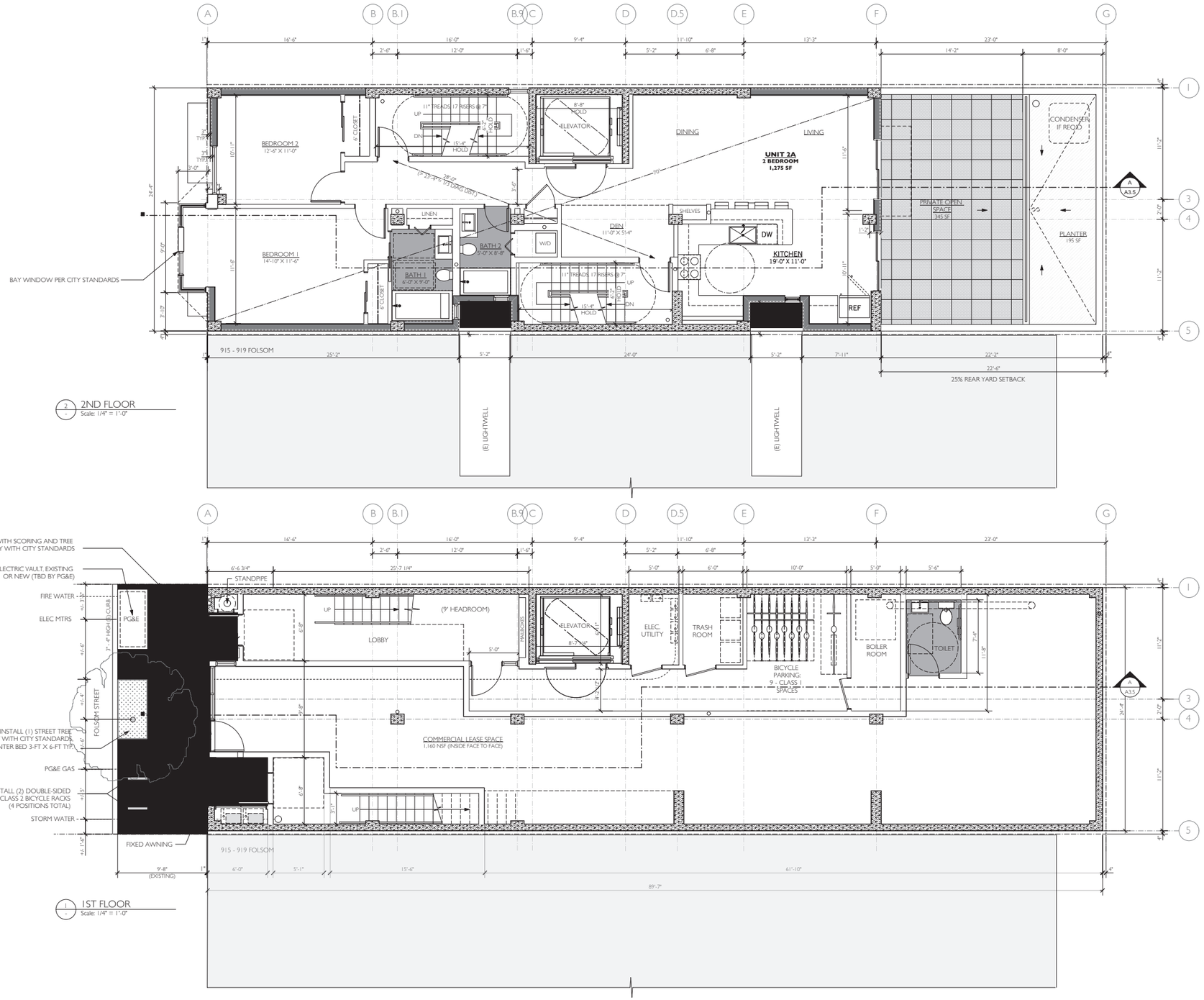
Condominiums
905 Folsom Street
San Francisco, CA 94107

#	date	issue
1	01.28.19	NOPDR#2 RESPONSE

Existing / Proposed
Site / Roof Plans

project:	16.06
drawn by:	CT
checked by:	JP
date:	05.30.17
scale:	

A-1.1



2 2ND FLOOR
Scale: 1/4" = 1'-0"

1 1ST FLOOR
Scale: 1/4" = 1'-0"

0 1" 2" 4" 8" 16'

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STATE OF CALIFORNIA

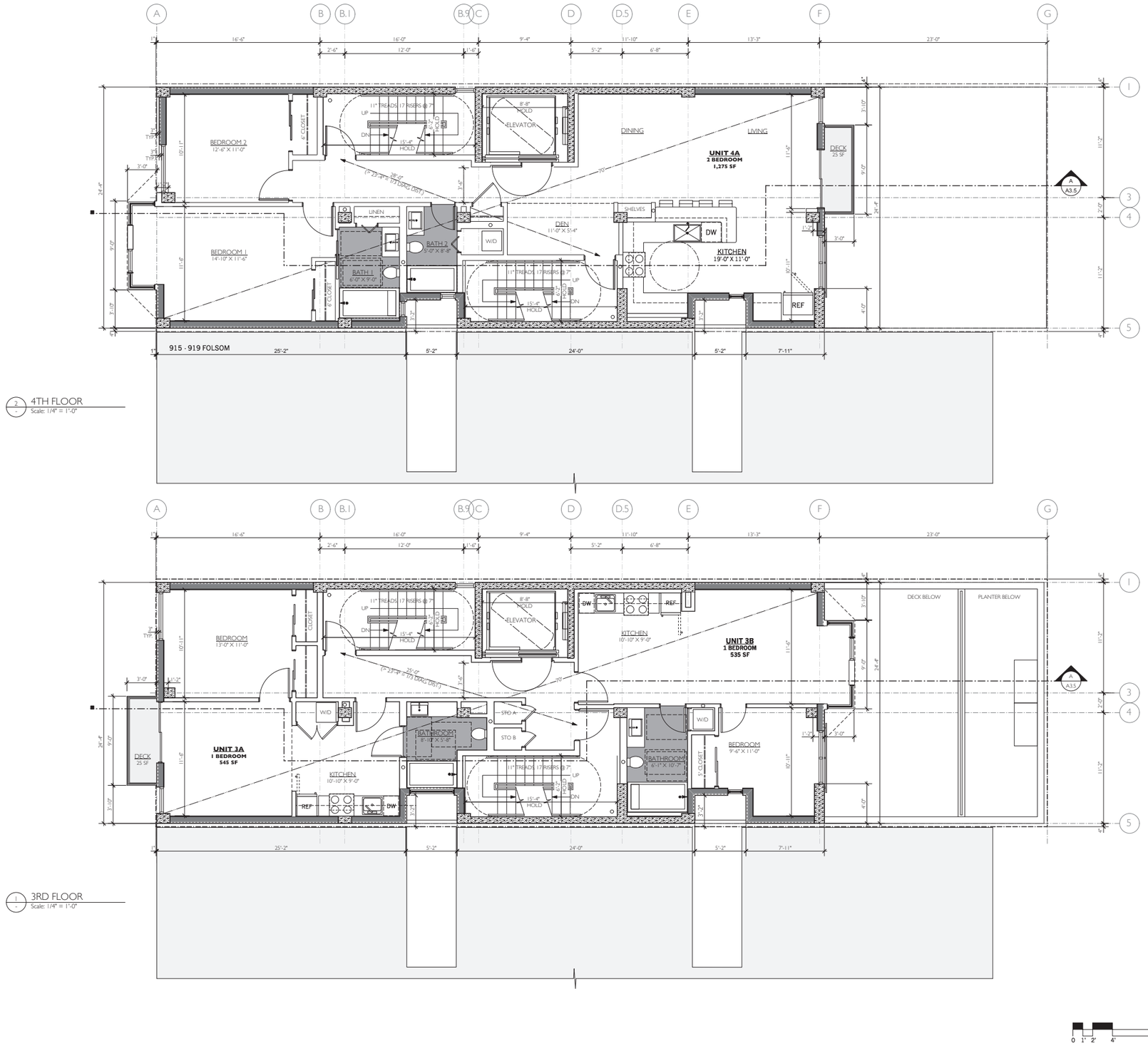
Condominiums
300V Fifth Street (905 Folsom Street)
San Francisco, CA 94107

#	date	issue
01.28.19		NOPDR#2 Response

1st & 2nd Floor Plans

project:	16.06
drawn by:	JP
checked by:	
date:	05.23.17
scale:	

A-2.1



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San Francisco, CA 94107

#	date	issue
01.28.19		NOPDR#2 Response

3rd & 4th Floor Plans

project:	16.06
drawn by:	JP
checked by:	
date:	05.23.17
scale:	

A-2.2

2 6TH FLOOR
Scale: 1/4" = 1'-0"

1 5TH FLOOR
Scale: 1/4" = 1'-0"

0 1" 2" 4" 8" 16'

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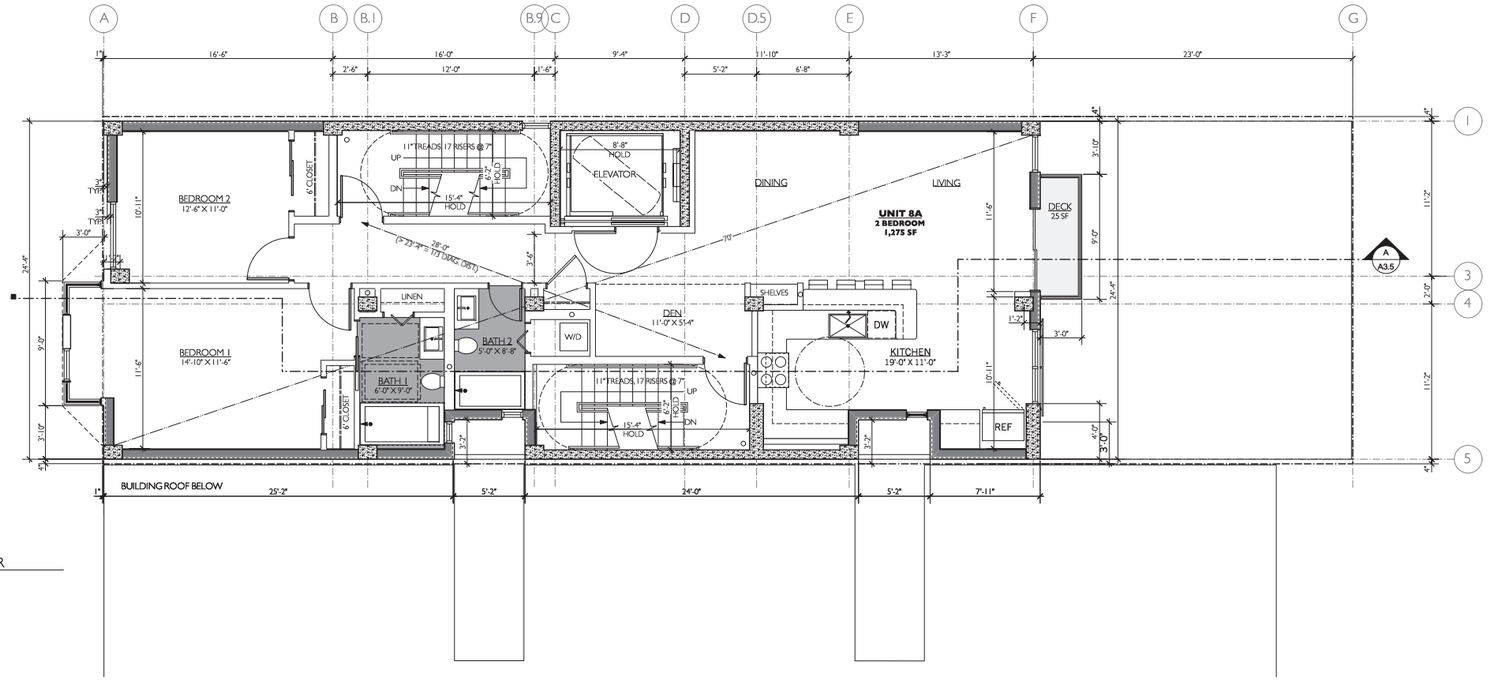
San Francisco, CA 94107

#	date	issue
01.28.19		NOPDR#2 Response

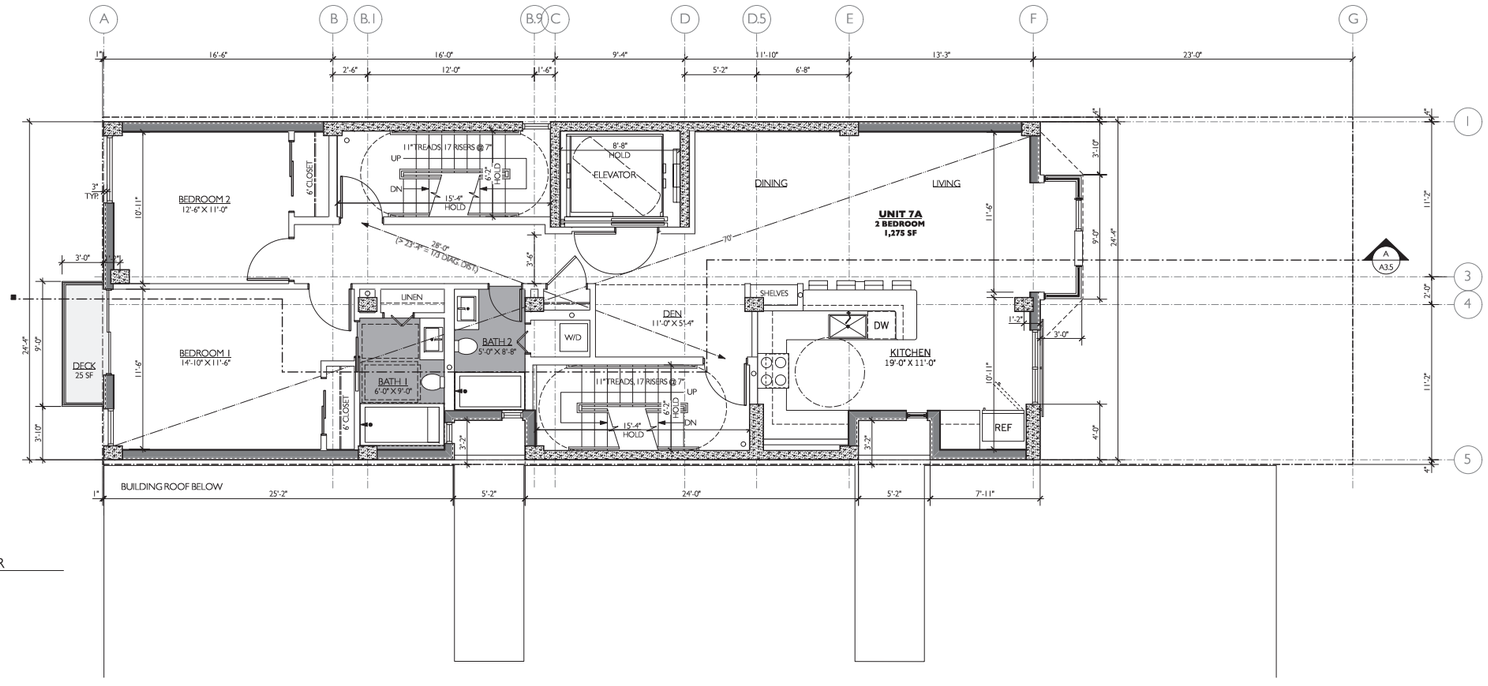
5th & 6th Floor Plans

project:	16.06
drawn by:	JP
checked by:	
date:	05.23.17
scale:	

A-2.3



2 / A — 8TH FLOOR
Scale: 1/4" = 1'-0"



1 / - — 7TH FLOOR
Scale: 1/4" = 1'-0"

0 1' 2' 4' 8' 16'

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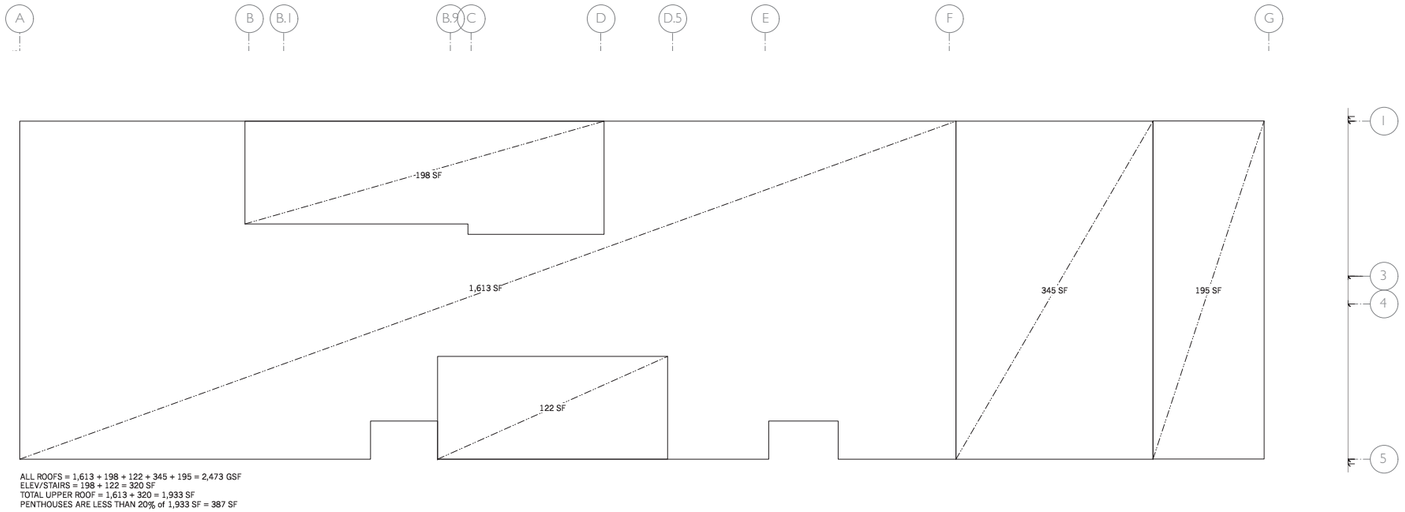
#	date	issue
04.10.19		NOPDR#3 Response

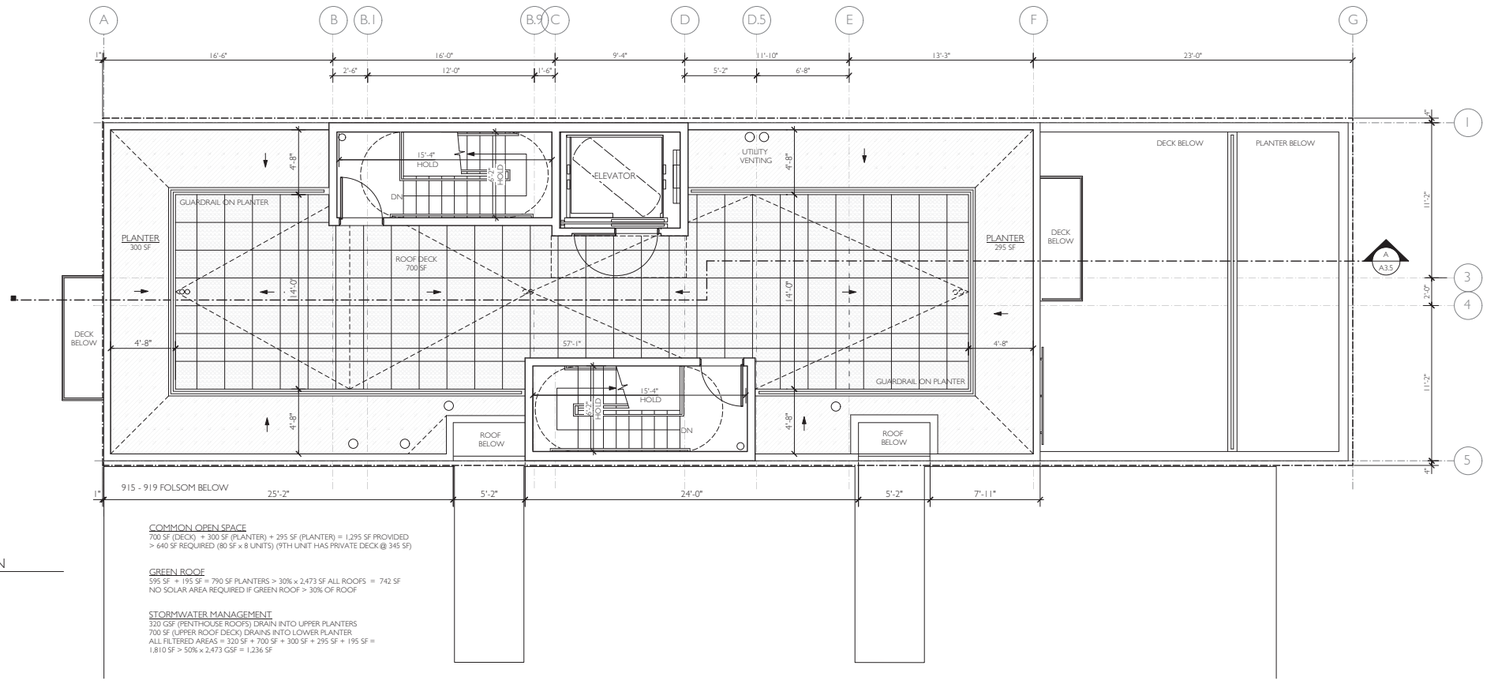
7th & 8th Floor Plans

project:	1606
drawn by:	JP
checked by:	
date:	05.23.17
scale:	

A-2.4



ALL ROOFS = 1,613 + 198 + 122 + 345 + 195 = 2,473 GSF
ELEV/STAIRS = 198 + 122 = 320 SF
TOTAL UPPER ROOF = 1,613 + 320 = 1,933 SF
PENTHOUSES ARE LESS THAN 20% of 1,933 SF = 387 SF



1 ROOF PLAN
Scale: 1/4" = 1'-0"

COMMON OPEN SPACE
700 SF (DECK) + 300 SF (PLANTER) + 295 SF (PLANTER) = 1,295 SF PROVIDED
> 640 SF REQUIRED (80 SF x 8 UNITS) (9TH UNIT HAS PRIVATE DECK @ 345 SF)

GREEN ROOF
595 SF + 195 SF = 790 SF PLANTERS > 30% x 2,473 SF ALL ROOFS = 742 SF
NO SOLAR AREA REQUIRED IF GREEN ROOF > 30% OF ROOF

STORMWATER MANAGEMENT
320 GSF (PENTHOUSE ROOFS) DRAIN INTO UPPER PLANTERS
700 SF (UPPER ROOF DECK) DRAINS INTO LOWER PLANTER
ALL FILTERED AREAS = 320 SF + 700 SF + 300 SF + 295 SF + 195 SF =
1,810 SF > 50% x 2,473 GSF = 1,236 SF

0 1" 2' 4' 8' 16'

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STATE OF CALIFORNIA

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San Francisco, CA 94107

#	date	issue
01.28.19		NOPDR#2 Response

Roof Plan

project:	16.06
drawn by:	JP
checked by:	
date:	05.23.17
scale:	

A-2.5

1 NORTH ELEVATION
Scale: 1/4" = 1'-0"

0 1' 2' 4' 8' 16'

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STATE OF CALIFORNIA

Condominiums
300V Fifth Street (905 Folsom Street)
San Francisco, CA 94107

#	date	issue
01.28.19		NOPDR#2 RESPONSE

North Elevation & Context

project:	16.06
drawn by:	CT
checked by:	JP
date:	05.23.17
scale:	

A-3.1

1 SOUTH ELEVATION
Scale: 1/4" = 1'-0"

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STATE OF CALIFORNIA

Condominiums
300V Fifth Street (905 Folsom Street)
San Francisco, CA 94107

#	date	issue
01.28.19		NOPDR#2 RESPONSE

South Elevation

project:	16.06
drawn by:	CT
checked by:	JP
date:	05.23.17
scale:	

A-3.2

1 EAST ELEVATION
Scale: 1/4" = 1'-0"

0 1' 2' 4' 8' 16'

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No. C 25034
REN 6/30/19
STATE OF CALIFORNIA

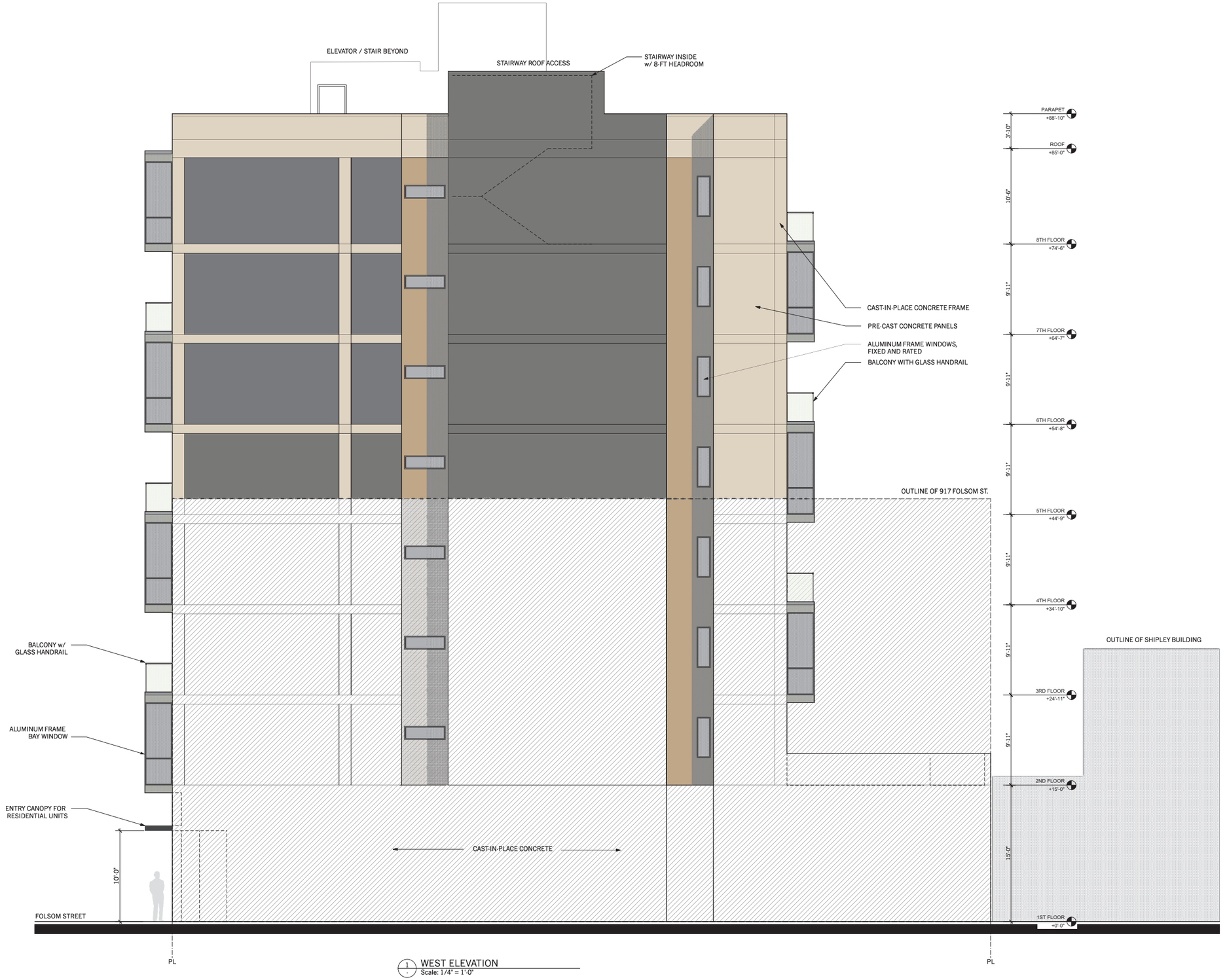
Condominiums
300V Fifth Street (905 Folsom Street)
San Francisco, CA 94107

#	date	issue
01.28.19		NOPDR#2 RESPONSE

East Elevation

project:	16.06
drawn by:	CT
checked by:	JP
date:	05.23.17
scale:	

A-3.3



1 WEST ELEVATION
Scale: 1/4" = 1'-0"

0 1' 2' 4' 8' 16'

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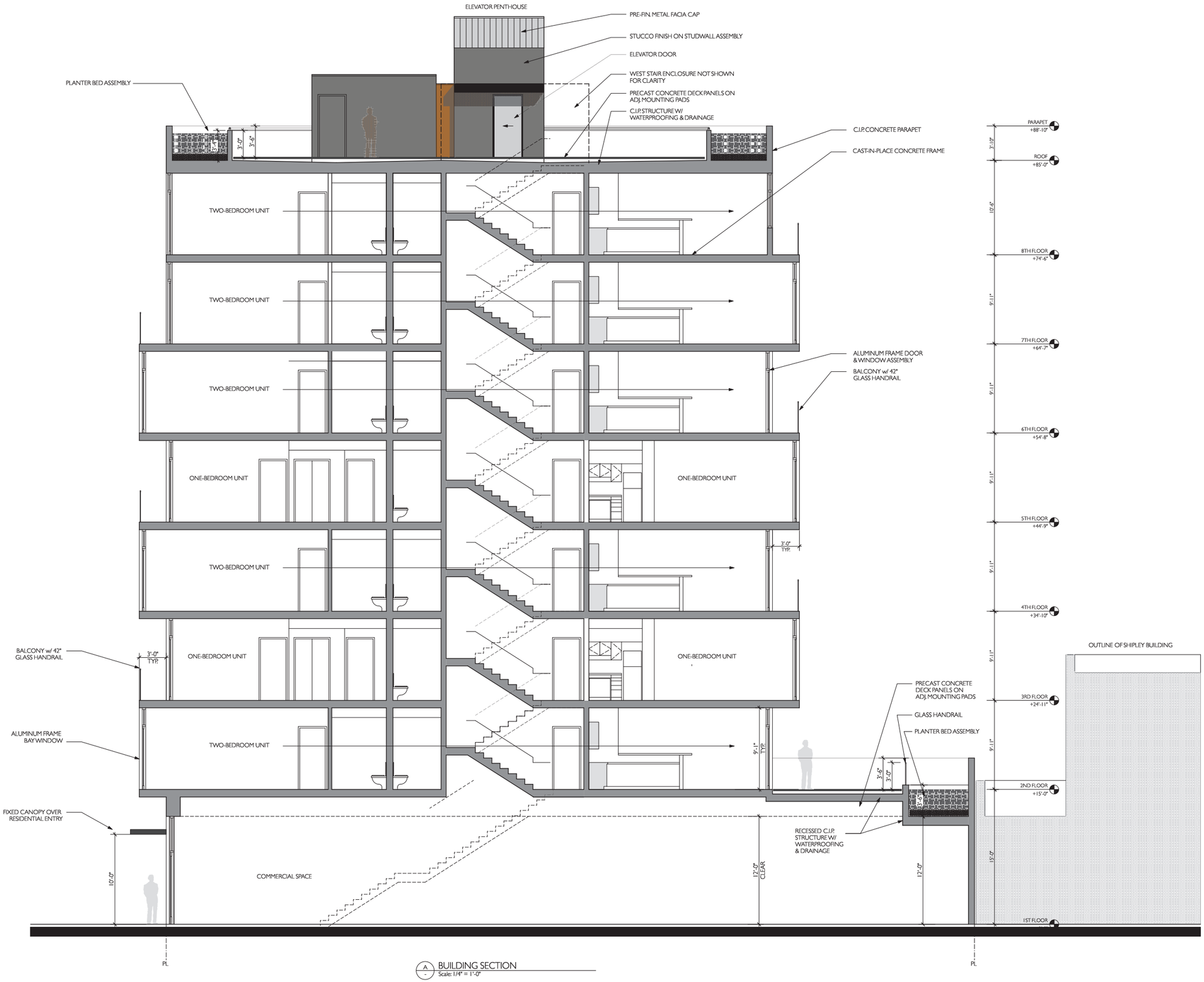
San Francisco, CA 94107

#	date	issue
01.28.19		NOPDR#2 RESPONSE

West Elevation

project:	16.06
drawn by:	CT
checked by:	JP
date:	05.23.17
scale:	

A-3.4



A
BUILDING SECTION
Scale: 1/4" = 1'-0"

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Condominiums
300V Fifth Street (905 Folsom Street)
San Francisco, CA 94107

#	date	issue
04.10.19		NOPDR#3 RESPONSE

Building Section A

project:	16.06
drawn by:	CT
checked by:	JP
date:	05.23.17
scale:	

A-3.5

MITIGATION MEASURES ADOPTED AS CONDITIONS OF APPROVAL

Mitigation Measures and Improvement Measures	Responsibility for Implementation	Mitigation Schedule	Monitoring/Report Responsibility	Status/Date Completed
Mitigation Measures from the Central SoMa Area Plan EIR				
Historic Resources				
Project Mitigation Measure 1- Protect Historical Resources from Adjacent Construction Activities (Implementing Central SoMa PEIR Mitigation Measure M-CP-3a) The project sponsor of a development project in the Plan Area shall consult with Planning Department Environmental Planning/Preservation staff to determine whether buildings constitute historical resources that could be adversely affected by construction-generated vibration. For purposes of this measure, nearby historic buildings shall include those within 100 feet of a construction site for a subsequent development project if pile driving would be used at that site; otherwise, it shall include historic buildings within 25 feet if vibratory and vibration-generating construction equipment, such as jackhammers, drill rigs, bulldozers, and vibratory rollers would be used. If one or more historical resources is identified that could be adversely affected, the project sponsor shall incorporate into construction specifications for the proposed project a requirement that the construction contractor(s) use all feasible means to avoid damage to adjacent and nearby historic buildings. Such methods may include maintaining a safe distance between the construction site and the historic buildings (as identified by the Planning Department Preservation staff), using construction techniques that reduce vibration (such as using concrete saws instead of jackhammers or hoe-rams to open excavation trenches, the use of non-vibratory rollers, and hand excavation), appropriate excavation shoring methods to prevent movement of adjacent structures, and providing adequate security to minimize risks of vandalism and fire. No measures need be applied if no vibratory equipment would be employed or if there are no historic buildings within 100 feet of the project site.	Project sponsor, and construction contractor(s) to consult with the Planning Department Environmental Planning/ Preservation staff.	Prior to and during demolition and construction activities.	Planning Department Environmental Planning/Preservation staff to review monitoring reports provided by Project sponsor and/or contractor.	Considered complete upon end of construction and documentation by a qualified historic preservation profession at the direction of preservation staff that all identified protection methods were undertaken.
Project Mitigation Measure 2- Construction Monitoring Program for Historical Resources (Implementing Central SoMa PEIR Mitigation Measure M-CP-3b) For those historical resources identified in Mitigation Measure M-CP-3a, and where heavy equipment would be used on a subsequent development project, the project sponsor of such a project shall undertake a monitoring program to minimize damage to historic buildings and to ensure that any such damage is documented and repaired. The monitoring program, which shall apply within 100 feet where pile driving would be used and within 25 feet otherwise, shall include the following components, subject to access being granted by the owner (s) of adjacent properties, where applicable. Prior to the start of any ground-disturbing activity, the project sponsor shall	Project sponsor, construction contractor(s), and qualified historic preservation professional under the direction of the ERO.	Prior to and during ground-disturbing, demolition, or construction activities.	The project sponsor and construction contractor(s) at the direction of preservation staff shall monitor vibration levels during ground-disturbing, demolition, or construction activities and provide monthly monitoring	Considered complete upon end of construction and documentation by a qualified historic preservation profession at the direction of preservation staff that either no damage occurred during construction or all damage was remediated

MITIGATION MEASURES ADOPTED AS CONDITIONS OF APPROVAL

Mitigation Measures and Improvement Measures	Responsibility for Implementation	Mitigation Schedule	Monitoring/Report Responsibility	Status/Date Completed
engage a historic architect or qualified historic preservation professional to undertake a pre-construction survey of historical resource(s) identified by the San Francisco Planning Department within 125 feet of planned construction to document and photograph the buildings' existing conditions. Based on the construction and condition of the resource(s), the consultant shall also establish a standard maximum vibration level that shall not be exceeded at each building, based on existing condition, character-defining features, soils conditions, and anticipated construction practices (a common standard is 0.2 inch per second, peak particle velocity). To ensure that vibration levels do not exceed the established standard, the project sponsor shall monitor vibration levels at each structure and shall prohibit vibratory construction activities that generate vibration levels in excess of the standard. Should owner permission not be granted, the project sponsor shall employ alternative methods of vibration monitoring in areas under control of the project sponsor. Should vibration levels be observed in excess of the standard, construction shall be halted and alternative construction techniques put in practice, to the extent feasible. (For example, pre-drilled piles could be substituted for driven piles, if feasible based on soils conditions; smaller, lighter equipment might be able to be used in some cases.) The consultant shall conduct regular periodic inspections of each building during ground-disturbing activity on the project site. Should damage to either building occur, the building(s) shall be remediated to its pre-construction condition at the conclusion of ground-disturbing activity on the site.			reports to Planning Department Preservation Technical Specialist In the event that vibration levels exceed the maximum limit established by the historic preservation professional and preservation staff, construction shall be halted and alternative construction techniques shall be implemented to the extent feasible. All damage will be repaired to pre-construction conditions.	to pre-construction conditions.
Archeological Resources				
Project Mitigation Measure 3 – Archeological Testing (Implementing Central SoMa PEIR Mitigation Measure M-CP-4a) 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 ERO, the project sponsor shall contact the Department archeologist to obtain the names and contact information for the next three archeological consultants on the QACL. The archeological consultant shall	Project sponsor/ archeological consultant at the direction of the ERO.	Prior to issuance of site permits.	Planning Department	Considered complete after archeological consultant is retained and archeological consultant has approved scope by the ERO for the archeological testing program

MITIGATION MEASURES ADOPTED AS CONDITIONS OF APPROVAL

Mitigation Measures and Improvement Measures	Responsibility for Implementation	Mitigation Schedule	Monitoring/Report Responsibility	Status/Date Completed
undertake an archeological testing program as specified herein. In addition, the consultant shall be available to conduct an archeological monitoring and/or data recovery program if required pursuant to this measure. The archeological consultant's work shall be conducted in accordance with this measure at the direction of the Environmental Review Officer (ERO). All plans and reports prepared by the consultant as specified herein shall be submitted first and directly to the ERO for review and comment, and shall be considered draft reports subject to revision until final approval by the ERO. Archeological monitoring and/or data recovery programs required by this measure could suspend construction of the project for up to a maximum of four weeks. At the direction of the ERO, the suspension of construction can be extended beyond four weeks only if such a suspension is the only feasible means to reduce to a less than significant level potential effects on a significant archeological resource as defined in CEQA Guidelines Sect. 15064.5 (a) and (c). *Consultation with Descendant Communities*: On discovery of an archeological site[1] associated with descendant Native Americans, the Overseas Chinese, or other potentially interested descendant group an appropriate representative[2] 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. *Archeological Testing Program*. The archeological consultant shall prepare and submit to the ERO for review and approval an archeological testing plan (ATP). The archeological testing program shall be conducted in accordance with the approved ATP. The ATP shall identify the property types of the expected archeological resource(s) that potentially could be adversely affected by the proposed project, the testing method to be used, and the locations recommended for testing. The purpose of the archeological testing	Project sponsor/ archeological consultant at the direction of the ERO.	Prior to any soil-disturbing activities on the project site.	Archeologist shall prepare and submit draft ATP to the ERO. ATP to be submitted and reviewed by the ERO prior to any soils disturbing activities on	Date ATP submitted to the ERO:_____ Date ATP approved by the ERO:_____

1 By the term "archeological site" is intended here to minimally include any archeological deposit, feature, burial, or evidence of burial.

2 An "appropriate representative" of the descendant group is here defined to mean, in the case of Native Americans, any individual listed in the current Native American Contact List for the City and County of San Francisco maintained by the California Native American Heritage Commission and in the case of the Overseas Chinese, the Chinese Historical Society of America. An appropriate representative of other descendant groups should be determined in consultation with the Department archeologist.

MITIGATION MEASURES ADOPTED AS CONDITIONS OF APPROVAL

Mitigation Measures and Improvement Measures	Responsibility for Implementation	Mitigation Schedule	Monitoring/Report Responsibility	Status/Date Completed
program will be to determine to the extent possible the presence or absence of archeological resources and to identify and to evaluate whether any archeological resource encountered on the site constitutes an historical resource under CEQA. At the completion of the archeological testing program, the archeological consultant shall submit a written report of the findings to the ERO. If based on the archeological testing program the archeological consultant finds that significant archeological resources may be present, the ERO in consultation with the archeological consultant shall determine if additional measures are warranted. Additional measures that may be undertaken include additional archeological testing, archeological monitoring, and/or an archeological data recovery program. No archeological data recovery shall be undertaken without the prior approval of the ERO or the Planning Department archeologist. If the ERO determines that a significant archeological resource is present and that the resource could be adversely affected by the proposed project, at the discretion of the project sponsor either: A) The proposed project shall be re-designed so as to avoid any adverse effect on the significant archeological resource; or B) A data recovery program shall be implemented, unless the ERO determines that the archeological resource is of greater interpretive than research significance and that interpretive use of the resource is feasible. *Archeological Monitoring Program*. If the ERO in consultation with the archeological consultant determines that an archeological monitoring program shall be implemented the archeological monitoring program shall minimally include the following provisions: • The archeological consultant, project sponsor, and ERO shall meet and consult on the scope of the AMP reasonably prior to any project-related soils disturbing activities commencing. The ERO in consultation with the archeological consultant shall determine what project activities shall be archeologically monitored. In most cases, any soils- disturbing activities, such as demolition, foundation removal, excavation, grading, utilities installation, foundation work, site remediation, etc., shall require archeological monitoring because of the risk these activities pose to potential archaeological resources and to their depositional context; • The archeological consultant shall undertake a worker training	Project sponsor/ archeological consultant at the direction of the ERO. The Project Sponsor and archaeological consultant at the direction of the ERO.	After completion of the Archeological Testing Program. Prior to issuance of site permits.	the project site. Archeological consultant shall submit report of the findings of the ATP to the ERO. Consultation with ERO on scope of AMP.	Date of initial soil disturbing activities:_____ Date archeological findings report submitted to the ERO:_____ ERO determination of significant archeological resource present? Y N Would resource be adversely affected? Y N Additional mitigation to be undertaken by project sponsor? Y N After consultation with and approval by ERO of AMP.

MITIGATION MEASURES ADOPTED AS CONDITIONS OF APPROVAL

Mitigation Measures and Improvement Measures	Responsibility for Implementation	Mitigation Schedule	Monitoring/Report Responsibility	Status/Date Completed
program for soil-disturbing workers that will include an overview of expected resource(s), how to identify the evidence of the expected resource(s), and the appropriate protocol in the event of apparent discovery of an archeological resource; • The archeological monitor(s) shall be present on the project site according to a schedule agreed upon by the archeological consultant and the ERO until the ERO has, in consultation with project archeological consultant, determined that project construction activities could have no effects on significant archeological deposits; • The archeological monitor shall record and be authorized to collect soil samples and artifactual/ecofactual material as warranted for analysis; • If an intact archeological deposit is encountered, all soils-disturbing activities in the vicinity of the deposit shall cease. The archeological monitor shall be empowered to temporarily redirect demolition/excavation/construction activities and equipment until the deposit is evaluated. The archeological consultant shall immediately notify the ERO of the encountered archeological deposit. The archeological consultant shall make a reasonable effort to assess the identity, integrity, and significance of the encountered archeological deposit, and present the findings of this assessment to the ERO. Whether or not significant archeological resources are encountered, the archeological consultant shall submit a written report of the findings of the monitoring program to the ERO. *Archeological Data Recovery Program.* The archeological data recovery program shall be conducted in accord with an archeological data recovery plan (ADRP). The archeological consultant, project sponsor, and ERO shall meet and consult on the scope of the ADRP prior to preparation of a draft ADRP. The archeological consultant shall submit a draft ADRP to the ERO. The ADRP shall identify how the proposed data recovery program will preserve the significant information the archeological resource is expected to contain. That is, the ADRP will identify what scientific/historical research questions are applicable to the expected resource, what data classes the resource is expected to possess, and how the expected data classes would address the applicable research questions. Data recovery, in general, should be limited to the portions of the historical property that could be adversely affected by the proposed project. Destructive data recovery methods shall not be applied to portions of	Archeological consultant at the direction of the ERO	If there is a determination that an ADRP program is required	Project sponsor/ archeological consultant/ archeological monitor/ contractor(s) shall prepare an ADRP if required by the ERO.	ADRP required? Y N Date:_____ Date of scoping meeting for ARDP:_____ _____ Date Draft ARDP submitted to the ERO:_____ _____

MITIGATION MEASURES ADOPTED AS CONDITIONS OF APPROVAL

Mitigation Measures and Improvement Measures	Responsibility for Implementation	Mitigation Schedule	Monitoring/Report Responsibility	Status/Date Completed
the archeological resources if nondestructive methods are practical. The scope of the ADRP shall include the following elements: • *Field Methods and Procedures*. Descriptions of proposed field strategies, procedures, and operations. • *Cataloguing and Laboratory Analysis*. Description of selected cataloguing system and artifact analysis procedures. • *Discard and Deaccession Policy*. Description of and rationale for field and post-field discard and deaccession policies. • *Interpretive Program*. Consideration of an on-site/off-site public interpretive program during the course of the archeological data recovery program. • *Security Measures*. Recommended security measures to protect the archeological resource from vandalism, looting, and non-intentionally damaging activities. • *Final Report*. Description of proposed report format and distribution of results. • *Curation*. Description of the procedures and recommendations for the curation of any recovered data having potential research value, identification of appropriate curation facilities, and a summary of the accession policies of the curation facilities. *Human Remains, Associated or Unassociated Funerary Objects*. 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	Project sponsor / archeological consultant in consultation with the San Francisco Medical Examiner, NAHC, and MLD.	If human remains and/or funerary objects are found, coroner notification immediately; NAHC appoint MLD within 24 hours; MLD inspects remains within 48 hours of access	Project sponsor/ archeological consultant to monitor (throughout all soil disturbing activities) for human remains and associated or unassociated funerary objects and, if found, contact the San Francisco Medical Examiner/ NAHC/ MLD MLD to inspect the remains and make treatment and disposition recommendations	Date ARDP approved by the ERO:_____ Date ARDP implementation complete:_____ Human remains and associated or unassociated funerary objects found? Y N Date:_____ Persons contacted: Date:_____ Persons contacted: Date:_____ Inspection date:_____ Recommendations received by sponsor and ERO:_____ Burial Agreement received or ERO/sponsor determine

MITIGATION MEASURES ADOPTED AS CONDITIONS OF APPROVAL

Mitigation Measures and Improvement Measures	Responsibility for Implementation	Mitigation Schedule	Monitoring/Report Responsibility	Status/Date Completed
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). *Final Archeological Resources Report*. The archeological consultant shall submit a Draft Final Archeological Resources Report (FARR) to the ERO that evaluates the historical significance of any discovered archeological resource and describes the archeological and historical research methods employed in the archeological testing/monitoring/data recovery program(s) undertaken. The Draft FARR shall include a curation and deaccession plan for all recovered cultural materials. The Draft FARR shall also include an Interpretation Plan for public interpretation of all significant archeological features. Copies of the Draft FARR shall be sent to the ERO for review and approval. Once approved by the ERO, the consultant shall also prepare a public distribution version of the FARR. Copies of the FARR shall be distributed as follows: California 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.	Project sponsor/ archeological consultant at the direction of the ERO.	After completion of the archeological data recovery, inventorying, analysis and interpretation.	MLD, ERO, Sponsor to develop Burial Agreement ERO to ensure Agreement is implemented as specified and burial disposition occurred as agreed. Project sponsor/ archeological consultant .	that agreement cannot be reached Date:_____ Following completion of soil disturbing activities. Considered complete upon distribution of final FARR. Date Draft FARR submitted to ERO:_____ Date FARR approved by ERO:_____ Date of distribution of Final FARR:_____ Date of submittal of Final FARR to information center:_____
Tribal Cultural Resources				
Project Mitigation Measure 4 – Project-Specific Tribal Cultural Resources Assessment (Implementing Central SoMa PEIR Mitigation Measure M-CP-5). If the archeological testing program outlined in Project Mitigation Measure 3 uncovers potential tribal cultural resources, the following measures shall be implemented. If staff determines that preservation-	Planning Department's archeologist, California Native American tribal representative,	In the event that potential tribal cultural resources are identified prior to or during	Planning Department archeologist, Planning Department-qualified archeological consultant, project	Considered complete at conclusion of construction soil disturbance if no Tribal Cultural Resource is

MITIGATION MEASURES ADOPTED AS CONDITIONS OF APPROVAL

Mitigation Measures and Improvement Measures	Responsibility for Implementation	Mitigation Schedule	Monitoring/Report Responsibility	Status/Date Completed
in-place of the tribal cultural resource is both feasible and effective, based on information provided by the sponsor 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.	Planning Department-qualified archeological consultant	construction	sponsor	discovered or, if Tribal Cultural Resource is discovered, the resource is either preserved in-place or project effects to Tribal Cultural Resources are mitigated by implementation of Planning Department approved interpretive program
Noise				
Project Mitigation Measure 5 – General Construction Noise Control Measures (Implementing Central SoMa PEIR Mitigation Measure M-NO-2a). To ensure that project noise from construction activities is reduced to the maximum extent feasible, the project sponsor of a development project in the Plan Area that is within 100 feet of noise-sensitive receptors shall undertake the following: • Require the general contractor to ensure that equipment and trucks used for project construction utilize the best available noise control techniques (e.g., improved mufflers, equipment redesign, use of intake silencers, ducts, engine enclosures and acoustically-attenuating shields or shrouds), wherever feasible. • Require the general contractor to locate stationary noise sources (such as compressors) as far from adjacent or nearby sensitive receptors as possible, to muffle such	Project sponsor and construction general contractor	During construction period	Planning Department, Department of Building Inspection (as requested and/or on complaint basis), Police Department (on complaint basis)	Considered complete upon submittal and implementation of construction noise control plan and completion of construction activities pursuant to the plan

MITIGATION MEASURES ADOPTED AS CONDITIONS OF APPROVAL

Mitigation Measures and Improvement Measures	Responsibility for Implementation	Mitigation Schedule	Monitoring/Report Responsibility	Status/Date Completed
noise sources, and to construct barriers around such sources and/or the construction site, which could reduce construction noise by as much as 5 dBA. To further reduce noise, the contractor shall locate stationary equipment in pit areas or excavated areas, if feasible. • Require the general contractor to use impact tools (e.g., jack hammers, pavement breakers, and rock drills) that are hydraulically or electrically powered wherever possible to avoid noise associated with compressed air exhaust from pneumatically powered tools. Where use of pneumatic tools is unavoidable, an exhaust muffler on the compressed air exhaust shall be used, along with external noise jackets on the tools, which could reduce noise levels by as much as 10 dBA. • Include noise control requirements in specifications provided to construction contractors. Such requirements could include, but are not limited to, performing all work in a manner that minimizes noise to the extent feasible; use of equipment with effective mufflers; undertaking the most noisy activities during times of least disturbance to surrounding residents and occupants, as feasible; and selecting haul routes that avoid residential buildings to the extent that such routes are otherwise feasible. • Prior to the issuance of each building permit, along with the submission of construction documents, submit to the Planning Department and Department of Building Inspection (DBI) a list of measures that shall be implemented and that shall respond to and track complaints pertaining to construction noise. These measures shall include (1) a procedure and phone numbers for notifying DBI and the Police Department (during regular construction hours and off-hours); (2) a sign posted on-site describing noise complaint procedures and a complaint hotline number that shall be answered at all times during construction; (3) designation of an on-site construction complaint and enforcement				

MITIGATION MEASURES ADOPTED AS CONDITIONS OF APPROVAL

Mitigation Measures and Improvement Measures	Responsibility for Implementation	Mitigation Schedule	Monitoring/Report Responsibility	Status/Date Completed
manager for the project; and (4) notification of neighboring residents and non-residential building managers within 300 feet of the project construction area at least 30 days in advance of extreme noise generating activities (defined as activities generating anticipated noise levels of 80 dBA or greater without noise controls, which is the standard in the Police Code) about the estimated duration of the activity.				
Air Quality				
Project Mitigation Measure 6 – Construction Emissions Minimization Plan (Implementing Central SoMa PEIR Mitigation Measure M-AQ-6a) The project sponsor shall submit a Construction Emissions Minimization Plan (Plan) to the Environmental Review Officer (ERO) for review and approval by an Environmental Planning Air Quality Specialist. The Plan shall be designed to reduce air pollutant emissions to the greatest degree practicable. The Plan shall detail project compliance with the following requirements: 1. All off-road equipment greater than 25 horsepower and operating for more than 20 total hours over the entire duration of construction activities shall meet the following requirements: a) Where access to alternative sources of power are available, portable diesel engines shall be prohibited; b) All off-road equipment shall have: i. Engines that meet or exceed either U.S. Environmental Protection Agency or California Air Resources Board Tier 2 off-road emission standards (or Tier 3 off-road emissions standards if NOx emissions exceed applicable thresholds), *and* ii. Engines that are retrofitted with an ARB Level 3 Verified Diesel Emissions Control Strategy (VDECS), *and* iii. Engines shall be fueled with renewable diesel (at least 99 percent renewable diesel or R99). c) Exceptions: i. Exceptions to 1(a) may be granted if the project sponsor has	Project sponsor, Planning Department	Prior to the start of diesel equipment use on site	Planning Department (Environmental Review Officer and Planning's Air Quality Technical Team)	Considered complete upon Planning Department review and acceptance of Construction Emissions Minimization Plan, implementation of the plan, and completion of construction activities pursuant to the plan

MITIGATION MEASURES ADOPTED AS CONDITIONS OF APPROVAL

Mitigation Measures and Improvement Measures	Responsibility for Implementation	Mitigation Schedule	Monitoring/Report Responsibility	Status/Date Completed

submitted information providing evidence to the satisfaction of the ERO that an alternative source of power is limited or infeasible at the project site and that the requirements of this exception provision apply. Under this circumstance, the sponsor shall submit documentation of compliance with 1(b) for onsite power generation.

ii. Exceptions to 1(b)(ii) may be granted if the project sponsor has submitted information providing evidence to the satisfaction of the ERO that a particular piece of off-road equipment with an 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-4B: OFF-ROAD EQUIPMENT COMPLIANCE STEP DOWN SCHEDULE*

Compliance Alternative	Engine Emission Standard	Emissions Control
1	Tier 2**	ARB Level 2 VDECS
2	Tier 2	ARB Level 1 VDECS

* 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

MITIGATION MEASURES ADOPTED AS CONDITIONS OF APPROVAL

Mitigation Measures and Improvement Measures	Responsibility for Implementation	Mitigation Schedule	Monitoring/Report Responsibility	Status/Date Completed
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. 2. The project sponsor shall require the idling time for off-road and on-road equipment be limited to no more than two minutes, except as provided in exceptions to the applicable State regulations regarding idling for off-road and on-road equipment. Legible and visible signs shall be posted in multiple languages (English, Spanish, Chinese) in designated queuing areas and at the construction site to remind operators of the two minute idling limit. 3. The project sponsor shall require that construction operators properly maintain and tune equipment in accordance with manufacturer specifications. 4. The Plan shall include estimates of the construction timeline by phase with a description of each piece of off-road equipment required for every construction phase. Off-road equipment descriptions and information may include, but is not limited to, equipment type, equipment manufacturer, equipment identification number, engine model year, engine certification (Tier rating), horsepower, engine serial number, and expected fuel usage and hours of operation. For the VDECS installed: technology type, serial number, make, model, manufacturer, 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. 5. The Plan shall be kept on-site and available for review by any persons requesting it and a legible sign shall be posted at the perimeter of the construction site indicating to the public the basic requirements of the Plan and a way to request a copy of the Plan. The project sponsor shall provide copies of Plan as requested. 6. *Reporting.* Quarterly reports shall be submitted to the ERO indicating the construction phase and off-road equipment information used during each phase including the information required in Paragraph 4, above. In addition, for off-road equipment				

MITIGATION MEASURES ADOPTED AS CONDITIONS OF APPROVAL

Mitigation Measures and Improvement Measures	Responsibility for Implementation	Mitigation Schedule	Monitoring/Report Responsibility	Status/Date Completed
not using renewable diesel, reporting shall indicate the type of alternative fuel being used. Within six months of the completion of construction activities, the project sponsor shall submit to the ERO a final report summarizing construction activities. The final report shall indicate the start and end dates and duration of each construction phase. For each phase, the report shall include detailed information required in Paragraph 4. In addition, for off-road equipment not using renewable diesel, reporting shall indicate the type of alternative fuel being used. 7. *Certification Statement and On-site Requirements.* Prior to the commencement of construction activities, the project sponsor shall certify (1) compliance with the Plan, and (2) all applicable requirements of the Plan have been incorporated into contract specifications. **Project Mitigation Measure 7 – Best Available Control Technology for Fire Pumps (Implementing Central SoMa PEIR Mitigation Measure M-AQ-5a)** All 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 fire pumps shall be fueled with renewable diesel, R99, if commercially available. For each new fire pump permit submitted for the project, including any associated 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 fire pump from the San Francisco Department of Building Inspection. Once operational, all Verified Diesel Emissions Control Strategy shall be maintained in good working order in perpetuity and any future replacement of the fire pumps, and Level 3 Verified Diesel Emissions Control Strategy filters shall be required to be consistent with these emissions specifications. The operator of the facility shall maintain records of the testing schedule for each fire pump for the life of that fire pump and provide this information for review to the Planning Department within three months of requesting such information.	Project sponsor	For fire pump specifications, prior to issuance of building permit for fire pump. For maintenance, ongoing.	Planning Department (ERO, Air Quality technical staff)	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.

MITIGATION MEASURES ADOPTED AS CONDITIONS OF APPROVAL

Mitigation Measures and Improvement Measures	Responsibility for Implementation	Mitigation Schedule	Monitoring/Report Responsibility	Status/Date Completed
Improvement Measures				
Biological Resources				
Project Improvement Measure 1- Night Lighting Minimization (Implementing Central SoMa PEIR Improvement Measure I-BI-2) In compliance with the voluntary San Francisco Lights Out Program, the Planning Department could encourage buildings developed pursuant to the draft Plan to implement bird-safe building operations to prevent and minimize bird strike impacts, including but not limited to the following measures: • Reduce building lighting from exterior sources by: o 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; o Installing motion-sensor lighting; o Utilizing minimum wattage fixtures to achieve required lighting levels. • Reduce building lighting from interior sources by: o Dimming lights in lobbies, perimeter circulation areas, and atria; o Turning off all unnecessary lighting by 11:00 p.m. through sunrise, especially during peak migration periods (mid-March to early June and late August through late October); o Utilizing automatic controls (motion sensors, photo-sensors, etc.) to shut off lights in the evening when no one is present; o Encouraging the use of localized task lighting to reduce the need for more extensive overhead lighting; o Scheduling nightly maintenance to conclude by 11:00 p.m.; o Educating building users about the dangers of night lighting to birds.	Project sponsor	Ongoing during project operation	Planning Department	Considered complete upon approval of building plans by Planning Department. Planning Department may engage in follow=up discussion with project sponsors, as applicable