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DRAFT ENVIRONMENTAL IMPACT REPORT

550 O'Farrell Street Project

CITY AND COUNTY OF SAN FRANCISCO
PLANNING DEPARTMENT
CASE NO. **2017-004557ENV**

STATE CLEARINGHOUSE NO. **2019039039**

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SAN FRANCISCO
PLANNING
DEPARTMENT

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550 O'Farrell Street Draft Environmental Impact Report

Table of Contents

ACRONYMS AND ABBREVIATIONS	IV
SUMMARY	S-1
A. Introduction.....	S-1
B. Project Summary	S-1
C. Project Sponsor's Objectives	S-2
D. Summary of Impacts and Mitigation Measures.....	S-3
E. Summary of Project Alternatives	S-21
F. Areas of Known Controversy and Issues to Be Resolved.....	S-24
1. INTRODUCTION	1-1
A. Project Summary	1-1
B. Purpose of this EIR.....	1-2
C. Environmental Review Process	1-3
D. Organization of the Draft EIR.....	1-6
2. PROJECT DESCRIPTION	2-1
A. Project Overview	2-1
B. Project Location and Site Characteristics	2-2
C. Required Project Approvals and Permits	2-34
D. Project Setting.....	2-35
E. Project Sponsor's Objectives	2-36
F. Intended Uses of the EIR.....	2-36
3. ENVIRONMENTAL SETTING AND IMPACTS	3-1
A. Introduction.....	3-1
B. Historic Architectural Resources.....	3-5
4. OTHER CEQA ISSUES	4-1
A. Growth-Inducing Impacts.....	4-1
B. Significant Unavoidable Impacts	4-2
C. Significant Irreversible Changes.....	4-2
D. Areas of Known Controversy and Issues to be Resolved.....	4-4
5. ALTERNATIVES	5-1
A. Introduction.....	5-1
B. Impacts.....	5-10
C. Environmentally Superior Alternative.....	5-32
D. Alternatives Considered but Rejected	5-32
6. REPORT PREPARERS	6-1

List of Figures

Figure S-1: Proposed Project, Project Variant and Preservation Alternatives Overview	S-23
Figure 2-1: Project Site Location.....	2-4
Figure 2-2: Project Site and Surrounding Land Uses	2-5
Figure 2-3: Existing Building Photograph and Building Section	2-6
Figure 2-4: Proposed Project - Basement Level Plan.....	2-8
Figure 2-5: Proposed Project - Site Plan and Ground Floor (Level 1) Plan.....	2-9
Figure 2-6: Proposed Project - Level 2 Plan.....	2-10
Figure 2-7: Proposed Project Level 3 Plan	2-11
Figure 2-8: Proposed Project - Level 4 Plan.....	2-12
Figure 2-9: Proposed Project - Levels 5-12 Plans	2-13
Figure 2-10: Proposed Project - Level 13 Plan.....	2-14
Figure 2-11: Proposed Project - Roof Plan	2-18
Figure 2-12: Proposed Project - South (O'Farrell Street) Elevation.....	2-19
Figure 2-13: Proposed Project - North Elevation	2-20
Figure 2-14: Proposed Project - East Elevation	2-21
Figure 2-15: Proposed Project - West Elevation.....	2-22
Figure 2-16: Proposed Project - Building Section	2-23
Figure 2-17: Project Variant - Site Plan and Ground Floor (Level 1) Plan.....	2-25
Figure 2-18: Project Variant - Level 2 Plan.....	2-27
Figure 2-19: Project Variant - Level 3 Plan.....	2-28
Figure 2-20: Project Variant - Level 4 Plan.....	2-29
Figure 2-21: Project Variant - Levels 5-12 Plans.....	2-30
Figure 2-22: Project Variant - South (O'Farrell Street) Elevation.....	2-31
Figure 2-23: Project Variant - Building Section	2-32
Figure 3-1: Uptown Tenderloin Historic District Map	3-15
Figure 3-2: 550 O'Farrell Street Building Character-Defining Features	3-18
Figure 5-1: Project Alternatives Overview	5-7
Figure 5-2: Full Preservation Alternative - Basement Level Plan.....	5-12
Figure 5-3: Full Preservation Alternative - Ground Floor (Level 1) Plan.....	5-13
Figure 5-4: Full Preservation Alternative - Level 2 Plan.....	5-14
Figure 5-5: Full Preservation Alternative - Levels 3 and 4 Plan	5-15
Figure 5-6: Full Preservation Alternative - Levels 5 and 6 Plan	5-16
Figure 5-7: Full Preservation Alternative - Building Section	5-17
Figure 5-8: Full Preservation Alternative - Street-Level Views	5-18
Figure 5-9: Partial Preservation Alternative - Basement Level Plan.....	5-20
Figure 5-10: Partial Preservation Alternative - Ground Floor (Level 1) Plan.....	5-21
Figure 5-11: Partial Preservation Alternative - Level 2 Plan.....	5-22
Figure 5-12: Partial Preservation Alternative - Level 3 Plan.....	5-23
Figure 5-13: Partial Preservation Alternative - Level 4 Plan.....	5-24
Figure 5-14: Partial Preservation Alternative - Levels 5-12 Plan	5-25
Figure 5-15: Partial Preservation Alternative - Level 13 Plan.....	5-26
Figure 5-16: Partial Preservation Alternative - Building Section	5-28

Figure 5-17: Partial Preservation Alternative - Street-Level Views5-29

List of Tables

Table S-1: Summary of Environmental Effects and Mitigation Measures Identified in the EIR .S-5
 Table S-2: Mitigation Measures in the Initial StudyS-10
 Table S-3: Comparison of Alternatives for CEQA AnalysisS-25
 Table 2-1: Proposed Project and Project Variant Characteristics.....2-15
 Table 3-1: Proposed, Ongoing, and Completed Projects in the Uptown Tenderloin Historic District3-22
 Table 5-1: Comparison of Alternatives for CEQA Analysis.....5-4

Appendices

Appendix A: Initial Study
 Appendix B: Notice of Preparation
 Appendix C: Historic Resources Evaluations
 C-1: Historic Resource Evaluation Part 1
 C-2: Historic Resource Evaluation Part 2-Compatibility & Impacts Analysis
 C-3: San Francisco Planning Department Preservation Team Review Form
 C-4: Preservation Alternatives Memorandum
 Appendix D: Noise and Vibration Assessment

ACRONYMS AND ABBREVIATIONS

ABAG	Association of Bay Area Governments
BART	Bay Area Rapid Transit
Basin Plan	Water Quality Control Plan for the San Francisco Bay Basin
Bay Delta Plan	San Francisco Bay/Sacramento-San Joaquin Delta Estuary Plan
CEQA	California Environmental Quality Act
CFR	Code of Federal Regulations
CRHR	California Register of Historical Resources
City	City and County of San Francisco
DEIR	Draft Environmental Impact Report
EIR	Environmental Impact Report
EPA	Environmental Protection Agency
FARR	Final Archeological Resources Report
general plan	San Francisco General Plan
GHG	greenhouse gases
gsf	gross square foot
HABS	Historic American Building Survey
Heritage	San Francisco Architectural Heritage
HRE	Historic Resource Evaluation
IS	Initial Study
LSM	Less than Significant Impact with Mitigation
LTS	Less than Significant Impact
MMRP	Mitigation Monitoring and Reporting Program
MTC	Metropolitan Transportation Commission
Muni	Municipal Railway
N/A	Not applicable
NHPA	National Historic Preservation Act
NI	No Impact
NOP	Notice of Preparation

NRHP	National Register of Historic Places
OPR	State Office of Planning and Research
Planning Code	San Francisco Planning Code
Planning	San Francisco Planning Commission
PM	Particulate Matter
PRC	Public Resources Code
PTR	San Francisco Planning Department: Preservation Team Review Form
RC-4	Residential-Commercial, High Density Zoning District
S	Significant Impact
sf	square foot
SFMTA	San Francisco Municipal Transportation Agency
SFPW	San Francisco Public Works
SU	Significant and Unavoidable Impact
SUM	Significant and Unavoidable Impact with Mitigation
TDM	Transportation Demand Management
UTHD	Uptown Tenderloin Historic District
Variant	Project Variant
VDECS	Verified Diesel Emission Control Strategy
VMT	Vehicle miles traveled

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SUMMARY

A. INTRODUCTION

This document is a draft *environmental impact report* (EIR) for the proposed 550 O'Farrell Street Project (proposed project). This chapter of the EIR provides a summary of the proposed project and project variant, the project sponsor's objectives, a summary of anticipated environmental impacts of the proposed project and project variant and identified mitigation measures, a summary of alternatives including identification of the environmentally superior alternative, and areas of controversy to be resolved.

B. PROJECT SUMMARY

The project sponsor, Sandhill O'Farrell, LLC, proposes to redevelop an approximately 11,800-square-foot (sf) site located at 550 O'Farrell Street in San Francisco's Downtown/Civic Center neighborhood. This EIR evaluates the proposed project, with retained elements of the existing 550 O'Farrell Street structure, and a project variant that would involve complete demolition of the existing building and construction of a proposed building.¹ The intent of analyzing both versions of the proposed project is that it will provide decision-makers with the option of choosing either the retained elements design of the proposed project or the complete demolition design of the project variant.

B.1 Proposed Project

For the proposed project, the project sponsor, Sandhill O'Farrell, LLC, would demolish most of the existing, approximately 35,400-sf, two-story-over-basement parking garage and construct an approximately 104,960-sf, 13-story-over-basement mixed-use building. The proposed project would retain the O'Farrell Street façade of the existing building. The existing building, constructed in 1924, is a contributory building to the Uptown Tenderloin Historic District (UTHD or the district), listed on the National Register of Historic Places, and has been previously determined to also be individually eligible for listing on the California Register of Historical Resources. The proposed project would include 111 residential dwelling units (20 percent, or 22 units, of which would be affordable inclusionary units), a 1,300-sf ground-floor retail/residential amenity space, and basement-level and ground-level space accommodating 156 *class 1* bicycle parking spaces. The class 1 bicycle parking spaces would be provided in two bicycle storage

¹ As discussed in chapter 3, section B, Historic Architectural Resources, "retained elements" or retention of existing building elements in new development would be subject to planning commission guidelines that establish methods for how to retain a portion of an existing structure in an intentional and sensitive manner to maintain neighborhood character.

rooms; eight *class 2* bicycle parking spaces would be installed on the sidewalk along the site's O'Farrell Street frontage.² The proposed project would not provide any vehicle parking.

B.2 Project Variant

The project variant would demolish the existing parking garage and construct an approximately 106,515-sf, 13-story-over-basement mixed-use building. The project variant would include 116 residential dwelling units (20 percent, or 23 units, of which would be affordable inclusionary units) and a 1,300-sf ground-floor retail/residential amenity space. As with the proposed project, the project variant would include basement-level and ground-level space accommodating 156 class 1 bicycle parking spaces, and eight class 2 bicycle spaces on the O'Farrell Street sidewalk. The project variant would not provide any vehicle parking.

Chapter 2, Project Description, pp. 2-1 to 2-36, provides a detailed description of the proposed project and project variant.

C. PROJECT SPONSOR'S OBJECTIVES

The project sponsor, Sandhill O'Farrell, LLC, seeks to achieve the following objectives by undertaking the proposed 550 O'Farrell Street Project:

1. Develop a high-density mixed-income residential development consistent with the purposes of the North of Market Residential Special Use District by fully using the site's zoning capacity of up to 118 dwelling units, within project site constraints, and incorporating on-site affordable units.
2. Replace an outdated private parking garage with a mix of uses compatible with the surrounding Tenderloin neighborhood.
3. Contribute to the city's goal of creating 30,000 additional housing units in an area identified in the General Plan for high density housing in close proximity to downtown and local and regional public transportation.
4. Construct a new building that is compatible with the character of the Uptown Tenderloin Historic District, listed in the National Register.

² San Francisco Municipal Code section 155.1 defines class 1 bicycle parking spaces as "spaces in secure, weather-protected facilities intended for use as long-term, overnight, and work-day bicycle storage by dwelling unit residents, non-residential occupants, and Employees." Class 2 bicycle parking spaces are "bicycle racks located in a publicly-accessible, highly visible location intended for transient or short-term use by visitors, guests, and patrons to the building or use."

5. Provide adequate light and air to all housing units in the new building.
6. Develop a project that is financially feasible and able to support the equity and debt returns required by investors and lenders to finance multi-family residential developments.

D. SUMMARY OF IMPACTS AND MITIGATION MEASURES

This EIR analyzes the potential environmental effects of the proposed project, as identified in the *Notice of Preparation* (NOP) of an EIR, issued March 6, 2019. It is noted that the proposed project described in the NOP³ differs in some details of design and program from the proposed project and project variant analyzed in this EIR. The *Initial Study* (IS) included in Appendix A found that the proposed project or the project variant could result in significant impacts associated with historic architectural resources.

The IS also found that environmental impacts in the following areas would be less than significant or less than significant with implementation of the mitigation measures identified in the IS, and are therefore, not further evaluated in this EIR: land use and land use planning, aesthetics, population and housing, cultural resources (only archeological resources), tribal cultural resources, transportation and circulation, noise, air quality, greenhouse gas emissions, wind, shadow, recreation, utilities and services systems, public services, biological resources, geology and soils, hydrology and water quality, hazards and hazardous materials, mineral resources, energy, agriculture and forest resources, and wildfire.

Table S-1: Summary of Environmental Effects and Mitigation Measures Identified in the EIR, p. S-5, provides an overview of the analysis contained in **chapter 3, Environmental Setting and Impacts**, categorized by the type of impact as follows:

No Impact. No adverse physical changes (or impacts) to the environment are expected.

Less-Than-Significant Impact. An impact that does not exceed the defined significance criteria or would be eliminated or reduced to a less-than-significant level through compliance with existing local, state, and federal laws and regulations.

Less-Than-Significant Impact with Mitigation. An impact that is reduced to a less-than-significant level through implementation of the identified mitigation measure.

Significant and Unavoidable Impact with Mitigation. An adverse physical environmental impact that exceeds the defined significance criteria and can be reduced through compliance with existing

³ As discussed in section G of the Initial Study, the NOP was filed with the County Clerk at a later date, June 10, 2019, and the comment period was extended to July 10, 2019.

local, state, and federal laws and regulations and/or implementation of all feasible mitigation measures but cannot be reduced to a less-than-significant level.

Significant and Unavoidable Impact. An adverse physical environmental impact that exceeds the defined significance criteria and cannot be eliminated or reduced to a less-than-significant level through compliance with existing local, state, and federal laws and regulations and for which there are no feasible mitigation measures.

With mitigation measures incorporated, the proposed project or the project variant would have project-level significant and unavoidable impacts on historic architectural resources.

The EIR identified mitigation measures that would reduce, but not avoid significant impacts on historic architectural resources, as noted in **Table S-1: Summary of Environmental Effects and Mitigation Measures Identified in the EIR** below. The IS identified mitigation measures that would avoid significant adverse impacts related to cultural resources (archeology and human remains), tribal cultural resources, construction noise, construction vibration, and construction and operational air quality. Those mitigation measures are summarized in **Table S-2: Mitigation Measures in the Initial Study**, p. S-10, and these topics are not further addressed in this EIR.

Table S-1: Summary of Environmental Effects and Mitigation Measures Identified in the EIR

Environmental Impacts	Significance before Mitigation	Mitigation Measures	Significance after Mitigation
<i>Historic Architectural Resources</i>			
<p>Impact CR-1: The proposed project would demolish most of the existing 550 O’Farrell Street building and cause a substantial adverse change in the significance of a historical resource as defined in the California Environmental Quality Act (CEQA) Guidelines section 15064.5.</p>	<p>Significant</p>	<p>Mitigation Measure M-CR-1a: Documentation Prior to the issuance of demolition or site permits, the project sponsor shall undertake Historic American Building Survey (HABS)-like documentation of the building, structures, objects, materials, and landscaping. The documentation shall be undertaken by a qualified professional who meets the standards for history, architectural history, or architecture (as appropriate), as set forth by the Secretary of the Interior’s Professional Qualification Standards (36 CFR, Part 61). The specific scope of the documentation shall be reviewed and approved by the planning department prior to fulfilling documentation but shall consist of the following:</p> <ul style="list-style-type: none"> • <u>Measured Drawings:</u> A set of measured drawings that depict the existing size, scale, and dimension of the building. The planning department preservation staff will accept the original architectural drawings or an as-built set of architectural drawings (plan, section, elevation, etc.). The planning department preservation staff will assist the consultant in determining the appropriate level of measured drawings. • <u>HABS-Level Photography:</u> Digital photographs of the interior and the exterior of building. Large format negatives are not required. The scope of the digital photographs shall be reviewed by planning department preservation staff for concurrence, and all digital photography shall be conducted according to the latest National Park Service standards. The photography shall be undertaken by a qualified professional with demonstrated experience in HABS photography. <p>Photograph views shall include contextual views; views of each side of the building and interior views, including any original interior features, where possible; oblique views of the building; and detail views of character-defining features.</p> <p>All views shall be referenced on a photographic key. This photographic key shall be on a map of the property and shall show the photograph number with an arrow</p>	<p>Significant and Unavoidable with Mitigation</p>

Table S-1: Summary of Environmental Effects and Mitigation Measures Identified in the EIR

Environmental Impacts	Significance before Mitigation	Mitigation Measures	Significance after Mitigation
		<p>to indicate the direction of the view. Historic photographs shall also be collected, reproduced, and included.</p> <ul style="list-style-type: none"> • <u>HABS-level Historical Report</u> – A written historical narrative and report shall be provided in accordance with the Historic American Building Survey/Historic American Landscape Survey/HABS/HALS Historical Report Guidelines. The written history shall follow an outline format that begins with a statement of significance supported by the development of the architectural and historical context in which the structure was built and subsequently evolved. The report shall also include architectural description and bibliographic information. • <u>Softcover Book</u> – A Print-on-Demand softcover book shall be produced that includes the content from the historical report, historical photographs, HABS/HALS photography, measured drawings, and field notes. The Print-on-Demand book shall be made available to the public for distribution. <p>The professional shall prepare the documentation and submit it for review and approval by the planning department’s preservation specialist prior to the issuance of demolition permits. The documentation shall be disseminated to the planning department, San Francisco Main Library History Room, Northwest Information Center-California Historical Resource Information System, and San Francisco Architectural Heritage.</p> <ul style="list-style-type: none"> • Video recordation shall be undertaken prior to the issuance of demolition or site permits. The project sponsor shall undertake video documentation of the affected historical resource and its setting. The documentation shall be conducted by a professional videographer, preferably one with experience recording architectural resources. The documentation shall be narrated by a qualified professional who meets the standards for history, architectural history, or architecture (as appropriate) set forth by the Secretary of the Interior’s Professional Qualification Standards (36 CFR, Part 61). The documentation shall include as much information as possible—using visuals in combination with narration—about the materials, 	

Table S-1: Summary of Environmental Effects and Mitigation Measures Identified in the EIR

Environmental Impacts	Significance before Mitigation	Mitigation Measures	Significance after Mitigation
		<p>construction methods, current condition, historic use, and historic context of the historical resource. Archival copies of the video documentation shall be submitted to the planning department and to repositories including but not limited to the San Francisco Main Library History Room, Northwest Information Center-California Historical Resource Information System, and San Francisco Architectural Heritage.</p> <p>The video documentation shall be reviewed and approved by the planning department’s preservation staff prior to issuance of a demolition permit or site permit.</p> <p>Mitigation Measure M-CR-1b: Interpretation The project sponsor shall provide a permanent display of interpretive materials concerning the history and architectural features of the original 550 O’Farrell Street building and its operation during the period of significance. Interpretation of the site’s history shall be supervised by an architectural historian or historian who meets the Secretary of the Interior’s Professional Qualification Standards. The interpretive materials (which may include but are not limited to a display of photographs, news articles, memorabilia, and/or video) shall be placed in a prominent setting on the project site visible to pedestrians.</p> <p>A proposal describing the general parameters of the interpretive program shall be approved by the planning department preservation staff prior to issuance of a site permit. The content, media, and other characteristics of such interpretive display shall be approved by the planning department preservation staff prior to issuance of a Temporary Certificate of Occupancy.</p>	

Table S-1: Summary of Environmental Effects and Mitigation Measures Identified in the EIR

Environmental Impacts	Significance before Mitigation	Mitigation Measures	Significance after Mitigation
<p>Impact CR-2: The <i>project variant</i> would demolish all of the existing 550 O'Farrell Street building and cause a substantial adverse change in the significance of a historical resource as defined in the California Environmental Quality Act (CEQA) Guidelines section 15064.5.</p>		<p><i>Mitigation Measures M-CR-1a and 1b, above, would apply to both the proposed project and to the project variant. Mitigation Measure M-CR-2 would apply to the project variant only.</i></p> <p>Mitigation Measure M-CR-2: Salvage Prior to any demolition that would remove character-defining features, the project sponsor shall consult with planning department preservation staff as to whether any such features may be salvaged, in whole or in part, during demolition/alteration. The project sponsor shall make a good faith effort to salvage materials of historical interest to be utilized as part of the interpretative program. This could include salvage of the gargoyles on the primary façade.</p>	Significant and Unavoidable with Mitigation
<p>Impact CR-3: Development of the <i>proposed project</i> or <i>project variant</i> would not cause a substantial adverse change in the significance of the Uptown Tenderloin Historic District.</p>	Less than Significant	None required.	N/A
<p>Impact CR-4: Construction activities for the <i>proposed project</i> or <i>project variant</i> could result in physical damage to adjacent historic resources.</p>	Potentially Significant	<p>Mitigation Measure M-NO-2: Construction Vibration Controls (see Table S-2 Mitigation Measures in the Initial Study below).</p>	Less than Significant with Mitigation

Table S-1: Summary of Environmental Effects and Mitigation Measures Identified in the EIR

Environmental Impacts	Significance before Mitigation	Mitigation Measures	Significance after Mitigation
<p>Impact C-CR-1: The <i>proposed project</i> or <i>project variant</i>, in combination with past, present, and reasonably foreseeable future projects in the vicinity would not result in a significant cumulative impact to historic architectural resources or to the UTHD.</p>	<p>Less than Significant</p>	<p>None required.</p>	<p>N/A</p>
<p>The <i>proposed project</i> or <i>project variant</i>, in combination with past, present, and reasonably foreseeable future projects in the project vicinity could result in significant cumulative construction vibration impacts on district contributors.</p>	<p>Potentially Significant</p>	<p>Mitigation Measure M-NO-2: Construction Vibration Controls (in Table S-2 Mitigation Measures in the Initial Study).</p>	<p>Less than Significant with Mitigation</p>

Source: TRC 2020.

Table S-2: Mitigation Measures in the Initial Study

Environmental Topic	Mitigation Measures	Significance after Mitigation
Archeological Resources	<p>Mitigation Measure M-CR-5: Accidental Discovery</p> <p>The following mitigation measure is required to avoid any potential adverse effect from the proposed project on accidentally discovered buried or submerged historical resources as defined in CEQA Guidelines Section 15064.5(a) and (c), on tribal cultural resources as defined in CEQA Statute Section 21074, and on human remains and associated or unassociated funerary objects. The project sponsor shall distribute the Planning Department archeological resource “ALERT” sheet to the project prime contractor; to any project subcontractor (including demolition, excavation, grading, foundation, pile driving, etc. firms); or utilities firm involved in soils disturbing activities within the project site. Prior to any soils disturbing activities being undertaken each contractor is responsible for ensuring that the “ALERT” sheet is circulated to all field personnel including, machine operators, field crew, pile drivers, supervisory personnel, etc.</p> <p>A preconstruction training shall be provided to all construction personnel performing or managing soils disturbing activities by a qualified archeologist prior to the start of soils disturbing activities on the project. The training may be provided in person or using a video and include a handout prepared by the qualified archeologist. The video and materials will be reviewed and approved by the ERO. The purpose of the training is to enable personnel to identify archeological resources that may be encountered and to instruct them on what to do if a potential discovery occurs. Images of expected archeological resource types and archeological testing and data recovery methods should be included in the training.</p> <p>The project sponsor shall provide the Environmental Review Officer (ERO) with a signed affidavit from the responsible parties (prime contractor, subcontractor(s), and utilities firm) to the ERO confirming that all field personnel have received copies of the Alert Sheet and have taken the preconstruction training.</p> <p>Should any indication of an archeological resource be encountered during any soils disturbing activity of the project, the project Head Foreman and/or project sponsor shall immediately notify the ERO and shall immediately suspend any soils disturbing activities in the vicinity of the discovery until the ERO has determined what additional measures should be undertaken.</p> <p>If the ERO determines that an archeological resource may be present within the project site, the project sponsor shall retain the services of an archeological consultant from the pool of qualified archeological consultants maintained by the planning department archeologist. The archeological</p>	Less than Significant with Mitigation

Table S-2: Mitigation Measures in the Initial Study

Environmental Topic	Mitigation Measures	Significance after Mitigation
	<p>consultant shall advise the ERO as to whether the discovery is an archeological resource, retains sufficient integrity, and is of potential scientific/historical/cultural significance. If an archeological resource is present, the archeological consultant shall identify and evaluate the archeological resource. The archeological consultant shall make a recommendation as to what action, if any, is warranted. Based on this information, the ERO may require, if warranted, specific additional measures to be implemented by the project sponsor. The ERO may also determine that the archeological resources is a tribal cultural resource and will consult with affiliated Native Americans tribal representatives, if warranted, as detailed under M-TCR-1 for this project.</p> <p>Measures might include: preservation in situ of the archeological resource; an archeological monitoring program; an archeological testing program; and an interpretative program. If an archeological monitoring program, archeological testing program, or an interpretative program is required, it shall be consistent with the Environmental Planning (EP) division guidelines for such programs and reviewed and approved by the ERO. The ERO may also require that the project sponsor immediately implement a site security program if the archeological resource may be at risk from vandalism, looting, or other damaging actions.</p> <p>The treatment of human remains and of associated or unassociated funerary objects discovered during any soils disturbing activity shall comply with applicable State and federal laws. This shall include immediate notification of the Medical Examiner of the City and County of San Francisco and, in the event of the Medical Examiner’s determination that the human remains are Native American remains, notification of the California State Native American Heritage Commission, which will appoint a Most Likely Descendant (MLD). The MLD will complete his or her inspection of the remains and make recommendations or preferences for treatment within 48 hours of being granted access to the site (Public Resources Code section 5097.98). The ERO also shall be notified immediately upon the discovery of human remains.</p> <p>The project sponsor and ERO shall make all reasonable efforts to develop a Burial Agreement (“Agreement”) with the MLD, as expeditiously as possible, for the treatment and disposition, with appropriate dignity, of human remains and associated or unassociated funerary objects (as detailed in CEQA Guidelines section 15064.5(d)). The Agreement shall take into consideration the appropriate excavation, removal, recordation, scientific analysis, custodianship, curation, and final disposition of the human remains and associated or unassociated funerary objects. If the MLD agrees to scientific analyses of the remains and/or associated or unassociated funerary objects, the archeological</p>	

Table S-2: Mitigation Measures in the Initial Study

Environmental Topic	Mitigation Measures	Significance after Mitigation
	<p>consultant shall retain possession of the remains and associated or unassociated funerary objects until completion of any such analyses, after which the remains and associated or unassociated funerary objects shall be reinterred or curated as specified in the Agreement.</p> <p>Nothing in existing State regulations or in this mitigation measure compels the project sponsor and the ERO to accept treatment recommendations of the MLD. However, if the ERO, project sponsor and MLD are unable to reach an Agreement on scientific treatment of the remains and associated or unassociated funerary objects, the ERO, with cooperation of the project sponsor, shall ensure that the remains and/or mortuary materials are stored securely and respectfully until they can be reinterred on the property, with appropriate dignity, in a location not subject to further or future subsurface disturbance.</p> <p>Treatment of historic-period human remains and of associated or unassociated funerary objects discovered during any soil-disturbing activity, additionally, shall follow protocols laid out in the project’s archeological treatment documents, and in any related agreement established between the project sponsor, Medical Examiner and the ERO.</p> <p>The archeological consultant shall submit a Draft Final Archeological Resources Report (FARR) to the ERO that evaluates the historical significance of any discovered archeological resource and describes the archeological and historical research methods employed in the archeological testing/monitoring/data recovery program(s) undertaken. The Draft FARR shall include a curation and deaccession plan for all recovered cultural materials. The Draft FARR shall also include an Interpretation Plan for public interpretation of all significant archeological features.</p> <p>Copies of the Draft FARR shall be sent to the ERO for review and approval. Once approved by the ERO, the consultant shall also prepare a public distribution version of the FARR. Copies of the FARR shall be distributed as follows: California Archeological Site Survey Northwest Information Center (NWIC) shall receive one (1) copy and the ERO shall receive a copy of the transmittal of the FARR to the NWIC. The Environmental Planning division of the planning department shall receive one bound and one non-encrypted, searchable PDF file on CD of the FARR along with copies of any formal site recordation forms (CA DPR 523 series) and/or documentation for nomination to the National Register of Historic Places/California Register of Historical Resources. In instances of public interest in or the high interpretive value of the resource, the ERO may require a different or additional final report content, format, and distribution than that presented above.</p>	

Table S-2: Mitigation Measures in the Initial Study

Environmental Topic	Mitigation Measures	Significance after Mitigation
Tribal Cultural Resources	<p>Mitigation Measure M-TCR-1: Tribal Cultural Resources Archeological Resource Preservation Plan and/or Interpretive Program</p> <p>In the event of the discovery of an archeological resource of Native American origin, the Environmental Review Officer (ERO), the project sponsor, and the tribal representative, shall consult to determine whether preservation in place would be feasible and effective. If it is determined that preservation-in-place of the tribal cultural resource (TCR) would be both feasible and effective, then the archeological consultant shall prepare an archeological resource preservation plan (ARPP), which shall be implemented by the project sponsor during construction.</p> <p>If the ERO in consultation with the project sponsor and the tribal representative determines that preservation-in-place of the TCR is not a sufficient or feasible option then archeological data recovery shall be conducted, as detailed under M-CR-2a for this project. In addition, the project sponsor shall prepare an interpretive program of the TCR in consultation with affiliated Native American tribal representatives. 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. Upon approval by the ERO and prior to project occupancy, the interpretive program shall be implemented by the project sponsor.</p>	Less than Significant with Mitigation
Construction Noise	<p>Mitigation Measure M-NO-1: Construction Noise Controls</p> <ol style="list-style-type: none"> 1. The project sponsor shall develop a set of site-specific noise attenuation measures under the supervision of a qualified acoustical consultant to ensure that maximum feasible noise attenuation will be achieved for the duration of construction activities. Prior to commencement of demolition and construction activities, the project sponsor shall submit the construction noise control plan to the San Francisco Planning Department for review and approval. Noise attenuation measures shall be implemented to meet a goal of not increasing noise levels from construction activities by more than 10 dBA above the ambient noise level at sensitive receptor locations. Noise measures may include but are not limited to those listed below. 2. Equip all internal combustion engine-driven equipment with mufflers, which are in good condition and appropriate for the equipment. 	Less than Significant with Mitigation

Table S-2: Mitigation Measures in the Initial Study

Environmental Topic	Mitigation Measures	Significance after Mitigation
Construction Noise (continued)	<ol style="list-style-type: none"> 3. Use “quiet” models of air compressors and other stationary noise sources where technology exists. 4. Locate stationary equipment as far away as possible from adjacent land uses and/or construct temporary noise barriers, where feasible, to screen such equipment. Temporary noise barrier fences would provide a 5-dBA noise reduction if the noise barrier interrupts the line-of-sight between the noise source and receptor and if the barrier is constructed in a manner that eliminates any cracks or gaps. 5. Unnecessary idling of internal combustion engines should be strictly prohibited. 6. The construction staging area should be located on O’Farrell Street and as far as feasible from noise-sensitive receptors. Locate material stockpiles, as well as maintenance/equipment staging and parking areas, as far as feasible from residential receptors. 7. Control noise from construction workers’ radios to a point where they are not audible at existing residences bordering the project site. 8. Where feasible, temporary power service from local utility companies should be used instead of portable generators. 9. Locate cranes as far from adjoining noise-sensitive receptors as possible. 10. During final grading, substitute graders for bulldozers, where feasible. Wheeled heavy equipment are quieter than track equipment and should be used where feasible. 11. Substitute nail guns for manual hammering, where feasible. 12. Avoid the use of hydra break rams and hoe rams during demolition. 13. Avoid the use of concrete saws, circular saws, miter/chop saws, and radial arm saws near the adjoining noise-sensitive receptors. Where feasible, shield saws with a solid screen with material having a minimum surface density of 2 pounds per sf (e.g., such as ¾-inch plywood). 14. During interior construction, the exterior windows facing noise-sensitive receptors should be closed. 15. During interior construction, locate noise-generating equipment within the building to break the line-of-sight to the adjoining receptors. 16. The contractor shall prepare a detailed construction schedule for major noise-generating construction activities. The construction plan shall identify a procedure for coordination with adjacent residential land uses so that construction activities can be scheduled to minimize noise disturbance. 17. Designate a Construction Manager who shall: 	

Table S-2: Mitigation Measures in the Initial Study

Environmental Topic	Mitigation Measures	Significance after Mitigation
	<ul style="list-style-type: none"> a. Clearly post his/her name and phone number(s) on signs visible during each phase of the construction program. b. Notify area residents of construction activities, schedules, and impacts. c. Receive and act on complaints about construction noise disturbances. d. Determine the cause(s) and implement remedial measures as necessary to alleviate potentially significant problems related to construction noise. e. Request night noise permits from the San Francisco Department of Building Inspection if any activity, including deliveries or staging, is anticipated outside work hours that has the potential to exceed noise standards. If such activity is required in response to an emergency or other unanticipated conditions, night noise permits shall be requested as soon as feasible for any ongoing response activities. f. Notify the planning department's Development Performance Coordinator at the time that night noise permits are requested or as soon as possible after emergency/unanticipated activity causing noise with the potential to exceed noise standards has occurred. <p>18. A noise monitoring log report shall be prepared by the construction manager or other designated person(s) on a weekly basis and shall be made available to the planning department when requested. The log shall include any complaints received, whether in connection with an exceedance or not, as well as any complaints received through calls to 311 or the department of building inspection if the contractor is made aware of them (for example, via a department of building inspection notice, inspection, or investigation). Any weekly report that includes an exceedance or for a period during which a complaint is received should be submitted to the Development Performance Coordinator within 3 business days following the week in which the exceedance or complaint occurred. A report also shall be submitted to the planning department at the completion of each construction phase. The report shall document noise levels, exceedances of threshold levels, if reported, and corrective action(s) taken.</p>	
Construction Vibration	<p>Mitigation Measure M-NO-2: Construction Vibration Controls</p> <p>The project sponsor shall retain the services of a qualified structural engineer or vibration consultant and preservation architect that meet the Secretary of the Interior's Historic Preservation Professional</p>	Less than Significant with Mitigation

Table S-2: Mitigation Measures in the Initial Study

Environmental Topic	Mitigation Measures	Significance after Mitigation
Construction Vibration (continued)	<p>Qualification Standards to conduct a Pre-Construction Assessment at buildings determined to be historic by the planning department.</p> <p>Prior to any demolition or ground-disturbing activity, a Pre-Construction Assessment shall be prepared to establish a baseline and shall contain written and photographic descriptions of the existing condition of the visible exteriors from public rights-of-way of the adjacent historic buildings and in interior locations upon permission of the owners of the adjacent properties. The Pre-Construction Assessment shall determine specific locations to be monitored and include annotated drawings of the buildings to locate accessible digital photo locations and locations of survey markers and/or other monitoring devices to measure vibrations. The Pre-Construction Assessment shall be submitted to the planning department along with the demolition and site permit applications.</p> <p>The structural engineer and/or vibration consultant in consultation with the preservation architect shall develop, and the project sponsor shall implement, a <i>vibration management and monitoring plan</i> to protect nearby historic buildings against damage caused by vibration or differential settlement caused by vibration during project construction activities. In this plan, the maximum vibration level not to be exceeded at each building shall be 0.25 inches per second, or a level determined by the site-specific assessment made by the structural engineer and/or the vibration consultant in coordination with the preservation architect for the project. The <i>vibration management and monitoring plan</i> shall document the criteria used in establishing the maximum vibration level for the project. The plan shall include pre-construction surveys and continuous vibration monitoring throughout the duration of the major construction project activities that would require heavy-duty equipment to ensure that vibration levels do not exceed the established standard. The <i>vibration management and monitoring plan</i> shall be submitted to Planning Department Preservation staff prior to issuance of any demolition or construction permits. The plan shall include but not be limited to these measures:</p> <ol style="list-style-type: none"> 1. The project sponsors shall incorporate into construction specifications for the proposed project a requirement that the construction contractor(s) use all feasible means to avoid damage to the adjacent buildings including, but not limited to, staging of equipment and materials as far as possible from adjacent buildings to limit damage; using techniques during demolition, excavation, shoring, and construction that create the minimum feasible vibration; maintaining a buffer zone when possible between heavy equipment and adjacent contributing resource(s); 	

Table S-2: Mitigation Measures in the Initial Study

Environmental Topic	Mitigation Measures	Significance after Mitigation
	<p>enclosing construction scaffolding to avoid damage from falling objects or debris; and ensuring appropriate security to minimize risks of vandalism and fire.</p> <ol style="list-style-type: none"> 2. Place operating equipment on the construction site as far as possible from vibration-sensitive receptors. 3. Use smaller equipment to minimize vibration levels below the limits. 4. Avoid using vibratory rollers and tampers near sensitive areas. 5. Select demolition methods not involving impact tools. 6. Modify/design or identify alternative construction methods to reduce vibration levels below the limits. 7. Avoid dropping heavy objects or materials. <p>Should vibration levels be observed in excess of the standard, or if damage to adjacent buildings is observed, construction shall be halted and alternative techniques put in practice, to the extent feasible. The structural engineer and/or vibration consultant and the historic preservation consultant shall conduct regular periodic inspections of digital photographs, survey markers, and/or other monitoring devices during ground-disturbing activity at the project site. The buildings shall be protected to prevent further damage and remediated to pre-construction conditions as shown in the Pre-Construction Assessment with the consent of the building owner. Any remedial repairs shall not require building upgrades to comply with current San Francisco Building Code standards. A final report on the vibration monitoring shall be submitted to Planning Department Preservation staff prior to the issuance of a Certificate of Occupancy.</p>	
Construction Air Quality	<p>Mitigation Measure AQ-2: Construction Emissions Minimization</p> <p>The project sponsor or the project sponsor’s construction contractor shall comply with the following:</p> <p><i>A. Engine Requirements.</i></p> <ol style="list-style-type: none"> 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 have engines that meet or exceed either U.S. Environmental Protection Agency or California Air Resources Board (ARB) Tier 2 off-road emission standards and have been retrofitted with an ARB Level 3 Verified Diesel Emissions 	Less than Significant with Mitigation

Table S-2: Mitigation Measures in the Initial Study

Environmental Topic	Mitigation Measures	Significance after Mitigation
<p>Construction Air Quality (continued)</p>	<p>Control Strategy (VDECS). Equipment with engines meeting Tier 4 Interim or Tier 4 Final off-road emission standards automatically meet this requirement.</p> <ol style="list-style-type: none"> 2. Where access to alternative sources of power are available, portable diesel engines shall be prohibited. 3. Diesel engines, whether for off-road or on-road equipment, shall not be left idling for more than two minutes, at any location, except as provided in exceptions to the applicable state regulations regarding idling for off-road and on-road equipment (e.g., traffic conditions, safe operating conditions). The construction contractor shall post legible and visible signs in English, Spanish, and Chinese, in designated queuing areas and at the construction site to remind operators of the two-minute idling limit. 4. The construction contractor shall instruct construction workers and equipment operators on the maintenance and tuning of construction equipment and require that such workers and operators properly maintain and tune equipment in accordance with manufacturer specifications. <p><i>B. Waivers.</i></p> <ol style="list-style-type: none"> 1. The planning department’s Environmental Review Officer (ERO) or designee may waive the alternative source of power requirement of subsection (A)(2) if an alternative source of power is limited or infeasible at the project site. If the ERO grants the waiver, the construction contractor must submit documentation that the equipment used for on-site power generation meets the requirements of Subsection (A)(1). 2. The ERO may waive the equipment requirements of subsection (A)(1) if: a particular piece of off-road equipment with an ARB Level 3 VDECS is technically not feasible; the equipment would not produce a desired emissions reduction due to expected operating modes; installation of the equipment would create a safety hazard or impaired visibility for the operator; or, there is a compelling emergency need to use off-road equipment that is not retrofitted with an ARB Level 3 VDECS. If the ERO grants the waiver, the construction contractor must use the next cleanest piece of off-road equipment, according to the table below. 	

Table S-2: Mitigation Measures in the Initial Study

Environmental Topic	Mitigation Measures	Significance after Mitigation												
<p>Construction Air Quality (continued)</p>	<p style="text-align: center;">Off-Road Equipment Compliance Step-down Schedule</p> <table border="1" data-bbox="623 394 1558 570"> <thead> <tr> <th>Compliance Alternative</th> <th>Engine Emission Standard</th> <th>Emissions Control</th> </tr> </thead> <tbody> <tr> <td>1</td> <td>Tier 2</td> <td>ARB Level 2 VDECS</td> </tr> <tr> <td>2</td> <td>Tier 2</td> <td>ARB Level 1 VDECS</td> </tr> <tr> <td>3</td> <td>Tier 2</td> <td>Alternative Fuel*</td> </tr> </tbody> </table> <p>How to use the table: If the ERO determines that the equipment requirements cannot be met, then the project sponsor would need to meet Compliance Alternative 1. If the ERO determines that the construction contractor cannot supply off-road equipment meeting Compliance Alternative 1, then the construction contractor must meet Compliance Alternative 2. If the ERO determines that the construction contractor cannot supply off-road equipment meeting Compliance Alternative 2, then the Contractor must meet Compliance Alternative 3. *Alternative fuels are not a VDECS.</p> <hr/> <p>C. Construction Emissions Minimization Plan. Before starting on-site construction activities, the construction contractor shall submit a <i>Construction Emissions Minimization Plan</i> (Plan) to the ERO for review and approval. The Plan shall state, in reasonable detail, how the construction contractor will meet the requirements of section A.</p> <ol style="list-style-type: none"> 1. The Plan shall include estimates of the construction timeline by phase, with a description of each piece of off-road equipment required for every construction phase. The description may include, but is not limited to equipment type, equipment manufacturer, equipment identification number, engine model year, engine certification (Tier rating), horsepower, engine serial number, and expected fuel usage and hours of operation. For VDECS installed, the description may include technology type, serial number, make, model, manufacturer, ARB verification number level, and installation date and hour meter reading on installation date. For off-road equipment using alternative fuels, the description shall also specify the type of alternative fuel being used. 2. The project sponsor shall ensure that all applicable requirements of the Plan have been incorporated into the contract specifications. The Plan shall include a certification statement that the construction contractor agrees to comply fully with the Plan. 	Compliance Alternative	Engine Emission Standard	Emissions Control	1	Tier 2	ARB Level 2 VDECS	2	Tier 2	ARB Level 1 VDECS	3	Tier 2	Alternative Fuel*	
Compliance Alternative	Engine Emission Standard	Emissions Control												
1	Tier 2	ARB Level 2 VDECS												
2	Tier 2	ARB Level 1 VDECS												
3	Tier 2	Alternative Fuel*												

Table S-2: Mitigation Measures in the Initial Study

Environmental Topic	Mitigation Measures	Significance after Mitigation
	<p>3. The construction contractor shall make the Plan available to the public for review on site during working hours. The construction contractor shall post at the construction site a legible and visible sign summarizing the Plan. The sign shall also state that the public may ask to inspect the Plan for the project at any time during working hours and shall explain how to request to inspect the Plan. The construction contractor shall post at least one copy of the sign in a visible location on each side of the construction site facing a public right-of-way.</p> <p><i>D. Monitoring.</i> After start of Construction Activities, the construction contractor shall submit quarterly reports to the ERO documenting compliance with the Plan. After completion of construction activities and prior to receiving a final certificate of occupancy, the project sponsor shall submit to the ERO a final report summarizing construction activities, including the start and end dates and duration of each construction phase, and the specific information required in the Plan.</p>	
Operational Air Quality	<p>M-AQ-4. Best Available Control Technology for Diesel Generators.</p> <p>The project sponsor shall ensure that the backup diesel generator meets or exceeds one of the following emission standards for PM: (1) Tier 4 certified engine, or (2) Tier 2 or Tier 3 certified engine that is equipped with a California ARB Level 3 VDECS. A non-verified diesel emission control strategy may be used if the filter has the same PM reduction as the identical California ARB-verified model and if the air district approves of its use. The project sponsor shall submit documentation of compliance with the air district’s New Source Review permitting process (Regulation 2, Rule 2, and Regulation 2, Rule 5) and the emission standard requirement of this mitigation measure to the planning department for review and approval prior to issuance of a permit for a backup diesel generator from any city agency.</p>	Less than Significant with Mitigation

E. SUMMARY OF PROJECT ALTERNATIVES

Chapter 5 of this EIR analyzes the No Project Alternative, Full Preservation Alternative, and Partial Preservation Alternative. These alternatives represent a reasonable range of potentially feasible alternatives to the proposed project that could attain project objectives and would avoid or substantially lessen the significant adverse environmental impacts to historic architectural resources. The selected alternatives were based on the Secretary of the Interior's Standards for Treatment of Historic Properties (secretary's standards) and applicable land use regulations pertaining to the site. These alternatives are:

- The No Project Alternative, under which the project site would not be redeveloped with the proposed project. The existing building would remain in its current condition and would continue to be occupied by parking uses.
- The Full Preservation Alternative would retain and rehabilitate the 550 O'Farrell Street building as part of the proposed project and would retain a majority of character-defining features of the historic resource at 550 O'Farrell Street in whole. The building's massing and reinforced concrete construction with arched wood-truss roof system would be partially retained. All other character-defining features and spatial relationships would be fully retained. This alternative would have 36 residential units and 1,000 sf of ground-floor retail/residential amenity space. It would also include 17 vehicle parking spaces and six total stories for a building height of about 72 feet. Approximately 16,200 sf (about 46 percent) of the historic building would be retained for adaptive re-use. The Full Preservation Alternative would maintain the front half of the historic building with a four-story addition; the first two stories would be set back 30 feet from the primary (south) façade of the historic building and the top two stories would be set back about 67 feet from the primary façade. The existing structure (floors, ceilings, and columns) would be retained in the front half of the historic building and would be reused for the new building.

This alternative would retain the parking access from O'Farrell Street with adjacent store-front openings. New construction and new uses in the front half of the historic building would require the removal of vehicular circulation ramps and would alter the appearance of the existing interior structure of the building such that it would not resemble the original structure. The rear of the historic building would be demolished to accommodate the addition. Some of the existing building's concrete construction and all of the character-defining plaster finish of the south façade would be retained; however, a new, modern materials palette would be introduced at the addition. The façades of the new addition would be designed with a durable modern material, such as precast concrete, metal paneling or an integrated composite system. The use of the property would change from parking to mixed-

use residential/retail/residential amenity space. The primary façade would be rehabilitated in compliance with the Secretary of the Interior’s Standards for Rehabilitation.

- The Partial Preservation Alternative would retain a majority of the character-defining features of the historic resource at 550 O’Farrell Street in whole; however, it would significantly alter the historic resource’s spatial relationships with its site and environment. The building’s low-scale two-story massing and reinforced concrete construction with an arched wood-truss roof system would not be retained. The Partial Preservation Alternative would include 111 residential units, 1,840 gsf of ground-floor retail/residential amenity space, and 156 bicycle parking stalls. The new structure would be 13 stories and 130 feet in height. Approximately 200 sf of the historic building would be retained at the primary (south) O’Farrell Street façade. The Partial Preservation Alternative would feature a new 13-story building with an 18-foot setback from the primary façade of the historic building. Residential and other uses on levels 2 through 13 of the Partial Preservation Alternative would be similar to the proposed project and project variant floor plans but would be set back 18 feet from the existing garage façade, compared to the proposed project and project variant, where the upper floors would rise directly above the existing façade plane, except for a three- to four-foot-deep setback at the fourth floor. The north façade, east façade, west façade, roof, and interior of the historic building would be demolished to accommodate the new structure. The rear yard of the Partial Preservation Alternative would be reduced to 13 feet in depth, requiring the Zoning Administrator to grant a rear yard modification and a unit exposure variance.

With the Partial Preservation Alternative, some of the building’s concrete construction and all of the character-defining plaster finish would be retained; a new, modern materials palette would be introduced. The façades of the new building would be designed with a durable modern material, such as precast concrete, metal paneling or an integrated composite system.

Figure S-1: Proposed Project, Project Variant and Preservation Alternatives Overview, p. S-23, provides illustrations of the proposed project, the project variant, the full preservation alternative, and the partial preservation alternative. **Table S-3: Comparison of Alternatives for CEQA Analysis**, p. S-25, compares the development program and impacts identified for the proposed project, project variant, and project alternatives.

The Full Preservation Alternative would be the environmentally superior alternative because it would result in less-than-significant impacts related to historic architectural resources and avoid the significant unavoidable impact resulting from the proposed project. The Full Preservation Alternative would retain the historical resource on the project site, rehabilitate its primary façade, and add a four-story addition in compliance with the Secretary of the Interior’s Standards for Treatment of Historic Properties, allowing the building to continue to convey its historic significance.

PROPOSED PROJECT

Maintain Existing Facade with 13 Levels of Type I Construction with no Setback from O'Farrell Street. A Vertical Hyphen at Level 4 is Set back from O'Farrell Street Creating Visual Separation Between Existing and New.



PROJECT VARIANT

13 Levels of Type 1 Construction with No Setback from O'Farrell Street. A Vertical Hyphen at Level 4 is Setback from O'Farrell Street Creating Visual Separation between Base and Tower Elements



FULL PRESERVATION ALTERNATIVE

Maintain Front Half of Existing Building and Adaptively Re-use Interior. 2 Story Addition Set back 30 Feet with 2 Additional Stories at Rear of Building.



PARTIAL PRESERVATION ALTERNATIVE

Maintain Existing Facade with 13 Levels of Type 1 Construction Set back 18 Feet from O'Farrell Street.



550 O'FARRELL STREET PROJECT

Case No. 2017-004557ENV

SOURCE: BRICK, INC.

FIGURE S-1: Proposed Project, Project Variant, & Alternatives Overview

The Partial Preservation Alternative would reduce the impact on the historic architectural resource, when compared to the proposed project and project variant, but that impact would remain significant and unavoidable. Thus, the Full Preservation Alternative would be the environmentally superior alternative.

F. **AREAS OF KNOWN CONTROVERSY AND ISSUES TO BE RESOLVED**

Publication of the NOP initiated a 30-day public review and comment period that began on March 6, 2019 and ended on April 6, 2019.⁴ During the review and comment period, a total of 15 comments were submitted to the San Francisco Planning Department by interested parties. San Francisco Public Utilities Commission staff commented on water supply information to be addressed in the environmental documents. The Native American Heritage Commission commented on AB 52 tribal cultural resources notification and consultation requirements. Thirteen other responses commented on the NOP review schedule, project merits, construction noise and air quality impacts, views, parking, historic resources, and project alternatives.

The planning department has considered the comments made by the public in preparation of the IS and Draft EIR for the proposed project and project variant. There are no known areas of controversy or issues to be resolved.

⁴ The NOP was filed with County Clerk at a later date, June 10, 2019, and the comment period was extended to July 10, 2019.

Table S-3: Comparison of Alternatives for CEQA Analysis

	Proposed Project	Project Variant	No Project Alternative	Full Preservation Alternative	Partial Preservation Alternative
Description					
Project Height	130 feet	130 feet	40 feet	72 feet	130 feet
Number of stories	13 stories	13 stories	Two above-ground off-set parking levels	6 stories	13 stories
<i>Total number of residential units</i>	<i>111</i>	<i>116</i>	<i>0</i>	<i>36</i>	<i>111</i>
Total Building Area and Parking					
Residential (includes lobby, amenity, mechanical, open space)	104,960 gsf	106,515 gsf	0	42,033 gsf	108,650 gsf
Retail or other active use	1,300 gsf	1,300 gsf	0	1,000 gsf	1,840 gsf
Bicycle parking spaces - class 1	156	156	0	72	156
Bicycle parking spaces - class 2	8	8	0	8	8
<i>Vehicle parking spaces</i>	<i>0</i>	<i>0</i>	<i>119</i>	<i>17</i>	<i>0</i>
Ability to Meet Project Sponsor's Objectives					
	Proposed Project would meet all of the project sponsor objectives.	Project Variant would meet all of the project sponsor objectives.	No Project Alternative would meet none of the project sponsor objectives.	Full Preservation Alternative would meet some of the project sponsor objectives.	Partial Preservation Alternative would meet some of the project sponsor objectives.

Table S-3: Comparison of Alternatives for CEQA Analysis

	Proposed Project	Project Variant	No Project Alternative	Full Preservation Alternative	Partial Preservation Alternative
Historic Architectural Resources					
Historic Architectural Resources	<u>Impact CR-1:</u> The proposed project would retain the existing façade of 550 O'Farrell Street, with its Gothic-Revival detail, but demolition of most of the 550 O'Farrell Street building would result in a substantial adverse change to the significance of an individual historical architectural resource as defined by CEQA Guidelines section 15064.5(b). (SUM)	<u>Impact CR-2:</u> The demolition of the 550 O'Farrell Street building would result in a substantial adverse change to the significance of an individual historical architectural resource as defined by CEQA Guidelines section 15064.5(b). (SUM)	No impact.	Less than significant impact compared to the proposed project or the project variant. (LTS)	Similar impacts as the proposed project and project variant and would result in a substantial adverse change to the significance of an individual historical resource as defined by CEQA Guidelines section 15064.5(b). Compared to the project variant, the Partial Preservation Alternative would have less impact. (SUM)
Off-Site Historic Resources	<u>Impact CR-3:</u> Demolition of most of the 550 O'Farrell Street building and new construction with the proposed project would not result in a substantial adverse change in the significance of the Uptown Tenderloin Historic District. (LTS)	<u>Impact CR-3:</u> Demolition of the 550 O'Farrell Street building and new construction with the project variant would not result in a substantial adverse change in the significance of the Uptown Tenderloin Historic District. ((LTS)	No impact.	Same as the proposed project and project variant. (LTS)	Same as the proposed project and project variant. (LTS)

Table S-3: Comparison of Alternatives for CEQA Analysis

	Proposed Project	Project Variant	No Project Alternative	Full Preservation Alternative	Partial Preservation Alternative
Construction Impacts	<u>Impact CR-4:</u> Proposed project construction would generate excessive groundborne vibration or groundborne noise levels that could damage historic resources. (LSM)	<u>Impact CR-4:</u> Project variant construction would generate excessive groundborne vibration or groundborne noise levels that could damage historic resources. (LSM)	No impact.	Similar impacts as the proposed project and project variant. (LSM)	Similar impacts as the proposed project and project variant. (LSM)
Cumulative	<p><u>Impact C-CR-1:</u> The proposed project, in combination with other past, present, and reasonably foreseeable future projects in the project vicinity, would not result in a significant cumulative impact on a historical architectural resource or the UTHD. (LTS)</p> <p>The proposed project could result in significant cumulative construction vibration impacts on district contributors. (LSM)</p>	<p><u>Impact C-CR-1:</u> The project variant, in combination with other past, present, and reasonably foreseeable future projects in the project vicinity, would not result in a significant cumulative impact on a historical architectural resource or the UTHD. (LTS)</p> <p>The project variant could result in significant cumulative construction vibration impacts on district contributors. (LSM)</p>	<p>No impact.</p> <p>No impact.</p>	<p>Same as the proposed project or the project variant. (LTS)</p> <p>Same as the proposed project or the project variant. (LSM)</p>	<p>Same as the proposed project or the project variant. (LTS)</p> <p>Same as the proposed project or the project variant. (LSM)</p>

NI = no impact; LTS = less than significant; LSM = less than significant with mitigation; S = significant; SU = significant unavoidable; SUM = significant and unavoidable impact with mitigation.

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1. INTRODUCTION

This *Environmental Impact Report* (EIR) analyzes potential environmental effects associated with the 550 O'Farrell Street project (proposed project) and a proposed project variant. This chapter describes the type, purpose, and function of the EIR and describes the environmental review process for the project.

A. PROJECT SUMMARY

The project sponsor, Sandhill O'Farrell, LLC, proposes to redevelop an approximately 11,800-square-foot (sf) site located at 550 O'Farrell Street in San Francisco's Downtown/Civic Center neighborhood. This EIR evaluates the proposed project, with retained elements of the existing 550 O'Farrell Street structure, and a project variant that would involve complete demolition of the existing building. The intent of analyzing both versions of the proposed project is that it will provide decision-makers with the option of choosing either the retained elements design of the proposed project or the complete demolition design of the project variant.

A.1 Proposed Project

For the proposed project, the project sponsor, Sandhill O'Farrell, LLC, would demolish most of the existing, approximately 35,400-sf, two-story-over-basement parking garage and construct an approximately 104,960-sf, 130-foot-tall, 13-story-over-basement mixed-use building. The proposed project would retain the O'Farrell Street façade of the existing building. The existing building, constructed in 1924, is a contributory building to the Uptown Tenderloin Historic District, listed on the National Register of Historic Places, and has been previously determined to also be individually eligible for listing in the California Register of Historical Resources. The proposed project would include 111 residential dwelling units (20 percent of which would be affordable inclusionary units), a 1,300-sf ground-floor retail/residential amenity space, and basement-level and ground-level space accommodating 156 *class 1* bicycle parking spaces. The *class 1* bicycle parking spaces would be provided in two bicycle storage rooms; eight *class 2* bicycle parking spaces would be installed on the sidewalk along the site's O'Farrell Street frontage. The proposed project would not include any vehicle parking.

A.2 Project Variant

The project variant would demolish the existing parking garage and construct an approximately 106,515-sf, 130-foot-tall, 13-story-over-basement, mixed-use building. The project variant would include 116 residential dwelling units (20 percent of which would be affordable inclusionary units), a 1,300-sf ground-floor retail/residential amenity space. As with the proposed project, the project variant would include basement-level and ground-level space accommodating 156 *class*

1 bicycle parking spaces and install eight class 2 bicycle parking spaces on the sidewalk along the site's O'Farrell Street frontage. The project variant would not include any vehicle parking.

B. PURPOSE OF THIS EIR

This EIR analyzes the physical environmental effects associated with implementation of the proposed project or the project variant. This EIR has been prepared by the San Francisco Planning Department (planning department) in the City and County of San Francisco, the lead agency for the proposed project, in compliance with the provisions of the California Environmental Quality Act (CEQA) and the CEQA Guidelines (California Public Resources Code sections 21000 et seq., and California Code of Regulations [CCR] Title 14, sections 15000 et seq., "CEQA Guidelines"), and San Francisco Administrative Code chapter 31. The lead agency is the public agency that has the principal responsibility for carrying out or approving a project.

As described by CEQA and in the CEQA Guidelines, public agencies are charged with the duty to avoid or substantially lessen significant environmental effects, where feasible. In undertaking this duty, a public agency has an obligation to balance a project's significant effects on the environment with its benefits, including economic, social, technological, legal, and other non-environmental characteristics.

As defined in CEQA Guidelines section 15382, a "significant effect on the environment" is:

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

CEQA requires an EIR be prepared before a discretionary decision can be made to approve a project that may cause a significant effect on the environment that cannot be mitigated. The EIR is a public information document for use by governmental agencies and the public to identify and evaluate potential environmental impacts of a project, to identify mitigation measures to lessen or eliminate significant adverse impacts, and to examine feasible alternatives to the project. The City must consider the information in this EIR and make certain findings with respect to each significant effect that is identified. The information contained in this EIR, along with other information available through the public review processes, will be reviewed and considered by the decision-makers prior to a decision to approve or modify the proposed project, or to adopt an alternative to the proposed project.

C. ENVIRONMENTAL REVIEW PROCESS

The environmental review process for a focused EIR per CEQA Guidelines section 15183 includes the following steps: publication of a Notice of Preparation (NOP) of an EIR; publication of a Draft EIR for public review and comment; preparation and publication of responses to public and agency comments on the Draft EIR; and certification of the Final EIR. The EIR process provides an opportunity for the public to review and comment on the proposed project's potential environmental effects and to further inform the environmental analysis.

The planning department prepared an IS for the proposed 550 O'Farrell Street project. Based on the analysis in the IS (see Appendix A), the proposed project or the project variant would result in significant impacts on historic architectural resources.

Therefore, further environmental review of the proposed project and project variant is required for the topic of historic architectural resources. This focused EIR has been prepared to examine the proposed project's or the project variant's specific impacts on historic architectural resources; identify mitigation for potentially significant impacts; and analyze whether proposed mitigation measures would reduce the significant environmental impacts to less-than-significant levels. This focused EIR also analyzes alternatives to the proposed project or the project variant that could substantially reduce or eliminate one or more significant impacts of the proposed project but could still feasibly attain most of the basic project objectives. The other environmental topics are addressed only in the IS, which determined that the proposed project's or project variant's potential impacts on those topics would be less than significant or would be reduced to less-than-significant levels with implementation of mitigation measures identified in the IS.

C.1 Notice of Preparation of an EIR

Sandhill O'Farrell LLC filed an Environmental Evaluation application with the planning department on July 19, 2017. The filing of the application initiated the environmental review process. During the subsequent review process, the project sponsor revised the project plans. This EIR evaluates the proposed project and project variant plans dated October 1, 2019.

In accordance with CEQA Guidelines sections 15063 and 15082, the planning department, as lead agency, published and distributed an NOP; the NOP includes a project description, and indicates topics to be addressed in the EIR. The NOP anticipated that the EIR will include a focused assessment of impacts to historic architectural resources. Environmental impacts related to land use and land use planning, aesthetics, population and housing, subsurface cultural (archeological) resources and human remains, tribal cultural resources, transportation and circulation, noise, air quality, greenhouse gas emissions, wind, shadow, recreation, utilities and service systems, public services, biological resources, geology and soils, paleontological resources, hydrology and water quality, hazards and hazardous materials, mineral resources,

energy, agriculture and forest resources, and wildfire were anticipated to be analyzed in the IS. (It is noted that the proposed project described in the NOP differs in some details of design and program from the proposed project and project variant analyzed in this EIR).

Publication of the NOP initiated a 30-day public review and comment period that began on March 6, 2019 and ended on April 5, 2019.⁵ (See Appendix B for the Notice of Availability of the NOP). During the review and comment period, a total of 15 comments were submitted to the planning department by interested parties. San Francisco Public Utilities Commission staff commented on water supply information to be addressed in the environmental documents. The Native American Heritage Commission commented on AB 52 tribal cultural resources notification and consultation requirements. Thirteen other responses commented on the NOP review schedule, project merits, construction noise and air quality impacts, views, parking, historic resources, and project alternatives.

The planning department has considered the comments made by the public in preparation of the IS and Draft EIR for the proposed project and project variant. There are no known areas of controversy or issues to be resolved.

C.2 Draft EIR and IS Public Review and Opportunities for Public Participation

The CEQA Guidelines and San Francisco Administrative Code chapter 31 encourage public participation in the planning and environmental review processes. The City will provide opportunities for the public to present comments and concerns regarding this EIR and its CEQA process. These opportunities will occur during a public review and comment period and a public hearing before the San Francisco Planning Commission.

The Draft EIR is available for public review and comment on the planning department's Negative Declarations and EIRs web page (<http://tinyurl.com/sfceqadocs>). A USB or paper copy of the Draft EIR will be mailed upon request. Referenced materials will also be made available for review upon request. Please contact the project planner, Jennifer McKellar, at CPC.550OFarrellStEIR@sfgov.org or (415) 575-8754 to make a request. Written comments should be addressed to Jennifer McKellar, San Francisco Planning Department, 1650 Mission Street, Suite 400, San Francisco, CA 94103, or emailed to CPC.550OFarrellStEIR@sfgov.org. The public comment period for this Draft EIR is from May 21, 2020, to July 7, 2020.

The historic preservation commission will hold a public hearing on this Draft EIR to consider providing its comments on the Draft EIR. The public hearing will be held June 17, 2020, beginning

⁵ The NOP was filed with the San Francisco Office of the County Clerk at a later date, June 10, 2019, and the comment period was extended to July 10, 2019.

at 12:30 p.m. Please be advised that due to the COVID-19 emergency, the historic preservation commission may be required to conduct this hearing remotely. Additional information may be found on the planning department's website at www.sfplanning.org.

The planning commission will hold a public hearing on this EIR during the 45-day public review and comment period for this EIR to solicit public comment on the information presented in this Draft EIR. The public hearing will be held on June 25, 2020, beginning at 1 p.m. or later. Please be advised that due to the COVID-19 emergency, the planning commission may be required to conduct this hearing remotely. Additional information may be found on the planning department's website at www.sfplanning.org.

In addition, members of the public are invited to submit written comments on the adequacy and accuracy of the Draft EIR. Written public comments may be submitted to:

San Francisco Planning Department
Attention: Jennifer McKellar, Environmental Coordinator
1650 Mission Street, Suite 400
San Francisco, CA 94103
CPC.550OFarrellStEIR@sfgov.org

Comments are most helpful when they address the environmental analysis itself or suggest specific alternatives and/or additional measures that would better mitigate significant environmental impacts of the proposed project.

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

C.3 Final EIR and EIR Certification

Following the close of the public review and comment period, the City will prepare and publish a document titled "Responses to Comments," which will contain all written and recorded oral comments on this Draft EIR and written responses to those comments, along with copies of the letters or emails received, a transcript of the public hearing, and any necessary revisions to the Draft EIR. The Draft EIR and the Responses to Comments document will constitute the Final EIR. Not less than 10 days prior to the Planning Commission hearing to consider certification of the Final EIR, the Final EIR will be made available to the public and to any board(s), commission(s) or department(s) that will carry out or approve the proposed project. The Planning Commission, in an advertised public meeting(s), will consider the documents and, if found adequate, will certify that the Final EIR: (1) has been completed in compliance with CEQA; (2) was presented to

the Planning Commission, which then reviewed and considered the information contained in the Final EIR prior to approving the proposed project or project variant; and (3) reflects the lead agency's independent judgment and analysis.

CEQA requires that agencies shall neither approve nor implement a project unless the project's significant environmental impacts have been reduced to a less-than-significant level, essentially eliminating, avoiding, or substantially lessening the potentially significant impacts, except when certain findings are made. If an agency approves a project that would result in the occurrence of significant adverse impacts that cannot feasibly be mitigated to less-than-significant levels (that is, significant and unavoidable impacts), the agency must state the reasons for its action in writing, demonstrate that mitigation is infeasible based on the EIR or other information in the record, and adopt a statement of overriding considerations.

C.4 Mitigation Monitoring and Reporting Program

At the time of project approval, CEQA and the CEQA Guidelines require agencies to adopt a mitigation monitoring and reporting program (MMRP) that it has made a condition of project approval in order to mitigate or avoid significant impacts on the environment (CEQA section 21081.6; CEQA Guidelines section 15097). This EIR identifies and presents mitigation measures and improvement measures that would form the basis of such a monitoring and reporting program. Any mitigation and improvement measures adopted by the agency and City as conditions for approval of the project would be included in the MMRP.

D. ORGANIZATION OF THE DRAFT EIR

This EIR has been organized as follows:

Summary. This chapter summarizes the EIR by providing a concise overview of the proposed project and project variant, the environmental impacts that would result from the proposed project, mitigation and improvement measures identified to reduce or eliminate these impacts, project alternatives and their comparative environmental effects, and controversial areas and issues to be resolved.

Chapter 1, Introduction. This chapter includes a discussion of the purpose of the EIR, a discussion of the environmental review process, a summary of the comments received on the scope of the EIR, and a brief outline of this document's organization.

Chapter 2, Project Description. This chapter provides a detailed description of the proposed project and the project variant, including the project background and objectives, project location, existing site land use characteristics, project components and characteristics,

development schedule (including anticipated construction activities), and identifies project approvals and the intended uses of the EIR.

Chapter 3, Environmental Setting and Impacts. This chapter provides analysis for the historic architectural resources topic previously identified for further analysis. This topic contains a description of the environmental setting (or existing conditions), regulatory framework, approach to the analysis, project-level and cumulative impacts, and mitigation measures as applicable.

Chapter 4, Other CEQA Issues. This chapter describes any growth-inducing impacts that could result from the proposed project or project variant, irreversible changes to the environment, significant and unavoidable environmental impacts, and presents any areas of controversy left to be resolved.

Chapter 5, Alternatives. This chapter analyzes alternatives to the proposed project or project variant including the required No Project Alternative, compares their environmental effects to those of the proposed project and project variant, and identifies the environmentally superior alternative. Alternatives evaluated in this chapter include the following:

- No Project Alternative
- Full Preservation Alternative
- Partial Preservation Alternative

Chapter 6, Report Preparers. This chapter presents a list of persons involved in preparation of this EIR.

Appendices. The following appendices are included in this EIR:

Appendix A: Initial Study

Appendix B: Notice of Availability of Notice of Preparation of an Environmental Impact Report

Appendix C: Historic Resource Evaluations

C-1: Historic Resource Evaluation Part 1

C-2: Historic Resource Evaluation Part 2-Compatibility & Impacts Analysis

C-3: San Francisco Planning Department Preservation Team Review Form

C4: Preservation Alternatives Memorandum

Appendix D: Noise and Vibration Assessment

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2. PROJECT DESCRIPTION

A. PROJECT OVERVIEW

The project site is located at 550 O'Farrell Street, between Leavenworth and Jones streets, in the Downtown/Civic Center neighborhood of San Francisco. A public parking garage currently occupies the rectangular, approximately 11,800-square-foot (sf) project site (Assessor's Block 0318, Lot 009).

This EIR evaluates the proposed project, with retained elements of the existing 550 O'Farrell Street structure, and a project variant that would involve complete demolition of the existing building. This will provide decision-makers with the option of choosing either the retained elements design of the proposed project or the complete demolition design of the project variant.

In summary, for the proposed project, the project sponsor, Sandhill O'Farrell, LLC, would demolish most of the existing, approximately 35,400-sf, two-story-over-basement parking garage and construct an approximately 104,960-sf, 13-story-over-basement mixed-use building. The proposed project would retain the O'Farrell Street façade of the existing building. The existing building, constructed in 1924, is a contributory building to the Uptown Tenderloin Historic District (the district), listed on the National Register of Historic Places, and has been previously determined to also be individually eligible for listing on the California Register of Historical Resources. The proposed project would include 111 residential dwelling units (20 percent of which would be affordable inclusionary units), a 1,300-sf ground-floor retail/residential amenity, and basement-level and ground-level space accommodating 156 *class 1* bicycle parking spaces. The class 1 bicycle parking spaces would be provided in two bicycle storage rooms; eight class 2 bicycle parking spaces would be installed on the sidewalk along the site's O'Farrell Street frontage.⁶ The proposed project would not include any vehicle parking.

The project variant would demolish the existing parking garage and construct an approximately 104,960-sf, 13-story-over-basement mixed-use building. The project variant would include 116 residential dwelling units (20 percent of which would be affordable inclusionary units) and a 1,300-sf ground-floor retail/residential amenity space. As with the proposed project, the project variant would include basement-level and ground-level space accommodating 156 class 1 bicycle

⁶ San Francisco Municipal Code section 155.1 defines class 1 bicycle parking spaces as "spaces in secure, weather-protected facilities intended for use as long-term, overnight, and work-day bicycle storage by dwelling unit residents, non-residential occupants, and Employees." Class 2 bicycle parking spaces are "bicycle racks located in a publicly-accessible, highly visible location intended for transient or short-term use by visitors, guests, and patrons to the building or use."

parking spaces; eight class 2 bicycle parking spaces would be installed on the sidewalk along the site's O'Farrell Street frontage. The project variant would not include any vehicle parking.

The project description chapter includes text and figures relevant to both the proposed project and the project variant, such as the project location and site characteristics. The chapter then presents the proposed project's characteristics and design, with accompanying figures, and the project variant's characteristics and design, with accompanying figures. Where proposed project and project variant floor plans and elevations area essentially the same, the project variant references the proposed project figures.

B. PROJECT LOCATION AND SITE CHARACTERISTICS

The project site is located on the north side of O'Farrell Street on the block bounded by O'Farrell Street to the south, Geary Street to the north, Jones Street to the east, and Leavenworth Street to the west (see **Figure 2-1: Project Site Location**, p. 2-4). The project site is within an RC-4 (Residential-Commercial, High Density) zoning district, 80-T-130-T height and bulk district, and the North of Market Residential Special Use District No. 1. The height limit in the 80-T-130-T height and bulk district is 130 feet, but a conditional use authorization is required for the construction of a building exceeding a height of 80 feet. The "T" bulk designation limits the bulk of buildings above the setback height established pursuant to Planning Code section 132.2 to a maximum length dimension of 110 feet and a maximum diagonal dimension of 125 feet unless a conditional use authorization exception is granted for greater bulk. The O'Farrell Street sidewalk slopes down from west to east with elevations along the front of the building varying between 105 feet and 101 feet.⁷ The adjacent properties fronting Geary Street to the north of the site are at higher grades because the site vicinity slopes up to the north.

The project site consists of an 86-foot-wide by 138-foot-deep rectangular lot, developed as and currently used as a public parking garage (see **Figure 2-2: Project Site and Surrounding Land Uses**, p. 2-5). The existing two-story-over-basement parking garage is approximately 35,400 sf in size and approximately 40 feet tall. An approximately 11.5-foot-deep partial basement level extends under the sidewalk along O'Farrell Street. Two existing, approximately 26- to 28-foot-wide curb cuts provide access to the garage from O'Farrell Street. The existing building, constructed in 1924, is located in and a contributor to the National Register-listed Uptown Tenderloin Historic District and has been previously determined to be individually eligible for

⁷ Elevations are based on San Francisco 2013 Vertical Datum.

listing in the California Register of Historical Resources⁸ (see **Figure 2-3: Existing Building Photograph and Building Section**, p. 2-6).

As shown on **Figure 2-2: Project Site and Surrounding Land Uses**, p. 2-5, four adjacent properties border the site (one to the east, one to the west, and two to the north). A two-story hotel building over ground-floor retail, at 570 O'Farrell Street, occupies the site to the west. A six-story apartment building, at 540 O'Farrell Street, occupies the site to the east. The adjacent properties to the north include a five-story apartment building at 665 Geary Street and a vacant lot containing the brick rubble remains of a demolished structure at 651 Geary Street.

B.1 Proposed Project

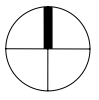
The proposed project would demolish most of the existing, approximately 35,400-sf, two-story-over-basement parking garage and construct an approximately 104,960-sf, 130-foot-tall, 13-story-over-basement mixed-use building. The proposed project would retain the O'Farrell Street façade of the existing building. The proposed project would include 111 residential dwelling units (20 percent of which would be affordable inclusionary units), a 1,300-sf ground-floor retail/residential amenity space, and basement-level and ground-level space accommodating 156 class 1 bicycle parking spaces. The class 1 bicycle parking spaces would be provided in two bicycle storage rooms; eight class 2 bicycle parking spaces would be installed on the sidewalk along the site's O'Farrell Street frontage (see **Figure 2-4: Proposed Project - Basement Level Plan** through **Figure 2-10: Proposed Project - Level 13 Plan**, pp. 2-8 to 2-14). The proposed project would provide three new street trees on the O'Farrell Street sidewalk. The residential uses would occupy approximately 78,990 gross square feet (gsf) of the proposed building. The dwelling unit mix would include 35 one-bedroom units, 62 two-bedroom units, and 14 three-bedroom units; 20 percent of the total units (or 22 units) would be affordable inclusionary units.⁹

⁸ Carey & Co. Inc., *Historic Resource Evaluation—Part 1. 550 O'Farrell Street, San Francisco California*, September 1, 2017. This document (and all other documents cited in this report, unless otherwise noted) is available at the San Francisco Planning Department, 1650 Mission Street, Suite 400 as part of Case File No. 2017-004557ENV.

⁹ The planning code requirement is 25 percent on-site below-market-rate units, payment of an Affordable Housing Fee based on 33 percent below market rate units, or a combination of the above within the North of Market Special (Use District. The proposed project and the project variant would provide a combination of 20 percent on-site units, 22 or 23 units, respectively (20 percent of the total number of units), and payment of a partial Affordable Housing Fee in compliance with planning code requirements.



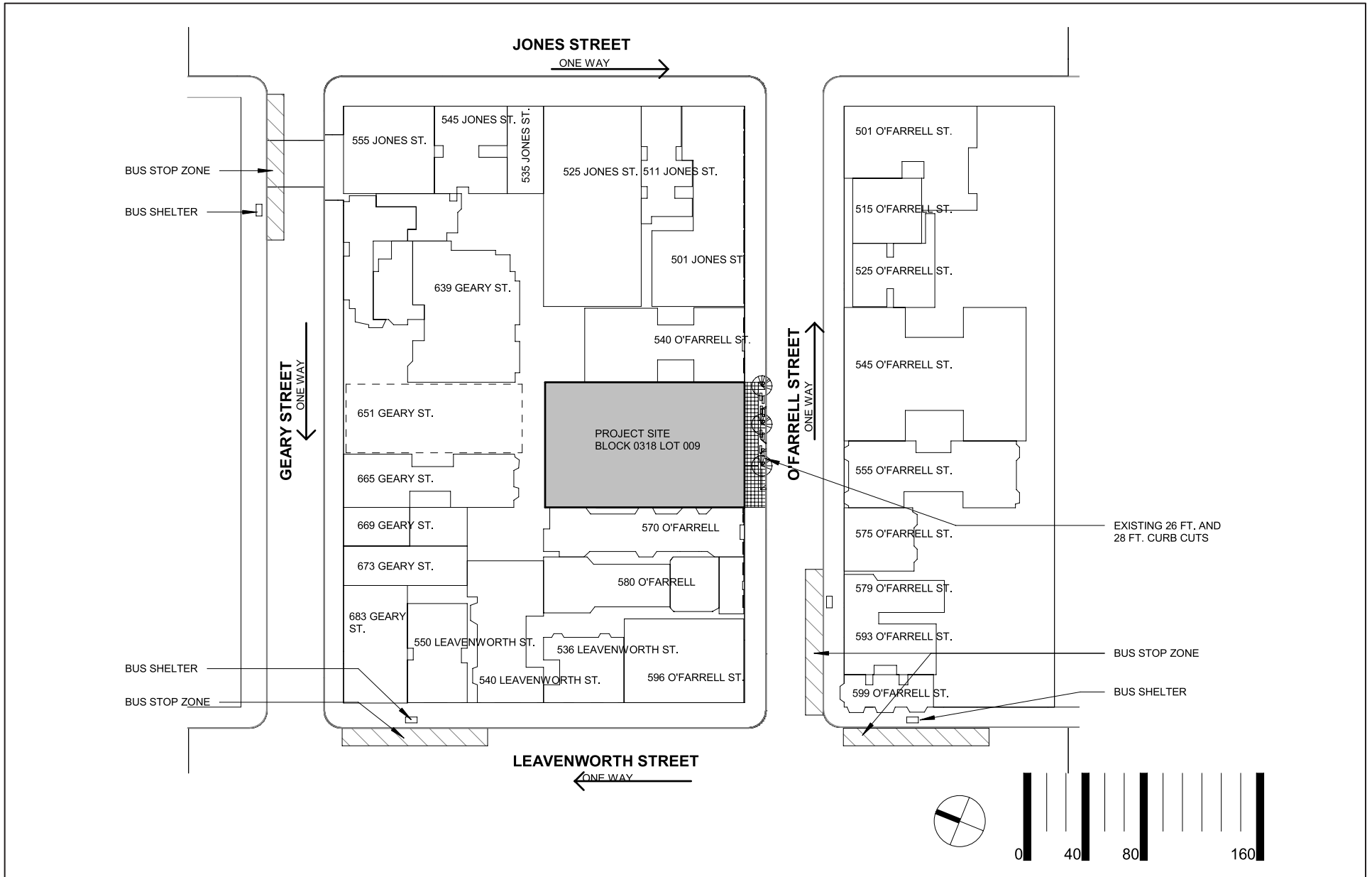
SOURCE: City and County of San Francisco Planning Department



550 O'FARRELL STREET PROJECT

Case No. 2017-004557ENV

FIGURE 2-1: Project Site Location

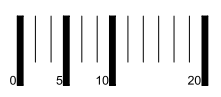
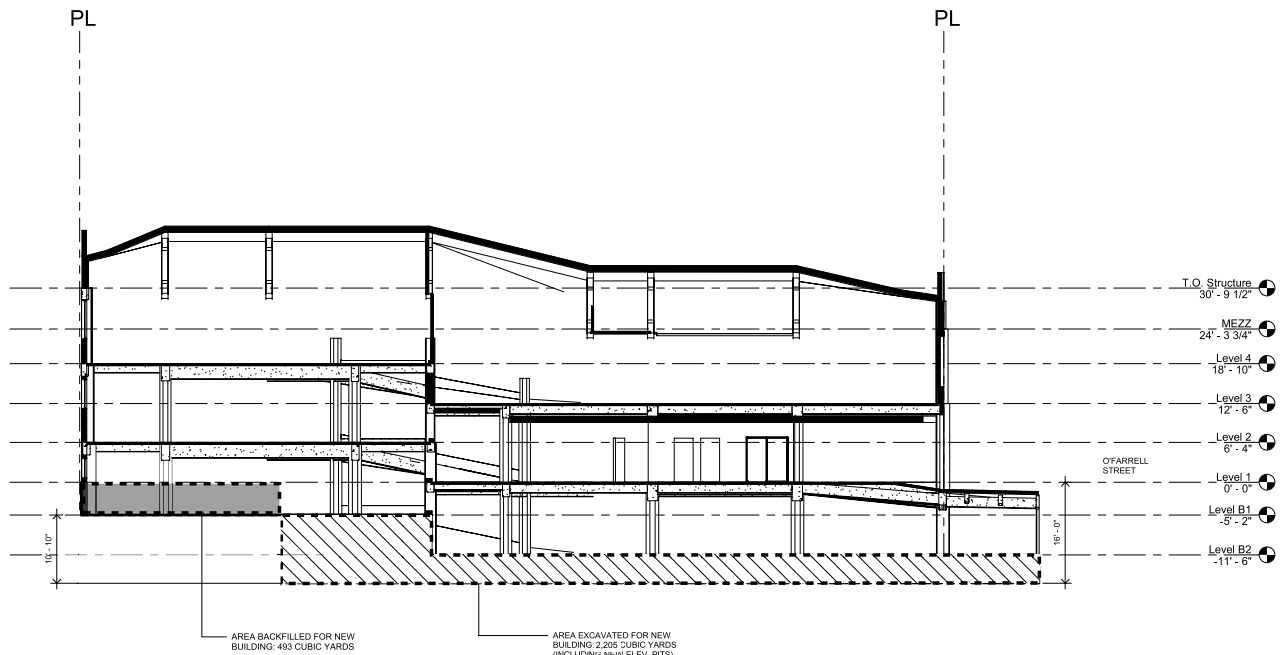


SOURCE: BRICK INC.

550 O'FARRELL STREET PROJECT

Case No. 2017-004557ENV

FIGURE 2-2: Project Site and Surrounding Land Uses



SOURCE: BRICK INC.

550 O'FARRELL STREET PROJECT

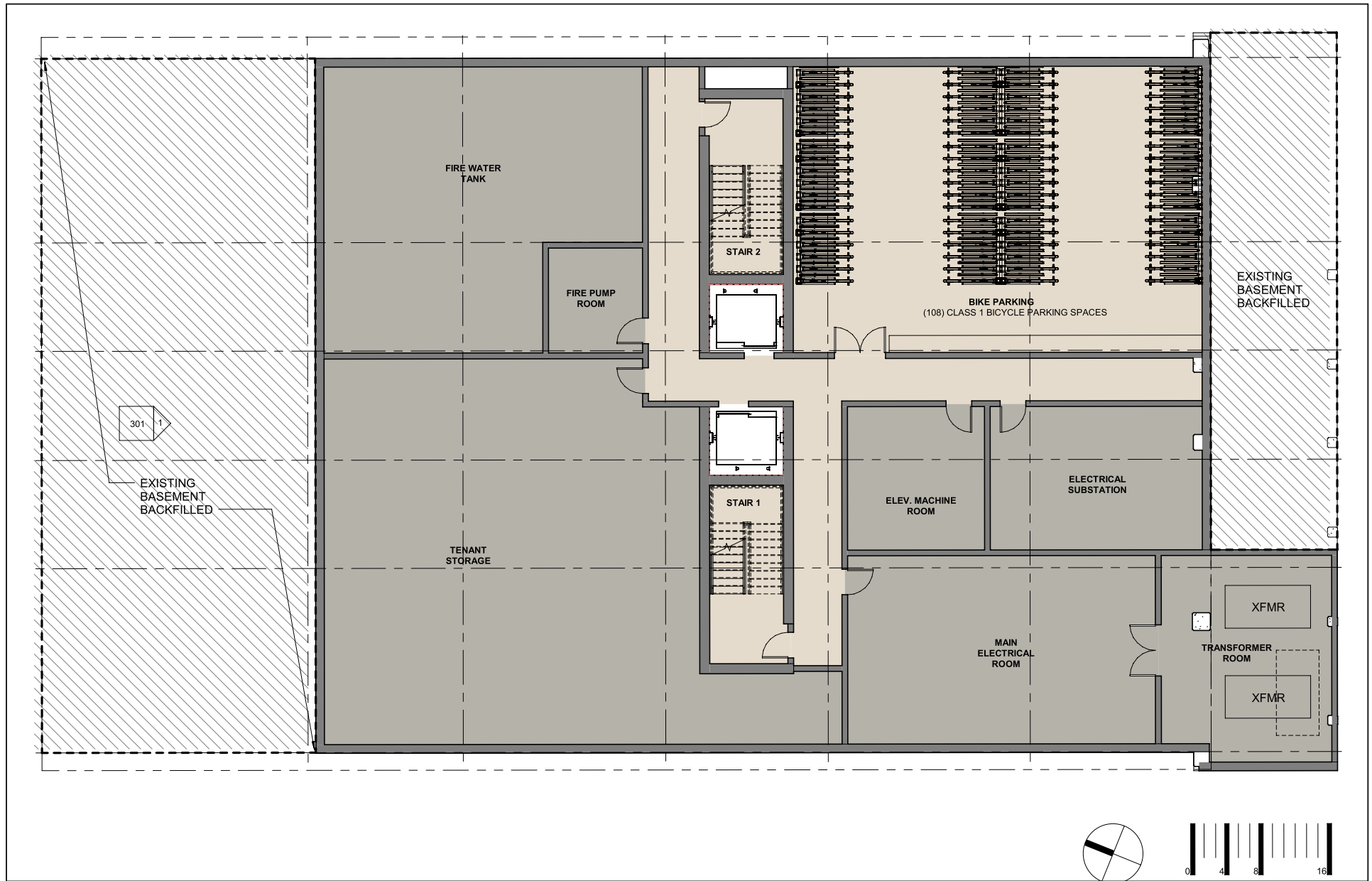
Case No. 2017-004557ENV

Figure 2-3: Existing Building Photograph and Building Section

The proposed building would be 13 stories tall, reaching 130 feet in height (146 feet in height to the top of the elevator penthouse). The building's parapet wall would be 2 feet in height, the mechanical and stair penthouse would be 10 feet in height, and the elevator penthouse would be 16 feet above the roofline, respectively (see **Figure 2-12: Proposed Project - South (O'Farrell Street) Elevation** through **Figure 2-15: Proposed Project - West Elevation**, pp. 2-19 to 2-22). Parapets and mechanical, stair, and elevator penthouses are exempt from overall building height limits pursuant to Planning Code section 260(b)(1)(F). The proposed building would be set back approximately 31 feet from the rear property line.

The basement level of the proposed building would include a bicycle storage room with 108 class 1 bicycle parking spaces, tenant storage, and mechanical space (see **Figure 2-4: Proposed Project - Basement Level Plan**, p. 2-8). The basement level would include a transformer vault below part of the O'Farrell Street sidewalk. The existing 550 O'Farrell Street building includes basement level space below the sidewalk that would be partially filled for the proposed project.) The ground floor (level 1) would contain four residential units (3 one-bedroom units and 1 three-bedroom unit), retail or residential amenity space, residential lobby, leasing office, mechanical space, and 48 class 1 bicycle parking spaces (see **Figure 2-5: Proposed Project - Site Plan and Ground Floor (Level 1) Plan**, p. 2-9 and **Figure 2-6: Proposed Project - Level 2 Plan**, p. 2-10). Level 1 would also include an approximately 2,100-sf common open space terrace, and private open space for the four residential units. The retail/residential amenity space, located in the southeast corner of the ground floor, and the residential lobby would be accessed from separate entrances fronting O'Farrell Street. Eight class 2 bicycle parking spaces would be provided on the sidewalk on O'Farrell Street.

The 111 residential units would be located on levels 1 through 13. As previously noted, level 1 would contain four residential units. Level 2 would include seven residential units (2 one-bedroom, 2 two-bedroom, and 3 three-bedroom units) and a 1,600-sf fitness center/amenity space for the residential uses. About 950 sf of amenity space would be on level 3 as would the lofts associated with the 2 three-bedroom units on level 2, (see **Figure 2-6: Proposed Project - Level 2 Plan**, p. 2-10 and **Figure 2-7: Proposed Project Level 3 Plan**, p. 2-11). The remaining 100 units (one-, two-, and three-bedroom units) would be located on levels 3 through 13 (see **Figure 2-8: Proposed Project - Level 4 Plan**, p. 2-12, **Figure 2-9: Proposed Project - Levels 5-12 Plans**, p. 2-13, and **Figure 2-10: Proposed Project - Level 13 Plan**, p. 2-14). Level 13 would include approximately 3,225 sf of common residential open space, four 2-bedroom units and one 1-bedroom unit. The roof level would include a mechanical penthouse (see **Figure 2-11: Proposed Project - Roof Plan**, p. 2-18). A diesel-powered combustion engine backup generator equipped with best available control technology for emissions control would be installed on the roof level within the enclosed mechanical penthouse structure. The generator would supply emergency power for exit lighting, fire alarm, fire pumps, smoke-control systems, and other loads such as security systems. Other rooftop equipment would include a cooling tower, exhaust fans, and heat pumps. **Table 2-1: Proposed Project and Project Variant Characteristics**, p. 2-15, summarizes the proposed project and project variant uses and dimensions.

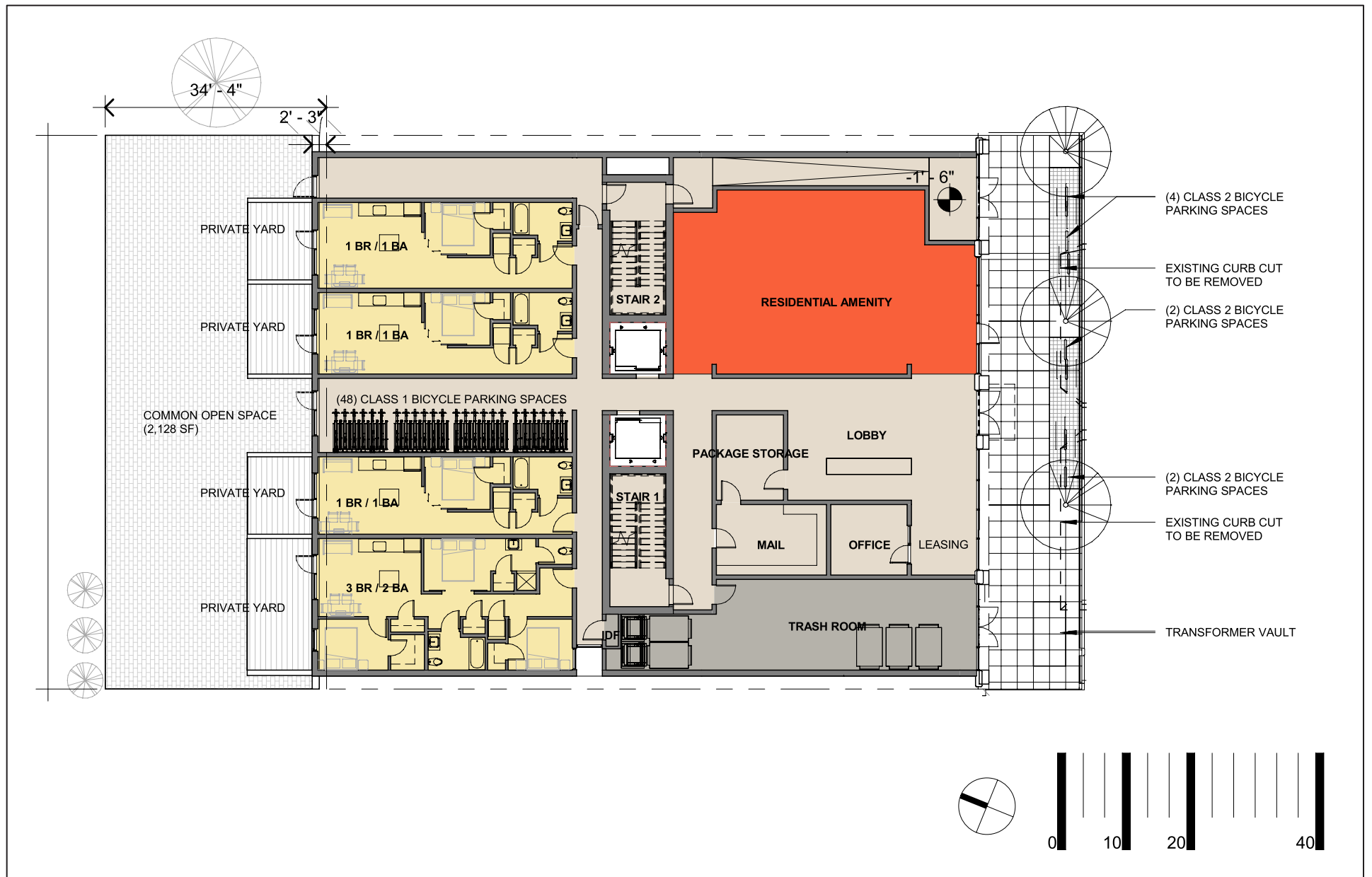


SOURCE: BRICK INC.

550 O'FARRELL STREET PROJECT

Case No. 2017-004557ENV

FIGURE 2-4: Proposed Project – Basement Level Plan

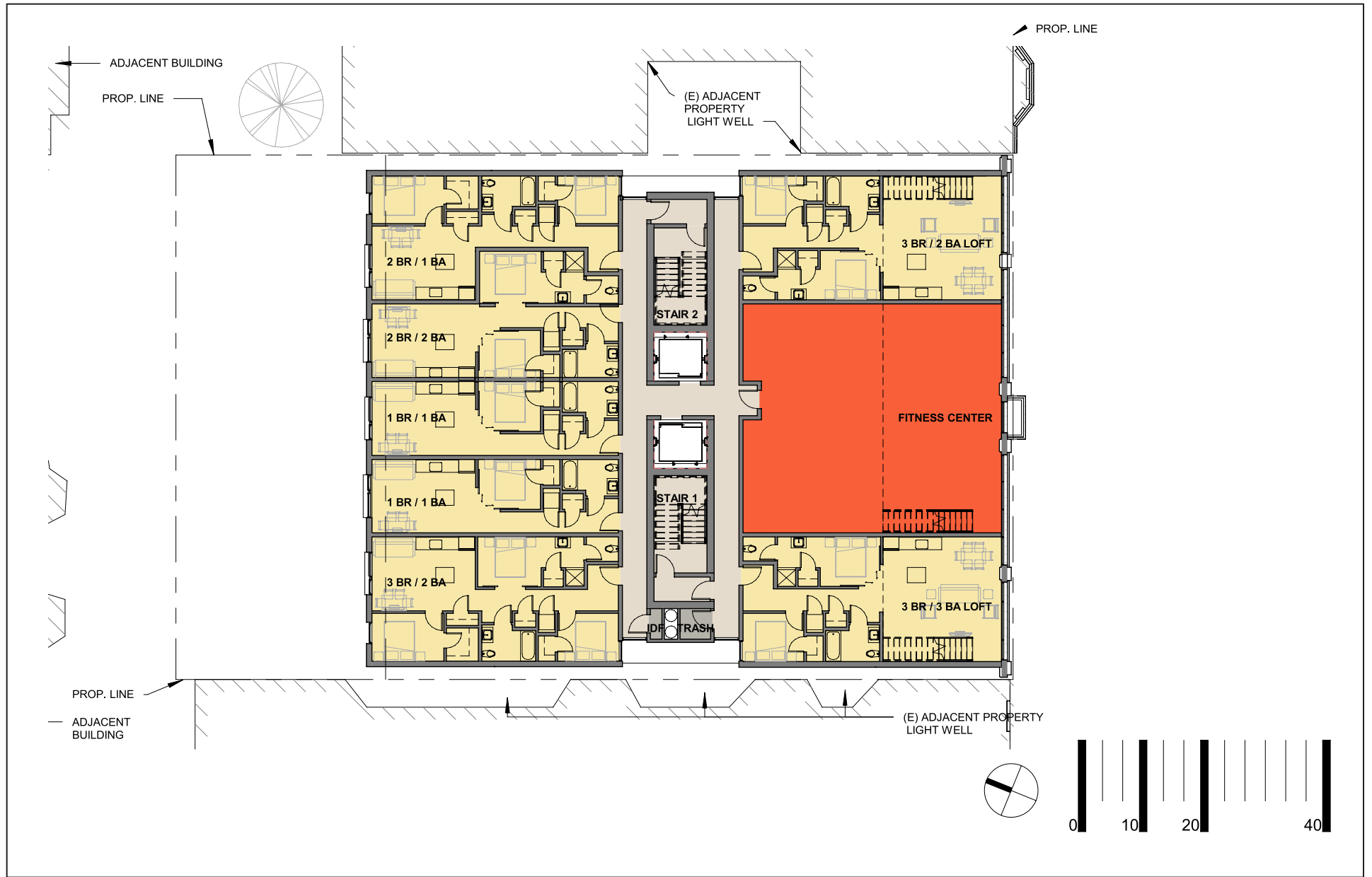


SOURCE: BRICK INC.

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FIGURE 2-5: Proposed Project – Site Plan and Ground Floor (Level 1) Plan

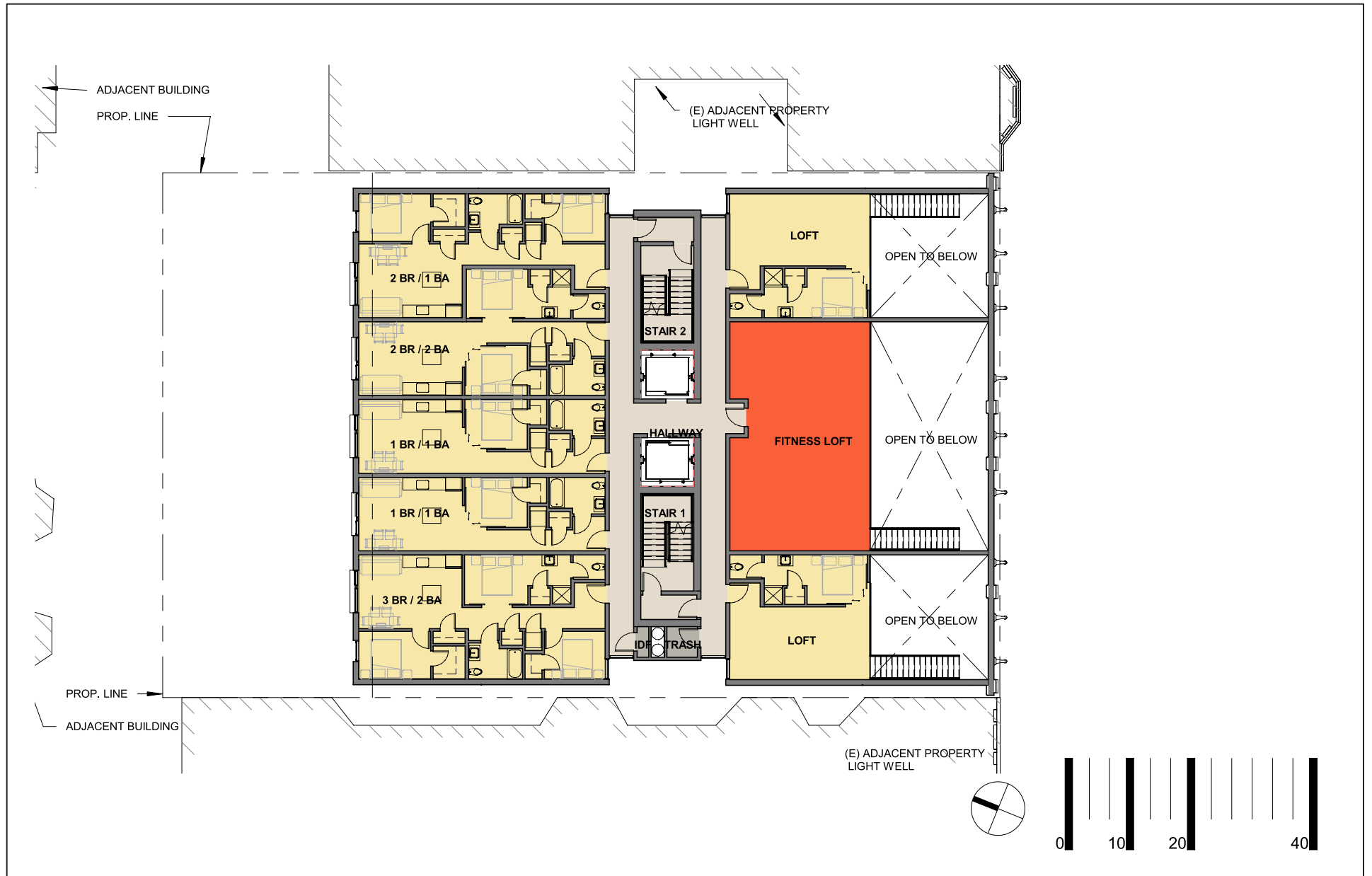


SOURCE: BRICK INC.

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Case No. 2017-004557ENV

FIGURE 2-6: Proposed Project – Level 2 Plan

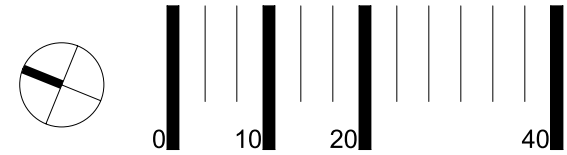
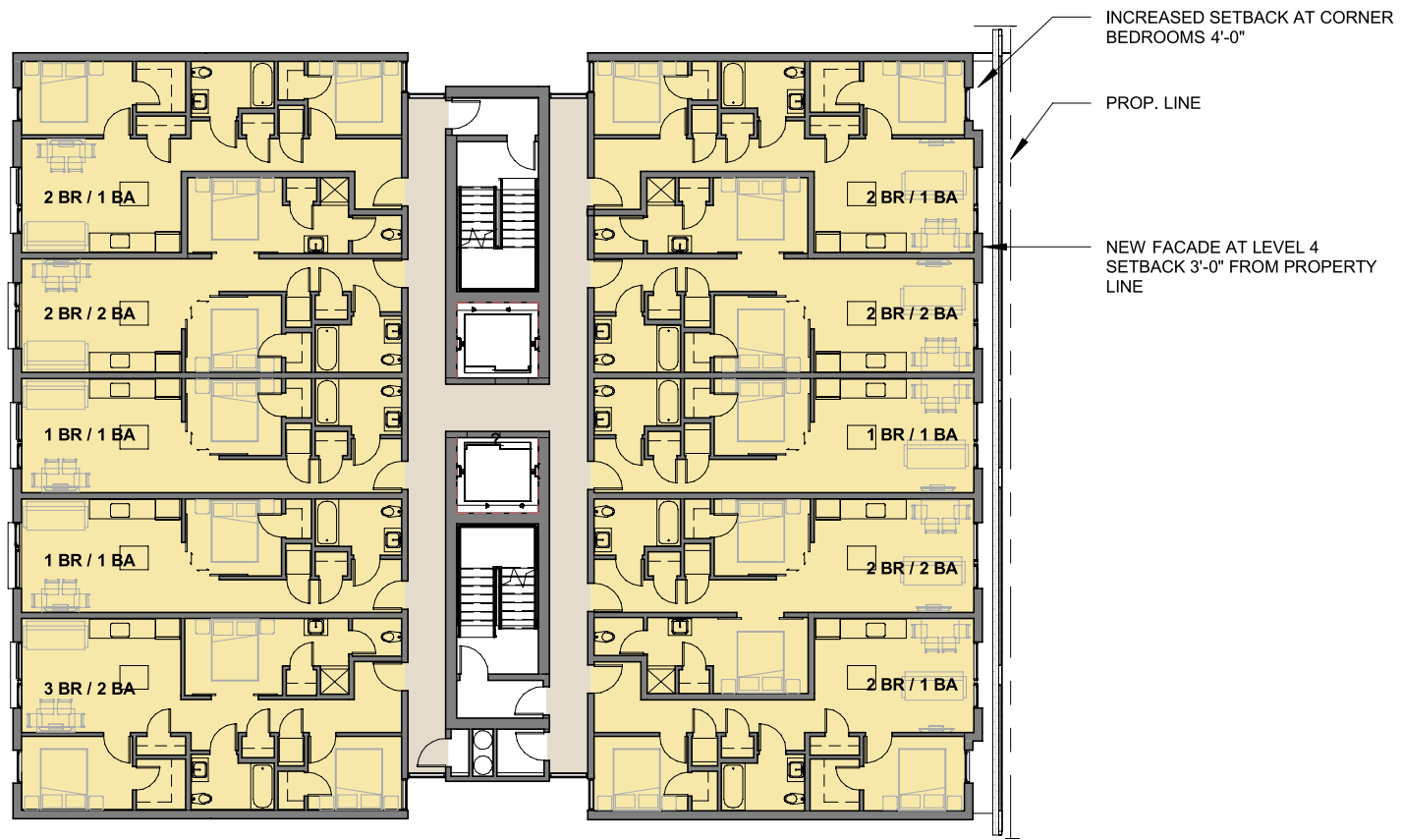


SOURCE: BRICK INC.

550 O'FARRELL STREET PROJECT

Case No. 2017-004557ENV

FIGURE 2-7: Proposed Project – Level 3 Plan



SOURCE: BRICK INC.

550 O'FARRELL STREET PROJECT

Case No. 2017-004557ENV

FIGURE 2-8: Proposed Project – Level 4 Plan



SOURCE: BRICK INC.

550 O'FARRELL STREET PROJECT

Case No. 2017-004557ENV

FIGURE 2-9: Proposed Project – Levels 5-12 Plans



SOURCE: BRICK INC.

550 O'FARRELL STREET PROJECT

Case No. 2017-004557ENV

FIGURE 2-10: Proposed Project – Level 13 Plan

Table 2-1: Proposed Project and Project Variant Characteristics

Project Use/Space	Proposed Project Totals	Project Variant Totals
Lot Size	11,800 sf	11,800 sf
Residential	78,990 sf	81,710 sf
Common residential open space	5,655 sf (excluded from gsf)	5,655 sf (excluded from gsf)
Private residential open space	480 sf (excluded from gsf)	480 sf (excluded from gsf)
Retail/residential amenity space	1,300 gsf	1,300 gsf
Tenant amenity space	2,550 gsf	1,650 gsf
Other (residential lobby/mechanical)	4,525 gsf	4,525 gsf
Total¹	104,960 gsf	106,515 gsf
Dwelling Units	111	116
Height of building ² (feet)	130 feet (146 feet to top of elevator penthouse)	130 feet (146 feet to top of elevator penthouse)
Number of stories	13	13
Bicycle parking spaces	156 class 1 and 8 class 2 spaces	156 class 1 and 8 class 2 spaces

Source: Sandhill O'Farrell, LLC

Notes:

¹Totals do not add up due to rounding and some building areas being excluded from table (i.e., basement tenant storage).

²Parapets, and mechanical, stair and elevator penthouses are exempt from building heights pursuant to Planning Code section 260(b)(1)(F).

Proposed Project - Building Form and Design

The building design would include articulated front, rear, and side elevations. The building exterior would be constructed with a durable modern material, such as precast concrete, metal paneling, or an integrated composite system and include the retained façade of the existing garage, discussed below. See **Figure 2-12: Proposed Project - South (O'Farrell Street) Elevation**, p 2-19, **Figure 2-13: Proposed Project - North Elevation**, p. 2-20, **Figure 2-14: Proposed Project - East Elevation**, p. 2-21, **Figure 2-15: Proposed Project - West Elevation**, p. 2-22, and **Figure 2-16: Proposed Project - Building Section**, p. 2-23, illustrate the overall vertical organization of building space.

The main elevation on O'Farrell Street would be organized in a vertical tripartite division similar to the surrounding buildings that comprise the Uptown Tenderloin Historic District. The base of the building would be the retained façade of the existing 550 O'Farrell Street garage, with plaster finish scored to resemble masonry, and decorative panels. **Figure 2-3: Existing Building Photograph and Building Section**, p. 2-6, also illustrates this façade. See also EIR **section 3.B, Historic Architectural Resources**, for further description of the existing façade. Level 4 would be set back three to four feet from the façade. The middle section of the building would have deep inset punched windows organized into single and vertically paired doubles, creating an offset fenestration pattern. The top of the building would be set back from the middle section by 2.5 feet.

The rear, north elevation of the building would be a two-part volume with a base and upper façade, with large punched window openings. The east and west sides of the building would be articulated as two distinct volumes straddling the core, which is recessed 4 feet to provide light and air to the lightwells of the adjacent buildings. The building core would be constructed of panel-formed concrete and exposed to the exterior at the side elevations.

Retained Elements Design Guidelines

New development that incorporates retained elements of an existing structure recognizes and maintains neighborhood character and design. The following criteria are used in determining inclusion of a retained element:

- Determine the visual contributions of an existing structure as a component of the broader neighborhood context.
- Technically evaluate the existing structure to see if it can be feasibly integrated.
- Determine the fundamental site relationships, massing, spatial, or compositional ideas found in the existing architecture.
- If a new building is proposed in lieu of the existing one, evaluate its replacement.

The application of these guidelines would not achieve conformance with the secretary's standards and would not avoid an otherwise significant adverse impact on historic architectural resources under CEQA.

The decision to retain the existing façade of the building as the base of the project is based on a recommendation by the planning department to utilize the Retained Elements Special Topic Design Guidelines (RE-STDG). On December 5, 2019, the planning commission approved a resolution to adopt the RE-STDG to be applied at the discretion of the planning and historic preservation commissions for projects that propose retention of existing building elements in new development.¹⁰ The guidelines establish methods for developers to decide when and how to retain in new development all or a portion of an existing structure "in an intentional and sensitive manner to maintain neighborhood character."¹¹

The guidelines would apply in instances where visible parts of existing buildings are incorporated into new development in all zoning districts. The guidelines are meant to work in concert with the City's urban design guidelines. Consistency with both sets of guidelines is

¹⁰ San Francisco Planning Commission. Resolution No. 20585 adopting Retained Elements Special Topic Design Guidelines. December 5, 2019.

¹¹ San Francisco Planning Department. *Designing for Context with Retained Elements: Special Topic Design Guidelines*. Review Draft. January 22, 2019.

mandatory in the planning commission approval process. These guidelines do not apply to properties identified as City landmarks or in landmark districts under planning code article 10 or to Significant or Contributory Buildings (Category I-IV) under article 11.

The planning commission further determined that the RE-STDGs are consistent with the general plan urban design element policies and objectives by encouraging new development that emphasizes characteristic patterns of individual neighborhoods, while maintaining a physical connection to the past. The RE-STDGs further recognize that buildings, when seen together, produce a total effect that characterizes the city and its districts. For historical resources, a project applicant should only use the RE-STDGs when directed by planning department staff or the HPC.

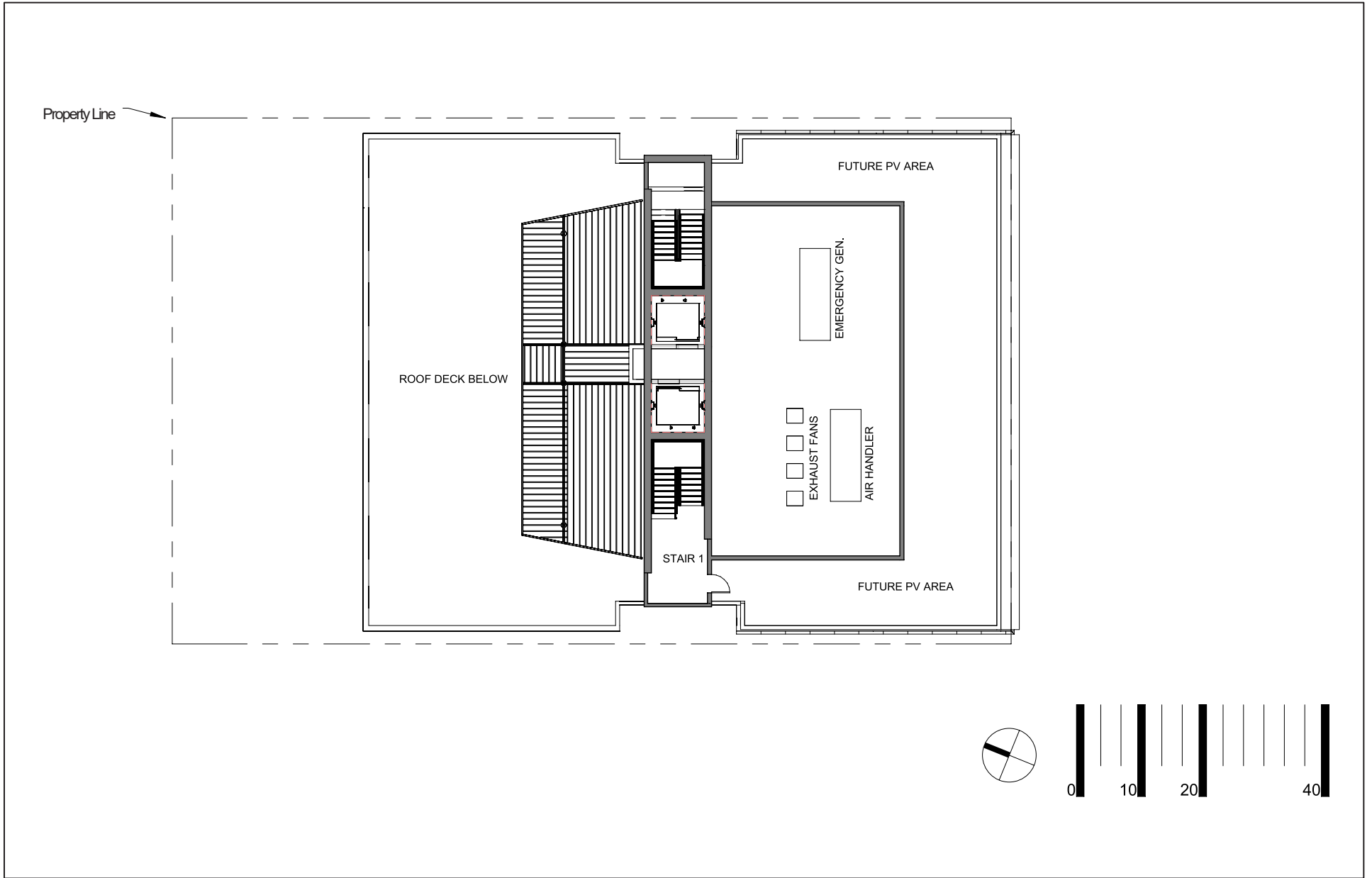
Proposed Project - Open Space and Landscaping

The proposed project would provide approximately 6,150 gsf of useable open space to the residential occupants, including 5,655 gsf of common open space and approximately 480 gsf of private open space. The common open space would consist of an approximately 2,130-sf terrace within the level 1 rear yard and an approximately 3,525-sf roof deck facing the rear yard at level 13 (see **Figure 2-5: Proposed Project - Site Plan and Ground Floor (Level 1) Plan**, p. 2-9, and **Figure 2-10: Proposed Project - Level 13 Plan**, p. 2-14); those areas would include hardscape pavers, decking, planting areas, and shade trellises. The private open space would consist of four private decks within the level 1 rear yard.

B.2 Project Variant

The project variant would demolish the existing building and construct an approximately 106,515-sf, mixed-use building with 116 dwelling units, approximately 1,300 sf of ground-floor retail/residential amenity space, and basement and ground-level space accommodating 156 class 1 bicycle parking spaces. (see **Table 2-1: Proposed Project and Project Variant Characteristics**, p. 2-15). The project variant would also include eight class 2 bicycle parking spaces along the O'Farrell Street frontage. The project variant would provide three new street trees on the O'Farrell Street sidewalk. The residential uses would occupy approximately 81,710 gsf. The dwelling unit mix would include 36 one-bedroom units, 66 two-bedroom units, and 14 three-bedroom units; 20 percent of the total units (or 23 units) would be affordable inclusionary units.

As with the proposed project, the project variant would be 13 stories tall, reaching 130 feet in height (146 feet in height to the top of the elevator penthouse). The building's parapet wall would be 2 feet in height, the mechanical and stair penthouse would be 10 feet in height, and the elevator penthouse would be 16 feet above the roofline. Parapets and mechanical, stair, and elevator penthouses are exempt from overall building height limits pursuant to planning code section 260(b)(1)(F).



SOURCE: BRICK INC.

550 O'FARRELL STREET PROJECT

Case No. 2017-004557ENV

FIGURE 2-11: Proposed Project – Roof Plan

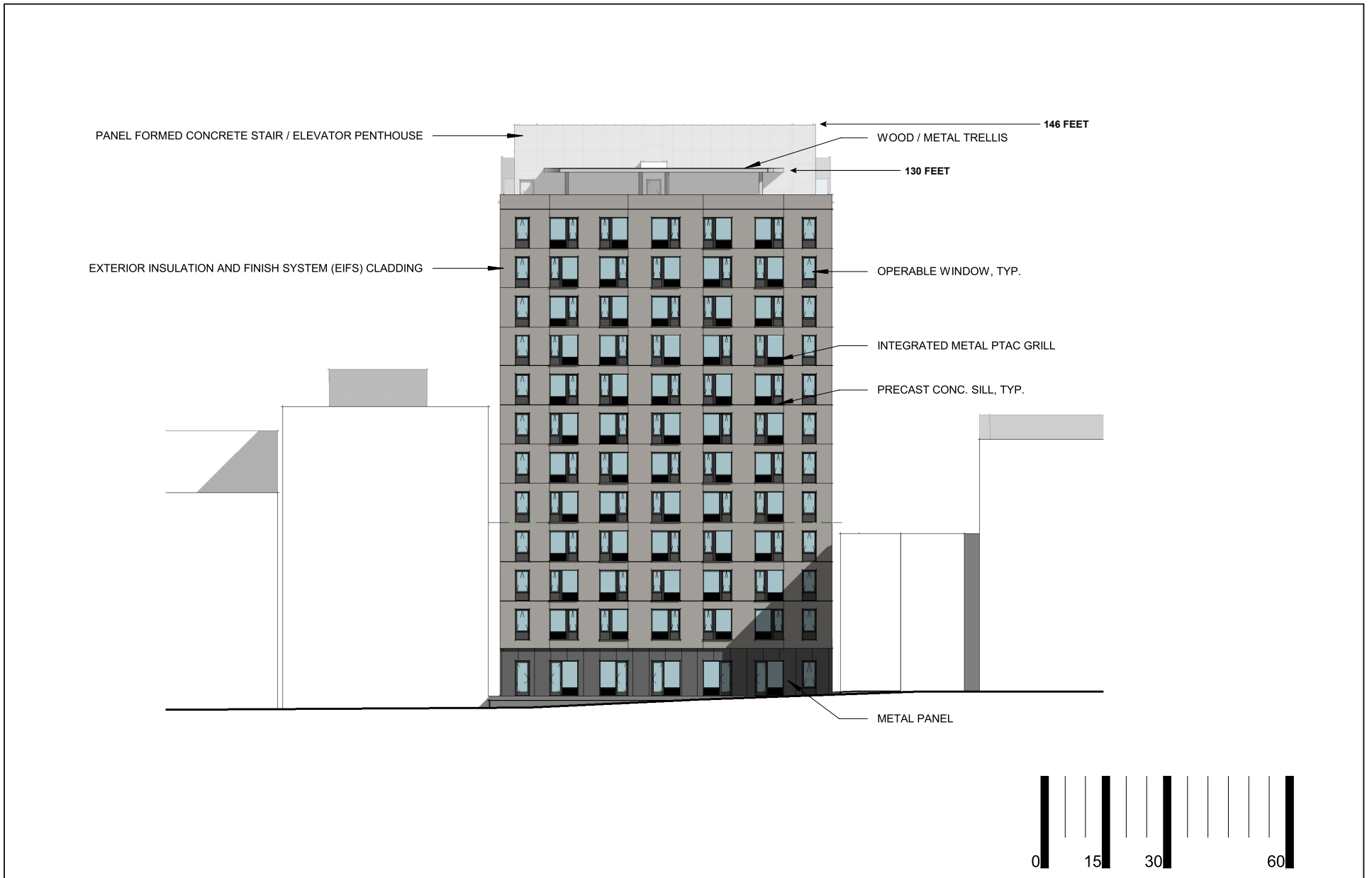


SOURCE: BRICK INC.

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Case No. 2017-004557ENV

FIGURE 2-12: Proposed Project – South (O'Farrell Street) Elevation

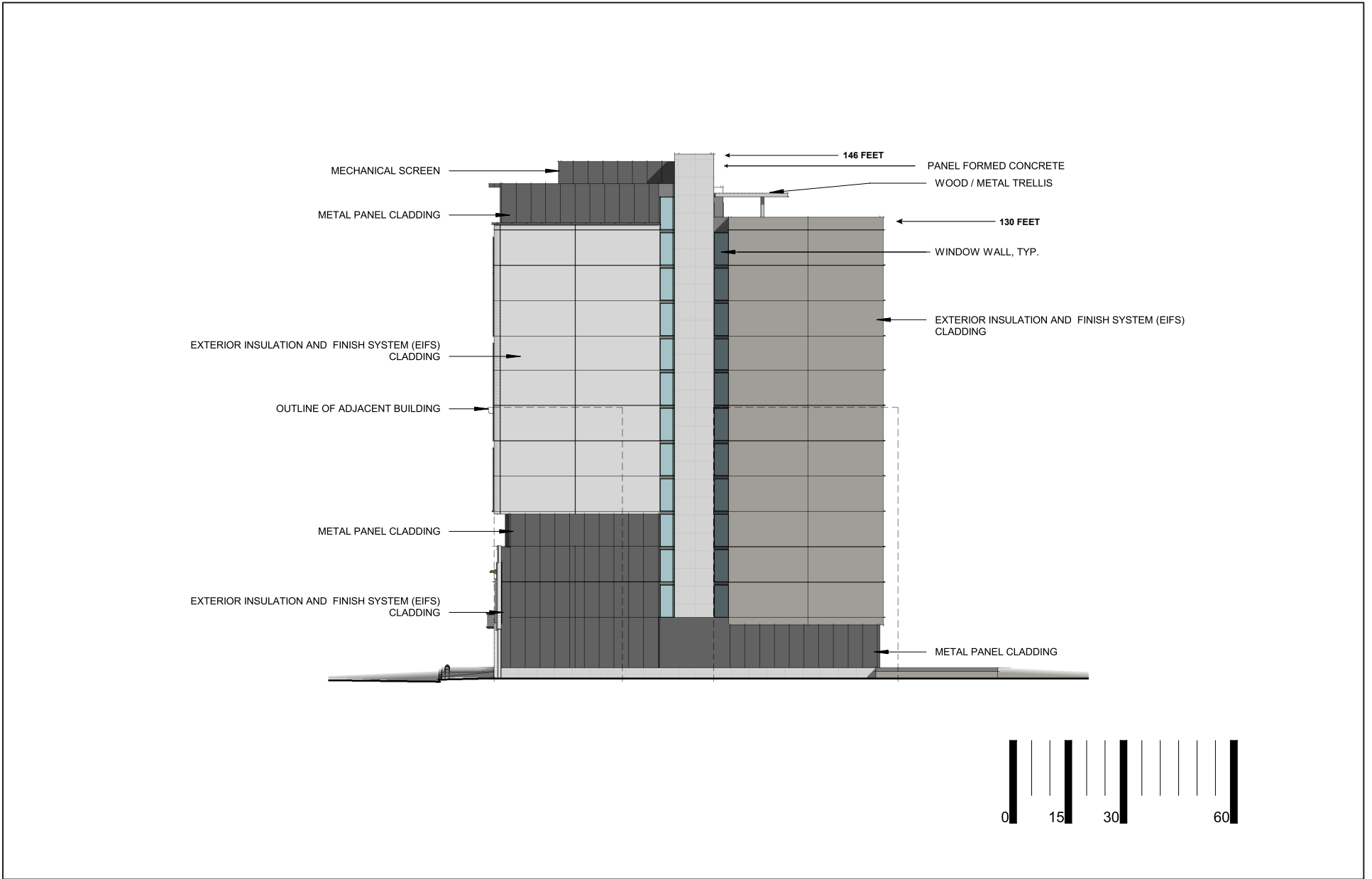


SOURCE: BRICK INC.

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Case No. 2017-004557ENV

FIGURE 2-13: Proposed Project – North Elevation

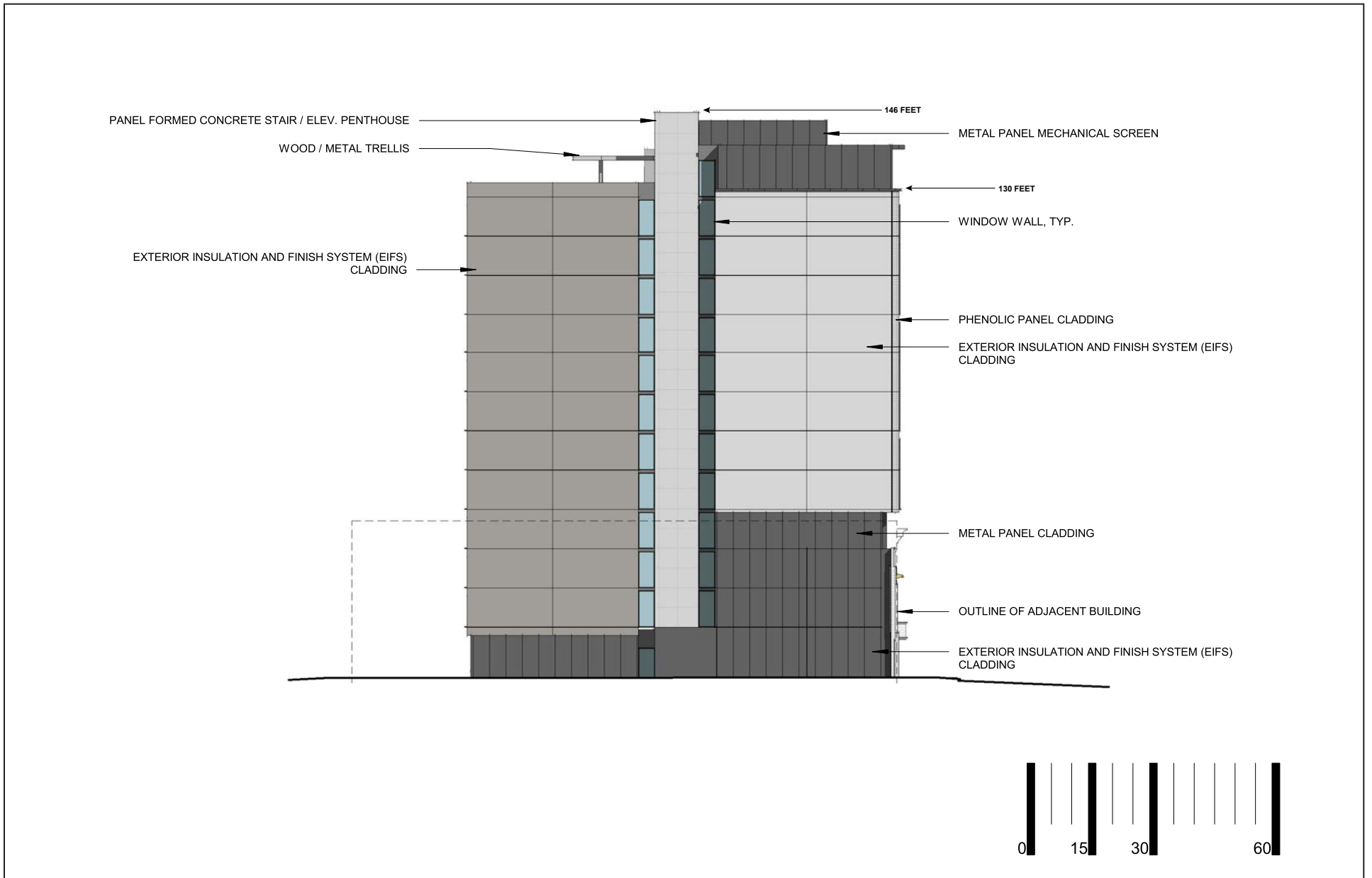


SOURCE: BRICK INC.

550 O'FARRELL STREET PROJECT

Case No. 2017-004557ENV

FIGURE 2-14: Proposed Project – East Elevation

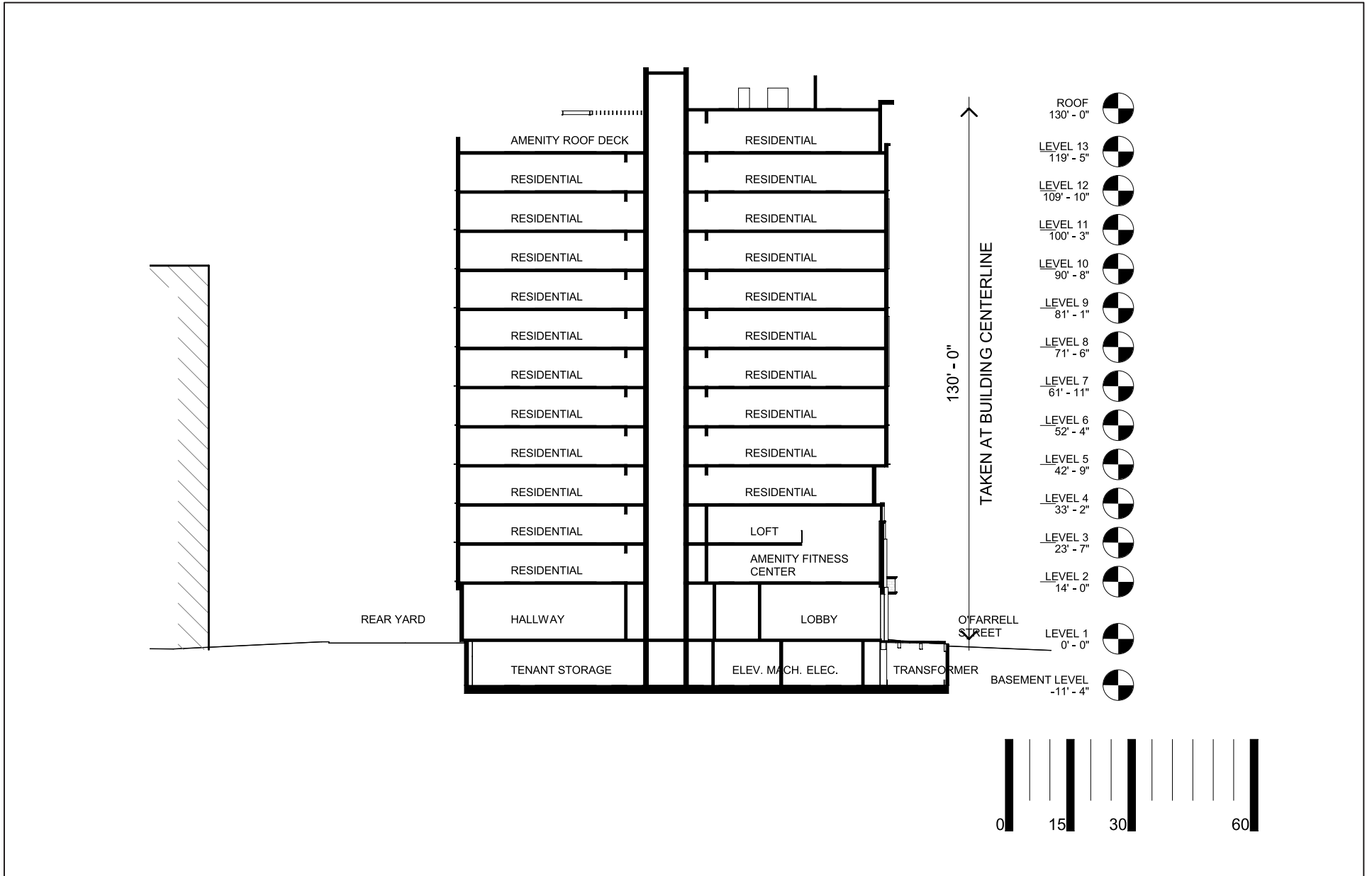


SOURCE: BRICK INC.

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Case No. 2017-004557ENV

FIGURE 2-15: Proposed Project – West Elevation



SOURCE: BRICK INC.

550 O'FARRELL STREET PROJECT

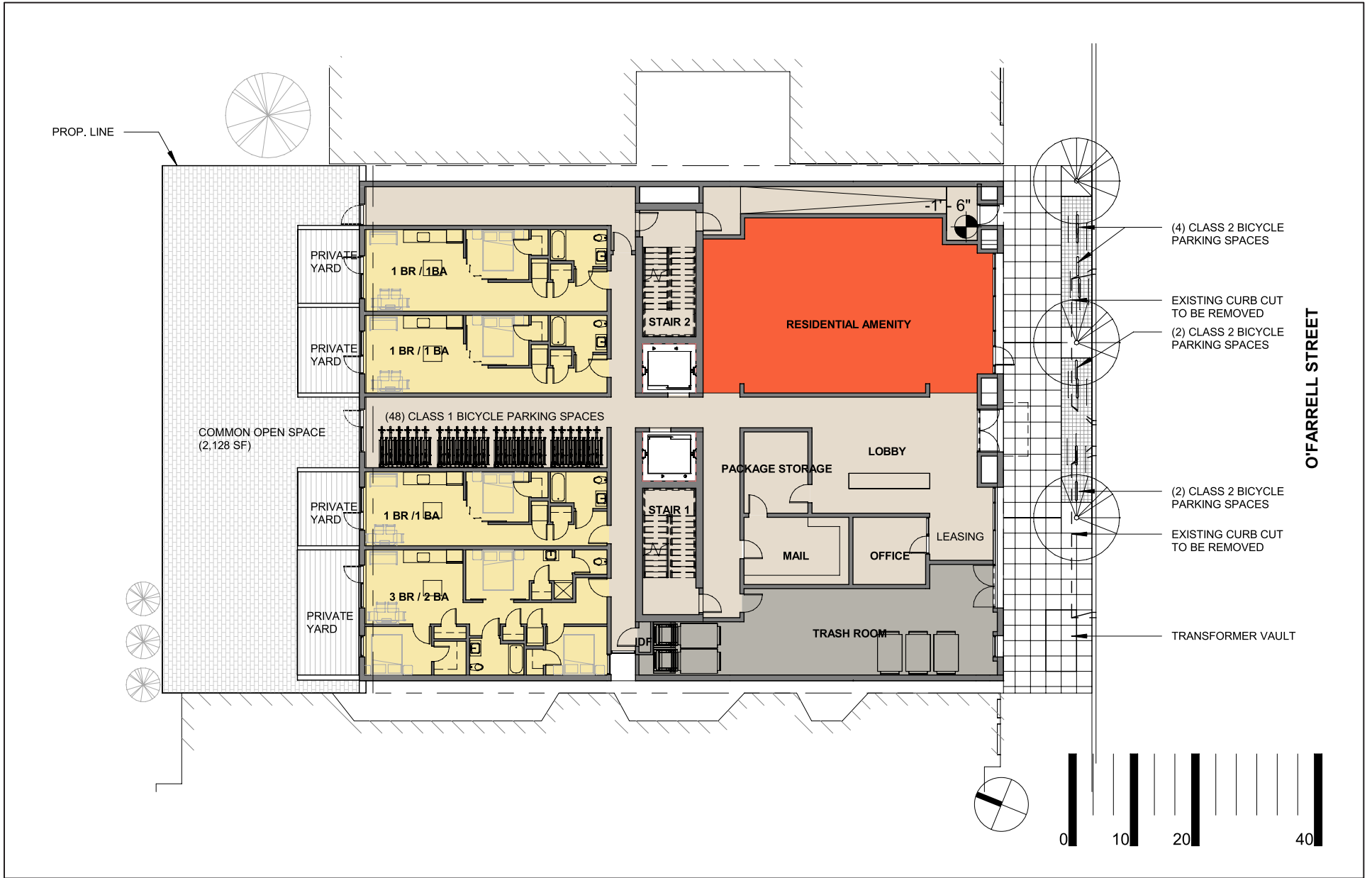
Case No. 2017-004557ENV

FIGURE 2-16: Proposed Project – Building Section

The basement level of the project variant would include a bicycle storage room with 108 class 1 bicycle parking spaces, tenant storage, and mechanical space. This would be similar to the proposed project basement level. The basement level would include a transformer vault below part of the O'Farrell Street sidewalk. The existing 550 O'Farrell Street building includes basement level space below the sidewalk that would be partially filled for the project variant (see **Figure 2-4: Proposed Project - Basement Level Plan**, p. 2-8). The project variant ground floor (level 1) would contain four residential units (3 one-bedroom units and 1 three-bedroom unit), retail/residential amenity space, residential lobby, leasing office, mechanical space, and 48 class 1 bicycle parking spaces (**Figure 2-17: Project Variant - Site Plan and Ground Floor (Level 1) Plan**, p. 2-25). The retail/residential amenity space, in the southeast corner of the ground floor, and the residential lobby would be accessed from separate entrances fronting O'Farrell Street.

The 116 residential units would be on levels 1 through 13. As previously noted, level 1 would contain four residential units facing the rear yard. Level 2 would include seven residential units (2 one-bedroom, 2 two-bedroom, and 3 three-bedroom units) and a 1,650-sf fitness center/amenity space (see **Figure 2-18: Project Variant - Level 2 Plan**, p. 2-27). The remaining 105 units (one-, two-, and three-bedroom units) would be located on levels 3 through 13 (see **Figure 2-19: Project Variant - Level 3 Plan**, p. 2-28, **Figure 2-20: Project Variant - Level 4 Plan**, p. 2-29, and **Figure 2-21: Project Variant - Levels 5-12 Plans**, p. 2-30). Level 13 would be similar to the proposed project on **Figure 2-10: Proposed Project - Level 13 Plan**, p. 2-14, and would include 3,525 sf of common residential open space.

A diesel-powered combustion engine backup generator equipped with best available control technology for emissions control would be installed on the roof within the enclosed mechanical penthouse structure, similar to the proposed project on **Figure 2-11: Proposed Project – Roof Plan.**, p. 2-18. The generator would supply emergency power for exit lighting, fire alarm, fire pumps, smoke-control systems, and other loads such as security systems. Other rooftop equipment would include a cooling tower, exhaust fans, and heat pumps.



SOURCE: BRICK INC.

550 O'FARRELL STREET PROJECT

Case No. 2017-004557ENV

FIGURE 2-17: Project Variant – Site Plan and Ground Floor (Level 1) Plan

Project Variant - Building Form and Design

The building exterior would be constructed with a durable modern material, such as precast concrete, metal paneling or an integrated composite system. The three-story base of the O'Farrell Street elevation would have terra-cotta facing (**Figure 2-22: Project Variant - South (O'Farrell Street) Elevation**, p. 2-31). The main elevation on O'Farrell Street would be organized in a vertical tripartite division similar to the surrounding buildings that compose the Uptown Tenderloin Historic District. Level 4 would be set back about 3 feet from the level 3 façade. The middle section of the building would have deep inset punched windows organized into single and vertically paired doubles, creating an offset fenestration pattern. The top of the building would be set back from the middle section by 2.5 feet.

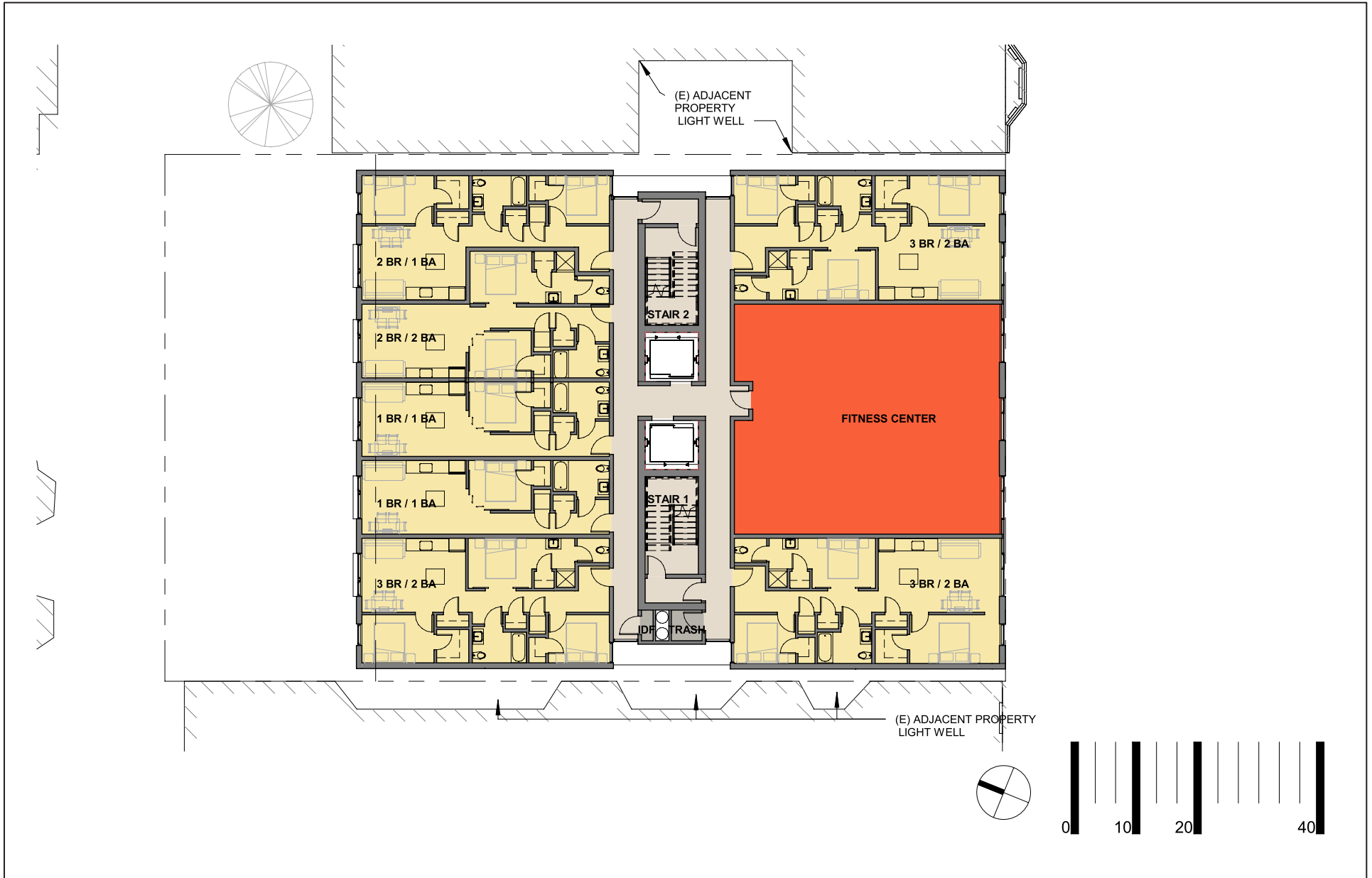
The rear north elevation of the project variant would be a two-part volume with a base and upper façade, with large punched window openings similar to the proposed project on **Figure 2-13: Proposed Project - North Elevation**, p. 2-20. The east and west sides of the building would be articulated as two distinct volumes straddling the core, which is recessed 4 feet to provide light and air to the lightwells on the adjacent buildings. Those elevations would have minor differences at the southeast and southwest corners compared to the proposed project elevations, which have elements of the retained façade visible, but overall would be similar to **Figure 2-14: Proposed Project - East Elevation**, p. 2-21, and **Figure 2-15: Proposed Project - West Elevation**, p. 2-22. The building core would be constructed of panel-formed concrete and exposed to the exterior at the side elevations. **Figure 2-23: Project Variant - Building Section**, p. 2-32, illustrates the overall vertical organization of the building.

Project Variant - Open Space and Landscaping

The project variant would provide approximately 6,150 gsf of useable open space to the residential occupants, including 5,650 gsf of common open space and approximately 480 gsf of private open space. The common open space would consist of an approximately 2,130-sf terrace within the level 1 rear yard (see **Figure 2-17: Project Variant - Site Plan and Ground Floor (Level 1) Plan**, p. 2-25) and an approximately 3,525-sf roof deck, similar to the proposed project on **Figure 2-10: Proposed Project - Level 13 Plan**, p. 2-14; those areas would include hardscape pavers, decking, planting areas, and shade trellises. The private open space would consist of four private decks within the level 1 rear yard.

Proposed Project and Project Variant - Access and Bicycle Parking

Pedestrian access to the residential lobby and retail space/residential amenity would be from separate entrances along O'Farrell Street. As previously described, the proposed project would provide 156 class 1 bicycle spaces distributed across the basement and ground levels. and eight class 2 bicycle spaces on the O'Farrell Street sidewalk. Two existing approximately 26- to 28-foot-wide curb cuts on O'Farrell Street would be removed. Pedestrian access to the basement bicycle storage would be via elevators serving all floors of the new building. The proposed project and project variant would not provide any vehicle parking.



SOURCE: BRICK INC.

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FIGURE 2-18: Project Variant – Level 2 Plan



SOURCE: BRICK INC.

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Case No. 2017-004557ENV

FIGURE 2-19: Project Variant – Level 3 Plan

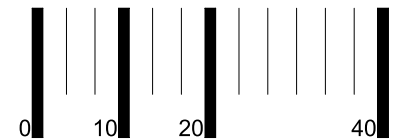
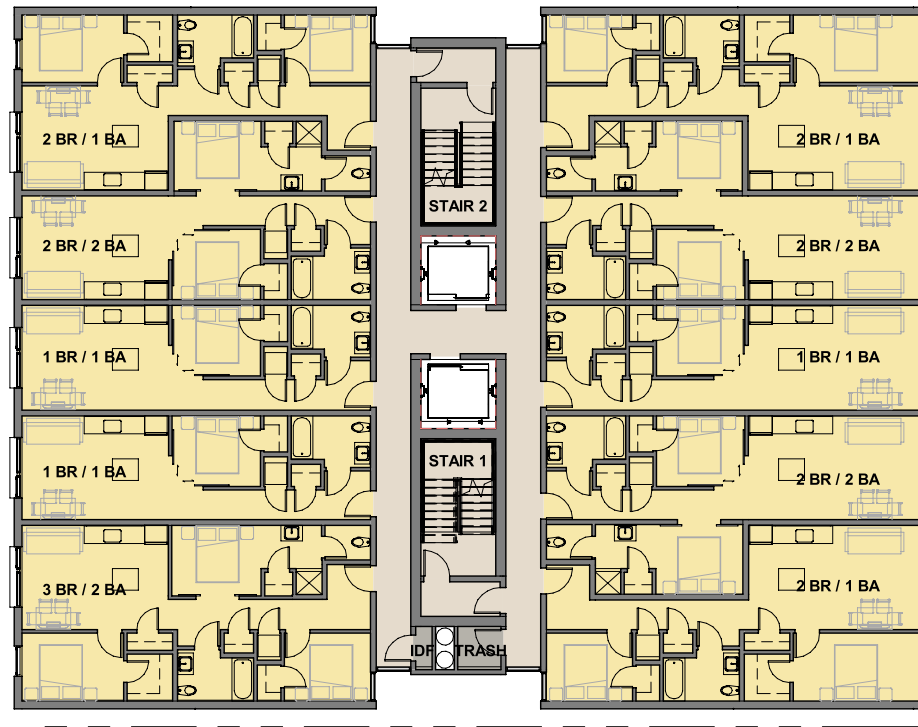


SOURCE: BRICK INC.

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FIGURE 2-20: Project Variant – Level 4 Plan



SOURCE: BRICK INC.

550 O'FARRELL STREET PROJECT

Case No. 2017-004557ENV

FIGURE 2-21: Project Variant – Levels 5-12 Plan

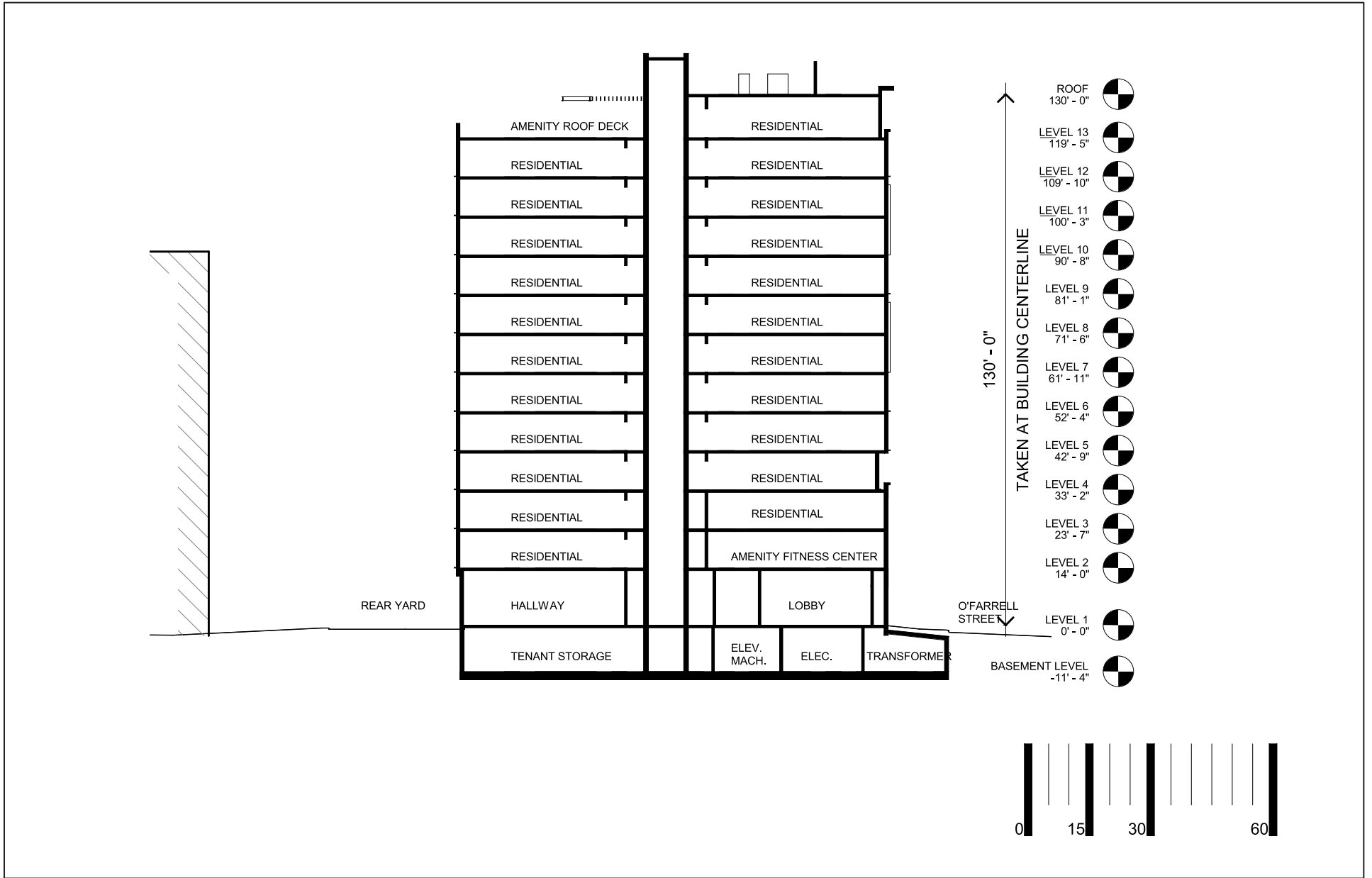


SOURCE: BRICK INC.

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Case No. 2017-004557ENV

FIGURE 2-22: Project Variant – South (O'Farrell Street) Elevation



SOURCE: BRICK INC.

550 O'FARRELL STREET PROJECT

Case No. 2017-004557ENV

FIGURE 2-23: Project Variant – Building Section

Proposed Project and Project Variant - Demolition and Construction

The proposed project or project variant would have an estimated 4.5-foot-deep excavation along the front half of the building (accounting for the existing garage basement depth) to a total depth of 16 feet below sidewalk grade, and 11-foot-deep excavation along part of the north end of the existing basement (see **Figure 2-3: Existing Building Photograph and Building Section**, p. 2-6; **Figure 2-16: Proposed Project - Building Section**, p. 2-23, and **Figure 2-21: Project Variant - Levels 5-12 Plans**, p. 2-30). This would remove enough soil for the new mat slab foundation. Up to approximately 2,200 cubic yards of soil would be removed from the proposed project site, and about 500 cubic yards of imported material would be used as backfill to level the rear yard open space and the portion of the existing sidewalk vault that would not be retained. The excavated material would be exported off site.

Alternatively, the proposed project or the project variant would not backfill any of the existing basement space and would instead extend the 11-foot-deep excavation to the north property line creating an additional 1,110 cubic yards of soil to be removed from the site. That space would be developed into additional tenant storage or other service space. Total excavation would then be about 3,300 cubic yards. As shown on **Figure 2-5: Proposed Project - Site Plan and Ground Floor (Level 1) Plan**, p. 2-9, and **Figure 2-17: Project Variant - Site Plan and Ground Floor (Level 1) Plan**, p. 2-25, both the proposed project and project variant would include a landscaped rear yard above the backfilled area or above the full basement. (Proposed project and project variant plans herein assume the backfill option would be implemented.). In addition, the proposed project or the project variant would backfill about 330 cubic yards at the east end of the existing sidewalk vault.

Minor reconstruction of sidewalks along the project frontage would also be necessary. No trees would be removed to accommodate project construction; however, proposed project improvements include planting three street trees along O'Farrell Street.

The project sponsor anticipates that construction would begin in spring 2021, span approximately 21 months and be conducted in three phases: (1) demolition, (2) excavation and shoring, and (3) construction. Demolition would last approximately one month, excavation and shoring approximately two months, and construction approximately 18 months. Heavy construction equipment, such as front loaders, backhoes, drilling equipment, tractors, graders, and trucks would be used for the project. In addition, jackhammers, cranes, pumps, and generators (to a limited degree) would be used. Pile driving is not currently proposed as the proposed project would use a mat slab foundation system, which does not require pile driving. However, if piles were to be required, the project sponsor would implement torque-down piles that do not generate excessive noise or vibration. Proposed project construction would require the temporary removal of the sidewalk along O'Farrell Street, with pedestrian traffic redirected to a protected temporary sidewalk occupying the parking lane.

C. REQUIRED PROJECT APPROVALS AND PERMITS

The proposed 550 O'Farrell Street project or project variant would require the following approvals from the City and County of San Francisco:

Actions by the Planning Commission

- Approval of a conditional use authorization to construct a building exceeding a height of 50 feet in an RC zoning district (Planning Code section 253) and exceeding a height of 80 feet in an 80-T-130-T height and bulk district (Planning Code section 263.7).
- Approval of a conditional use authorization to exceed building bulk limits (Planning Code section 270); the project would seek to increase the maximum allowed diagonal dimension at the setback height established pursuant to Planning Code section 132.2 from 125 feet to 130 feet.

Actions by the Zoning Administrator

- Approval of a rear yard modification (Planning Code section 134) and dwelling unit exposure variance (Planning Code section 140) to reduce the depth of the rear yard from approximately 34 feet to approximately 31 feet.

Actions by Other City Departments and Government Agencies

- Approval of demolition, grading, and building permits (Department of Building Inspection).
- Waiver of requirement for four street trees and payment of an in-lieu fee, to provide three street trees on the O'Farrell Street sidewalk (Department of Public Works).
- Approval of an encroachment permit to install the transformer vault below part of the O'Farrell Street sidewalk (Department of Public Works).
- Approval of a request for color curb and on-street parking changes on O'Farrell Street (San Francisco Municipal Transportation Agency).
- Approval of a Stormwater Control Plan and project compliance with the Stormwater Design Guidelines (San Francisco Public Utilities Commission).
- Approval of project compliance with the Maher Ordinance prior to the commencement of any excavation work and approval of any soil mitigation plan as may be required (San Francisco Department of Public Health).
- Approval of a San Francisco Health Code article 38 ventilation plan prior to submitting plans for a mechanical permit (San Francisco Department of Public Health and Department of Building Inspection).
- Issuance of a certification of registration for a diesel backup generator (San Francisco Department of Public Health).

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

D. PROJECT SETTING

As previously described, the project site is located within an RC-4 (Residential-Commercial, High Density) zoning district, 80-T-130-T height and bulk district, and the North of Market Residential Special Use District No. 1. The land uses surrounding the project site consist primarily of mixed-use residential-commercial-retail buildings with high-density residences situated above commercial space. Other uses common in the area include small food and beverage stores and restaurants. Institutional uses are also nearby; Glide Memorial United Methodist Church is located two blocks southeast of the project site on Ellis Street between Jones and Taylor streets.

Buildings in the project vicinity vary widely in height, ranging from single-story (30-foot-tall) retail buildings to a 24-story apartment building on the 600 block of O'Farrell Street. The Union Square hotel and retail area, about two blocks to the east, includes a range of structures. The 30-story (approximately 400-foot-tall) Westin St. Francis Hotel is four blocks northeast of the project site. The 46-story Hilton Union Square is two blocks east of the project site on O'Farrell Street at Taylor Street. Structures along Jones Street are mostly two- to six-story (40- to 80-foot-tall) hotel or residential uses with ground-level restaurants, parking, and commercial uses. Three blocks to the west and three blocks to the east, the buildings along Geary Street are typically six stories (80 feet tall). Most nearby structures are two to seven stories in height, or about 40 to 90 feet tall. Nearly all structures extend to the lot line with no front setbacks. Vegetation in the area is generally limited to street trees. The nearest park/open space facilities to the project site are Boeddeker Park at Eddy and Jones streets, the Tenderloin Children's Recreation Center on Ellis Street between Leavenworth and Hyde streets, and Sgt. John Macaulay Park, at Larkin and O'Farrell streets, each located two to three blocks from the project site.

O'Farrell Street has two one-way eastbound travel lanes and a dedicated bus lane. O'Farrell Street between Franklin Street and Market Street is a one-way eastbound pair with westbound Geary Street. O'Farrell Street also provides access from Van Ness Avenue (U.S. 101) and Interstate 80 (I-80).

As noted above, the 550 O'Farrell Street garage that currently occupies the project site includes 119 vehicle parking spaces available for public use. Additional parking facilities within 500 feet of this garage include three parking garages on Eddy Street, Ellis Street, and Jones Street, respectively, as well as a surface lot on Eddy Street. On-street parking is available on the north and south sides of O'Farrell Street. The project vicinity has moderate pedestrian foot traffic. There are no dedicated bicycle lanes on adjacent streets. The closest bicycle routes are westbound along Sutter Street and eastbound on Post Street.

Muni bus lines in the area include routes 38R Geary Rapid and 38 Geary along O'Farrell and Geary streets; 27 Bryant along Jones and Leavenworth streets; 2 Clement and 3 Sutter along Post and Sutter streets; 47 Van Ness and 49 Van Ness-Mission along Van Ness Avenue; and 19 Polk along Polk Street. Other nearby transit includes the Muni California Street cable car from Market Street to Van Ness Avenue six blocks north of the project site. Bay Area Rapid Transit and Muni Metro subway lines also serve the area at the Powell station, approximately 0.5 miles southeast on Market Street.

E. PROJECT SPONSOR'S OBJECTIVES

The project sponsor, Sandhill O'Farrell, LLC, seeks to achieve the following objectives by undertaking the proposed 550 O'Farrell Street Project:

1. Develop a high-density mixed-income residential development consistent with the purposes of the North of Market Residential Special Use District by fully using the site's zoning capacity of up to 118 dwelling units, within project site constraints, and incorporating on-site affordable units.
2. Replace an outdated private parking garage with a mix of uses compatible with the surrounding Tenderloin neighborhood.
3. Contribute to the city's goal of creating 30,000 additional housing units in an area identified in the General Plan for high density housing in close proximity to downtown and local and regional public transportation.
4. Construct a new building that is compatible with the character of the Uptown Tenderloin Historic District.
5. Provide adequate light and air to all housing units in the new building.
6. Develop a project that is financially feasible and able to support the equity and debt returns required by investors and lenders to finance multi-family residential developments.

F. INTENDED USES OF THE EIR

An EIR is an informational document that is intended to inform the public and the decision makers of the environmental consequences of a proposed project, and project variant in this case, and to present information about measures and feasible alternatives to avoid or reduce the environmental effects of the proposed project or project variant. It examines the potential significant physical environmental impacts that could result from the proposed project or project variant. This EIR provides the environmental information and evaluation necessary for decision-makers to adopt and implement the proposed 550 O'Farrell Street Project or its proposed variant. This Draft EIR has been prepared by the City and County of San Francisco pursuant to the

California Environmental Quality Act (CEQA) (California Public Resources Code section 21000 et seq. and California Code of Regulations Title 14, sections 15000 et seq., “CEQA Guidelines”).

This EIR is a project-level EIR. That is, it analyzes implementation of the proposed project or project variant at a project-specific level. Before any discretionary project approvals may be granted for the project or project variant, the San Francisco Planning Commission (Planning Commission) must certify the EIR as adequate, accurate, and objective. This EIR will undergo a public comment period (from May 21, 2020 to July 7, 2020) as noted on the cover of this EIR, during which time the planning commission will hold a public hearing on the EIR. Following the close of the public comment period, the planning department will prepare and publish a Responses to Comments document, containing all substantive comments received on the EIR and the Planning Department’s responses to those comments.

The Responses to Comments document may also contain specific changes to the EIR text and/or figures. The EIR, together with the Responses to Comments document, including revisions to the EIR, if any, will be considered for certification by the planning commission at a public hearing and certified as a Final EIR if deemed adequate, accurate, and objective. As noted, no approvals or permits may be issued prior to certification of the Final EIR.

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3. ENVIRONMENTAL SETTING AND IMPACTS

A. INTRODUCTION

A.1 Overview

This chapter provides a project-level impact analysis of the physical environmental impacts of implementing the 550 O'Farrell Street Project (proposed project or the project variant) as described in **chapter 2, Project Description**. This chapter describes the environmental setting, assesses impacts (off-site, on-site, construction-related, operational, direct, and indirect) and cumulative impacts, and identifies mitigation measures that would reduce or avoid identified significant environmental impacts.

A.2 Scope of Analysis

Sandhill O'Farrell, LLC, the project sponsor, filed an environmental review application on August 30, 2017 and a project application on September 1, 2017. The CEQA environmental review process provides an opportunity for the public to review and comment on the proposed project's potential environmental effects and to further inform the environmental analysis. The San Francisco Planning Department (planning department) determined that an EIR was required and published a Notice of Preparation (NOP) of an EIR announcing this requirement on March 6, 2019, and requested that agencies and interested parties comment on environmental issues that should be addressed in the EIR. As discussed in section G of the Initial Study, the NOP was filed with the County Clerk at a later date, June 10, 2019, and the comment period was extended to July 10, 2019. The planning department then prepared an Initial Study (IS), included in Appendix A. The IS considered whether the proposed project or project variant would result in significant impacts. The IS concluded that the proposed project or project variant would not result in significant effects, with the exception of historic architectural resources. The proposed project or project variant would not result in significant environmental effects in the following topical areas: land use and land use planning, aesthetics, population and housing, cultural resources (as it pertains to archeological resources), tribal cultural resources, transportation and circulation, noise, air quality, greenhouse gas emissions, wind, shadow, recreation, utilities and services systems, public services, biological resources, geology and soils, hydrology and water quality, hazards and hazardous materials, mineral resources, energy, agriculture and forest resources, and wildfire.

As noted above, the IS determined that the proposed project or project variant could result in potentially significant impacts on Historic Architectural Resources (section B).

A.3 Approach to Cumulative Analysis

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

The approach used to determine an appropriate list of projects considered in an individual project’s cumulative analysis is explained in the discussion of cumulative impacts for historic architectural resources in this EIR. As of publication of the NOP and initial study (see **Appendix A** of this EIR), there were eighteen development, renovation, and/or change-of-use projects in the Uptown Tenderloin Historic District. See the description of cumulative projects in **Table 3-1: Proposed, Ongoing, and Completed Projects in the Uptown Tenderloin Historic District**, p. 3-22.

A.4 CEQA Methodological Requirements

CEQA Guidelines section 15151 describes standards for the preparation of an adequate EIR. Specifically, the standards under section 15151 are listed below.

- An EIR should be prepared with a sufficient degree of analysis to provide decision-makers with information that enables them to make a decision that intelligently takes into account environmental consequences.
- An evaluation of the environmental impacts of a project need not be exhaustive; rather, the sufficiency of an EIR is to be reviewed in light of what is reasonably feasible.
- Disagreement among experts does not make an EIR inadequate, but the EIR should summarize the main points of disagreement among the experts.

In practice, the above points indicate that EIR preparers should adopt a reasonable methodology upon which to estimate impacts. This approach means making reasonable assumptions using the best information available. In some cases, typically, when information is limited or where there are possible variations in project characteristics, EIR preparers will employ a “reasonable worst-case analysis” in order to capture the largest expected potential change from existing baseline conditions that may result from implementation of a project.

A.5 Format of the Environmental Analysis

The environmental topic considered in this section, Historical Architectural Resources, includes an introduction, a discussion of the environmental setting, regulatory framework, and impacts and mitigation measures. The information provided in each section is as follows:

Introduction

This subsection includes a brief description of the types of impacts that are analyzed, as well as a summary of the impacts that were scoped out in the IS; that is, impacts that were determined to result in a less-than-significant impact.

Environmental Setting

This subsection presents a description of the existing, baseline physical conditions of the project site and surroundings (e.g., existing land uses, building descriptions), at the time of issuance of the NOP in sufficient detail and breadth to allow a general understanding of the environmental impacts of the proposed project.

Regulatory Framework

This subsection describes the relevant federal, state, and local regulatory requirements that are directly applicable to the environmental topic being analyzed.

Impacts and Mitigation Measures

This subsection evaluates the potential for the proposed project or project variant to result in adverse effects on the existing physical environment. The significance criteria for evaluating environmental impacts are defined at the beginning of the impact analysis section, followed by the approach to analysis, a discussion of the impacts of the proposed project, and mitigation measures, if required. Project-specific impacts are discussed first, followed by cumulative analysis.

A.6 Determination of Impact Significance

Under CEQA, a significant effect is defined as a substantial, or potentially substantial, adverse change in the environment. The guidelines implementing CEQA direct that this determination be based on scientific and factual data, including the entire record for the project, and not on argument, speculation, or unsubstantiated evidence. The significance thresholds (or criteria) used in this EIR are based on the planning department's Environmental Planning Division guidance regarding the thresholds of significance used to assess the severity of environmental impacts of the proposed project. EP guidance is based on CEQA Guidelines Appendix G, with procedures as set forth in San Francisco Administrative Code chapter 31.10. The significance thresholds used to analyze an environmental resource topic are presented in **section 3.B** before the discussion of impacts. The impacts of the proposed project and project variant are organized into separate

categories based on the criteria listed in each topical section. Project-specific impacts are discussed first, followed by cumulative analysis.

The categories used to designate impact significance are described as follows:

- **No Impact.** A no-impact conclusion is reached if there is no potential for impacts or the environmental resource does not occur within the project area or the area of potential effects.
- **Less-than-Significant Impact.** This determination applies if the impact does not exceed the defined significance criteria or would be eliminated or reduced to a less-than-significant level through compliance with existing local, state, and federal laws and regulations. No mitigation is required for impacts determined to be less than significant.
- **Less-than-Significant Impact with Mitigation.** This determination applies if the project would result in a significant effect, exceeding the established significance criteria, but feasible mitigation is available that would reduce the impact to a less-than-significant level.
- **Significant and Unavoidable Impact with Mitigation.** This determination applies if the project would result in an adverse effect that exceeds the established significance criteria, and although feasible mitigation might lessen the impact, the residual effect would remain significant, and, therefore, the impact would be unavoidable.
- **Significant and Unavoidable Impact.** This determination applies if the project would result in an adverse effect that exceeds the established significance criteria, and there is no feasible mitigation available to reduce the impact to a less-than-significant level.

A.7 Mitigation Measures and Improvement Measures

Mitigation measures are identified, where feasible, for impacts considered significant or potentially significant consistent with CEQA Guidelines section 15126.4, which states that an EIR “shall describe feasible measures which could minimize significant adverse impacts.” CEQA requires that mitigation measures have an essential nexus and be roughly proportional to the significant effect identified in the EIR. The project sponsor has indicated that, if the project were approved, they would incorporate all mitigation measures identified in this EIR as part of the project.

Pursuant to CEQA Guidelines section 15126.4, mitigation measures are not required for environmental impacts that are not found to be significant. Therefore, for resource topics in which this EIR and IS found the proposed project’s physical environmental impact to be less than significant, the planning department could identify measures that would further lessen the already less-than-significant impacts of the project; these measures would be identified as “improvement measures.” At this time, the EIR and IS have not identified such improvement measures.

Impacts are numbered and shown in bold type, and the corresponding mitigation measures, where identified, are numbered and indented, and follow impact statements. Impacts and mitigation measures are numbered consecutively and include an abbreviated reference to the impact section (i.e., CR for Cultural Resources).

B. HISTORIC ARCHITECTURAL RESOURCES

B.1 Introduction

This subsection describes the historic architectural resources within the project site and evaluates potential direct and indirect impacts to those resources that could result from the proposed project. This section is based on the *Historic Resource Evaluations* (HREs) parts 1¹² and 2¹³ (and associated appendices) prepared for the proposed project and project variant, as well as the planning department-prepared *Preservation Team Review Form* (PTR) that includes a determination regarding the historic resource status of the building on the 550 O'Farrell Street project site.¹⁴ The HREs and PTR form are attached as Appendix C to this EIR.

Project impacts on a "historical resource," as defined by CEQA, are analyzed through a two-step process. The first step determines whether a project may impact a resource that falls within the definition of "historical resource" under CEQA. If the project may impact a historical resource, the second step determines whether the project would cause a "substantial adverse change in the significance of the historical resource." A project that may cause a substantial adverse change in the significance of a historical resource is one that may have a significant effect on the environment (CEQA Guidelines section 15064.5(b)(1)(2)).

B.2 Regulatory Framework

The following subsection describes pertinent laws and regulations regarding the identification and regulation of historic architectural resources.

Federal

National Historic Preservation Act

The National Historic Preservation Act (NHPA) of 1966 was passed primarily to acknowledge the importance of protecting our nation's heritage from rampant federal development. It was the

¹² Carey and Co. *Historic Resource Evaluation Part 1*, 550 O'Farrell Street, San Francisco, California, September 1, 2017.

¹³ TreanorHL, *Historic Resource Evaluation Part 2-Compatibility & Impacts Analysis*, 550 O'Farrell Street, San Francisco, California, July 29, 2019.

¹⁴ San Francisco Planning Department. *Preservation Team Review Form - 550 O'Farrell Street*. October 2, 2018.

triumph of more than a century of struggle by a grassroots movement of committed preservationists. The NHPA:

- Sets the federal policy for preserving our nation’s heritage,
- Establishes a federal-state and federal-tribal partnership,
- Establishes the National Register of Historic Places and National Historic Landmarks Programs,
- Mandates the selection of qualified State Historic Preservation Officers,
- Establishes the Advisory Council on Historic Preservation,
- Charges federal agencies with responsible stewardship, and
- Establishes the role of Certified Local Governments within the States.

While the NHPA sets federal policy for historic preservation, the actual regulations can be found in 36 Code of Federal Regulations (CFR) Part 800 “Protection of Historic Properties.” This provides guidelines on how to follow the policy set forth in the NHPA.

National Register of Historic Places

The National Register of Historic Places (NRHP, National Register) is the nation’s master inventory of cultural resources worthy of preservation. It is administered by the National Park Service, which is represented at the state level by the state historic preservation officer. The NRHP includes listings of buildings, structures, sites, objects, and districts that possess historic, architectural, engineering, archeological, or cultural significance at the federal, state, or local level. Resources that are listed in or have been found by the state historic preservation officer to be eligible for listing in the NRHP are called historic properties.

Under the NHPA, a property is considered significant if it meets the NHPA listing criteria in 36 CFR 60.4, as follows:

The quality of a significance in American history, architecture, archeology, and culture that is present in districts, sites, buildings, structures, and objects of state and local importance that possess integrity of location, design, setting, materials, workmanship, feeling, and association and that:

- a. Properties that are associated with events that have made a significant contribution to the broad patterns of U.S. history.
- b. Properties that are associated with persons of historic significance.

- c. Properties located in a geographic district that embody the characteristics of a type, period, or method of construction, or that represent works of “a master, “or that possess high artistic value, or that represents a significant and distinguishable entity whose components may lack individual distinction.
- d. Properties that have yielded or may yield, information important to history or prehistory.

Although there are exceptions, certain kinds of resources are not usually considered for listing in the NRHP: religious properties, moved properties, birthplaces and graves, cemeteries, reconstructed properties, commemorative properties, and properties that have achieved significance within the past 50 years.

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

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

U.S. Secretary of the Interior’s Standards for Treatment of Historic Properties

The Secretary of the Interior is responsible for establishing standards for all programs under departmental authority and for advising federal agencies on the preservation of historic properties listed in or eligible for listing in the NRHP. The Secretary of the Interior’s Standards (secretary’s standards) for Treatment of Historic Properties includes standards for preservation,

rehabilitation, restoration, and reconstruction.¹⁵ The secretary's standards for rehabilitation (rehabilitation standards) have been adopted by local government bodies across the country, including the City and County of San Francisco, for reviewing work to historic properties under local preservation ordinances. Developed by the National Park Service for reviewing certified rehabilitation tax credit projects, the rehabilitation standards provide guidance for reviewing work to historic properties.

The rehabilitation standards are as follows:

1. A property will be used as it was historically or be given a new use that requires minimal change to its distinctive materials, features, spaces, and spatial relationships.
2. The historic character of a property will be retained and preserved. The removal of distinctive materials or alteration of features, spaces, and spatial relationships that characterize a property will be avoided.
3. Each property will be recognized as a physical record of its time, place, and use. Changes that create a false sense of historical development, such as adding conjectural features or elements from other historic properties, will not be undertaken.
4. Changes to a property that have acquired historic significance in their own right will be retained and preserved.
5. Distinctive materials, features, finishes, and construction techniques or examples of craftsmanship that characterize a property will be preserved.
6. Deteriorated historic features will be repaired rather than replaced. Where the severity of deterioration requires replacement of a distinctive feature, the new feature will match the old in design, color, texture, and, where possible, materials. Replacement of missing features will be substantiated by documentary and physical evidence.
7. Chemical or physical treatments, if appropriate, will be undertaken using the gentlest means possible. Treatments that cause damage to historic materials will not be used.
8. Archeological resources will be protected and preserved in place. If such resources must be disturbed, mitigation measures will be undertaken.
9. New additions, exterior alterations, or related new construction will not destroy historic materials, features, and spatial relationships that characterize the property. The new work will be differentiated from the old and will be compatible with the historic materials,

¹⁵ National Park Service. The Secretary of the Interior's Standards for Treatment of Historic Properties <https://www.nps.gov/tps/standards/rehabilitation/rehab/stand.htm>. Website accessed June 4, 2019.

features, size, scale, and proportion, and massing to protect the integrity of the property and its environment.

10. New additions and adjacent or related new construction will be undertaken in such a manner that, if removed in the future, the essential form and integrity of the historic property and its environment would be unimpaired.

The secretary's standards are a useful analytic tool for understanding and describing the potential impacts of changes to historic resources.

Conformance with all rehabilitation standards does not determine whether a project would cause a substantial adverse change in the significance of a historical resource under CEQA. Rather, projects that comply with the standards benefit from a regulatory presumption that they would have a less-than-significant adverse impact on a historic resource. Projects that do not comply with the rehabilitation standards may or may not cause a substantial adverse change in the significance of a historic resource and would require further analysis to determine whether the historic resource would be "materially impaired" by the project under CEQA Guidelines section 15064.5(b).

State

California Register of Historical Resources

The California Register of Historical Resources (CRHR, California Register) "an authoritative listing and guide to be used by state and local agencies, private groups, and citizens in identifying the existing historical resources of the state and to indicate which resources deserve to be protected, to the extent prudent and feasible, from substantial adverse change" (Public Resources Code Section 5024.1(a)). The criteria for eligibility for the California Register are based on National Register criteria (Public Resources Code Section 5024.1(b)). Certain resources are determined by the statute to be automatically included in the California Register, including those formally determined eligible for or listed in the National Register. To be eligible for the CRHR as a historical resource, a prehistoric or historic-period resource must be significant at the local or state level under one or more of the following criteria (Public Resources Code Section 5024.1(c)):

- Criterion 1 (Events): Is associated with events that have made a significant contribution to the broad patterns of California's history and cultural heritage;
- Criterion 2 (Persons): Is associated with the lives of persons important in our past;
- Criterion 3 (Architecture): Embodies the distinctive characteristics of a type, period, region, or method of construction, or represents the work of an important creative individual, or possesses high artistic values; or

- Criterion 4 (Information Potential): Has yielded, or may be likely to yield, information important in prehistory or history (CEQA Guidelines Section 15064.5(a)(3)).

Integrity

For a resource to be eligible for the CRHR, it must also retain enough integrity to be recognizable as a historical resource and convey its significance. A resource that does not meet the NRHP criteria may still be eligible for listing in the CRHR. While a property's significance relates to its role within a specific historic context, its integrity refers to "a property's physical features and how they relate to its significance."¹⁶ To determine if a property retains the physical characteristics corresponding to its historic context, the NRHP has identified seven aspects of integrity, which the CRHR closely follows:¹⁷

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

California Office of Historic Preservation

The State of California implements the NHPA through its statewide comprehensive cultural resource surveys and preservation programs. The California Office of Historic Preservation is an office of the California Department of Parks and Recreation and implements the policies of the NHPA on a statewide level. The Office of Historic Preservation also maintains the California Historical Resources Inventory. The State Historic Preservation Officer is an appointed official

¹⁶ U.S. Department of the Interior, National Park Service. 1997. How to Apply the National Register Criteria for Evaluation. National Register Bulletin No. 15 (Washington, D.C.): 44.

¹⁷ *Ibid.*

who implements historic preservation programs in the state’s jurisdiction and is housed at the California Office of Historic Preservation.

California Environmental Quality Act

CEQA defines a “historical resource” as a resource that is listed in, or determined eligible for listing in, the CRHR. A resource is presumed to be a historical resource, absent evidence to the contrary, if it is identified as significant in a local register of historical resources or identified in a historical resources survey which meets state requirements. Finally, a lead agency may determine that a resource is a historical resource based on other information. CEQA applies to all discretionary projects undertaken or subject to approval by the state’s public agencies.¹⁸ CEQA states that it is the policy of the State of California to “take all action necessary to provide the people of this state with...historic environmental qualities...and preserve for future generations examples of the major periods of California history.”¹⁹ Under the provisions of CEQA, “A project with an effect that may cause a substantial adverse change in the significance of a historical resource is a project that may have a significant effect on the environment.”²⁰ CEQA thus requires that historical resources be taken into consideration during the planning process.²¹ If feasible, adverse effects to the significance of historical resources must be avoided, or the effects mitigated.²²

CEQA guidelines section 15064.5(a) defines a “historical resource” if it is:

- Listed in, or determined eligible for listing in, the CRHR by the State Historical Resources Commission; or
- Listed in a local register of historical resources, as defined in PRC section 5020.1(k) or identified as significant in a historical resource survey meeting the requirements of PRC section 5024.1(g); or
- Any object, building, structure, site, area, place, record, or manuscript which a lead agency determines to be historically significant or significant in the architectural, engineering, scientific, economic, agricultural, educational, social, political, military, or cultural annals of California; or

¹⁸ California Code of Regulations (CCR) 14(3) section 15002(i).

¹⁹ Public Resources Code (PRC) section 21001(b), (c).

²⁰ CCR 14(3) section 15064.5(b).

²¹ CCR 14(3) section 15064.5; PRC section 21083.2.

²² CCR 14(3) section 15064.5(b)(4).

- Determined to be a historical resource by a project's lead agency.²³

Generally, a resource shall be considered by the lead agency to be "historically significant" if the resource meets the criteria for listing in the California Register of Historical Resources.²⁴

San Francisco

San Francisco General Plan

The draft Preservation Element of the San Francisco General Plan, which contains objectives and policies that promote the protection and preservation of historic architectural resources, was published in 2007, but has not been formally adopted. However, the City of San Francisco's commitment to historic preservation is codified generally in section 101.1 of the planning code, which sets forth eight Priority Policies, including Policy 7, which requires that landmarks and historic buildings be preserved, and further states: "The purpose of the Preservation Element of Accountable Planning Initiative²⁵ of the San Francisco General Plan is to provide background information related to historic preservation and to outline a comprehensive set of objectives and policies for the preservation and enhancement of San Francisco's historic resources. Historic resources include buildings, sites, structures, cultural landscapes, districts, and objects that are historically and/or archaeologically significant."

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

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

- Objective 2: Conservation of resources that provide a sense of nature, continuity with the past, and freedom from overcrowding.

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

²³ CCR 14(3) section 15064.5(a).

²⁴ CCR 14(3) section 15064.5(a)(3).

²⁵ The Accountable Planning Initiative (Proposition M of 1986) added eight priority policies to the Planning Code and to the preamble to the General Plan that "shall be the basis upon which inconsistencies in the General Plan are resolved" (Planning Code section 101.1). Priority policy 7 is "that landmarks and historic buildings be preserved."

Policy 2.5: Use care in remodeling of older buildings, in order to enhance rather than weaken the original character of such buildings.

Policy 2.6: Respect the character of older development nearby in the design of new buildings.

San Francisco Planning Code

Article 10

Adopted in 1967, planning code article 10 provides for the identification, designation, and protection of historical resources and establishes an adopted local register of historic resources that includes designated City landmarks and historic districts. San Francisco landmarks are buildings, properties, structures, sites, districts, and objects of “special character or special historical, architectural or aesthetic interest or value and are an important part of the city’s historical and architectural heritage.” Historic districts are defined generally as areas of multiple historic resources that are contextually united. Designated landmarks and historic districts are important to the city’s history and help to provide significant and unique examples of the past that are irreplaceable. The City landmarks and historic district designation process uses the NRHP criteria as the basis of evaluation for historic buildings.

Article 11

Adopted in 1985, planning code article 11 provides for the conservation of buildings in the downtown that “possess concentrations of buildings that together create a unique historic, architectural, and aesthetic character which contributes to the beauty and attractiveness of the City.” Article 11 of the planning code designated individual buildings and six historic conservation districts.

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

B.3 Environmental Setting

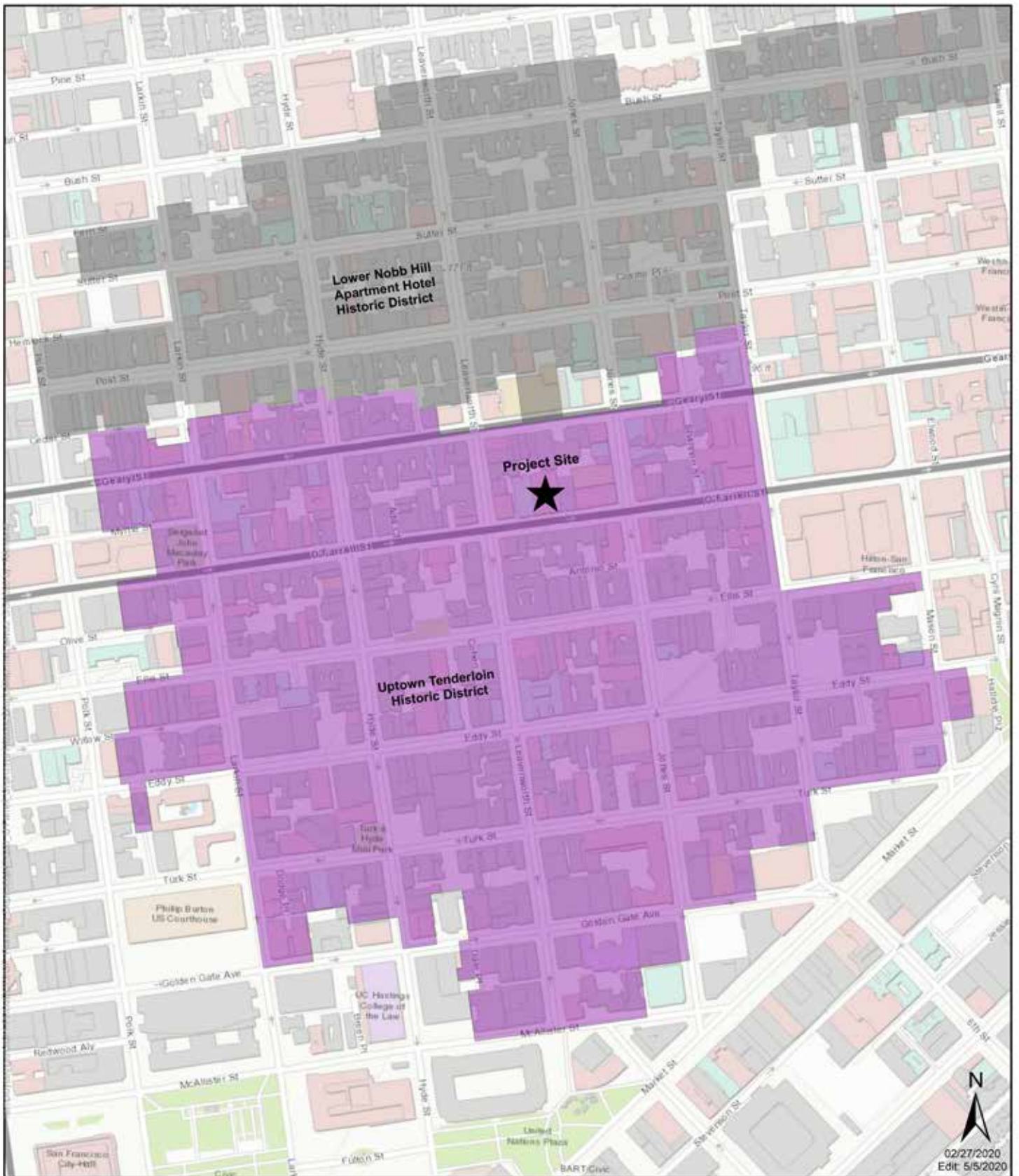
Historical Context

The project site is within a 16-block area identified as the Uptown Tenderloin Historic District (UTHD), listed in the National Register. The district is bounded roughly by Mason and Taylor streets to the east, Geary Street to the north, Larkin Street to the west, and Golden Gate Avenue and McAllister Street to the south (see **Figure 3-1: Uptown Tenderloin Historic District Map**, p. 3-15).

The district is formed around its predominant building types: three- to seven-story, multi-unit apartments, hotels, or apartment/hotels constructed of brick or reinforced concrete. Architectural ornamentation of buildings within the district was applied as a revival of a historical style (such as Spanish Colonial Revival) or influenced by a mix of influences ranging from the Renaissance to Baroque architecture. On the exteriors, sometimes only signage clearly distinguishes between these related building types. Because virtually the entire district was constructed in the quarter-century between 1906 and the early 1930s, a limited number of architects, builders, and clients produced a harmonious group of structures that share a single, classically oriented visual image using similar materials and details.

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

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



SOURCE: City and County of San Francisco Planning Department

550 O'FARRELL STREET PROJECT

Case No. 2017-004557ENV

FIGURE 3-1: Uptown Tenderloin Historic District Map

Garages

Parking garages in the Uptown Tenderloin Historic District were reinforced concrete structures with two to five stories, often with a basement. The early 20th century garages are “infill buildings presenting a composed and ornamented façade to the street, and they are related to other commercial, utilitarian, popular, and service-oriented buildings conforming to this template.”²⁶ A typical garage comprised an architectural front and a transportation shed behind. The façades of these garages employed a traditional architectural vocabulary—similar to the exteriors of civic and institutional buildings of the period but simpler. The utilitarian shed mostly featured exposed structure and unfinished surfaces.

The majority of the parking garages within the district were built after World War I. Located in and scattered throughout the southern part of the district, they were built to serve residents of the apartments and hotels and also customers of the area's businesses. The garages in the district are mostly two- to five-story reinforced concrete structures with Renaissance/Baroque, Mission Revival, Moderne, and Gothic Revival ornamentation. Examples of the Gothic Revival style include the subject building at 550 O'Farrell Street, as well as 265 Eddy Street and 640 O'Farrell Street.²⁷ Among 21 contributing garage buildings within the district, three have been converted to different uses (two to commercial uses and one to a police station).

550 O'Farrell Street

550 O'Farrell Street is a two-story garage with a Gothic Revival façade on O'Farrell Street. The garage also includes a flat roof and plaster finish that has been scored with an ashlar masonry pattern (see **Figure 3-2: 550 O'Farrell Street Building Character-Defining Features**, p. 3-18). The primary façade is divided into five bays separated by buttress piers. On the first floor, the westernmost bay includes an aluminum-sash storefront with a recessed entrance. Two roll-up garage doors occupy the second and fourth bays while the remaining bays contain aluminum-sash fixed windows.

The façade includes decorative panels between the first and second floors. The second floor features shallow arched openings with aluminum-sash slider windows. The rear and side windows are multi-lite steel sash. Notable features include a small balcony with ogee arches and decorative brackets at the center bay, a row of attached gargoyles above the second floor, and a parapet with blind quatrefoil panels. The remaining three bays feature arched windows embedded in concrete. The interior of the garage is rudimentary with exposed concrete walls, concrete floors, and wood trusses.

²⁶ Corbett and Bloomfield, Uptown Tenderloin Historic District, Section 7, p. 10; Section 8, p. 28

²⁷ *Ibid*, p. 3-5, footnote 12.

The architect was William C. Crim, Jr. The garage was built in 1924 for the Abbey Land Improvement Company and from 1925 to 1978 was occupied by the Abbey Garage and Towing service. Major exterior alterations include window replacement and the construction of a new storefront (1985), parapet bracing (1987), and removal of the original skylights (1991).

Evaluation of Historical Significance

Individual Significance

Based on the findings of the HRE Part 1 as summarized in the PTR, the planning department confirmed the eligibility of 550 O'Farrell Street for individual listing in the California Register of Historical Resources under Criterion 3 as a good example of the Gothic Revival architectural style designed by William C. Crim, Jr., who is generally regarded as a master in the field of architecture. The building at 550 O'Farrell Street retains integrity of location and setting as the structure has never been moved and is largely surrounded by buildings that were present at the time of its construction. It remains in use as a garage and thus retains integrity of association. The building has undergone few alterations including window replacements and a new storefront; however, the changes do not affect the major character-defining features. The building retains integrity of design, workmanship, materials, and feeling. Overall, the building retains sufficient physical integrity to convey its significance as an individual resource.

550 O'Farrell Street is not listed as an article 10 City Landmark, nor is it within an article 11 conservation district.

Character-Defining Features

Character-defining features include architectural ornament, engineering systems, construction details, massing, materials, craftsmanship, site features, and landscaping built within the period of significance. The period of significance for 550 O'Farrell has been established as 1924, when it was constructed. The character-defining features of 550 O'Farrell include the following:

- Low-scale two-story massing
- Primary façade organization of five-bays separated by piers
- Reinforced concrete construction with arched wood truss roof system
- Plaster finish scored to look like ashlar masonry at the primary facade
- Large openings on the first floor
- Arched windows on the second floor
- Decorative panels
- Balcony with ogee arches and decorative brackets at the center bay
- Row of attached gargoyles
- Parapet with blind quatrefoil panels



CHARACTER-DEFINING FEATURES OF 550 O'FARRELL STREET

- 1. Low-scale two-story massing
- 2. Primary Facade organization of five bays separated by piers
- 3. Reinforced concrete construction with arched wood truss roof system
- 4. Plaster finish scored to look like Ashlar Masonry at the primary facade
- 5. Large openings on the first floor

- 6. Arched windows on second floor
- 7. Decorative Panels
- 8. Balcony with ogee arches with decorative brackets at the center bay
- 9. Row of attached gargoyles
- 10. Parapet with blind quatrefoil panels

SOURCE: BRICK INC.

550 O'FARRELL STREET PROJECT

Case No. 2017-004557ENV

FIGURE 3-2: 550 O'Farrell Street Building Character-Defining Features

Uptown Tenderloin Historic District

The project site is also located within the Uptown Tenderloin Historic District (UTHD) which is listed on the National Register. As noted above, districts listed on the National Register are also listed on the California Register. The district is considered significant under two National/California Register criteria:

- Criterion A/1 (Events) in the area of social history for its association with the development of hotel and apartment life in San Francisco during a critical period of change, and for being a distinctive residential area that is associated with commercial activity, entertainment, and vice; and
- Criterion C/3 (Design/Construction) in the area of architecture for its distinctive mix of building types that served a new urban population of office and retail workers.

The period of significance for the district is 1906-1957. At the time of listing the UTHD comprised 477 buildings and sites, 409 of which were identified as contributing resources and 68 that were identified as noncontributing resources. The UTHD is comprised predominantly of the apartment hotel building type that ranges from three to seven-story multi-unit apartment buildings constructed of brick or reinforced concrete detailed in classically oriented imagery. Mixed in with the apartment buildings are other buildings that support the residential life of the neighborhood and include churches, stores, and garages. Since the district was listed in the National Register in 2009 there have been only 3 contributing resources demolished (101 Golden Gate Ave, 651 Geary Blvd, and 719 Larkin St). The contributing resources included a garage that had been converted into an office building, a one-story commercial store, and a film exchange office. One non-contributing resource has been demolished and replaced. This leaves the total number of district contributors at 406. Although a few district contributors have been demolished, the district still maintains a high ratio of contributors to non-contributors and the district retains its range of significant building types and styles. Therefore, the Uptown Tenderloin Historic District continues to convey its historic significance under criteria A and C through the remaining over 400 contributing resources.

As noted above, parking garages in the district are two-to-five story reinforced concrete structures primarily built after World War I. These buildings functioned as support structures for the primary residential and business uses of the district during its period of significance. Among the 21 contributing garage buildings within the district, three have been converted to different uses (two to commercial uses and one to a police station).

As a garage constructed in 1924, 550 O'Farrell Street is also a contributor to the Uptown Tenderloin Historic District. 550 O'Farrell Street retains sufficient integrity to convey its significance as a contributor to the district.

B.4 Impacts and Mitigation Measures

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

Significance Criteria

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

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

The Regulatory Framework - California Environmental Quality Act discussion above presents the section 15064.5 definition of an historical resource in detail.

Approach to Analysis

Once a resource has been identified as significant, it must be determined whether the project would cause a “substantial adverse change” that materially impairs the significance of the resource. For historic buildings and structures, CEQA guidelines section 15064.5(b)(3) provides that a project that follows the secretary’s standards generally shall be considered to have mitigated impacts on a historical resource to a level below significance. A project that complies with the secretary’s standards benefits from a regulatory presumption that it would have a less-than-significant adverse impact on the environment. Projects that do not comply with the secretary’s standards may or may not cause a substantial adverse change in the significance of a historic resource and would require further analysis by the planning department to determine whether the historic resource would be “materially impaired” by the project under CEQA guidelines section 15064.5(b).

Material impairment occurs when there is demolition or alteration of the resource's physical characteristics that convey its historical significance and that justify its inclusion in the CRHR or other applicable listing. Mitigation for effects on historical architectural resources may involve avoidance of the resource, revision of a proposed project to minimize the effect, or, where avoidance or minimization is not feasible, documentation of the resource, which would not reduce effects on a historical architectural resource to a less-than-significant level.

Approach to Cumulative Analysis

The cumulative analysis for the proposed project or project variant focuses on potential impacts to identified historic districts, as the project is within, and is a contributor to the Uptown Tenderloin Historic District. With respect to vibration impacts on historic resources, the cumulative approach includes cumulative development projects in the vicinity that would have the potential to generate vibration that could potentially cause structural damage to the adjacent historic resource. **Table 3-1: Proposed, Ongoing, and Completed Projects in the Uptown Tenderloin Historic District**, p. 3-22, provides the addresses of cumulative projects, identifies whether the buildings are contributors to the district, and provides the status of each project and furthermore, identifies which projects include demolitions of existing structures. Of the 18 projects listed in the table, ten are sites with contributory structures, and eight are non-contributory.

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Table 3-1: Proposed, Ongoing, and Completed Projects in the Uptown Tenderloin Historic District

Address	Property Type (Existing)	Property Status	Project Description	Building Permit Status
246 Eddy St.	Club house	NC	Clubhouse demolished; new construction of replacement club house.	Complete
430 Eddy St.	Parking	NC	New construction of an eight-story mixed-use building on a vacant lot.	Approved
469 Eddy St.	Garage	C	Preserve the existing façade. New construction of a six-story mixed-use building and retention of existing façade.	Issued
538 Eddy St.	Parking lot of PG&E building	NC	New construction of a two-story, electrical switchgear building for PG&E.	Complete
229/231 Ellis St.	Mixed-use (Bath)	C	Exterior modifications, rehabilitation, and one-story vertical addition to four-story over basement mixed use building.	Issued
479 Ellis St.	Stores	C	Façade modifications and alterations to an existing building.	Issued
519 Ellis St.	Parking lot	NC	New construction of an eight-story mixed-use building on vacant lot.	Filed (Approved by Planning Department)
651-661 Geary St.	Garage, converted to offices	C	Converted garage demolished; new construction of a 13-story mixed-use building.	Demolition complete; new construction not commenced
101/121 Golden Gate Ave.	Film exchange & offices, later social services center	C	Film exchange building demolished, new construction of a 10-story mixed use building.	Complete
135 Hyde St.	Garage	C	Demolition of a garage building; new construction of eight-story mixed-use building.	Approved
245 Hyde St.	Film exchange	C	Develop the site for an eight-story, mixed-use project with ground floor commercial and seven floors of residential units.	No permit application filed
719 Larkin St.	Stores	C	Commercial building demolished; new construction of eight-story mixed-use building.	Complete

Table 3-1: Proposed, Ongoing, and Completed Projects in the Uptown Tenderloin Historic District

Address	Property Type (Existing)	Property Status	Project Description	Building Permit Status
145 Leavenworth	Parking lot	NC	New construction of a nine-story mixed-use building on parking lot.	Issued
19-25 Mason	Parking lot	NC	New construction of a 12-story mixed-use building on parking lots.	Issued
450 O'Farrell St. 474 O'Farrell St. 532 Jones St.	Church Commercial Commercial	C	Demolish 450 O'Farrell (church), 474 O'Farrell (commercial building), and 532 Jones streets (commercial building); new construction of a 13-story mixed-use building.	Filed
210/238 Taylor St.	Parking lot	NC	New construction of eight-story mixed-use building on parking lot.	Issued
361 Turk	Parking lot	NC	New construction of nine-story mixed-use building on parking lot.	Issued
180 Jones	Parking lot	NC	New construction of nine-story mixed use building on parking lot.	Filed

Notes:

Table adapted from TreanorHL, *Historic Resource Evaluation Part 2-Compatibility & Impacts Analysis, 550 O'Farrell Street*

Demolition of district contributors and new development are shown in bold

C: Contributor to the Uptown Tenderloin Historic District (UTHD)

NC: Non-contributor to the UTHD

Under Review: Initial review

HRER: Historic resource evaluation response

SOIS: Secretary of the Interior's Standards

Impact CR-1: Demolition of the 550 O'Farrell Street Structure with Retained Façade

Impact CR-1: The proposed project would demolish most of the 550 O'Farrell Street building, causing a substantial adverse change in the significance of a historical resource as defined in CEQA guidelines section 15064.5. (Significant and Unavoidable with Mitigation)

The 550 O'Farrell Street garage has been determined to be individually eligible for listing on the CRHR.²⁸ The proposed project would demolish most of the 550 O'Farrell Street building. The proposed project, a 13-story, 111-unit residential mixed-use building, would retain the garage's primary façade that contains much of the character-defining features and recognized historic elements of Gothic Revival architecture. The proposed project would incorporate retained elements of the existing façade into the lower floors of the O'Farrell Street frontage. However, demolition of the remainder of the building would result in a loss of character-defining low-scale, two-story massing, reinforced concrete construction, and the building's arched wood-truss roof, contributing to a substantial loss of historic building materials and form. Therefore, demolition of most of the existing 550 O'Farrell Street building would have a significant adverse effect on a historic resource.

Mitigation Measures

Implementation of the following mitigation measures would apply to the proposed project. The mitigation measures would lessen the impact of the proposed demolition of most of 550 O'Farrell Street with the proposed project. However, the mitigation measures would not reduce those impacts to a less-than-significant level and impacts would remain significant and unavoidable.

Mitigation Measure M-CR-1a: Documentation

Prior to the issuance of demolition or site permits, the project sponsor shall undertake HABS-like documentation of the building, structures, objects, materials, and landscaping. The documentation shall be undertaken by a qualified professional who meets the standards for history, architectural history, or architecture (as appropriate), as set forth by the Secretary of the Interior's Professional Qualification Standards (36 CFR, Part 61). The specific scope of the documentation shall be reviewed and approved by the planning department prior to fulfilling documentation but shall consist of the following:

- Measured Drawings: A set of measured drawings that depict the existing size, scale, and dimension of the building. The planning department preservation staff will accept the original architectural drawings or an as-built set of architectural drawings (plan, section, elevation, etc.). The planning department preservation

²⁸ Carey & Co. Inc., *Historic Resource Evaluation—Part 1. 550 O'Farrell Street*, San Francisco California, September 1, 2017, and Treanor HL *Historic Resource Evaluation—Part 2*, March 11, 2019.

staff will assist the consultant in determining the appropriate level of measured drawings.

- HABS-Level Photography: Digital photographs of the interior and the exterior of building. Large format negatives are not required. The scope of the digital photographs shall be reviewed by planning department preservation staff for concurrence, and all digital photography shall be conducted according to the latest National Park Service standards. The photography shall be undertaken by a qualified professional with demonstrated experience in HABS photography.

Photograph views shall include contextual views; views of each side of the building and interior views, including any original interior features, where possible; oblique views of the building; and detail views of character-defining features.

All views shall be referenced on a photographic key. This photographic key shall be on a map of the property and shall show the photograph number with an arrow to indicate the direction of the view. Historic photographs shall also be collected, reproduced, and included.

- HABS-level Historical Report – A written historical narrative and report shall be provided in accordance with the HABS/HALS Historical Report Guidelines. The written history shall follow an outline format that begins with a statement of significance supported by the development of the architectural and historical context in which the structure was built and subsequently evolved. The report shall also include architectural description and bibliographic information.
- Softcover Book – A Print-on-Demand softcover book shall be produced that includes the content from the historical report, historical photographs, HABS/HALS photography, measured drawings, and field notes. The Print-on-Demand book shall be made available to the public for distribution.

The professional shall prepare the documentation and submit it for review and approval by the planning department's preservation specialist prior to the issuance of demolition permits. The documentation shall be disseminated to the planning department, San Francisco Main Library History Room, Northwest Information Center-California Historical Resource Information System, and San Francisco Architectural Heritage.

- Video recordation shall be undertaken prior to the issuance of demolition or site permits. The project sponsor shall undertake video documentation of the affected historical resource and its setting. The documentation shall be conducted by a professional videographer, preferably one with experience recording architectural resources. The documentation shall be narrated by a qualified professional who meets the standards for history, architectural history, or architecture (as

appropriate) set forth by the Secretary of the Interior’s Professional Qualification Standards (36 CFR, Part 61). The documentation shall include as much information as possible—using visuals in combination with narration—about the materials, construction methods, current condition, historic use, and historic context of the historical resource. Archival copies of the video documentation shall be submitted to the planning department and to repositories including but not limited to the San Francisco Main Library History Room, Northwest Information Center-California Historical Resource Information System, and San Francisco Architectural Heritage.

The video documentation shall be reviewed and approved by the planning department’s preservation staff prior to issuance of a demolition permit or site permit.

Mitigation Measure M-CR-1b: Interpretation

The project sponsor shall provide a permanent display of interpretive materials concerning the history and architectural features of the original 550 O’Farrell Street building, its operation during the period of significance, and its relationship to the Uptown Tenderloin Historic District and surrounding neighborhood. Interpretation of the site’s history shall be supervised by an architectural historian or historian who meets the Secretary of the Interior’s Professional Qualification Standards. The interpretive materials (which may include but are not limited to a display of photographs, news articles, memorabilia, and/or video) shall be placed in a prominent setting on the project site visible to pedestrians.

A proposal describing the general parameters of the interpretive program shall be approved by the planning department preservation staff prior to issuance of a site permit. The content, media, and other characteristics of such interpretive display shall be approved by the planning department preservation staff prior to issuance of a Temporary Certificate of Occupancy.

Impact CR-2: Demolition of the 550 O’Farrell Street Structure

Impact CR-2: The project variant would demolish the 550 O’Farrell Street building, causing a substantial adverse change in the significance of a historical resource as defined in CEQA guidelines section 15064.5. (Significant and Unavoidable with Mitigation)

As stated above, the 550 O'Farrell Street garage has been determined to be individually eligible for listing on the CRHR.²⁹ The project variant would completely demolish and replace the existing garage with a 13-story, 116-unit, mostly residential building. The project variant would not include retained elements of the existing historic structure. Demolition of the building would result in a loss of character-defining Gothic Revival façade, low-scale, two-story massing, reinforced concrete construction, and arched wood-truss roof. Therefore, demolition of the existing 550 O'Farrell Street building would have a significant adverse effect on a historic resource.

Mitigation Measures

Implementation of mitigation measures M-CR-1a and 1b (described above) would also apply to the project variant. The mitigation measures would lessen the impact of the complete demolition of 550 O'Farrell Street with the project variant. Implementation of the following **Mitigation Measure M-CR-2: Salvage** would only apply to full demolition of the garage with the project variant.

Mitigation measures M-CR-1a, 1b, and 2 would not lessen the severity from the loss of an individual resource and this impact of the project variant would remain significant and unavoidable.

Mitigation Measure M-CR-2: Salvage

Prior to any demolition that would remove character-defining features as part of construction of the project variant, the project sponsor shall consult with planning department preservation staff as to whether any such features may be salvaged, in whole or in part, during demolition/alteration. The project sponsor shall make a good faith effort to salvage materials of historical interest to be utilized as part of the interpretative program. This could include salvage of the gargoyles on the primary façade. Salvaging activities would not lessen the severity from the loss of an individual district contributor, and this impact would remain significant and unavoidable.

Impact CR-3: Development at 550 O'Farrell Street under the proposed project or project variant would not cause a substantial adverse change in the significance of the Uptown Tenderloin Historic District. (Less than Significant)

As discussed in the Environmental Setting section above, 550 O'Farrell Street is also a contributor to the National Register-listed Uptown Tenderloin Historic District. The district is listed in the National Register under Criterion A for its association with the development of hotel and

²⁹ Carey & Co. Inc., *Historic Resource Evaluation—Part 1. 550 O'Farrell Street*, San Francisco California, September 1, 2017, and Treanor HL *Historic Resource Evaluation—Part 2*, March 11, 2019.

apartment life in San Francisco during a critical period of change, and as a distinctive residential area associated with commercial activity, entertainment and vice. The historic district is listed under Criterion C for its distinctive mix of building types that served a new urban population of office and retail workers.

Demolition

Proposed Project

The proposed project would demolish most of the 550 O'Farrell Street structure, a two-story parking garage that is a contributor to the National Register-listed Uptown Tenderloin Historic District. The proposed project would include retained elements of the existing façade, with its character-defining features incorporated into the lower floors of the O'Farrell Street frontage. Those elements would relate to the character of other contributing buildings in the district. The proposed project would, however, destroy other historic materials, features, and spatial relationships that characterize the property as a contributor to the district. As concluded above under Impact CR-1, the proposed project would have a significant adverse impact on an individual historical resource.

Nevertheless, the loss of a single contributor to the district would occur within the larger context. The district originally had a total of 409 extant contributing buildings and sites and 68 non-contributing buildings and sites. To date there have only been 3 contributing buildings demolished within the district (See Table 3-1). With the large ratio of contributing to non-contributing buildings, the loss of one contributing building, bringing the total loss of contributing buildings to 4, would not substantially reduce the ratio of contributory to non-contributory buildings. Additionally, the 550 O'Farrell Street structure is identified as a support structure for the significant residential use of the district and is one of 21 garage structures within the district. Therefore, the loss of this one garage building would not prevent the district from conveying its historical significance. The proposed project would not result in a substantial adverse change to the Uptown Tenderloin Historic District and impacts would be less than significant.

Project Variant

The project variant would demolish a single two-story parking garage located in an National Register-listed historic district and would destroy historic materials, features, and spatial relationships that characterize the property as a contributor to the district. As concluded above under Impact CR-2, the project variant would have a significant adverse impact on a historic resource. As stated above for the proposed project, the loss of a single contributor to the district would occur within the larger context of the district and would not prevent the district from conveying its historical significance. The project variant would not result in a substantial adverse change to the district and impacts would be less than significant.

New Construction

Proposed Project

The proposed project would construct a 13-story, 130-foot-tall (with an additional 16 feet for the mechanical penthouse) mixed-use building with up to 111 dwelling units and retail/residential amenity space on the ground floor. The proposed building would be roughly rectangular in plan. The proposed project would include retained elements of the existing façade and its character-defining features incorporated into the lower floors of the O'Farrell Street frontage. The building massing would maintain the continuous street wall along O'Farrell Street

The historic district compatibility analysis in HRE Part 2,³⁰ and subsequent review by the planning department found that, in general, the proposed 550 O'Farrell Street project would be compatible with the character-defining features of the Uptown Tenderloin Historic District in terms of size and scale, massing and composition, and materials. The proposed project would be 13-stories tall on O'Farrell Street. At 13 stories, the building would not be the tallest on the block or even on the adjacent blocks. While the character-defining features of the district describe buildings that are anywhere between three and seven stories, many of the contributing buildings in the immediate neighborhood are in fact much taller than seven stories. Most contributing buildings in the district occupy the entire width of the lot and create a continuous street wall. The proposed project would continue the rhythm of street walls on the block by retaining the existing façade.

The composition of the proposed project would follow the typical tripartite composition of contributing buildings within the district. The base of the building in the proposed project would be the façade of the existing garage with new storefront windows and entrances on the ground floor to accommodate the new uses of the building. The middle portion of the new building would incorporate a regular rhythm of punched vertical openings from floors 5 through 12. Windows would feature a deep recess from the building wall and while there would be some minor differences in window configuration and operation, the overall rhythm would be that of a unified composition across the façade. The building would terminate at the 13th floor with a floor slightly recessed and finished in a different material from the floor below. Capping the 13th floor would be a decorative metal cornice that projects slightly from the floor below.

The general composition of the building, with its three-part façade that would retain the existing façade of the garage, regularly punched openings, and use of a simple metal cornice as an architectural cap to the building, would be compatible with the overall character of the historic district. A vertical hyphen would be incorporated at the fourth floor of the proposed project so as

³⁰ TreanorHL, *Historic Resource Evaluation Part 2-Compatibility & Impacts Analysis, 550 O'Farrell Street, San Francisco, California*, December 18, 2018.

to provide a visual and physical separation between the façade of the garage and the upper floors. The hyphen would be recessed behind the existing building by approximately three feet and the material of the floors at this level would be differentiated so as to emphasize an aesthetic separation.

The materials of the proposed project have been determined to be compatible with the character of the historic district. The center element of the tripartite composition would be finished in an architectural precast concrete organized in a thin horizontal composition while the fenestration would be vertically oriented fixed and awning windows set within a metal panel.

In conclusion, although the proposed project would demolish most of an existing structure, the proposed project would not adversely affect the eligibility of the historic district as a whole because the design has been determined to be compatible with the character of the historic district, including retaining Gothic Revival elements of the existing façade. Therefore, this impact would be less than significant.

Project Variant

The project variant would construct a 13-story, 130-foot-tall (with an additional 16 feet for the elevator penthouse) mixed-use building with up to 116 dwelling units and retail/residential amenity space on the ground floor. The proposed building would be roughly rectangular in plan. The building massing would maintain the continuous street wall along O'Farrell Street.

In general, the project variant would be compatible with the character-defining features of the district in terms of size and scale, massing and composition, and materials. Because the design of the project variant is identical in composition to the proposed project from the fourth floor up, overall the design would be compatible with the size and scale, massing and composition, and materials as mentioned above. However, the project variant would not retain the front façade of the historical resource and instead would incorporate a three-story base consisting of a regular rhythm of punched openings in a terra-cotta rainscreen. The project variant would not adversely affect the eligibility of the historic district as a whole because the design has been determined to be compatible with the character of the historic district. Therefore, this impact would be less than significant.

Impact CR-4: Construction activities for the proposed project or project variant could result in physical damage to adjacent historic resources. (Less than Significant with Mitigation)

Proposed Project or Project Variant.

Appendix A herein, the initial study in **section E.7, Noise**, analyzes potential construction vibration effects on adjacent structures. The initial study found that proposed project or project variant construction would generate vibration levels exceeding the threshold of 0.25 inches per second PPV at historic properties within 20 feet of the site. Such vibration levels would be capable

of cosmetically damaging the adjacent buildings to the east and west, 540 O'Farrell Street and 570 O'Farrell Street. The initial study **section F, Mitigation Measures** includes **Mitigation Measure M-NO-2: Construction Vibration Controls**, which would avoid substantial adverse vibration effects on adjacent buildings. Implementation of **Mitigation Measure NO-2** would reduce vibration-related impacts during project demolition and construction activities to less-than-significant levels.

Therefore, proposed project or project variant vibration impacts on adjacent historic architectural resources would be less than significant with mitigation incorporated.

Cumulative Impacts

Impact C-CR-1: The proposed project or project variant, in combination with past, present, and reasonably foreseeable future projects in the project vicinity, could result in a significant cumulative impact on historic architectural resources in the Uptown Tenderloin Historic District. (Less than Significant)

Proposed Project and Project Variant

The geographic context for an evaluation of cumulative impacts on the Uptown Tenderloin Historic District (UTHD, district) is that area within the district boundaries. The proposed project or project variant would involve demolition of most or all of one historic resource and construction of a new building within the boundaries of the district. As described above under Impact CR-3, the proposed project or the project variant would not adversely affect the eligibility of the historic district as a whole because their designs have been determined to be compatible with the character of the historic district in terms of size and scale, massing and composition, and materials.

The planning department has identified environmental cases within the district boundaries as a means to analyze potential adverse, cumulative effects on the UTHD. Projects either under review or approved since the establishment of the historic district are listed in **Table 3-1: Proposed, Ongoing, and Completed Projects in the Uptown Tenderloin Historic District**, p. 3-22.

As noted above, three contributors have been previously demolished, which resulted in 406 remaining contributors. The demolition of an individual resource and district contributor at 121 Golden Gate Avenue was identified as causing a significant impact to the district in 2011 (2005.0869E; EIR certified March 24, 2011).³¹ The analysis for this project found that the demolition would have a measurable adverse impact on this historic district, and that the proposed project

³¹ 121 Golden Gate Avenue Project Final EIR, San Francisco Planning Department Case No 2005.0869ECV, Adopted March 24, 2011. Accessed May 16, 2020. <https://commissions.sfplanning.org/cpcpackets/2005.0869ECV.pdf>

would have a cumulative historic architectural resource impact. In this scenario, it was determined that the demolition of a highly visible contributor at the corner of Golden Gate Avenue and Jones Street at the southernmost edge of the UTHD boundary would have a significant impact on the cohesiveness of the district by removing a substantial architectural corner feature and reducing the legibility of the district's boundary. Despite the loss of this district contributor, the department determined that the proposed project would enhance the urban character of the neighborhood, and more importantly would be compatible with the UTHD (2005.0869ECV, Planning Commission Motion 18301, March 24, 2011, p. 10).³²

The department determined that the other two demolition projects regarding contributors would not cause an impact to the district. The department determined that the demolition of the contributing building at 651 Geary Street, a garage that was later converted into an office building, would not have an impact on the district, and furthermore, found the new construction of a 13-story mixed-use building to be compatible with the character-defining features of the district (2014.0482ENV, categorical exemption issued June 20, 2016). The department also determined the demolition of 719 Larkin Street, a one-story commercial building, would not cause an impact on the District because the block would still contain a large number of contributing buildings and the District still contained numerous one-story commercial contributing buildings throughout the district. The department also found the new construction of the 8-story mixed use building to be compatible with the character defining features of the district (2015-005329ENV, categorical exemption issued May 11, 2017). Therefore, the department concluded that the district continues to express its historical significance through the remaining over 400 contributors.

In addition to the proposed development at 550 O'Farrell Street, **Table 3-1: Proposed, Ongoing, and Completed Projects in the Uptown Tenderloin Historic District**, p. 3-22, six proposed or ongoing projects that involve contributing structures. Two projects do not involve demolition of the contributing structures (229 Ellis Street, 2016-007593ENV, categorical exemption issued February 12, 2018; and 479 Ellis Street, 2016-015401ENV, categorical exemption issued July 17, 2017). Four proposed or ongoing projects on sites that involve substantial alterations or demolition of contributory structures (469 Eddy Street, 135 Hyde Street, 450 O'Farrell Street, and 245 Hyde Street). Two of these projects were found not to result in substantial adverse changes to the district (469 Eddy Street , 2014.0562ENV, categorical exemption issued February 16, 2016; and 135 Hyde Street, 2015-015203ENV, categorical exemption issued March 5, 2018), one project was previously found to not result in adverse changes to the district but is currently under review

³² *Ibid*, footnote 31, p. 3-31

again (450 O'Farrell Street), and one project is only in the preliminary stages of review (245 Hyde Street).

Seven proposed or ongoing projects are located on noncontributing properties: all are infill construction on parking lots or vacant sites. The new development with six of those projects were determined to be compatible with the character of the district. Therefore, those projects would not result in substantial adverse changes to the district. One infill project on a noncontributing site is under review and no determination of impacts on the district has been made (180 Jones).

Therefore, there are three projects within the UTHD currently under review, two which affect contributing buildings (450 O'Farrell Street and 245 Hyde Street), and one of which is an infill project on a parking lot (180 Jones Street). 450 O'Farrell Street, which includes demolition of three district contributors, was previously found to not cause a significant project or cumulative impact to the district with mitigation (2013.1535ENV, EIR certified November 13, 2018). The department found that the loss of these contributing buildings, located along the district's eastern boundary, would not impact the district to a degree that its cohesiveness and comprehensibility as a historic resource would be materially impaired. Revisions to the proposed design are currently under review. The other project that involves a demolition or substantial alteration to a contributor is 245 Hyde Street, although this project is currently under review and impacts to the district have not been determined. Lastly, there is one project currently under review that involves infill on parking lot.

In terms of loss of building types, among 21 contributing garage buildings within the district, three have been converted to different uses (two commercial and one police station). As listed in **Table 3-1: Proposed, Ongoing, and Completed Projects in the Uptown Tenderloin Historic District**, above, one approved project will retain the façade of an existing garage and two projects that will demolish existing garages have been approved. Therefore, about 77 percent of contributing garage buildings would remain in that use after the proposed partial or complete demolition of 550 O'Farrell Street or other projects under review or development.

In summary, the total number of original contributors to the UTHD was 409 at the time of its listing. Three total contributors have been demolished since listing (651 Geary, 121 Golden Gate, and 719 Larkin), bringing the total number of extant contributors to 406. In summary there are a total of six contributing buildings that are currently proposed for demolition or substantial alteration as part of current or ongoing projects, in addition to the proposed project. Two contributing buildings are proposed to be demolished or substantially altered under the projects at 469 Eddy and 135 Hyde, another three are proposed for demolition or alteration under the project at 450 O'Farrell, and a sixth building potentially proposed for demolition or substantial alteration under the project at 245 Hyde. The proposed project at 550 O'Farrell would bring the number to seven total demolition or substantial alterations currently under consideration. This

seven is in addition to the three contributors that have already been demolished, bringing the total number of contributors down to 399 from the original 409.

Construction of cumulative projects that involve impact equipment (e.g., pile driving, impact hammers/hoe rams, jackhammers) could generate ground-borne vibration that could damage adjacent historical resources. It is possible that the proposed project or project variant and cumulative projects in the vicinity could undergo construction activities that would use impact equipment simultaneously that could affect the same receptor(s). Initial study **section E.7, Noise** analyzes potential cumulative groundborne vibration and noise impacts. As discussed in that section, the proposed project or project variant in combination with cumulative project construction could result in significant cumulative vibration impacts on adjacent historic resources, to which the proposed project or project variant would make a substantial contribution. However, the proposed project or project variant would be required to implement **Mitigation Measure M-NO-2: Construction Vibration Controls**, as detailed in initial study **section F, Mitigation Measures**, which would reduce its contribution to these impacts to less-than-significant levels.

Based on the above analysis, the planning department has determined that the concentration of past, present, and reasonably foreseeable future projects within the Uptown Tenderloin Historic District would not affect the historic fabric or character such that the district would no longer be eligible for listing on the National Register or the California Register. The identified demolitions are found primarily along the edges of the district and not primarily concentrated in any specific locus. Nor are the proposed projects removing or altering a significant building type or style such that a significant property type would no longer be represented in the district. In a district of almost 400 contributing resources, the Uptown Tenderloin Historic District would retain and express its historic significance. As discussed above, there is a potential for cumulative vibration impacts on adjacent historic resources that contribute to the Uptown Tenderloin Historic District. However, implementation of **Mitigation Measure M-NO-2: Construction Vibration Controls** would reduce groundborne vibration and protect adjacent historical resources during construction and would therefore reduce the contribution of the project or project variant to any cumulative vibration impacts to less than significant levels. Overall, cumulative development projects proposed, under review, or approved in the historic district would not result in adverse impacts on the historic district's integrity or eligibility for the National Register or the California Register.

The proposed project or the project variant would therefore not contribute to a substantial adverse cumulative change to the Uptown Tenderloin Historic District and cumulative impacts would be less than significant.

4. OTHER CEQA ISSUES

This chapter discusses the following topics in relation to the proposed project: growth inducement potential, significant environmental effects that cannot be avoided if the project is implemented, significant irreversible environmental changes that would result if the proposed project is implemented, and areas of controversy and issues to be resolved.

A. GROWTH-INDUCING IMPACTS

This section analyzes the growth-inducement potential of the proposed project, as required by CEQA Guidelines section 15126.2(d). A project is considered growth-inducing if it would directly or indirectly foster substantial employment or population growth, or the construction of substantial number of additional housing units. Examples of projects likely to result in significant adverse growth inducement include extensions or expansions of infrastructure systems beyond what is needed to serve planned growth, and development of new residential subdivisions in areas that are sparsely developed or undeveloped. The project would be located on an infill site, surrounded on all sides by urban uses, and would not result in the extension of infrastructure into undeveloped areas. Population growth that would result from the proposed project or project variant would be limited to the project site itself and the proposed project or project variant would not directly or indirectly induce growth beyond the project site.

As discussed in **section E.3, Population and Housing**, p. 20, in the IS (see Appendix A), the proposed project or project variant would result in a net increase in housing and a net increase in jobs on the project site as follows: an increase of 111 to 116 dwelling units and approximately 255 to 267 residents, and an increase of approximately 1,300 sf of ground-floor retail/residential amenity space. Based on the retail uses on the project site, the new businesses would employ approximately five full-time employees. The project would also employ about three persons for leasing, management, and maintenance services. The proposed project or project variant's inclusion of 111 to 116 new dwelling units would provide additional housing that could be used by future employees at the site.

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

For the above reasons, the additional residents and employees associated with the proposed project or project variant would have a less-than-significant impact related to unplanned population growth, both directly and indirectly, and would not have a direct or indirect growth-inducing impact.

B. SIGNIFICANT UNAVOIDABLE IMPACTS

In accordance with CEQA section 21067 and CEQA Guidelines sections 15126(b) and 15126.2(b), this section identifies significant environmental impacts that could not be eliminated or reduced to less-than-significant levels by implementation of all identified mitigation measures. The findings of significant impacts are subject to final determination by the San Francisco Planning Commission as part of the certification process for this draft EIR.

As identified in **section 3.B, Historic Architectural Resources**, pp. 3-5, under Impact CR-1, the proposed project or project variant would demolish most or all, respectively, of the 550 O'Farrell Street building, a historic resource as defined by CEQA. This complete or partial demolition would materially impair the significance of the 550 O'Farrell Street building and thus cause a substantial adverse impact on an individual historic resource; therefore, demolition or partial demolition of the 550 O'Farrell Street building would be considered a significant impact under CEQA. Implementation of mitigation measures **M-CR-1a: Documentation, M-CR-1b: Interpretation, and M-CR-2: Salvage**, would lessen the impact of the proposed demolition (complete or partial) of the 550 O'Farrell Street building. However, these mitigation measures would not reduce this impact to a less-than-significant level. Moreover, there is no feasible mitigation measure that could avoid this project-related historic architectural resource impact. Therefore, the impact to the individually eligible historic resource on the project site would remain significant and unavoidable.

C. SIGNIFICANT IRREVERSIBLE CHANGES

In accordance with sections 15126.2(c) and 15127 of the CEQA Guidelines, an EIR must identify any significant irreversible environmental changes that could result from implementation of the proposed project. Such significant irreversible environmental changes may include current or future uses of non-renewable resources, secondary or growth-inducing impacts that commit future uses of nonrenewable resources, and secondary or growth-inducing impacts that commit future generations to similar uses. According to the CEQA Guidelines, irretrievable commitments of resources should be evaluated to assure that such current consumption is justified. In general, such irreversible commitments include the uses of resources, such as energy and materials used to construct a proposed project, as well as the energy and natural resources (including water) that would be required to sustain a project and its inhabitants or occupants over the usable life of the project.

Consumption of nonrenewable resources includes increased energy consumption, conversion of agricultural lands, and lost access to mining reserves. As discussed in **section E.20, Energy**, pp. 136-138 and **section E.21, Agriculture and Forest Resources**, p. 138 of the IS (see **Appendix A**), the State Department of Conservation designates the site as "Urban and Built-Up Land," and the

site is located in an urbanized area of San Francisco. Therefore, no existing agricultural lands would be converted to non-agricultural uses. In addition, the project site does not contain known mineral resources and does not serve as a mining reserve; thus, development of the proposed project or project variant would not result in the loss of access to mining reserves. Refer to **section E.19, Mineral Resources**, p. 135 of the IS in **Appendix A**. Construction of the proposed project or project variant would require the use of energy, including energy produced from nonrenewable resources. Energy consumption would also occur during the operational period of the proposed project. As discussed in **section E.6, Transportation and Circulation** of the IS in **Appendix A**, pp. 32 to 47, the project site is in an area that is transit-rich and has relatively low vehicle miles travelled per capita compared to the rest of the Bay Area. Thus, implementation of the proposed project or project variant would not lead to a wasteful use of fuel. The proposed project or project variant would be required to incorporate green building features consistent with the City's Green Building Ordinance that are anticipated to result in additional reductions in energy use and greenhouse gas emissions. As discussed in **section E.9, Greenhouse Gas Emissions** of the IS in **Appendix A**, pp. 88 to 91, the proposed project or project variant would not result in any significant impacts associated with an increase in greenhouse gas emissions or conflict with measures adopted for the purpose of reducing such emissions because the project would be compliant with the City's Greenhouse Gas Reduction Strategy. Additionally, the proposed project or project variant would not require the construction of major new lines to deliver energy or natural gas as these services are already provided in the area. Therefore, the proposed project or project variant would not result in a significant impact associated with the consumption of nonrenewable resources.

No significant environmental damage, such as accidental spills or an explosion of a hazardous material, is anticipated with implementation of the proposed project or project variant. Compliance with federal, state, and local regulations would ensure that construction and operation activities at the project site would not result in the release of hazardous materials into the environment and that associated impacts would be less than significant (refer to **section E.18, Hazards and Hazardous Materials**, pp. 128 to 135 of the IS in Appendix A). As such, no irreversible changes – such as those that might result from construction of a large-scale mining project, a hydroelectric dam project, or other industrial project – would result from development of the proposed project or project variant.

D. AREAS OF KNOWN CONTROVERSY AND ISSUES TO BE RESOLVED

Publication of the NOP initiated a 30-day public review and comment period that began on March 6, 2019 and ended on April 5, 2019.³³ During the review and comment period, a total of 15 comments were submitted to the San Francisco Planning Department by interested parties. San Francisco Public Utilities Commission staff commented on water supply information to be addressed in the environmental documents. The Native American Heritage Commission commented on AB 52 tribal cultural resources notification and consultation requirements. Thirteen other responses commented on the NOP review schedule, project merits, construction noise and air quality impacts, views, parking, historic resources, and project alternatives.

The planning department has considered the comments made by the public in preparation of the IS and Draft EIR for the proposed project and project variant. There are no known areas of controversy or issues to be resolved.

³³ The NOP was filed with County Clerk at a later date, June 10, 2019, and the comment period was extended to July 10, 2019.

5. ALTERNATIVES

A. INTRODUCTION

This chapter identifies alternatives to the proposed project and the project variant and discusses potential environmental impacts associated with each alternative. CEQA Guidelines require the analysis of a reasonable range of alternatives to the proposed project or to the location of the project, which would feasibly attain most of the basic objectives of the project and avoid or substantially lessen any of the significant effects of the project (CEQA Guidelines section 15126.6). The range of alternatives required in an EIR is governed by a “rule of reason” that requires the EIR to set forth only those alternatives necessary to permit informed public participation and an informed and reasoned choice by the decision-making body (CEQA Guidelines section 15126.6(f)).

CEQA generally defines “feasible” to mean the ability to be accomplished successfully within a reasonable period of time, considering economic, environmental, social, technological, and legal factors. The following factors may also be taken into consideration when assessing the feasibility of alternatives: site suitability, economic viability, availability of infrastructure, general plan consistency, other plans or regulatory limitations, jurisdictional boundaries, and the ability of the proponent to attain site control (CEQA Guidelines section 15126.6(f)(1)). An EIR need not consider every conceivable alternative but must consider a reasonable range of alternatives that will foster informed decision-making and public participation. City decision-makers could adopt an alternative instead of approving the proposed project or project variant if that alternative would substantially reduce or eliminate significant environmental impacts identified for the proposed project or project variant, the alternative is feasible, and the alternative would achieve most of the proposed project’s objectives. The final determination of feasibility will be made by decision-makers based on substantial evidence in the record, which includes but is not limited to information presented in the draft EIR, comments received on the draft EIR, and responses to those comments.

CEQA also requires that a No Project Alternative be evaluated (CEQA Guidelines section 15126.6[e]); the analysis of the No Project Alternative is based on the assumption that the project would not be approved. In addition, an environmentally superior alternative must be identified among the alternatives considered. The environmentally superior alternative is generally defined as the alternative that would result in the least adverse environmental impacts to the project site and affected environment. If the No Project Alternative is found to be the environmentally superior alternative, the EIR must identify an environmentally superior alternative among the other alternatives.

CEQA Guidelines section 15126.6(c) also requires an EIR to identify and briefly discuss any alternatives that were considered by the lead agency but were rejected as infeasible during the

scoping process. In identifying alternatives, primary consideration was given to alternatives that would reduce significant impacts while still meeting most of the basic project objectives. Those alternatives that would have impacts identical to or more severe than the proposed project or project variant, or that would not meet most of the project objectives, were rejected from further consideration.

As identified in **chapter 3, Environmental Setting and Impacts**, if implemented, the proposed project would result in a significant and unavoidable impact related to demolition of a historic architectural resource. Alternatives were selected that would substantially reduce or avoid most of the significant unavoidable impacts identified in this draft EIR.

The focus of the alternatives analysis is on the topic of historic architectural resources. All other environmental topics were identified as less than significant or less than significant with mitigation in the IS.

A.1 Summary of Project Alternatives.

The project sponsor; the project architects, Brick Architecture & Interiors; and historic preservation architects, Page & Turnbull, developed preservation alternatives for the 550 O'Farrell Street project. In consultation with planning department historic preservation staff, three preservation alternatives were identified: one full preservation alternative and two partial preservation alternatives. Page & Turnbull drafted a preservation alternatives memorandum presenting those alternatives in detail, including elevations and floor plans by the project architect.

The full preservation alternative included a four-story addition at the rear of the building. The two partial preservation alternatives would retain the main O'Farrell Street façade of the existing structure, with a new 13-story residential structure. The first partial preservation alternative would have the new tower set back about four feet from the O'Farrell Street façade. The second partial preservation would set back the new tower about 20 feet from the O'Farrell Street façade.

Consistent with Historic Preservation Commission resolution 0746 regarding evaluation of preservation alternatives in the EIR process, and planning department policy, the commission had the opportunity to provide early feedback on the draft alternatives.³⁴ On April 17, 2019, the commission reviewed the three draft preservation alternatives.³⁵ The commission found that those three alternatives represented a reasonable range of alternatives for EIR analysis that would avoid or reduce the significant adverse effects of the proposed project on historic architectural resources. Commission comments also noted that the four-story addition with the full

³⁴ 550 O'Farrell Street - Draft Project Preservation Alternatives, Page & Turnbull Architects, March 29, 2019.

³⁵ Meeting Notes from Review and Comment at the April 17, 2019 HPC Hearing for Preservation Alternatives for 550 O'Farrell Street, Case No. 2017-004557ENV, May 1, 2019.

preservation alternative could be increased by one or two floors with further setbacks, the setback above the retained façade with the second partial preservation alternative could be increased, and the lightwells of the partial preservation alternative should closely match those of adjoining buildings.

This EIR analyzes the proposed project with the retained elements design, which is a modified version of one of the partial preservation alternatives reviewed by the commission. This chapter analyzes the full preservation alternative and partial preservation alternative. In response to commission comments, the proposed project with retained elements has an increased hyphen above the retained façade, and the full preservation alternative is modified to include six stories with a stepped setback. The project team explored the possibility of having the light wells in the partial preservation alternative more closely match the neighboring lightwells but ultimately was not able to address that comment. Overall, the proposed project and the two preservation alternatives respond to the comments of the commission. This chapter thus compares three alternatives to the proposed project and the project variant:

- No Project Alternative,
- Full Preservation Alternative, and
- Partial Preservation Alternative.

Table 5-1: Comparison of Alternatives for CEQA Analysis below provides a comparison of the alternative features and impact summary. **Figure 5-1: Project Alternatives Overview**, p. 5-7, also illustrates the main design features of the proposed project, the project variant, and alternatives. The following discussion of historic resources impacts of the project alternatives is based upon an analysis prepared by Page & Turnbull included in **Appendix C-4** of this EIR.³⁶

A.2 No Project Alternative

CEQA Guidelines section 15126.6(e) requires that, among the project alternatives, a “no project” alternative be evaluated. CEQA Guidelines section 15126.6(e)(2) requires that the No Project Alternative analysis “discuss the existing conditions...as well as what would be reasonably expected to occur in the foreseeable future if the project were not approved, based on current plans and policies and consistent with the available infrastructure and community services.” As noted in CEQA Guidelines section 15126.6, “[s]uch a discussion would compare the environmental effects of the property remaining in its existing state against environmental effects that would occur if the project is approved” and “[i]f disapproval of the project under consideration would result in predictable actions by others, such as the proposal of some other project, this ‘no project’ consequence should be discussed.”

³⁶ 550 O’Farrell Street – Revised Project Preservation Alternatives, Page & Turnbull Architects, February 14, 2020.

Table 5-1: Comparison of Alternatives for CEQA Analysis

	Proposed Project	Project Variant	No Project Alternative	Full Preservation Alternative	Partial Preservation Alternative
Description					
Project Height	130 feet	130 feet	40 feet	72 feet	130 feet
Number of stories	13 stories	13 stories	2 above-ground off-set parking levels	6 stories	13 stories
Total number of residential units	111	116	0	36	111
Depth of rear yard	31	31	0	10	13
Total Building Area (sf)					
Residential (includes lobby, amenity, mechanical, open space)	104,960 gsf	106,515 gsf	0	42,030 gsf	108,650 gsf
Retail/residential amenity	1,300 gsf	1,300 gsf	0	1,000 gsf	1,840 gsf
Bicycle spaces - class 1	156	156	0	72	156
Bicycle spaces - class 2	8	8	0	8	8
Parking spaces	0	0	119	17	0
Ability to Meet Project Sponsor's Objectives					
	Proposed Project would meet all of the project sponsor objectives.	Project Variant would meet all of the project sponsor objectives.	No Project Alternative would meet none of the project sponsor objectives.	Full Preservation Alternative would meet some of the project sponsor objectives.	Partial Preservation Alternative would meet some of the project sponsor objectives.
Historic Architectural Resources					
Historic Architectural Resources	<u>Impact CR-1:</u> The proposed project would retain the existing façade of 550 O'Farrell Street, with its Gothic-Revival detail, but demolition of most of the 550 O'Farrell Street building would result in a substantial adverse change to the significance of an individual historical	<u>Impact CR-2:</u> The demolition of the 550 O'Farrell Street building would result in a substantial adverse change to the significance of an individual historical architectural resource as defined by CEQA	No impact	Less-than-significant impact compared to the proposed project or the project variant. (LTS)	Similar impacts as the proposed project and project variant and would result in a substantial adverse change to the significance of an individual historical resource. Compared to the project variant, the Partial Preservation

Table 5-1: Comparison of Alternatives for CEQA Analysis

	Proposed Project	Project Variant	No Project Alternative	Full Preservation Alternative	Partial Preservation Alternative
	architectural resource as defined by CEQA Guidelines section 15064.5(b). (SUM)	Guidelines section 15064.5(b). (SUM)			Alternative would have less impact. (SUM)
Off-Site Historic Resources	<u>Impact CR-3:</u> Demolition of most of the 550 O'Farrell Street building and new construction with the proposed project would not result in a substantial adverse change in the significance of the Uptown Tenderloin Historic District. (LTS)	<u>Impact CR-3:</u> Demolition of the 550 O'Farrell Street building and new construction with the project variant would not result in a substantial adverse change in the significance of the Uptown Tenderloin Historic District. ((LTS)	No impact	Same as the proposed project. (LTS)	Same as the proposed project. (LTS)
Construction Impacts	<u>Impact CR-4:</u> Proposed project construction would generate excessive groundborne vibration or groundborne noise levels that could damage historic resources. (LSM)	<u>Impact CR-4:</u> Project variant construction would generate excessive groundborne vibration or groundborne noise levels that could damage historic resources. (LSM)	No impact.	Similar impacts as the proposed project and project variant. (LSM)	Similar impacts as the proposed project and project variant. (LSM)

Table 5-1: Comparison of Alternatives for CEQA Analysis

	Proposed Project	Project Variant	No Project Alternative	Full Preservation Alternative	Partial Preservation Alternative
Cumulative	<p><u>Impact C-CR-1:</u> The proposed project, in combination with other past, present, and reasonably foreseeable future projects in the project vicinity, would not result in a significant cumulative impact on a historical architectural resource or the UTHD. (LTS)</p> <p>The proposed project could result in significant cumulative construction vibration impacts on district contributors. (LSM)</p>	<p><u>Impact C-CR-1:</u> The project variant, in combination with other past, present, and reasonably foreseeable future projects in the project vicinity, would not result in a significant cumulative impact on a historical architectural resource or the UTHD. (LTS)</p> <p>The project variant could result in significant cumulative construction vibration impacts on district contributors. (LSM)</p>	<p>No impact</p> <p>No impact.</p>	<p>Same as the proposed project or the project variant. (LTS)</p> <p>Same as the proposed project or the project variant. (LSM)</p>	<p>Same as the proposed project or the project variant. (LTS)</p> <p>Same as the proposed project or the project variant. (LSM)</p>
<p>NI = no impact; LTS = less than significant impact; LSM = less than significant impact with mitigation; S = significant impact; SU = significant and unavoidable impact; SUM = significant and unavoidable impact with mitigation</p>					

PROPOSED PROJECT

Maintain Existing Facade with 13 Levels of Type I Construction with no Setback from O'Farrell Street. A Vertical Hyphen at Level 4 is Setback from O'Farrell Street Creating Visual Separation Between Existing and New.



PROJECT VARIANT

13 Levels of Type 1 Construction with No Setback from O'Farrell Street. A Vertical Hyphen at Level 4 is Setback from O'Farrell Street Creating Visual Separation between Base and Tower Elements



FULL PRESERVATION ALTERNATIVE

Maintain Front Half of Existing Building and Adaptively Re-use Interior. 2 Story Addition Setback 30 Feet with 2 Additional Stories at Rear of Building.



PARTIAL PRESERVATION ALTERNATIVE

Maintain Existing Facade with 13 Levels of Type 1 Construction Set back 18 Feet from O'Farrell Street.



550 O'FARRELL STREET PROJECT

Case No. 2017-004557ENV

SOURCE: BRICK, INC.

FIGURE 5-1: Project Alternatives Overview

Description

Under the No Project Alternative, the existing conditions characterizing the 11,800-sf 550 O'Farrell project site would not change. Compared to the proposed project or the project variant, there would be no new construction of a mixed-use (residential and retail) building consisting of a 130-foot-tall tower, with 111 to 116 residential units, and 1,300 sf of retail/residential amenity space. There would be no changes to the circulation system that serves the project site. The No Project Alternative would not preclude future development of the site with a range of land uses that are permitted under existing zoning and land use regulations. The project site would remain under the existing zoning, density, and height and bulk standards, as defined by the planning code. Under the No Project Alternative, it is assumed that existing land uses – principally garage uses – would remain into the near future.

Impacts

Historic Architectural Resources

Under the No Project Alternative, the existing building at 550 O'Farrell Street would not be demolished. The building, which is a contributor to the Uptown Tenderloin Historic District and has been determined to be eligible for listing on the California Register of Historical Resources (CRHR), and thus is a historic resource under CEQA for purposes of this EIR, would be retained. Therefore, compared to the proposed project or the project variant, which would result in significant unavoidable project-level impacts to historic architectural resources, the No Project Alternative would not result in any impacts related to historic architectural resources.

Other Environmental Topics

Because there would be no physical changes on the project site under the No Project Alternative, the No Project Alternative would not change conditions in the following areas: land use and land use planning, population and housing, archeological resources and tribal cultural resources, transportation and circulation, noise, air quality, greenhouse gas emissions, wind, shadow, recreation, utilities and service systems, public services, biological resources, geology and soils, hydrology and water quality, hazards and hazardous materials, mineral resources, energy, agriculture and forest resources, and wildfire. Additionally, compared to the proposed project, the No Project Alternative would not have any significant impacts.

Ability to Meet Project Objectives

Because the project would not be implemented, the No Project Alternative would not achieve any of the project sponsor's objectives for the proposed project or project variant. In particular, objectives to create a high-density mixed-income residential development by fully using the site's zoning capacity of up to 118 dwelling units and incorporating on-site affordable units, replace an outdated parking garage with a mix of uses compatible with the surrounding Tenderloin

neighborhood, contribute to the City's goal of creating 30,000 additional housing units in an area identified for high-density housing in proximity to public transportation, and construct a new building that is compatible with the character of the Uptown Tenderloin Historic District (the district), an identified architectural resource, would not be achieved. Refer to **chapter 2, Project Description**, p. 2-1, for a complete list of the project objectives.

A.3 Full Preservation Alternative

Description

With the Full Preservation Alternative, the 550 O'Farrell Street building would be retained and rehabilitated as part of the proposed project. This alternative would have 36 residential units for a total of 42,030 residential sf (including residential common, circulation and mechanical space areas); one 1,000 sf ground-floor retail/residential amenity space; 17 vehicle parking spaces (14 basement-level spaces and three ground-level spaces); 72 class 1 bicycle parking stalls (all on ground level) and 8 class 2 bicycle parking spaces on the O'Farrell Street sidewalk. The alternative would have six total stories for a building height of about 72 feet. Approximately 16,200 sf (about 46 percent) of the historic building would be retained for adaptive re-use.

The Full Preservation Alternative would maintain the front half of the historic building with a four-story addition; the first two stories would be set back 30 feet from the primary (south) façade of the historic building and the top two stories would be set back about 67 feet from the primary façade, with a 10-foot deep rear yard. The existing structure (floors, ceilings, and columns) would be retained in the front half of the historic building and would be reused for the new building. The alternative would retain the parking access from O'Farrell Street with adjacent store-front openings. New construction and new uses in the front half of the historic building would require the removal of vehicular circulation ramps and would alter the appearance of the existing interior structure of the building such that it would not resemble the original structure. (See **Figure 5-2: Full Preservation Alternative - Basement Level Plan**, p. 5-12, **Figure 5-3: Full Preservation Alternative - Ground Floor (Level 1) Plan**, p. 5-13, **Figure 5-4: Full Preservation Alternative - Level 2 Plan**, p. 5-14, **Figure 5-5: Full Preservation Alternative - Levels 3 and 4 Plan**, p. 5-15, and **Figure 5-6: Full Preservation Alternative - Levels 5 and 6 Plan**, p. 5-16, illustrating uses and floor plans.)

The addition would be constructed behind and connected to the retained portion of the historic building and abut the west, north, and east property lines; there would be lightwells along the side façades. The rear of the historic building would be demolished to accommodate the addition. Some of the existing building's concrete construction and all of the character-defining plaster finish of the south façade would be retained; however, a new, modern materials palette would be introduced at the addition. The façades of the new addition would be designed with modern materials, such as precast concrete, metal paneling, or an integrated composite system. The Full

Preservation Alternative would require excavation for the foundation and structural work, as well as for the below-grade parking garage (see **Figure 5-7: Full Preservation Alternative - Building Section**, p. 5-17). **Figure 5-8: Full Preservation Alternative - Street-Level Views**, p. 5-18, illustrates the alternative.

The use of the property would change from parking to mixed-use residential/retail. The primary façade would be rehabilitated in conformance with the Secretary of the Interior's Standards for Rehabilitation, described in **chapter 3, section B. Historic Architectural Resources**, p. 3-5, above, with non-character-defining features removed, including the main entrance and the filled-in storefronts on the first-floor level. These missing features would be replaced with new features that would be compatible with the unchanged portions of the primary façade.

As with the proposed project or the project variant, the project sponsor anticipates that construction of the Full Preservation Alternative would span approximately 21 months, with three phases: (1) partial demolition, (2) excavation and shoring, and (3) construction. The construction equipment and staging for this alternative would also be similar to the proposed project or the project variant.

B. IMPACTS

B.1 Historic Architectural Resources

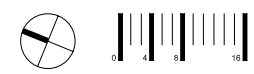
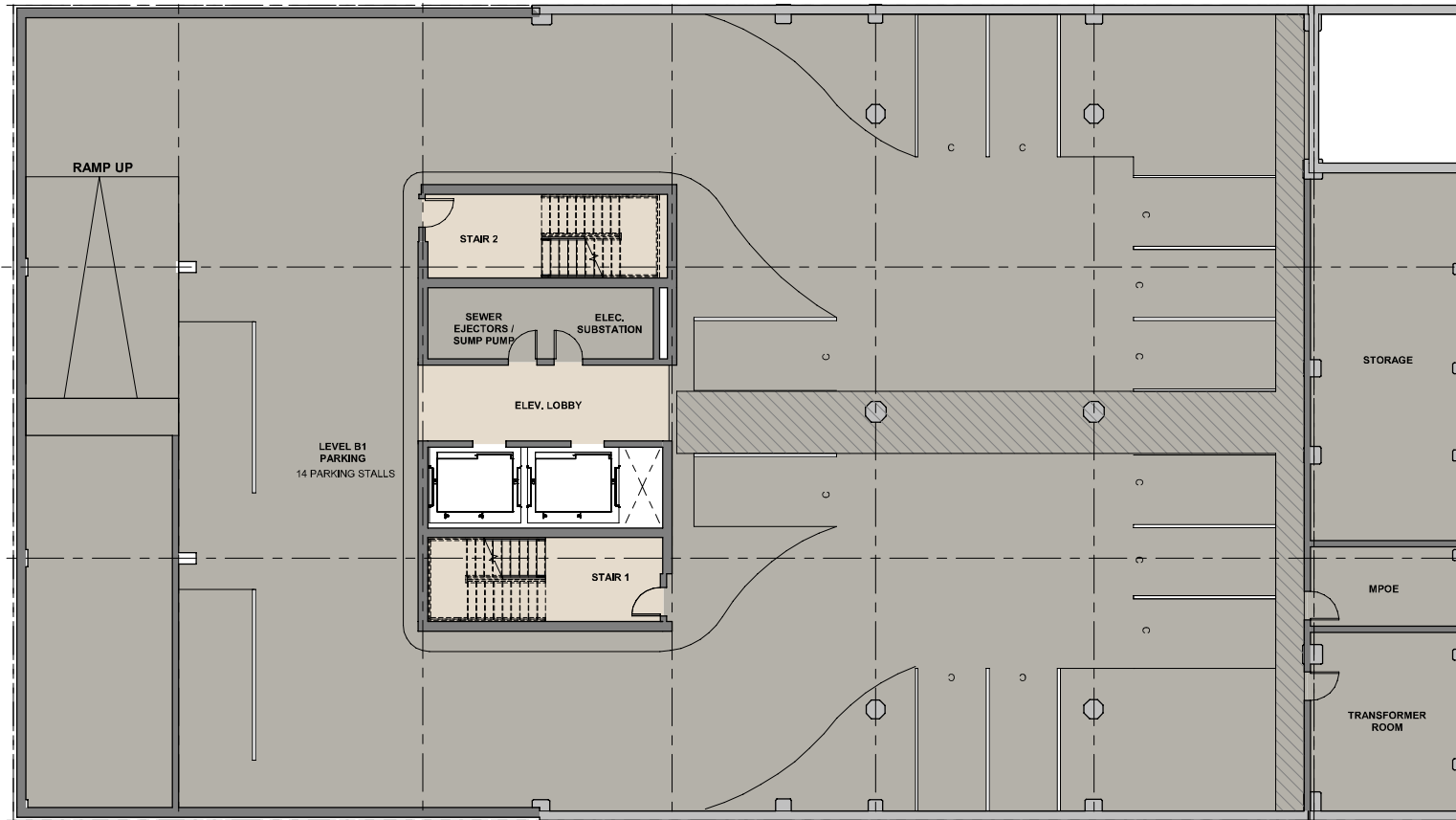
The Full Preservation Alternative would retain a majority of character-defining features of the historic resource at 550 O'Farrell Street in whole (see **Figure 3-2: 550 O'Farrell Street Building Character-Defining Features**, p. 3-18). The building's massing and reinforced concrete construction with arched wood-truss roof system would be partially retained. All other character-defining features and spatial relationships would be fully retained. The Full Preservation Alternative would meet all of the Secretary of the Interior's Standards for Rehabilitation, described in **section 3.B.1 Historic Architectural Resources**, p. 3-5 above, and would avoid the physical loss of an individually significant historical resource. CEQA guidelines section 15064.5(b)(3) includes a presumption that a project that complies with the secretary's standards would generally have a less-than-significant impact on a historical resource. Therefore, no mitigation measures for historic resource impacts would be required for the Full Preservation Alternative, unlike with the proposed project or the project variant. As the Full Preservation Alternative would comply with the rehabilitation standards, it would not adversely affect the historic resource, and would not have a significant impact under CEQA, as compared to the significant unavoidable impacts of the proposed project or the project variant. As with the proposed project and the project variant, with the large ratio of contributing to non-contributing buildings, the loss of one contributing building in the district would not substantially reduce the ratio of contributory to non-contributory buildings and would not prevent the district from conveying its historical significance. As with the proposed project and the project variant, the Full

Preservation Alternative would implement mitigation measures to reduce groundborne vibration and protect adjacent historical resources during construction. As with the proposed project and the project variant, the Full Preservation Alternative would not result in an impact on the Uptown Tenderloin Historic District nor would the project contribute to adverse cumulative impacts on the district.

B.2 Environmental Topics Analyzed in the Initial Study

Under the Full Preservation Alternative with its reduced development, project impacts related to the intensity of development as identified in the IS, such as population and housing, recreation, utilities and service systems, and public services, would be correspondingly reduced as compared to the proposed project or the project variant, and would continue to be less than significant. Operational impacts related to transportation, noise, air quality, greenhouse gas emissions, and energy also would be reduced given the reduced building size, compared with the proposed project or project variant, and also would be less than significant. Other impacts for environmental topics related to the footprint and location of the proposed development, such as land use and land use planning, hazards and hazardous materials, mineral resources, agriculture and forest resources, and wildfire would be the same as or very similar to the impacts of the proposed project and would be less than significant, as with the proposed project or project variant.

Construction-related activity associated with development of the project site would result in comparable impacts under the proposed project, the project variant, and the Full Preservation Alternative for environmental topics such as archeological resources, tribal cultural resources, noise, and air quality. This is because excavation and construction would be similar for the proposed project, project variant, and the alternative. As with the proposed project, these impacts would be less than significant with implementation of applicable mitigation measures identified in the IS, which would be applicable to the Full Preservation Alternative.

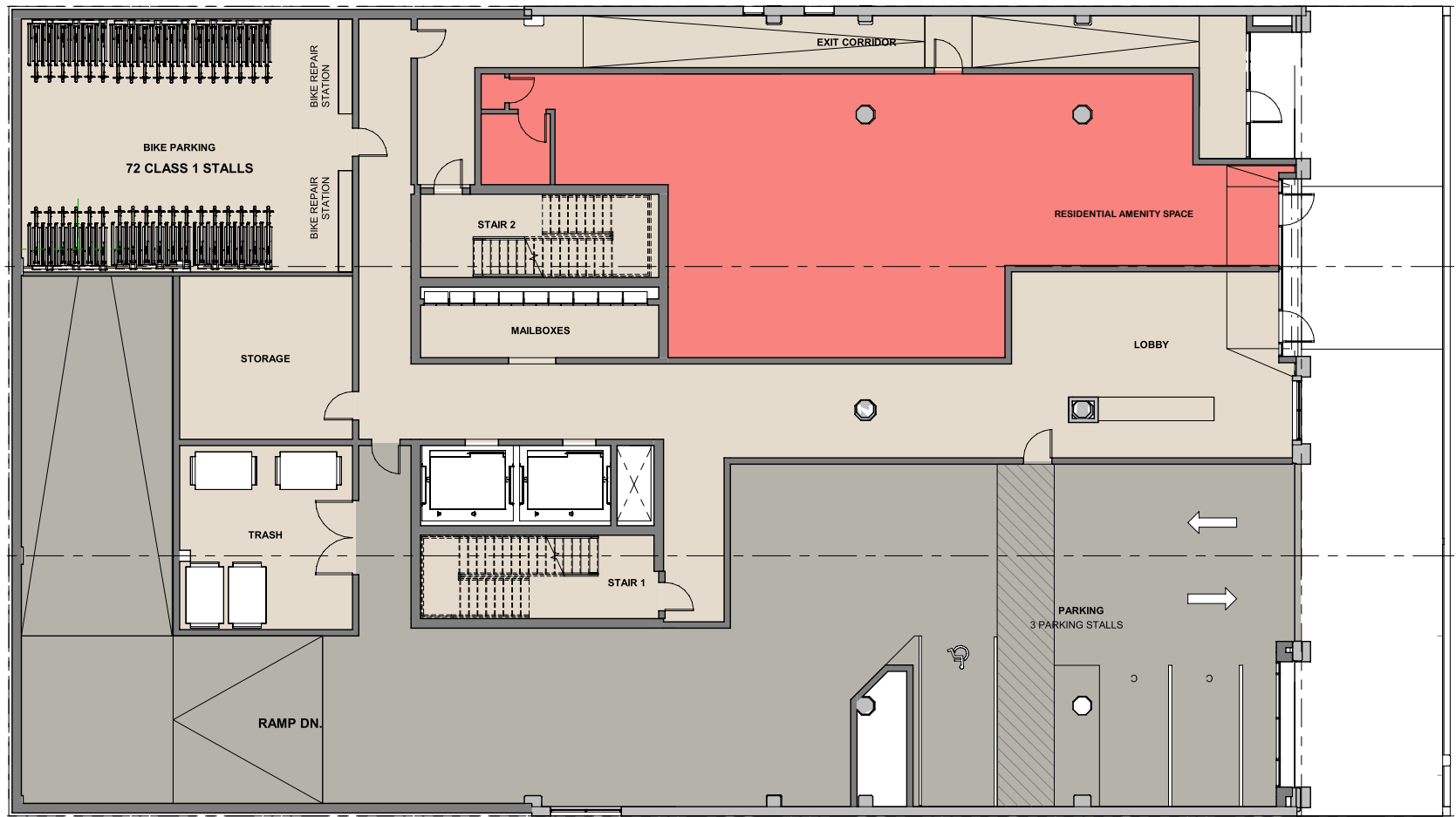


SOURCE: BRICK INC.

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Case No. 2017-004557ENV

FIGURE 5-2: Full Preservation Alternative – Basement Plan

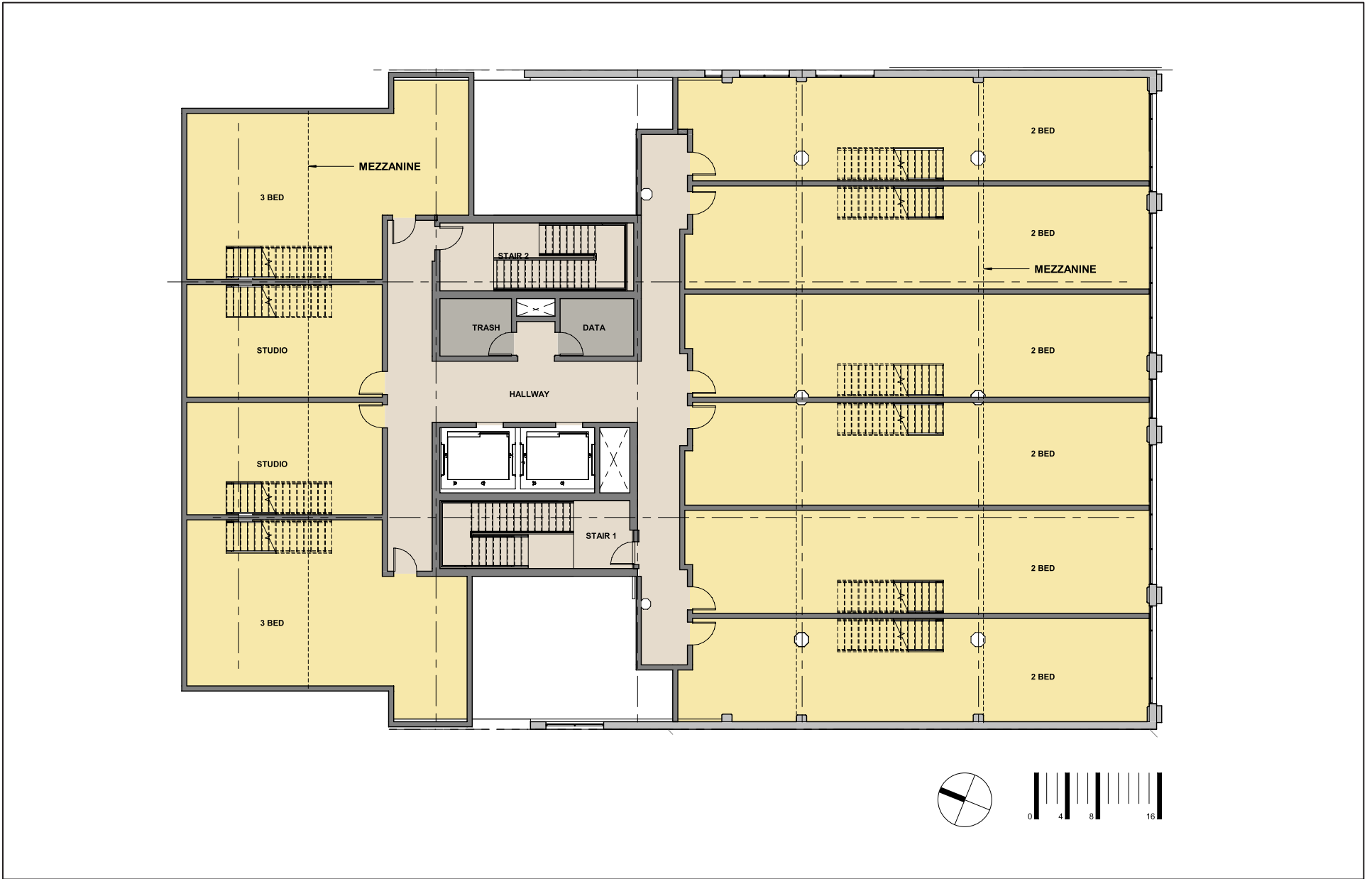


SOURCE: BRICK INC.

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FIGURE 5-3: Full Preservation Alternative – Ground Floor (Level 1) Plan



SOURCE: BRICK INC.

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FIGURE 5-4: Full Preservation Alternative – Level 2 Plan

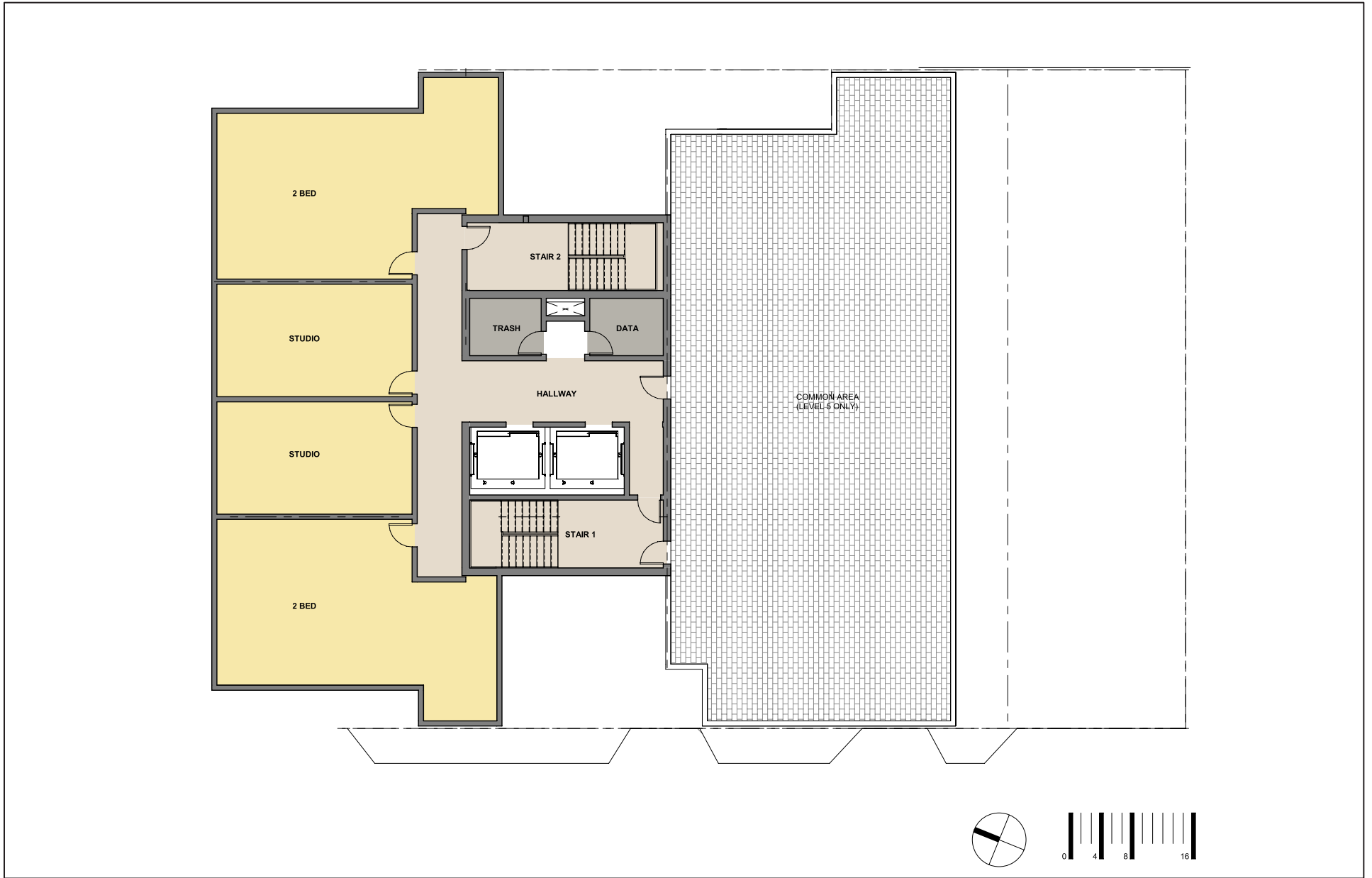


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FIGURE 5-5: Full Preservation Alternative – Levels 3 and 4 Plan

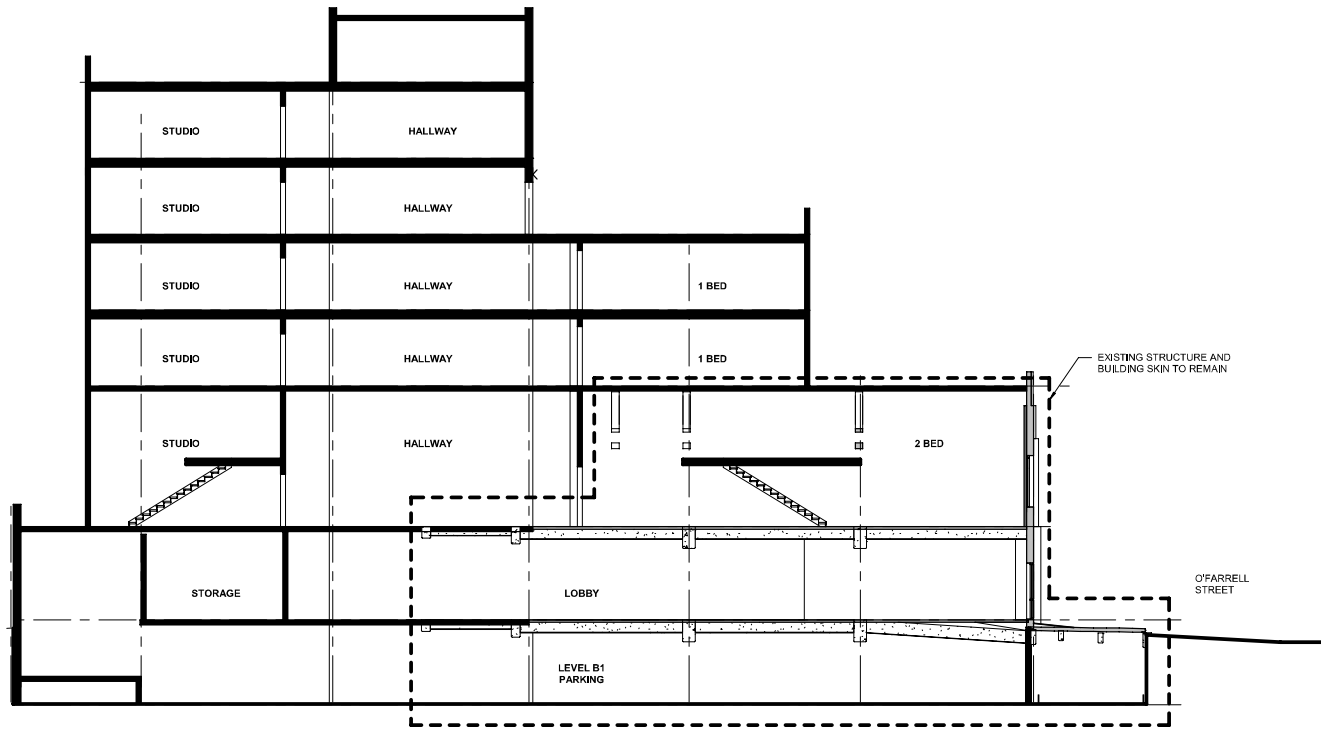


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FIGURE 5-6: Full Preservation Alternantive – Levels 5 and 6 Plan



SOURCE: BRICK INC.

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FIGURE 5-7: Full Preservation Alternative – Building Section



1 PERSPECTIVE LOOKING EAST



2 PERSPECTIVE LOOKING WEST

SOURCE: BRICK INC.

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FIGURE 5-8: Full Preservation Alternative – Street Level Views

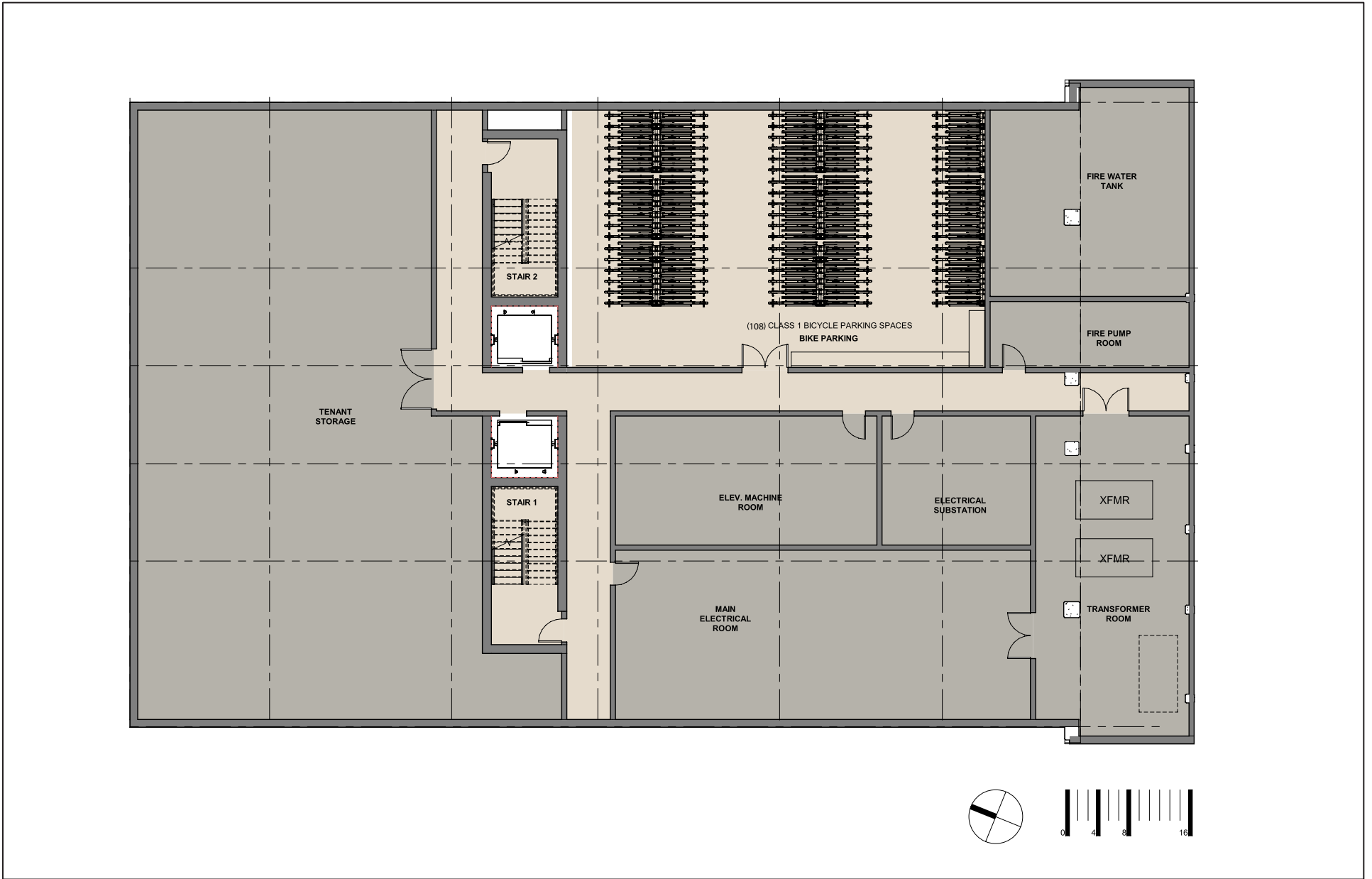
B.3 Ability to Meet Project Objectives

The Full Preservation Alternative would meet some of the project objectives, including the redevelopment of an underused site. In particular, objectives to replace an outdated parking garage with a mix of uses compatible with the surrounding Tenderloin neighborhood and incorporating on-site affordable units; contribute to the City’s goal of creating 30,000 additional housing units in an area identified for high-density housing in proximity to public transportation; and construct a new building that is compatible with the character of the district, and provides adequate access to light and air for all housing units. By reducing the size of the residential building, the Full Preservation Alternative would provide 36 units, 75 to 80 fewer units (about 60 percent fewer) as compared to the proposed project with 111 units or the project variant with 116 units, with a corresponding reduction in affordable housing units, and thus would not meet the objective to create a high-density mixed-income residential development using the site’s zoning capacity of up to 118 units. The Full Preservation Alternative would not meet the project objective of providing adequate access to light and air to all housing units because the rear yard would be only 10 feet in depth. As with the proposed project and the project variant, this alternative would require the Zoning Administrator to grant a rear yard modification. As a result, this alternative would not fully meet the project objectives of developing the site at an intensity and density that takes advantage of the area’s transit resources. In addition, the cost to construct the Full Preservation Alternative would be only slightly lower than the proposed project, but the reduction in units would result in a lower economic return, which would not fully meet the project objective related to economic feasibility. See **chapter 2, Project Description, section 2.B, Project Sponsor Objectives**, p. 2-43, for a complete description of the project objectives.

B.4 Partial Preservation Alternative

Description

The Partial Preservation Alternative would include 111 residential units for a total of 108,650 residential sf (including residential common and circulation areas); one 1,840 sf ground floor retail/residential amenity space; 156 class 1 bicycle parking stalls (108 basement-level stalls and 48 ground-level stalls), and 8 class 2 bicycle parking spaces on the O’Farrell Street sidewalk. The alternative would have 13 stories for a building height of 130 feet. The addition would be set back 18 feet from the O’Farrell Street façade, and the rear yard would be reduced with a width of 13 feet. See **Figure 5-9: Partial Preservation Alternative - Basement Level Plan**, p. 5-20, **Figure 5-10: Partial Preservation Alternative - Ground Floor (Level 1) Plan**, p. 5-21, **Figure 5-11: Partial Preservation Alternative - Level 2 Plan**, p. 5-21., **Figure 5-12: Partial Preservation Alternative - Level 3 Plan**, p. 5-23, **Figure 5-13: Partial Preservation Alternative - Level 4 Plan**, p. 5-24, **Figure 5-14: Partial Preservation Alternative - Levels 5-12 Plan**, p. 5-25, and **Figure 5-15: Partial Preservation Alternative - Level 13 Plan**, p. 5-26, illustrating uses and floor plans. Approximately 200 sf of the historic building would be retained at the primary (south) O’Farrell Street façade.

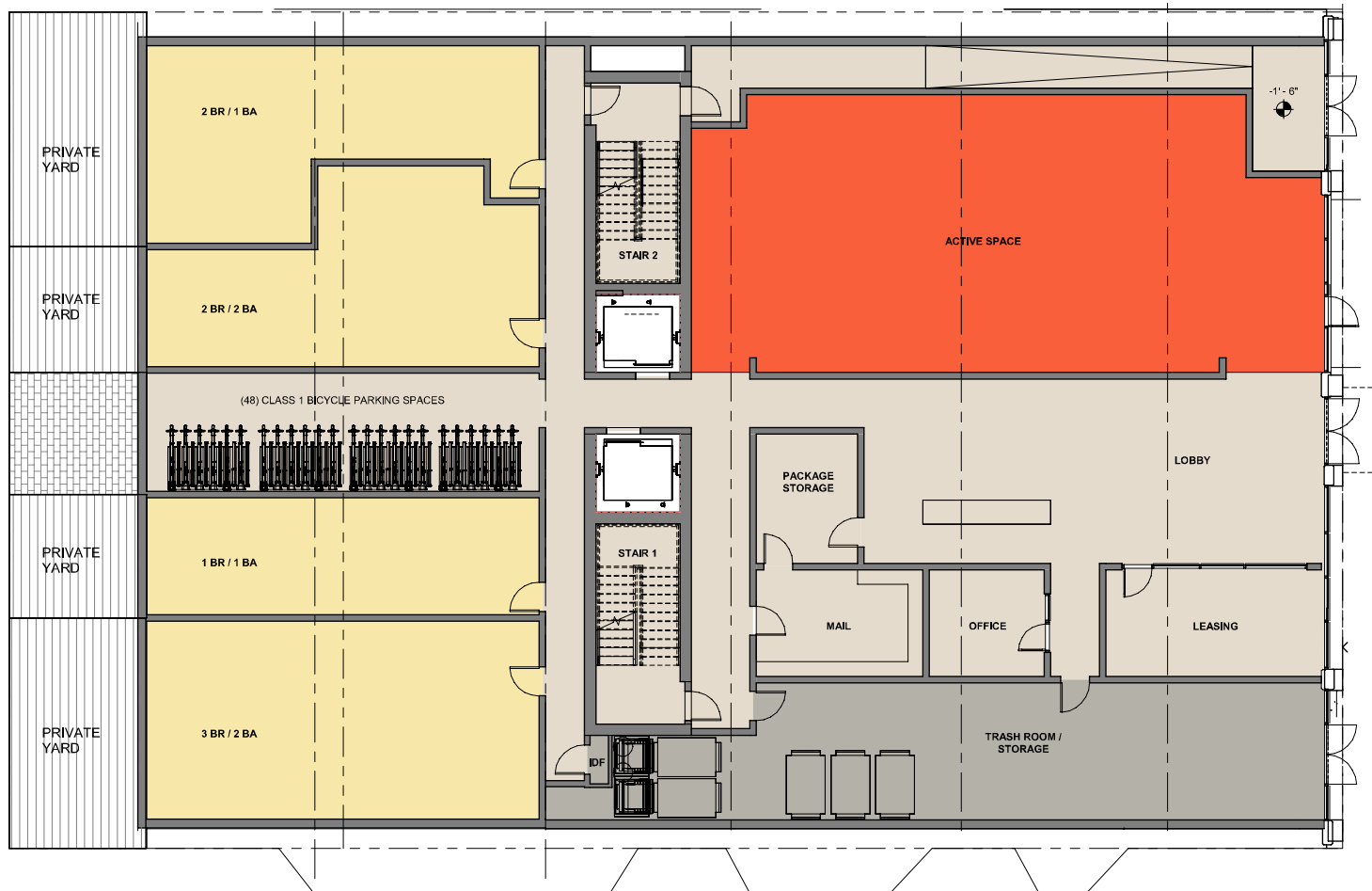


SOURCE: BRICK INC.

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Case No. 2017-004557ENV

FIGURE 5-9: Partial Preservation Alternative – Basement Level Plan

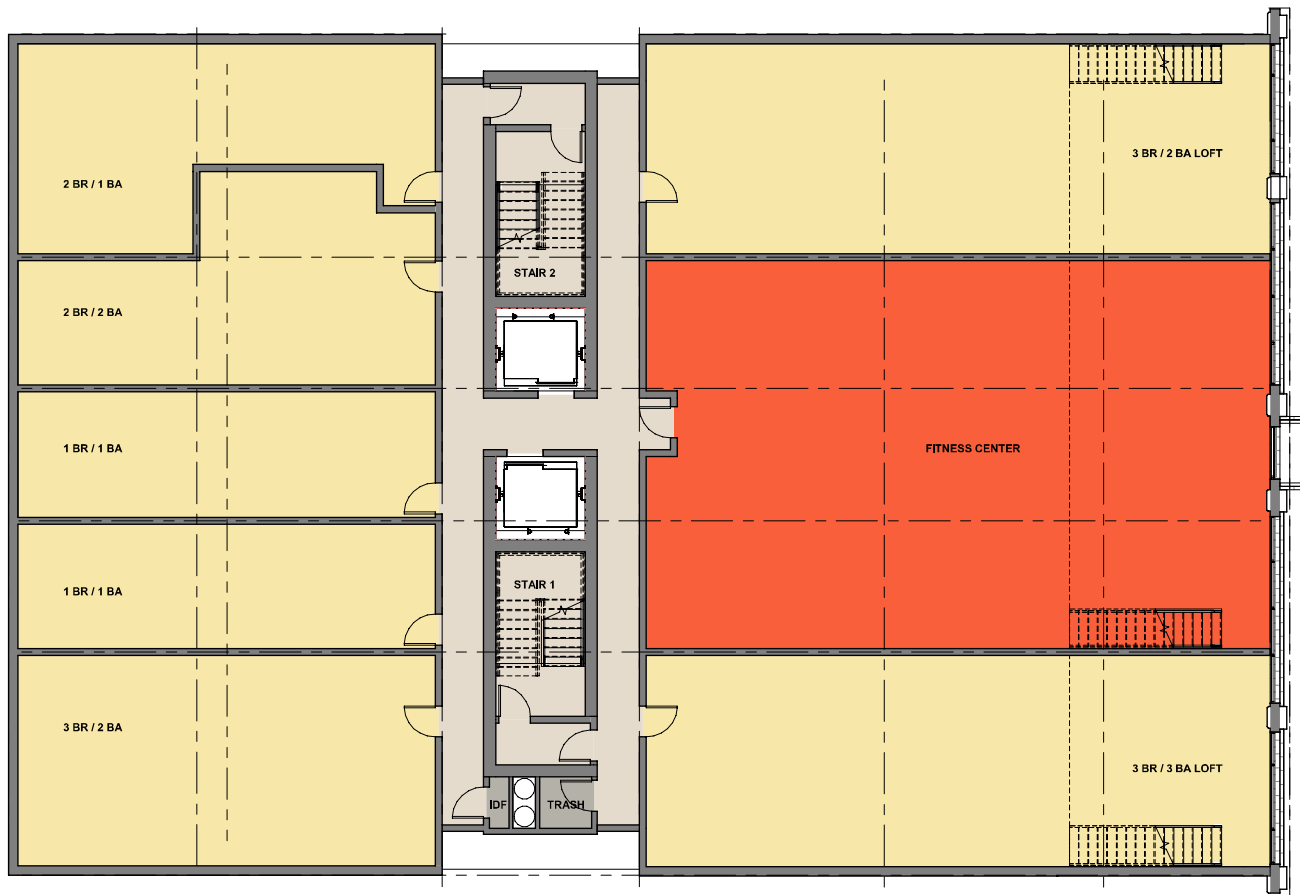


SOURCE: BRICK INC.

550 O'FARRELL STREET PROJECT

Case No. 2017-004557ENV

FIGURE 5-10: Partial Preservation Alternative – Ground Floor (Level 1) Plan



SOURCE: BRICK INC.

550 O'FARRELL STREET PROJECT

Case No. 2017-004557ENV

FIGURE 5-11: Partial Preservation Plan – Level 2 Plan

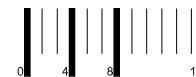
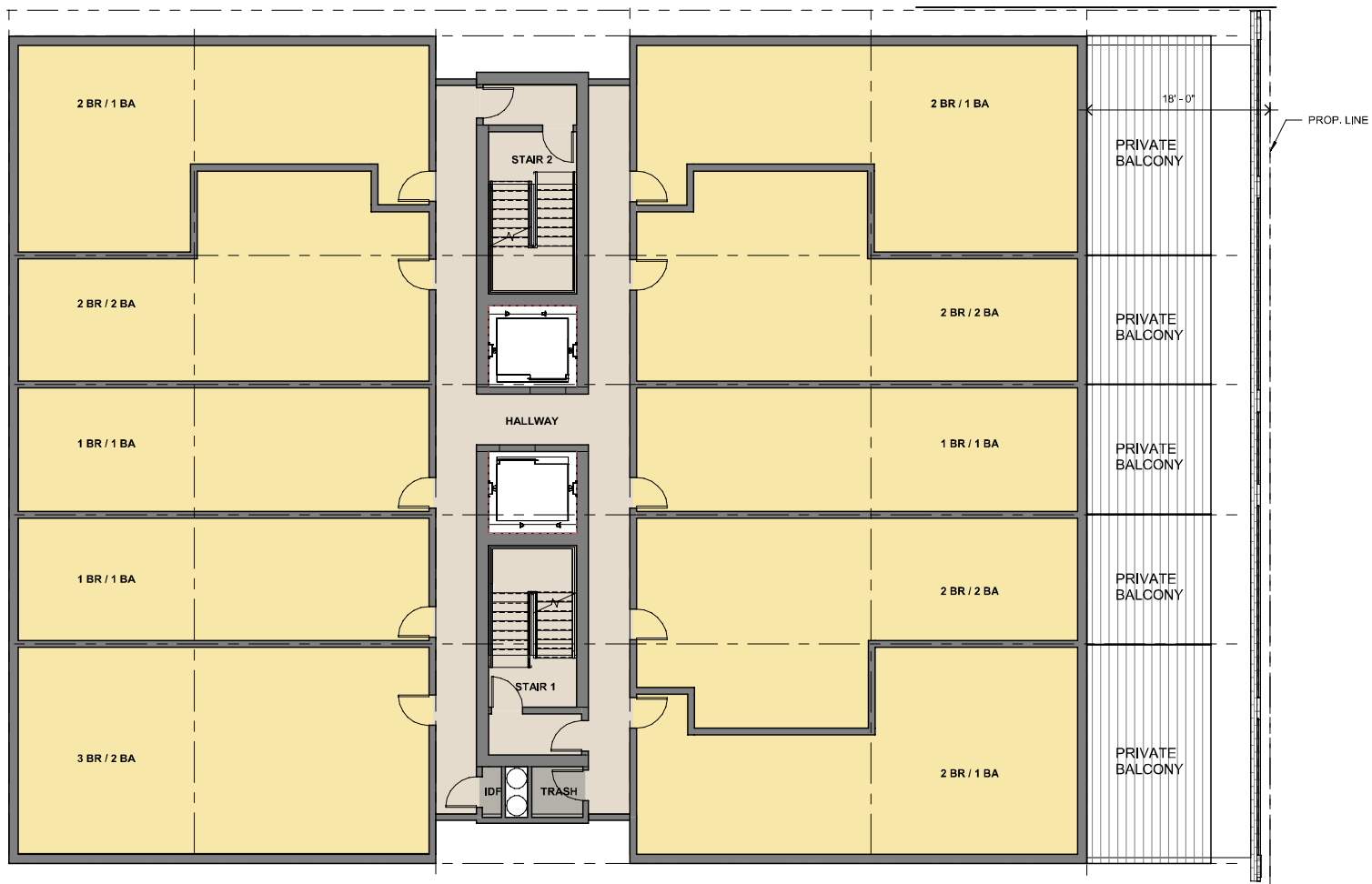


SOURCE: BRICK INC.

550 O'FARRELL STREET PROJECT

Case No. 2017-004557ENV

FIGURE 5-12: Partial Preservation Alternative – Level 3 Plan

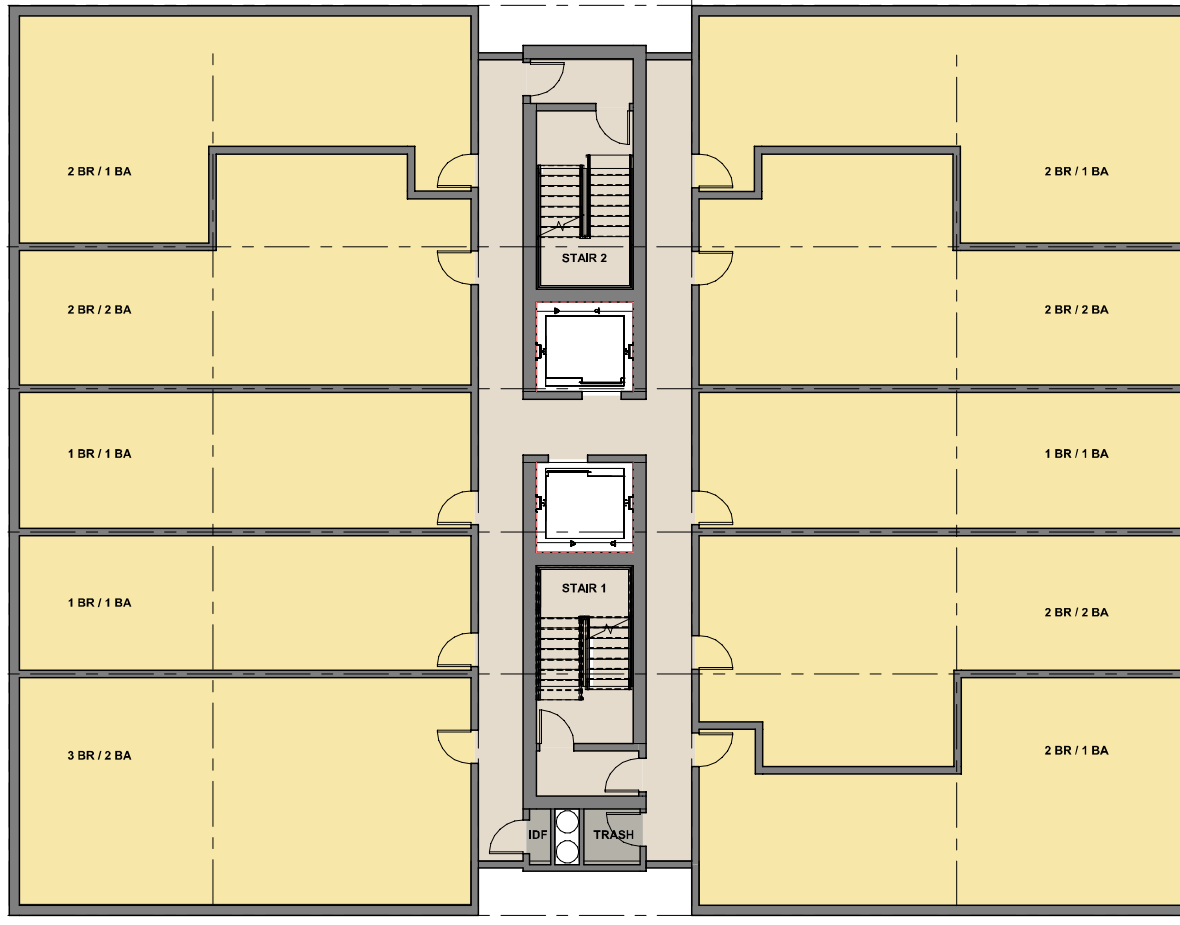


SOURCE: BRICK INC.

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Case No. 2017-004557ENV

FIGURE 5-13: Partial Preservation Alternative – Level 4 Plan

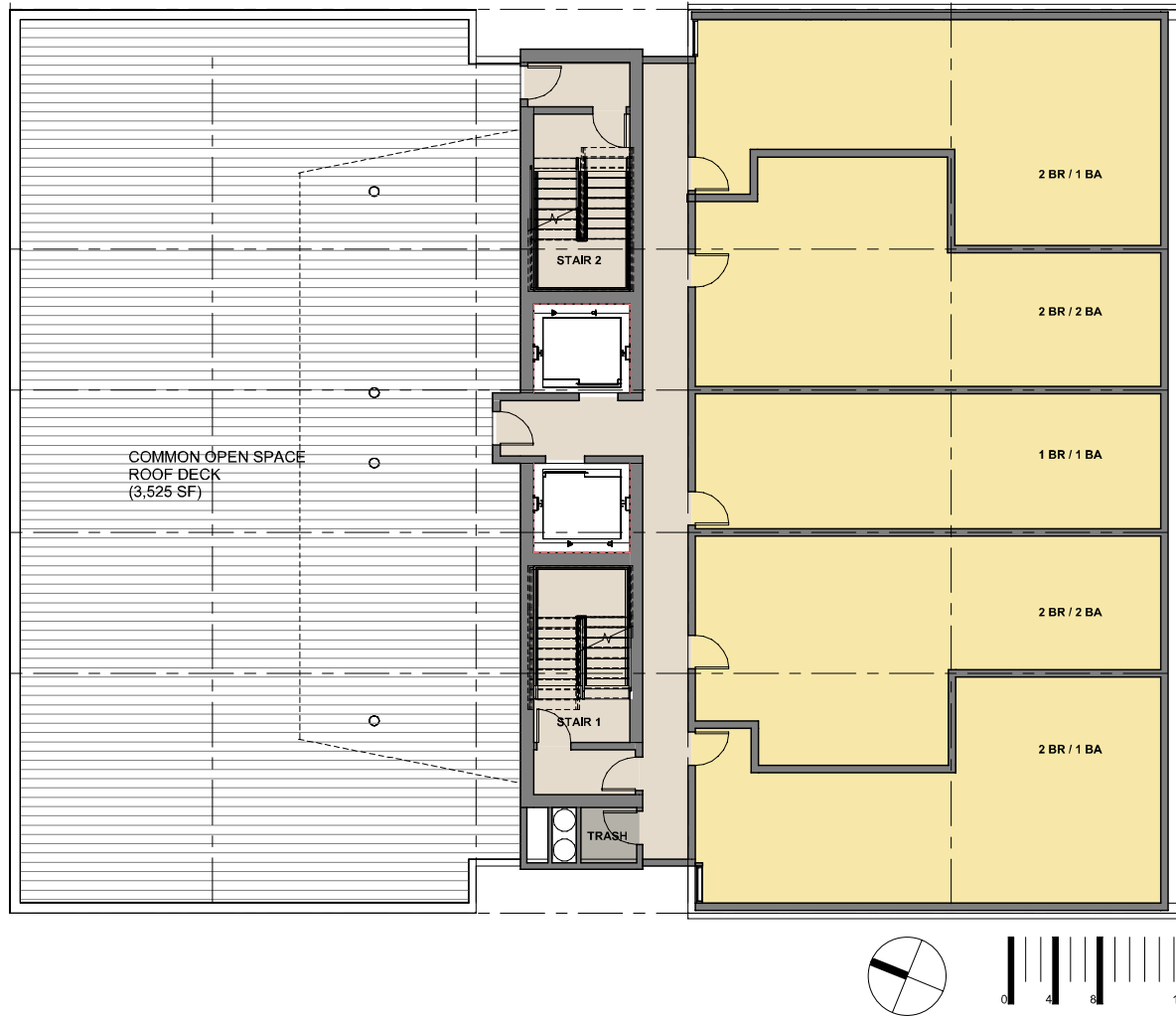


SOURCE: BRICK INC.

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Case No. 2017-004557ENV

FIGURE 5-14: Partial Preservation Alternative – Levels 5-12 Plan



SOURCE: BRICK INC.

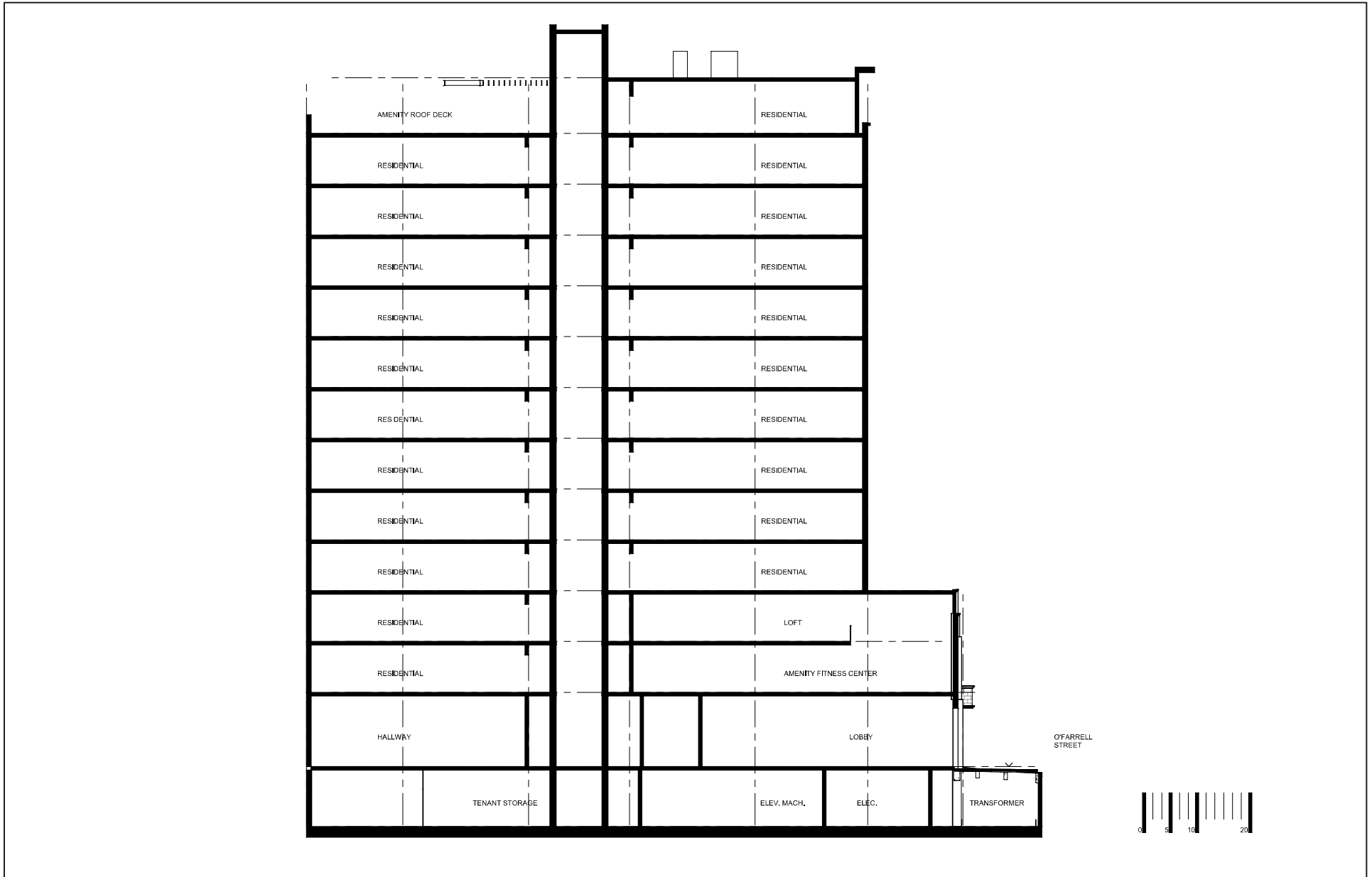
550 O'FARRELL STREET PROJECT

Case No. 2017-004557ENV

FIGURE 5-15: Partial Preservation Alternative – Level 13 Plan

The Partial Preservation Alternative would feature a new 13-story building with an 18-foot setback from the primary façade of the historic building. Residential and other uses on levels 2 through 13 of the Partial Preservation Alternative would be similar to the proposed project and project variant floor plans but, as noted above, would be set back 18 feet from the existing garage façade, compared to the proposed project or project variant where the upper floors would rise directly above the existing façade plane, except for a 3-foot-deep setback at the fourth floor. The rectangular-plan building would abut the west and east property lines and be set back 13 feet from the north property line. The north façade, east façade, west façade, roof, and interior of the historic building would be demolished to accommodate the new structure. The rear yard of the Partial Preservation Alternative would be reduced to 13 feet in depth, requiring the Zoning Administrator to grant a rear yard modification and a unit exposure variance. With the Partial Preservation Alternative, some of the building's concrete construction and all of the character-defining plaster finish of the O'Farrell Street façade would be retained; a new, modern materials palette would be introduced. The façades of the new building would be designed with a durable modern material, such as precast concrete, metal paneling, or an integrated composite system. The Partial Preservation Alternative would require excavation for the foundation and structural work (see **Figure 5-16: Partial Preservation Alternative - Building Section**, p. 5-28). **Figure 5-17: Partial Preservation Alternative - Street-Level Views**, p. 5-29, illustrates the alternative.

As with the proposed project or the project variant, the project sponsor anticipates that construction of the Partial Preservation Alternative would span approximately 21 months and would be conducted in three phases: (1) demolition, (2) excavation and shoring, and (3) construction. The construction equipment and staging for this alternative would also be similar to the proposed project.



SOURCE: BRICK INC.

550 O'FARRELL STREET PROJECT

Case No. 2017-004557ENV

FIGURE 5-16: Partial Preservation Alternative – Building Section



1 O'FARRELL VIEW EAST



2 O'FARRELL VIEW WEST

SOURCE: BRICK INC.

550 O'FARRELL STREET PROJECT

Case No. 2017-004557ENV

FIGURE 5-17: Partial Preservation Alternative – Street Level Views

Impacts

Historic Architectural Resources

The purpose of the Partial Preservation Alternative is to consider a plan that would lessen the significant impacts of the proposed project on the existing historic resource. A Partial Preservation Alternative “would preserve as many features of the resource that convey its historic significance as possible while taking into account the potential feasibility of the proposed alternative and the project objectives.”³⁷ The Partial Preservation Alternative would retain the architecturally significant primary façade of the existing historic resource at 550 O’Farrell Street and construct a new 13-story, mixed-use (primarily residential) building behind it, where the ten stories above the historic primary façade would have an 18-foot setback. Although the primary façade contains a majority of the historic resource’s character-defining features that would be preserved, the demolition of the remainder of the building (including the loss of the character-defining low-scale two-story massing and reinforced concrete construction with arched wood-truss roof system) would destroy a fair amount of the resource’s historic materials and form. The Partial Preservation Alternative would significantly alter the historic resource’s spatial relationships with its site and environment. The building’s low-scale two-story massing and reinforced concrete construction with arched wood-truss roof system would not be retained.

The Partial Preservation Alternative would comply with five of the ten Secretary of the Interior’s Standards for Rehabilitation.³⁸ As with the proposed project, the Partial Preservation Alternative would also partially retain the historic resource, including its distinctive Gothic-Revival façade; the structure and spaces that constitute the historic resource as a building would be demolished. The Partial Preservation Alternative’s 18-foot setback of the new 13-story tower would allow the lower scale of the retained portion of the garage to be perceived from the street, compared to the new tower with the proposed project rising directly above the garage façade with no setback.

Compared to the project variant, which would demolish all of the 550 O’Farrell Street structure, the Partial Preservation Alternative, which would retain the primary façade, would have less impact on the historic resource.

Overall, the Partial Preservation Alternative would, therefore, cause a material impairment to the historic resource, and the impact would continue to be significant and unavoidable with mitigation. In comparison, the Full Preservation Alternative would reduce the impact to a less-than-significant level. The Partial Preservation Alternative would have a significant adverse effect on an individually significant resource. As with the proposed project and the project variant, with

³⁷ Historic Preservation Commission Resolution No. 0746, March 18, 2015.

³⁸ *550 O’Farrell Street – Revised Project Preservation Alternatives*, Page & Turnbull Architects, February 14, 2020.

the large ratio of contributing to non-contributing buildings, the loss of one contributing building in the district would not substantially reduce the ratio of contributory to non-contributory buildings and would not prevent the district from conveying its historical significance. As with the proposed project and the project variant, the Partial Preservation Alternative would implement mitigation measures to reduce groundborne vibration and protect adjacent historical resources during construction. Compared to the proposed project and project variant, the Partial Preservation Alternative would not maintain the district's pattern of buildings built to the street without setbacks. Nonetheless, the Partial Preservation Alternative would not result in a substantial adverse change to the district and cumulative impacts would be less than significant.

Environmental Topics Analyzed in the IS

With the Partial Preservation Alternative, operational impacts such as population and housing, transportation, noise, air quality, wind, shadow, greenhouse gas emissions, recreation, utilities and service systems, and public services and energy would be similar to the proposed project and the project variant. These impacts would be increased relative to the Full Preservation Alternative but would remain less than significant. Because the excavation and footprint of the building would be the same, impacts for environmental topics related to the footprint and location of the proposed development, such as land use and land use planning, hazards and hazardous materials, mineral resources, agriculture and forest resources, and wildfire would be the same as or very similar to the impacts of the proposed project and the project variant and would be less than significant, as with the Full Preservation Alternative.

Construction-related activity associated with development of the project site would result in comparable impacts under the proposed project, the project variant, and the Partial Preservation Alternative for environmental topics such as archeological resources, tribal cultural resources, noise, and air quality. This is because excavation and construction would be similar for the proposed project and this alternative. As with the proposed project, these impacts would be less than significant with implementation of applicable mitigation measures identified in the IS, which would be applicable to the Partial Preservation Alternative.

Ability to Meet Project Objectives

The Partial Preservation Alternative would meet most of the project objectives, including the redevelopment of an underused site. In particular, objectives to create a high-density mixed-income residential development using the site's zoning capacity of to 118 units and incorporating on-site affordable units; replace an outdated parking garage with a mix of uses compatible with the surrounding Tenderloin neighborhood; contribute to the City's goal of creating 30,000 additional housing units in an area identified for high-density housing in proximity to public transportation; and construct a new building that is compatible with the character of the district. The Partial Preservation Alternative would provide 111 units, as with the proposed project, and

compared to 116 units with the project variant. The Partial Preservation Alternative would not meet the project objective of providing adequate access to light and air to all housing units because the rear yard would be only 13 feet in depth.

In addition, the cost to construct the Partial Preservation Alternative would be higher than the proposed project or project variant, which would not fully meet the project objective related to economic feasibility. See **chapter 2, Project Description, section 2.B, Project Sponsor Objectives**, p. 2-1, for a complete description of the project objectives.

C. ENVIRONMENTALLY SUPERIOR ALTERNATIVE

Pursuant to CEQA Guidelines section 15126.6(e)(2), an EIR is required to identify the environmentally superior alternative from among the alternatives evaluated if the proposed project has significant impacts that cannot be mitigated to a less-than-significant level. The Environmentally Superior Alternative is the alternative that best avoids or lessens any significant effects of the proposed project, even if the alternative would impede to some degree the attainment of the project objectives. The No Project Alternative is considered the overall environmentally superior alternative, because the significant impacts associated with implementation of the proposed project would not occur with the No Project Alternative. The No Project Alternative, however, would not meet any of the objectives of the project sponsor.

If the No Project Alternative is environmentally superior, CEQA requires selection of the “environmentally superior alternative other than the no project alternative” from among the proposed project and the other alternatives evaluated. The proposed project and the project variant would result in significant and unavoidable project-level impacts related to historic architectural resources. The Full Preservation Alternative would result in less-than-significant impacts related to historical architectural resources. The Full Preservation Alternative would comply with the rehabilitation standards, it would not adversely affect the historic resource, and would not have a significant impact under CEQA, as compared to the significant unavoidable impacts of the proposed project or the project variant. Thus, the Full Preservation Alternative would be the environmentally superior alternative.

D. ALTERNATIVES CONSIDERED BUT REJECTED

CEQA Guidelines section 15126.6(c) also requires an EIR to identify and briefly discuss any alternatives considered by the lead agency but were rejected as infeasible during the scoping process. In identifying alternatives, primary consideration was given to alternatives that would reduce significant impacts while still meeting most of the basic proposed project objectives. The discussion below describes the alternatives considered and provides the reasons for eliminating other alternatives from detailed consideration in the EIR.

As discussed in **B. Summary of Project Alternatives**, above, this EIR analyzes the proposed project with the retained elements design, one of the two partial preservation alternatives reviewed by the Historic Preservation Commission, and the full preservation alternative and a second partial preservation alternative in this chapter. In response to commission comments, the proposed project with retained elements would have an increased setback above the retained façade and the tower above, and the full preservation alternative was modified to include six stories with a stepped setback. The proposed project, project variant, and the two preservation alternatives are consistent with those presented to the commission,

No other alternatives that would avoid or reduce project impacts on historic architectural resources and which would feasibly attain most of the basic objectives of the project were identified or considered.

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Appendix A

Initial Study

550 O’Farrell Street Initial Study
Planning Department Case No. 2017-004557ENV

TABLE OF CONTENTS

<u>Section</u>	<u>Page</u>
A. PROJECT DESCRIPTION.....	1
B. PROJECT SETTING	1
C. COMPATIBILITY WITH EXISTING ZONING AND PLANS	1
D. SUMMARY OF ENVIRONMENTAL EFFECTS	10
E. EVALUATION OF ENVIRONMENTAL EFFECTS	15
E.1 Land Use and Planning.....	16
E.2 Aesthetics	18
E.3 Population and Housing.....	19
E.4 Cultural Resources.....	23
E.5 Tribal Cultural Resources	30
E.6 Transportation and Circulation.....	32
E.7 Noise	48
E.8 Air Quality	69
E.9 Greenhouse Gas Emissions.....	88
E.10 Wind.....	92
E.11 Shadow	95
E.12 Recreation.....	96
E.13 Utilities and Service Systems.....	98
E.14 Public Services	108
E.15 Biological Resources	113
E.16 Geology and Soils.....	116
E.17 Hydrology and Water Quality	123
E.18 Hazards and Hazardous Materials.....	128
E.19 Mineral Resources.....	135
E.20 Energy.....	136
E.21 Agriculture and Forestry Resources.....	138
E.22 Wildfire.....	140
E.23 Mandatory Findings of Significance.....	141
F. MITIGATION MEASURES.....	143
G. PUBLIC NOTICE AND COMMENT	152
H. DETERMINATION.....	153
I. INITIAL STUDY PREPARERS	154

List of Figures

Figure 1: Site Plan Showing Nearby Sensitive Receptors..... 51

List of Tables

Table 1: Cumulative Projects within ¼ mile of Project Site..... 14

Table 2: Proposed Project Trip Generation..... 38

Table 3: Project Variant Trip Generation 38

Table 4: Daily Vehicle Miles Traveled..... 42

Table 5: Construction Noise Levels at 50 Feet (dBA)..... 56

Table 6: Construction Noise Levels at Nearest Residential Land Uses (dBA L_{eq}) 56

Table 7: Vibration Levels for Construction Equipment at Various Distances..... 62

Table 8: Criteria Air Pollutant Significance Thresholds 71

Table 9: Off-Road Equipment Compliance Step-down Schedule 82

Initial Study

550 O'Farrell Street
Planning Department Case No. 2017-
004557ENV

A. PROJECT DESCRIPTION

The proposed 550 O'Farrell Street project is described in detail **in chapter 2, Project Description**, of the *draft environmental impact report* (DEIR) to which this *initial study* is attached. As noted in chapter 2, the DEIR evaluates the proposed project, which includes retained elements of the existing 550 O'Farrell Street structure, and a project variant that would involve complete demolition of the existing building and construction of a new building. This will provide decision-makers with the option of choosing either the retained elements design of the proposed project or the complete demolition/new building design of the project variant. This initial study, therefore, evaluates, as appropriate, the potential environmental impacts of both the proposed project and the project variant.

B. PROJECT SETTING

The setting and existing site land use characteristics for the proposed project and project variant are provided in DEIR **section 2.D, Project Setting**.

C. COMPATIBILITY WITH EXISTING ZONING AND PLANS

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

In accordance with California Environmental Quality Act (CEQA) Guidelines section 15125(d), this section discusses potential inconsistencies of the proposed project with applicable local plans and policies, as well as conflicts with regional policies (if applicable). Inconsistencies with existing plans and policies do not, in and of themselves, indicate a significant physical environmental

effect within the meaning of CEQA. To the extent that adverse physical environmental impacts may result from such inconsistencies, these impacts are analyzed below under the specific environmental topic sections in **section E, Evaluation of Environmental Effects**, and in DEIR **chapter 3, Environmental Setting and Impacts**. DEIR **chapter 2, section F, Required Approvals** discusses authorizations, approvals, and permits.

Local Plans and Policies

Proposed Project and Project Variant

San Francisco General Plan

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

The 2014 Housing Element seeks to ensure adequate housing for current and future San Franciscans through objectives and policies that address the city's growing housing demand, focusing on strategies that can be accomplished with the city's limited land supply. In general, the housing element supports projects that increase the city's housing supply (both market-rate and affordable housing), especially in areas that are close to the city's job centers and are well-served by transit. The proposed project and the project variant would construct a mixed-use residential building with 111 and 116 residential units, respectively, and would not conflict with any objectives or policies in the housing element.

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

The proposed project would include partial demolition of an existing parking garage on the project site and would retain elements of the existing facade. The project variant would involve complete demolition of the existing building. This existing building has been determined to be an individually significant historic architectural resource as a good example of Gothic Revival architecture. As such, the garage has been determined to be eligible to be listed in the California Register of Historical Resources under Criterion 3 (Architecture). Constructed in 1924, the existing building is also listed as a contributor to the National Register-listed Uptown Tenderloin Historic District for its character-defining features, which include the building façade. For these

reasons, the proposed project and project variant may be inconsistent with policy 2.4 of the urban design element, which calls for the preservation of notable landmarks and areas of historic, architectural, or aesthetic value. The physical environmental impacts that could result from this conflict are discussed in the DEIR **section 3.B, Historic Architectural Resources**, which evaluates impacts on historic architectural resources.

As previously stated, a conflict between the proposed project or the project variant and a general plan policy does not, in itself, indicate a significant effect on the environment within the context of CEQA. To the extent that adverse physical environmental impacts may result from such conflicts, these impacts are analyzed below under the specific environmental topic sections in **section E, Evaluation of Environmental Effects**, and in DEIR **chapter 3, Environmental Setting and Impacts**. In general, potential conflicts with the general plan are considered by the appropriate decision-makers, normally the San Francisco Planning Commission (planning commission), independent of the environmental review process. Thus, in addition to considering inconsistencies that affect environmental issues, the planning commission considers other potential inconsistencies with the general plan, independent of the environmental review process, as part of the decision to approve or disapprove a proposed project. Any potential conflict not identified in this environmental document would be considered in that context and would not alter the physical environmental effects of the proposed project or project variant that are analyzed in this initial study.

Priority Policies

In November 1986, the voters of San Francisco approved Proposition M, the Accountable Planning Initiative, which added section 101.1 to the planning code to establish eight priority policies. These policies, and the subsection of section E of this initial study addressing the environmental issues associated with the policies, are:

- (1) preservation and enhancement of neighborhood-serving retail uses;
- (2) protection of neighborhood character;
- (3) preservation and enhancement of affordable housing (Topic 3, Population and Housing, Question 2b, with regard to housing supply and displacement issues);
- (4) discouragement of commuter automobiles (Topic 1, Land Use and Planning, Question 1b; Topic 6, Transportation and Circulation, Questions 6a and 6b);
- (5) protection of industrial and service land uses from commercial office development and enhancement of resident employment and business ownership;
- (6) maximization of earthquake preparedness (Topic 16, Geology and Soils, Questions 16a through 16e);
- (7) landmark and historic building preservation (Topic 4, Cultural Resources, Question 4a and 4b); and
- (8) protection of open space (Topic 11, Shadow, Question 11a; Topic 12, Recreation, Questions 12a and 12b; and Topic 14, Public Services).

Prior to issuing a permit for any project that requires an initial study under CEQA; prior to issuing a permit for any demolition, conversion, or change of use; and prior to taking any action that requires a finding of consistency with the general plan, the City is required to find that the proposed project or legislation is consistent with the priority policies. As noted above, the consistency of the proposed project or project variant with the environmental topics associated with the priority policies is discussed in **section E, Evaluation of Environmental Effects**, providing information for use in the case report for the proposed project. The case report and approval motions for the project will contain the planning commission's comprehensive analysis and findings regarding consistency of the proposed project with the priority policies.

As discussed above, the garage building at 550 O'Farrell Street is a contributor to the Uptown Tenderloin Historic District and has been determined to be individually eligible for listing on the California Register under Criterion 3 as a good example of a Gothic Revival-style garage structure in San Francisco. The proposed project, which includes retained elements of the existing 550 O'Farrell Street façade, and the project variant, which includes complete demolition of the existing building, would not be in conformance with the U.S. Secretary of the Interior's Standards and would result in a significant adverse impact to the historic resource.

For purposes of this initial study, impacts on historic architectural resources are identified as potentially significant. Project effects on historic resources and consistency with priority policy no. 7, landmark and historic building preservation, are analyzed in the DEIR, which discusses the significance of the proposed project's or project variant's impacts on historic resources. Mitigation measures and alternatives to reduce impacts that are found to be significant are also discussed in the DEIR.

San Francisco Planning Code

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

Land Use Controls

The project site is located in an RC-4 (Residential-Commercial, High Density) Zoning District and the North of Market Residential Special Use District Subarea No. 1. As stated in planning code section 209.3, the RC-4 zoning district is composed of high-density dwellings, with compatible commercial uses on the ground floor to protect and enhance neighborhoods with mixed-use character.

Section 249.5 of the planning code outlines the goals, allowable uses, and additional land use controls in the special use district. Section 249.5 encourages new infill housing at a compatible

scale and efforts to preserve buildings of architectural and historic importance and prohibits hotels and other incompatible uses. Within the RC-4 zoning district and the special use district, retail uses on the ground floor with residential uses above, as proposed by the project, are permitted.

The project sponsor would seek approval of a conditional use authorization to construct a building exceeding a height of 50 feet in an RC zoning district (planning code section 253) and exceeding a height of 80 feet in an 80-T-130-T height and bulk district (planning code section 263.7) and to exceed building bulk limits (planning code section 270); the project would seek to increase the maximum allowed diagonal dimension at the setback height established pursuant to section 132.2 from 125 feet to 134 feet. Section 249.5(c)(4) states density allowances of one dwelling unit for each 125 square feet of lot area. Based on the lot area, 93 dwelling units are allowable under section 249.5(c)(4). The dwelling unit density may be increased to the proposed 111 units (proposed project) and 116 units (project variant) in accordance with planning code section 207(c)(1), which excludes on-site affordable units from the density calculation if the project contains at least 20 percent on-site affordable housing.

Affordable Housing

The proposed project or project variant would comply with the City's Residential Inclusionary Affordable Housing Program requirements (planning code sections 415, et seq.) for new residential development with 10 or more units, by including the applicable required number of units per current legislation. At this time, the requirement is 25 percent on-site below-market-rate units, payment of an Affordable Housing Fee based on 33 percent below market rate units, or a combination of the above within the North of Market Special Use District. The proposed project and the project variant would provide a combination of 20 percent on-site units, 22 or 23 units, respectively (20 percent of the total number of units), and payment of a partial Affordable Housing Fee in compliance with planning code requirements.

Height and Bulk Controls

The project site is within an 80-130-T Height and Bulk District. This district allows for an 80-foot base height limit, with special exceptions from the base height of 80 feet up to 130 feet. The proposed project or project variant would be 130 feet high, measured from the top of the curb to the top of the roof. Mechanical screening and rooftop elements such as elevator penthouses are exempt from the building height limit per section 260(b)(1)(B). The exempt rooftop elements would extend the building height to up to 146 feet. As noted above, the proposed project or project variant would seek to increase the maximum allowed diagonal dimension of 125 feet at the setback height, established in section 132.2, to 134 feet.

Street Trees

Planning code section 138.1(c)(1) requires that the project sponsor shall plant and maintain street trees as set forth in article 16, sections 805(a) and (d) and 806(d) of the Public Works Code. Sections

805(a) and (d) and 806(d) require that for every 20 feet of property frontage along each street, one 24-inch box tree be planted, with any remaining fraction of 10 feet or more of frontage requiring an additional tree. The project site has an 86-foot frontage along O'Farrell Street, and would require four street trees under the code. There are no existing trees on or adjacent to the property. The proposed project or project variant would comply with section 138.1(c)(1) by planting three new street trees along the project sidewalks on O'Farrell Street; a fourth tree would not be feasible because of a sidewalk electrical vault proposed with the project or variant. The proposed project or project variant would request a waiver under the code to install three trees plus payment of an in-lieu fee.

Rear Yard and Open Space Requirements

Planning code section 134 requires a rear yard equivalent to 25 percent of total lot depth at all residential levels; however, section 134(g) permits the zoning administrator to approve a reduction in rear yard requirements in the North of Market Residential Special Use District if the open space can be provided elsewhere on site and if the new structure will not impede the midblock open space pattern. The proposed project or project variant would not provide a rear yard meeting the technical requirements of the planning code on the basement and ground floor levels and would require approval to do so by the zoning administrator.

Planning code section 135 requires either 36 square feet of private open space for each dwelling unit or shared, common open space in the amount of 48 square feet per dwelling unit. The proposed project would be required to provide 48 square feet of open space per dwelling unit. The proposed project would provide 480 square feet of private open space and 5,650 square feet of common open space. The project variant would provide 480 square feet of private open space and 5,650 square feet of common open space.

Parking and Loading

According to planning code section 151.1, one off-street parking space is permitted for every two dwelling units and for every 500 square feet of retail use. The proposed project and the project variant would not include off-street parking spaces.

Planning code section 155.2 requires new buildings containing more than 100 dwelling units to provide one secure (*class 1*) bicycle parking space for each unit for the first 100 units, and one secure space for each four units above that, along with one *class 2* space for each 20 units.¹ Therefore, the proposed project, with 111 residential units, would require at least 103 class 1 spaces and 6 class 2 spaces. The project variant, with 116 units, would require at least 104 class 1

¹ Planning code section 155.1(a) defines *class 1 spaces* as "spaces in secure, weather-protected facilities intended for use as long-term, overnight, and work-day bicycle storage by dwelling unit residents, nonresidential occupants, and employees." *Class 2 spaces* are "spaces located in a publicly-accessible, highly visible location intended for transient or short-term use by visitors, guests, and patrons to the building or use."

spaces and 6 class 2 spaces. The approximately 1,300 square feet of ground-floor active space, if used as retail space, would require two class 2 bicycle spaces; class 1 spaces are not required.

Both the proposed project and project variant would provide 156 class 1 spaces (bicycle locker or dedicated space in a secure room) located at the basement and first floor levels. The proposed project and project variant would also provide eight class 2 (publicly accessible bicycle rack) bicycle parking spaces on the O'Farrell Street sidewalk. The project sponsor would be required to work with the San Francisco Municipal Transportation Authority (SFMTA) Bike Parking Program to coordinate the installation of on-street bicycle racks and ensure that the proposed bicycle racks meet the SFMTA's bicycle parking guidelines.

In addition to the general plan, planning code and zoning maps, and the accountable planning initiative, other local plans and policies that are relevant to the proposed project are discussed below.

- The *San Francisco Sustainability Plan* is a blueprint for achieving long-term environmental sustainability by addressing specific environmental issues including but not limited to air quality, climate change, energy, ozone depletion, and transportation. The goal of the San Francisco Sustainability Plan is to enable the people of San Francisco to meet their present needs without sacrificing the ability of future generations to meet their own needs.
- The *Climate Action Plan for San Francisco: Local Actions to Reduce Greenhouse Emissions* is a local action plan that examines the causes of global climate change and the human activities that contribute to global warming, provides projections of climate change impacts on California and San Francisco based on recent scientific reports, presents estimates of San Francisco's baseline greenhouse gas (GHG) emissions inventory and reduction targets, and describes recommended actions for reducing the City's GHG emissions. The 2013 Climate Action Strategy is an update to this plan.
- The *Transit First Policy* (City Charter, section 8A.115) is a set of principles that underscore the City's commitment to prioritizing travel by transit, bicycle, and on foot over travel by private automobile. These principles are embodied in the objectives and policies of the transportation element of the general plan. All City boards, commissions, and departments are required by law to implement Transit First principles in conducting the City's affairs.
- The *Transportation Demand Management Program* (planning code, section 169) enacted in 2017 aims to reduce vehicle miles traveled (VMT) generated by new development projects. The program is designed to work with developers to provide more on-site amenities that will encourage smarter travel by facilitating greater access to pedestrian, bicycle, and public transit. The City's ultimate goal is to achieve at least 50 percent sustainable travel by the year 2040. Compliance with the TDM program is being phased in. Projects with development applications submitted after September 5, 2016, and prior to January 1, 2018, need to meet 75 percent of the applicable target. After January 1, 2018, projects must fully comply.
- The *San Francisco Bicycle Plan* is a citywide bicycle transportation plan that identifies short-term, long-term, and other minor improvements to San Francisco's bicycle route network. The

overall goal of the bicycle plan is to make bicycling an integral part of daily life in San Francisco.

- The *San Francisco Better Streets Plan* consists of illustrative typologies, standards, and guidelines for the design of San Francisco's pedestrian environment with the central focus of enhancing the livability of the city's streets.
- *Transportation Sustainability Fee Ordinance (Article 4, section 411)* requires that development projects that filed environmental review applications on or after July 22, 2015, but have not yet received approval, pay 100 percent of the applicable Transportation Sustainability Fee (TSF). TSF funds may be used to improve transit services and pedestrian and bicycle facilities.
- Properties subject to *San Francisco Public 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 close 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. Projects that would disturb 50 cubic yards or more of soil located on sites with known or suspected soil or groundwater contamination are subject to this ordinance.

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

Regional Plans and Policies

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

- The principal regional planning documents and the agencies that guide planning in the nine-county Bay Area include *Plan Bay Area*, the region's first Sustainable Communities Strategy, developed in accordance with Senate Bill 375 and adopted jointly by the Association of Bay Area Governments (ABAG) and the Metropolitan Transportation Commission (MTC) on July 18, 2013 and updated July 2017.² *Plan Bay Area* is a long-range

² Plan Bay Area 2040. Metropolitan Transportation Commission. Adopted July 26, 2017. Website accessed February 25, 2020. <https://www.planbayarea.org/previous-plan/plan-bay-area-2040>

land use and transportation plan that covers the period from 2010 to 2040. The plan calls for concentrating housing and job growth around transit corridors, particularly within areas identified by local jurisdictions as Priority Development Areas. In addition, the plan specifies strategies and investments for maintaining, managing, and improving the region's multi-modal transportation network and proposes transportation projects and programs to be implemented with reasonably anticipated revenue. *Plan Bay Area* will be updated in August 2019; the long-range plan will cover the period ending 2050.

Plan Bay Area includes the population and employment forecasts from ABAG's *Projections 2013*, an advisory policy document used to assist in the development of local and regional plans and policy documents, and MTC's 2040 *Regional Transportation Plan*, which is a policy document that outlines transportation projects for highway, transit, rail, and related uses through 2040 for the nine Bay Area counties.

- The *Regional Housing Needs Plan* for the San Francisco Bay Area: 2014–2022 reflects projected future population growth in the Bay Area region as determined by ABAG and addresses housing needs across income levels for each jurisdiction in California. All of the Bay Area's 101 cities and nine counties are given a share of the Bay Area's total regional housing need. The Bay Area's regional housing need is allocated to each jurisdiction by the California Department of Housing and Community Development and finalized through negotiations with ABAG.
- The Bay Area Air Quality Management District (air district) *2017 Clean Air Plan* updates the *2010 Clean Air Plan*, in accordance with the requirements of the California Clean Air Act, to implement feasible measures to reduce ozone and provide a control strategy to reduce ozone, particulate matter (PM), air toxics, and GHG emissions throughout the region.
- The San Francisco Regional Water Quality Control Board's *Water Quality Control Plan for the San Francisco Bay Basin (Basin Plan)* is a master water quality control planning document. It designates beneficial uses and water quality objectives for waters of the state, including surface waters and groundwater, and includes implementation programs to achieve water quality objectives.
- The State Water Resources Control Board's (the state water board's) *San Francisco Bay/Sacramento-San Joaquin Delta Estuary* (Bay Delta Plan) establishes water quality objectives to maintain the health of rivers and waterbodies in the Bay-Delta ecosystem.

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

D. SUMMARY OF ENVIRONMENTAL EFFECTS

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

This initial study evaluates the proposed 550 O'Farrell Street project and the project variant to determine whether it would result in significant environmental impacts. All items on the initial study checklist below that have been checked "Less than Significant with Mitigation Incorporated," "Less-than-Significant Impact," "No Impact," or "Not Applicable" indicate that, upon evaluation, staff has determined that the proposed project could not have a significant adverse environmental effect relating to that topic. A discussion is included for those issues checked "Less than Significant with Mitigation Incorporated" and "Less-than-Significant Impact" and for most items checked "No Impact" or "Not Applicable." For all of the items checked "Not Applicable" or "No Impact" without discussion, the conclusions regarding potential significant adverse environmental effects are based upon field observation, staff experience and expertise on similar projects, and/or standard reference material available within the San Francisco Planning Department (planning department), such as the planning department's Transportation Impact Analysis Guidelines for Environmental Review, or the California Natural Diversity Data Base and maps, published by the California Department of Fish and Wildlife. Items on the initial study checklist that have been checked "Potentially Significant" are discussed in the DEIR prepared for this project. For each checklist item, the evaluation has considered the impacts of the proposed project and project variant both individually and cumulatively.

Effects Found to be Potentially Significant

Potential individual and cumulative environmental effects for the topic below were determined to be “Potentially Significant.”

- Cultural Resources (historical architectural resources only)

The proposed project and project variant are analyzed in greater depth in the DEIR, to which this initial study is attached.

Effects Found to be Not Applicable, Not Significant, or Not Significant with Identified Mitigation Measures

Potential individual and cumulative environmental effects for the topics below were determined to be less than significant, reduced to less than significant with mitigation measures identified in this initial study and agreed upon by the project sponsor, or would result in no physical environmental impact.

- Land Use and Land Use Planning (all topics);
- Aesthetics (all topics);
- Population and Housing (all topics);
- Cultural Resources (archeological resources; human remains);
- Tribal Cultural Resources (all topics);
- Transportation and Circulation (all topics);
- Noise (all topics);
- Air Quality (all topics);
- Greenhouse Gas Emissions (all topics);
- Wind (all topics);
- Shadow (all topics);
- Recreation (all topics);
- Utilities and Service Systems (all topics);
- Public Services (all topics);
- Biological Resources (all topics);
- Geology and Soils (all topics);
- Hydrology and Water Quality (all topics);
- Hazards and Hazardous Materials (all topics);
- Mineral Resources (all topics);
- Energy (all topics);
- Agriculture and Forestry Resources (all topics); and
- Wildfire (all topics).

Impacts and mitigation measures associated with these topics are discussed below and in **section F, Mitigation Measures** p. 143 of this initial study. These topics require no further environmental analysis in the DEIR. The project sponsor has agreed to implement the mitigation measures identified in this section as part of the implementation of the proposed project, if approved.

Cumulative Impact Analysis

CEQA Guidelines require that the environmental document disclose the cumulative impacts of a project. Furthermore, CEQA Guidelines section 15355 defines “cumulative impacts” as two or more individual effects which, when considered together, are considerable or which compound or increase other environmental impacts. The individual effects may be changes resulting from a single project or a number of separate projects. The cumulative impact from several projects is the change in the environment that results from the incremental impact of the project when added to other closely related past, present, and reasonably foreseeable probable future projects. Cumulative impacts can result from individually minor but collectively significant projects taking place over a period of time.

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

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

A list-based approach refers to “...a list of past, present, and probable future projects producing related or cumulative impacts, including, if necessary, those projects outside of the control of the agency” (CEQA Guidelines, section 15130(b)(1)(A)). For topics such as construction impacts, cultural resources; localized transit, bicycle, pedestrian and vehicle circulation; shadow; and wind, the analysis typically considers large, individual projects that are anticipated in the project area and the extent of the affected setting where possible similar impacts may arise and combine with those of the proposed project.

The cumulative analyses for each environmental topic section may consider a somewhat different list of nearby projects that is appropriately tailored to the particular environmental topic based on the potential for combined localized environmental impacts; however, typically list-based cumulative context considers cumulative projects within a ¼-mile radius of the project site.

Table 1: Cumulative Projects within ¼ mile of Project Site lists relevant projects considered in this initial study. (DEIR section 3.B, **Historic Architectural Resources** includes a separate table listing proposed, ongoing, and completed projects in the Uptown Tenderloin Historic District, for the purpose of evaluating potential cumulative effects on the historic district.)

A projections-based approach refers to “a summary of projections contained in an adopted local, regional, or statewide plan, or related planning document, that describes or evaluates conditions contributing to the cumulative effect. Such plans may include: a general plan, regional transportation plan, or plans for the reduction of greenhouse gas emissions” (CEQA Guidelines section 15130(b)(1)(B)). The transportation analysis relies on a citywide growth projection model for overall transit capacity utilization that also encompasses many individual development and transportation projects anticipated in the project vicinity.

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

Table 1: Cumulative Projects within ¼ mile of Project Site

Address	Distance from Project Site (feet)	Case File No.	Building Permit Status	Construction Timeline (approximate months)	Height (Stories)	Dwelling Units	Retail/ Commercial (sf)	Hotel Units	Institutional (sf)
450-480 O'Farrell Street/530-534 Jones Street	260	2013.1535PRJ/ENV	Filed (approved by planning department)	18	13	176	6,200	0	13,595 (church)
651-655 Geary Street	0	2014.0482PRJ/ENV BPA# 201706219947	Issued (demolition complete; new construction not commenced)	18	13	47	738	0	0
955 Post Street	980	2015-015950PRJ/ENV	No permit application filed (under planning department review)	Unknown	9	94	7,700	0	0
57 Taylor Street (111 Turk Street)	1,225	2015-007525PRJ/ENV	No permit application filed (under planning department review)	Unknown	12	77 (group housing)	11,000	0	0
820 Post Street	615	2016-015997PRJ/ENV	Filed (approved by planning department)	18	8	12	1,150	0	0
736 Hyde Street	875	2016-014870PRJ/ENV	Filed (approved by planning department)	15	5	9	0	0	0
433 Mason Street	1,050	2016-014360PRJ/ENV	No permit application filed (under planning department review)	21	14	0	2,100	211	0
Total Land Uses						415	28,888	211	13,595

Source: San Francisco Planning Department, May 2020

E. EVALUATION OF ENVIRONMENTAL EFFECTS

Aesthetics and Parking

In accordance with CEQA section 21099, Modernization of Transportation Analysis for Transit Oriented Projects, aesthetics and parking shall not be considered in determining if a project has the potential to result in significant environmental effects, provided the project meets 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 and project variant meets each of the above criteria; therefore, this initial study does not consider aesthetics and the adequacy of parking in determining the significance of project impacts under CEQA.³ Public Resources Code sections 21099(d)(2) and 21099(e) state that a lead agency maintains the authority to consider aesthetic impacts pursuant to local design review ordinances or other discretionary powers, that aesthetics impacts do not include impacts on historic or cultural resources, and that public agencies maintain the authority to establish or adopt thresholds of significance that are more protective of the environment. As such, there will be no change in the planning department's methodology related to design review and historical review.

Automobile Delay and Vehicle Miles Traveled

CEQA section 21099(b)(1) requires that the State Office of Planning and Research (OPR) develop revisions to the CEQA Guidelines establishing criteria for determining the significance of transportation impacts of projects that "promote the reduction of greenhouse gas emissions, the development of multimodal transportation networks, and a diversity of land uses." CEQA section 21099(b)(2) states that upon certification of the revised guidelines for determining transportation impacts pursuant to section 21099(b)(1), automobile delay, as described solely by level of service or similar measures of vehicular capacity or traffic congestion shall not be considered a significant impact on the environment under CEQA. Consequently, new CEQA Guidelines section 15064.3, Determining the Significance of Transportation Impacts, effective January 2019, requires lead agencies to adopt VMT metrics by July 1, 2019.

³ San Francisco Planning Department, *Eligibility Checklist: CEQA section 21099 – Modernization of Transportation Analysis for 550 O'Farrell Street*, January 21, 2020. 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. 2017-004557ENV.

On March 3, 2016, in anticipation of the future certification of the revised CEQA Guidelines, the planning commission adopted OPR's recommendation to use the VMT metric instead of automobile delay to evaluate the transportation impacts of projects (Resolution 19579).

E.1 Land Use and Planning

<u>Topics:</u>	<i>Potentially Significant Impact</i>	<i>Less Than Significant with Mitigation Incorporated</i>	<i>Less Than Significant Impact</i>	<i>No Impact</i>	<i>Not Applicable</i>
1. LAND USE AND PLANNING. Would the project:					
a) Physically divide an established community?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b) Cause a significant environmental impact due to a conflict with any land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

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

Proposed Project and Project Variant

Land use impacts are considered to be significant if the proposed project would physically divide an established community. The proposed project or the project variant would be developed within the boundaries of an existing site (assessor's block/lot 0318/009) and therefore, would not create an impediment to the passage of persons or vehicles. Accordingly, the proposed project or the project variant would not disrupt or divide the physical arrangement of the existing neighborhood. In addition, because the proposed project or the project variant would establish a mixed-use building in proximity to other similar mixed-use structures and would not introduce an incompatible land use to the area, the project or the project variant would not divide an established community. Therefore, the proposed project or the project variant would result in less-than-significant impacts related to physically dividing an established community, and no mitigation measures are necessary.

Impact LU-2: The proposed project or project variant would not conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the project (including, but not limited to, the general plan, specific plan, local coastal program, or zoning ordinance) adopted for the purpose of avoiding or mitigating an environmental effect. (Less than Significant)

The 11,808-square-foot project site is on a block bounded by O'Farrell Street to the south, Geary Street to the north, Jones Street to the east, and Leavenworth Street to the west. The site is within

San Francisco's Downtown/Civic Center neighborhood. The project site is currently occupied by an existing two-story-over-basement parking garage.

Proposed Project and Project Variant

The proposed 550 O'Farrell Street Project would provide 111 new housing units in the North of Market Special Use District in a currently underused parcel. The project variant would provide 116 new housing units. The proposed project and the project variant would be consistent with the general plan, including the housing element, which calls for mixed-use, high-density development near transit. The proposed project and the project variant would not provide on-site parking and would support transit trips, consistent with the general plan's transportation element. The RC-4 zoning district and North of Market Residential Special Use District encourage the development of a transit-oriented, high-density, mixed-use neighborhood adjacent to downtown.

The proposed project or the project variant would intensify the use of the project site but would not alter the general land use pattern of the immediate area, which already includes nearby buildings with commercial uses on the ground floor and residential uses above. Buildings along O'Farrell Street are mostly 4- to 12-story (60- to 140-foot-tall) hotel or residential buildings with commercial uses on the ground level. The 31-story (488-foot-tall) Hilton Hotel is two blocks east at O'Farrell Street and Taylor Street. The proposed 13-story building massing would be in keeping with the 12- to 19-story (130- to 348-foot-tall) buildings approximately two and three blocks east and west of the project site along O'Farrell Street. Therefore, the proposed project or the project variant would not conflict with any land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect and no mitigation measures are necessary.

Impact C-LU-1: The proposed project or project variant, in combination with past, present, and reasonably foreseeable future projects, would not result in a cumulative land use impact. (Less than Significant)

Proposed Project and Project Variant

The cumulative context for land use effects are typically localized within the immediate vicinity of the project site or at the neighborhood level. Cumulative development in the project vicinity (within a 1/4-mile radius of the project site) includes the projects identified in Table 1: Cumulative Projects within ¼ mile of Project Site, p. 14. These projects, both individually and in combination with the proposed project, would not result in the physical division of an established community, either by constructing a physical barrier to neighborhood access, removing a means of access, altering the established street grid, or permanently closing any streets or sidewalks. Furthermore, these projects would not conflict with any adopted environmental plan or policy, including the

air district’s 2017 Clean Air Plan,⁴ and the City’s Strategies to Address Greenhouse Gas Emissions (GHG Reduction Strategy) as discussed in **section E.8, Air Quality**, and **section E.9, Greenhouse Gas Emissions**, respectively.

Therefore, the proposed project or the project variant, in combination with past, present, and reasonably foreseeable future projects, would not result in a significant cumulative land use impact.

E.2 Aesthetics

<u>Topics:</u>	<u>Potentially Significant Impact</u>	<u>Less Than Significant with Mitigation Incorporated</u>	<u>Less Than Significant Impact</u>	<u>No Impact</u>	<u>Not Applicable</u>
2. AESTHETICS. Except as provided in Public Resources Code section 21099, would the project:					
a) Have a substantial adverse effect on a scenic vista?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) In non-urbanized areas, substantially degrade the existing visual character or quality of public views of the site and its surroundings? (Public views are those that are experienced from publicly accessible vantage points.) If the project is in an urbanized area, would the project conflict with applicable zoning and other regulations governing scenic quality?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		<input checked="" type="checkbox"/>
d) Create a new source of substantial light or glare which would adversely affect daytime or nighttime views in the area?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

As noted above, in accordance with Senate Bill 743 and CEQA section 21099, Modernization of Transportation Analysis for Transit Oriented Projects, aesthetics and parking shall not be

⁴ Bay Area Air Quality Management District, 2017 *Clean Air Plan: Spare the Air, Cool the Climate*, April 2017, <http://www.baaqmd.gov/plans-and-climate/air-quality-plans/plans-under-development>, accessed December 11, 2017.

considered in determining if a project has the potential to result in significant environmental effects, provided the project meets all of the following three criteria:

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

The proposed project and the project variant meet each of the above three criteria and thus, this checklist does not consider aesthetics or parking in determining the significance of project impacts under CEQA.⁵

As also noted above, CEQA section 21099(d)(2) states that a lead agency maintains the authority to consider aesthetic impacts pursuant to local design review ordinances or other discretionary powers and that aesthetic impacts do not include impacts on historic or cultural resources. DEIR **chapter 2, section A, Project Description** includes illustrative text and figures for the proposed project and the project variant. DEIR **chapter 3, section B, Historic Architectural Resources**, discusses impacts on historic cultural resources, and changes in the architectural conditions at the site.

E.3 Population and Housing

<u>Topics:</u>	<u>Potentially Significant Impact</u>	<u>Less Than Significant with Mitigation Incorporated</u>	<u>Less Than Significant Impact</u>	<u>No Impact</u>	<u>Not Applicable</u>
3. 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)?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b) Displace substantial numbers of existing people or housing units, necessitating the construction of replacement housing?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

⁵ San Francisco Planning Department, Eligibility Checklist: CEQA section 21099 – Modernization of Transportation Analysis for 550 O’Farrell Street, January 21, 2020.

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

Proposed Project and Project Variant

The planning department's principal resources for planning anticipated population growth in San Francisco includes Plan Bay Area, an advisory document used to assist in the development of local and regional plans, which includes population and employment forecasts for the Bay Area's nine counties. Plan Bay Area contains housing and employment projections anticipated to occur in San Francisco through 2040. The plan calls for an increasing percentage of Bay Area growth to occur as infill development in areas with highly accessible transit and where services necessary to daily living are provided in proximity to housing and jobs. With its abundant transit service and mixed-use neighborhoods, San Francisco is expected to accommodate an increasing share of future regional growth. In the last few years, the supply of housing has not met the demand for housing within San Francisco. In July 2013, the ABAG projected regional housing needs in the Regional Housing Need Plan for the San Francisco Bay Area: 2014–2022. ABAG's projected housing need in San Francisco for 2014–2022 is 28,869 dwelling units, consisting of 6,234 dwelling units within the very low income level (0–50 percent), 4,639 within the low income level (51–80 percent), 5,460 within the moderate income level (81–120 percent), and 12,536 within the above-moderate income level (120 percent plus).⁶ As part of the planning process for Plan Bay Area, San Francisco identified Priority Development Areas, which are existing neighborhoods near transit that are appropriate places to concentrate future growth. The project site is in the Downtown-Van Ness-Geary Priority Development Area.⁷

A project would be considered growth-inducing if its implementation would result in substantial population increases and/or new development that might not occur if the project were not approved and implemented. As discussed in DEIR **chapter 2, Project Description**, the proposed project would intensify the use of the site by developing 111 new dwelling units, or 116 new dwelling units with the project variant, and approximately 1,300 square feet of new active ground-floor uses. The proposed 111 dwelling units would provide housing for approximately 255 persons, and the project variant, with 116 dwelling units, would provide housing for approximately 267 new residents. Both the proposed project and the project variant would help meet the demand for housing.⁸

⁶ ABAG, Regional Housing Need Plan for the San Francisco Bay Area: 2014–2022. Available online at http://planbayarea.org/pdf/final_supplemental_reports/Final_Bay_Area_2014-2022_RHNA_Plan.pdf, accessed January 14, 2019.

⁷ ABAG, Plan Bay Area, Priority Development Area Showcase. Available online at <http://gis.abag.ca.gov/website/PDAShowcase/>, accessed January 14, 2019.

⁸ The population calculation is based on Census 2010 data. While the census data estimates 1.46 persons per household in Census Tract 123.02, the citywide average of 2.3 persons per household is used for this analysis as it is a conservative estimate (i.e., provides a higher estimate of impacts).

While the addition of 255 to 267 people would be noticeable to residents of immediately adjacent properties, those numbers would not result in a substantial increase to the population of the larger neighborhood or the City and County of San Francisco. The 2017 U.S. Census indicates that the residential population in Census Tract 123.02 (where the project site is located) is approximately 2,507 persons.⁹ The proposed project and project variant would increase the population within Census Tract 123.02 by approximately 1 percent. The population of San Francisco is projected to increase by approximately 280,490 persons for a total of 1,085,730 persons by 2040.¹⁰ The residential population introduced as a result of the proposed project or the project variant would constitute approximately 0.03 percent of projected citywide growth. This population increase would be accommodated within the planned growth for San Francisco. Overall, the introduction of 111 to 116 new dwelling units to the project site would not directly induce substantial population growth.

The proposed project's and project variant's active ground-floor space could include retail uses. Such uses would not likely offer sufficiently high wages such that they would be anticipated to attract new employees to San Francisco or nearby communities. Therefore, it can be anticipated that most of the employees would already live in San Francisco (or nearby communities). The existing commercial parking garage currently employs four people. Project implementation would eliminate these positions but could realize a net gain of an additional employee by including 1,300 gross square feet of potential ground-floor retail space. Based on the total size of the retail uses on the project site, the new businesses would employ approximately five full-time employees.¹¹ The project would also employ about three persons for leasing, management, and maintenance services.¹²

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

⁹ The population estimate is based on data from the 2010 Census for Census Tract 123.02 (ACS 2017-5-year data). Available online at <https://censusreporter.org/profiles/14000US06075012302-census-tract-12302-san-francisco-ca/>, accessed January 14, 2019.

¹⁰ ABAG, Plan Bay Area, p. 40. Available online at http://files.mtc.ca.gov/pdf/Plan_Bay_Area_FINAL/Plan_Bay_Area.pdf, accessed January 19, 2019.

¹¹ The estimated number of employees is based on Planning Department Transportation Impact Analysis Guidelines for Environmental Review (October 2002) (SF Guidelines) and assumes an average of one employee per 350 square feet of retail/restaurant, yielding approximately five employees. The employee generation rate for office use is one employee per 276 square feet. The employee generation rate for restaurant and for retail is the same.

¹² Email from Kabir Seth, Presidio Bay Ventures to Paula DeMichele and Michael Rice, TRC Solutions. February 2, 2019.

For the above reasons, the additional residents and employees associated with the proposed project or project variant would have a less-than-significant impact related to unplanned population growth, both directly and indirectly.

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

Proposed Project and Project Variant

The proposed project and the project variant would displace four employees currently working in the existing parking garage but would employ a total of up to eight employees with the establishment of potential retail space and building services. Therefore, the project would result in a net increase of four new, permanent jobs. As discussed above, it is anticipated that people employed by the retail operator and residential uses would already live within the city or in nearby communities, and thus would not generate a demand for additional housing elsewhere.

As no residential units are currently located on the project site, the proposed project and the project variant would not displace existing housing units or residents. The proposed project and project variant would add 111 to 116 net new units on site, including up to 22 to 23 affordable inclusionary rental units, respectively, and would not permanently displace existing units. For these reasons, the proposed project and project variant would have a less-than-significant impact related to the displacement of housing units, people, or employees.

Impact C-PH-1: The proposed project or project variant, in combination with past, present, and reasonably foreseeable future projects, would not induce, either directly or indirectly, substantial unplanned population growth, displace substantial people or housing units, or necessitate the construction of replacement housing. (Less than Significant)¹³

Proposed Project and Project Variant

As noted above, *Plan Bay Area* is the current regional transportation plan and Sustainable Communities Strategy. The Plan was adopted by MTC and ABAG in July 2013 and revised in 2017,¹⁴ and contains housing and employment projections anticipated to occur in San Francisco through 2040.

As stated above, San Francisco's population is expected to increase by 280,490 persons for a total of 1,085,730 persons by 2040. The City's projected housing growth between 2015 and 2040 is

¹³ Additional environmental impacts related to cumulative growth with regard to specific resources can be found in section E.6, Transportation and Circulation, section E.7, Noise, section E.8, Air Quality, section E.12, Recreation, section E.13, Utilities and Service Systems, and section E.14, Public Services.

¹⁴ Plan Bay Area 2040. Metropolitan Transportation Commission. Adopted July 26, 2017. Website accessed February 25, 2020. <https://www.planbayarea.org/previous-plan/plan-bay-area-2040>

84,910 units. San Francisco has approved 70,963 dwelling units as of 2018. In combination with past, present, and reasonably foreseeable future projects, the proposed project (or project variant) and cumulative projects within a 1/4-mile radius of the project site would account for approximately 0.4 percent of this projected citywide population growth.¹⁵ Employment growth resulting from the proposed project (or project variant) and cumulative projects in the area would similarly account for a only a minor fraction of projected citywide employment growth. Moreover, this population and employment growth has been anticipated and accounted for in ABAG's and the City's projections, and therefore, the proposed project (or project variant), in combination with past, present, and reasonably foreseeable future projects would not induce substantial unplanned population and employment growth, displace substantial people or housing units, or necessitate the construction of replacement housing. For these reasons, the proposed project (or project variant), in combination with other past, present, and reasonably foreseeable future projects, would have less-than-significant cumulative population and housing impacts.

E.4 Cultural Resources

<u>Topics:</u>	<u>Potentially Significant Impact</u>	<u>Less Than Significant with Mitigation Incorporated</u>	<u>Less Than Significant Impact</u>	<u>No Impact</u>	<u>Not Applicable</u>
4. 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?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b) Cause a substantial adverse change in the significance of an archaeological resource pursuant to §15064.5?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c) Disturb any human remains, including those interred outside of formal cemeteries?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

¹⁵ New residents generated by cumulative projects in Table 1 = 415 new dwelling units x 2.3 persons per household (San Francisco average) = 954 persons.
Proposed project plus cumulative projects contribution to citywide population growth by 2040 = (255 + 954 new project residents/280,490 new citywide residents) x 100 = 0.4 percent
Project variant's contribution to citywide population growth by 2040 = (267 + 954 new project variant residents/280,490 new citywide residents) x 100 = 0.4 percent

Pursuant to CEQA Guidelines sections 15064.5(a)(1) and 15064.5(a)(2), historical resources are buildings or structures that are listed or are eligible for listing in the California Register of Historical Resources or are identified in a local register of historical resources, such as Articles 10 and 11 of the planning code. The existing building, constructed in 1924, is a contributory building to the Uptown Tenderloin Historic District (UTHD or district), as listed in the National Register for Historic Places and has been previously determined to also be individually eligible for listing on the California Register of Historical Resources.^{16,17}

Impact CR-1: The proposed project could cause a substantial adverse change in the significance of a historical resource pursuant to CEQA Guidelines section 15064.5 or resources listed in Article 10 or Article 11 of the San Francisco Planning Code. (Potentially Significant)

The proposed project would demolish most of the 550 O'Farrell Street building but would retain elements of the building's façade incorporated into the lower floors of the O'Farrell Street frontage. Demolition of most of the existing building would have a significant adverse effect on an individually significant historic resource. The DEIR evaluates the proposed project impacts on the individually significant historic architectural resource.

Impact CR-2: The project variant could cause a substantial adverse change in the significance of a historical resource pursuant to CEQA Guidelines section 15064.5 or resources listed in Article 10 or Article 11 of the San Francisco Planning Code. (Potentially Significant)

The project variant would demolish the 550 O'Farrell Street building and develop a new building on the site. This would have a significant adverse effect on an individually significant historic resource. The DEIR evaluates the project variant impacts on the individually significant historic architectural resource.

Impact CR-3: Development at 550 O'Farrell Street under the proposed project or project variant could cause a substantial adverse change in the significance of the Uptown Tenderloin Historic District. (Potentially Significant)

The 550 O'Farrell Street building is a contributor to the National Register-listed Uptown Tenderloin Historic District. The proposed project would demolish most of the 550 O'Farrell Street building but would retain elements of the building's façade incorporated into the lower floors of the O'Farrell Street frontage and construct a 13-story building. The project variant would demolish the 550 O'Farrell Street building and construct a 13-story building. These changes (partial demolition, full demolition, and new construction) could cause a substantial adverse change in the significance of the Uptown Tenderloin Historic District. The DEIR evaluates the

¹⁶ Treanor HL/Carey & Co. Inc., *Historic Resource Evaluation–Part 1, 550 O'Farrell Street*, San Francisco California, September 1, 2017, and *Historic Resource Evaluation–Part 2*, July 29, 2019.

¹⁷ San Francisco Planning Department, *Preservation Team Review Form, 550 O'Farrell Street*, October 2, 2018.

proposed project impacts and the project variant impacts on the Uptown Tenderloin Historic District.

Impact CR-4: The proposed project or project variant would generate excessive groundborne vibration or groundborne noise levels that could damage historic resources. (Less than Significant with Mitigation)

Proposed Project and Project Variant

Section E.7, Noise of this Initial Study, pp. 48-68, analyzes potential groundborne vibration and noise impacts of proposed project or project variant construction. As discussed in that section, project construction would generate vibration levels that would be capable of cosmetically damaging the adjacent buildings to the west and east. The project sponsor would implement **Mitigation Measure M-NO-2: Construction Vibration Controls** to reduce potential vibration impacts on adjacent buildings to a less-than-significant level

Impact CR-5: The proposed project or project variant could potentially cause a substantial adverse change in the significance of an archeological resource, or could potentially disturb human remains, if present. (Less than Significant with Mitigation)

Proposed Project and Project Variant

A preliminary archeological review determined that there are no known or suspected resources on or near the project site, or any water sources in the vicinity. The project site has been assessed as having low sensitivity for the presence of buried prehistoric archeological resources, but is on the margin of an area assessed as having moderate prehistoric archeological sensitivity.

The project site and vicinity were fully developed by 1869. The 1906 earthquake and fire destroyed all development on the site. The existing garage, constructed in 1924, appears to have been the first subsequent development. The excavation for its basement almost certainly destroyed any historic archeological features or deposits that might have survived the earthquake, and it is unlikely that any historic features would be present at depth greater than the existing basement. However, there may be the potential for a buried prehistoric archeological deposit, which could include human remains, to be present in the dune sands that underlie the existing garage, and to be destroyed by project excavations, which would extend deeper than the existing garage foundation. If such a resource were present, the project and project variant could have potentially significant impacts on archeological resources, including impacts on human remains.¹⁸

¹⁸ San Francisco Planning Department, Preliminary Archeological Review, 550 O'Farrell Street, Case File No. 2017-004557ENV, November 13, 2018, updated April 29, 2020. The PAR cites the 550 O'Farrell Street project excavation plans, dated November 5, 2018, and Rollo & Ridley, Preliminary Geotechnical Investigation. 550 O'Farrell Street, San Francisco, California. September 18, 2018.

To reduce the potential for impacts to archeological resources that might be discovered during construction to less-than-significant levels, the project sponsor would be required to incorporate **Mitigation Measure M-CR-5: Accidental Discovery**.

Mitigation Measure M-CR-5: Accidental Discovery

The following mitigation measure is required to avoid any potential adverse effect from the proposed project on accidentally discovered buried or submerged historical resources as defined in *CEQA Guidelines* Section 15064.5(a) and (c), on tribal cultural resources as defined in *CEQA Statute* Section 21074, and on human remains and associated or unassociated funerary objects. The project sponsor shall distribute the Planning Department archeological resource "ALERT" sheet to the project prime contractor; to any project subcontractor (including demolition, excavation, grading, foundation, pile driving, etc. firms); or utilities firm involved in soils disturbing activities within the project site. Prior to any soils disturbing activities being undertaken each contractor is responsible for ensuring that the "ALERT" sheet is circulated to all field personnel including, machine operators, field crew, pile drivers, supervisory personnel, etc.

A preconstruction training shall be provided to all construction personnel performing or managing soils disturbing activities by a qualified archeologist prior to the start of soils disturbing activities on the project. The training may be provided in person or using a video and include a handout prepared by the qualified archeologist. The video and materials will be reviewed and approved by the ERO. The purpose of the training is to enable personnel to identify archeological resources that may be encountered and to instruct them on what to do if a potential discovery occurs. Images of expected archeological resource types and archeological testing and data recovery methods should be included in the training.

The project sponsor shall provide the Environmental Review Officer (ERO) with a signed affidavit from the responsible parties (prime contractor, subcontractor(s), and utilities firm) to the ERO confirming that all field personnel have received copies of the Alert Sheet and have taken the preconstruction training.

Should any indication of an archeological resource be encountered during any soils disturbing activity of the project, the project Head Foreman and/or project sponsor shall immediately notify the ERO and shall immediately suspend any soils disturbing activities in the vicinity of the discovery until the ERO has determined what additional measures should be undertaken.

If the ERO determines that an archeological resource may be present within the project site, the project sponsor shall retain the services of an archeological consultant from the pool of qualified archeological consultants maintained by the Planning Department archeologist. The archeological consultant shall advise the ERO as to whether the

discovery is an archeological resource, retains sufficient integrity, and is of potential scientific/historical/cultural significance. If an archeological resource is present, the archeological consultant shall identify and evaluate the archeological resource. The archeological consultant shall make a recommendation as to what action, if any, is warranted. Based on this information, the ERO may require, if warranted, specific additional measures to be implemented by the project sponsor. The ERO may also determine that the archeological resources is a tribal cultural resource and will consult with affiliated Native Americans tribal representatives, if warranted, as detailed under M-TCR-1 for this project.

Measures might include: preservation in situ of the archeological resource; an archeological monitoring program; an archeological testing program; and an interpretative program. If an archeological monitoring program, archeological testing program, or an interpretative program is required, it shall be consistent with the Environmental Planning (EP) division guidelines for such programs and reviewed and approved by the ERO. The ERO may also require that the project sponsor immediately implement a site security program if the archeological resource may be at risk from vandalism, looting, or other damaging actions.

The treatment of human remains and of associated or unassociated funerary objects discovered during any soils disturbing activity shall comply with applicable State and federal laws. This shall include immediate notification of the Medical Examiner of the City and County of San Francisco and, in the event of the Medical Examiner's determination that the human remains are Native American remains, notification of the California State Native American Heritage Commission, which will appoint a Most Likely Descendant (MLD). The MLD will complete his or her inspection of the remains and make recommendations or preferences for treatment within 48 hours of being granted access to the site (Public Resources Code section 5097.98). The ERO also shall be notified immediately upon the discovery of human remains.

The project sponsor and ERO shall make all reasonable efforts to develop a Burial Agreement ("Agreement") with the MLD, as expeditiously as possible, for the treatment and disposition, with appropriate dignity, of human remains and associated or unassociated funerary objects (as detailed in CEQA Guidelines section 15064.5(d)). The Agreement shall take into consideration the appropriate excavation, removal, recordation, scientific analysis, custodianship, curation, and final disposition of the human remains and associated or unassociated funerary objects. If the MLD agrees to scientific analyses of the remains and/or associated or unassociated funerary objects, the archeological consultant shall retain possession of the remains and associated or unassociated funerary objects until completion of any such analyses, after which the remains and associated or unassociated funerary objects shall be reinterred or curated as specified in the Agreement.

Nothing in existing State regulations or in this mitigation measure compels the project sponsor and the ERO to accept treatment recommendations of the MLD. However, if the ERO, project sponsor and MLD are unable to reach an Agreement on scientific treatment of the remains and associated or unassociated funerary objects, the ERO, with cooperation of the project sponsor, shall ensure that the remains and/or mortuary materials are stored securely and respectfully until they can be reinterred on the property, with appropriate dignity, in a location not subject to further or future subsurface disturbance.

Treatment of historic-period human remains and of associated or unassociated funerary objects discovered during any soil-disturbing activity, additionally, shall follow protocols laid out in the project's archeological treatment documents, and in any related agreement established between the project sponsor, Medical Examiner and the ERO.

The archeological consultant shall submit a Draft Final Archeological Resources Report (FARR) to the ERO that evaluates the historical significance of any discovered archeological resource and describes the archeological and historical research methods employed in the archeological testing/monitoring/data recovery program(s) undertaken. The Draft FARR shall include a curation and deaccession plan for all recovered cultural materials. The Draft FARR shall also include an Interpretation Plan for public interpretation of all significant archeological features.

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

Implementation of **Mitigation Measure M-CR-5** would ensure that archeological resources that might be encountered during project excavations would be identified promptly and would require that appropriate archeological treatment is implemented to preserve the important information represented by the resources. Those steps would ensure that project excavations would not cause a substantial adverse change in the significance of archeological resources that could be encountered during construction, and that the project's potential impact would be less than significant.

Impact C-CR-1: The proposed project or project variant, in combination with past, present, and reasonably foreseeable future projects, could contribute to cumulative adverse changes in historic resources in the Uptown Tenderloin Historic District. (Potentially Significant)

Proposed Project and Project Variant

The DEIR, **chapter 3, Environmental Setting and Impacts, section 3.B, Historic Architectural Resources**, evaluates potential cumulative impacts on historic resources in the Uptown Tenderloin Historic District, Such impacts could result from partial or full demolition of the 550 O'Farrell Street building, a contributor to the district, and from new construction on the site.

Section E.7, Noise of this initial study, pp. 48-68, analyzes potential cumulative groundborne vibration and noise impacts. As discussed in that section, the proposed project or project variant and cumulative project construction could result in significant cumulative vibration impacts on historic resources, to which the proposed project or project variant would make a substantial contribution. However, the proposed project or project variant would be required to implement **Mitigation Measure M-NO-2: Construction Vibration Controls**, which would reduce its contribution to these impacts to less-than-significant levels.

Impact C-CR-2: The proposed project or project variant, in combination with past, present, and reasonably foreseeable future projects, would not contribute to cumulative adverse changes in archeological resources or human remains. (Less than Significant)

Proposed Project and Project Variant

As noted above, the proposed project and project variant would have potentially significant impacts on archeological resources, including impacts on human remains, which would be mitigated to a less-than-significant level by the inclusion of **Mitigation Measure M-CR-5**. These impacts are generally site-specific and limited to a project's construction area; the proposed project therefore would not contribute to cumulative adverse impacts on such resources.

E.5 Tribal Cultural Resources

<u>Topics:</u>	<u>Potentially Significant Impact</u>	<u>Less Than Significant with Mitigation Incorporated</u>	<u>Less Than Significant Impact</u>	<u>No Impact</u>	<u>Not Applicable</u>
5. 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	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
ii) A resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of Public Resources Code section 5024.1. In applying the criteria set forth in subdivision (c) of Public Resource Code section 5024.1, the lead agency shall consider the significance of the resource to a California Native American tribe.	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Impact TCR-1: The proposed project or project variant could cause a substantial adverse change in the significance of a tribal cultural resource, defined in Public Resources Code section 21074. (Less than Significant with Mitigation)

Proposed Project and Project Variant

CEQA section 21074.2 requires the lead agency to consider the effects of a project on tribal cultural resources. As defined in section 21074, tribal cultural resources are sites, features, places, cultural landscapes, sacred places, and objects with cultural value to a California Native American tribe that are listed or determined to be eligible for listing on the national, state, or local register of historic resources. Pursuant to CEQA section 21080.3.1(d), on April 2, 2019, the planning

department contacted Native American individuals and organizations for the San Francisco area, providing a description of the project and requesting comments on the identification, presence, and significance of tribal cultural resources in the project vicinity.¹⁹ During the 30-day comment period, no Native American tribal representatives contacted the planning department to request consultation. Based on prior Native American consultation, the planning department considers all prehistoric archeological resources to be potential tribal cultural resources.

The project site has been assessed as having low sensitivity for the presence of buried prehistoric resources, but it is on the margin of a higher sensitivity area, as discussed above. Project excavations would exceed the depth of prior excavation, and would be within dune sands, which hold the potential to harbor buried archeological deposits. On this basis, there is the potential for project excavation to encounter archeological resources that are also tribal cultural resources. The project impact, if it occurred, would be potentially significant.

To reduce the potential for impacts to tribal cultural resources to less-than-significant levels, the project sponsor would be required to incorporate **Mitigation Measure M-TCR-1: Tribal Cultural Resources Archeological Resource Preservation Plan and/or Interpretive Program**

Mitigation Measure M-TCR-1: Tribal Cultural Resources Archeological Resource Preservation Plan and/or Interpretive Program

In the event of the discovery of an archeological resource of Native American origin, the Environmental Review Officer (ERO), the project sponsor, and the tribal representative, shall consult to determine whether preservation in place would be feasible and effective. If it is determined that preservation-in-place of the tribal cultural resource (TCR) would be both feasible and effective, then the archeological consultant shall prepare an archeological resource preservation plan (ARPP), which shall be implemented by the project sponsor during construction.

If the ERO in consultation with the project sponsor and the tribal representative determines that preservation-in-place of the TCR is not a sufficient or feasible option then archeological data recovery shall be conducted, as detailed under M-CR-5 for this project. In addition, the project sponsor shall prepare an interpretive program of the TCR in consultation with affiliated Native American tribal representatives. 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. Upon

¹⁹ San Francisco Planning Department, *Tribal Notification Regarding Tribal Cultural Resources and CEQA – 550 O’Farrell Street, 2017-004557ENV*, April 2, 2019.

approval by the ERO and prior to project occupancy, the interpretive program shall be implemented by the project sponsor.

Implementation of **Mitigation Measure M-TCR-1** would require the appropriate involvement of concerned Native Americans in the treatment of tribal cultural resources discovered during construction and ensure that any such resource would be preserved, or that the information it represents would be preserved and interpreted to the public. Those steps would ensure that project excavations would not cause a substantial adverse change in the significance of tribal cultural resources that could be encountered during construction, and that the project’s potential impact would be less than significant with mitigation.

Impact C-TCR-1: The proposed project or project variant, in combination with reasonably foreseeable future projects, would not result in significant cumulative impacts to tribal cultural resources. (Less than Significant)

Proposed Project and Project Variant

Project-related impacts on tribal cultural resources are site-specific and generally limited to a project’s construction area. As noted above, Native American tribal representatives for the San Francisco area were contacted and asked to comment on the identification, presence, and significance of tribal cultural resources in the project vicinity; none of these representatives contacted the planning department to request consultation. For these reasons, the proposed project or project variant, in combination with other reasonably foreseeable future projects, would not have a significant cumulative impact on tribal cultural resources.

E.6 Transportation and Circulation

<i>Topics:</i>	<i>Potentially Significant Impact</i>	<i>Less Than Significant with Mitigation Incorporated</i>	<i>Less Than Significant Impact</i>	<i>No Impact</i>	<i>Not Applicable</i>
6. TRANSPORTATION AND CIRCULATION— Would the project:					
a) Involve construction that would require a substantially extended duration or intensive activity, the effects of which would create potentially hazardous conditions for people walking, bicycling, or driving, or public transit operations; or interfere with emergency access or accessibility for people walking or bicycling; or substantially delay public transit?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

<u>Topics:</u>	<u>Potentially Significant Impact</u>	<u>Less Than Significant with Mitigation Incorporated</u>	<u>Less Than Significant Impact</u>	<u>No Impact</u>	<u>Not Applicable</u>
b) Create potentially hazardous conditions for people walking, bicycling, or driving or public transit operations?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c) Interfere with accessibility of people walking or bicycling to and from the project site, and adjoining areas, or result in inadequate emergency access?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
d) Substantially delay public transit?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
e) Cause substantial additional vehicle miles travelled or substantially induce additional automobile travel by increasing physical roadway capacity in congested areas (i.e., by adding new mixed-flow travel lanes) or by adding new roadways to the network?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
f) Result in a loading deficit, the secondary effects of which would create potentially hazardous conditions for people walking, bicycling, or driving; or substantially delay public transit?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
g) Result in a substantial vehicular parking deficit, the secondary effects of which would create potentially hazardous conditions for people walking, bicycling, or driving; or interfere with accessibility for people walking or bicycling or inadequate access for emergency vehicles; or substantially delay public transit?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Setting

The roadway network surrounding the project site is generally an east-west and north-south grid, and several streets in proximity to the project site are one-way. Vehicle and pedestrian access to the project site is on O'Farrell Street. O'Farrell Street, one-way eastbound, is designated a major arterial in the general plan transportation element. The street has three travel lanes; the southernmost lane is a bus/taxi-only lane. On-street parallel parking is provided along both sides of the street.

On the north side of the project block, Geary Street, one-way westbound, is designated a major arterial in the transportation element. The street has two travel lanes; the northernmost lane is a bus/taxi-only lane. Leavenworth Street, on the west side of the block, is one-way northbound. Jones Street, on the east side of the block, is one-way southbound, and is a secondary arterial street.

The project site is well served by public transit. The following Muni transit lines operate within a 1/4 mile of the project site: 2-Clement, 3-Jackson, 8-Bayshore and 8Bx-Bayshore Express, 27-Bryant, 30-Stockton, 38-Geary and 38R-Geary Rapid, and 45-Union/Stockton. The closest transit stops at Leavenworth and O'Farrell streets serve the 38-Geary (eastbound on O'Farrell Street) and 27-Bryant (northbound on Leavenworth Street). BART and Muni Metro subway service is available at the Civic Center or Powell Street stations.

Vehicle Miles Traveled in the San Francisco Bay Area

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

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

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

individual trips to and from the project (as opposed to entire chain of trips). A trip-based approach, as opposed to a tour-based approach, is necessary for retail projects because a tour is likely to consist of trips stopping in multiple locations, and the summarizing of tour VMT to each location would overestimate VMT.^{20,21} For residential uses, existing regional average daily VMT per capita is 17.2. For retail uses, existing regional average daily VMT per capita is 14.8.

San Francisco 2040 cumulative conditions were projected using a SF-CHAMP model run, applying the same methodology as outlined above for existing conditions, but also incorporated residential and job growth estimates and reasonably foreseeable transportation infrastructure improvements through 2040. For residential development, the projected 2040 regional average daily work-related VMT per capita is 16.1. For retail development, the projected 2040 regional average daily work-related VMT per employee is 14.6.

VMT Analysis

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

For residential projects, a project would generate substantial additional VMT if it exceeds regional VMT per capita minus 15 percent.²² As documented in the OPR *Revised Proposal on Updates to the CEQA Guidelines on Evaluating Transportation Impacts in CEQA* (Proposed Transportation Impact Guidelines), a 15-percent threshold below existing development is “both reasonably ambitious and generally achievable.”²³ This approach is consistent with CEQA section 21099 and the thresholds of significance for other land uses recommended in OPR’s Proposed Transportation Impact Guidelines. For mixed-use projects, each proposed land use is evaluated independently, per the significance criteria described above.

OPR’s *Proposed Transportation Impact Guidelines* provide screening criteria to identify types, characteristics, or locations of land use projects that would not exceed these VMT thresholds of significance. OPR recommends that if a project or land use proposed as part of the project meets any of the screening criteria, then VMT impacts are presumed to be less than significant for that

²⁰ To state another way: a tour-based assessment of VMT at a retail site would consider the VMT for all trips in the tour, for any tour with a stop at the retail site. If a single tour stops at two retail locations, for example, a coffee shop on the way to work and a restaurant on the way back home, both retail locations would be allotted the total tour VMT. A trip-based approach allows us to apportion all retail-related VMT to retail sites without double-counting.

²¹ San Francisco Planning Department, Executive Summary: Resolution Modifying Transportation Impact Analysis, Appendix F, Attachment A, March 3, 2016.

²² OPR, Revised Proposal on Updates to the CEQA Guidelines on Evaluating Transportation Impacts in CEQA, <http://www.opr.ca.gov/ceqa/updates/sb-743/>, accessed December 19, 2017. See page III: 20.

²³ *Ibid.*

land use and a detailed VMT analysis is not required. The screening criteria applicable to the proposed project and their implementation in San Francisco are described below:

- Map-Based Screening for Residential, Office, and Retail Projects. OPR recommends mapping areas where VMT falls below the applicable land use threshold. Accordingly, the Transportation Authority has developed maps depicting existing VMT levels in San Francisco for residential, office, and retail land uses based on the SF-CHAMP 2012 base-year model run. The planning department uses these maps and associated data to determine whether a proposed project is located in an area of the city that is below the applicable VMT threshold(s).
- Proximity to Transit Stations. OPR recommends that residential, retail, and office projects, as well as projects that are a mix of these uses, proposed within a 1/2 mile of an existing major transit stop (as defined by CEQA section 21064.3) or an existing stop along a high-quality transit corridor (as defined by CEQA 21155) would not result in a substantial increase in VMT. However, this presumption would not apply if the project would: (1) have a floor area ratio of less than 0.75; (2) include more parking for use by residents, customers, or employees of the project than required or allowed, without a conditional use authorization; or (3) be inconsistent with the applicable *Sustainable Communities Strategy*.²⁴
- Small Projects Screening Criterion. OPR recommends that lead agencies may generally assume that a project would not have significant VMT impacts if the project would either: (1) generate fewer trips than the level for studying consistency with the applicable congestion management program, or (2) where the applicable congestion management program does not provide such a level, fewer than 100 vehicle trips per day. The Transportation Authority's Congestion Management Program, December 2015, does not include a trip threshold for studying consistency. Therefore, the planning department uses a screening criterion of 100 vehicle trips per day, whereby a project that would generate vehicle trips equal to or below this threshold would not generate a substantial increase in VMT.

Induced Automobile Travel Analysis

Transportation projects may substantially induce additional automobile travel. The following identifies thresholds of significance and screening criteria used to determine if transportation projects would result in significant impacts by inducing substantial additional automobile travel.

Pursuant to OPR's Proposed Transportation Impact Guidelines, a transportation project would substantially induce automobile travel if it would generate more than 2,075,220 VMT per year. This threshold is based on the fair share VMT allocated to transportation projects required to

²⁴ A project is considered to be inconsistent with the Sustainable Communities Strategy if development is located outside areas contemplated for development in the Sustainable Communities Strategy.

achieve California’s long-term GHG emissions reduction goal of 40 percent below 1990 levels by 2030.

OPR’s Proposed Transportation Impact Guidelines includes a list of transportation project types that would not likely lead to a substantial or measurable increase in VMT. If a project fits within the general types of projects (including combinations of types) described in the Transportation Impact Guidelines, then it is presumed that VMT impacts would be less than significant and a detailed VMT analysis is not required. The following types of transportation projects included in the Transportation Impact Guidelines are applicable to the subject project’s proposed removal of 119 off-street parking spaces by demolishing a public garage and constructing a mixed-use building

- Other Minor Transportation Projects:
 - Removal of off- or on-street vehicular parking space(s)

Travel Demand

Localized trip generation of the proposed project and the project variant were calculated using a trip-based analysis and information included in the 2019 *Transportation Impact Analysis Guidelines for Environmental Review* (SF Guidelines) developed by the planning department.^{25,26} The proposed project or the project variant would generate up to an estimated 1,140 person trips (inbound and outbound) on a weekday daily basis, consisting of up to 257 person trips by auto (167 vehicle trips accounting for vehicle occupancy), up to 66 person trips by transportation network company (TNC) or taxi (44 vehicle trips accounting for vehicle occupancy), up to 314 transit trips and five trips by private shuttle, up to 35 bicycle trips and up to 464 walk trips. During the p.m. peak hour, the proposed project or project variant would generate up to an estimated 70 daily person-trips, consisting of up to 17 person trips by auto (11 vehicle trips accounting for vehicle occupancy data), up to four person trips by transportation network company (TNC) or taxi (three vehicle trips accounting for vehicle occupancy), up to 19 transit trips, up to two bicycle trips, and up to 28 walk trips. **Table 2: Proposed Project Trip Generation** and **Table 3: Project Variant Trip Generation** below presents these trip characteristics.

²⁵ All trip generation data cited herein was calculated using the San Francisco Planning Department’s Travel Demand Tool, <https://sftraveldemand.sfcta.org/>, accessed January 21, 2020.

²⁶ Trip calculations are conservative (overestimates) because they do not subtract trips associated with existing uses from proposed uses.

Table 2: Proposed Project Trip Generation

Mode	Total Daily Person Trips	P.M. Peak-Hour Person Trips	Total Vehicle Trips**	P.M. Peak-Hour Vehicle Trips
Auto	246	16	161	11
TNC/Taxi*	63	4	42	3
Transit	303	18		
Private Shuttle	5	0		
Walk	449	27		
Bike	33	2		
TOTALS	1,099	68	203	13

Note: Totals may not add up due to rounding

* TNC refers to transportation network company trips (e.g., Uber).

**Total vehicle trips account for occupancy per vehicle, including private vehicles and TNC/taxi vehicles.

Source: San Francisco Planning Department, November 2019

Table 3: Project Variant Trip Generation

Mode	Total Daily Person Trips	P.M. Peak-Hour Person Trips	Total Vehicle Trips**	P.M. Peak-Hour Vehicle Trips
Auto	257	17	167	11
TNC/Taxi*	66	4	44	3
Transit	314	19		
Private Shuttle	5	0		
Walk	464	28		
Bike	35	2		
TOTALS	1,140	70	211	14

Notes: Totals may not add up due to rounding

* TNC refers to transportation network company trips (e.g., Uber).

**Total vehicle trips account for average occupancy per vehicle, including private vehicles and TNC/taxi vehicles.

Source: San Francisco Planning Department, November 2019

Impact Analysis

Impact TR-1: The proposed project or the project variant would not involve construction that would require a substantially extended duration or intensive activity, the effects of which would create potentially hazardous conditions for people walking, bicycling, or driving, or public transit operations; or interfere with emergency access or accessibility for people walking or bicycling; or substantially delay public transit. (Less than Significant)

Proposed Project and Project Variant

Construction of the proposed project or the project variant would last approximately 21 months. Construction staging would occur primarily on O'Farrell Street. During the construction period, there would be a flow of construction-related trucks to and from the project site, which could

result in a temporary reduction in the capacities of local streets. In addition, construction activities would generate construction worker trips to and from the project site and temporary demand for parking and public transit. However, the temporary demand for public transit would not be expected to exceed the capacity of local or regional transit service. Temporary traffic lane closures would also be coordinated with the applicable City agencies to minimize the impacts on local traffic. In general, lane and sidewalk closures are subject to review and approval by San Francisco Public Works (public works) and the City's Transportation Advisory Staff Committee, which consists of representatives from the City's fire, police, public works, and public health departments as well as the SFMTA and Port of San Francisco.

Construction of the proposed project or the project variant would maintain circulation for people walking and would not disrupt or substantially delay vehicles and people bicycling on O'Farrell Street. Construction activities would be required to meet City rules and guidance so that work can be done safely and with the least possible interference for people walking, bicycling, or taking transit and/or transit operations, as well as for other vehicles. Thus, proposed project or project variant construction would not result in potentially hazardous conditions. For the reasons described, the proposed project's or project variant's construction-related transportation impacts would be less than significant.

Impact TR-2: The proposed project or project variant would not create hazardous conditions for people walking, bicycling, or driving, or public transit operations. (Less than Significant)

Proposed Project and Project Variant

The proposed project and the project variant would remove the driveways serving the existing garage on the site. The proposed project or project variant (with new residential and retail uses) would add up to approximately 211 daily vehicle trips (up to 14 vehicle trips during the p.m. peak period) to the transportation network, including private vehicle trips and taxi and transportation network company (TNC) vehicle trips.²⁷ These trips would be dispersed to various streets within the project vicinity and are not expected to result in substantial queuing at intersections east or west of the project site. Therefore, the proposed project and project variant would not create hazardous conditions for people walking, bicycling, or driving, or for public transit operations and impacts would be less than significant.

²⁷ All trip generation data cited herein was calculated using the San Francisco Planning Department's Travel Demand Tool, <https://sftraveldemand.sfcta.org/>, accessed January 21, 2020.

Impact TR-3: The proposed project or project variant would not interfere with accessibility of people walking or bicycling to or from the project site and adjoining areas, or result in inadequate emergency access. (Less than Significant)

Proposed Project and Project Variant

Pedestrian Facilities

Trips generated by the proposed project would include walk trips to and from the proposed residential uses and potential ground-floor retail uses or residential amenity uses,²⁸ plus walk trips to and from transit stops. The proposed project or project variant would generate up to about 464 daily pedestrian trips to and from the project site, including 28 pedestrian trips during the weekday p.m. peak hour. The sidewalk along O'Farrell Street is about 15 feet wide and currently meets pedestrian demand. In addition, there are pedestrian curb ramps, crosswalks, and signals at the nearest intersections to facilitate pedestrian crossing. As a result, the existing sidewalks at the site and within the project vicinity would be able to accommodate the additional project-generated pedestrian trips without becoming substantially overcrowded or unsafe.

In addition, the proposed project and the project variant would remove two existing curb cuts (26 feet wide and 28 feet wide). Furthermore, project-generated or project variant-generated vehicle traffic (up to 211 daily vehicle trips and 14 daily vehicle trips during the p.m. peak period) would be dispersed among multiple streets within the project vicinity and therefore, would not be expected to result in substantial conflicts with pedestrians on O'Farrell Street or other streets in the project vicinity. As a result, proposed project and project variant-related impacts on pedestrian facilities would be less than significant.

Bicycle Facilities

The proposed project or project variant would add up to approximately 35 daily person trips by bicycle and up to two bicycle trips during the peak p.m. period. Implementation of the proposed project or the project variant would not alter the existing street grid or result in other physical changes that would affect bicycle routes and lanes. The nearest bicycle routes are on Post and Sutter streets with marked shared travel lanes. In addition, the proposed project and the project variant would include 156 class 1 bicycle parking spaces in bicycle storage rooms on the ground floor and in the basement of the proposed building and eight class 2 bicycle parking spaces located on the O'Farrell Street sidewalk in front of the project site. For these reasons, project or project variant-generated bicycle trips would not have a significant impact on existing bicycle facilities.

The proposed project or project variant would also generate up to 211 daily vehicle trips (14 vehicle trips during the p.m. peak period). While the project and variant would increase the

²⁸ The proposed project or project variant would have 1,300 sf of ground floor space that would be retail or residential amenity uses as defined in the planning code.

amount of vehicle traffic along O'Farrell Street and other streets in the project vicinity, the expected magnitude of this increase on any one street would not be substantial enough to result in conflicts with cyclists or affect overall bicycle circulation or the operations of bicycle facilities. As noted above, the nearest designated bicycle routes are on Post and Sutter streets. Therefore, impacts related to bicycle travel would be less than significant.

Emergency Access

Emergency vehicle access is currently provided along O'Farrell Street, which fronts the project site. Emergency access would remain unchanged from existing conditions. In addition, the proposed project would not close off any existing streets or entrances to public uses. Therefore, the proposed project and the project variant would have a less-than-significant impact on emergency access.

Impact TR-4: The proposed project or project variant would not result in substantial public transit delays. (Less than Significant)

Proposed Project and Project Variant

Based on Northeast Muni Screenline data, the existing peak-hour capacity utilization of lines serving the site is approximately 66 and 67 percent during the a.m. and p.m. peak hours, respectively.^{29, 30}

The proposed project or project variant would generate up to approximately 314 daily transit trips (19 trips during the p.m. peak hour).³¹ These transit trips would be distributed among the multiple transit lines serving the project vicinity (described previously in this section) and would be accommodated by their existing capacity (66 to 67 percent), which is well below the SFMTA capacity utilization performance standard of 85 percent.³² For these reasons, the proposed project and the project variant would not result in unacceptable levels of transit service or cause

²⁹ San Francisco Planning Department, *Memorandum: Transit Data for Transportation Impact Studies*, May 15, 2015.

³⁰ Typically, the planning department assesses transit impacts through a screenline analysis, which assumes that there are identifiable corridors or directions of travel that are served by a grouping of transit lines. Therefore, an individual line would be combined with other transit lines in a corridor and corridors combined into a screenline in determining significance. The project site, 550 O'Farrell Street, is served by transit lines included within the Northeast Muni Screenline.

³¹ All trip generation data cited herein was calculated using the San Francisco Planning Department's Travel Demand Tool, <https://sftraveldemand.sfcta.org/>, accessed January 21, 2020.

³² The SFMTA uses a capacity utilization performance standard of 85 percent for transit vehicle loads. In other words, SFMTA local transit lines should operate at or below 85 percent capacity utilization. The planning department, in preparing and reviewing transportation impact studies, has similarly used the 85-percent capacity utilization standard as a threshold of significance for determining peak period transit demand impacts on the SFMTA lines. By contrast, regional transit agencies use a 100 percent capacity utilization standard, and therefore, the planning department uses a 100-percent capacity utilization as a threshold of significance for determining peak period transit demand impacts on regional transit.

a substantial increase in delays or operating costs such that significant adverse impacts in transit service could result. Thus, impacts on transit service would be less than significant.

Impact TR-5: The proposed project or project variant would not cause substantial additional vehicle miles traveled or substantially induce additional automobile travel. (Less than Significant)

Proposed Project and Project Variant

VMT Analysis

The existing average daily VMT per capita for residential uses is 2.3 for San Francisco traffic analysis zone (TAZ) 711, which is about 84 percent below the applicable screening criterion (existing regional average VMT per capita minus 15 percent) of 14.6. In addition, the existing average daily VMT per retail employee, at 7.1 for TAZ 711, is about 44 percent below the applicable screening criterion (existing regional average VMT per retail employee minus 15 percent) of 12.6. Therefore, the proposed project and variant would meet the Map-Based Screening criteria for residential and retail uses. See **Table 4: Daily Vehicle Miles Traveled** below, which includes VMT for the TAZ in which the project site is located: 711. The project site also meets the Proximity to Transit Stations screening criteria because it is a 1/2 mile from two BART stations (Civic Center and Powell Street) and within a 1/4 mile of Muni stops with peak service intervals of less than 15 minutes (38 Geary, 38-R Geary Rapid, 9-San Bruno, and 9R-San Bruno Rapid). In addition, the proposed project and the project variant would have a floor area ratio greater than 0.75, would not include off-street parking, and would be consistent with the Sustainable Communities Strategy.³³ Because the proposed project and the project variant would meet one or more of the screening criteria, it would not result in a substantial increase in VMT and as a result, its impacts related to VMT would be less than significant.

Table 4: Daily Vehicle Miles Traveled

Land Use	Existing			Cumulative 2040		
	Bay Area Regional Average	Bay Area Regional Average Minus 15%	TAZ 711	Bay Area Regional Average	Bay Area Regional Average Minus 15%	TAZ 711
Households (Residential)	17.2	14.6	2.3	16.1	13.7	1.9
Employment (Retail)	14.8	12.6	7.1	14.6	12.4	7.0

Source: San Francisco Planning Department, April 2019

³³ San Francisco Planning Department, *Eligibility Checklist: CEQA Section 21099 – Modernization of Transportation Analysis for 550 O’Farrell Street*, January 21, 2020.

Induced Automobile Travel Analysis

A project would have a significant effect on the environment if it would substantially induce additional automobile travel by increasing physical roadway capacity in congested areas (i.e., by adding new mixed-flow lanes) or by adding new roadways to the network. OPR's Proposed Transportation Impact Guidelines includes a list of transportation project types that would not likely lead to a substantial or measurable increase in VMT. If a project fits within the general types of projects (including combinations of types), then it is presumed that VMT impacts would be less than significant and a detailed VMT analysis is not required.

The proposed project and project variant would not include features that would increase physical roadway capacity. The only modifications the proposed project and project variant would make to the streetscape would be the removal of two existing curb cuts (26 feet wide and 28 feet wide), addition of three new street trees, and installation of eight class 2 bicycle parking spaces on the O'Farrell Street sidewalk. As described above, the proposed project and project variant would permanently remove 119 off-street vehicle parking spaces, however, this removal would qualify as a minor transportation project that would not substantially induce automobile travel.³⁴ Thus, the proposed project and the project variant would not result in a significant impact with respect to induced automobile travel.

Impact TR-6: The proposed project or project variant would not result in a loading deficit, the secondary effects of which would create potentially hazardous conditions for people walking, bicycling, or driving, or substantially delay public transit. (Less than Significant)

Proposed Project and Project Variant

The project site frontage on O'Farrell Street includes an existing approximately 22-foot-long yellow curb commercial loading space. The proposed project and the project variant would not be required to provide, and would not include, on-street or off-street loading. Commercial activities related to the active ground-floor space would use the existing commercial curb loading space or other commercial curb loading spaces in the vicinity. Passenger loading activities associated with the proposed new residential units would be accommodated by existing white curb passenger loading spaces along O'Farrell Street in the project vicinity. Therefore, the proposed project and project variant would not result in a substantial loading deficit, such that hazardous conditions would be created for people walking, bicycling, or driving, or public transit would be substantially delayed. Loading impacts would be less than significant.

³⁴ *Ibid.*

Impact TR-7: The proposed project or project variant would not result in secondary effects associated with a substantial vehicle parking deficit. (Less than Significant)

Proposed Project and Project Variant

The proposed project and project variant would demolish the existing 119-space parking garage at the site and would not provide new on-site off-street parking spaces. However, this reduction in off-street parking would not constitute a substantial vehicle parking deficit. Moreover, the proposed project or project variant would be located on an infill site in a transit-rich area with many alternatives to travel by private vehicle. Therefore, secondary effects associated with motorists searching for available parking would not create potentially hazardous conditions for people walking, bicycling, or driving; or interfere with accessibility for people walking or bicycling or create inadequate access for emergency vehicles; or substantially delay public transit.

Cumulative Impacts

Cumulative impacts related to transit, traffic, pedestrian, bicycle and emergency access impacts, construction impacts, and VMT are discussed below. Transportation impacts of the proposed project or project variant would not be cumulatively considerable, and these impacts would be less than significant.

Impact C-TR-1: The proposed project or project variant, in combination with past, present, and reasonably foreseeable future projects in the project vicinity, would not involve construction that would require a substantially extended duration or intensive activity, the effects of which would create potentially hazardous conditions for people walking, bicycling, or driving, or public transit operations; or interfere with emergency access or accessibility for people walking or bicycling; or substantially delay public transit. (Less than Significant)

There are currently seven active development projects within the project vicinity (see **Table 1: Cumulative Projects within ¼ mile of Project Site**, p. 14), in addition to the proposed project (or project variant) at 550 O'Farrell Street. Construction of these projects would not be extensive in duration (ranging from 15 to 21 months) or substantially intensive in activity. During construction of these projects, there would be a flow of construction-related trucks to and from the project vicinity, which could result in a temporary reduction in the capacities of local streets. In addition, construction activities would generate construction worker trips to and from the project sites leading to temporary increases in the demand for parking and public transit. However, this temporary increase in demand for public transit would not be expected to exceed the capacity of local or regional transit service. Furthermore, each project would be required to coordinate with the applicable City agencies to minimize impacts on local traffic. Lane and sidewalk closures are subject to review and approval by public works and the City's Transportation Advisory Staff Committee, which consists of representatives from the City's fire, police, public works, and public health departments as well as the SFMTA and Port of San Francisco. Therefore, construction of the proposed project (or project variant) and cumulative projects in the area would not substantially interfere with pedestrian circulation or substantially

disrupt or delay vehicles and people bicycling on local streets. Moreover, all construction activities would be required to comply with City regulations designed to ensure the safety of people walking, bicycling, driving, or taking public transit. Thus, construction of the proposed project or project variant, in combination with cumulative construction activities would not result in potentially hazardous conditions for people walking, bicycling, or driving, or for public transit operations. Nor would it interfere with emergency access or accessibility for people walking or bicycling, or substantially delay public transit.

Impact C-TR-2: The proposed project or project variant, in combination with cumulative development, would not create hazardous conditions for people walking, bicycling, or driving, or public transit operations. (Less than Significant)

The proposed project (or the project variant) and cumulative development projects in the area would add daily (including peak period) vehicle trips to the transportation network, including private vehicle trips and taxi and transportation network company (TNC) vehicle trips. However, these trips would account for a minor fraction of existing traffic volumes in the area and would be dispersed to various streets within the project vicinity. As a result, substantial increases in queuing at nearby intersections and conflicts with pedestrians and cyclists would be unlikely. Therefore, the proposed project and project variant, in combination with cumulative development, would not create hazardous conditions for people walking, bicycling, or driving, or for public transit operations and impacts would be less than significant.

Impact C-TR-3: The proposed project or project variant, in combination with past, present, and reasonably foreseeable future projects in the project vicinity would not result in a considerable contribution to cumulative impacts related to accessibility for bicycles or pedestrians, or for emergency access conditions (Less than Significant)

There would be a general increase in vehicle, bicycle, and pedestrian traffic in the project vicinity, with implementation of the proposed project (or project variant) and nearby cumulative development projects. However, the existing sidewalks and bicycle routes in the area would be able to accommodate this future growth, thereby ensuring that pedestrian and bicycle accessibility to the project site and adjoining areas would be maintained. The proposed project (or project variant) and cumulative development in the area would also not cause substantial changes to existing emergency access conditions on nearby sites or streets. As previously discussed, increased vehicle trips induced by the proposed project (or project variant) and cumulative development in the area would not be substantial compared to existing traffic volumes. Therefore, the proposed project, in combination with past, present, and reasonably foreseeable developments in the project vicinity, would have less-than-significant cumulative impacts on bicycle or pedestrian accessibility, or on emergency access conditions.

Impact C-TR-4: The proposed project or project variant, in combination with past, present, and reasonably foreseeable future projects in the project vicinity, would not result in substantial public transit delays. (Less than Significant)

As discussed above, based on Northeast Muni Screenline data, the existing peak-hour capacity utilization of lines serving the site and vicinity is approximately 66 and 67 percent during the a.m. and p.m. peak hours, respectively. The proposed project or project variant and cumulative development would generate additional daily transit trips that would be distributed among the multiple transit lines serving the project vicinity and would be accommodated by their existing capacity (66 to 67 percent), which is well below the SFMTA capacity utilization performance standard of 85 percent. For these reasons, the proposed project or the project variant in combination with past, present, and reasonably foreseeable future projects, would not result in unacceptable levels of transit service or cause a substantial increase in delays or operating costs such that significant adverse impacts in transit service could result. Thus, cumulative impacts on transit service would be less than significant.

Impact C-TR-5: The proposed project or project variant, in combination with past, present, and reasonably foreseeable future projects in the project vicinity, would not result in a considerable contribution to cumulative impacts related vehicle miles travelled (VMT), or by traffic induced by increasing roadway capacity. (Less than Significant)

VMT by its nature is a cumulative impact. The amount of driving induced by past, present, and reasonably foreseeable future projects contributes to cumulative environmental impacts associated with VMT. While no single project would be sufficient in size to prevent the region or state from meeting its VMT reduction goals, a project's individual VMT would contribute to cumulative VMT impacts. Project-level VMT and induced automobile travel screening thresholds are based on levels at which new projects are not anticipated to conflict with state and regional long-term GHG emission reduction targets and statewide VMT per capita reduction targets set for 2020. As noted above under Impact TR-5, the proposed project or project variant would not exceed the project-level thresholds for VMT and induced automobile travel. In addition, the proposed project or project variant would not exceed the project-level projected 2040 thresholds for VMT, shown in **Table 4: Daily Vehicle Miles Traveled** above. For TAZ 711, projected 2040 average daily residential VMT per capita is 1.9 and projected average daily VMT per retail employee is 7.0. These values are approximately 86 and 44 percent below the projected 2040 screening thresholds (regional average daily VMT per capita less 15 percent or per employee less 15 percent) of 13.7 and 12.4 for residential and retail uses, respectively. Therefore, the proposed project or project variant, in combination with past, present, and reasonably foreseeable future projects, would not result in a significant impact on cumulative regional VMT.

In addition, the proposed project or project variant would not include features that would increase physical roadway capacity. Therefore, the proposed project or the project variant would not make a substantial contribution to any reasonably foreseeable cumulative induced traffic

impacts, including physical roadway capacity, and would have less-than-significant cumulative traffic impacts.

Impact C-TR-6: The proposed project or project variant, in combination with cumulative development, would not result in a loading deficit, the secondary effects of which would create potentially hazardous conditions for people walking, bicycling, or driving, or substantially delay public transit. (Less than Significant)

Passenger loading activities associated with the proposed project or project variant would be accommodated by existing white curb passenger loading spaces along O'Farrell Street in the project vicinity. Loading activities connected with cumulative development in the vicinity would also be expected to be accommodated at existing curb zones, or by applicable project-specific planning code requirements for off-street loading facilities. Therefore, the proposed project and project variant, in combination with cumulative development, would not result in a substantial loading deficit, such that hazardous conditions would be created for people walking, bicycling, or driving, or that public transit would be substantially delayed. Cumulative loading impacts would be less than significant.

Impact TR-7: The proposed project or project variant, in combination with cumulative development, would not result in secondary effects associated with a substantial vehicle parking deficit. (Less than Significant)

The proposed project and project variant would demolish the existing 119-space parking garage at the site and would not provide new on-site off-street parking spaces. However, this reduction in off-street parking would not constitute a substantial vehicle parking deficit. Cumulative development in the vicinity would be in a transit-rich area with many alternatives to private vehicle travel. Therefore, secondary effects associated with cumulative development and motorists searching for available parking would not create potentially hazardous conditions for people walking, bicycling, or driving. Cumulative development would not interfere with accessibility for people walking or bicycling or create inadequate access for emergency vehicles; or substantially delay public transit, Cumulative impacts associated with secondary effects of parking deficits would less than significant.

E.7 Noise

<i>Topics:</i>	<i>Potentially Significant Impact</i>	<i>Less Than Significant with Mitigation Incorporated</i>	<i>Less Than Significant Impact</i>	<i>No Impact</i>	<i>Not Applicable</i>
7. NOISE. Would the project:					
a) Generate a substantial temporary or permanent increase in ambient noise levels in the vicinity of the project in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b) Generate excessive groundborne vibration or groundborne noise levels?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c) For a project located within the vicinity of a private airstrip or an airport land use plan area, or, where such a plan has not been adopted, in an area within two miles of a public airport or public use airport, would the project expose people residing or working in the area to excessive noise levels?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

The project site is not located in the vicinity of or within an area covered by an airport land use plan, within two miles of a public airport or a public use airport, or in the vicinity of a private airstrip. Therefore, topic E.7(c) is not applicable to the proposed project.

Setting

Noise

Noise is generally defined as unwanted sound that annoys or disturbs people and potentially causes an adverse psychological or physiological effect on human health. Some land uses are more tolerant of noise than others. For example, schools, hospitals, churches, hotels, and residences are considered to be more sensitive to noise intrusion than are commercial or industrial activities. Because noise is an environmental pollutant that can interfere with human activities, evaluation of noise is necessary when considering the environmental impacts of a proposed project.

Sound is mechanical energy (vibration) transmitted by pressure waves over a medium such as air or water. Sound is characterized by various parameters that include the rate of oscillation of sound waves (frequency), the speed of propagation, and the pressure level or energy content (amplitude). In particular, the sound pressure level is the most common descriptor used to characterize the loudness of an ambient (existing) sound level. Although the decibel (dB) scale, a logarithmic scale, is used to quantify sound intensity, it does not accurately describe how sound

intensity is perceived by human hearing. The perceived loudness of sound is dependent upon many factors, including sound pressure level and frequency content. The human ear is not equally sensitive to all frequencies in the entire spectrum, so noise measurements are weighted more heavily for frequencies to which humans are sensitive in a process called A-weighting, written as dBA and referred to as A-weighted decibels. There is a strong correlation between A-weighted sound levels and community response to noise. For this reason, the A-weighted sound level has become the standard tool of environmental noise assessment.

With respect to how humans perceive and react to changes in noise levels, a 1-dBA increase is imperceptible, a 3-dBA increase is barely perceptible, a 5-dBA increase is clearly noticeable, and a 10-dBA increase is subjectively perceived as approximately twice as loud.³⁵ These subjective reactions to changes in noise levels were developed on the basis of test subjects' reactions to changes in the levels of steady-state pure tones or broadband noise and to changes in levels of a given noise source. These statistical indicators are thought to be most applicable to noise levels in the range of 50 to 70 dBA, as this is the usual range of voice and interior noise levels.

Because decibels are logarithmic units, sound pressure levels cannot be added or subtracted through ordinary arithmetic. On the dB scale, a doubling of sound energy corresponds to a 3-dB increase. In other words, when two identical sources are each producing sound of the same loudness, their combined sound level at a given distance would be 3 dB higher than one source under the same conditions. For example, if one source produces a sound pressure level of 70 dBA, two identical sources would combine to produce 73 dBA. The combined sound level of any number of sources can be determined using decibel addition.

Noise-Sensitive Receptors

A noise and vibration analysis was prepared for the proposed project and project variant.³⁶ Noise-sensitive receptors within 300 feet of the 550 O'Farrell Street project site include: four buildings east and west of the site, three buildings on O'Farrell Street south of the project site, and three buildings north of the site on Geary Street, shown on **Figure 1: Site Plan Showing Nearby Sensitive Receptors**.

Vibration

Vibration is like noise such that noise involves a source, a transmission path, and a receptor. While related to noise, vibration differs in that noise is generally considered to be pressure waves transmitted through air, whereas vibration usually consists of the excitation of a structure or surface. As with noise, vibration consists of an amplitude and frequency. A person's perception

³⁵ Egan, David M. 2007. *Architectural Acoustics*. J. Ross Pub., 2007.

³⁶ Illingworth & Rodkin, Inc., *550 O'Farrell Street Project Noise and Vibration Assessment*, March 2020.

to vibration depends on their individual sensitivity to vibration, as well as the amplitude and frequency of the source and the response of the system that is vibrating.

Vibration can be measured in terms of acceleration, velocity, or displacement. A common practice is to monitor vibration measures in terms of peak particle velocities (PPV) in inches per second. Standards pertaining to perception as well as damage to structures have been developed for vibration levels defined in terms of PPV.

Vibration-Sensitive Receptors

Historic buildings are more susceptible to vibration as compared to buildings with modern construction. Historic buildings adjacent to the project site include 540 O'Farrell Street and 570 O'Farrell Street, shown on **Figure 1: Site Plan Showing Nearby Sensitive Receptors** above. In addition, two other buildings on the north side of O'Farrell Street, three on the south side of O'Farrell Street, and three on the south side of Geary Street are considered noise- and vibration-sensitive structures.

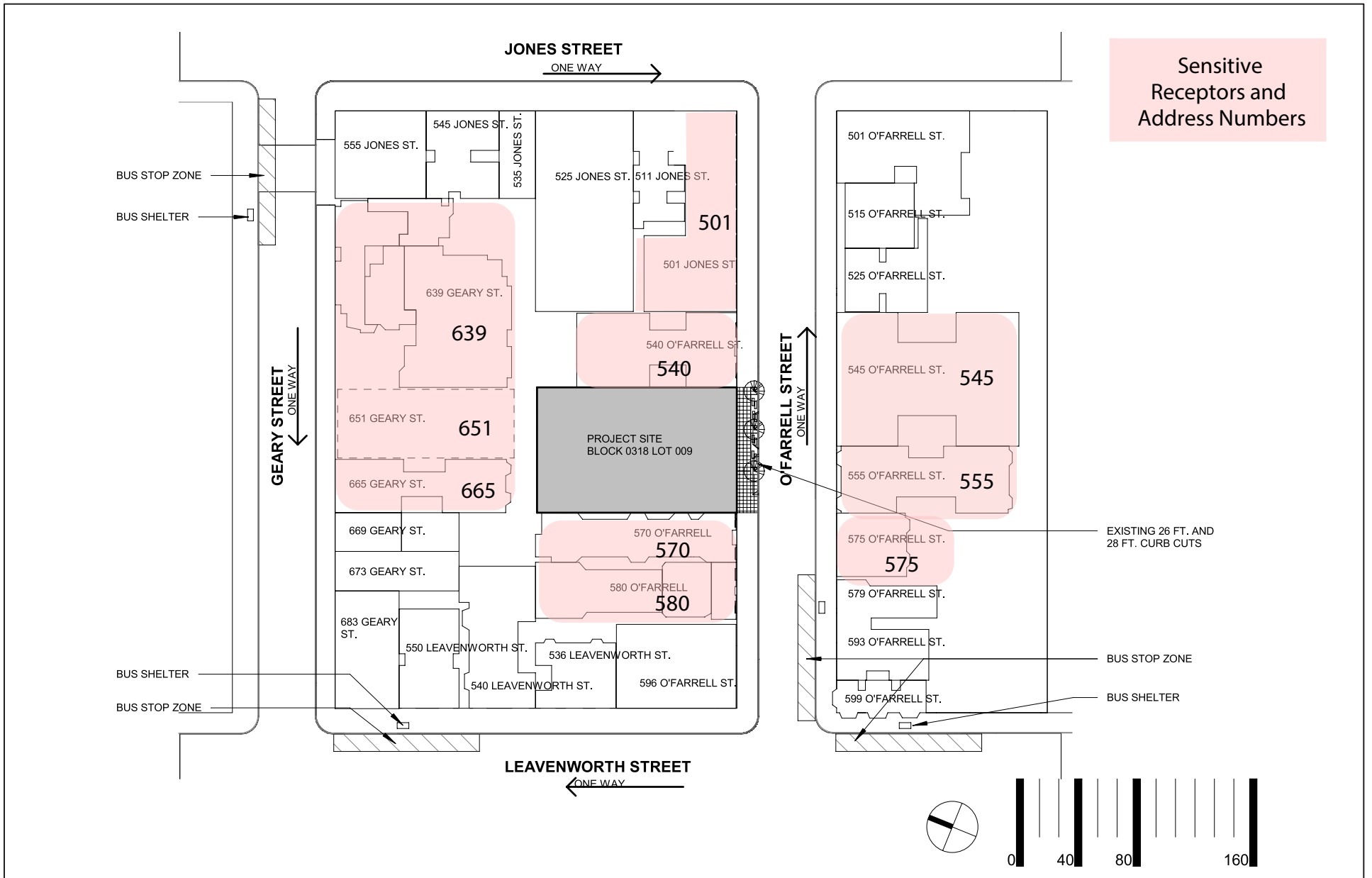
Ambient Noise Levels

Areas which are not urbanized are relatively quiet, while areas which are more urbanized are noisier as a result of roadway traffic, industrial activities, and other human activities. Ambient noise levels can also affect the perceived desirability or livability of a development.

Noise measurements were conducted between May 21 and May 24, 2019 to establish the existing baseline noise conditions near the project site. These results are detailed below under the Impact Analysis discussion. The main sources of noise at the project site are from traffic on O'Farrell and Geary streets.

Analytical Methodology

In accordance with the requirements of CEQA, the noise analysis evaluates the proposed project's noise sources to determine the impact of the proposed project on the existing ambient noise environment. This analysis does not analyze the impact of the existing ambient noise environment on the proposed project's residents. However, as discussed in the noise and vibration assessment prepared for the proposed project, existing building code regulations are in place to ensure adequate interior noise levels are achieved for a proposed project.



SOURCE: BRICK INC and ILLINGWORTH & RODKIN

550 O'FARRELL STREET PROJECT

Case No. 2017-004557ENV

FIGURE 1: Site Plan Showing Nearby Sensitive Receptors

Results from the long-term site measurements were used to provide baseline noise conditions at nearby sensitive receptors and within the project site vicinity. For the purpose of this analysis, potential sensitive receptors were determined by reviewing San Francisco Planning Department records.

Construction Noise

Article 29 of the San Francisco Police Code regulates noise. Section 2907 of article 29 provides the following limitations for construction equipment:

“(a) Except as provided for in Subsections (b), (c), and (d) hereof, it shall be unlawful for any person to operate any powered construction equipment if the operation of such equipment emits noise at a level in excess of 80 dBA when measured at a distance of 100 feet from such equipment, or an equivalent sound level at some other convenient distance.”

However, the police code does not specify quantitative noise limits for impact equipment or combined noise impacts from the simultaneous operation of multiple pieces of construction equipment. Therefore, the quantitative evaluation of daytime construction noise effects is based on criteria in the Federal Transit Administration (FTA) guidelines for residential land uses, which is 90 dBA L_{eq} .³⁷ The planning department also evaluates whether construction noise would result in an increase of 10 dBA over existing noise levels (“Ambient + 10 dBA”) at sensitive receptors, which generally represents a perceived doubling of loudness. The quantitative analysis typically evaluates the noise levels from the simultaneous operation of multiple pieces of construction equipment. The quantitative criteria above are only part of the evaluation of construction noise. The evaluation also considers the duration and intensity of any quantitative noise exceedance. In addition, nighttime construction noise is assessed, if applicable, to determine whether sleep disturbance would occur (if construction noise would exceed 45 dBA at residential interiors, assuming windows closed, for prolonged periods of time). The nighttime construction noise analysis also considers the frequency and duration of nighttime construction activities. All of the above factors are evaluated to determine whether a significant construction noise impact would occur.

The Federal Highway Administration Roadway Construction Noise Model (RCNM) was used to determine noise generated from construction activities. The RCNM is used as the Federal Highway Administration’s national standard for predicting construction noise. The RCNM analysis includes the calculation of noise levels (L_{max} ³⁸ and L_{eq}) at incremental distances for a variety of construction equipment. The spreadsheet inputs include acoustical use factors, L_{max} values, and L_{eq} values at various distances depending on the ambient noise measurement

³⁷ Federal Transit Administration (FTA). 2018. Transit Noise and Vibration Impact Assessment Manual. https://www.transit.dot.gov/sites/fta.dot.gov/files/docs/research-innovation/118131/transit-noise-and-vibration-impact-assessment-manual-fta-report-no-0123_0.pdf. Accessed August 29, 2019.

³⁸ The maximum sound level measured during the measurement period.

location. Construction noise levels were calculated for each phase of construction based on the equipment list provided by the project sponsor. Given the limited extent and duration of nighttime construction activities, the potential for nighttime construction noise to result in sleep disturbance is analyzed qualitatively.

Construction Vibration

Vibration from construction equipment is analyzed at the surrounding buildings and compared to the applicable Caltrans building damage criteria to determine whether construction activities would generate vibration at levels that could result in building damage.³⁹ The Caltrans criteria establish a vibration threshold of 0.25 in/sec PPV (defined above), for historic buildings exposed to continuous or frequent intermittent vibration events. Given the limited extent and duration of nighttime construction activities, the potential for vibration effects to result in sleep disturbance are analyzed qualitatively.

Operational Noise

Project-generated traffic would result in a significant noise impact if the proposed project increases the ambient noise levels by 5 dBA Ldn where noise levels are within the city's "Satisfactory" category per the general plan's land use compatibility chart for community noise, which is 60 dBA Ldn. If existing noise levels are above the "Satisfactory" category, project-generated traffic noise that results in an increase of 3 dBA Ldn would be considered significant. Because the ambient noise levels near the project site exceed 60 dBA Ldn, the significance threshold used to analyze project-generated traffic noise for this project is 3 dBA Ldn.

Anticipated noise increases from future project-related traffic was estimated using predicted vehicle traffic generated from the 550 O'Farrell Street project (see **section E.6, Transportation and Circulation**, Travel Demand).

In addition, the proposed project would require one diesel emergency backup generator, required by the building code to ensure life safety requirements are met. Given the limited operation, noise from the generator is analyzed qualitatively for the potential to increase ambient noise levels.

Noise from the proposed project's mechanical and HVAC systems would operate regularly and are therefore analyzed for compliance with sections 2909(a) and (d) of the noise ordinance. Section 2909 "Noise Limits" states the following:

"(a) Residential Property Noise Limits.

³⁹ California Department of Transportation, Transportation and Construction Vibration Guidance Manual, Table 19, April 2020, http://www.dot.ca.gov/hq/env/noise/pub/TCVGM_Sep13_FINAL.pdf, accessed May 2, 2020.

- (1) No person shall produce or allow to be produced by any machine, or device, music or entertainment or any combination of same, on residential property over which the person has ownership or control, a noise level more than five dBA above the ambient at any point outside of the property plane.

- (d) Fixed Residential Interior Noise Limits. In order to prevent sleep disturbance, protect public health and prevent the acoustical environment from progressive deterioration due to the increasing use and influence of mechanical equipment, no fixed noise source may cause the noise level measured inside any sleeping or living room in any dwelling unit located on residential property to exceed 45 dBA between the hours of 10:00 p.m. to 7:00 a.m. or 55 dBA between the hours of 7:00 a.m. to 10:00 p.m. with windows open except where building ventilation is achieved through mechanical systems that allow windows to remain closed.”

The proposed project, or project variant, would not include sources of vibration during operations. Therefore, no operational vibration assessment is required.

Impacts

The following analysis relies on the previously noted noise and vibration assessment prepared for the proposed project.⁴⁰

Impact NO-1: The proposed project or project variant would generate 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. (Less than Significant with Mitigation)

Ambient noise levels in the project vicinity are typical of noise levels found in San Francisco, which are dominated by vehicular traffic, including cars, Muni buses, and emergency vehicles. The existing traffic noise levels are above 70 A-weighted decibels (dBA) (L_{dn}) on O’Farrell Street.^{41,42,43} The noise assessment included on-site noise monitoring, with measured noise levels along the southern property boundary (O’Farrell Street) typically ranging from 64 to 75 dBA L_{eq} , and nighttime noise levels ranging from 57 to 64 dBA L_{eq} . Along the east, north, and west property lines, short-term noise levels were 56 to dBA L_{eq} . The day-night average noise level

⁴⁰ Illingworth & Rodkin, Inc., *550 O’Farrell Street Project Noise and Vibration Assessment*, March 2020

⁴¹ San Francisco General Plan, Environmental Protection Element, Map 1, Background Noise Levels – 2009, http://generalplan.sfplanning.org/images/16.environmental/ENV_Map1_Background_Noise%20Levels.pdf, accessed February 5, 2019.

⁴² The dBA, or A-weighted decibel, refers to a scale of noise measurement that approximates the range of sensitivity of the human ear to sounds of different frequencies. On this scale, the normal range of human hearing extends from about 0 dBA to about 140 dBA. A 10-dBA increase in the level of a continuous noise represents a perceived doubling of loudness.

⁴³ The DNL or L_{dn} is the L_{eq} , or Energy Equivalent Level of the A-weighted noise level over a 24-hour period with a 10-dB penalty applied to noise levels between 10 p.m. to 7 a.m. L_{eq} is the level of a steady noise that would have the same energy as the fluctuating noise level integrated over the time period of interest.

ranged from 70 to 71 dBA L_{dn} . The noise assessment identified noise- and vibration-sensitive receptors within the site vicinity, which are shown on **Figure 1: Site Plan Showing Nearby Sensitive Receptors**, p. 51.

Proposed Project and Project Variant.

Construction Noise

Noise impacts resulting from construction depend upon the noise generated by various pieces of construction equipment, the timing and duration of noise-generating activities, and the distance between construction noise sources and noise-sensitive areas. Construction noise impacts primarily result when construction activities occur during noise-sensitive times of the day (e.g., early morning, evening, or nighttime hours), the construction occurs in areas immediately adjoining noise-sensitive receptors, or when construction lasts over extended periods of time.

The following construction noise analysis applies to both the proposed project and to the project variant.

Proposed project (and project variant) construction would span approximately 21 months and would be conducted in three phases: (1) demolition, (2) excavation and shoring, and (3) construction. Demolition would last approximately 1 month, excavation and shoring approximately 2 months, and construction approximately 18 months. Heavy construction equipment, such as excavators, tractors, loaders, backhoes, and rollers would be used for the project. In addition, a crane, air compressors, concrete saws, generators, mixers, forklifts, and welders would be used. Pile driving is not currently proposed as the project would use a mat slab foundation system. Construction activities would not occur at night (between 8:00 p.m. of any day and 7:00 a.m. of the following day).

During each stage of construction, there would be a different mix of equipment operating, and noise levels would vary by stage and vary within stages, based on the amount of equipment in operation and the location at which the equipment is operating. **Table 5: Construction Noise Levels at 50 Feet (dBA)** summarizes the construction noise levels based on construction equipment assumptions provided by the project applicant. The maximum instantaneous noise levels (L_{max}) and average noise level (L_{eq}) are shown for each type of equipment. The average noise level for the construction phase (L_{eq}) was calculated assuming the operation of the two loudest pieces of construction equipment simultaneously. Construction noise levels decrease by 6 dBA with each doubling of distance between the noise source and receptor. **Table 6: Construction Noise Levels at Nearest Residential Land Uses (dBA L_{eq})** summarizes the hourly average noise levels expected at the nearest receptors during project construction activities.

Table 5: Construction Noise Levels at 50 Feet (dBA)

Construction Phase	Equipment Type	Equipment L _{max}	Equipment L _{eq}	Construction Phase L _{eq}
Demolition	Air Compressors	78	74	85
	Concrete/Industrial Saws	90	83	
	Excavators	81	77	
	Tractors/Loaders/Backhoes	84	80	
	Generator Sets	81	78	
Excavation & Shoring	Excavators	81	77	82
	Rollers	80	73	
	Tractors/Loaders/Backhoes	84	80	
Building Construction	Air Compressors	78	74	80
	Cement and Mortar Mixers	80	77	
	Cranes	81	73	
	Forklifts	75	68	
	Generator Sets	81	78	
	Welders	74	70	

Source: Illingworth & Rodkin, Inc., March 2020

Table 6: Construction Noise Levels at Nearest Residential Land Uses (dBA L_{eq})

Construction Phase	L _{eq} at 50 feet	L _{eq} at 40 feet ¹	L _{eq} at 90 feet ²	L _{eq} at 120 feet ³	Exceeds 90 dBA L _{eq} Threshold for Residences?	Exceeds Ambient by 10 dBA or more? ⁴
Demolition	85	87	80	77	No	Yes
Excavation & Shoring	82	84	77	74	No	Yes
Building Construction	80	82	75	72	No	Yes

Notes:

1. Represents buildings immediately adjacent to the site (540 and 570 O'Farrell Street).
2. Represents buildings north and east of the site (639, 665 Geary Street, and 501 Jones Street).
3. Represents buildings south of the site (545, 555, 575, and 580 O'Farrell Street).
4. Ambient daytime L_{eq} is 64 to 75 dBA at southern property line.

Source: Illingworth & Rodkin, Inc., March 2020.

Construction activities generate considerable amounts of noise, especially during earth-moving activities and during the construction of the building's foundation when heavy equipment is used. The highest noise levels would be generated during grading, excavation, and foundation construction. The hauling of excavated materials and construction materials would generate truck trips on local roadways, as well. Noise-sensitive residential and commercial land uses surround the site. As shown in **Table 6: Construction Noise Levels at Nearest Residential Land Uses (dBA L_{eq})**, during project construction, construction noise levels would generally fall within the range of 72 to 87 dBA L_{eq} at the nearest receptors. Construction noise levels would not exceed the FTA's 90 dBA L_{eq} threshold established for daytime construction activities but would

exceed the background noise level at sensitive receptor locations by more than 10 dBA. Therefore, the proposed project would result in a significant construction noise impact.

Section 2907 of the Police Code states that, “it shall be unlawful for any person to operate any powered construction equipment if the operation of such equipment emits noise at a level in excess of 80 dBA when measured at a distance of 100 feet from such equipment, or an equivalent sound level at some other convenient distance.” Based on the data in **Table 5: Construction Noise Levels at 50 Feet (dBA)**, the operation of concrete saws would have the potential to exceed the 86 dBA at 50 feet (or equivalent 80 dBA at 100 feet) noise limit for construction equipment (as specified in section 2907 of the police code) by up to 6 dBA. However, section 2907 does not apply to impact tools and equipment when properly muffled, or pavement breakers and jackhammers when equipped with acoustical shields or shrouds.

To reduce construction noise impacts to less-than-significant levels, the project sponsor would be required to incorporate **Mitigation Measure M-NO: Construction Noise Controls**.

Mitigation Measures M-NO-1: Construction Noise Controls

The project sponsor shall develop a set of site-specific noise attenuation measures under the supervision of a qualified acoustical consultant to ensure that maximum feasible noise attenuation will be achieved for the duration of construction activities. Prior to commencement of demolition and construction activities, the project sponsor shall submit the construction noise control plan to the San Francisco Planning Department for review and approval. Noise attenuation measures shall be implemented to meet a goal of not increasing noise levels from construction activities by more than 10 dBA above the ambient noise level at sensitive receptor locations. Noise measures may include, but are not limited to, those listed below.

1. Equip all internal combustion engine-driven equipment with mufflers, which are in good condition and appropriate for the equipment.
2. Use “quiet” models of air compressors and other stationary noise sources where technology exists.
3. Locate stationary equipment as far away as possible from adjacent land uses and/or construct temporary noise barriers, where feasible, to screen such equipment. Temporary noise barrier fences would provide a 5-dBA noise reduction if the noise barrier interrupts the line-of-sight between the noise source and receptor and if the barrier is constructed in a manner that eliminates any cracks or gaps.
4. Unnecessary idling of internal combustion engines should be strictly prohibited.
5. The construction staging area should be located on O’Farrell Street and as far as feasible from noise-sensitive receptors. Locate material stockpiles, as well as maintenance/equipment staging and parking areas, as far as feasible from residential receptors.

6. Control noise from construction workers' radios to a point where they are not audible at existing residences bordering the project site.
7. Where feasible, temporary power service from local utility companies should be used instead of portable generators.
8. Locate cranes as far from adjoining noise-sensitive receptors as possible.
9. During final grading, substitute graders for bulldozers, where feasible. Wheeled heavy equipment are quieter than track equipment and should be used where feasible.
10. Substitute nail guns for manual hammering, where feasible.
11. Avoid the use of hydra break rams and hoe rams during demolition.
12. Avoid the use of concrete saws, circular saws, miter/chop saws, and radial arm saws near the adjoining noise-sensitive receptors. Where feasible, shield saws with a solid screen with material having a minimum surface density of 2 pounds per square foot (e.g., such as 3/4-inch plywood).
13. During interior construction, the exterior windows facing noise-sensitive receptors should be closed.
14. During interior construction, locate noise-generating equipment within the building to break the line-of-sight to the adjoining receptors.
15. The contractor shall prepare a detailed construction schedule for major noise-generating construction activities. The construction plan shall identify a procedure for coordination with adjacent residential land uses so that construction activities can be scheduled to minimize noise disturbance.
16. Designate a Construction Manager who shall:
 - a. Clearly post his/her name and phone number(s) on signs visible during each phase of the construction program.
 - b. Notify area residents of construction activities, schedules, and impacts.
 - c. Receive and act on complaints about construction noise disturbances.
 - d. Determine the cause(s) and implement remedial measures as necessary to alleviate potentially significant problems related to construction noise.
 - e. Request night noise permits from the San Francisco Department of Building Inspection if any activity, including deliveries or staging, is anticipated outside work hours that has the potential to exceed noise standards. If such activity is required in response to an emergency or other unanticipated conditions, night noise permits shall be requested as soon as feasible for any ongoing response activities.
 - f. Notify the planning department's Development Performance Coordinator at the time that night noise permits are requested or as soon as possible after emergency/unanticipated activity causing noise with the potential to exceed noise standards has occurred.
17. The Noise Control Plan shall be reviewed and approved by the San Francisco Planning Department prior to implementation. Noise monitoring shall be completed by a qualified noise consultant.

18. A noise monitoring log report shall be prepared by the construction manager or other designated person(s) on a weekly basis and shall be made available to the planning department when requested. The log shall include any complaints received, whether in connection with an exceedance or not, as well as any complaints received through calls to 311 or the Department of Building Inspection if the contractor is made aware of them (for example, via a Department of Building Inspection notice, inspection, or investigation). Any weekly report that includes an exceedance or for a period during which a complaint is received should be submitted to the Development Performance Coordinator within 3 business days following the week in which the exceedance or complaint occurred. A report also shall be submitted to the planning department at the completion of each construction phase. The report shall document exceedances of threshold levels, if reported, and corrective action(s) taken.

As shown in **Table 6: Construction Noise Levels at Nearest Residential Land Uses (dBA L_{eq})**, p. 56, construction noise would exceed one of the City's construction noise criterion - 10 dB above the ambient noise level, analyzed under a scenario of the two loudest pieces of equipment operating simultaneously. (**Table 6: Construction Noise Levels at Nearest Residential Land Uses (dBA L_{eq})** also notes that construction noise levels would not exceed the FTA criterion of 90 dBA L_{eq}.) However, such exceedances would be temporary and intermittent in nature. Construction noise would also be limited to the extent feasible through compliance with police code sections 2907 and 2908, prohibiting construction equipment noise greater than 80 dBA at 100 feet away from the source. Implementation of **Mitigation Measure M-NO-1** would require shielding or muffling of construction equipment, locating equipment away from residential uses, as feasible, and other construction noise-reduction measures. Those steps would ensure that project-related construction activities would not expose individuals to temporary increases in noise levels substantially greater than ambient levels and this impact would be less than significant.

Proposed Project and Project Variant

Operational Noise

The proposed project and project variant would include residential uses, which are common uses in the neighborhood. These uses would not generate groundborne vibration or noise levels in excess of established standards and would not expose nearby sensitive receptors to substantial permanent, temporary, or periodic increases in ambient noise levels. Vehicular traffic makes the largest contribution to ambient noise levels throughout most of San Francisco.

Generally, traffic would have to double in volume to produce a noticeable 3 dBA increase in the ambient noise level in the project vicinity.⁴⁴ The proposed project or project variant would add up to about 211 daily vehicle trips and up to 14 peak-hour (p.m.) vehicle trips in the project vicinity. This increase in vehicle trips would not cause p.m. traffic volumes to double on nearby streets and as a result, project-generated traffic noise would not have a noticeable effect on ambient noise levels in the project site vicinity.

Mechanical building equipment, such as elevators and heating, ventilation, and air conditioning (HVAC) systems, would also create operational noise. Those noise sources would be subject to the San Francisco Noise Ordinance (article 29 of the San Francisco Police Code). Section 2909(d) of the noise ordinance establishes maximum noise levels for fixed noise sources (e.g., mechanical equipment) of 55 dBA (from 7 a.m. to 10 p.m.) and 45 dBA (from 10 p.m. to 7 a.m.) inside any sleeping or living room in any dwelling unit located on residential property to prevent sleep disturbance. The proposed project's mechanical and HVAC systems would be required to meet these noise ordinance standards.

Furthermore, section 2909 of the noise ordinance regulates noise levels at residential and commercial properties. Noise at residential properties are limited to no more than 5 dBA above the ambient noise level at the property plane.⁴⁵ The proposed project's operational noise would be required to meet these noise standards. The health department and police department may investigate and take enforcement action in response to noise complaints.

Proposed project and project variant rooftop equipment would include a cooling tower, exhaust fans, heat pumps, and an emergency generator, which would be enclosed in a generator room. The remainder of the roof-top equipment would be acoustically screened by metal panels, which would cause most of the noise to be projected upward and away from neighboring properties. Based on manufacturers' data, the cooling tower would produce a noise level of 57 dBA at 50 feet and the garage exhaust fan would produce a noise level of 72 dBA at 5 feet (or 52 dBA at 50 feet). The combined noise level resulting from the operation of this equipment would be calculated to be 58 dBA at 50 feet. The mechanical equipment screen would provide a minimum of 5 dBA of noise reduction where the line of sight from receptors to the equipment is interrupted by the barrier, assuming that the screen is solid over the face and at the base of the barrier. Receptors to the west and east of the project site are in buildings that are six stories or less in height. A minimum of 11 dBA of additional acoustical attenuation would be provided by the building itself for adjacent receptors to the west and east, as those receptors would have a very limited to no direct view of the equipment proposed on the roof of the new building. Noise levels would be 45

⁴⁴ United States Department of Transportation, Federal Highway Administration, *Highway Traffic Noise: Analysis and Abatement Guidance*, December 2011, p. 9. Available online at http://www.fhwa.dot.gov/environment/noise/regulations_and_guidance/analysis_and_abatement_guidance/revguidance.pdf, accessed February 5, 2019.

⁴⁵ Property plane means a vertical plane including the property line that determines the property boundaries in space.

dBA or lower at the nearest receptors to the west and east, 47 dBA at the nearest property line to the south, and 45 dBA at the nearest property line to the north. Operational noise levels due to roof-top mechanical equipment would not exceed ambient noise conditions by 5 dBA, nor would this equipment produce noise levels that would exceed 45 dBA inside the nearest residences between the hours of 10:00 p.m. to 7:00 a.m. or 55 dBA between the hours of 7:00 a.m. to 10:00 p.m. with windows open.

Given that the proposed project's or project variant's vehicle trips would not cause a doubling of traffic volumes on nearby streets and that proposed mechanical equipment and other noise-generating activities would comply with the noise ordinance, operational noise from the proposed project or project variant would not result in a noticeable increase in ambient noise levels. Therefore, operation of the proposed project or project variant would not generate a substantial temporary or permanent increase in ambient noise levels in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies.

Impacts on Proposed Sensitive Uses (For Informational Purposes)

In the California Building Industry Association v. Bay Area Air Quality Management District case decided in 2015,⁴⁶ the California Supreme Court held that CEQA does not generally require lead agencies to consider how existing environmental conditions might impact a project's users or residents, except where the project would significantly exacerbate an existing environmental condition. Accordingly, the significance criteria above related to exposure of persons to noise levels in excess of standards in the general plan or noise ordinance, exposure of persons to excessive groundborne vibration or groundborne noise levels, and people being substantially affected by existing noise levels are relevant only to the extent that a project significantly exacerbates the existing noise environment. As discussed above, the proposed project would not significantly exacerbate existing noise conditions; however, the following is provided for informational purposes.

Residential units in the proposed project or project variant would be subject to the noise insulation requirements in both the California Building Code and the San Francisco Building Code. The 2013 California Building Code requires that interior noise levels from outside sources not exceed 45 dBA (Ldn or CNEL) in any habitable room (rooms for sleeping, living, cooking, and eating, but excluding bathrooms, closets, and the like) or a residential unit, except for residential additions to structures constructed before 1974. The building code also mandates that walls and floor/ceiling assemblies separating dwelling units from each other or from public or service areas have a sound transmission class of at least 50, meaning they can reduce noise by a minimum of 50 dB.

⁴⁶ *California Building Industry Association v. Bay Area Air Quality Management District*, 62 Cal.4th 369. Opinion Filed December 17, 2015. Case No. S213478. Available at: <http://www.courts.ca.gov/33098.htm>.

The San Francisco Building Code was amended in 2015 to incorporate language included in section 1207.4 (interior noise standards) of the state building code. San Francisco’s current section 1207.6.2 accordingly reads the same as section 1207.4 of the state building code. The San Francisco Building Code also includes a requirement that residential structures in “noise critical areas, such as in proximity to highways, county roads, city streets, railroads, rapid transit lines, airports, nighttime entertainment venues, or industrial areas,” be designed to exceed the code’s quantitative noise reduction requirements, and specifies, “[p]roper design to accomplish this goal shall include, but not be limited to, orientation of the residential structure, setbacks, shielding, and sound insulation of the building” (section 1207.6.1). Section 1207.7 requires submittal of an acoustical report along with a project’s building permit application to demonstrate compliance with the building code’s interior noise standards.

While the proposed project and project variant would include residential uses that would place sensitive receptors in the vicinity of a noisy environment, compliance with Title 24 standards and the San Francisco Building Code would ensure that appropriate insulation is included in the project to meet the 45-dBA interior noise standard in the San Francisco Building Code. Furthermore, the proposed project and project variant does not include features or uses that would significantly exacerbate the existing noise environment. Operational noise impacts would be less than significant.

Impact NO-2: The proposed project or project variant would generate excessive groundborne vibration or groundborne noise levels. (Less than Significant with Mitigation)

Proposed Project and Project Variant

Construction Vibration

The proposed project’s construction activities would last approximately 21 months and would occur over three phases: demolition, excavation and shoring, and construction. As previously described, heavy construction equipment, such as front loaders, backhoes, drilling equipment, tractors, graders, and trucks would be used for the project, as well as cranes and pumps and limited use of generators.

Table 7: Vibration Levels for Construction Equipment at Various Distances below identifies vibration-sensitive receptors within the site vicinity.

Table 7: Vibration Levels for Construction Equipment at Various Distances

Equipment		PPV at 5 ft. ¹ (in/sec)	PPV at 25 ft. ² (in/sec)	PPV at 35 ft. ³ (in/sec)	PPV at 60 ft. ⁴ (in/sec)	PPV at 75 ft. ⁵ (in/sec)
Clam shovel drop		1.186	0.202	0.140	0.077	0.060
Hydromill (slurry wall)	in soil	0.047	0.008	0.006	0.003	0.002
	in rock	0.100	0.017	0.012	0.006	0.005
Vibratory Roller		1.233	0.210	0.145	0.080	0.063
Hoe Ram		0.523	0.089	0.061	0.034	0.027

Table 7: Vibration Levels for Construction Equipment at Various Distances

Equipment	PPV at 5 ft. ¹ (in/sec)	PPV at 25 ft. ² (in/sec)	PPV at 35 ft. ³ (in/sec)	PPV at 60 ft. ⁴ (in/sec)	PPV at 75 ft. ⁵ (in/sec)
Large bulldozer	0.523	0.089	0.061	0.034	0.027
Caisson drilling	0.523	0.089	0.061	0.034	0.027
Loaded trucks	0.446	0.076	0.052	0.029	0.023
Jackhammer	0.206	0.035	0.024	0.013	0.010
Small bulldozer	0.018	0.003	0.002	0.001	0.001

Notes:

1. Represents buildings immediately adjacent to the site (540 and 570 O'Farrell Street).
2. Represents buildings north of the site (639, 651, and 665 Geary Street).
3. Represents building west of the site (580 O'Farrell Street).
4. Represents building east of the site (501 Jones Street).
5. Represents buildings south of the site (545 and 555 O'Farrell Street).

Vibration levels are highest close to the source, and then attenuate with increasing distance at the rate $(D_{ref}/D)^{1.1}$, where D is the distance from the source in feet and D_{ref} is the reference distance of 25 feet.

Bold values indicate an exceedance of the 0.25 in/sec PPV criteria established for historic and old buildings.

Source: Transit Noise and Vibration Impact Assessment Manual, Table 7-4, Federal Transit Administration, Office of Planning and Environment, U.S. Department of Transportation, September 2018, as modified by Illingworth & Rodkin, Inc., June 2019.

Table 7: Vibration Levels for Construction Equipment at Various Distances above presents typical vibration levels from construction equipment at 25 feet. Jackhammers typically generate vibration levels of 0.035 in/sec PPV and drilling typically generates vibration levels of 0.09 in/sec PPV at 25 feet. Vibration levels would vary depending on soil conditions, construction methods, and equipment used. **Table 7: Vibration Levels for Construction Equipment at Various Distances** above also presents construction vibration levels at various distances from the construction equipment. Calculations were made to estimate vibration levels at distances of 5 feet from project construction areas, to represent adjacent buildings to the west and east, as well as distances of 25, 35, 60, and 75 feet from the site to represent other nearby buildings.

Project construction activities, such as drilling, the use of jackhammers, rock drills and other high-power or vibratory tools, and rolling stock equipment (tracked vehicles, compactors, etc.) may generate substantial vibration in the immediate vicinity of historic properties adjoining the site. Some activities would occur at distances of about 5 feet, and at this distance, vibration levels due to construction are conservatively calculated to reach up to 1.2 in/sec PPV, which would exceed the 0.25 in/sec PPV threshold for historic buildings.

The U.S. Bureau of Mines has analyzed the effects of blast-induced vibration on buildings in USBM RI 8507,⁴⁷ and these findings have been applied to vibrations emanating from construction equipment on buildings.⁴⁸ These studies indicate an approximate 20-percent probability of “threshold damage” (referred to as cosmetic damage elsewhere in this report) at vibration levels of 1.2 in/sec PPV or less and no observations of “minor damage” or “major damage” were made at vibration levels of 1.2 in/sec PPV or less.

Based on these data, cosmetic or threshold damage would be manifested in the form of hairline cracking in plaster, the opening of old cracks, the loosening of paint or the dislodging of loose objects, assuming a maximum vibration level of 1.2 in/sec PPV. However, minor damage (e.g., hairline cracking in masonry or the loosening of plaster) or major structural damage (e.g., wide cracking or shifting of foundation or bearing walls) would not occur at the nearest buildings to the site, assuming a maximum vibration level of 1.2 in/sec PPV.

Heavy vibration-generating construction equipment, such as vibratory rollers or clam shovel drops, would have the potential to produce vibration levels of 0.25 in/sec PPV or more at historic buildings within 20 feet of the project site.

At those locations, and in other surrounding areas where vibration would not be expected to cause cosmetic damage, vibration levels may still be perceptible. However, as with any type of construction, perceptible vibration would be anticipated. Given the intermittent and short duration of the phases that have the highest potential of producing vibration (use of jackhammers and other high-power tools), the use of administrative controls, such as notifying neighbors of scheduled construction activities and scheduling construction activities with the highest potential to produce perceptible vibration during hours with the least potential to affect nearby businesses, would minimize annoyance due to perceptible vibration at nearby sensitive receptors.

In summary, project construction would generate vibration levels exceeding the threshold of 0.25 in/sec PPV at historic properties within 20 feet of the site. Such vibration levels would be capable of cosmetically damaging the adjacent buildings to the west and east (i.e., 540 and 570 O’Farrell Street). Therefore, the project sponsor would implement **Mitigation Measure M-NO-2: Construction Vibration Controls**, below, to reduce potential vibration impacts on adjacent buildings to a less-than-significant level.

⁴⁷ Siskins, D.E., M.S. Stagg, J.W. Kopp, and C.H. Dowding, Structure Response and Damage Produced by Ground Vibration from Surface Mine Blasting, RI 8507, Bureau of Mines Report of Investigations, U.S. Department of the Interior Bureau of Mines, Washington, D.C., 1980.

⁴⁸ Dowding, C.H., Construction Vibrations, Prentice Hall, Upper Saddle River, 1996.

Mitigation Measure M-NO-2: Construction Vibration Controls

The project sponsor shall retain the services of a qualified structural engineer or vibration consultant and preservation architect that meet the Secretary of the Interior's Historic Preservation Professional Qualification Standards to conduct a Pre-Construction Assessment at historic properties within 20 feet of the site.

Prior to any demolition or ground-disturbing activity, a Pre-Construction Assessment shall be prepared to establish a baseline and shall contain written and photographic descriptions of the existing condition of the visible exteriors from public rights-of-way of the adjacent buildings and in interior locations upon permission of the owners of the adjacent properties. The Pre-Construction Assessment shall determine specific locations to be monitored and include annotated drawings of the buildings to locate accessible digital photo locations and locations of survey markers and/or other monitoring devices to measure vibrations. The Pre-Construction Assessment shall be submitted to the planning department along with the Demolition and Site Permit Applications.

The structural engineer and/or vibration consultant in consultation with the preservation architect shall develop, and the project sponsor shall implement, a Vibration Management and Monitoring Plan to protect nearby historic buildings against damage caused by vibration or differential settlement caused by vibration during project construction activities. In this plan, the maximum vibration level not to be exceeded at each building shall be 0.25 in/sec, or a level determined by the site-specific assessment made by the structural engineer and/or the vibration consultant in coordination with the preservation architect for the project. The Vibration Management and Monitoring Plan shall document the criteria used in establishing the maximum vibration level for the project. The plan shall include pre-construction surveys and continuous vibration monitoring throughout the duration of the major construction project activities that would require heavy-duty equipment to ensure that vibration levels do not exceed the established standard. The Vibration Management and Monitoring Plan shall be submitted to planning department preservation staff prior to issuance of any demolition or construction permits. The plan shall include, but not be limited to, these measures:

1. The project sponsors shall incorporate into construction specifications for the proposed project a requirement that the construction contractor(s) use all feasible means to avoid damage to the adjacent buildings including, but not limited to, staging of equipment and materials as far as possible from adjacent buildings to limit damage; using techniques during demolition, excavation, shoring, and construction that create the minimum feasible vibration; maintaining a buffer zone when possible between heavy equipment and adjacent contributing resource(s); enclosing construction scaffolding to avoid damage from falling objects or debris; and ensuring appropriate security to minimize risks of vandalism and fire.

2. Vibration levels from heavy construction equipment known to produce high vibration levels (e.g., loaded trucks, large drills, tracked vehicles, vibratory rollers, hoe rams) shall be monitored during operation.
3. Place operating equipment on the construction site as far as possible from vibration-sensitive receptors.
4. Use smaller equipment to minimize vibration levels below the limits.
5. Avoid using vibratory rollers and tampers near sensitive areas.
6. Select demolition methods not involving impact tools.
7. Modify/design or identify alternative construction methods to reduce vibration levels below the limits.
8. Avoid dropping heavy objects or materials.

Should vibration levels be observed in excess of the standard, or if damage to adjacent buildings is observed, construction shall be halted and alternative techniques put in practice, to the extent feasible. The structural engineer and/or vibration consultant and the historic preservation consultant shall conduct regular periodic inspections of digital photographs, survey markers, and/or other monitoring devices during ground-disturbing activity at the project site. The buildings shall be protected to prevent further damage and remediated to pre-construction conditions as shown in the Pre-Construction Assessment with the consent of the building owner. Any remedial repairs shall not require building upgrades to comply with current San Francisco Building Code standards. A final report on the vibration monitoring shall be submitted to planning department preservation staff prior to the issuance of a Certificate of Occupancy.

Operational Vibration

As previously described, the proposed project, or project variant, would not include any operational sources of vibration. Therefore, this impact would be less than significant.

Cumulative Impacts

Impact C-NO-1: The proposed project or project variant, in combination with past, present, and reasonably foreseeable future projects, could result in significant cumulative impacts related to noise. (Less than Significant with Mitigation)

Cumulative projects proposed within 160 feet of the project site could produce noise levels during construction that could contribute to noticeably higher construction noise levels at nearby sensitive receptors. Construction noise levels from projects located further than 160 feet from the site would not measurably contribute to construction noise levels generated on site.

Of the seven cumulative development projects described in **Table 1: Cumulative Projects within ¼ mile of Project Site**, p. 14, there is only one project located within 160 feet of the project site, the proposed 651 Geary Street project, immediately north of the project site. Cumulative noise

increases associated with project construction could result if this project were to be constructed at the same time and affect the same sensitive receptors bordering the two sites. Given the project similarities, it is reasonable to assume that the construction of the 651 Geary Street project could produce similar noise levels as the construction of the proposed project or project variant. Assuming this were the case, the relative increase in noise levels resulting from the simultaneous construction of the two projects, as opposed to the construction of a single project only, would be about 3 dBA L_{eq} , with cumulative construction noise levels exceeding the background noise level at sensitive receptor locations by more than 10 dBA.⁴⁹ This would constitute a significant cumulative impact, to which the proposed project or project variant would make a considerable cumulative contribution. However, as discussed previously, the proposed project or project variant would be required to implement **Mitigation Measure M-NO-1**, which would reduce its contribution to insubstantial levels. Therefore, with implementation of **Mitigation Measure M-NO-1**, the proposed project or project variant, in combination with past, present, and reasonably foreseeable future projects, would result in less-than-significant cumulative impacts related to construction noise.

In addition, the proposed project, in combination with the cumulative projects, would not result in a doubling of existing traffic volumes in the vicinity. The proposed project or project variant would add up to approximately 11 vehicle trips during the p.m. peak period. The 450-474 O'Farrell Street project would add approximately 98 vehicle trips during the p.m. peak period.⁵⁰ The remaining cumulative development projects in the vicinity, being of smaller scale, would not increase this value substantially. Therefore, in total, cumulative development within the project vicinity would likely add less than 200 new vehicle trips during the p.m. peak period. Therefore, the proposed project, in combination with cumulative development in the vicinity, would not double existing traffic volumes. Furthermore, these additional vehicle trips would be distributed along the local street network. Therefore, in combination with reasonably foreseeable cumulative projects, the project would not result in significant cumulative traffic noise impacts.

Moreover, the proposed project's mechanical equipment and the mechanical equipment associated with reasonably foreseeable cumulative projects would be required to comply with the noise ordinance. Therefore, cumulative impacts related to fixed noise sources would be less than significant.

Overall, with implementation of **Mitigation Measure M-NO-1**, the proposed project or project variant, in combination with past, present, and reasonably foreseeable future projects, would result in less-than-significant cumulative impacts related to construction and operational noise.

⁴⁹ Illingworth & Rodkin, Inc., *550 O'Farrell Street Project Noise and Vibration Assessment*, March 2020

⁵⁰ *450-474 O'Farrell Street/532 Jones Street Project*, Final Environmental Impact Report, 2013.1535ENV, certified June 28, 2018

Impact C-NO-2: The proposed project or project variant, in combination with past, present, and reasonably foreseeable future projects, could result in significant cumulative impacts related to vibration. (Less than Significant with Mitigation)

The proposed project, or project variant, would not include any operational sources of vibration. Similarly, the cumulative projects in the vicinity would not include any operational sources of vibration. Therefore, cumulative impacts related to operational sources of vibration would be less than significant.

As discussed under Impact NO-2, construction of the proposed project (or project variant) would generate vibration levels exceeding 0.25 in/sec PPV at historic properties within 20 feet of the site, which would be capable of cosmetically damaging the adjacent historic buildings to the west and east (i.e., 540 and 570 O'Farrell Street). Of the seven cumulative projects in the project vicinity, the adjacent 651 Geary Street project is the only project whose construction activities has the potential to overlap with that of the proposed project or project variant. Cumulative vibration level increases associated with project construction could result if this project were to be constructed at the same time and affect the same sensitive receptors bordering the two sites. Given the project similarities, it is reasonable to assume that the construction of the 651 Geary Street project could produce similar vibration levels as the construction of the proposed project or project variant. Together, these vibration level increases could produce a significant cumulative impact, to which the proposed project or project variant would make a considerable cumulative contribution. However, as previously discussed, the proposed project or project variant would be required to implement **Mitigation Measure M-NO-2: Construction Vibration Controls**, which would reduce its contribution to insubstantial levels. Therefore, with implementation of **Mitigation Measure M-NO-2**, the proposed project or project variant, in combination with past, present, and reasonably foreseeable future projects, would result in less-than-significant cumulative impacts related to vibration.

E.8 Air Quality

<i>Topics:</i>	<i>Potentially Significant Impact</i>	<i>Less Than Significant with Mitigation Incorporated</i>	<i>Less Than Significant Impact</i>	<i>No Impact</i>	<i>Not Applicable</i>
8. AIR QUALITY. Would the project:					
a) Conflict with or obstruct implementation of the applicable air quality plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b) Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal, state, or regional ambient air quality standard?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c) Expose sensitive receptors to substantial pollutant concentrations?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
d) Result in other emissions (such as those leading to odors adversely affecting a substantial number of people?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Setting

Overview

The Bay Area Air Quality Management District, or air district, is the regional agency with jurisdiction over the nine-county San Francisco Bay Area Air Basin (air basin), which includes San Francisco, Alameda, Contra Costa, Marin, San Mateo, Santa Clara, and Napa counties and portions of Sonoma and Solano counties. The air district is responsible for attaining and maintaining air quality in the air basin within federal and state air quality standards, as established by the Federal Clean Air Act and the California Clean Air Act, respectively. Specifically, the air district has the responsibility to monitor ambient air pollutant levels throughout the air basin and to develop and implement strategies to attain the applicable federal and state standards. The Federal and California Clean Air Acts require plans to be developed for areas that do not meet air quality standards, generally. The most recent air quality plan, the *2017 Clean Air Plan*, was adopted by the air district on April 19, 2017. The *2017 Clean Air Plan* updates the most recent Bay Area ozone plan, the *2010 Clean Air Plan*, in accordance with the requirements of the State Clean Air Act to implement all feasible measures to reduce ozone; provide a control strategy to reduce ozone, PM, air toxics, and GHGs in a single, integrated plan; and establish emission control measures to be adopted or implemented. The *2017 Clean Air Plan* contains the following primary goals:

- Protect air quality and health at the regional and local scale: attain all state and national air quality standards, and eliminate disparities among Bay Area communities in cancer health risk from toxic air contaminants; and
- Protect the climate: reduce Bay Area GHG emissions to 40 percent below 1990 levels by 2030 and 80 percent below 1990 levels by 2050.

The *2017 Clean Air Plan* represents the most current applicable air quality plan for the air basin. Consistency with this plan is the basis for determining whether the proposed project would conflict with or obstruct implementation of air quality plans.

Criteria Air Pollutants

In accordance with the Federal and State Clean Air Acts, air pollutant standards are identified for the following six criteria air pollutants: ozone, carbon monoxide (CO), PM, nitrogen dioxide, sulfur dioxide (SO₂), and lead. These air pollutants are termed criteria air pollutants because they are regulated by developing specific public health- and welfare-based criteria as the basis for setting permissible levels. In general, the air basin experiences low concentrations of most pollutants when compared to federal or state standards. The air basin is designated as either in attainment⁵¹ or unclassified for most criteria pollutants with the exception of ozone, PM_{2.5}, and PM₁₀, for which these pollutants are designated as non-attainment for either the state or federal standards. By its very nature, regional air pollution is largely a cumulative impact in that no single project is sufficient in size to, by itself, result in non-attainment of air quality standards. Instead, a project's individual emissions contribute to existing cumulative air quality impacts. If a project's contribution to cumulative air quality impacts is considerable, then the project's impact on air quality would be considered significant.⁵²

Land use projects may contribute to regional criteria air pollutants during the construction and operational phases of a project. **Table 8: Criteria Air Pollutant Significance Thresholds** identifies air quality significance thresholds followed by a discussion of each threshold.⁵³ Projects that would result in criteria air pollutant emissions below these significance thresholds would not violate an air quality standard, contribute substantially to an air quality violation, or result in a cumulatively considerable net increase in criteria air pollutants within the air basin.

⁵¹ "Attainment" status refers to those regions that are meeting federal and/or state standards for a specified criteria pollutant. "Non-attainment" status refers to regions that do not meet federal and/or state standards for a specified criteria pollutant. "Unclassified" status refers to regions where there is not enough data to determine the region's attainment status for a specified criteria air pollutant.

⁵² Bay Area Air Quality Management District, California Environmental Quality Act Air Quality Guidelines, May 2017, p. 2-1.

⁵³ Ibid. p. 2-2.

Table 8: Criteria Air Pollutant Significance Thresholds

Pollutant	Construction Thresholds	Operational Thresholds	
	Average Daily Emissions (lbs./day)	Average Daily Emissions (lbs./day)	Maximum Annual Emissions (tons/year)
ROG	54	54	10
NO _x	54	54	10
PM ₁₀	82 (exhaust)	82	15
PM _{2.5}	54 (exhaust)	54	10
Fugitive Dust	Construction Dust Ordinance or other Best Management Practices	Not Applicable	

Source: Bay Area Air Quality Management District, *CEQA Air Quality Guidelines*, 2017.

Ozone Precursors. As discussed previously, the air basin is currently designated as non-attainment for ozone and PM. Ozone is a secondary air pollutant produced in the atmosphere through a complex series of photochemical reactions involving reactive organic gases (ROG) and oxides of nitrogen (NO_x). The potential for a project to result in a cumulatively considerable net increase in criteria air pollutants, which may contribute to an existing or projected air quality violation, are based on the State and Federal Clean Air Acts emissions limits for stationary sources. To ensure that new stationary sources do not cause or contribute to a violation of an air quality standard, air district regulation 2, rule 2 requires that any new source that emits criteria air pollutants above a specified emissions limit must offset those emissions. For ozone precursors ROG and NO_x, the offset emissions level is an annual average of 10 tons per year (or 54 lbs. per day).⁵⁴ These levels represent emissions below which new sources are not anticipated to contribute to an air quality violation or result in a considerable net increase in criteria air pollutants.

Although this regulation applies to new or modified stationary sources, land use development projects result in ROG and NO_x emissions as a result of increases in vehicle trips, architectural coating, and construction activities. Therefore, the above thresholds can be applied to the construction and operational phases of land use projects and those projects that result in emissions below these thresholds would not be considered to contribute to an existing or projected air quality violation or result in a considerable net increase in ROG and NO_x emissions. Due to the temporary nature of construction activities, only the average daily thresholds are applicable to construction phase emissions.

Particulate Matter (PM₁₀ and PM_{2.5}).⁵⁵ The air district has not established an offset limit for PM_{2.5}. However, the emissions limit in the Federal New Source Review for stationary sources in nonattainment areas is an appropriate significance threshold. For PM₁₀ and PM_{2.5}, the emissions

⁵⁴ Bay Area Air Quality Management District, *Revised Draft Options and Justification Report, California Environmental Quality Act Thresholds of Significance*, October 2009, p. 17.

⁵⁵ PM₁₀ is often termed “coarse” PM and is made of particulates that are 10 microns in diameter or smaller. PM_{2.5}, termed “fine” PM, is composed of particles that are 2.5 microns or less in diameter.

limit under New Source Review is 15 tons per year (82 lbs. per day) and 10 tons per year (54 lbs. per day), respectively. These emissions limits represent levels below which a source is not expected to have an impact on air quality.⁵⁶ Similar to ozone precursor thresholds identified above, land use development projects typically result in PM emissions as a result of increases in vehicle trips, space heating and natural gas combustion, landscape maintenance, and construction activities. Therefore, the above thresholds can be applied to the construction and operational phases of a land use project. Again, because construction activities are temporary in nature, only the average daily thresholds are applicable to construction-phase emissions.

Fugitive Dust. Fugitive dust emissions are typically generated during construction phases. Studies have shown that the application of best management practices at construction sites significantly control fugitive dust⁵⁷ and individual measures have been shown to reduce fugitive dust by anywhere from 30 to 90 percent.⁵⁸ The air district has identified a number of best management practices to control fugitive dust emissions from construction activities.⁵⁹ The City's Construction Dust Control Ordinance (ordinance 176-08, effective July 30, 2008) requires a number of measures to control fugitive dust and the best management practices employed in compliance with the City's Construction Dust Control Ordinance are an effective strategy for controlling construction-related fugitive dust.

Other Criteria Pollutants. Regional concentrations of CO in the Bay Area have not exceeded the state standards in the past 11 years and SO₂ concentrations have never exceeded the standards. The primary source of CO emissions from development projects is vehicle traffic. Construction-related SO₂ emissions represent a negligible portion of the total basin-wide emissions and construction-related CO emissions represent less than 5 percent of the Bay Area total basin-wide CO emissions. As discussed previously, the Bay Area is in attainment for both CO and SO₂. Furthermore, the air district has demonstrated, based on modeling, that to exceed the California ambient air quality standard of 9.0 parts per million (eight-hour average) or 20.0 parts per million (one-hour average) for CO, project traffic in addition to existing traffic would need to exceed 44,000 vehicles per hour at affected intersections (or 24,000 vehicles per hour where vertical and/or horizontal mixing is limited). Therefore, given the Bay Area's attainment status and the limited CO and SO₂ emissions that could result from development projects, the proposed project would not result in a cumulatively considerable net increase in CO or SO₂ emissions, and quantitative analysis is not required.

⁵⁶ Bay Area Air Quality Management District, *Revised Draft Options and Justification Report, California Environmental Quality Act Thresholds of Significance*, October 2009, p. 16.

⁵⁷ Western Regional Air Partnership. 2006. *WRAP Fugitive Dust Handbook*. September 7, 2006. This document is available online at http://www.wrapair.org/forums/dejfdh/content/FDHandbook_Rev_06.pdf, accessed February 16, 2012.

⁵⁸ Bay Area Air Quality Management District, *CEQA Air Quality Guidelines*, May 2017, p. D-47.

⁵⁹ *Ibid.*

Local Health Risks and Hazards

In addition to criteria air pollutants, individual projects may emit toxic air contaminants (TACs). TACs collectively refer to a diverse group of air pollutants that are capable of causing chronic (i.e., of long duration) and acute (i.e., severe but short-term) adverse effects to human health, including carcinogenic effects. Human health effects of TACs include birth defects, neurological damage, cancer, and mortality. There are hundreds of different types of TACs with varying degrees of toxicity. Individual TACs vary greatly in the health risk they present; at a given level of exposure, one TAC may pose a hazard that is many times greater than another.

Unlike criteria air pollutants, TACs do not have ambient air quality standards but are regulated by the air district using a risk-based approach to determine which sources and pollutants to control as well as the degree of control. A health risk assessment is an analysis in which human health exposure to toxic substances is estimated and considered together with information regarding the toxic potency of the substances to provide quantitative estimates of health risks.⁶⁰

Air pollution does not affect every individual in the population similarly, and some groups are more sensitive to adverse health effects than others. Land uses such as residences, schools, children's daycare centers, hospitals, and nursing and convalescent homes are considered to be the most sensitive to poor air quality because the population groups associated with these uses have increased susceptibility to respiratory distress or, as in the case of residential receptors, their exposure time is greater than that for other land uses. Therefore, these groups are referred to as sensitive receptors. Exposure assessment guidance typically assumes that residences would be exposed to air pollution 24 hours per day, 7 days a week, for 30 years.⁶¹ Therefore, assessments of air pollutant exposure to residents typically result in the greatest adverse health outcomes of all population groups.

Exposures to fine PM (PM_{2.5}) are strongly associated with mortality, respiratory diseases, and lung development in children, and other endpoints such as hospitalization for cardiopulmonary disease.⁶² In addition to PM_{2.5}, diesel particulate matter (DPM) is also of concern. The California Air Resources Board (California air board) identified DPM as a toxic air contaminant in 1998, primarily based on evidence demonstrating cancer effects in humans.⁶³ The estimated cancer risk

⁶⁰ In general, a health risk assessment is required if the air district concludes that projected emissions of a specific air toxic compound from a proposed new or modified source suggest a potential public health risk. The applicant is then subject to a health risk assessment for the source in question. Such an assessment generally evaluates chronic, long-term effects, estimating the increased risk of cancer as a result of exposure to one or more TACs.

⁶¹ California Office of Environmental Health Hazard Assessment, Air Toxics Hot Spot Program Risk Assessment Guidelines, February 2015. Pp. 4-44, 8-6.

⁶² SFDPH, Assessment and Mitigation of Air Pollutant Health Effects from Intra-Urban Roadways: Guidance for Land Use Planning and Environmental Review, May 2008.

⁶³ California Air Resources Board, Fact Sheet, "The Toxic Air Contaminant Identification Process: Toxic Air Contaminant Emissions from Diesel-fueled Engines," October 1998.

from exposure to diesel exhaust is much higher than the risk associated with any other TAC routinely measured in the region.

In an effort to identify areas of San Francisco most adversely affected by sources of TACs, San Francisco partnered with the air district to conduct a citywide health risk assessment based on an inventory and assessment of air pollution and exposures from mobile, stationary, and area sources within San Francisco. Areas with poor air quality, termed the “Air Pollutant Exposure Zone,” were identified based on health-protective criteria that consider estimated cancer risk, exposures to fine PM, proximity to freeways, and locations with particularly vulnerable populations. The project site is located within an Air Pollutant Exposure Zone. Each of the Air Pollutant Exposure Zone criteria is discussed below.

Excess Cancer Risk. The Air Pollution Exposure Zone includes areas where modeled cancer risk exceeds 100 incidents per million persons exposed. These criteria are based on United States Environmental Protection Agency (EPA) guidance for conducting air toxic analyses and making risk management decisions at the facility and community-scale level.⁶⁴ As described by the air district, the EPA considers a cancer risk of 100 per million to be within the “acceptable” range of cancer risk. Furthermore, in the 1989 preamble to the benzene National Emissions Standards for Hazardous Air Pollutants rulemaking,⁶⁵ the EPA states that it “...strives to provide maximum feasible protection against risks to health from hazardous air pollutants by (1) protecting the greatest number of persons possible to an individual lifetime risk level no higher than approximately one in one million and (2) limiting to no higher than approximately one in ten thousand (100 in one million) the estimated risk that a person living near a plant would have if he or she were exposed to the maximum pollutant concentrations for 70 years.” The 100 per one million excess cancer cases is also consistent with the ambient cancer risk in the most pristine portions of the Bay Area based on air district regional modeling.⁶⁶

Fine Particulate Matter (PM_{2.5}). In April 2011, the EPA published Policy Assessment for the Particulate Matter Review of the National Ambient Air Quality Standards, “Particulate Matter Policy Assessment.” In this document, EPA staff concludes that the then-current federal annual PM_{2.5} standard of 15 micrograms/cubic meter (µg/m³) should be revised to a level within the range of 13 to 11 µg/m³, with evidence strongly supporting a standard within the range of 12 to 11 µg/m³. The Air Pollutant Exposure Zone for San Francisco is based on the health protective PM_{2.5} standard of 11 µg/m³, as supported by the EPA’s Particulate Matter Policy Assessment, although lowered to 10 µg/m³ to account for uncertainty in accurately predicting air pollutant concentrations using emissions modeling programs.

⁶⁴ Bay Area Air Quality Management District, *Revised Draft Options and Justification Report, California Environmental Quality Act Thresholds of Significance*, October 2009, p. 67.

⁶⁵ 54 Federal Register 38044, September 14, 1989.

⁶⁶ Bay Area Air Quality Management District, *Clean Air Plan, May 2017*, p. D-43.

Proximity to Freeways. According to the California air board, studies have shown an association between the proximity of sensitive land uses to freeways and a variety of respiratory symptoms, asthma exacerbations, and decreases in lung function in children. Siting sensitive uses in close proximity to freeways increases both exposure to air pollution and the potential for adverse health effects. As evidence shows that sensitive uses in an area within a 500-foot buffer of any freeway are at an increased health risk from air pollution,⁶⁷ parcels that are within 500 feet of freeways are included in the Air Pollutant Exposure Zone.

Health Vulnerable Locations. Based on the air district's evaluation of health vulnerability in the Bay Area, those zip codes (94102, 94103, 94105, 94124, and 94130) in the worst quintile of Bay Area health vulnerability scores as a result of air pollution-related causes were afforded additional protection by lowering the standards for identifying parcels in the Air Pollutant Exposure Zone to: (1) an excess cancer risk greater than 90 per one million persons exposed, and/or (2) PM_{2.5} concentrations in excess of 9 µg/m³.⁶⁸

The above citywide health risk modeling was also used as the basis in approving amendments to the San Francisco Building and Health Codes, referred to as the Enhanced Ventilation Required for Urban Infill Sensitive Use Developments or Health Code, article 38 (ordinance 224-14, effective December 8, 2014) (article 38). The purpose of article 38 is to protect the public health and welfare by establishing an Air Pollutant Exposure Zone and imposing an enhanced ventilation requirement for all urban infill sensitive use development within the Air Pollutant Exposure Zone. In addition, projects within the Air Pollutant Exposure Zone require special consideration to determine whether the project's activities would add a substantial amount of emissions to areas already adversely affected by poor air quality.

Construction Impacts

Project-related air quality impacts fall into two categories: short-term impacts from construction and long-term impacts from project operation. The following discussion addresses construction-related air quality impacts resulting from the proposed project.

⁶⁷ California Air Resources Board, *Air Quality and Land Use Handbook: A Community Health Perspective*. April 2005. Available online at: <http://www.arb.ca.gov/ch/landuse.htm>.

⁶⁸ San Francisco Planning Department and San Francisco Department of Public Health, *2014 Air Pollutant Exposure Zone Map (Memo and Map)*, April 9, 2014. These documents are part of San Francisco Board of Supervisors File No. 14806, Ordinance No. 224-14; Amendment to Health Code Article 38.

Impact AQ-1: The proposed project's or project variant's construction activities would generate fugitive dust and criteria air pollutants, but would not violate an air quality standard, contribute substantially to an existing or projected air quality violation, or result in a cumulatively considerable net increase in criteria air pollutants. (Less than Significant)

Proposed Project and Project Variant

Construction activities (short-term) typically result in emissions of ozone precursors and fine PM in the form of dust (fugitive dust) and exhaust (e.g., vehicle tailpipe emissions). Emissions of ozone precursors and fine PM are primarily a result of the combustion of fuel from on-road and off-road vehicles. However, ROG's are also emitted from activities that involve painting, other types of architectural coatings, or asphalt paving. Proposed project or project variant construction would span approximately 21 months, with the demolition and shoring and grading phases each lasting approximately 1 to 2 months each, and the building construction phase lasting approximately 18 months. The proposed project or project variant would include an estimated 4.5-foot-deep excavation along the front half of the building (accounting for the existing garage basement depth) to a total depth of 16 feet below sidewalk grade, and an approximately 11-foot-deep excavation along part of the north end of the existing basement. This would remove enough soil for the new mat slab foundation. Up to approximately 2,205 cubic yards of soil would be removed from the proposed project site. The excavated material would be exported off site. About 500 cubic yards of material would be imported to backfill part of the existing basement space at the north end of the site. Alternatively, the proposed project or the project variant would not backfill any of the existing basement space and would instead extend the 11-foot-deep excavation to the north property line, creating an additional 1,110 cubic yards of soil to be removed from the site. Total excavation would then be about 3,300 cubic yards. That space would be developed into additional tenant storage or other service space. In addition, the proposed project or the project variant would backfill about 330 cubic yards at the east end of the existing sidewalk vault.

During the project's approximately 21-month construction period, construction activities would have the potential to result in emissions of ozone precursors and fine PM, as discussed below.

Fugitive Dust

Project-related demolition, excavation, grading, and other construction activities may cause wind-blown dust that could contribute PM into the local atmosphere. Depending on exposure, adverse health effects can occur due to this PM in general and also due to specific contaminants, such as lead or asbestos, that may be constituents of soil. Although there are federal standards for air pollutants and implementation of state and regional air quality control plans, air pollutants continue to have impacts on human health throughout the country. California has found that PM exposure can cause health effects at lower levels than national standards. The current health burden of PM demands that, where possible, public agencies take feasible available actions to reduce sources of PM exposure. According to the California air board, reducing PM_{2.5}

concentrations to state and federal standards of 12 $\mu\text{g}/\text{m}^3$ in the San Francisco Bay Area would prevent between 200 and 1,300 premature deaths.⁶⁹

In response, the San Francisco Board of Supervisors approved the Construction Dust Control Ordinance (Ordinance 176-08, effective July 30, 2008) with the intent of reducing the quantity of dust generated during site preparation, demolition, and construction work to protect the health of the general public and of on-site workers, minimize public nuisance complaints, and to avoid orders to stop work by the Department of Building Inspection.

The Construction Dust Control Ordinance requires that all site preparation work, demolition, or other construction activities within San Francisco that have the potential to create dust or to expose or disturb more than 10 cubic yards or 500 square feet of soil comply with specified dust control measures, whether or not the activity requires a permit from the Department of Building Inspection. The Director of the Department of Building Inspection may waive this requirement for activities on sites less than a half-acre that are unlikely to result in any visible wind-blown dust.

In compliance with the Construction Dust Control Ordinance, the project sponsor and the contractor responsible for construction activities at the project site would be required to use the following practices to control construction dust on the site or other practices that result in equivalent dust control that are acceptable to the director. Dust suppression activities may include watering all active construction areas sufficiently to prevent dust from becoming airborne; increased watering frequency may be necessary whenever wind speeds exceed 15 miles per hour (mph). During excavation and dirt-moving activities, contractors shall wet sweep or vacuum the streets, sidewalks, paths, and intersections where work is in progress at the end of the workday. Inactive stockpiles (where no disturbance occurs for more than 7 days) greater than 10 cubic yards or 500 square feet of excavated material, backfill material, import material, gravel, sand, road base, and soil shall be covered with a 10-millimeter (0.01 inch) polyethylene plastic (or equivalent) tarp, braced down, or use other equivalent soil stabilization techniques. San Francisco ordinance 175-91 restricts the use of potable water for soil compaction and dust-control activities undertaken in conjunction with any construction or demolition project occurring within the boundaries of San Francisco, unless permission is obtained from the San Francisco Public Utilities Commission (SFPUC). Non-potable water must be used for soil compaction and dust-control activities during project construction and demolition. The SFPUC operates a recycled water truck-fill station at the Southeast Water Pollution Control Plant that provides recycled water for these activities at no charge.

⁶⁹ California Air Resources Board, Methodology for Estimating Premature Deaths Associated with Long-term Exposure to Fine Airborne Particulate Matter in California, Staff Report, Table 4c, October 24, 2008.

Compliance with the regulations and procedures set forth by the Dust Control Ordinance would ensure that potential dust-related air quality impacts would be reduced to a less-than-significant level.

Criteria Air Pollutants

As discussed above, construction activities would result in emissions of criteria air pollutants from the use of off- and on-road vehicles and equipment. To assist lead agencies in determining whether short-term construction-related air pollutant emissions require further analysis as to whether the project may exceed the criteria air pollutant significance thresholds shown in **Table 8: Criteria Air Pollutant Significance Thresholds** above, the air district, in its *CEQA Air Quality Guidelines* (May 2017), developed screening criteria. If a proposed project meets the screening criteria, then construction of the project would result in less-than-significant criteria air pollutant impacts. A project that exceeds the screening criteria may require a detailed air quality assessment to determine whether criteria air pollutant emissions would exceed significance thresholds. The *CEQA Air Quality Guidelines* note that the screening levels are generally representative of new development on greenfield⁷⁰ sites without any form of mitigation measures taken into consideration. In addition, the screening criteria do not account for project design features, attributes, or local development requirements that could also result in lower emissions.

The proposed project would include an approximately 104,960-square-foot mixed-use building with 111 residential dwelling units and 1,300 square feet of retail or residential amenity space. The project variant would include an approximately 106,515-square-foot mixed-use building with 116 residential dwelling units and 1,300 square feet of retail or residential amenity space. The size of the proposed project and project variant would be below the air district's criteria air pollutant construction screening size for high-rise apartments (249 dwelling units). The retail space would also be below the air district's criteria air pollutant construction screening criteria of 227,000 square feet. The proposed excavation and export of up to about 3,300 cubic yards of material for the project construction and import of about 500 cubic yards of backfill material would be below the screening criterion of 10,000 cubic yards. Thus, quantification of construction-related criteria air pollutant emissions would not be required, and the proposed project's construction activities would result in a less-than-significant criteria air pollutant impact.

Impact AQ-2: The proposed project's or project variant's construction activities would generate toxic air contaminants, including diesel particulate matter, which would expose sensitive receptors to substantial pollutant concentrations. (Less than Significant with Mitigation)

Proposed Project and Project Variant

The project site is located within the Air Pollutant Exposure Zone described above. Sensitive receptors are located in close proximity to the project site, including high-density residences at

⁷⁰ A greenfield site refers to agricultural or forest land or an undeveloped site earmarked for commercial, residential, or industrial projects.

540, 555, 601, and 631 O'Farrell Street; the Orange Village Hostel at 411 O'Farrell Street; a senior center at 481 O'Farrell Street; and senior housing at 477 O'Farrell Street. Other high-density residential uses are directly north of the site at 639 and 665 Geary Street.

With regards to construction emissions, off-road equipment (which includes construction-related equipment) is a large contributor to DPM emissions in California; although since 2007, the California air board has found the emissions to be substantially lower than previously expected.⁷¹

Newer and more refined emission inventories have substantially lowered the estimates of DPM emissions from off-road equipment such that off-road equipment is now considered the sixth largest source of DPM emissions in California.⁷² For example, revised PM emission estimates for the year 2010, which DPM is a major component of total PM, have decreased by 83 percent from previous 2010 emissions estimates for the air basin.⁷³ Approximately half the reduction in emissions can be attributed to the economic recession and half to updated methodologies used to better assess construction emissions.⁷⁴

Additionally, a number of federal and state regulations are requiring cleaner off-road equipment. Specifically, both the EPA and California air board have set emissions standards for new off-road equipment engines, ranging from Tier 1 to Tier 4. Tier 1 emission standards were phased in between 1996 and 2000 and Tier 4 Interim and Final emission standards for all new engines were phased in between 2008 and 2015. To meet the Tier 4 emission standards, engine manufacturers will be required to produce new engines with advanced emission-control technologies. Although the full benefits of these regulations will not be realized for several years, the EPA estimates that by implementing the federal Tier 4 standards, NO_x and PM emissions will be reduced by more than 90 percent.⁷⁵

In addition, construction activities do not lend themselves to analysis of long-term health risks because of their temporary and variable nature. As explained in the air district's *CEQA Air Quality Guidelines*:

⁷¹ California Air Resources Board, *Staff Report: Initial Statement of Reasons for Proposed Rulemaking, Proposed Amendments to the Regulation for In-Use Off-Road Diesel-Fueled Fleets and the Off-Road Large Spark-Ignition Fleet Requirements*, p.1 and p. 13 (Figure 4), October 2010.

⁷² California Air Resources Board, *Staff Report: Initial Statement of Reasons for Proposed Rulemaking, Proposed Amendments to the Regulation for In-Use Off-Road Diesel-Fueled Fleets and the Off-Road Large Spark-Ignition Fleet Requirements*, October 2010.

⁷³ California Air Resources Board, "In-Use Off-Road Equipment, 2011 Inventory Model," Query accessed online, April 2, 2012, http://www.arb.ca.gov/msei/categories.htm#inuse_or_category.

⁷⁴ California Air Resources Board, *Staff Report: Initial Statement of Reasons for Proposed Rulemaking, Proposed Amendments to the Regulation for In-Use Off-Road Diesel-Fueled Fleets and the Off-Road Large Spark-Ignition Fleet Requirements*, October 2010.

⁷⁵ EPA, "Clean Air Nonroad Diesel Rule: Fact Sheet," May 2004.

“Due to the variable nature of construction activity, the generation of TAC emissions in most cases would be temporary, especially considering the short amount of time such equipment is typically within an influential distance that would result in the exposure of sensitive receptors to substantial concentrations. Concentrations of mobile-source diesel PM emissions are typically reduced by 70 percent at a distance of approximately 500 feet (ARB 2005). In addition, current models and methodologies for conducting health risk assessments are associated with longer-term exposure periods of 9, 40, and 70 years, which do not correlate well with the temporary and highly variable nature of construction activities. This results in difficulties with producing accurate estimates of health risk.”⁷⁶

Therefore, project-level analyses of construction activities tend to produce overestimated assessments of long-term health risks. However, within the Air Pollutant Exposure Zone, as discussed above, additional construction activity may adversely affect populations that are already at a higher risk for adverse long-term health risks from existing sources of air pollution.

The proposed project or the project variant would require construction activities for the approximately 21-month construction period. Project construction activities would result in short-term emissions of DPM and other TACs. The project site is located in an area that already experiences poor air quality and project construction activities would generate additional air pollution, affecting nearby sensitive receptors and resulting in a significant impact. Implementation of **Mitigation Measure M-AQ-2, Construction Emissions Minimization**, would reduce the magnitude of this impact to a less-than-significant level. While emission reductions from limiting idling, educating workers and the public, and properly maintaining equipment are difficult to quantify, other measures, specifically the requirement for equipment with Tier 2 engines and Level 3 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.⁷⁷ Emissions reductions from the combination of Tier 2 equipment with level 3 VDECS is almost equivalent to requiring only equipment with Tier 4 Final engines. Therefore, compliance with **Mitigation Measure M-AQ-2** would reduce construction emissions impacts on nearby sensitive receptors to a less-than-significant level.

⁷⁶ Bay Area Air Quality Management District, *CEQA Air Quality Guidelines*, May 2017, pp. 8-7.

⁷⁷ 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 EPA's *Exhaust and Crankcase Emissions Factors for Nonroad Engine Modeling – Compression Ignition* has estimated Tier 0 engines between 50 horsepower (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, California air board 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).

Mitigation Measure M-AQ-2: Construction Emissions Minimization

The project sponsor or the project sponsor's Contractor shall comply with the following:

A. *Engine Requirements.*

1. All off-road equipment greater than 25 hp and operating for more than 20 total hours over the entire duration of construction activities shall have engines that meet or exceed either EPA or California air board Tier 2 off-road emission standards and have been retrofitted with a California air board Level 3 VDECS. Equipment with engines meeting Tier 4 Interim or Tier 4 Final off-road emission standards automatically meet this requirement.
2. Where access to alternative sources of power are available, portable diesel engines shall be prohibited.
3. Diesel engines, whether for off-road or on-road equipment, shall not be left idling for more than 2 minutes, at any location, except as provided in exceptions to the applicable state regulations regarding idling for off-road and on-road equipment (e.g., traffic conditions, safe operating conditions). The Contractor shall post legible and visible signs in English, Spanish, and Chinese, in designated queuing areas and at the construction site to remind operators of the 2-minute idling limit.
4. The Contractor shall instruct construction workers and equipment operators on the maintenance and tuning of construction equipment and require that such workers and operators properly maintain and tune equipment in accordance with manufacturer specifications.

B. *Waivers.*

1. The planning department's Environmental Review Officer or designee (ERO) may waive the alternative source of power requirement of subsection (A)(2) if an alternative source of power is limited or infeasible at the project site. If the ERO grants the waiver, the Contractor must submit documentation that the equipment used for on-site power generation meets the requirements of subsection (A)(1).
2. The ERO may waive the equipment requirements of subsection (A)(1) if: a particular piece of off-road equipment with a California air board Level 3 VDECS is technically not feasible; the equipment would not produce desired emissions reduction due to expected operating modes; installation of the equipment would create a safety hazard or impaired visibility for the operator; or, there is a compelling emergency need to use off-road equipment that is not retrofitted with a California air board Level 3 VDECS. If the ERO grants the waiver, the Contractor must use the next cleanest piece of off-road equipment, according to **Table 9: Off-Road Equipment Compliance Step-down Schedule** below.

Table 9: Off-Road Equipment Compliance Step-down Schedule

Compliance Alternative	Engine Emission Standard	Emissions Control
1	Tier 2	California air board Level 2 VDECS
2	Tier 2	California air board Level 1 VDECS
3	Tier 2	Alternative Fuel*

* Alternative fuels are not a VDECS.

C. *Construction Emissions Minimization Plan.* Before starting on-site construction activities, the Contractor shall submit a Construction Emissions Minimization Plan (Plan) to the ERO for review and approval. The Plan shall state, in reasonable detail, how the Contractor will meet the requirements of section A.

1. The Plan shall include estimates of the construction timeline by phase, with a description of each piece of off-road equipment required for every construction phase. The description may include but is not limited to equipment type, equipment manufacturer, equipment identification number, engine model year, engine certification (Tier rating), hp, engine serial number, and expected fuel usage and hours of operation. For VDECS installed, the description may include technology type, serial number, make, model, manufacturer, California air board verification number level, and installation date and hour meter reading on installation date. For off-road equipment using alternative fuels, the description shall also specify the type of alternative fuel being used.
2. The project sponsor shall ensure that all applicable requirements of the Plan have been incorporated into the contract specifications. The Plan shall include a certification statement that the Contractor agrees to comply fully with the Plan.
3. The Contractor shall make the Plan available to the public for review on site during working hours. The Contractor shall post at the construction site a legible and visible sign summarizing the Plan. The sign shall also state that the public may ask to inspect the Plan for the project at any time during working hours and shall explain how to request to inspect the Plan. The Contractor shall post at least one copy of the sign in a visible location on each side of the construction site facing a public right-of-way.

D. *Monitoring.* After the start of Construction Activities, the Contractor shall submit quarterly reports to the ERO documenting compliance with the Plan. After completion of construction activities and prior to receiving a final certificate of occupancy, the project sponsor shall submit to the ERO a final report summarizing construction activities, including the start and end dates and duration of each construction phase, and the specific information required in the Plan.

Operational Impacts

Land use projects typically result in emissions of criteria air pollutants and toxic air contaminants primarily from an increase in motor vehicle trips. However, land use projects may also result in criteria air pollutants and toxic air contaminants from combustion of natural gas, landscape maintenance, use of consumer products, and architectural coating. The following discussion addresses air quality impacts resulting from operation of the proposed project.

Impact AQ-3: During project operations, the proposed project or project variant would result in emissions of criteria air pollutants, but not at levels that would violate an air quality standard, contribute to an existing or projected air quality violation, or result in a cumulatively considerable net increase in criteria air pollutants. (Less than Significant)

Proposed Project and Project Variant

As discussed above in Impact AQ-1, the air district, in its *CEQA Air Quality Guidelines* (May 2017), has developed screening criteria to determine whether a project requires an analysis of project-generated criteria air pollutants. If all the screening criteria are met by a proposed project, then the lead agency or applicant does not need to perform a detailed air quality assessment.

The proposed project or project variant would include up to 106,515 square feet of mixed-use building space, including 111 to 116 residential dwelling units and approximately 1,300 square feet of retail space. The proposed project or project variant would add up to 211 daily vehicle trips (14 p.m. peak-hour vehicle trips) in the project vicinity. The proposed project or project variant would be below the criteria air pollutant operational screening size for high-rise apartments (510 dwelling units) and/or relevant commercial uses (5,000 square feet) identified in the air district's *CEQA Air Quality Guidelines*. Thus, quantification of project-generated criteria air pollutant emissions is not required, and the proposed project would not exceed any of the significance thresholds for criteria air pollutants and would result in a less-than-significant impact with respect to criteria air pollutants.

Impact AQ-4: The proposed project or project variant would generate toxic air contaminants, including diesel particulate matter, exposing sensitive receptors to substantial air pollutant concentrations. (Less than Significant with Mitigation)

Proposed Project and Project Variant

As previously discussed, the project site is located within the Air Pollutant Exposure Zone. Sensitive receptors are located in close proximity to the project site, including high-density residences at 540, 555, 601, and 631 O'Farrell Street; the Orange Village Hostel at 411 O'Farrell Street; a senior center at 481 O'Farrell Street; senior housing at 477 O'Farrell Street, and high-density residential uses at 639 and 665 Geary Street.

Sources of Toxic Air Contaminants

Individual projects result in emissions of toxic air contaminants primarily as a result of an increase in vehicle trips. The air district considers roads with less than 10,000 vehicles per day “minor, low-impact” sources that do not pose a significant health impact even in combination with other nearby sources and recommends that these sources be excluded from the environmental analysis. The proposed project’s or project variant’s up to 167 daily vehicle trips would be well below this level and would be distributed among the local roadway network; therefore, an assessment of project-generated toxic air contaminants resulting from vehicle trips is not required and the proposed project would not generate a substantial amount of toxic air contaminant emissions that could affect nearby sensitive receptors.

The proposed project and project variant would also include a backup emergency generator that would be installed on the roof within the enclosed mechanical penthouse structure. Emergency generators are regulated by the air district through their New Source Review (Regulation 2, Rule 5) permitting process. The project applicant would be required to obtain applicable permits to operate an emergency generator from the air district. Although emergency generators are intended only to be used in periods of power outages, monthly testing of the generator would be required. The air district limits testing to no more than 50 hours per year. Additionally, as part of the permitting process, the air district would limit the excess cancer risk from any facility to no more than ten per one million population and requires any source that would result in an excess cancer risk greater than one per one million population to install Best Available Control Technology for Toxics. However, because the project site is located in an area that already experiences poor air quality, the proposed emergency back-up generator has the potential to expose sensitive receptors to substantial concentrations of diesel emissions, a known toxic air contaminant, resulting in a significant air quality impact. Implementation of Mitigation Measure M-AQ-4, Best Available Control Technology for Diesel Generators, would reduce the magnitude of this impact to a less-than-significant level by reducing emissions by 89 to 94 percent compared to equipment with engines that do not meet any emission standards and without a VDECS. Therefore, although the proposed project or project variant would add a new source of toxic air contaminants within an area that already experiences poor air quality, implementation of M-AQ-4 would reduce this impact to a less-than-significant level.

M-AQ-4. Best Available Control Technology for Diesel Generators.

The project sponsor shall ensure that the backup diesel generator meet or exceed one of the following emission standards for PM: (1) Tier 4-certified engine, or (2) Tier 2- or Tier 3-certified engine that is equipped with a California air board Level 3 VDECS. A non-VDECS may be used if the filter has the same PM reduction as the identical California air board-verified model and if the air district approves of its use. The project sponsor shall submit documentation of compliance with the air district’s New Source Review permitting process (Regulation 2, Rule 2, and Regulation 2, Rule 5) and the emission

standard requirement of this mitigation measure to the planning department for review and approval prior to issuance of a permit for a backup diesel generator from any City agency.

Siting Sensitive Land Uses

The proposed project and variant would include development of 111 to 116 residential units and is considered a sensitive land use for purposes of air quality evaluation. For sensitive use projects within the Air Pollutant Exposure Zone as defined by article 38, such as the proposed project, article 38 requires that the project sponsor submit an Enhanced Ventilation Proposal for approval by the health department that achieves protection from PM_{2.5} (fine PM) equivalent to that associated with a Minimum Efficiency Reporting Value 13 MERV filtration. The Department of Building Inspection will not issue a building permit without written notification from the Director of Public Health that the applicant has an approved Enhanced Ventilation Proposal.

In compliance with article 38, the project sponsor has submitted an initial application to the health department.⁷⁸ The regulations and procedures set forth by article 38 would reduce exposure of sensitive receptors to substantial pollutant concentrations.

Impact AQ-5: The proposed project or project variant would not conflict with, or obstruct implementation of the 2017 Clean Air Plan. (Less than Significant)

Proposed Project and Project Variant

The most recently adopted air quality plan for the air basin is the *2017 Clean Air Plan*. The *2017 Clean Air Plan* is a road map that demonstrates how the San Francisco Bay Area will achieve compliance with the state ozone standards as expeditiously as practicable and how the region will reduce the transport of ozone and ozone precursors to neighboring air basins. In determining consistency with the *2017 Clean Air Plan*, this analysis considers whether the project would: (1) support the primary goals of the *2017 Clean Air Plan*, (2) include applicable control measures from the *2017 Clean Air Plan*, and (3) avoid disrupting or hindering implementation of control measures identified in the *2017 Clean Air Plan*.

The primary goals of the *2017 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) protect the climate by reducing GHG emissions. To meet the primary goals, the *2017 Clean Air Plan* recommends specific control measures and actions. These control measures are grouped into various categories and include stationery and area source measures, mobile source measures, transportation control measures, land use measures, and energy and climate measures. The *2017 Clean Air Plan* recognizes that to a great extent,

⁷⁸ Application for Article 38 Site Assessment, 550 O'Farrell Street, September 18, 2018. This document is available for review at the San Francisco Planning Department, 1650 Mission Street, Suite 400, as part of Case File No. 2017-004557ENV.

community design dictates individual travel mode, and that a key long-term control strategy to reduce emissions of criteria pollutants, air toxics, and GHGs from motor vehicles is to channel future Bay Area growth into vibrant urban communities where goods and services are close at hand, and people have a range of viable transportation options. To this end, the *2017 Clean Air Plan* includes 85 control measures aimed at reducing air pollution in the air basin.

The measures most applicable to the proposed project and project variant are energy and climate control measures. The proposed project's impact with respect to GHGs are discussed in section E.9, Greenhouse Gas Emissions, which demonstrates that the proposed project would comply with the applicable provisions of the City's Greenhouse Gas Reduction Strategy.

The compact development of the proposed project and project variant and high availability of viable transportation options ensure that residents could bicycle, walk, and ride transit to and from the project site instead of taking trips via private automobile. These features ensure that the proposed project or project variant would avoid substantial growth in automobile trips and VMT. The proposed project or project variant would add up to 211 new vehicle trips, which would result in a negligible increase in air pollutant emissions. Furthermore, the proposed project and project variant would be generally consistent with the general plan, as discussed in section C. Transportation control measures that are identified in the *2017 Clean Air Plan* are implemented by the general plan and the planning code, for example, through the City's Transit First Policy, bicycle parking requirements, and transit impact development fees. Compliance with these requirements would ensure the project includes relevant transportation control measures specified in the *2017 Clean Air Plan*. Therefore, the proposed project and project variant would include applicable control measures identified in the *2017 Clean Air Plan* to meet the *2017 Clean Air Plan's* primary goals.

Examples of a project that could cause the disruption or delay of *2017 Clean Air Plan* control measures are projects that would preclude the extension of a transit line or bike path, or projects that propose excessive parking beyond parking requirements. The proposed project or project variant would add 111 to 116 residential units and 1,300 square feet of retail space to a dense, walkable urban area near a concentration of regional and local transit service. It would not preclude the extension of a transit line or a bike path or any other transit improvement, and thus would not disrupt or hinder implementation of control measures identified in the *2017 Clean Air Plan*.

For the reasons described above, the proposed project and project variant would not interfere with implementation of the *2017 Clean Air Plan*, and because the proposed project and project variant would be consistent with the applicable air quality plan that demonstrates how the region will improve ambient air quality and achieve the state and federal ambient air quality standards, this impact would be less than significant.

Impact AQ-6: The proposed project or project variant would not result in other emissions (such as those leading to odors) adversely affecting a substantial number of people. (Less than Significant)

Proposed Project and Project Variant

Typical odor sources of concern include wastewater treatment plants, sanitary landfills, transfer stations, composting facilities, petroleum refineries, asphalt batch plants, chemical manufacturing facilities, fiberglass manufacturing facilities, auto body shops, rendering plants, and coffee-roasting facilities. During construction, diesel exhaust from construction equipment would generate some odors. However, construction-related odors would be temporary and would not persist upon project completion. Observation indicates that the project site is not substantially affected by sources of odors, as noted during a site visit on September 13, 2018.⁷⁹ Additionally, the proposed project or project variant would include between 111 and 116 residential units and 1,300 square feet of retail space and therefore, would not create a significant source of new odors. Therefore, odor impacts would be less than significant.

Cumulative Impacts

Impact C-AQ-1: The proposed project or project variant, in combination with past, present, and reasonably foreseeable future development in the project area would contribute to cumulative air quality impacts. (Less than Significant with Mitigation)

Proposed Project and Project Variant

As discussed above, regional air pollution is by its very nature largely a cumulative impact. Emissions from past, present, and reasonably foreseeable future projects contribute to the region's adverse air quality on a cumulative basis. No single project by itself would be sufficient in size to result in regional nonattainment of ambient air quality standards. Instead, a project's individual emissions contribute to existing cumulative adverse air quality impacts.⁸⁰ The project-level thresholds for criteria air pollutants are based on levels by which new sources are not anticipated to contribute to an air quality violation or result in a considerable net increase in criteria air pollutants. Therefore, because the proposed project's or project variant's construction (Impact AQ-1) and operational (Impact AQ-3) emissions would not exceed the project-level thresholds for criteria air pollutants, neither would result in a cumulatively considerable contribution to regional air quality impacts.

As previously noted, the proposed project or project variant would generate new emissions related to construction vehicle trips, construction equipment operations, and the proposed new building's emergency backup diesel generator within an area already adversely affected by air quality, resulting in a considerable contribution to cumulative health risk impacts on nearby sensitive receptors. This would be a significant cumulative impact. The proposed project or

⁷⁹ TRC, 550 O'Farrell Street Site Visit - September 13, 2018 Notes, September 13, 2018.

⁸⁰ Bay Area Air Quality Management District, CEQA Air Quality Guidelines, May 2017, p. 2-1.

project variant would be required to implement **Mitigation Measure M-AQ-2, Construction Emissions Minimization**, which could reduce construction period emissions by as much as 94 percent and **Mitigation Measure M-AQ-4, Best Available Control Technology for Diesel Generators**, which requires best available control technology to limit emissions from the project’s emergency back-up generator. Implementation of these mitigation measures would reduce the project’s contribution to cumulative air quality impacts to a less-than-significant level. Furthermore, compliance with article 38 would ensure that new sensitive receptors are not substantially affected by existing or proposed sources of toxic air contaminants.

E.9 Greenhouse Gas Emissions

<i>Topics:</i>	<i>Potentially Significant Impact</i>	<i>Less Than Significant with Mitigation Incorporated</i>	<i>Less Than Significant Impact</i>	<i>No Impact</i>	<i>Not Applicable</i>
9. GREENHOUSE GAS EMISSIONS. Would the project:					
a) Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b) Conflict with any applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Greenhouse gas (GHG) emissions and global climate change represent cumulative impacts. GHG emissions cumulatively contribute to the significant adverse environmental impacts of global climate change. No single project could generate enough GHG emissions to noticeably change the global average temperature; instead, the combination of GHG emissions from past, present, and future projects have contributed and will continue to contribute to global climate change and its associated environmental impacts.

The air district has prepared guidelines and methodologies for analyzing GHGs. These guidelines are consistent with CEQA Guidelines sections 15064.4 and 15183.5, which address the analysis and determination of significant impacts from a proposed project’s GHG emissions. CEQA Guidelines section 15064.4 allows lead agencies to rely on a qualitative analysis to describe GHG emissions resulting from a project. CEQA Guidelines section 15183.5 allows for public agencies to analyze and mitigate GHG emissions as part of a larger plan for the reduction of GHGs and describes the required contents of such a plan. Accordingly, San Francisco has prepared Strategies

to Address Greenhouse Gas Emissions,⁸¹ which presents a comprehensive assessment of policies, programs, and ordinances that collectively represent San Francisco’s qualified GHG reduction strategy in compliance with the CEQA guidelines. These GHG reduction actions have resulted in a 36-percent reduction in GHG emissions in 2017 compared to 1990 levels,⁸² exceeding the year 2020 reduction goals outlined in the air district’s 2017 Clean Air Plan,⁸³ Executive Order S-3-05,⁸⁴ and Assembly Bill 32 (also known as the Global Warming Solutions Act).^{85,86}

Given that the City has met the state and region’s 2020 GHG reduction targets and San Francisco’s GHG reduction goals are consistent with, or more aggressive than, the long-term goals established under order S-3-05, order B-30-15, and Senate Bill 32, the City’s GHG reduction goals are consistent with order S-3-05, order B-30-15, Assembly Bill 32, Senate Bill 32, and the 2017 Clean Air Plan. Therefore, proposed projects that are consistent with the City’s GHG reduction strategy would be consistent with the aforementioned GHG reduction goals, would not conflict with these plans or result in significant GHG emissions, and would therefore, not exceed San Francisco’s applicable GHG threshold of significance.

The following analysis of the proposed project’s or project variant’s impact on climate change focuses on the project contribution to cumulatively significant GHG emissions. Because no individual project could emit GHGs at a level that could result in a significant impact on the global climate, this analysis is in a cumulative context, and this section does not include an individual project-specific impact statement.

⁸¹ San Francisco Planning Department, Strategies to Address Greenhouse Gas Emissions in San Francisco, November 2010, http://sfmea.sfplanning.org/GHG_Reduction_Strategy.pdf, and 2017 Greenhouse Gas Reduction Strategy Update, July 2017, http://sfmea.sfplanning.org/GHG/GHG_Strategy_October2017.pdf, accessed June 28, 2019.

⁸² San Francisco Department of the Environment, San Francisco’s Carbon Footprint (2017), June 2019, <https://sfenvironment.org/carbonfootprint>, accessed June 28, 2019.

⁸³ Bay Area Air Quality Management District, 2017 Clean Air Plan, April 19, 2017, <http://www.baaqmd.gov/plans-and-climate/air-quality-plans/current-plans>, accessed June 28, 2019.

⁸⁴ Office of the Governor, Executive Order S-3-05, June 1, 2005, <https://web.archive.org/web/20060922231000/http://gov.ca.gov/index.php?/executive-order/1861/>, June 28, 2019.

⁸⁵ Office of the Governor, Assembly Bill 32, September 27, 2006, http://leginfo.legislature.ca.gov/faces/billNavClient.xhtml?bill_id=200520060AB32, accessed June 28, 2019.

⁸⁶ Executive Order S-3-05, Assembly Bill 32, and the air district’s 2017 Clean Air Plan (continuing the trajectory set in the 2010 Clean Air Plan) set a target of reducing GHG emissions to below 1990 levels by 2020.

Impact C-GG-1: The proposed project or project variant would generate greenhouse gas emissions, but not at levels that would result in a significant impact on the environment or conflict with any policy, plan, or regulation adopted for the purpose of reducing greenhouse gas emissions. (Less than Significant)

Proposed Project and Project Variant

Individual projects contribute to the cumulative effects of climate change by directly or indirectly emitting GHGs during construction and operational phases. Direct operational emissions include GHG emissions from new vehicle trips and area sources (natural gas combustion). Indirect emissions include emissions from electricity providers; energy required to pump, treat, and convey water; and emissions associated with waste removal, disposal, and landfill operations.

The proposed project and project variant would increase the intensity of use of the site by developing 111 and 116 new dwelling units, respectively, and approximately 1,300 square feet of new retail or residential amenity uses. The proposed project or project variant would not include on-site parking. Therefore, the proposed project and project variant would contribute to annual long-term increases in GHGs as a result of increased vehicle trips (mobile sources) and residential and commercial operations that result in an increase in energy use, water use, wastewater treatment, and solid waste disposal. Construction activities would also result in temporary increases in GHG emissions.

The proposed project or project variant would be subject to regulations adopted to reduce GHG emissions as identified in the GHG reduction strategy. As discussed below, compliance with the applicable regulations would reduce the proposed project's or project variant's GHG emissions related to transportation, energy use, waste disposal, wood burning, and use of refrigerants.

Compliance with the City's transportation management programs, Transportation Sustainability Program, bicycle parking requirements, low-emission car parking requirements, and car-sharing requirements, as applicable, would reduce the proposed project's transportation-related emissions. These regulations reduce GHG emissions from single-occupancy vehicles by promoting the use of alternative transportation modes with zero or lower GHG emissions on a per capita basis.

The proposed project or project variant would be required to comply with the energy efficiency requirements of the City's Green Building Code, Stormwater Management Ordinance, Water Efficient Irrigation Ordinance, Commercial Water Conservation Ordinance, and Residential Energy Conservation Ordinance, which would promote energy and water efficiency, thereby reducing the proposed project's or project variant's energy-related GHG emissions.

The proposed project's or project variant's waste-related emissions would be reduced through compliance with the City's Recycling and Compositing Ordinance, Construction and Demolition Debris Recovery Ordinance, Construction and Demolition Debris Recycling Requirements, 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,⁸⁷ and reducing the energy required to produce new materials.

Compliance with the City's street tree-planting requirements would serve to increase carbon sequestration. Other regulations, including the air district's wood-burning regulations would reduce emissions of GHGs and black carbon, respectively. Regulations requiring low-emitting finishes would reduce *volatile organic compounds*.⁸⁸ Thus, the proposed project or project variant was determined to be consistent with San Francisco's GHG reduction strategy.⁸⁹

The project sponsor is required to comply with these regulations, which have proven effective as San Francisco's GHG emissions have measurably decreased when compared to 1990 emissions levels, demonstrating that the City has met and exceeded Executive Order S-3-05, Assembly Bill 32, and the 2017 Clean Air Plan GHG reduction goals for the year 2020. Furthermore, the City has exceeded its 2017 GHG reduction goal of reducing GHG emissions to 25 percent below 1990 levels by 2017. Other existing regulations, such as those implemented through Assembly Bill 32, will continue to reduce a proposed project's contribution to climate change. In addition, San Francisco's local GHG reduction targets are consistent with the long-term GHG reduction goals of Executive Order S-3-05, Executive Order B-30-15, Assembly Bill 32, Senate Bill 32, and the 2017 Clean Air Plan.⁹⁰ Therefore, because the proposed project or project variant would be consistent with the City's GHG reduction strategy, it would also be consistent with the GHG reduction goals of Executive Order S-3-05, Executive Order B-30-15, Assembly Bill 32, Senate Bill 32, and the 2017 Clean Air Plan, would not conflict with these plans, and therefore, would not exceed San Francisco's applicable GHG threshold of significance. As such, the proposed project and project variant would result in a less-than-significant impact with respect to GHG emissions. No mitigation measures are necessary.

⁸⁷ Embodied energy is the total energy required for the extraction, processing, manufacture, and delivery of building materials to the building site.

⁸⁸ While not a GHG, volatile organic compounds are precursor pollutants that form ground-level ozone. Increased ground-level ozone is an anticipated effect of future global warming that would result in added health effects locally. Reducing volatile organic compound emissions would reduce the anticipated local effects of global warming.

⁸⁹ San Francisco Planning Department, *Greenhouse Gas Analysis: Compliance Checklist for 550 O'Farrell Street*, May 11, 2020.

⁹⁰ The San Francisco Department of the Environment is developing a plan to meet carbon neutrality goals to be consistent with statewide Executive Order B-55-18, signed in September 2018.

E.10 Wind

<i>Topics:</i>	<u>Potentially Significant Impact</u>	<u>Less Than Significant with Mitigation Incorporated</u>	<u>Less Than Significant Impact</u>	<u>No Impact</u>	<u>Not Applicable</u>
10. WIND. Would the project:					
a) Create wind hazards in publicly accessible areas of substantial pedestrian use?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Impact WI-1: The proposed project or project variant would not create wind hazards in publicly accessible areas of substantial pedestrian use. (Less than Significant)

Proposed Project and Project Variant

The proposed project or the project variant would include the construction of a 13-story residential and commercial-use building. The project would reach 130 feet in height (146 feet in height to the top of the elevator penthouse). The building’s parapet wall would be 2 feet in height, the mechanical and stair penthouse would be 10 feet in height, and the elevator penthouse would be 16 feet above the roofline, respectively. The project site is adjacent to two buildings that are three and six stories tall. With the proposed project, pedestrian areas of interest would include nearby public sidewalks and the main entrances. The proposed project or project variant 130-foot-tall building would be greater than 80 feet in height and could affect ground-level wind currents on and around the project site. Therefore, a screening-level wind study was prepared to determine if detailed wind-tunnel testing would be required to evaluate project effects on ground-level wind conditions.

The Screening-Level Wind Analysis Report, prepared by Rowan William Davies Inc. in August 2018,⁹¹ reviewed potential wind impacts of the proposed project. An addendum reviewed wind effects of the current design of the proposed project and the project variant.⁹² Those findings are presented below.

Existing Climate and Wind Conditions

The difference in atmospheric pressure between two points on the earth causes air masses to move from the area of higher pressure to the area of lower pressure. This movement of air masses results in wind currents. Meteorological data from the United States Weather Bureau and the air district show that winds from the northwest, west-northwest, west, and west-southwest, reflecting the persistence of sea breezes, are the most prevalent in San Francisco. Average wind speeds are highest during the summer and lowest during the winter with the strongest peak

⁹¹ Rowan William Davies Inc., 550 O’Farrell Street Screening-Level Wind Analysis. August 14, 2018.

⁹² Rowan William Davies Inc., 550 O’Farrell Street Screening-Level Wind Analysis-Addendum March 3, 2020.

winds occurring in the winter. Typically, the highest wind speeds occur during the mid-afternoon, and the lowest wind speeds occur during the early morning.

Buildings and Wind Speed

The direction and speed of wind currents can be altered by natural features of the land or by buildings and structures. Groups of buildings clustered together tend to act as obstacles that reduce wind speeds; the heights, massing, and orientations or profiles of the buildings are some of the factors that can affect wind speeds. When a building is much taller than those around it, rather than a similar height, it can intercept and redirect winds downward that might otherwise flow overhead. The massing of a building can affect wind speeds. In general, slab-shaped buildings have the greatest potential to accelerate ground-level winds, while buildings that have unusual shapes or are more geometrically complex tend to have lesser effects. The orientation or profile of a building is another factor that can affect wind speeds. When the wide face of a building, as opposed to its narrow face, is oriented toward the prevailing wind direction, the building has more surface area to intercept and redirect winds down to ground level.

Existing buildings surrounding the site are predominantly mid- to high-rise ranging in heights from 3 to 14 stories. The taller buildings closest to the proposed site are located at the intersections of Leavenworth and Geary streets to the northwest of the site, on Geary Street to the northeast of the site, and south of the site across O'Farrell Street. The dense surroundings reduce the exposure of the streets to the prevailing winds to a large extent; however, the taller buildings could cause downwashing, redirection, and acceleration of winds. Overall, wind speeds around the existing site are expected to comply with the planning code's 11 mph comfort criterion (discussed below). However, wind speeds are expected to exceed the comfort criterion at the intersection of Leavenworth at Geary and O'Farrell streets due to downwashing and acceleration of the prevailing winds.

Wind Speed, Pedestrian Comfort, and Wind Hazards

The comfort of pedestrians varies under different conditions of sun exposure, temperature, clothing, and wind speed. Winds up to 4 mph have no noticeable effect on pedestrian comfort. With winds from 4 to 8 mph, wind is felt on the face. Winds from 8 to 13 mph will disturb hair, cause clothing to flap, and extend a light flag mounted on a pole. Winds from 13 to 19 mph will raise loose paper, dust, and dry soil, and will disarrange hair. With winds from 19 to 26 mph, the force of the wind will be felt on the body. With 26- to 34-mph winds, umbrellas are used with difficulty, hair is blown straight, walking steadily is difficult, and wind noise is unpleasant. Winds over 34 mph increase difficulty with balance, and gusts can be hazardous and can blow people over.

Planning code section 148, Reduction of Ground-level Wind Currents in C-3 Districts, requires buildings in C-3 districts to be shaped so as not to cause ground-level wind currents to exceed defined comfort and hazard criteria. The comfort criteria require that wind speeds not exceed,

more than 10 percent of the time, 11 mph in substantial pedestrian use areas, and 7 mph in public seating areas. The hazard criterion requires that buildings not cause equivalent wind speeds to reach or exceed the hazard level of 26 mph, as averaged from a single full hour of the year. The hazard criterion is based on winds that are measured for one hour and averaged corresponding to a one-minute average of 36 mph to distinguish between the wind comfort conditions and hazardous winds. The planning code defines these wind speeds in terms of equivalent wind speeds, which are average wind speed (mean velocity), adjusted to include the level of gustiness and turbulence. Although section 148 does not apply to the project site, for the purposes of evaluating wind impacts under CEQA, the section 148 wind hazard criterion is used to determine if the proposed project would have significant impacts.

Given the size, location, and features of the proposed project or the project variant, the wind study and the addendum concluded that the project would not be expected to alter existing wind conditions substantially. However, a slight increase in wind speeds may occur directly around the proposed building on O'Farrell Street. The report determined that wind conditions would not exceed the wind hazard criterion at any street-level pedestrian areas near the project site. Therefore, because the proposed project would not be expected to cause any exceedance of the wind hazard criterion in any public pedestrian areas near the project site, it would have a less-than-significant wind impact.

Impact C-WI-1: The proposed project or project variant, in combination with past, present, and reasonably foreseeable future projects, would not result in a cumulative wind impact. (Less than Significant)

Proposed Project and Project Variant

The wind report reviewed potential cumulative development in the project vicinity. For purposes of evaluating cumulative conditions, five projects within 1,600 feet of the project site were considered: 651 Geary Street, 736 Hyde Street, 824 Hyde Street, 955 Post Street, and 611 Jones Street. The 13-story 651 Geary Street project would be upwind of the proposed project; the wind report concluded that wind effects of that project would affect Geary Street, but would not affect street-level conditions on O'Farrell Street. The other cumulative projects would not affect conditions near the project site because of their size or location. For these reasons, the proposed project or project variant, in combination with past, present, and reasonably foreseeable future projects, would not result in a significant cumulative wind impact.

E.11 Shadow

<i>Topics:</i>	<u>Potentially Significant Impact</u>	<u>Less Than Significant with Mitigation Incorporated</u>	<u>Less Than Significant Impact</u>	<u>No Impact</u>	<u>Not Applicable</u>
11. SHADOW. Would the project:					
a) Create new shadow that substantially and adversely affects the use and enjoyment of publicly accessible open spaces?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Impact SH-1: The proposed project or project variant would not create new shadow that substantially and adversely affects the use and enjoyment of publicly accessible open space. (Less than Significant)

Proposed Project and Project Variant

In 1984, San Francisco voters approved an initiative known as “Proposition K, The Sunlight Ordinance,” which was codified as planning code section 295 in 1985. Planning code section 295 generally prohibits new structures above 40 feet in height that would cast additional shadows on an open space that is under the jurisdiction of the San Francisco Recreation and Park Commission between one hour after sunrise and one hour before sunset, at any time of the year, unless that shadow would not result in a significant adverse effect on the use of the open space. Public open spaces that are not under the jurisdiction of the recreation and park commission, as well as private open spaces open to the public, are not subject to planning code section 295, but are also assessed for shadow impacts under CEQA. In addition, schoolyards associated with schools participating in the Shared Schoolyard Project, and open space managed by San Francisco Public works, are also assessed for shadow effects under CEQA.

Implementation of the proposed project or project variant would result in the construction of a building exceeding 40 feet in height. The planning department prepared a preliminary shadow fan analysis to determine whether the proposed project would have the potential to cast new shadow on nearby parks or open spaces.⁹³ The shadow fan analysis determined that the project, as proposed at 130 feet and 146 feet (including elevator penthouse), would not cast shadow on any nearby public parks or open spaces.

The proposed project or project variant would shade portions of streets, sidewalks, and private properties in the project vicinity at various times of the day throughout the year. Shadows on streets and sidewalks would be transitory in nature, would not substantially affect the use of the sidewalks, and would not increase shadows above levels that are common and generally expected in a densely developed urban environment. As such, shadows on streets and sidewalks

⁹³ San Francisco Planning Department, *550 O’Farrell Street - Shadow Fan*, April 26, 2018.

would not be significant effects 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 not be considered a significant impact under CEQA.

For these reasons, the proposed project or project variant would not create new shadow in a manner that substantially and adversely affects outdoor recreation facilities or other public areas, and this impact would be less than significant.

Impact C-SH-1: The proposed project or project variant, in combination with past, present, and reasonably foreseeable future projects, would not result in a significant cumulative shadow impact. (Less than Significant)

Proposed Project and Project Variant

As discussed above, the proposed project or project variant would not shade any nearby public parks or open spaces. Therefore, the proposed project or project variant, in combination with past, present, and reasonably foreseeable future projects, would contribute to a significant cumulative shadow impact.

E.12 Recreation

<i>Topics:</i>	<u>Potentially Significant Impact</u>	<u>Less Than Significant with Mitigation Incorporated</u>	<u>Less Than Significant Impact</u>	<u>No Impact</u>	<u>Not Applicable</u>
12. RECREATION. Would the project:					
a) Increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facilities would occur or be accelerated?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b) Include recreational facilities or require the construction or expansion of recreational facilities that might have an adverse physical effect on the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Impact RE-1: The proposed project or project variant would not result in a substantial increase in the use of existing parks and recreational facilities, or the deterioration of such facilities. The proposed project would not include the demolition or construction of recreation facilities, or require the construction or expansion of recreational facilities. (Less than Significant)

There are several parks and open spaces located within a half mile of the project site. These include Boeddeker Park at Eddy and Jones streets, the Tenderloin Children’s Recreation Center

on Ellis Street between Leavenworth and Hyde streets, and Sgt. John Macaulay Park, at Larkin and O'Farrell streets, each located between two and three blocks from the project site.

The proposed project or project variant would add approximately 255 to 267 residents to the project site. Given the size of the project, it is anticipated that these existing recreational facilities would be able to accommodate the relatively minor increase in demand for recreational resources that would be generated by the project residents without causing deterioration of these facilities or requiring their expansion. Therefore, the proposed project or project variant would not increase the use of existing recreational facilities such that substantial physical deterioration of the facilities would occur or be accelerated. Furthermore, project-related construction activities would occur within the boundaries of the project site, which does not include any existing recreational resources. For these reasons, the proposed project or project variant would have a less-than-significant impact on recreational facilities and resources.

Planning code section 135 requires residential developments in RC-4 zoning districts to provide 36 square feet of private open space per dwelling unit or 48 square feet of common open space per dwelling unit. With the proposed project or project variant, four dwelling units would include private patios as open space. The proposed project and the project variant would exceed open space requirements by including 5,650 square feet of common open space, the equivalent of the requirement for 117 residential units. The project or project variant would meet planning code open space requirements.

Impact C-RE-1: The proposed project or project variant, in combination with past, present, and reasonably foreseeable future projects, would not result in a cumulative impact on recreational facilities or resources. (Less than Significant)

Proposed Project and Project Variant

Cumulative development in the project vicinity would result in an intensification of land uses and a cumulative increase in the demand for recreational facilities and resources. The City has accounted for such growth as part of the Recreation and Open Space Element of the City's general plan.⁹⁴ In addition, San Francisco voters passed two bond measures, in 2008 and 2012, to fund the acquisition, planning, and renovation of the City's network of recreational resources. As discussed above, there are several parks and open spaces located within a half mile of the project site. As described in **section E.3, Population and Housing**, the proposed project would add approximately 255 to 267 new residents to the area, which could incrementally increase demand for open space in the project vicinity and the city in general. However, similar to the proposed project, any future residential development would be required to provide common and/or private open space, as defined in the planning code. Furthermore, the additional population that would

⁹⁴ San Francisco Planning Department, San Francisco General Plan, Recreation and Open Space Element, April 2014, pp. 20-36. Available online at http://www.sf-planning.org/ftp/General_Plan/Recreation_OpenSpace_Element_ADOPTED.pdf, accessed February 4, 2019.

be added to the project area as a result of project implementation would represent a very small proportion of the residents of the Tenderloin neighborhood. Future residents of reasonably foreseeable cumulative development projects in the vicinity (Table 1: Cumulative Projects within ¼ mile of Project Site, p. 14) would also use some of the same public parks, open spaces, and recreation facilities as the residents of the proposed project.

Future planned development in the project vicinity would result in an intensification of land uses compared to existing conditions, and a cumulative increase in the demand for recreational facilities and resources. The City has accounted for such growth as part of the Recreation and Open Space Element of the general plan. Although the proposed project or project variant, in combination with cumulative development projects (Table 1: Cumulative Projects within ¼ mile of Project Site, p. 14) would add up to an additional 267 permanent residents to the project site, the number of new residents would not be large enough so as to substantially increase demand for, or use of, either neighborhood parks and recreational facilities (discussed above) or citywide facilities, such as Golden Gate Park, such that substantial physical deterioration would be expected. It is expected that these existing recreational facilities would be able to accommodate the increase in demand for recreational resources generated by nearby cumulative development projects. For these reasons, the proposed project or project variant, in combination with past, present, and reasonably foreseeable future projects, would not result in a cumulatively considerable impact on recreational facilities or resources.

E.13 Utilities and Service Systems

<u>Topics:</u>	<u>Potentially Significant Impact</u>	<u>Less Than Significant with Mitigation Incorporated</u>	<u>Less Than Significant Impact</u>	<u>No Impact</u>	<u>Not Applicable</u>
13. 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?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b) Have sufficient water supplies available to serve the project and reasonably foreseeable future development during normal, dry and multiple dry years?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

<u>Topics:</u>	<i>Potentially Significant Impact</i>	<i>Less Than Significant with Mitigation Incorporated</i>	<i>Less Than Significant Impact</i>	<i>No Impact</i>	<i>Not Applicable</i>
c) Result in a determination by the wastewater treatment provider which serves or may serve the project that it has inadequate capacity to serve the project's projected demand in addition to the provider's existing commitments?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
d) Generate solid waste in excess of state or local standards, or in excess of the capacity of local infrastructure, or otherwise impair the attainment of solid waste reduction goals?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
e) Comply with federal, state, and local management and reduction statutes and regulations related to solid waste?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

The project site is within an urban area that is served by utility service systems, including water, wastewater and stormwater collection and treatment, electricity, natural gas, telecommunications, and solid waste collection and disposal. The proposed project would add new daytime and nighttime population to the site that would increase the demand for utilities and service systems on the site, but not in excess of amounts expected and provided for in the project area.

Impact UT-1: The proposed project or project variant would not 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 would cause a significant environmental effect (Less than Significant).

Proposed Project and Project Variant

The project site is served by the city's combined sewer system, which handles both sewage and stormwater runoff. The Southeast Water Pollution Control Plant (Southeast Plant) provides wastewater and stormwater treatment and management for the east side of the city, including the project site. Stormwater discharges from city buildings, including the existing garage, are treated to standards specified in San Francisco's National Pollutant Discharge Elimination System (NPDES) permit, which is described in **section E.17, Hydrology and Water Quality**. No new sewer or stormwater facilities or construction would be needed to serve the proposed project.

The project site is currently covered with impervious surfaces; proposed construction and development would not create any additional impervious surfaces that would substantially

increase total stormwater volume discharged through the combined sewer system. As described in DEIR **chapter 2, Project Description**, the proposed project and project variant would include an approximately 2,000-sf landscaped rear yard and would therefore reduce impervious surface area over existing conditions. While both the proposed project and project variant would add sewage flows in the area, stormwater and wastewater treatment and collection would not exceed existing capacity of the combined system.

Because the project site is fully developed at present, new development would not result in an increase in stormwater runoff. However, the project would be required to comply with the City's Stormwater Design Guidelines, and thus would be required to reduce the total stormwater runoff volume and peak stormwater runoff rate, compared to existing conditions. The project would be required to reduce operational impacts on water and waste water quality as required by the San Francisco Industrial Waste Ordinance (Article 4.2 of the Public Works Code), to meet the Regional Water Quality Control Board requirements. Further, the project would be required to comply with article 4.1, order number 158170 of the public works code, which prohibits increases in sewage and wastewater discharge for new development and therefore, would not result in expansion or relocation of existing infrastructure treatment facilities or expansion of existing ones.

It is expected that the project or variant would increase demand for utility services in the area. However, the project site is located within a developed area served by existing electric power, natural gas, and telecommunications and it would not necessitate the construction of new power generation, natural gas, or telecommunications infrastructure.

Although the proposed project or project variant would add new residents and employees to the project site, this additional population is not beyond the growth projections included in long-range plans for the city's wastewater system. Therefore, the incremental increase in the demand for wastewater treatment would not require construction of new wastewater treatment facilities or expansion of existing facilities. Therefore, the project or project variant would not require relocation or construction of facilities for any of those services.

Impact UT-2: Sufficient water supplies are available to serve the proposed project or project variant and reasonably foreseeable future development in normal, dry, and multiple dry years unless the Bay Delta Plan Amendment is implemented; in that event the SFPUC may develop new or expanded water supply facilities to address shortfalls in single and multiple dry years but this would occur with or without the proposed project or project variant. Impacts related to new or expanded water supply facilities cannot be identified at this time or implemented in the near term; instead, the SFPUC would address supply shortfalls through increased rationing, which could result in significant cumulative effects, but the project would not make a considerable contribution to impacts from increased rationing. (Less than Significant)

Proposed Project and Project Variant

Water Supply

In June 2016, the SFPUC adopted the 2015 Urban Water Management Plan for the City and County of San Francisco.⁹⁵ The plan estimates that current and projected water supplies will be sufficient to meet future retail demand⁹⁶ through 2035 under normal year, single dry-year, and multiple dry-year conditions; however, if a multiple dry-year event occurs, the SFPUC would implement water use and supply reductions through its drought response plan and a corresponding retail water shortage allocation plan.

In December 2018, the state water board adopted amendments to the Water Quality Control Plan for the San Francisco Bay/Sacramento-San Joaquin Delta Estuary, which establishes water quality objectives to maintain the health of our rivers and the Bay-Delta ecosystem (the Bay-Delta Plan Amendment).⁹⁷ The state water board has stated that it intends to implement the Bay-Delta Plan Amendment by 2022, assuming all required approvals are obtained by that time. Implementation of the Bay-Delta Plan Amendment would result in a substantial reduction in the SFPUC's water supplies from the Tuolumne River watershed during dry years, requiring rationing to a greater degree in San Francisco than previously anticipated to address supply shortages not accounted for in the 2015 Urban Water Management Plan.

The SFPUC has prepared a memorandum discussing future water supply scenarios given adoption of the Bay-Delta Plan Amendment.⁹⁸ As discussed in the SFPUC memorandum, implementation of the plan amendment is uncertain for several reasons and whether, when, and the form in which the Bay-Delta Plan Amendment would be implemented, and how those amendments could affect SFPUC's water supply, is currently unknown. The SFPUC memorandum estimates total shortfalls in water supply (that is, total retail demand minus total retail supply) to retail customers through 2040 under three increasingly supply-limited scenarios:

1. Without implementation of the Bay-Delta Plan Amendment wherein the water supply and demand assumptions contained in the 2015 Urban Water Management Plan and the 2009 Water Supply Agreement as amended would remain applicable.

⁹⁵ San Francisco Public Utilities Commission, 2015 Urban Water Management Plan for the City and County of San Francisco, June 2016, <https://sfwater.org/index.aspx?page=75>, accessed June 3, 2019.

⁹⁶ "Retail" demand represents water the SFPUC provides to individual customers within San Francisco. "Wholesale" demand represents water the SFPUC provides to other water agencies supplying other jurisdictions.

⁹⁷ State Water Resources Control Board Resolution no. 2018-0059, Adoption of Amendments to the Water Quality Control Plan for the San Francisco Bay/Sacramento-San Joaquin Delta Estuary and Final Substitute Environmental Document, December 12, 2018, https://www.waterboards.ca.gov/plans_policies/docs/2018wqcp.pdf, accessed June 3, 2019.

⁹⁸ Memorandum from Steven R. Ritchie, SFPUC to Lisa Gibson, ERO, San Francisco Planning Department, Environmental Planning Division, May 31, 2019.

2. With implementation of a voluntary agreement between the SFPUC and the state water board that would include a combination of flow and non-flow measures that are designed to benefit fisheries at a lower water cost, particularly during multiple dry years, than would occur under the Bay-Delta Plan Amendment.
3. With implementation of the Bay-Delta Plan Amendment as adopted.

As estimated in the SFPUC memorandum, water supply shortfalls during dry years would be lowest without implementation and highest with implementation of the Bay-Delta Plan Amendment. Shortfalls under the proposed voluntary agreement would be between those with and without implementation of the Bay-Delta Plan Amendment.⁹⁹

Under these three scenarios, the SFPUC would have adequate water to meet total retail demands through 2040 in normal years.¹⁰⁰ For single dry and multiple (years 1, 2, and 3) dry years of an extended drought, the SFPUC memorandum estimates that shortfalls of water supply relative to demand would occur both with and without implementation of the Bay-Delta Plan Amendment. Without implementation of the plan amendment, shortfalls would range from approximately 3.6 to 6.1 million gallons per day (mgd) or a 5 to 6.8-percent shortfall during dry years through the year 2040.

With implementation of the Bay-Delta Plan Amendment, shortfalls would range from 12.3 mgd (15.6 percent) in a single dry year to 36.1 mgd (45.7 percent) in years seven and eight of the 8.5-year design drought based on 2025 demand levels and from 21 mgd (23.4 percent) in a single dry year to 44.8 mgd (49.8 percent) in years seven and eight of the 8.5-year design drought based on 2040 demand.

The proposed project or project variant does not require a water supply assessment under the California Water Code. 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 15155.¹⁰¹ The proposed mixed-use

⁹⁹ On March 26, 2019, the SFPUC adopted Resolution No. 19-0057 to support its participation in the voluntary agreement negotiation process. To date, those negotiations are ongoing under the California Natural Resources Agency. The SFPUC submitted a proposed project description that could be the basis for a voluntary agreement to the state water board on March 1, 2019. As the proposed voluntary agreement has yet to be accepted by the state water board as an alternative to the Bay-Delta Plan Amendment, the shortages that would occur with its implementation are not known with certainty; however, if accepted, the voluntary agreement would result in dry year shortfalls of a lesser magnitude than under the Bay-Delta Plan Amendment.

¹⁰⁰ Based on historic records of hydrology and reservoir inflow from 1920 to 2017, current delivery and flow obligations, and fully implemented infrastructure under the 2018 Phased Water System Improvement Program Variant, normal, or wet years occurred 85 out of 97 years. This translates into roughly 9 normal or wet years out of every 10 years. Conversely, system-wide rationing is required roughly one out of every 10 years. This frequency is expected to increase as climate change intensifies.

¹⁰¹ Pursuant to CEQA Guidelines section 15155(1), “a water-demand project” means:

(A) A residential development of more than 500 dwelling units.

residential project or project variant would result in up to 116 residential units and 1,300 square feet of retail/commercial land use; as such it does not qualify as a “water-demand” project as defined by CEQA Guidelines section 15155(a)(1) and a water supply assessment is not required and has not been prepared for the project.

While a water supply assessment is not required, the following discussion provides an estimate of the project’s or project variant’s maximum water demand in relation to the three supply scenarios. No single development project alone in San Francisco would require the development of new or expanded water supply facilities or require the SFPUC to take other actions, such as imposing a higher level of rationing across the city in the event of a supply shortage in dry years. Therefore, a separate project-only analysis is not provided for this topic. The following analysis instead considers whether the proposed project or project variant in combination with both existing development and projected growth through 2040 would require new or expanded water supply facilities, the construction or relocation of which could have significant cumulative impacts on the environment. It also considers whether a high level of rationing would be required that could have significant cumulative impacts. It is only under this cumulative context that development in San Francisco could have the potential to require new or expanded water supply facilities or require the SFPUC to take other actions, which in turn could result in significant physical environmental impacts related to water supply. If significant cumulative impacts could result, then the analysis considers whether the project or project variant would make a considerable contribution to the cumulative impact.

Based on guidance from the California Department of Water Resources and a citywide demand analysis, the SFPUC has established 50,000 gallons per day as an equivalent project demand for projects that do not meet the definitions provided in CEQA Guidelines section 15155(a)(1).¹⁰² The development proposed by the project or project variant would represent 23 percent of the 500-unit limit and 0.3 percent of the 500,000 square feet of commercial space provided in section 15155(1)(A) and (B), respectively. In addition, the proposed project or project variant would incorporate water-efficient fixtures as required by Title 24 of the California Code of Regulations

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- (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.

¹⁰² Memorandum, from Steven R. Ritchie, Assistant General Manager, Water Enterprise, SFPUC to Lisa Gibson, ERO, San Francisco Planning Department – Environmental Planning, May 31, 2019.

and the city's Green Building Ordinance. It is therefore reasonable to assume that the proposed project or project variant would result in an average daily demand of less than 50,000 gallons per day of water.

The SFPUC has prepared estimates of total retail demand in five-year intervals from 2020 through 2040.¹⁰³ Assuming the proposed project or project variant would demand no more than 50,000 gallons of water per day (or 0.05 mgd). At most, the proposed project's or project variant's water demand would represent a small fraction of the total projected retail water demand, ranging from 0.07 to 0.06 percent between 2020 and 2040. As such, the project's water demand is not substantial enough to require or result in the relocation or construction of new or expanded water facilities, the construction or relocation of which could cause significant environmental effects.

Sufficient water supplies are available to serve the proposed project or project variant and reasonably foreseeable future development in normal, dry, and multiple dry years unless the Bay-Delta Plan Amendment is implemented. As indicated above, the proposed project or project variant's maximum demand would represent less than 0.06 percent of the total retail demand in 2040 when implementation of the Bay-Delta Plan Amendment would result in a retail supply shortfall of up to 49.8 percent in a multi-year drought. The SFPUC has indicated that it is accelerating its efforts to develop additional water supplies and explore other projects that would increase overall water supply resilience in the case that the Bay-Delta Plan Amendment is implemented. The SFPUC has identified possible projects that it will study, but it has not determined the feasibility of the possible projects, has not made any decision to pursue any particular supply projects, and has determined that the identified potential projects would take anywhere from 10 to 30 years or more to implement. The potential impacts that could result from the construction and/or operation of any such water supply facility projects cannot be identified at this time. In any event, under such a worst-case scenario, the demand for the SFPUC to develop new or expanded dry-year water supplies would exist regardless of whether the proposed project or project variant is constructed.

Given the long lead times associated with developing additional water supplies, in the event the Bay-Delta Plan Amendment were to take effect sometime after 2022 and result in a dry-year shortfall, the expected action of the SFPUC for the next 10 to 30 years (or more) would be limited to requiring increased rationing. As discussed in the SFPUC memorandum, the SFPUC has established a process through its Retail Water Shortage Allocation Plan for actions it would take under circumstances requiring rationing. The level of rationing that would be required of the proposed project is unknown at this time. Both direct and indirect environmental impacts could result from high levels of rationing. However, the small increase in potable water demand attributable to the project or project variant compared to citywide demand would not substantially affect the levels of dry-year rationing that would otherwise be required throughout the city. Therefore, the proposed project or project variant would not make a considerable

¹⁰³ 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>.

contribution to a cumulative environmental impact caused by implementation of the Bay-Delta Plan Amendment.

Impact UT-3: The proposed project or project variant would not increase demand for wastewater treatment services such that its wastewater treatment provider would have inadequate capacity to serve the project's or variant's projected demand in addition to the provider's existing commitments. (Less than Significant)

Proposed Project and Project Variant

As discussed under Impact UT-1 above, 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. No new sewer or stormwater facilities or construction would be needed to serve the proposed project or project variant. The proposed project and project variant would meet the wastewater pre-treatment requirements of the SFPUC, as required by the San Francisco Industrial Waste Ordinance to meet Regional Water Quality Control Board requirements. The proposed project and project variant would add residential units and retail uses to the project site, which would incrementally increase the demand for wastewater and stormwater treatment services, but not in excess of amounts expected and provided for in the project area.

Because the project site is currently entirely covered with impervious surfaces and the proposed project or project variant would not create any additional impervious surfaces, changes in the total stormwater volume discharged through the combined sewer system would be negligible. As discussed in **section E.16, Geology and Soils** and **section E.17, Hydrology and Water Quality**, construction dewatering activities would be unlikely because no onsite groundwater was encountered 25 feet below ground surface. Should dewatering be found to be necessary, however, the Bureau of Systems Planning, Environment, and Compliance division of the SFPUC must be notified of projects necessitating dewatering. The SFPUC may require water analysis before discharge to the combined sewer system. The project would be required to obtain a Batch Wastewater Discharge Permit from the SFPUC Wastewater Enterprise Collection System Division prior to any dewatering activities. While the proposed project or project variant would add to sewage flows in the area, it would not cause collection treatment capacity of the sewer system in the city to be exceeded. In light of the above, the proposed project or project variant would not exceed wastewater treatment requirements of the Regional Water Quality Control Board and would not require the construction of new wastewater/stormwater treatment facilities or expansion of existing ones. Because the project site is fully developed at present, new development could not result in an increase in stormwater runoff. However, the project or project variant would be required to comply with the City's Stormwater Management Requirements and Design Guidelines, and the Stormwater Management Ordinance (see Impact UT-1) would be required to reduce the total stormwater runoff volume and peak stormwater runoff rate by 25 percent, compared to existing conditions. The proposed project or project variant would

incorporate Low Impact Design approaches and best management practices, such as rainwater reuse, landscape planters, rain gardens, and green roofs. The SFPUC would review and approve the project's stormwater compliance strategy. Therefore, the proposed project or project variant would not substantially increase the demand for wastewater and would result in a less-than-significant impact on wastewater treatment and storm drainage facilities.

Impact UT-4: The proposed project or project variant would be served by a landfill with sufficient permitted capacity to accommodate the project's solid waste disposal needs, would not impair the attainment of solid waste reduction goals, and construction and operation of the proposed project would comply with all applicable statutes and regulations related to solid waste. (Less than Significant)

Proposed Project and Project Variant

In September 2015, the City approved an Agreement with Recology, Inc. for the transport and disposal of the City's municipal solid waste at the Recology Hay Road Landfill in Solano County. The City began disposing its municipal solid waste at Recology Hay Road Landfill in January 2016, and that practice is anticipated to continue for approximately nine years, with an option to renew the agreement thereafter for an additional six years. Reports filed by the San Francisco Department of the Environment show that the city generated approximately 870,000 tons of waste material in 2000. By 2010, that figure decreased to approximately 455,000 tons. Waste diverted from landfills is defined as recycled or composted. San Francisco has a goal of 75-percent landfill diversion by 2010, and 100 percent by 2020.¹⁰⁴ As of 2012, 80 percent of San Francisco's solid waste was being diverted from landfills, indicating that San Francisco met the 2010 diversion target.¹⁰⁵ The proposed project or project variant would comply with San Francisco's Construction and Demolition Debris Recovery Ordinance, which requires mixed construction and demolition debris be transported by a registered transporter and taken to a registered facility that must recover for reuse or recycling and divert from landfill at least 65 percent of all received construction and demolition debris. The San Francisco Green Building Code requires certain projects to submit a recovery plan to the department of the environment demonstrating recovery or diversion of at least 75 percent of all demolition debris. San Francisco's Mandatory Recycling and Composting Ordinance no. 100-09 requires all properties and everyone in the city to separate their recyclables, compostable materials, and landfill trash. Further, the proposed project or project variant would comply with provisions of the California Integrated Waste Management Act of 1989, which requires municipalities to adopt an integrated waste management plan to establish objectives, policies, and programs relative to waste disposal, management, source reduction, and recycling. The proposed project or project variant would also comply with the

¹⁰⁴ San Francisco Department of the Environment, Zero Waste Frequently Asked Questions. Available online at: <http://sfenvironment.org/article/zero-waste-frequently-asked-questions-faqs>. Accessed February 7, 2019.

¹⁰⁵ Office of the Mayor, Mayor Lee Announces San Francisco Reaches 80 Percent Landfill Waste Diversion, October 2012. Available online at: <http://www.sfmayor.org/index.aspx?recordid=113&page=846>. Accessed February 7, 2019.

Construction and Demolition Recovery Ordinance, Green Building Code, and Mandatory Recycling and Composting Ordinance requirements.

Although the proposed project or project variant would incrementally increase total waste generation from the city, the increasing rate of diversion through recycling and other methods would result in a decreasing share of total waste that requires deposition into the landfill. Given this net reduction in landfill waste and the City's recent agreement for disposal of municipal solid waste at the Recology Hay Road Landfill in Solano County, the solid waste generated by project construction and operation would not result in the landfill exceeding its permitted capacity.

Solid waste generated from the project's construction and operation would comply with statutes and regulations for solid waste disposal, and no associated impacts related to compliance with solid waste regulations would occur.

Because the proposed project or project variant would comply with all applicable local, state, and federal laws and regulations pertaining to solid waste, the project's impact on solid waste generation would be less than significant.

Impact C-UT-1: The proposed project or project variant in combination with reasonably foreseeable cumulative development would not result in any significant effects related to utilities or service systems. (Less than Significant)

Proposed Project and Project Variant

The proposed project or project variant would not substantially impact utility supplies in the existing service area. Cumulative development in the project site vicinity would incrementally increase demand on citywide utilities and service systems, but not beyond levels anticipated and planned for by public service providers. Future development projects in the site vicinity would be subject to the same water conservation, wastewater discharge, construction demolition and debris, and recycling and composting regulations applicable to the proposed project.

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.

Nearby development would not contribute to a cumulatively substantial effect on the utility infrastructure within the project area. Furthermore, existing services would accommodate anticipated growth in the surrounding area and the region. For these reasons, the proposed project or project variant, in combination with past, present, and reasonably foreseeable future projects, would not result in a significant cumulative impact on utilities and service systems.

E.14 Public Services

<i>Topics:</i>	<i>Potentially Significant Impact</i>	<i>Less Than Significant with Mitigation Incorporated</i>	<i>Less Than Significant Impact</i>	<i>No Impact</i>	<i>Not Applicable</i>
14. PUBLIC SERVICES. Would the project:					
a) Result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, 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 of the public services such as fire protection, police protection, schools, parks, or other public facilities?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

The proposed project’s and project variant’s impacts on parks are discussed in **section E.12, Recreation**. Impacts on other public services are discussed below.

Impact PS-1: The proposed project or project variant would not significantly increase the demand for police services, and would not result in substantial adverse impacts associated with the provision of such services. (Less than Significant)

Proposed Project and Project Variant

The proposed project or project variant would result in more intensive use of the project site than currently exists, and thus would likely incrementally increase police service calls in the project area. Police protection is provided by the Tenderloin Police Station located at 301 Eddy Street, approximately two blocks south of the project site. Although the proposed project or project variant could increase the number of calls received from the area or the level of regulatory oversight that must be provided as a result of the increased concentration of activity on site, the increase in service calls would not be substantial in light of the existing demand for police protection services. The Tenderloin Police Station would accommodate a minor increase in demand for police services and crime prevention in the area. Meeting the additional service demand of the project would not require the construction of new police facilities. Hence, the proposed project or project variant would have a less-than-significant impact on police services.

Impact PS-2: The proposed project or variant would not significantly increase demand for fire protection services, and would not result in substantial adverse impacts associated with the provision of such service. (Less than Significant)

Proposed Project and Project Variant

The proposed project or project variant would result in more intensive use of the project site than currently exists, and thus, as with police service calls, would likely incrementally increase fire service calls in the project area. The project site receives fire protection services from the San Francisco Fire Department. Fire stations located nearby include Station 3 at 1067 Post Street (at the corner of Polk and Post streets, approximately five blocks northwest of the project site) and Station 1 at 935 Folsom (at Fifth Street, approximately eight long blocks southeast of the project site). Although the proposed project or project variant would increase the number of calls received from the area, the increase in service calls would not be substantial in light of existing demand for fire protection services. Furthermore, the proposed project or project variant would be required to comply with all applicable building and fire codes, which establish requirements pertaining to fire protection systems, including but not limited to the provision of state-mandated smoke alarms, fire alarms, and sprinkler systems, fire extinguishers, required number and location of egress with appropriate distance separation, and emergency response notification systems. Because the proposed project or project variant would be required to comply with all applicable building and fire codes, and the proposed project or project variant would result in an incremental increase in demand for service and oversight, it would not result in the need for new fire protection facilities and therefore, would not result in significant impacts on the physical environment. Hence, the proposed project or project variant would have a less-than-significant impact on fire protection services.

Impact PS-3: The proposed project or project variant could potentially generate increased enrollment in San Francisco schools, but this increase would not result in substantial adverse physical impacts associated with the provision of new or physically altered school facilities, the construction of which could cause significant environmental impacts, in order to provide acceptable school facilities and services. (Less than Significant)

Proposed Project and Project Variant

The San Francisco Unified School District (SFUSD) maintains a property and building portfolio that has capacity for 63,400 students.¹⁰⁶ Between 2000 and 2010, overall enrollment in the SFUSD experienced a large decline but the district has experienced a gradual increase in enrollment during the past decade.¹⁰⁷ Total enrollment in the district increased to about 52,763 in the 2017-

¹⁰⁶ This analysis was informed, in part, by a Target Enrollment Survey the San Francisco Unified School District performed of all schools in 2010.

¹⁰⁷ San Francisco Unified School District, *San Francisco Bay Area Planning and Urban Research (SPUR) Forum Presentation, Growing Population, Growing Schools*, August 31, 2016. Online at:

2018 school year.¹⁰⁸ In addition, for the 2018–2019 school year, approximately 4,502 students enrolled in public charter schools that are operated by other organizations but located in school district facilities.¹⁰⁹ Thus, even with increasing enrollment, the SFUSD currently has more classrooms district-wide than needed.¹¹⁰ However, the net effect of housing development across San Francisco is expected to increase enrollment by 5,000 students by 2030 with an estimated increase of up to 5,000 more public school students by 2040.¹¹¹ Therefore, eventually enrollment is likely to exceed the capacity of current SFUSD facilities.¹¹²

SFUSD works with the planning department and other city agencies to develop public school student enrollment projections and inform its facility planning. As SFUSD teaching and learning evolves beyond 20th-century teaching methods and utilization, historical capacities will need updating to reflect new standards. SFUSD is currently assessing how best to incorporate the education field’s best practices in terms of space utilization for 21st-century education. This assessment will inform how best to accommodate the anticipated future school population and whether new or different types of facilities are needed. Should additional capacity be required to meet the updated educational space standards and projected public school student population, SFUSD is considering several options. A new school anticipated to have capacity for 500 students is under development in Mission Bay located at the corner of Owens Street and Nelson Rising Lane. In addition, in the near term, there is an existing school site on Treasure Island that will be leased by SFUSD.¹¹³ There is also a project planned for the replacement, renovation, and expansion of the district’s 135 Van Ness property for the Arts Center Campus. SFUSD could also renovate and reconfigure other existing school facilities and assets owned by SFUSD but not currently in school use, as necessary.

https://www.spur.org/sites/default/files/events_pdfs/SPUR%20Forum_August%2031%202016.pptx_.pdf, accessed April 8, 2020.

¹⁰⁸ Lapkoff & Gobalet Demographics Research, Inc., *Demographic Analyses and Enrollment Forecasts, San Francisco Unified School District*, January 2020.

¹⁰⁹ *Ibid.*

¹¹⁰ San Francisco Unified School District, *San Francisco Bay Area Planning and Urban Research (SPUR) Forum Presentation, Growing Population, Growing Schools*, August 31, 2016. Online at: https://www.spur.org/sites/default/files/events_pdfs/SPUR%20Forum_August%2031%202016.pptx_.pdf, accessed April 8, 2020.

¹¹¹ The enrollment forecast prepared for SFUSD notes that there is greater certainty regarding the estimate of 5,000 more students by 2030 than the increase between 2030 and 2040 of an additional 5,000, due to the lack of details in the data regarding the type of anticipated housing during this period.

¹¹² Lapkoff & Gobalet Demographics Research, Inc., *Demographic Analyses and Enrollment Forecasts, San Francisco Unified School District*, January 2020.

¹¹³ Renovation and expansion of that school site was studied in the Treasure Island / Yerba Buena Island Redevelopment Project Draft EIR. For more information, please see *Treasure Island / Yerba Buena Island Redevelopment Project Draft EIR*, Planning Case No. 2007.0903E.

For schools, the SFUSD operates on a lottery system and students may attend schools outside their local geographic boundaries. Also, student generation rates vary by the characteristics of housing, and analysis prepared for SFUSD assumes different student yields for different types of units to develop projections for enrollment. The analysis prepared for the SFUSD used data from recently built housing to determine student generation for market rate units (0.1 student per unit) as well as for inclusionary affordable units (0.25 per unit).¹¹⁴ Applying these rates to the proposed project's or project variant's 111 to 116 dwelling units would result in an enrollment increase in the SFUSD of approximately 15 to 16 public school students.

The proposed project or project variant, primarily residential uses, would incrementally increase the number of school-aged children that would attend public schools, by a total of about 16 students, as noted above. However, this increase would not exceed the projected student capacities that are expected and provided for by the SFUSD. Therefore, implementation of the proposed project or project variant would not necessitate the need for new or physically altered schools.

In addition, the proposed project or project variant would be subject to a citywide development impact fee, which requires a payment of \$3.79 per square feet of assessable space for residential development and \$0.60 per square feet of covered and enclosed space for commercial/industrial development applicable to the "retail and services" constructed within the SFUSD to be funded by the project sponsor and paid to the district.¹¹⁵

Overall, the proposed project or project variant would not result in a substantially increased demand for school facilities, and would not require new or expanded school facilities, and therefore, would result in a less-than-significant impact on school facilities.

Impact PS-4: The proposed project or project variant would not substantially increase demand for government services, and there would be no adverse impact on government facilities. (Less than Significant)

Proposed Project and Project Variant

The proposed project or project variant would incrementally increase demand for governmental services and facilities such as libraries; however, the proposed project or project variant would not be of such a magnitude that the demand could not be accommodated without the need to construct or physically alter these existing facilities. The San Francisco Public Library provides library services throughout the city through 28 neighborhood branches and mobile outreach services. The project site is served by the Main Library (at 100 Larkin Street) and the Chinatown

¹¹⁴ *Ibid.*

¹¹⁵ http://forms.sfplanning.org/Impact_Fee_Schedule_2019_notification.pdf. San Francisco Unified School District, Developer Impact Fee Annual and Five Year Reports for the Fiscal Year Ending June 30, 2015, December 8, 2015. Available online at http://www.sfusd.edu/assets/sfusd-staff/_site-wide/files/SFUSD_AnnualFiveYearReports_FY1415.pdf. Accessed February 7, 2019.

Branch (at 1135 Powell Street), both of which are within one mile of the site. Thus, the existing library system would be able to accommodate the increase in demand for library services generated by the project's or project variant's future residents, and it is anticipated that this population increase could be accommodated by other government services. Therefore, the proposed project or project variant would have less-than-significant impacts on governmental services.

Impact C-PS-1: The proposed project or project variant, combined with past, present, and reasonably foreseeable future projects in the vicinity, would have a less than significant cumulative impact on public services. (Less than Significant)

Proposed Project and Project Variant

The geographic context for an analysis of cumulative impacts on public services includes the service areas of the service providers. For police and fire, this would comprise the service area of the Tenderloin Police Station and Fire Station 3. For schools, the context is the city-wide attendance area of the SFUSD. Each of these service providers, through the annual budgeting process, assesses the adequacy of levels of service and provides for needed expansion, equipment, or school facilities. The proposed project or project variant is not expected to significantly increase demand for public services beyond levels anticipated and planned for by public service providers. Additionally, police and fire services are provided on a cooperative basis; i.e., other stations can respond to calls for service if needed and service would not be restricted to the local police and fire stations.

The SFUSD currently has capacity for additional students anticipated through 2035. As stated above, SFUSD will likely need to increase its classroom capacity in order to accommodate public school students anticipated by 2040 and incorporate best practices for educational space utilization. However, it is too speculative to conduct a meaningful environmental review or identify significant cumulative impacts at this time without more information regarding what action or actions the SFUSD would take to accommodate the additional students, whether SFUSD would choose to accommodate the additional students in a manner that would result in physical changes to the environment, or exactly where those actions would occur. The SFUSD has identified options for accommodating anticipated future public student population, as described above. The additional up to 16 students as a result of the project would not contribute considerably to an impact related to the provision of new school facilities.

Cumulative development in the project area would incrementally increase demand for public services, but not beyond levels anticipated and planned for by public service providers. As discussed in **section E.3, Population and Housing**, implementation of the proposed project or project variant and reasonably foreseeable development projects would not exceed growth projections for San Francisco. Thus, cumulative impacts on public services would be less than significant.

E.15 Biological Resources

<u>Topics:</u>	<u>Potentially Significant Impact</u>	<u>Less Than Significant with Mitigation Incorporated</u>	<u>Less Than Significant Impact</u>	<u>No Impact</u>	<u>Not Applicable</u>
15. BIOLOGICAL RESOURCES:					
Would the project:					
a) Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special-status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Wildlife or U.S. Fish and Wildlife Service?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b) Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations or by the California Department of Fish and Wildlife or U.S. Fish and Wildlife Service?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Have a substantial adverse effect on state or federally protected wetlands (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
e) Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
f) Conflict with the provisions of an adopted habitat conservation plan, natural community conservation plan, or other approved local, regional, or state habitat conservation plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

The proposed project site is in a developed area completely covered by impervious surfaces. The project area does not include riparian habitat or other sensitive natural communities as defined by the California Department of Fish and Wildlife and the United States Fish and Wildlife Service; therefore, question 13b is not applicable to the proposed project or project variant. In addition, the project area does not contain any wetlands as defined by Section 404 of the Clean Water Act; therefore, question 13c is not applicable to the proposed project or project variant. Moreover, the proposed project or project variant does not fall within any local, regional, or state habitat conservation plans; therefore, question 13f is not applicable to the proposed project or project variant.

Impact BI-1: The proposed project or project variant would have no substantial impact on any special status species, (including avian species), or interfere with movement of native species through an existing wildlife corridor. (Less than Significant)

Proposed Project and Project Variant

As stated above, the project site is completely covered with impervious surfaces and does not provide habitat for any rare or endangered plant or animal species. Thus, the proposed project or project variant would not adversely affect or substantially diminish plant or animal habitats. The proposed project or project variant would not interfere with any resident or migratory species, nor affect any rare, threatened, or endangered species.

Migrating birds do pass through San Francisco, but the project site does not contain habitat to support migrating birds. Nesting birds, their nests, and eggs are fully protected by Fish and Game Code (sections 3503 and 3503.5) and the Federal Migratory Bird Treaty Act. Although the proposed project or project variant would be subject to the Migratory Bird Treaty Act, the site does not contain habitat supporting migratory birds; therefore, the project or project variant would have no impact to nesting birds.

There are no riparian corridors, estuaries, marshes, or wetlands in the project vicinity that could be affected by the development in the Downtown/Civic Center neighborhood. In addition, development envisioned within the neighborhood would not substantially interfere with the movement of any resident or migratory wildlife species.

The location, height, and material of buildings, particularly transparent or reflective glass, may present risks for birds as they travel along their migratory paths. The city has adopted guidelines to address this issue and provided regulations for bird-safe design within San Francisco. Planning code section 139, Standards for Bird-Safe Buildings, establishes building design standards to reduce avian mortality rates associated with bird strikes.¹¹⁶ The project site is not located in an Urban Bird Refuge, so the standards concerning location-related hazards are not applicable to the

¹¹⁶ San Francisco Planning Department, *Standards for Bird-Safe Buildings*, July 14, 2001.

proposed project or project variant.¹¹⁷ The proposed project or project variant would comply, as necessary, with the building feature-related hazard standards of section 139 by using bird-safe glazing treatment on 100 percent of any building feature-related hazard.

The proposed project or project variant would not conflict with any local policies or ordinances directed at protecting biological resources and would have no impact on special-status species.

Impact BI-2: The proposed project or project variant would not conflict with the City's local tree ordinance. (Less than Significant)

Proposed Project and Project Variant

There are no existing trees on the project site. Planning code section 138.1(c)(1) requires that for every 20 feet of property frontage along each street, one 24-inch box tree be planted, with any remaining fraction of 10 feet or more of frontage requiring an additional tree. To comply with the ordinance, the project applicant would plant three trees along the O'Farrell Street frontage; a fourth tree would not be feasible because of a sidewalk electrical vault proposed with the project or variant. The proposed project or project variant would request a waiver under the code with payment of an in-lieu fee. Because the proposed project or project variant would not conflict with the City's local tree ordinance, no impact would occur.

Impact C-BI-1: The proposed project or project variant, in combination with past, present, and reasonably foreseeable future projects, would not result in a significant cumulative impact on biological resources. (Less than Significant)

Proposed Project and Project Variant

The project vicinity does not currently support any candidate, sensitive, or special-status species, any riparian habitat, or any other sensitive natural community identified in local or regional plans, policies, or regulations by the California Department of Fish and Wildlife or the United States Fish and Wildlife Service. As with the proposed project or project variant, nearby cumulative development projects would also be subject to the California Fish and Game Code; and the bird-safe building and urban forestry ordinances. As with the proposed project or project variant, with mandatory compliance with these ordinances, the effects of development projects on native or migratory birds would be less than significant.

The proposed project or project variant would not modify any natural habitat and would have no impact on any candidate, sensitive, or special-status species, any riparian habitat, or other sensitive natural community; and/or would not conflict with any local policy or ordinance protecting biological resources or an approved conservation plan. For these reasons, the proposed project or project variant would not have the potential to combine with past, present, and reasonably foreseeable future projects in the project vicinity to result in a significant cumulative

¹¹⁷ San Francisco Planning Department, *Urban Bird Refuge Map*, http://maps.sfplanning.org/Urban_Bird_Refuge_Poster.pdf, accessed April 19, 2019.

impact related to biological resources. Therefore, cumulative impacts on biological resources would be less than significant.

E.16 Geology and Soils

<u>Topics:</u>	<u>Potentially Significant Impact</u>	<u>Less Than Significant with Mitigation Incorporated</u>	<u>Less Than Significant Impact</u>	<u>No Impact</u>	<u>Not Applicable</u>
16. 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.	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
ii) Strong seismic ground shaking?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
iii) Seismic-related ground failure, including liquefaction?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
iv) Landslides?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b) Result in substantial soil erosion or the loss of topsoil?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c) Be located on geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction or collapse?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
d) Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial direct or indirect risks to life or property?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

<u>Topics:</u>	<i>Potentially Significant Impact</i>	<i>Less Than Significant with Mitigation Incorporated</i>	<i>Less Than Significant Impact</i>	<i>No Impact</i>	<i>Not Applicable</i>
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 waste water?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
f) Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

This section describes the geology, soils, and seismicity characteristics of the project area as they relate to the proposed project or project variant. Responses in this section rely on the information and findings provided in the Preliminary Geotechnical Investigations report prepared by Rollo & Ridley for the project site.¹¹⁸ The studies relied on available geotechnical data from the surrounding area to develop preliminary conclusions and recommendations.

The project site would be connected to the existing sewer system and would not require use of septic systems. Therefore, question 16e would not apply to the project site.

Setting

The major active faults in the area are the San Andreas, Hayward, and San Gregorio faults. The geological report included data on all active faults in the region and their proximity to the project site. Three segments of the San Andreas Fault, located between approximately 7.25 and 8.5 miles to the west, are capable of producing a maximum magnitude earthquake of 8.05.¹¹⁹

As described in the preliminary geotechnical report, four onsite borings were placed at depths between two and four feet below ground surface to analyze subsurface conditions. The report includes previous boring data to depths of 25 feet below ground surface. Results of the on-site borings indicate sand and silty sand are present directly below the basement slab. Borings from projects in the vicinity indicate that the site and vicinity are underlain by medium dense to very dense sand containing varying amounts of clay and silt fines associated with historic Quaternary Dune Sand deposits, which are typical within the project vicinity. These dune sands are expected to be found at depths between 5 and 20 feet below the existing building slab. Older alluvium

¹¹⁸ Rollo & Ridley. 2018. Preliminary Geotechnical Investigation. 550 O'Farrell Street, San Francisco, California. September 18, 2018.

¹¹⁹ Working Group on California Earthquake Probabilities and Cao et al. 2003.

deposits of dense to very dense clayed sand and silty sand are at depths of 60 to 90 feet; these deposits are underlain of sandstone and shale bedrock.

The project site is relatively flat with neighboring properties to the north at higher grades as the site vicinity slopes upward to the north.¹²⁰ The geotechnical report stated that the adjacent buildings, rear yards, and sidewalks adjacent to the site would require shoring and/or underpinning.

Groundwater was not encountered in the four borings drilled on site as well as explorations at other sites in the vicinity and the groundwater table is not expected within the upper 25 feet below sidewalk and street level. However, it is likely that groundwater from rainfall infiltration, landscaping irrigation, or broken utilities may seep at depths closer to the sidewalk grade, along the bottom of the Dune sand layer or within more permeable seams of the silty sand and clayey sand layers. Seasonal fluctuations are likely.

The proposed project or project variant would have an estimated 4.5-foot-deep excavation along the front half of the building (accounting the existing garage basement depth) to a total depth of 16 feet below sidewalk grade, and an 11-foot-deep excavation along part of the north end of the existing basement of the building. A portion of the existing basement at the north end of the site would be backfilled. This would remove enough soil for the new mat slab foundation. Up to approximately 2,205 cubic yards of soil would be removed from the proposed project site, and 500 cubic yards would be backfilled.

Alternatively, the proposed project or the project variant would not backfill any of the existing basement space and would instead extend the 11-foot-deep excavation to the north property line, creating an additional 1,110 cubic yards of soil to be removed from the site. Total excavation would then be about 3,300 cubic yards. That space would be developed into additional tenant storage or other service space. In addition, the proposed project or the project variant would backfill about 330 cubic yards at the east end of the existing sidewalk vault.

Below-grade excavation would require temporary shoring of excavation side walls. Up to 6,900 cubic yards of demolition debris also would be removed from the project site. The proposed project foundation is anticipated to consist of a reinforced concrete mat slab foundation with grade beams. Pile driving is not proposed.

¹²⁰ As noted in the Project Description prepared for this DEIR, all elevations presented in this report are based on San Francisco Vertical Datum of 2013 (SFVD13) as shown on the Topographic Map and Boundary prepared by Aliquot Associates, Inc., dated August 30, 2016. SFVD13 is equivalent to NAVD88.

Impact GE-1: The proposed project or project variant would not expose people and structures directly or indirectly to potential substantial adverse effects, including the risk of loss, injury, or death involving rupture of a known earthquake fault, seismic ground-shaking, liquefaction, lateral spreading, or landslides. (Less than Significant).

Proposed Project and Project Variant

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

In terms of the potential for strong seismic groundshaking, the site is located within a 50-kilometer (km) radius of several major active faults, including the San Andreas (12 km), Hayward (17 km), and San Gregorio (18 km). According to U.S. Geological Survey, the overall probability of moment magnitude 6.7 or greater earthquake to occur in the San Francisco Bay Region during the next 30 years is 63 percent. Therefore, there is potential that a strong to very strong earthquake would affect the proposed project or project variant during its lifetime.

The ABAG has classified the Modified Mercalli Intensity Shaking Severity Level of groundshaking in the proposed project vicinity due to an earthquake on the North San Andreas Fault as “VIII-Very Strong.”¹²¹ Very strong shaking would result in damage to some masonry buildings, fall of stucco and some masonry walls, fall of chimneys and elevated tanks, and shifting of unbolted wood frame structures off their foundations. Design and construction of the proposed project or project variant would be in accordance with the provisions of the 2019 California Building Code. With implementation of these recommendations, and compliance with the San Francisco Building Code, the proposed project or project variant would not be expected to expose persons or structures to substantial adverse effects from groundshaking in the event of an earthquake, and the impact would be less than significant.

Liquefaction and lateral spreading of soils can occur when groundshaking causes saturated soils to lose strength due to an increase in pore pressure. In terms of seismic-related ground failure, including liquefaction, the site is not within a designated liquefaction hazard zone as shown on the seismic hazard zone map for the City and County of San Francisco, prepared by the California Division of Mines and Geology, dated November 17, 2001. As noted in the preliminary geotechnical investigation, onsite groundwater was not encountered at depths up to 25 feet below ground surface but would be expected to be deep below the site, within layers of very dense silty or clayed sand.¹²² Therefore, the potential for liquefaction and lateral spreading at the site is very low. With compliance with the San Francisco Building Code, the impacts on the proposed project

¹²¹ Association of Bay Area Governments. Resilience Program: Earthquakes <http://resilience.abag.ca.gov/earthquakes/>. Accessed on January 29, 2018.

¹²² *Preliminary Geotechnical Investigation, 550 O'Farrell Street, San Francisco, California*. Rollo & Ridley. September 18, 2018.

or project variant due to strong seismic groundshaking would not be expected to increase effects from liquefaction and lateral spreading in the event of an earthquake, and the impact would be less than significant.

With respect to landslides, based on the general plan, the project site is relatively level and is not located within a mapped landslide zone.¹²³ The site is not within a designated earthquake-induced landslide zone as shown on the California Geological Survey seismic hazard zone map for the area. Therefore, the proposed project or project variant would have a less-than-significant impact with respect to potential for landslides.

Impact GE-2: The proposed project or project variant would not result in substantial loss of topsoil or erosion. (Less than Significant)

Proposed Project and Project Variant

Although properties to the north of the project site are at moderately higher grades, the project site itself is flat and entirely covered with impervious surfaces. The proposed project or project variant would not substantially change the general topography of the site or any unique geologic or physical features of the site. The proposed project or project variant would require excavation for the construction of the proposed building and removal of up to approximately 2,205 cubic yards of soil. Alternatively, the proposed project or the project variant would not backfill any of the existing basement space and would instead extend the 11-foot-deep excavation to the north property line, creating an additional 1,110 cubic yards of soil to be removed from the site. In addition, the proposed project or the project variant would backfill about 330 cubic yards at the east end of the existing sidewalk vault. The project site size of 11,800 square feet (0.27 acres) would be under the 1-acre threshold for a NPDES General Construction Permit. The project sponsor and its contractor would be required to implement an erosion and sediment control plan for construction activities, in accordance with article 4.1 of the San Francisco Public Works Code, to address sediment-laden construction-site stormwater runoff. The SFPUC must review and approve the erosion and sediment control plan prior to the plan's implementation, and the SFPUC would inspect the project site periodically to ensure compliance with the plan.

As discussed in **section E.13, Utilities and Services**, the existing project site is entirely covered with impervious surfaces and does not contain topsoil. Additionally, the proposed project or project variant would include a landscaped rear yard that would reduce the impervious surface compared to existing conditions. Once constructed, the site of the new building would be covered in a manner similar to existing conditions; therefore, no erosion would occur.

Erosion and sedimentation control measures discussed above would reduce short-term, construction-related erosion impacts to less-than-significant levels.

¹²³ San Francisco General Plan, Community Safety Element, Map 4. Available online at: http://generalplan.sfplanning.org/Community_Safety_Element_2012.pdf. Accessed on January 29, 2019.

Impact GE-3: The proposed project or project variant would not be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction, or collapse. (Less than Significant)

Proposed Project and Project Variant

The area around the project site does not include hills or cut slopes likely to be subject to landslide. Improvements proposed as part of the proposed project or project variant include a basement below grade, which would require excavation to a maximum of approximately 16 feet below ground surface.

According to the geotechnical investigation conducted for the proposed project or project variant, the project site is underlain by loose to medium dense sand with gravel. The geotechnical report concludes that the primary geotechnical concern would be the presence of loose sandy fill and native sands, and their effects on foundations, site grades, and utilities. The geotechnical report found that the site would not be expected to be subject to seismic ground failure, liquefaction, or lateral movement. The site may be subject to differential compaction of non-saturated sand due to earthquake vibrations. The geotechnical report recommends the foundation should consist of either reinforced (continuous) concrete footings or a reinforced concrete mat that would reduce the potential for erratic and differential settlement. The proposed project or project variant would comply with this recommendation and the proposed building would be supported by a mat foundation.

Soil conditions beneath the existing garage would be suitable to support a shallow foundation system for the proposed building height and to withstand the effects of earthquake-induced settlement. The geotechnical investigation includes specific recommendations to be implemented during construction to support excavation activities to support the sidewalk under O'Farrell Street and adjacent buildings to the east and west (including underpinning and shoring), as well as foundation support for the building. Excavation activities would require the use of shoring and underpinning in accordance with the recommendations of the geotechnical report and San Francisco Building Code requirements. The department of building inspection would review background information, including geotechnical and structural engineering reports, to ensure the suitability of the soils on the project site for development of the proposed project or project variant. San Francisco Building Code requirements would ensure that the project applicant include analysis of the potential for unstable soil impacts and inclusion of recommendations to address unstable soils as part of the design-level geotechnical investigation prepared for the proposed project; therefore, potential impacts of unstable soils would be less than significant.

Impact GE-4: The proposed project or project variant could be located on expansive soil, as defined in Table 18 1B of the Uniform Building Code, but would not create, either directly or indirectly, substantial risks to life or property. (Less than Significant)

Proposed Project and Project Variant

Expansive soils expand and contract in response to changes in soil moisture, most notably when near surface soils change from saturated to a low-moisture content condition, and back again. The presence of expansive soils is typically determined on site-specific data. Anticipated excavation of the basement and along the O'Farrell Street frontage is expected to remove the majority of existing soils at the site. Subsurface conditions noted in the geotechnical report found that there would be a low likelihood for expansion. However, areas not excavated may be affected by expansive soils, if present. Due to the San Francisco Building Code requirement that the project applicant include analysis of the potential for soil expansion impacts and inclusion of recommendations to address expansive soils as part of the design-level geotechnical investigation prepared for the proposed project, potential direct or indirect impacts related to expansive soils would be less than significant.

Impact GE-5: The proposed project or project variant would not directly or indirectly destroy a unique paleontological resource or site or unique geologic feature. (No Impact)

Proposed Project and Project Variant

The existing project site is already developed. The proposed project or project variant would not substantially change the topography of the site, with the exception of excavation of the basement and the O'Farrell Street frontage. There are no unique paleontological or geologic features on the site. Therefore, no impact would occur to topographic or unique geologic, paleontological, or physical features.

Impact C-GE-1: The proposed project or project variant, in combination with the past, present, and reasonably foreseeable future projects in the vicinity of the project site, would not result in cumulative impacts related to geology and soils. (Less than Significant)

Proposed Project and Project Variant

Geology and soils impacts are generally site-specific and localized. Past, present, and foreseeable future projects could require various levels of excavation or cut-and-fill, which could affect local geologic conditions. As noted above, the San Francisco Building Code regulates construction in the City and County of San Francisco, and all development projects would be required to comply with its requirements to ensure maximum feasible seismic safety and minimize geologic impacts. Site-specific measures would also be implemented, as site conditions warrant, to reduce any potential impacts from unstable soils, groundshaking, liquefaction, or lateral spreading. The cumulative development projects would be subject to the same seismic safety standards and design review procedures applicable to the proposed project or project variant and are not located adjacent to the project site. Therefore, the proposed project or project variant, in combination with

the past, present, and reasonably foreseeable future projects in the vicinity of the project site, would not result in a cumulative impact related to geology and soils and cumulative impacts would be less than significant. No mitigation measures are necessary.

E.17 Hydrology and Water Quality

<i>Topics:</i>	<i>Potentially Significant Impact</i>	<i>Less Than Significant with Mitigation Incorporated</i>	<i>Less Than Significant Impact</i>	<i>No Impact</i>	<i>Not Applicable</i>
17. HYDROLOGY AND WATER QUALITY. Would the project:					
a) Violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or ground water quality?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b) Substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the project may impede sustainable groundwater management of the basin?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river or through the addition of impervious surfaces, in a manner that would	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
(i) Result in substantial erosion or siltation on- or off-site?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
(ii) Substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or offsite;	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
(iii) Create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff; or	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
(iv) Impede or redirect flood flows?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
d) In flood hazard, tsunami, or seiche zones, risk release of pollutants due to a project inundation?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

<u>Topics:</u>	<i>Potentially Significant Impact</i>	<i>Less Than Significant with Mitigation Incorporated</i>	<i>Less Than Significant Impact</i>	<i>No Impact</i>	<i>Not Applicable</i>
e) Conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

The project site is not located in an area identified as subject to seiche or potential inundation in the event of a tsunami along the San Francisco coast, based on the Community Safety Element of the general plan. In addition, the developed area of the project site would not be subject to mudflow. Thus, question 15d does not apply to this project.

Impact HY-1: The proposed project or project variant would not violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or groundwater quality. (Less than Significant)

Proposed Project and Project Variant

Project-related or project variant-related wastewater and stormwater would flow to the City’s combined stormwater/sewer system and would be treated to standards contained in the City’s 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 San Francisco Regional Water Quality Control Board.

As discussed in **section E.16, Geology and Soils**, no groundwater was encountered at boring locations on the project site. However, groundwater is expected to occur 25 feet or more below ground surface. In addition, the preliminary geotechnical report states that perched groundwater from rainfall infiltration, landscaping irrigation or broken utilities may seep at depths closer to the sidewalk grade, and that the groundwater table levels are subject to seasonal fluctuation. If any groundwater is encountered during construction, it would be discharged into the combined stormwater/sewer system subject to the requirements of the San Francisco Sewer Use Ordinance (Ordinance Number 19-92, amended by Ordinance Number 116-97), as supplemented by Department of Public Works Order no. 158170.

Construction activities, such as excavation, would expose soil and could result in erosion and excess sediments being carried in stormwater runoff to the combined stormwater/sewer system. In addition, stormwater runoff from temporary on-site use and storage of vehicles, fuels, waste, and other hazardous materials could carry pollutants to the combined stormwater/sewer system if proper handling methods are not employed. During project operations, wastewater and stormwater from the project site would continue to flow into the combined stormwater and sewer

system and effluent discharge would be treated to the standards contained in the City's NPDES Permit for the Southeast Water Pollution Control Plant, prior to discharge into San Francisco Bay.

During excavation, up to approximately 2,205 cubic yards of soil would be removed from the proposed project site, and about 500 cubic yards of backfill would be located at the rear of the site. The project or project variant would be subject to city policies and regulation for new development to reduce stormwater runoff by 25 percent from existing site flows. All new construction in the city must comply with San Francisco's Stormwater Management Ordinance, the City's Public Works codes articles 4.1 and 4.2 (discussed in **section E.14, Public Services**), and meet the SFPUC's stormwater management requirements per the Stormwater Design Guidelines. The project sponsor would be required to submit a Stormwater Control Plan (SCP) approved by the SFPUC that complies with the City's Stormwater Design Guidelines, which applies to projects with over 5,000 square feet of ground surface disturbance. Implementation of the SCP would ensure that the proposed project or project variant meets performance measures set by the SFPUC related to stormwater runoff rate and volume. Construction best management practices would ensure compliance with water quality and waste discharge requirements. These measures would ensure protection of water quality during construction of the proposed project or project variant. Therefore, the proposed project or project variant would not substantially degrade water quality and water quality standards or waste discharge requirements would not be violated. For these reasons, the proposed project or project variant would not violate any water quality standards or waste discharge requirements or otherwise substantially degrade water quality.

Impact HY-2: The proposed project or project variant would not substantially decrease groundwater supplies or interfere with groundwater recharge, such that the project would impede sustainable groundwater basin management. (Less than Significant)

Proposed Project and Project Variant

The proposed project or project variant would comply with the City's Stormwater Management Plan (see **section E.13, Utilities and Service Systems**), which requires projects replacing or creating more than 5,000 square feet of impervious surface area to decrease stormwater runoff by 25 percent. The existing project site is completely developed with impervious surfaces and structures. Construction activities under the proposed project or project variant would not result in a net increase in impervious surface area compared to existing conditions. The proposed project or project variant would not result in a decrease in infiltration.

As discussed in **section E.16, Geology and Soils**, groundwater was not encountered during exploratory boring sites but may be present at 25 feet below ground surface. Improvements proposed as part of the proposed project or project variant would require excavation to approximately 16 feet below ground surface, which would be approximately 10 feet above the anticipated groundwater depth. Therefore, construction-related dewatering activities would likely not be necessary. If groundwater is encountered during excavation, and dewatering be found to be necessary, the Bureau of Systems Planning, Environment, and Compliance of the

SFPUC must be notified of projects necessitating dewatering. The SFPUC may require water analysis before discharge to the combined sewer system. The proposed project or project variant would be required to obtain a Batch Wastewater Discharge Permit from the SFPUC Wastewater Enterprise Collection System Division prior to any dewatering activities. Though groundwater was not encountered at the project site, the proposed project or project variant would nonetheless comply with stormwater and wastewater pretreatment requirements of the San Francisco Sewer Use Ordinance (Ordinance no. 19-92, amended by Ordinance no. 116-97), as supplemented by Public Works Order no. 158170.

The construction dewatering under the proposed project or project variant would be short-term and if present, would not involve extracting groundwater supplies. Moreover, the city does not rely on groundwater as a source of potable water. Therefore, the proposed project or project variant would not contribute to a decrease in groundwater supplies or groundwater recharge rates in the San Francisco Bay Basin and this impact would be less than significant.

Impact HY-3: The proposed project or project variant would not substantially alter or redirect flows to 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 result in substantial on- or off-site erosion or siltation, or flooding. (Less than Significant)

Proposed Project and Project Variant

The project site is not adjacent to an existing stream or river; therefore, construction activities would not alter existing drainage patterns of such waterbodies. Similar to the existing building, the proposed building would occupy the entire site and therefore, would not increase the amount of impervious surface coverage, or consequently, the amount of stormwater runoff. In accordance with the City's Stormwater Management Ordinance (Ordinance no. 64-16, public works code section 147), the proposed project or project variant would be subject to the SFPUC Stormwater Management Requirements and Design Guidelines, which require the incorporation of low-impact design approaches and stormwater management systems to reduce peak stormwater discharges by 25 percent. To achieve this, the proposed project or project variant would implement and install appropriate stormwater management systems that would manage stormwater on site and limit demand on both collection system and wastewater facilities resulting from stormwater discharges.

Stormwater runoff during construction must comply with the Construction Site Runoff Ordinance (Ordinance no. 260-13) and the public works code section 146. Construction activities that disturb 5,000 square feet or more, such as the proposed project or project variant, must submit an erosion and sediment control plan to the SFPUC for review and approval prior to construction. The plan would outline the best management practices to be implemented during construction to prevent the discharge of sediment, non-stormwater, and waste runoff from the project site. The proposed project or project variant would not significantly alter the site topography or increase

the rate or amount of surface runoff in a manner that would result in on- or off-site flooding beyond current conditions.

For these reasons, the proposed project or project variant would not increase stormwater runoff and would not result in on- or off-site flooding, substantial erosion, or siltation.

HY-4: The proposed project or project variant would not conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan. (Less than Significant)

Proposed Project and Project Variant

The proposed project or project variant would be constructed in compliance with all applicable federal, state, and local regulations governing water quality and discharges into surface and underground bodies of water. Runoff from the project site would drain into the city's combined stormwater/sewer system, ensuring that such runoff is properly treated at the Southeast Water Pollution Control Plant before being discharged into San Francisco Bay. As a result, the proposed project or project variant would not conflict with the city's existing water quality and groundwater management plans and this impact would be less than significant.

Impact C-HY-1: The proposed project or project variant, in combination with past, present, and reasonably foreseeable future projects, would not result in a cumulative impact related to hydrology and water quality. (Less than Significant)

Proposed Project and Project Variant

Cumulative development in the project vicinity would result in an intensification of land uses, a cumulative increase in water consumption, and a cumulative increase in wastewater generation. The SFPUC has accounted for such growth in its service projections. Nearby cumulative development projects would be subject to the same water conservation, stormwater management, and wastewater discharge ordinances applicable to the proposed project or project variant. For these reasons, the proposed project or project variant would not, in combination with past, present, and reasonably foreseeable future projects, create a significant cumulative impact related to hydrology and water quality.

E.18 Hazards and Hazardous Materials

<u>Topics:</u>	<i>Potentially Significant Impact</i>	<i>Less Than Significant with Mitigation Incorporated</i>	<i>Less Than Significant Impact</i>	<i>No Impact</i>	<i>Not Applicable</i>
18. HAZARDS AND HAZARDOUS MATERIALS. Would the project:					
a) Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b) Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c) Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
d) Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
e) For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard or excessive noise for people residing or working in the project area?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
f) Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
g) Expose people or structures, either directly or indirectly, to a significant risk of loss, injury or death involving wildland fires?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

The project site is not located within an airport land use plan area or in the vicinity of a public airstrip, nor is the project site located in a wildland fire zone. Therefore, questions 18e and 18g are not applicable.

Impact HZ-1: The proposed project or project variant would not create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials. (Less than Significant)

Proposed Project and Project Variant

For buildings constructed prior to 1980, the Code of Federal Regulations (29 CFR 1926.1101) states that all thermal system insulation and surface materials must be designated as “presumed asbestos-containing material” (PACM) unless proven otherwise through sampling in accordance with the standards of the Asbestos Hazard Emergency Response Act. The existing building on the project site was constructed prior to 1980. Demolition of the existing building and removal of construction debris from the project site could release asbestos into the air. All demolition and construction activities that could disturb PACM are required to comply with federal, state, and local regulations related to the removal and disposal of PACM. For buildings constructed prior to 1978, it is highly likely that lead-based paint was used in their construction. Demolition of the existing building and removal of construction debris from the project site could release lead into the air. All demolition and construction activities that could disturb lead-based paint are required to comply with the provisions of San Francisco Building Code section 3407, which regulates the removal and disposal of building materials that contain lead-based paint.

There also may be hazardous materials stored on site during construction such as fuel for construction equipment, paints, solvents, and other types of construction materials that may contain hazardous ingredients. Transportation of hazardous materials to and from the project site would occur on designated hazardous materials routes, by licensed hazardous materials handlers, as required, and would be subject to regulation by the California Highway Patrol and the California Department of Transportation. This oversight would reduce any risk from the routine transport, use, or disposal of hazardous materials to less than significant.

Operation of the proposed project or project variant would likely result in use of common types of hazardous materials typically associated with retail and residential uses, such as cleaning products and disinfectants. These products are labeled to inform users of their potential risks and to instruct them in appropriate handling procedures. Most of these materials are consumed through use, resulting in relatively little waste. The use and storage of these typical hazardous materials would comply with San Francisco Health Code article 21, which implements the hazardous materials requirements of the California Health and Safety Code and provides for the safe handling of hazardous materials in the city. Any person or business that handles, sells, stores, or otherwise uses hazardous materials in quantities exceeding specified threshold amounts would be required to obtain and keep a current hazardous materials certificate of registration and to implement a hazardous materials business plan submitted with the business license

application. Businesses are required by law to ensure employee safety by identifying hazardous materials in the workplace, providing safety information to workers who handle hazardous materials, and adequately training workers. For these reasons, hazardous materials used during project operation would not pose any substantial public health or safety hazards. In addition, the California Highway Patrol and the California Department of Transportation regulate the transportation of hazardous materials. Due to the small quantities of hazardous materials expected to be used and/or generated on the project site, the proposed project or project variant would not routinely transport hazardous materials. Compliance with local and state regulations would ensure that impacts related to the routine transport, use, or disposal of hazardous materials would not create a significant hazard to the public or the environment. For these reasons, this impact would be less than significant.

Impact HZ-2: The proposed project or project variant would not create a significant hazard to the public or the environment through reasonably foreseeable conditions involving the release of hazardous materials into the environment. (Less than Significant)

Proposed Project and Project Variant

The proposed project site is located in an area of San Francisco governed by article 22A of the Health Code, also known as the Maher Ordinance. Areas governed by article 22A include sites with known or suspected soil and/or groundwater contamination. Projects excavating more than 50 cubic yards of soil in these areas are subject to the Maher Ordinance, which is administered by the health department. The project site falls within the boundaries of the expanded Maher Area Map published in 2015; therefore, the project sponsor must comply with provisions of the Maher Ordinance prior to being issued a building permit.¹²⁴ Pre-construction work would involve excavating 2,205 cubic yards of soil and hauled off site.

The closure of any underground storage tank must also be conducted in accordance with a permit from the San Francisco Fire Department. The Phase I Environmental Site Assessment¹²⁵ found that at least seven aboveground storage tanks were present on the project site at one point or another, with one current aboveground storage tank located within a vault on the southeast side of the property. No spills were reported from the aboveground storage tank, which is equipped with an electronic leak monitoring system.

If remediation is required, it would typically be achieved through one of several methods that include off-haul and disposal of contaminated soils, on-site treatment of soil or groundwater, or a vapor barrier installation. Compliance with health code article 22A and the related regulations identified above would ensure that project activities that disturb or release hazardous substances

¹²⁴ City and County of San Francisco Planning Department, "Expanded Maher Area" Map, March 2015. Available online at: https://www.sf-planning.org/ftp/files/publications_reports/library_of_cartography/Maher%20Map.pdf. Accessed January 15, 2019.

¹²⁵ Partner Engineering and Science, Phase I Environmental Site Assessment, 550 O'Farrell Street, October 29, 2013.

that may be present at the project site would not expose users of the site to unacceptable risk levels for the intended project uses.¹²⁶ In compliance with health code article 22A, the project sponsor has enrolled in the Maher program and submitted a *phase I environmental site assessment*,¹²⁷ *phase II soil characterization report*,¹²⁸ and revised phase II soil characterization report¹²⁹ to the health department.¹³⁰

The phase I environmental site assessment determined the potential for site contamination and level of exposure risk associated with the proposed project or project variant. As noted in the phase I environmental site assessment, a regulatory agency database report (EDR Report) indicates that facilities of environmental concern in the vicinity of the project site had no violations, were closed by the regulatory agency, were hydrologically cross-gradient or down-gradient, or were determined to be a significant distance (greater than 1/4 mile) from the project site. As a result, these listings are not expected to pose an environmental risk to the project site and are not discussed. The project site itself was not listed in any of the regulatory databases.

Although several neighboring properties were identified as potential sources of activities involving hazardous substances or petroleum products, there is no available evidence that those off-site facilities have affected the environmental conditions at the project site.

The two-part phase II investigation was performed to characterize the project site's soil for suspect constituents of concern and to document the general quality of the soil proposed for future excavation and removal. The primary suspect constituents of concern were metals, petroleum hydrocarbons, and semi-volatile organic compounds (SVOC). Observations in the soil borings, soil screening, and the results of analytical testing indicate that historical commercial use of the building has not impacted the subsurface. In addition, there were no observed earthquake fill materials in the soil.

Based on representative soil sample analytical results and field observations, the revised phase II investigation concluded the following:

- Soils at the site are mixtures of unconsolidated sand interbedded with medium dense to dense silty sand from beneath the basement concrete foundation to 4.0 feet bgs (16 feet

¹²⁶ City and County of San Francisco, Department of Public Health. Article 22A Compliance, Residential Tower, 550 O'Farrell Street, EHB-SAM No. SMED 1492. January 11, 2019.

¹²⁷ Partner Engineering and Science, Inc. Phase I Environmental Site Assessment Report, 550 O'Farrell Street. October 29, 2013.

¹²⁸ PII Environmental. Phase II Soil Characterization Report. 550 O'Farrell Street, San Francisco, California. August 2, 2018.

¹²⁹ PII Environmental. Revised Phase II Soil Characterization Report. 550 O'Farrell Street, San Francisco, California. August 16, 2019.

¹³⁰ Ossai, Joseph, Senior Environmental Health Inspector, Department of Public Health-Environmental Health, letter correspondence with Prabhass Kejrival, property owner, 550 O'Farrell Street, August 21, 2019.

below street level) and beneath the middle parking level to 10 feet bgs (16 feet below street level), and these sands likely continue;

- Metals, TEPH-range petroleum hydrocarbons,¹³¹ and SVOCs were not reported at elevated concentrations and no contamination is suspected in the soil at the site;
- The data documents general residential soil quality and the soil sample analytical results summarized in the report can be used to profile any excess soil generated at the site for offsite recycling or disposal;
- Soil remaining at the extent of the proposed excavation meets applicable residential criteria for all typical constituents of concern and verification of soil sampling following proposed excavation is not warranted; and
- Since the site is located in a Maher Ordinance zone, information from the phase I environmental site assessment, the geotechnical investigation, the revised phase II subsurface investigation, and the proposed site redevelopment plans, should be used to prepare a site mitigation plan for submission to the health department.

To comply with various regulatory requirements, the health department would require the project sponsor to submit a *site mitigation plan* that includes measures to mitigate potential risks to the environment and to protect construction workers, nearby residents, workers, and/or pedestrians from potential exposure to hazardous substances and underground structures during soil excavation and grading activities. The site mitigation plan must also contain procedures for initial response to unanticipated conditions such as discovery of underground storage tanks, sumps, or pipelines during excavation activities. Specified construction procedures at a minimum must comply with building code section 106A.3.2.6.3 and health code article 22B related to construction dust control; and public works code section 146 et seq. concerning construction site runoff control. Additional measures would typically include notification, field screening, and worker health and safety measures to comply with Cal/OSHA requirements.

As noted above, a single aboveground storage tank is present on the project site. The health department would require any discovered aboveground and underground storage tanks to be closed pursuant to article 21 of the health code and comply with applicable provisions of chapters 6.7 and 6.75 of the California Health and Safety Code (commencing with section 25280) and its implementing regulations.

The proposed project or project variant would be required to remediate potential soil (and/or) groundwater contamination described above in accordance with article 22A. The health department would oversee this process, and various regulations would apply to any disturbance

¹³¹ TEPH is an acronym for total extractable petroleum hydrocarbons

of contaminants in soil or groundwater that would be encountered during construction to assure that no unacceptable exposures to the public would occur. Thus, the proposed project or project variant would not result in a significant hazard to the public or environment from the disturbance or release of contaminated soil (and/or) groundwater and the proposed project or project variant would result in a less-than-significant impact.

Impact HZ-3: The proposed project or project variant would not emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within 1/4-mile of an existing or proposed school. (Less than Significant).

Proposed Project and Project Variant

There is one school located within ¼ mile of the project site. The San Francisco City Academy, at 230 Jones Street, is located about 0.2 of a mile south of the project site. The proposed project or project variant, which would consist of residential and retail uses only, would not store, handle, or dispose significant quantities of hazardous materials and would not otherwise include any uses that would include emissions of hazardous substances. Construction vehicles and equipment would comply with the mitigation measures detailed in **section E.8, Air Quality** and **section F, Mitigation Measures**. The proposed project or project variant would not produce short-term construction hazards or long-term operational emissions hazards. Therefore, the proposed project or project variant would have a less-than-significant impact related to emitting or handling hazardous materials within 1/4 mile of a school.

Impact HZ-4: The proposed project or project variant is not included on a list of hazardous materials sites compiled pursuant to Government Code section 65962.5. (Less than Significant)

Pursuant to Government Code section 65962.5, the Secretary for Environmental Protection maintains a list of sites with potentially hazardous wastes, commonly referred to as the Cortese list. The Cortese list includes hazardous waste sites from the Department of Toxic Substances Control's EnviroStor database, hazardous facilities identified by the Department of Toxic Substances Control that are subject to corrective action pursuant to Health and Safety Code section 25187.5, leaking underground storage tank sites from the state water board's Geotracker database, solid waste disposal sites maintained by the state board, and sites with active cease and desist orders and clean up and abatement orders. The project site is not on any available environmental databases as compiled by the Department of Toxic Substances Control or the state water board pursuant to section 65962.5. Because the project site is not listed in database reports from state and federal regulatory agencies that identify businesses and properties that handle or have released hazardous materials or waste, this impact would be less than significant.¹³²

¹³² PII Environmental. 2018. Phase II Soil Characterization Report. August 2, 2018.

Impact HZ-5: The proposed project or project variant would not impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan and would not expose people or structures to a significant risk of loss, injury, or death. (Less than Significant)

Proposed Project and Project Variant

San Francisco ensures fire safety primarily through provisions of the Building and Fire Codes. Final building plans would be reviewed and approved by the San Francisco Fire Department (as well as the Department of Building Inspection) to ensure conformance with these provisions. In this way, potential fire hazards, including those associated with low hydrant water pressures and emergency access, would be mitigated during the permit review process. Residential development projects must be designed with a wet system (also known as a “standpipe system”) of piping, valves, outlets, and related equipment designed to provide water at specified pressures and installed exclusively for the fighting of fires.¹³³ Compliance with fire safety regulations would ensure that the proposed project or project variant would not impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan or expose people or structures to a significant risk of loss, injury, or death.

Implementation of the proposed project or project variant could add incrementally to transportation conditions in the immediate area in the event of an emergency evacuation. As discussed in **section E.6, Transportation and Circulation**, above, the proposed project or project variant would not have a substantial contribution to traffic conditions within the context of the dense urban setting of the project site, and it is expected that project-related traffic would be dispersed within the existing street grid, such that there would be no significant adverse impacts on transportation conditions. Therefore, the proposed project or project variant would not impair implementation of, or physically interfere with, an adopted emergency response plan or emergency evacuation plan. This impact would be less than significant.

Impact C-HZ-1: The proposed project or project variant, in combination with past, present, and reasonably foreseeable future projects, would not result in a cumulative impact related to hazards and hazardous materials. (Less than Significant)

Proposed Project and Project Variant

Development in the city is subject to local and state controls designed to protect the public and the environment from risks associated with hazards and hazardous materials, and to ensure that emergency access routes are maintained. Any future development in the project vicinity would be subject to these same laws and regulations. For these reasons, the proposed project or project

¹³³ 2019 San Francisco Fire Code section 202 (San Francisco Board of Supervisors file 190866).

variant, in combination with past, present, and reasonably foreseeable future projects, would not result in a significant cumulative impact related to hazards and hazardous materials.

E.19 Mineral Resources

<i>Topics:</i>	<i>Potentially Significant Impact</i>	<i>Less Than Significant with Mitigation Incorporated</i>	<i>Less Than Significant Impact</i>	<i>No Impact</i>	<i>Not Applicable</i>
19. 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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Result in the loss of availability of a locally-important mineral resource recovery site delineated on a local general plan, specific plan or other land use plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Impact ME-1: The proposed project or project variant would have no impact on mineral resources. (No Impact)

Proposed Project and Project Variant

For mineral resources, the context could be assumed to be nationwide, as mineral resources are a dwindling resource as mineral extraction becomes costlier and less feasible. All land in the City of San Francisco, including the project site, is designated by the California Geological Survey as Mineral Resource Zone Four (MRZ-4) under the Surface Mining and Reclamation Act of 1975. The MRZ-4 designation indicates that adequate information does not exist to assign the area to any other MRZ; thus, the area is not one designated to have significant mineral deposits. The project site has previously been developed, and future evaluations of the presence of minerals at this site would therefore not be affected by the proposed project or project variant. Further, the development and operation of the proposed project or project variant would not have an impact on any off-site operational mineral resource recovery sites. In addition, because the site has been designated as having no known mineral deposits, the proposed project or project variant would not result in the loss of availability of a locally or regionally important mineral resource and would have no impact on mineral resources.

E.20 Energy

Topics:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact	Not Applicable
20. ENERGY. 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?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b) Conflict with or obstruct a state or local plan for renewable energy or energy efficiency?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Impact EN-1: The proposed project or project variant would result in increased energy consumption, but not in large amounts or in a wasteful manner. (Less than Significant)

Proposed Project and Project Variant

The proposed project or project variant would change the existing use from a parking garage to new residential and retail uses. This would increase the intensity of use at the project site, although, not to an extent that exceeds anticipated growth in the area. As a new building in San Francisco, the proposed project or project variant would be subject to the energy conservation standards included in the San Francisco Green Building Ordinance, which would require the proposed project or project variant to meet a number of conservation standards. Documentation showing compliance with the ordinance would be submitted with the application of the building permit and would be enforced by the Department of Building Inspection. See also **section E.9, Greenhouse Gas Emissions** above for a detailed discussion of those conservation standards. As such, the proposed project or project variant would not cause a wasteful use of energy, and effects related to use of fuel, water, or energy would be less than significant.

Impact EN-2: The proposed project or project variant would not conflict with or obstruct a state or local plan for renewable energy or energy efficiency. (Less than Significant)

Proposed Project and Project Variant

The proposed project or project variant, as noted above, would meet the requirements of the San Francisco Green Building Ordinance. It would also meet the requirements of the *California Energy Code*, discussed below. Therefore, the proposed project or project variant would not conflict with plans for renewable energy or energy efficiency, and this impact would be less than significant.

Impact C-EN-1: The proposed project or project variant, in combination with other past, present, or reasonably foreseeable projects, would not result in a cumulative impact on energy resources. (Less than Significant)

Proposed Project and Project Variant

The geographic context for an analysis of cumulative impacts on energy resources varies depending on the resource. With regard to energy use, the geographic context would be the area served by Pacific Gas & Electric.

Title 24 of the *California Code of Regulations*, known as the California Building Standards Code (CBC) contains the regulations that govern the construction of buildings in California. The CBC contains general building design and construction requirements relating to fire and life safety, structural safety, and access compliance. CBC provisions provide minimum standards to safeguard life or limb, health, property, and public welfare by regulating and controlling the design, construction, quality of materials, use and occupancy, location and maintenance of all buildings and structures and certain equipment. Part 6 of the CBC is the *California Energy Code* and contains energy conservation standards (Building Energy Efficiency Standards) applicable to all residential and non-residential buildings throughout California, including schools and community colleges. The standards contain energy and water efficiency requirements (and indoor air quality requirements) for newly constructed buildings, additions to existing buildings, and alterations to existing buildings.¹³⁴ These standards are updated every three years; the most recent update went into effect on January 1, 2020. The 2016 update to the Building Energy Efficiency Standards focuses on several key areas to improve the energy efficiency of newly constructed buildings and additions and alterations to existing buildings. The most significant efficiency improvements to the residential standards include improvements for attics, walls, water heating, and lighting. The most significant efficiency improvements to the nonresidential Standards include alignment with the ASHRAE 90.1 2013 national standards. New efficiency requirements for elevators and direct digital controls are included in the nonresidential Standards. Public Resources Code section 25402.1 also requires the Energy Commission to support the performance standards with compliance tools for builders and building designers.

The proposed project or project variant and nearby residential and nonresidential cumulative development projects would be required by the Department of Building Inspection to conform to current state and local energy conservation standards, including Title 24 of the *California Code of Regulations*. As a result, the proposed project or project variant, in combination with other reasonably foreseeable projects, would not cause a wasteful use of energy or other non-renewable natural resources. The project-generated demand for electricity would be negligible in the context of overall demand within San Francisco, the greater Bay Area, and the State, and would not in and of itself require any expansion of power facilities. The City plans to reduce GHG emissions

¹³⁴ Public Resources Code section 25402, subdivisions (a)-(b).

to 25 percent below 1990 levels by the year 2017 and ultimately reduce GHG emission to 80 percent below 1990 levels by 2050, which would be achieved through a number of different strategies, including energy efficiency. The proposed project or project variant would be consistent with the City’s GHG reduction strategy. Therefore, the energy demand associated with the proposed project or project variant would not substantially contribute to a cumulative impact on existing or proposed energy supplies or resources.

Based on the foregoing, the proposed project or project variant, in combination with past, present, and reasonably foreseeable projects, would not cause a significant cumulative impact on energy resources.

E.21 Agriculture and Forestry Resources

<i>Topics:</i>	<i>Potentially Significant Impact</i>	<i>Less Than Significant with Mitigation Incorporated</i>	<i>Less Than Significant Impact</i>	<i>No Impact</i>	<i>Not Applicable</i>
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21. AGRICULTURE AND FORESTRY RESOURCES: In determining whether impacts to agricultural resources are significant environmental effects, lead agencies may refer to the California Agricultural Land Evaluation and Site Assessment Model (1997) prepared by the California Dept. of Conservation as an optional model to use in assessing impacts on agriculture and farmland. In determining whether impacts to forest resources, including timberland, are significant environmental effects, lead agencies may refer to information compiled by the California Department of Forestry and Fire Protection regarding the state’s inventory of forest land, including the Forest and Range Assessment Project and the Forest Legacy Assessment project; and forest carbon measurement methodology provided in Forest Protocols adopted by the California Air Resources Board. **Would the project:**

- | | | | | | |
|---|--------------------------|--------------------------|--------------------------|-------------------------------------|--------------------------|
| a) Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance, as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| b) Conflict with existing zoning for agricultural use, or a Williamson Act contract? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |

<u>Topics:</u>	<i>Potentially Significant Impact</i>	<i>Less Than Significant with Mitigation Incorporated</i>	<i>Less Than Significant Impact</i>	<i>No Impact</i>	<i>Not Applicable</i>
c) Conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code section 12220(g)), timberland (as defined by Public Resources Code section 4526), or timberland zoned Timberland Production (as defined by Government Code section 51104(g))?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d) Result in the loss of forest land or conversion of forest land to non-forest use?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e) Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland to non-agricultural use or forest land to non-forest use?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Impact AF-1: The proposed project or project variant would not convert farmland, conflict with existing zoning for agricultural uses or forest land, and would not result in the loss or conversion of forest land. (No Impact)

Proposed Project and Project Variant

The project site is located within an urbanized area of San Francisco. No land in San Francisco County has been designated by the California Department of Conservation’s Farmland Mapping and Monitoring Program as agricultural land. Because the project site does not contain agricultural uses and is not zoned for such uses, the proposed project or project variant would not require the conversion of any land designated as prime farmland, unique farmland, or Farmland of Statewide Importance to non-agricultural use. The proposed project or project variant would not conflict with any existing agricultural zoning or Williamson Act contracts.¹³⁵ No land in San Francisco is designated as forest land or timberland by the State Public Resource Code. Therefore, the proposed project and project variant would not conflict with zoning for forest land, cause a loss of forest land, or convert forest land to a different use. The proposed project and project variant would therefore have no impact on agricultural and forest resources.

¹³⁵ San Francisco is identified as “Urban and Built-Up Land” on the California Department of Conservation Farmland Mapping and Monitoring Program, Division of Land Resources Protection, <https://maps.conservation.ca.gov/dlrp/ciftimeseries>, accessed June 28, 2019.

E.22 Wildfire

<i>Topics</i>	<i>Potentially Significant Impact</i>	<i>Less Than Significant with Mitigation Incorporated</i>	<i>Less Than Significant Impact</i>	<i>No Impact</i>	<i>Not Applicable</i>
22. 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 plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Due to slope, prevailing winds, and other factors, exacerbate wildfire risks, and thereby expose project occupants to, pollutant concentrations from a wildfire or the uncontrolled spread of a wildfire?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Require the installation or maintenance of associated infrastructure (such as roads, fuel breaks, emergency water sources, power lines or other utilities) that may exacerbate fire risk or that may result in temporary or ongoing impacts to the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Expose people or structures to significant risks, including downslope or downstream flooding or landslides, as a result of runoff, post-fire slope instability, or drainage changes?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

The City and County of San Francisco and bordering areas within San Mateo County do not have any state responsibility areas for fire prevention or lands classified as very high fire hazard severity zones;¹³⁶ therefore, this topic is not applicable to this project.

¹³⁶ CALFIRE Fire and Resource Assessment Program, San Francisco County Draft Fire Hazard Severity Zones in Local Responsibility Areas Map, October 5, 2007; San Mateo County Fire Hazard Severity Zones in State Responsibility Areas Map, November 7, 2007; and San Mateo County Very High Fire Hazard Severity Zones in Local Responsibility Areas Map, November 24, 2008, <https://frap.fire.ca.gov/mapping/maps/>, June 28, 2019.

E.23 Mandatory Findings of Significance

<u>Topics</u>	<u>Potentially Significant Impact</u>	<u>Less Than Significant with Mitigation Incorporated</u>	<u>Less Than Significant Impact</u>	<u>No Impact</u>	<u>Not Applicable</u>
23. MANDATORY FINDINGS OF SIGNIFICANCE. Does the project:					
a) Have the potential to substantially degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, substantially reduce the number or restrict the range of a rare or endangered plant or animal, or eliminate important examples of the major periods of California history or prehistory?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b) Have impacts that are individually limited, but cumulatively considerable? (“Cumulatively considerable” means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects.)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

This initial study determined that the proposed project and project variant could have potential individual and cumulative environmental effects on cultural resources – the historical architectural resource at 550 O’Farrell Street and the National Register-listed Uptown Tenderloin Historic District. The initial study found that the proposed project or project variant would not have a significant adverse individual or cumulative environmental effect relating to all other topics. For those topics, the project would have no impact, a less-than-significant impact, or a less-than-significant impact with the implementation of mitigation measures. Implementation of the proposed project or project variant would not result in substantial adverse effects on human beings, either directly or indirectly.

Note: Authority cited: sections 21083 and 21083.05, 21083.09 Public Resources Code. Reference: section 65088.4, Gov. Code; sections 21073, 21074 21080(c), 21080.1, 21080.3, 21083, 21083.05, 21083.3, 21080.3.1, 21080.3.2,21082.3, 21084.2, 21084.3, 21093, 21094, 21095, and 21151, Public Resources Code; Sundstrom v. County of Mendocino,(1988) 202 Cal.App.3d 296; Leonoff v. Monterey Board of Supervisors, (1990) 222 Cal.App.3d 1337; Eureka Citizens for Responsible Govt. v. City of Eureka (2007) 147 Cal.App.4th 357; Protect the Historic Amador Waterways v. Amador Water Agency (2004) 116 Cal.App.4th at 1109; San Franciscans Upholding the Downtown Plan v. City and County of San Francisco (2002) 102 Cal.App.4th 656.

F. MITIGATION MEASURES

The following mitigation measures have been identified to reduce potentially significant environmental impacts resulting from the proposed project to less-than-significant levels.

Mitigation Measure M-CR-5: Accidental Discovery

The following mitigation measure is required to avoid any potential adverse effect from the proposed project on accidentally discovered buried or submerged historical resources as defined in *CEQA Guidelines* Section 15064.5(a) and (c), on tribal cultural resources as defined in *CEQA Statute* Section 21074, and on human remains and associated or unassociated funerary objects. The project sponsor shall distribute the planning department archeological resource "ALERT" sheet to the project prime contractor; to any project subcontractor (including demolition, excavation, grading, foundation, pile driving, etc. firms); or utilities firm involved in soils disturbing activities within the project site. Prior to any soils disturbing activities being undertaken each contractor is responsible for ensuring that the "ALERT" sheet is circulated to all field personnel including, machine operators, field crew, pile drivers, supervisory personnel, etc.

A preconstruction training shall be provided to all construction personnel performing or managing soils disturbing activities by a qualified archeologist prior to the start of soils disturbing activities on the project. The training may be provided in person or using a video and include a handout prepared by the qualified archeologist. The video and materials will be reviewed and approved by the ERO. The purpose of the training is to enable personnel to identify archeological resources that may be encountered and to instruct them on what to do if a potential discovery occurs. Images of expected archeological resource types and archeological testing and data recovery methods should be included in the training.

The project sponsor shall provide the Environmental Review Officer (ERO) with a signed affidavit from the responsible parties (prime contractor, subcontractor(s), and utilities firm) to the ERO confirming that all field personnel have received copies of the Alert Sheet and have taken the preconstruction training.

Should any indication of an archeological resource be encountered during any soils disturbing activity of the project, the project Head Foreman and/or project sponsor shall immediately notify the ERO and shall immediately suspend any soils disturbing activities in the vicinity of the discovery until the ERO has determined what additional measures should be undertaken.

If the ERO determines that an archeological resource may be present within the project site, the project sponsor shall retain the services of an archeological consultant from the pool of qualified archeological consultants maintained by the Planning Department archeologist. The archeological consultant shall advise the ERO as to whether the

discovery is an archeological resource, retains sufficient integrity, and is of potential scientific/historical/cultural significance. If an archeological resource is present, the archeological consultant shall identify and evaluate the archeological resource. The archeological consultant shall make a recommendation as to what action, if any, is warranted. Based on this information, the ERO may require, if warranted, specific additional measures to be implemented by the project sponsor. The ERO may also determine that the archeological resources is a tribal cultural resource and will consult with affiliated Native Americans tribal representatives, if warranted, as detailed under M-TCR-1 for this project.

Measures might include: preservation in situ of the archeological resource; an archeological monitoring program; an archeological testing program; and an interpretative program. If an archeological monitoring program, archeological testing program, or an interpretative program is required, it shall be consistent with the Environmental Planning (EP) division guidelines for such programs and reviewed and approved by the ERO. The ERO may also require that the project sponsor immediately implement a site security program if the archeological resource may be at risk from vandalism, looting, or other damaging actions.

The treatment of human remains and of associated or unassociated funerary objects discovered during any soils disturbing activity shall comply with applicable State and federal laws. This shall include immediate notification of the Medical Examiner of the City and County of San Francisco and, in the event of the Medical Examiner's determination that the human remains are Native American remains, notification of the California State Native American Heritage Commission, which will appoint a Most Likely Descendant (MLD). The MLD will complete his or her inspection of the remains and make recommendations or preferences for treatment within 48 hours of being granted access to the site (Public Resources Code section 5097.98). The ERO also shall be notified immediately upon the discovery of human remains.

The project sponsor and ERO shall make all reasonable efforts to develop a Burial Agreement ("Agreement") with the MLD, as expeditiously as possible, for the treatment and disposition, with appropriate dignity, of human remains and associated or unassociated funerary objects (as detailed in CEQA Guidelines section 15064.5(d)). The Agreement shall take into consideration the appropriate excavation, removal, recordation, scientific analysis, custodianship, curation, and final disposition of the human remains and associated or unassociated funerary objects. If the MLD agrees to scientific analyses of the remains and/or associated or unassociated funerary objects, the archeological consultant shall retain possession of the remains and associated or unassociated funerary objects until completion of any such analyses, after which the remains and associated or unassociated funerary objects shall be reinterred or curated as specified in the Agreement.

Nothing in existing State regulations or in this mitigation measure compels the project sponsor and the ERO to accept treatment recommendations of the MLD. However, if the ERO, project sponsor and MLD are unable to reach an Agreement on scientific treatment of the remains and associated or unassociated funerary objects, the ERO, with cooperation of the project sponsor, shall ensure that the remains and/or mortuary materials are stored securely and respectfully until they can be reinterred on the property, with appropriate dignity, in a location not subject to further or future subsurface disturbance.

Treatment of historic-period human remains and of associated or unassociated funerary objects discovered during any soil-disturbing activity, additionally, shall follow protocols laid out in the project's archeological treatment documents, and in any related agreement established between the project sponsor, Medical Examiner and the ERO.

The archeological consultant shall submit a Draft Final Archeological Resources Report (FARR) to the ERO that evaluates the historical significance of any discovered archeological resource and describes the archeological and historical research methods employed in the archeological testing/monitoring/data recovery program(s) undertaken. The Draft FARR shall include a curation and deaccession plan for all recovered cultural materials. The Draft FARR shall also include an Interpretation Plan for public interpretation of all significant archeological features.

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

Mitigation Measure M-TCR-1: Tribal Cultural Resources Archeological Resource Preservation Plan and/or Interpretive Program

In the event of the discovery of an archeological resource of Native American origin, the Environmental Review Officer (ERO), the project sponsor, and the tribal representative, shall consult to determine whether preservation in place would be feasible and effective. If it is determined that preservation-in-place of the tribal cultural resource (TCR) would be both feasible and effective, then the archeological consultant shall prepare an archeological

resource preservation plan (ARPP), which shall be implemented by the project sponsor during construction.

If the ERO in consultation with the project sponsor and the tribal representative determines that preservation-in-place of the TCR is not a sufficient or feasible option then archeological data recovery shall be conducted, as detailed under M-CR-2a for this project. In addition, the project sponsor shall prepare an interpretive program of the TCR in consultation with affiliated Native American tribal representatives. 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. Upon approval by the ERO and prior to project occupancy, the interpretive program shall be implemented by the project sponsor.

Mitigation Measure M-NO-1: Construction Noise Controls

The project sponsor shall develop a set of site-specific noise attenuation measures under the supervision of a qualified acoustical consultant to ensure that maximum feasible noise attenuation will be achieved for the duration of construction activities. Prior to commencement of demolition and construction activities, the project sponsor shall submit the construction noise control plan to the San Francisco Planning Department (planning department) for review and approval. Noise attenuation measures shall be implemented to meet a goal of not increasing noise levels from construction activities by more than 10 dBA above the ambient noise level at sensitive receptor locations. Noise measures may include, but are not limited to, those listed below.

1. Equip all internal combustion engine-driven equipment with mufflers, which are in good condition and appropriate for the equipment.
2. Use “quiet” models of air compressors and other stationary noise sources where technology exists.
3. Locate stationary equipment as far away as possible from adjacent land uses and/or construct temporary noise barriers, where feasible, to screen such equipment. Temporary noise barrier fences would provide a 5-dBA noise reduction if the noise barrier interrupts the line-of-sight between the noise source and receptor and if the barrier is constructed in a manner that eliminates any cracks or gaps.
4. Unnecessary idling of internal combustion engines should be strictly prohibited.
5. The construction staging area should be located on O’Farrell Street and as far as feasible from noise-sensitive receptors. Locate material stockpiles, as well as maintenance/equipment staging and parking areas, as far as feasible from residential receptors.

6. Control noise from construction workers' radios to a point where they are not audible at existing residences bordering the project site.
7. Where feasible, temporary power service from local utility companies should be used instead of portable generators.
8. Locate cranes as far from adjoining noise-sensitive receptors as possible.
9. During final grading, substitute graders for bulldozers, where feasible. Wheeled heavy equipment is quieter than track equipment and should be used where feasible.
10. Substitute nail guns for manual hammering, where feasible.
11. Avoid the use of hydra break rams and hoe rams during demolition.
12. Avoid the use of concrete saws, circular saws, miter/chop saws, and radial arm saws near the adjoining noise-sensitive receptors. Where feasible, shield saws with a solid screen with material having a minimum surface density of 2 pounds per square foot (e.g., such as ¾-inch plywood).
13. During interior construction, the exterior windows facing noise-sensitive receptors should be closed.
14. During interior construction, locate noise-generating equipment within the building to break the line-of-sight to the adjoining receptors.
15. The contractor shall prepare a detailed construction schedule for major noise-generating construction activities. The construction plan shall identify a procedure for coordination with adjacent residential land uses so that construction activities can be scheduled to minimize noise disturbance.
16. Designate a Construction Manager who shall:
 - a. Clearly post his/her name and phone number(s) on signs visible during each phase of the construction program.
 - b. Notify area residents of construction activities, schedules, and impacts.
 - c. Receive and act on complaints about construction noise disturbances.
 - d. Determine the cause(s) and implement remedial measures as necessary to alleviate potentially significant problems related to construction noise.
 - e. Request night noise permits from the San Francisco Department of Building Inspection if any activity, including deliveries or staging, is anticipated outside work hours that has the potential to exceed noise standards. If such activity is required in response to an emergency or other unanticipated conditions, night noise permits shall be requested as soon as feasible for any ongoing response activities.
 - f. Notify the planning department's Development Performance Coordinator at the time that night noise permits are requested or as soon as possible after emergency/unanticipated activity causing noise with the potential to exceed noise standards has occurred.
17. A noise monitoring log report shall be prepared by the construction manager or other designated person(s) on a weekly basis and shall be made available to the

planning department when requested. The log shall include any complaints received, whether in connection with an exceedance or not, as well as any complaints received through calls to 311 or the department of building inspection if the contractor is made aware of them (for example, via a department of building inspection notice, inspection, or investigation). Any weekly report that includes an exceedance or for a period during which a complaint is received should be submitted to the Development Performance Coordinator within 3 business days following the week in which the exceedance or complaint occurred. A report also shall be submitted to the planning department at the completion of each construction phase. The report shall document noise levels, exceedances of threshold levels, if reported, and corrective action(s) taken.

Mitigation Measure M-NO-2: Construction Vibration Controls

The project sponsor shall retain the services of a qualified structural engineer or vibration consultant and preservation architect that meet the Secretary of the Interior's Historic Preservation Professional Qualification Standards to conduct a Pre-Construction Assessment at historic properties within 20 feet of the site.

Prior to any demolition or ground-disturbing activity, a Pre-Construction Assessment shall be prepared to establish a baseline and shall contain written and photographic descriptions of the existing condition of the visible exteriors from public rights-of-way of the adjacent buildings and in interior locations upon permission of the owners of the adjacent properties. The Pre-Construction Assessment shall determine specific locations to be monitored and include annotated drawings of the buildings to locate accessible digital photo locations and locations of survey markers and/or other monitoring devices to measure vibrations. The Pre-Construction Assessment shall be submitted to the planning department along with the demolition and site permit applications.

The structural engineer and/or vibration consultant in consultation with the preservation architect shall develop, and the project sponsor shall implement, a *vibration management and monitoring plan* to protect nearby historic buildings against damage caused by vibration or differential settlement caused by vibration during project construction activities. In this plan, the maximum vibration level not to be exceeded at each building shall be 0.25 inches per second, or a level determined by the site-specific assessment made by the structural engineer and/or the vibration consultant in coordination with the preservation architect for the project. The vibration management and monitoring plan shall document the criteria used in establishing the maximum vibration level for the project. The plan shall include pre-construction surveys and continuous vibration monitoring throughout the duration of the major construction project activities that would require heavy-duty equipment to ensure that vibration levels do not exceed the established standard. The vibration management and monitoring plan shall be submitted

to planning department preservation staff prior to issuance of any demolition or construction permits. The plan shall include but not be limited to these measures:

1. The project sponsors shall incorporate into construction specifications for the proposed project a requirement that the construction contractor(s) use all feasible means to avoid damage to the adjacent buildings including, but not limited to, staging of equipment and materials as far as possible from adjacent buildings to limit damage; using techniques during demolition, excavation, shoring, and construction that create the minimum feasible vibration; maintaining a buffer zone when possible between heavy equipment and adjacent contributing resource(s); enclosing construction scaffolding to avoid damage from falling objects or debris; and ensuring appropriate security to minimize risks of vandalism and fire.
2. Place operating equipment on the construction site as far as possible from vibration-sensitive receptors.
3. Use smaller equipment to minimize vibration levels below the limits.
4. Avoid using vibratory rollers and tampers near sensitive areas.
5. Select demolition methods not involving impact tools.
6. Modify/design or identify alternative construction methods to reduce vibration levels below the limits.
7. Avoid dropping heavy objects or materials.

Should vibration levels be observed in excess of the standard, or if damage to adjacent buildings is observed, construction shall be halted and alternative techniques put in practice, to the extent feasible. The structural engineer and/or vibration consultant and the historic preservation consultant shall conduct regular periodic inspections of digital photographs, survey markers, and/or other monitoring devices during ground-disturbing activity at the project site. The buildings shall be protected to prevent further damage and remediated to pre-construction conditions as shown in the Pre-Construction Assessment with the consent of the building owner. Any remedial repairs shall not require building upgrades to comply with current San Francisco Building Code standards. A final report on the vibration monitoring shall be submitted to planning department preservation staff prior to the issuance of a Certificate of Occupancy.

Mitigation Measure M-AQ-2: Construction Emissions Minimization

The project sponsor or the project sponsor's Contractor shall comply with the following:

A. Engine Requirements.

1. All off-road equipment greater than 25 hp and operating for more than 20 total hours over the entire duration of construction activities shall have engines that meet or exceed either EPA or California air board Tier 2 off-road

emission standards, and have been retrofitted with an California air board Level 3 VDECS. Equipment with engines meeting Tier 4 Interim or Tier 4 Final off-road emission standards automatically meet this requirement.

2. Where access to alternative sources of power are available, portable diesel engines shall be prohibited.
3. Diesel engines, whether for off-road or on-road equipment, shall not be left idling for more than two minutes, at any location, except as provided in exceptions to the applicable state regulations regarding idling for off-road and on-road equipment (e.g., traffic conditions, safe operating conditions). The Contractor shall post legible and visible signs in English, Spanish, and Chinese, in designated queuing areas and at the construction site to remind operators of the two-minute idling limit.
4. The Contractor shall instruct construction workers and equipment operators on the maintenance and tuning of construction equipment and require that such workers and operators properly maintain and tune equipment in accordance with manufacturer specifications.

B. *Waivers.*

1. The planning department’s ERO or designee may waive the alternative source of power requirement of subsection (A)(2) if an alternative source of power is limited or infeasible at the project site. If the ERO grants the waiver, the Contractor must submit documentation that the equipment used for on-site power generation meets the requirements of subsection (A)(1).
2. The ERO may waive the equipment requirements of subsection (A)(1) if: a particular piece of off-road equipment with a California air board Level 3 VDECS is technically not feasible; the equipment would not produce desired emissions reduction due to expected operating modes; installation of the equipment would create a safety hazard or impaired visibility for the operator; or there is a compelling emergency need to use off-road equipment that is not retrofitted with a California air board Level 3 VDECS. If the ERO grants the waiver, the Contractor must use the next cleanest piece of off-road equipment, according to **Table M-1: Off-Road Equipment Compliance Step-down Schedule** below.

Table M-1: Off-Road Equipment Compliance Step-down Schedule

Compliance Alternative	Engine Emission Standard	Emissions Control
1	Tier 2	California air board Level 2 VDECS
2	Tier 2	California air board Level 1 VDECS
3	Tier 2	Alternative Fuel*

* Alternative fuels are not a VDECS.

- C. *Construction Emissions Minimization Plan.* Before starting on-site construction activities, the Contractor shall submit a Construction Emissions Minimization

Plan (plan) to the ERO for review and approval. The plan shall state, in reasonable detail, how the contractor will meet the requirements of section A.

1. The plan shall include estimates of the construction timeline by phase, with a description of each piece of off-road equipment required for every construction phase. The description may include, but is not limited to: equipment type, equipment manufacturer, equipment identification number, engine model year, engine certification (Tier rating), hp, engine serial number, and expected fuel usage and hours of operation. For VDECS installed, the description may include: technology type, serial number, make, model, manufacturer, California air board verification number level, and installation date and hour meter reading on installation date. For off-road equipment using alternative fuels, the description shall also specify the type of alternative fuel being used.
 2. The project sponsor shall ensure that all applicable requirements of the plan have been incorporated into the contract specifications. The plan shall include a certification statement that the contractor agrees to comply fully with the plan.
 3. The contractor shall make the plan available to the public for review on site during working hours. The contractor shall post at the construction site a legible and visible sign summarizing the plan. The sign shall also state that the public may ask to inspect the plan for the project at any time during working hours and shall explain how to request to inspect the plan. The contractor shall post at least one copy of the sign in a visible location on each side of the construction site facing a public right-of-way.
- D. *Monitoring.* After start of construction activities, the Contractor shall submit quarterly reports to the ERO documenting compliance with the plan. After completion of construction activities and prior to receiving a final certificate of occupancy, the project sponsor shall submit to the ERO a final report summarizing construction activities, including the start and end dates and duration of each construction phase, and the specific information required in the plan.

M-AQ-4. Best Available Control Technology for Diesel Generators.

The project sponsor shall ensure that the backup diesel generator meet or exceed one of the following emission standards for PM: (1) Tier 4 certified engine, or (2) Tier 2 or Tier 3 certified engine that is equipped with a California air board Level 3 VDECS. A non-VDECS may be used if the filter has the same PM reduction as the identical California air board-verified model and if the air district approves of its use. The project sponsor shall submit documentation of compliance with the air district's New Source Review permitting process (Regulation 2, Rule 2, and Regulation 2, Rule 5) and the emission standard requirement of this mitigation measure to the planning department for review and approval prior to issuance of a permit for a backup diesel generator from any City agency.

G. PUBLIC NOTICE AND COMMENT

Publication of the Notice of Preparation (NOP) initiated a 30-day public review and comment period that began on March 6, 2019 and ended on April 5, 2019. (The NOP was filed with the County Clerk at a later date, June 10, 2019, and the comment period was extended to July 10, 2019). During the NOP review and comment period, a total of 15 comments were submitted to the San Francisco Planning Department by interested parties. San Francisco Public Utilities Commission staff commented on water supply information to be addressed in the environmental documents. The Native American Heritage Commission commented on AB 52 tribal cultural resources notification and consultation requirements. Thirteen other responses commented on the NOP review schedule, project merits, construction noise and air quality impacts, views, parking, historic resources, and project alternatives. The planning department considered the comments made by the public in preparation of the IS and DEIR for the proposed project and project variant. There are no known areas of controversy or issues to be resolved.

H. DETERMINATION

On the basis of this Initial Study:

I find that the proposed project COULD NOT have a significant effect on the environment, and a NEGATIVE DECLARATION will be prepared.

- I find that although the proposed project could have a significant effect on the environment, there will not be a significant effect in this case because revisions in the project have been made by or agreed to by the project proponent. A MITIGATED NEGATIVE DECLARATION will be prepared.
- I find that the proposed project MAY have a significant effect on the environment, and an ENVIRONMENTAL IMPACT REPORT is required.
- I find that the proposed project MAY have a “potentially significant impact” or “potentially significant unless mitigated” impact on the environment, but at least one effect 1) has been adequately analyzed in an earlier document pursuant to applicable legal standards, and 2) has been addressed by mitigation measures based on the earlier analysis as described on attached sheets. An ENVIRONMENTAL IMPACT REPORT is required, but it must analyze only the effects that remain to be addressed.
- I find that although the proposed project could have a significant effect on the environment, because all potentially significant effects (a) have been analyzed adequately in an earlier EIR or NEGATIVE DECLARATION pursuant to applicable standards, and (b) have been avoided or mitigated pursuant to that earlier EIR or NEGATIVE DECLARATION, including revisions or mitigation measures that are imposed upon the proposed project, no further environmental documentation is required.

Devyani Jain for _____

Lisa Gibson
Environmental Review Officer
for
Richard Hillis
Director of Planning

DATE May 20, 2020

I. INITIAL STUDY PREPARERS

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Appendix B

Notice of Preparation



SAN FRANCISCO PLANNING DEPARTMENT

PUBLIC NOTICE Availability of Notice of Preparation of Environmental Impact Report

Date: March 6, 2019
Case No.: 2017-004557ENV
Project Title: 550 O'Farrell Street
Zoning: RC-4 (Residential-Commercial, High Density)
80-T-130-T Height and Bulk District
North of Market Residential Special Use District No. 1
Block/Lot: 0318/009
Lot Size: 11,808 square feet
Project Sponsor: Kabir Seth, Sandhill O'Farrell, LLC – (510) 590-8456
Kabir@presidiobay.com
Lead Agency: San Francisco Planning Department
Staff Contact: Jennifer Barbour McKellar – (415) 575-8754
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A notice of preparation (NOP) of an environmental impact report (EIR) has been prepared by the San Francisco Planning Department in connection with this project. The report is available for public review and comment on the Planning Department's Negative Declarations and EIRs web page (<http://www.sfplanning.org/sfceqadocs>). Paper copies are also available at the Planning Information Center (PIC) counter on the first floor of 1660 Mission Street, San Francisco. Referenced materials are available for review by appointment at the Planning Department's office on the fourth floor of 1650 Mission Street. (Call (415) 575-8754)

PROJECT DESCRIPTION

The proposed project is located at 550 O'Farrell Street between Leavenworth Street and Jones Street in the Downtown/Civic Center neighborhood of San Francisco. A public parking garage currently occupies the approximately 11,800-square-foot project site (Assessor's Block 0318, Lot 009). The existing building was constructed in 1924 and is located in the Uptown Tenderloin National Register Historic District. The existing building is a contributory building to the historic district and was previously determined to be eligible for listing on the California Register of Historical Resources; therefore, it is considered an historic resource.

The project sponsor, Sandhill O'Farrell, LLC, proposes to demolish the existing approximately 35,400 square foot (sf), two-story garage with basement and construct an approximately 102,600-sf mixed-use building. The proposed project would include 113 residential dwelling units (25 percent of which, or 29 units, would be inclusionary affordable housing units), with basement-level and ground-level parking accommodating 23 vehicles and 108 class 1 bicycle parking spaces. The class 1 bicycle parking spaces would be provided in two bicycle storage rooms; eight class 2 bicycle parking spaces would be installed

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Revised 8/8/17

on the sidewalk along the site's O'Farrell Street frontage. The garage would be accessed from a new 14.5-foot-wide curb cut on O'Farrell Street, which would replace two existing 26- to 28-foot-wide curb cuts on this street segment. The proposed building would be 13 stories tall, reaching approximately 130 feet in height (146 feet in height to the top of the elevator penthouse). The basement and first floor levels of the proposed structure would occupy the entire site, while the upper floors of the building would be set back approximately 34 feet from the rear property line. The ground floor would contain a lobby, leasing office, one of the two bicycle storage rooms and approximately 1,500 sf of retail space. The 113 residential units on floors two through 13 would include 83 one-bedroom units, 6 two-bedroom units, and 24 three-bedroom units. The project would provide approximately 5,300 sf of common open space and 1,200 sf of private open space. The common open space would consist of an approximately 1,900-sf terrace within the level 2 courtyard and an approximately 3,400-sf roof deck. The private open space would consist of three private decks within the level 2 courtyard and four private balconies at levels 10 through 13, serving a total of seven residential units. Four new street trees would be planted along the O'Farrell Street frontage.

Project construction would span approximately 21 months, with the demolition, shoring and grading phases each lasting approximately one to two months each, and building construction phase lasting approximately 18 months. Excavation of the entire site would be required to a depth of 11 feet (rear of building) and 4.5 feet (front of building) below the existing basement grades, resulting in the removal of approximately 3,126 cubic yards of soil. Total excavation depth would be about 16 feet below the existing sidewalk grade.

FINDING

This project may have a significant effect on the environment and an Environmental Impact Report is required. This determination is based upon the criteria of the State CEQA Guidelines, sections 15063 (Initial Study), 15064 (Determining Significant Effect), and 15065 (Mandatory Findings of Significance). The proposed project could have a substantial adverse impact on an historic resource, the 550 O'Farrell Street building, which is eligible for listing on the California Register of Historical Resources; this would be a significant effect on the environment under CEQA Guidelines section 15064.5.

ALTERNATIVES

Alternatives to be considered for this project will include, but will not be limited to, the No Project Alternative and one or more alternatives that adaptively reuse all or some of the historic structure at 550 O'Farrell Street. The inclusion of alternatives is based upon the criteria of the State CEQA Guidelines, section 15126.6 (Consideration and Discussion of Alternatives to the Proposed Project).

PUBLIC SCOPING PROCESS

Written comments will be accepted until 5:00 p.m. on April 6, 2019. Written comments should be sent to Jennifer Barbour McKellar, San Francisco Planning Department, 1650 Mission Street, Suite 400, San Francisco, CA 94103, or emailed to jennifer.mckellar@sfgov.org.

Appendix C

Historic Resources Evaluations

Appendix C-1

Historic Resources Evaluation Part 1



September 1, 2017

550 O'Farrell Street
San Francisco, California

HISTORIC RESOURCE EVALUATION - PART 1

INTRODUCTION

Constructed in 1924, the building at 2600 Jackson Street (Parcel 0318/009), is in the Downtown/Civic Center neighborhood of San Francisco. The subject lot is on the block bounded by O'Farrell Street to the south, Leavenworth Street to the west, Geary Street to the north, and Jones Street to the east. Currently the property is in zoning district RC-4 and identified as "A – Historic Resource Present" by the Planning Department since it is within the boundaries of the National Register-listed Uptown Tenderloin Historic District. The property was surveyed as part of the San Francisco Architectural Heritage Survey in 1978 and rated "C – Contextual Importance." It was also included in the 1976 Citywide Architectural Survey and rated "2" on a scale of -2 to 5, with 5 being the highest rating.¹ This report is an evaluation of the property's potential eligibility to be individually listed in the California Register of Historical Resources (CRHR).

METHODOLOGY

Carey & Co. conducted a site visit on August 28, 2017 to evaluate the existing conditions, historic features, and architectural significance of the property. Additional research was completed including consultation of Assessor/Recorder's sales ledgers, all available building permits, the San Francisco Public Library History Room Collections, Sanborn Fire Insurance maps, the San Francisco Chronicle and local newspaper indexes, as well as the San Francisco Planning Department archives.

This report includes:

- Building and Property Description
- Site History
- Neighborhood Context
- Owner/Occupant History
- Architect Information
- Significance and Integrity Evaluation
- Bibliography
- Appendix containing buildings permits and Sanborn maps

¹ San Francisco Planning Department, San Francisco Property Information Map – 550 O'Farrell Street, <http://propertymap.sfplanning.org/?dept=planning> (accessed August 17, 2017).

SUMMARY OF FINDINGS

550 O'Farrell Street appears to be eligible to the California Register under Criterion 3 as a good example of the Gothic Revival style garage structure in San Francisco. The period of significance is the year of construction, 1924. The building retains sufficient physical integrity to convey its significance as an individual resource and as a National Register-listed Uptown Tenderloin Historic District contributor.

PROPERTY DESCRIPTION

Located in the Tenderloin area of the Downtown/Civic Center Heights neighborhood, the building at 550 O'Farrell Street sits on a rectangular lot, 85.875 feet wide and 137.5 feet deep, on the north side of O'Farrell Street. The surrounding area features mostly multi-story mixed-used or residential buildings in a wide range of architectural styles.



Figure 1. Aerial view of the subject lot outlined in red (Google Earth, retrieved August 22, 2017).

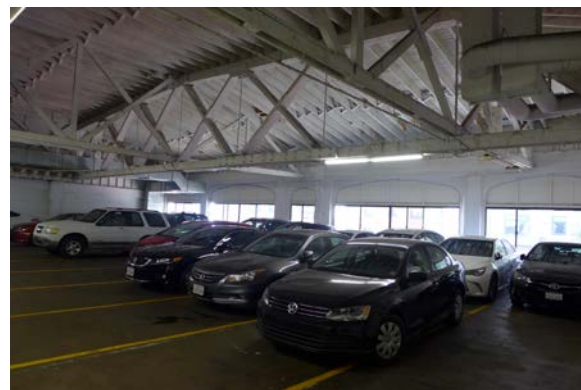
550 O'Farrell Street is a two-story plus basement reinforced concrete building. Rectangular in plan, this Gothic Revival building has a flat roof and plaster finish that has been scored with an ashlar masonry pattern. The primary façade faces south onto O'Farrell Street and is divided into five bays separated by buttress piers. On the first floor, the westernmost bay includes an aluminum-sash storefront with a recessed entrance. Two roll-up garage doors occupy the second and fourth bays while the remaining bays contain aluminum-sash fixed windows. Decorative panels are located between first and second floors. The second floor features shallow arched openings with aluminum-sash slider windows. The rear and side windows are multi-lite steel-sash. Notable features include a small balcony with ogee arches and decorative brackets at the center bay, a row of attached gargoyles above the second floor, and a parapet with blind quatrefoil panels. The interior of the garage is rudimentary with exposed concrete walls, concrete floors, and wood trusses. The overall condition of the building is good.



Figure 2. The front (south) façade.



Figures 3 and 4. The façade details: the balcony with ogee arches and brackets (left) and the ornamental parapet above gargoyles (right) .



Figures 5 and 6. Interior.

Architectural Style: Gothic Revival

The 550 O'Farrell Street garage is designed in the Gothic Revival architectural style. The style was prevalent in San Francisco from 1850 to 1925. The chief characteristics of the style are expressed in the plaster finish that has been scored with an ashlar masonry pattern, buttress piers, the parapet with blind quatrefoil panels, the row of attached gargoyles, and the small balcony with ogee arches and decorative brackets.²

SITE HISTORY

Designed by architect William H. Crim, Jr., the two-story reinforced concrete garage was constructed in 1924.³ The *Building and Engineering News* from April 1924 lists both Crim and Hamilton Murdock as architects.⁴ A photograph from ca. 1960 shows the original windows including the central window with a leaded diamond pattern, see Figure 7 below. Major exterior alterations include window replacements and a new storefront in 1985, parapet bracing in 1987, and removal of the original skylights in 1991.

The 1948 and 1950 Sanborn maps show an office, store, and a restaurant on the western half of the first floor. This configuration was altered in 1985 when new offices were constructed. Other interior alterations include gas tank installations, and renovation of the offices and restrooms. See Construction Chronology below.

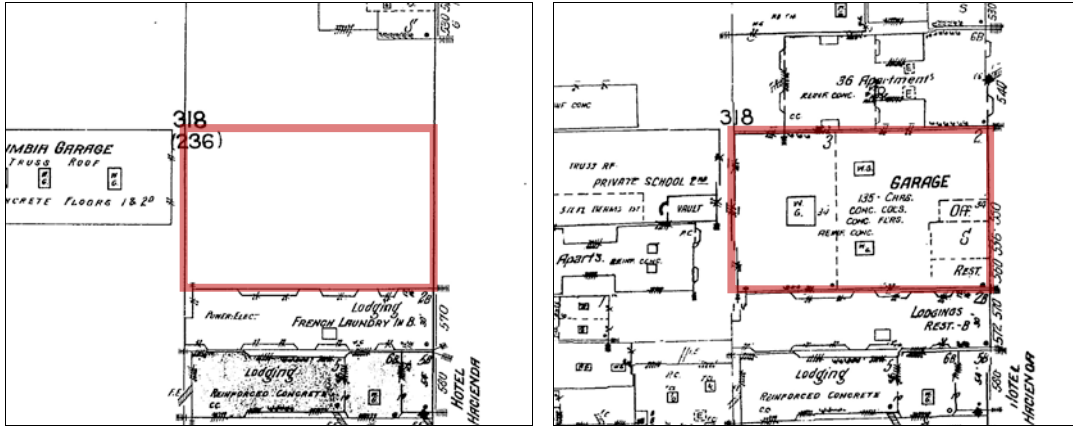


Figure 7. Interior view from the second floor, ca. 1960. See the original windows behind the cars. San Francisco History Center, San Francisco Public Library.

² San Francisco Planning Department, *San Francisco Preservation Bulletin No. 18, Residential and Commercial Architectural Periods and Styles in San Francisco*, January 2003, 4; "Gothic Revival," Cyril M. Harris, *American Architecture: An Illustrated Encyclopedia* (New York: W.W. Norton & Co., 1998), 155-157.

³ Edwards Abstracts 4/24/1924, owner Mt. Olivet Cemetery Association; architect W.H. Crim (email correspondence with William Beutner, San Francisco Heritage, August 22, 2017).

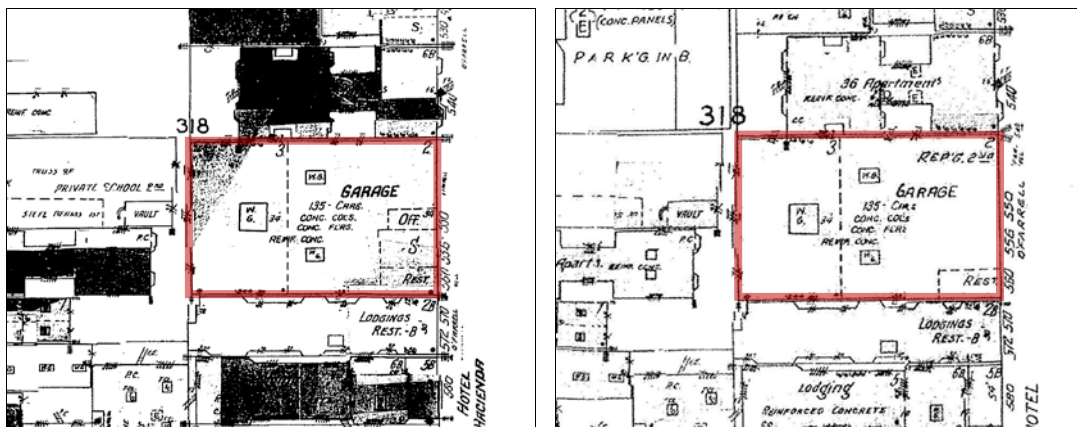
⁴ *Building and Engineering News*, April 26, 1924, page 32.



Figures 8 and 9. 1913 (left) and 1948 (right) Sanborn maps. The lot was vacant in 1913; the building was constructed in 1924. For full page Sanborn maps see Appendix.



Figure 10. 1938 aerial photograph from the David Rumsey Historical Map Collection.



Figures 11 and 12. 1950 (left) and mid-1990s (right) Sanborn map. For full page Sanborn maps see Appendix.

Construction Chronology⁵

1924	The garage was constructed. The architect was noted as William H. Crim, Jr. ⁶
December 1929	Sidewalk lights were replaced. (Permit Application #183074)
February 1947	An electric sign was installed. (Permit Application #95254)
November 1959	A vertical "PARK" sign was erected. (Permit Application #229817)
February 1973	A new projecting sign was installed. (Permit Application #418291)
January 1985	Two 6000-gallon storage tanks were installed. (Permit Application #08501068)
March 1985	New office area at street level and window replacement. (Permit Application #08502335)
April 1985	Ventilation for gas tanks and storage pumps was installed. (Permit Application #08503647)
May 1985	New heating and air conditioning for new office area. (Permit Application #08504700)
January 1987	New bracing for existing parapet. (Permit Application #8616393)
May 1991	The existing four skylights were removed and the openings were patched. (Permit Application #09107727)
March 1992	Damaged veneer stucco was replaced with new stucco. (Permit Application #09203393)
April 1993	Reroofing. (Permit Application #09306700)
January 2006	A 4000-gallon above ground fuel tank was installed. (Permit Application #200610172251)
March 2007	Sidewalk vault repair. (Permit Application #200703095851)
December 2007	The existing wash bay was upgraded with new equipment. (Permit Application #200711299173).
November 2007	The existing restrooms, offices and support areas were renovated. (Permit Application #200711299179)

⁵ All available building permits from San Francisco Department of Building Inspection.

⁶ Edwards Abstracts 4/24/1924, owner Mt. Olivet Cemetery Association; architect W.H. Crim (email correspondence with William Beutner, San Francisco Heritage, August 22, 2017); Michael R. Corbett and Anne Bloomfield, *National Register of Historic Places Registration Form – Uptown Tenderloin Historic District*, May 5, 2008, section 7, page 77.

October 2016 The existing vault and gasoline tank at the basement, and all associated piping and electrical were removed. (Permit Application #201610311481)

HISTORIC CONTEXT

The area of what would later become the Uptown Tenderloin district started to develop in the second half of the 19th century. From the 1870s to 1890s, the area bound roughly by Market Street, Union Square, and City Hall and Van Ness Avenue developed as a center of entertainment and vice. The majority of the built fabric included wood houses and flats initially; however, by 1905, there were brick buildings and multi-story hotel buildings in every block. The 1906 earthquake and fire completely devastated the district. The area was rebuilt at a substantially larger scale, multi-story masonry buildings replacing typical pre-earthquake wooden houses. The biggest construction boom in the Uptown Tenderloin came after World War I, between 1919 and the beginning of the Great Depression. The district developed gradually over the years and was fully rebuilt around 1930 which is reflected in the architecture of the area.⁷

The neighborhood was built in a twenty-five year period when most architects had been trained in the Beaux-Arts system and accepted the general goals of the City Beautiful Movement. This meant that there was a shared approach to design that valued relationships to neighbors, achieved in both composition and style. Facades were typically arranged vertically like a classical column, with a base, a shaft, and a capital. Within that pattern, many variations could create diversity within the group while still maintaining a fundamental similarity to the group. In addition, these architects overwhelmingly drew on Renaissance and Baroque sources to ornament their buildings. When they chose other styles, the buildings still related to the ensemble through composition, size, scale, and materials.

At a deeper level, the neighborhood is distinguished as a dense mix of urban building types. The neighborhood is largely residential, consisting mostly of hotels and apartment buildings, with a few dwellings and flats. These buildings were built for a wide range of society, but mostly for a narrow group in the middle. They reflect an important period of transition in urban housing, from hotels to apartments.

While predominantly residential, the neighborhood has meaning as a functioning urban neighborhood that includes other building types as well. These include churches, garages, stores, and baths — types that support residential living and might be expected to be found in any urban residential neighborhood of the period. They also include types that are specific to the history of this neighborhood—film exchanges and halls and clubs—accommodating entertainment and vice.⁸

Garages

The early 20th century garages are “infill buildings presenting a composed and ornamented façade to the street, and they are related to other commercial, utilitarian, popular, and service-oriented buildings conforming to this template.”⁹ A typical garage comprised an architectural front and a transportation shed behind. The façades of these garages utilized a traditional

⁷ Summarized from Corbett and Bloomfield, *Uptown Tenderloin Historic District*, Section 8, pages 7-11.

⁸ Corbett and Bloomfield, *Uptown Tenderloin Historic District*, Section 8, pages 7-23.

⁹ Mark D. Kessler, *The Early Public Garages of San Francisco: An Architectural and Cultural Study, 1906-1929* (Jefferson, NC: McFarland & Co., 2013), 8.

architectural vocabulary—similar to the exteriors of civic and institutional buildings of the period but simpler. The utilitarian shed mostly featured exposed structure and unfinished surfaces.¹⁰

The majority of the parking garages within the Uptown Tenderloin were built after World War I. Located in the southern part of the district and scattered throughout, they were built to serve residents of the apartments and hotels and also customers of the area's businesses and entertainments. The garages in the historic district are mostly two- to five-story reinforced concrete structures with Renaissance/Baroque ornamentation, Mission Revival, Moderne, and Gothic ornamentation (265 Eddy, 640 O'Farrell, and the subject building).¹¹ Among twenty-one contributing garage buildings within the Uptown Tenderloin Historic District, three were converted to different uses (two commercial and one police station).¹²

OWNER/OCCUPANT HISTORY

The garage at 550 O'Farrell Street has been occupied by auto-related businesses since 1925 including Abbey Garage & Tow Service (1925-1978), Cooper & Robinson Inc. auto repair, Atlas Tow, National Car Rental, and Hertz Car Rental.¹³ The building is currently being used as a parking garage and rental car office.

Ownership History

Dates	Owner ¹⁴
1924 - 1955	Abbey Land & Improvement Co. ¹⁵
1955 – 1959	Edwin B. & France Solloway, Wallace C. & Ruth M. Solloway
1959-1972	Solloway Brothers Building
1972 – 1983	Howard L. & Elsa Waldman, 550 O'Farrell Street
1983 –2001	National Car Rental System Inc.
2002 – 2013	Larry & Laura Worchell; Ullman Investments LTD
2005 – 2013	LWSC LLC; Ullman Investments LTD
2013 – Present	Sandhill O'Farrell LLC

ARCHITECTS

William H. Crim, Jr. is noted as the architect of the building in multiple sources; however, the *Building and Engineering News* from April 1924 lists both Crim and Hamilton Murdock as architects.¹⁶

¹⁰ Kessler, 8-9.

¹¹ Corbett and Bloomfield, *Uptown Tenderloin Historic District*, Section 7, pages 10; Section 8, pages 28.

¹² The contributing garage buildings within in the historic district: 265 Eddy, 301 Eddy (converted to police station), 460 Eddy, 466 Eddy (converted to commercial), 469 Eddy, 545 Eddy, 233 Ellis, 541 Ellis, 855 Geary, 64-82 Golden Gate, 135 Hyde, 639 Hyde (converted to commercial/laundry), 333 Jones, 525 Jones, 550 O'Farrell, 640 O'Farrell, 740 O'Farrell, 415 Taylor, 150 Turk, 175 Turk, 256 Turk.

¹³ San Francisco City Directories, 1925-1982; San Francisco Chronicle, 1984-99; San Francisco Department of Building Inspection.

¹⁴ San Francisco Assessor's Office – Sales Ledgers; San Francisco Planning Department, San Francisco Property Information Map (accessed August 17, 2017).

¹⁵ The building contract and the *Building and Engineering News* records Mt. Olivet Cemetery Association as the owner of the building. Abbey Land & Improvement Co. is noted as the owner from 1924 to 1955 at the Assessor's Office.

William H. Crim, Jr., a native San Franciscan, worked for several architecture firms including D. H. Burnham & Co. (under Willis Polk) and Henry Meyers (who took over Percy and Hamilton). Crim formed a partnership with Earl B. Scott after the 1906 Earthquake and Fire. Known for their apartment buildings, Crim & Scott designed many notable buildings in the city: the four-story Grant Building at 663-71 Mission Street (1909), the Mission Savings Bank at 3068 16th Street (1907), and the Tadich Building at 240 California Street (1909).¹⁷

The partnership ended in 1910 and Crim continued to practice independently: "Much of the work completed by Crim after 1910 resembled the work he had completed with Scott, suggesting that Crim had been the primary designer."¹⁸ Although he continued designing apartment and hotel buildings, Crim also worked on different building types in a variety of architectural styles during his solo years. Among his notable buildings are the Wigwam Theater at 2555 Mission Street (1913), the Civic Center Hotel at 1601-05 Market Street (1915), the Second Church of Christ, Scientist at 651 Dolores Street (1916), the El Capitan Theater at 2353 Mission Street (1928), and the Park Presidio School. His designs can be described as having "strong outlines and heavy massing."¹⁹ He died in 1930.²⁰

There are six contributing buildings in the Uptown Tenderloin Historic District that were designed by Crim during his solo period and his partnership with Scott:

- 420 Jones Street, hotel building, 1907, Crim and Scott
- 615-629 Ellis Street, apartment building, 1909, Crim and Scott
- 64-82 Golden Gate Avenue, garage, 1910, Crim and Scott
- 706-710 Ellis Street, apartment building, 1911, Crim and Scott
- 132-154 McAllister Street, hotel/apartment building, 1920 addition by William H. Crim
- 550 O'Farrell Street, garage, 1924, William H. Crim²¹



Figures 13 and 14. The garage at 64 Golden Gate by Crim & Scott (1910), and El Capitan on Mission Street by Crim (1928). Photographs from DCP 1976 Survey Sheets from San Francisco Planning Department.

¹⁶ Edwards Abstracts 4/24/1924; Corbett and Bloomfield, *Uptown Tenderloin Historic District*, Section 7, pages 77; *Building and Engineering News*, April 26, 1924, page 32.

¹⁷ "Some of the work of Wm. H. Crim, Jr. and Earl B. Scott, Architects," *The Architect and Engineer of California*, May 1910, 35-50; "William H. Crim, Jr.," *The Architect and Engineer*, August 1930, 100.

¹⁸ Ver Planck Historic Preservation Consulting, *Historic Resource Evaluation Market and Brady Project*, March 8, 2017, 56-57.

¹⁹ Page & Turnbull, Inc., *Civic Center Hotel DPR Form*, April 2007.

²⁰ "Services held for W. H. Crim, Architect," *San Francisco Chronicle*, July 15, 1930.

²¹ Corbett and Bloomfield, *Uptown Tenderloin Historic District*.

Hamilton Murdock (d. 1961) was a Bay Area architect. He was born and educated in San Francisco but lived mostly in Alameda. Murdock designed numerous houses and office buildings in Oakland. Among his notable projects is the Mediterranean-style clubhouse at Orinda Country Club & Lake Cascade (1924).²²

CALIFORNIA REGISTER SIGNIFICANCE EVALUATION

Regulatory Framework

The California Office of Historic Preservation's Technical Assistance Series #6, *California Register and National Register: A Comparison*, outlines the differences between the federal and state processes. The criteria to be used when establishing the significance of a property for listing on the California Register of Historical Resources (CRHR) are very similar, with emphasis on local and state significance. They are:

1. It is associated with events that have made a significant contribution to the broad patterns of local or regional history, or the cultural heritage of California or the United States; or
2. It is associated with the lives of persons important to local, California, or national history; or
3. It embodies the distinctive characteristics of a type, period, or method of construction or represents the work of a master, or possesses high artistic values; or
4. It has yielded, or is likely to yield, information important to prehistory or history of the local area, California, or the nation.²³

The CRHR requires the establishment of historic significance before integrity is considered. California's integrity threshold is slightly lower than the federal level. As a result, some resources that are historically significant but do not meet National Register of Historic Places (NRHP) integrity standards may be eligible for listing on the CRHR.²⁴

California's list of special considerations is shorter and more lenient than the NRHP. It includes some allowances for moved buildings, structures, or objects, as well as lower requirements for proving the significance of resources that are less than 50 years old and a more elaborate discussion of the eligibility of reconstructed buildings.²⁵

In addition to separate evaluations for eligibility for the CRHR, the state automatically lists on the CRHR resources that are listed or determined eligible for the NRHP through a complete evaluation process.²⁶

²² "Hamilton Murdock," *San Francisco Chronicle*, October 31, 1961; Susan Dinkelspiel Cerny, *An Architectural Guidebook to San Francisco and the Bay Area* (Layton, UT: Gibbs Smith, 2007), 351.

²³ California Office of Historic Preservation, *California Register and National Register: A Comparison*, Technical Assistance Series 6, (Sacramento, 2001), 1.

²⁴ Ibid.

²⁵ Ibid., 2.

²⁶ All State Historical Landmarks from number 770 onward are also automatically listed on the California Register. California Office of Historic Preservation, *California Register of Historical Resources: The Listing Process*, Technical Assistance Series 5 (Sacramento, n.d.), 1.

Integrity

Second, for a property to qualify under the CRHR's Criteria for Evaluation, it must also retain "historic integrity of those features necessary to convey its significance."²⁷ While a property's significance relates to its role within a specific historic context, its integrity refers to "a property's physical features and how they relate to its significance."²⁸ To determine if a property retains the physical characteristics corresponding to its historic context, the NRHP has identified seven aspects of integrity, which the CRHR closely follows:²⁹

Location is the place where the historic property was constructed or the place where the historic event occurred.

Design is the combination of elements that create the form, plan, space, structure, and style of a property.

Setting is the physical environment of a historic property.

Materials are the physical elements that were combined or deposited during a particular period of time and in a particular pattern or configuration to form a historic property.

Workmanship is the physical evidence of the crafts of a particular culture or people during any given period in history or prehistory.

Feeling is a property's expression of the aesthetic or historic sense of a particular period of time.

Association is the direct link between an important historic event or person and a historic property.³⁰

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

Evaluation – Individual Significance

Criterion 1 – Association with significant events

550 O'Farrell Street was constructed in 1924 when Uptown Tenderloin was developing as a distinctive residential area after the 1906 Earthquake and Fire. The garage is a contributor to the Uptown Tenderloin Historic District but it is not associated with the history of the Tenderloin in an individually significant way. Therefore, the garage does not appear eligible for listing in the CRHR under Criterion 1.

Criterion 2 – Persons

The property was owned by Abbey Land Improvement company from 1924 to 1955. The property has been extensively occupied as a parking garage with introduction of a rental car

²⁷ United States Department of the Interior, *How to Apply the National Register Criteria for Evaluation*, National Register Bulletin, No. 15 (Washington, D.C., 1997), 3.

²⁸ *Ibid.*, 44.

²⁹ *Ibid.*, 1.

³⁰ *Ibid.*, 44-45.

business in 1983. None of the owners or occupants have been identified as important to the history of San Francisco. Therefore, the building does not appear eligible for listing in the CRHR under Criterion 2.

Criterion 3 – Architecture and Construction

550 O'Farrell Street appears to be eligible to the California Register under Criterion 3 as a good example of the Gothic Revival style garage structure in San Francisco. The period of significance is the year of construction, 1924.

The subject property embodies the distinctive characteristics of the Gothic Revival architectural style as evidenced by the scored plaster finish with an ashlar masonry pattern, the parapet with blind quatrefoil panels, the row of attached gargoyles, and the small balcony with ogee arches and decorative brackets on the front façade. The building was designed by San Francisco architect William H. Crim, Jr. who was a relatively well-known architect in San Francisco in the early 20th century. While Crim was a prolific architect featured in trade periodicals, he is not considered to be a master architect.

Criterion 4 – Information Potential

Archival research provided no indication that 550 O'Farrell Street has the potential to yield information important to the prehistory or history of the local area, California, or the nation. The subject property does not appear eligible for listing in the CRHR under Criterion 4.

Uptown Tenderloin Historic District³¹

The Uptown Tenderloin Historic District is located at the center of the Downtown/Civic Center neighborhood and bounded roughly by Mason and Taylor Streets to the east, Geary Street to the north, Larkin Street to the west, and Golden Gate Avenue and McAllister Street to the south.

The Uptown Tenderloin is a largely intact, visually consistent, inner-city high-density residential area constructed during the years between the earthquake and fire of 1906 and the Great Depression. It comprises 18 whole and 15 partial city blocks in the zone where the city has required fire-resistant construction since 1906. The district is formed around its predominant building type: a 3- to 7- story, multi-unit apartment, hotel, or apartment-hotel constructed of brick or reinforced concrete. On the exteriors, sometimes only signage clearly distinguishes between these related building types. A limited number of architects, builders, and clients produced a harmonious group of structures that share a single, classically oriented visual imagery using similar materials and details. Mixed in among the predominantly residential buildings are examples of other building types that support residential life, including churches, stores, garages, a YMCA complex, and a bathhouse. In addition there are a few building types that are not directly related to the residential neighborhood - machine shops, office buildings, union halls, and film exchanges.

The district possesses a high degree of integrity for the period 1906-1931 in terms of location, design, setting, materials, workmanship, feeling, and association. The Uptown Tenderloin is significant:

³¹ This section is excerpted from the Uptown Tenderloin Historic District National Register Form (Corbett and Bloomfield, *Uptown Tenderloin Historic District*, Section 7, 3-4 and Section 8, 3-37).

- Under Criterion A in the area of Social History for its association with the development of hotel and apartment life in San Francisco during a critical period of change. As a distinctive residential area it is also associated with commercial activity, entertainment, and vice. The district is significant under Criterion A at the local level for the period 1906-1957.
- Under Criterion C in the area of Architecture for its distinctive mix of building types that served a new urban population of office and retail workers. Predominantly hotels and apartments, the district also includes non-residential building types associated with life in the neighborhood. The district is significant under Criterion C at the local level for the period 1906-1931.



Figure 15. The Uptown Tenderloin Historic District; the subject building indicated by a star (edited from San Francisco Property Information Map, <http://propertymap.sfplanning.org/?dept=planning>, accessed August 17, 2017).

Integrity

The 550 O'Farrell Street garage retains integrity of location and setting as it has never been moved and is largely surrounded by buildings that were present at the time of its construction. It remains in use as a garage and thus retains integrity of association. The building has undergone a few alterations including window replacements and a new storefront; however, the changes do not affect the major character defining features. The building retains integrity of design, workmanship, materials and feeling. Overall, the building retains sufficient physical integrity to convey its significance as an individual resource and as a district contributor.

The Uptown Tenderloin Historic District retains a good degree of integrity. The majority of the individual properties dates from the period of significance (1906-1957) and retains sufficient individual integrity to be contributors. Constructed of brick or reinforced concrete, apartment and hotel buildings comprise the majority of the district. Some buildings have received additions or alterations including security gates/grilles or storefront remodels, but in many cases this work does not detract from the building's contributory status. The setting is mostly intact despite the new development on the east edge of the district. Overall, the Uptown Tenderloin Historic

District retains the aspects of location, design, setting, materials, workmanship, feeling, and workmanship.

Character-Defining Features of 550 O'Farrell Street

- Façade organization with five-bays and piers
- Flat roof and masonry construction
- Large openings on the first floor
- Arched windows on the second floor
- Decorative panels
- Balcony with ogee arches and decorative brackets at the center bay
- Row of attached gargoyles
- Parapet with blind quatrefoil panels

Character-Defining Features of the Uptown Tenderloin Historic District

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

CONCLUSION

550 O'Farrell Street appears to be eligible to the California Register under Criterion 3 as a good example of the Gothic Revival style garage structure in San Francisco. The period of significance is the year of construction, 1924. The building retains sufficient physical integrity to convey its significance as an individual resource and as a National Register-listed Uptown Tenderloin Historic District contributor.

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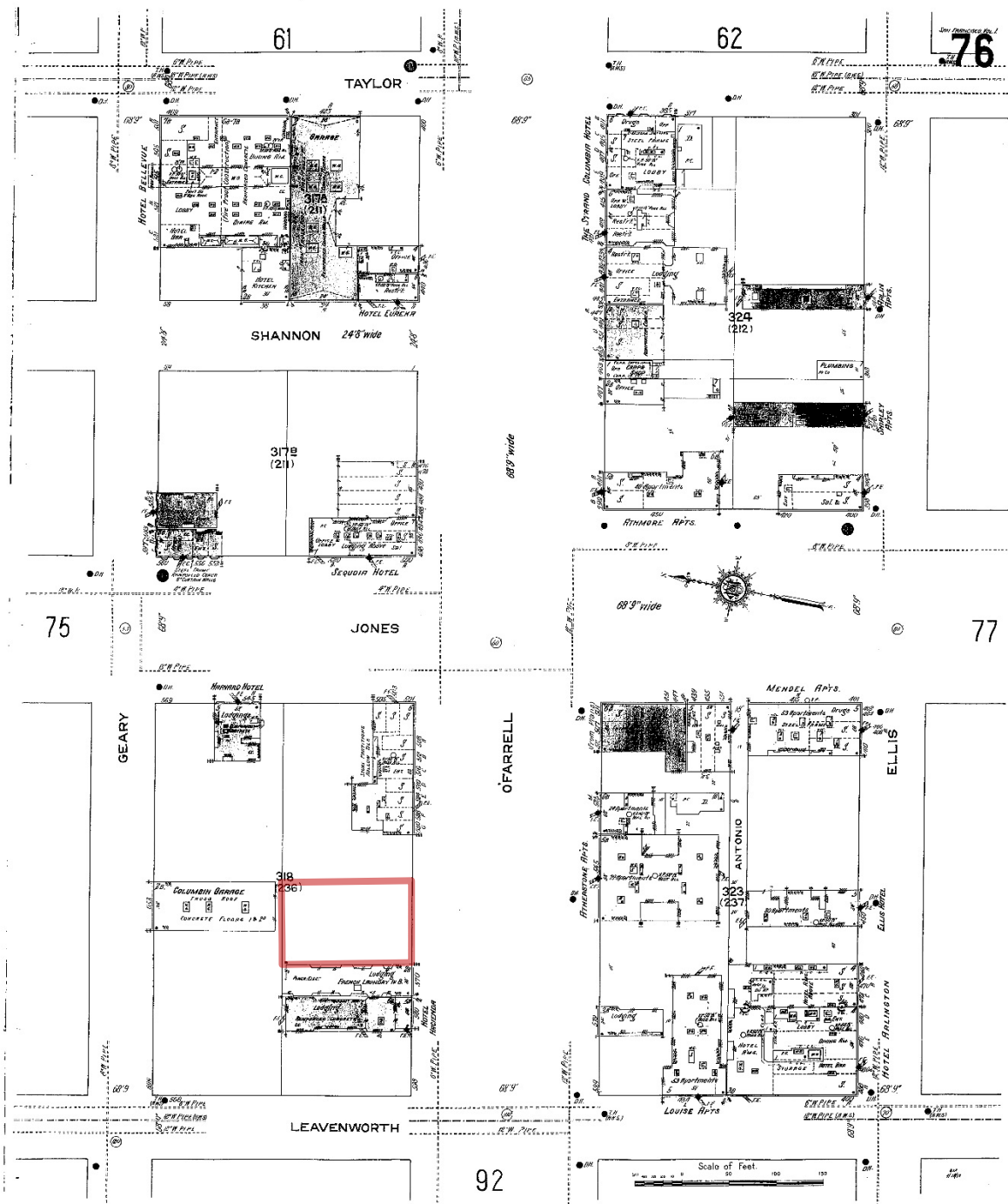
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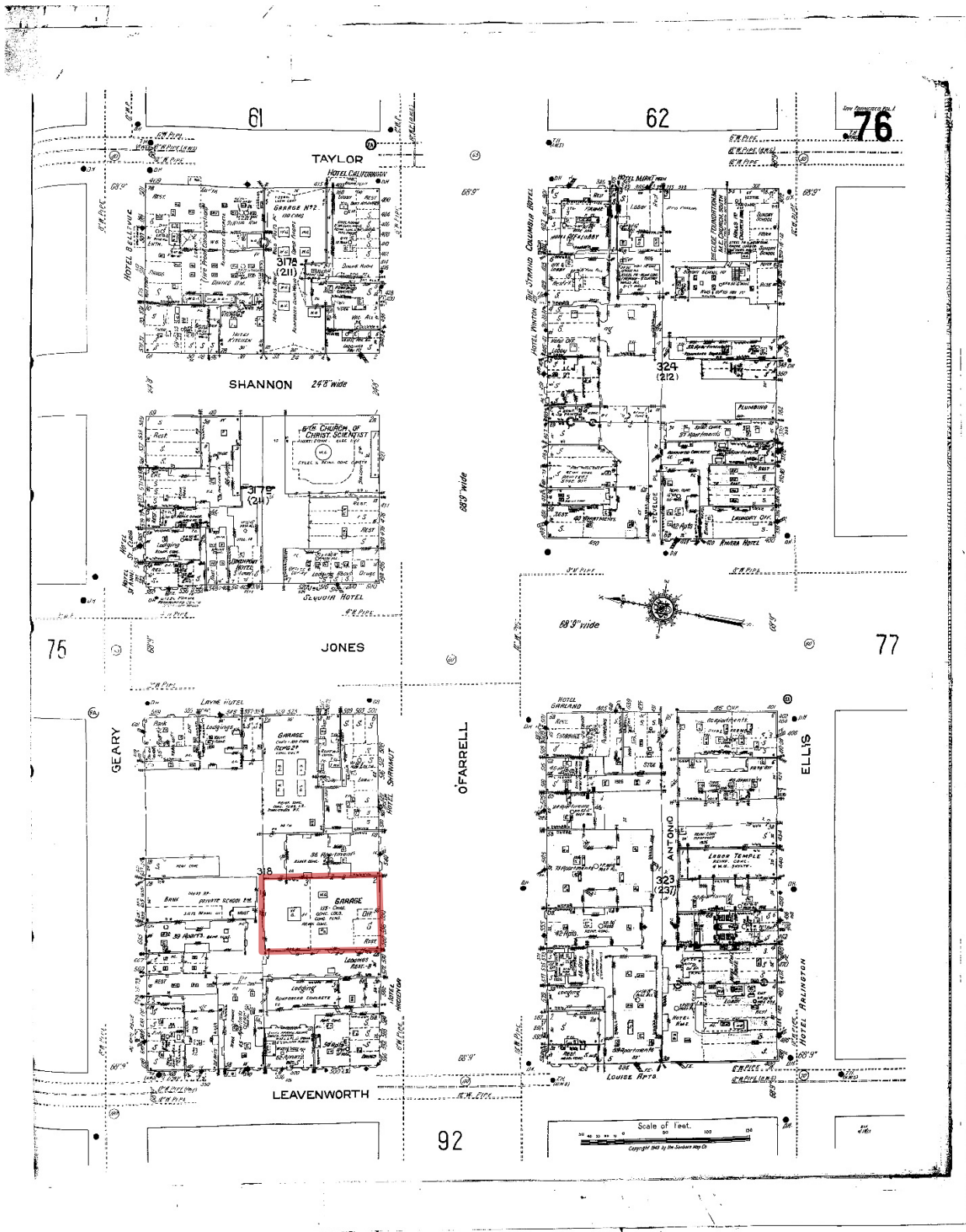
Ver Planck Historic Preservation Consulting. *Historic Resource Evaluation Market and Brady Project*. March 8, 2017.

"William H. Crim, Jr." *The Architect and Engineer*, August 1930.

APPENDIX

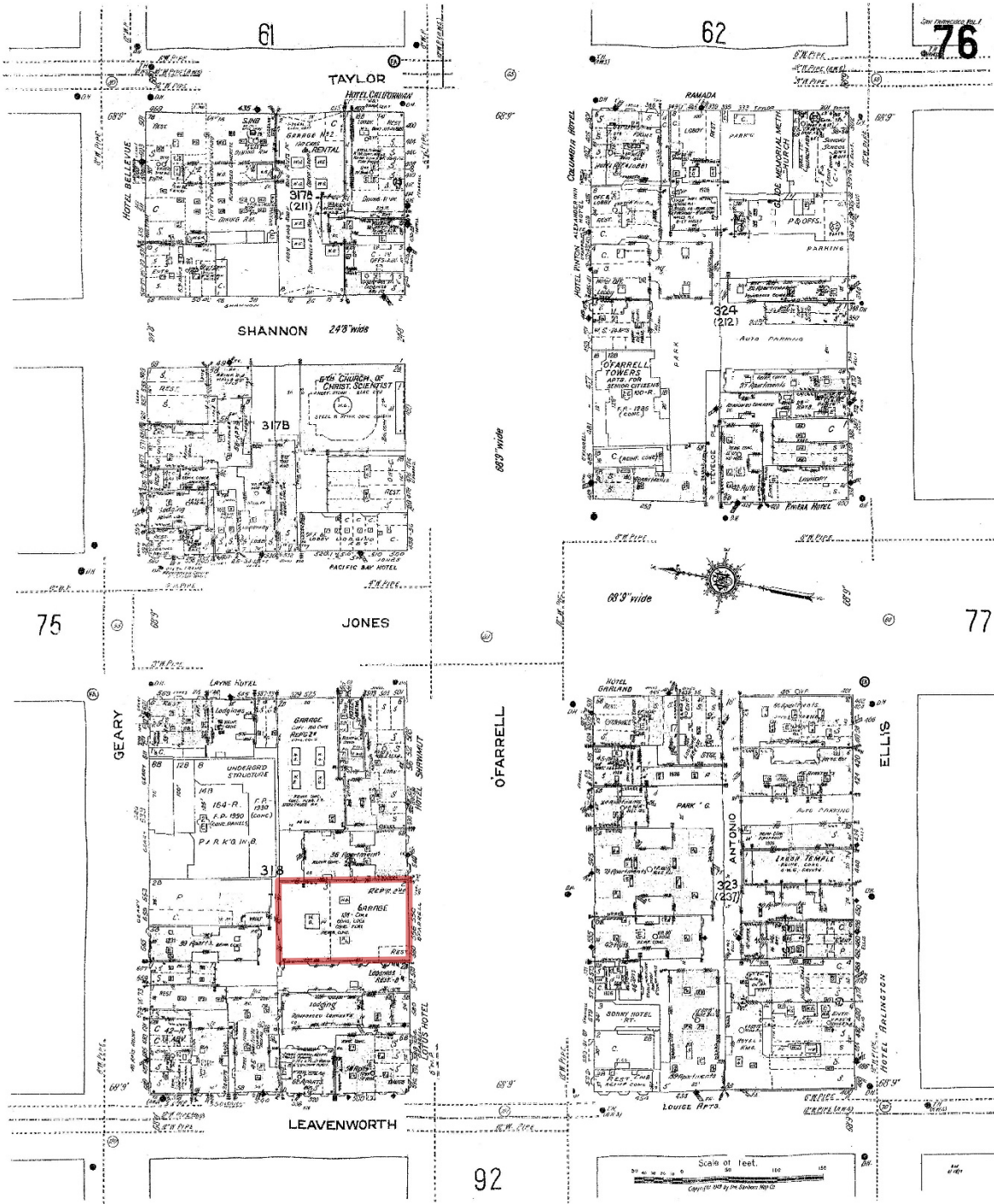


Sanborn Fire Insurance Maps, 1913 updated 1915, Volume 1, Sheet 76.



Sanborn Fire Insurance Maps, 1913 updated 1948, Volume 1, Sheet 76.

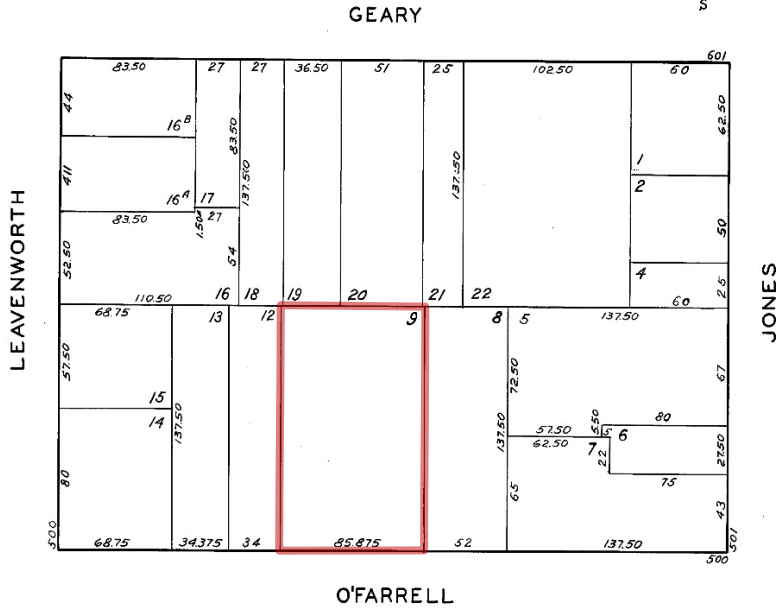
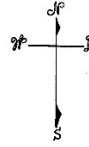
THESE SANBORN MAPS ARE DATED TO THE MID 1990's
USE ONLY FOR HISTORICAL CONTEXT



Sanborn Fire Insurance Maps, mid-1990s.

50 VARA BLK. 253

LOTS MERGED
LOT 10 INTO LOT 9 & 11 - 1924
LOT 3 INTO LOT 2, 1983
" 11 " " 5 "



ASSESSED 113,438
BLK. TOTAL 113,438 SQ. FT.

Assessor's Block Map.

OFFICIAL COPY



✓

No. 183074

APPLICATION

OF

Oliver Memorial Park, Owner

To make additions, alterations or repairs to building

Location # 550

O'Farrell Street

Estimated Cost, \$500.00

FFP

Filed

Dec 7, 1929

Referred to Inspector

For Report,

DEC 10 1929

140905

Approved: J. B. Leonard SUPERINTENDENT OF THE BUREAU OF BUILDING INSPECTION

Chief Building Inspector.

12/10/29

OFFICIAL COPY



Bureau of Building Inspection
Dept. of Public Works No. 1

N. S. & K.—7798

ALTERATION BLANKS

Will comply with Section 228, Ordinance 1165; Section 102a for Sub Floors;
Ordinance 7791 to notify Inspector before lathing.

TO THE HONORABLE: **WRITE IN INK—FILE TWO COPIES**

THE BOARD OF PUBLIC WORKS

OF THE CITY AND COUNTY OF SAN FRANCISCO

Gentlemen:

The undersigned respectfully petition your Honorable Board for permission to do the following work

at ~~corner~~ *#550 - O'Farrell St. Abbey Garage.*
side of street feet
of street

WRITE PLAINLY FULL DESCRIPTION OF WORK TO BE DONE

*Remove present sidewalk lights and install
Phoenix "Superior" Cast Iron Frame sidewalk
lights*

Estimated cost of work, \$ *500⁰⁰*

Building to be used as

I hereby agree to save, indemnify and keep harmless the City and County of San Francisco and its officials against all liabilities, judgments, costs and expenses which may in anywise accrue against said city and county in consequence of the granting of this permit, and all costs and damages which may accrue from the use or occupancy of any sidewalk, street or sub-sidewalk place by virtue thereof and will in all things strictly comply with the conditions of this permit.

Name of Architect

Address

Name of Builder

Address

Report

Olivet Memorial Park, Owner

Warfield Bldg. Address

Per *J. L. Hampton*



Michael Stue Inspector

Dec 10 192*9*



BLDG. FORM

No. 3 APPLICATION OF

Abbey Garage Owner
FOR PERMIT TO MAKE
ADDITIONS, ALTERATIONS or REPAIRS
TO BUILDING

Location 550 O'Farrell St.,
San Francisco, Calif.

Cost \$ 337.00

FEB 24 1947

Filed Feb 24 1947

APPROVED
Dep. Public Works

FEB 25 1947

Blaneyville
SUPERVISOR OF THE
DEPARTMENT OF BUILDING INSPECTION

Superintendent Bureau of Building Inspection

Permit No. 88396

Issued 194

23593

Report favorable

W.C. Hume

2-25-46

APPROVED:

Approved:

Superintendent Bureau of Building Inspection

Zoning: C-1M

Approved: For scale of proposed work only
no repairs 2-24-47

City Planning Commission

Approved:

Director of Public Health

Approved:

Department of Electricity

Approved:

Bureau of Engineering

Approved:

Art Commission

2/25/47

JNB

Division of Fire Prevention and Investigation

Workmen's Compensation Insurance
Policy or Certificate filed with Central
Permit Bureau

No Workmen's Compensation Insur-
ance Policy or Certificate on file for
reason of exclusion checked:
(a) No one to be employed

(b) Casual labor only to be
employed

(c) Services or labor to be performed
in return for aid or sustenance
only, received from any religious,
charitable or relief organization

OFFICIAL COPY

SAN FRANCISCO
CENTRAL PERMIT BUREAU P. NO. 438
DEPARTMENT OF PUBLIC WORKS
BLEC. FORM
DEPARTMENT OF BUILDING INSPECTION

Write in Ink—File Two Copies

CITY AND COUNTY OF SAN FRANCISCO

RECEIVED
FEB 25 1947
CENTRAL PERMIT BUREAU
BUREAU OF BUILDING INSPECTION
CITY AND COUNTY OF SAN FRANCISCO

APPLICATION FOR BUILDING PERMIT
ALTERATION

FEB. 21, 1947

Application is hereby made to the Department of Public Works of the City and County of San Francisco for permission to build in accordance with the plans and specifications submitted herewith and according to the description and for the purpose hereinafter set forth:

- (1) Location 550 O'FARRELL ST., SAN FRANCISCO, CALIF.
- (2) Present use of building GARAGE No. of families _____
- (3) Use of building hereafter " No. of families _____
- (4) Total Cost \$ 337.00
- (5) Description of work to be done INSTALL D.F.HORIZ. ELECTRIC SIGN.

(6) APPLICANT MUST FILL OUT COMPENSATION INSURANCE DATA ON REVERSE SIDE.

(1) Supervision of construction by ELECTRICAL PRODUCTS CORP.
Address 910 HARRISON STREET

(8) Architect
Certificate No. _____ License No. _____
State of California _____ City and County of San Francisco
Address _____

(9) Engineer
Certificate No. _____ License No. _____
State of California _____ City and County of San Francisco
Address _____

(10) Plans and specifications prepared by
Other than Architect or Engineer
Address ELECTRICAL PRODUCTS CORP.
910 HARRISON STREET

(11) Contractor
License No. 12588 License No. 345
State of California _____ City and County of San Francisco
Address _____

I hereby certify and agree, if a permit is issued herein that all the provisions of the BUILDING LAW AND BUILDING ZONE ORDINANCES, SET-BACK LINE REQUIREMENTS AND FIRE ORDINANCES OF THE CITY AND COUNTY OF SAN FRANCISCO, the STATE HOUSING ACT OF CALIFORNIA, and of said permit will be complied with, whether specified herein or shown on any plans submitted herewith, and hereby agree to save, indemnify and keep harmless the City and County of San Francisco and its officials against all damages, liabilities, judgments, costs and expenses which may in anywise accrue against said City and County or any of its officials in consequence of the granting of this permit, or from the use or occupancy of any sidewalk, street, or sub-sidewalk space by virtue thereof, and will in all things strictly comply with the conditions of this permit. The foregoing covenants shall be binding upon the owner of said property, the applicant, their heirs, successors and assignees.

(12) Owner ABBEY GARAGE
Address 550 O'FARRELL ST., SAN FRANCISCO, CALIF.

By B. Campbell EX-9300
Hr 9300
ELECTRICAL PRODUCTS CORP.
910 HARRISON STREET
Owner's Authorized Agent.

THE DEPARTMENT WILL CALL UP TELEPHONE NO. EX-0950
IF ANY ALTERATIONS OR CHANGES ARE NECESSARY ON THE PLANS SUBMITTED.

SAN FRANCISCO
DEPARTMENT OF
BUILDING INSPECTION

MALIHAN NEON MAINTENANCE

Approved: Commercial
Zone
CPC Setback

W. B. ... 9 Nov 59
Department of City Planning

Approved:

REFER TO:
Bureau of Engineering
BBI Struct. Engineer
Boiler Inspector
Art Commission
Dept. of Public Health

-
-
-
-
-
-

Approved: W. N. D. 1959

Approved: _____
Department of Public Health

Department of Electricity

Approved: _____

Art Commission

Approved: _____

Boiler Inspector

Approved: _____

J. J. ... 11-12-59
Bureau of Fire Prevention & Public Safety

Approved:

Tom Van ... 11/13/59
Structural Engineer,
Bureau of Building Inspection

BLDG. FORM

4

APPLICATION OF

ABBEY-GARAGE

FOR PERMIT TO
ERECT SIGN OR BILL BOARD

Location 550-CHARELL ST

Cost \$ 9000

Fee \$450 R/M

Filed NOV - 6 1959 1959

Approved:

APPROVED
Det. Public Works

NOV 13 1959

Robert C. ...
SUPERINTENDENT
BUREAU BUILDING INSPECTION

Superintendent, Bureau of Building Inspection

Permit No. 205345

Issued 11-13-59 1959

Building Inspector, Bureau of Building Inspection

Bill ...

I agree to comply with all conditions or stipulations of the various Bureaus or Departments noted hereon.

Owner's Authorized Agent

Bureau of Engineering

OFFICIAL COPY



Central Permit Bureau F. No. 432

Write in Ink — File Two Copies
CITY AND COUNTY OF SAN FRANCISCO

DEPARTMENT OF PUBLIC WORKS
BLDG. FORM

RECEIVED
NOV 6 1959
CENTRAL PERMIT BUREAU
BUILDING INSPECTION
NOV 5 1959

4

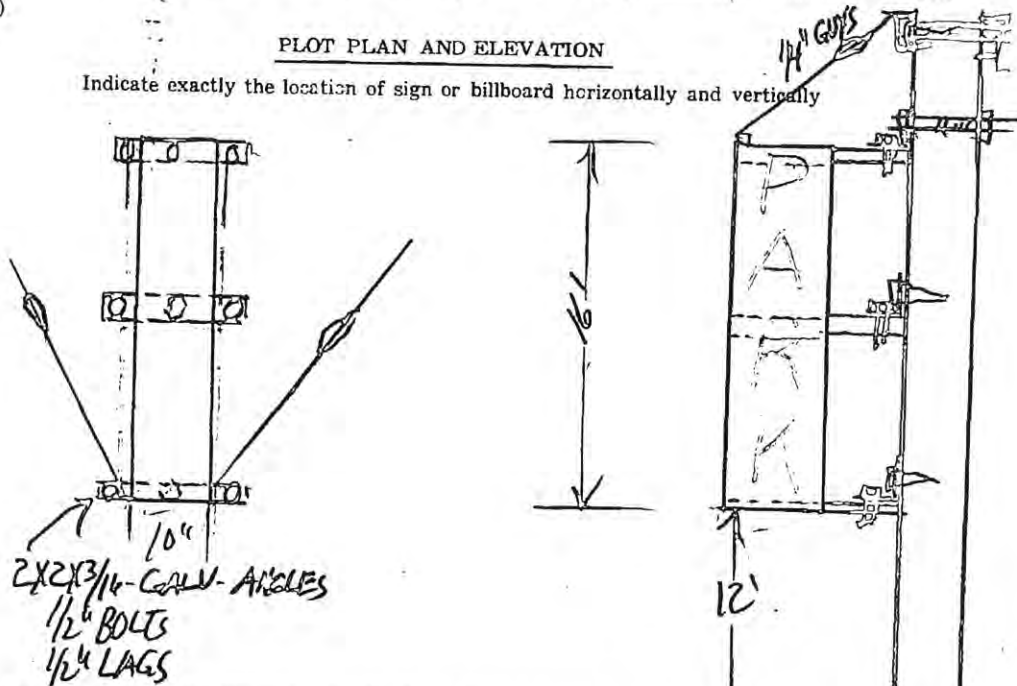
APPLICATION FOR PERMIT
SIGNS—BILL BOARDS

Application is hereby made to the Department of Public Works of the City and County of San Francisco for permission to build in accordance with the plans and specifications submitted herewith and according to the description and for the purpose hereinafter set forth:

- ELECTRIC SIGN NON-ELECTRIC SIGN BILL BOARD
- (1) Location 550 - OFARRELL
- (2) Total Cost \$ 900.00 (3) Number of stories in building 3
- (4) Present use of building GARAGE (5) Type of building 2
1, 2, 3, 4, or 5
- (6) If Sign give: Style DI. VERT.
- Thickness 10" Size 3' x 1 1/2' Ft. Weight 390 Lbs.
- (7)

PLOT PLAN AND ELEVATION

Indicate exactly the location of sign or billboard horizontally and vertically



- (8) Drawings in duplicate showing methods of attachments must be submitted with this application.
- (9) No portion of building or structure, or scaffolding used during construction, to be closer than 6'0" to any wire containing more than 750 volts. See Sec. 385, Calif. Penal Code.

(10) Contractor HALIHAN NEON MAINTENANCE

License No. 94784 License No. 1123
State of California City and County of San Francisco

Address 1333 MINNA

(11) I hereby certify and agree that if a permit is issued for the construction described in this application, all the provisions of the permit, and all the laws and ordinances applicable thereto will be complied with. I further agree to save San Francisco and its officials and employees harmless from all costs and damages which may accrue from use or occupancy of the sidewalk, street or sidewalk space or from anything else in connection with the work included in the permit. The foregoing covenant shall be binding upon the owner of said property, the applicant, their heirs, successors and assignees.

(12) Owner ABBEY GARAGE

Address 550 - OFARRELL Phone No. MP 4568
(For contact by Bureau)

By Wesley F. Halihan Address HALIHAN NEON MAINTENANCE
Owner's Authorized Agent to be Owner's Authorized Architect, Engineer or General Contractor

OFFICIAL COPY

BUILDING INSPECTORS REPORT

DATE

REMARKS

1-18 57

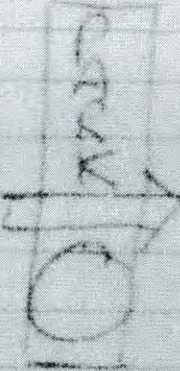
BUILDING INSPECTOR

WORK COMMENCED *Plaster*
 FOUNDATION FORMS INSPECTED OR TO FOUR
 LATHING PERMISSION POSTED
 FLUES BY *60*

1-18 57

EXTERIOR OR STRUCTURAL PLASTERING OK
*Installed a D/F Vertical
 elec. segment ceiling
 bracket*

OTHER TRADES



1-16 57

D/F Vertical
 WORK COMPLETED. CERTIFICATE OF FINAL
 PERMISSION POSTED

R.A. Hoover
 INSPECTOR OF BUILDINGS

OFFICIAL COPY

SAN FRANCISCO

FOR DEPARTMENTAL USE ONLY

APPROVED:

FEB 16 1973

DEPARTMENT OF BUILDING INSPECTION

CITY AND COUNTY OF SAN FRANCISCO DEPARTMENT OF PUBLIC WORKS

APPLICATION FOR PERMIT TO ERECT SIGN

Application is hereby made for permission to build in accordance with plans and specifications submitted herewith and for the purpose set forth herein:

ELECTRIC SIGN [] NON-ELECTRIC SIGN [X]

OFFICE COPY

FEB 7 1973

Date Feb 7 1973

(1) Location 550 O'Farrell St.

(2) Total cost \$ 400.00

BIDD FORM

4

APPL. NO.

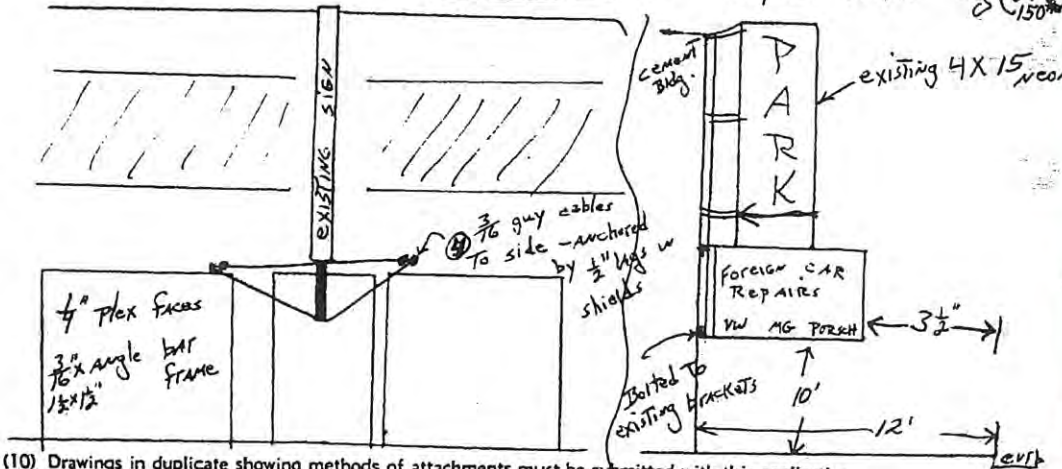
418291

Superintendent, Bureau of Building Inspection
7348
PERMIT FEE \$
PLAN CHECK FEE \$
PERMIT NO 374348
ISSUED FEB 22 19

- (3) Height at center line of front of building 35 Ft.
(4) Number of stories in building 2
(5) Present use of building Auto shop
(6) Type of building 1 2 3 4 5
(7) Approval number for standardized signs

- (8) Type of sign per Article 46, S. F. Building Code:
[X] Projecting sign [] Single-faced [X] Double-faced. Dimensions: Thickness 6"
Size 4' x 8' Ft. Weight 70 Lbs. Total area of advertising space 64 Sq. Ft.

(9) PLOT PLAN AND ELEVATION. INDICATE EXACTLY THE LOCATION OF SIGN HORIZONTALLY AND VERTICALLY.
MOVE JOB TO Replace ARCO sign (2x8) 150



- (10) Drawings in duplicate showing methods of attachments must be submitted with this application.
(11) Where top guy wire is required, anchor with 1/2" dia. through-bolt (minimum), to the structural frame of the building below the parapet wall.
(12) No portion of building or structure, or scaffolding used during construction, to be closer than 6'0" to any wire containing more than 750 volts. See Sec. 385, Calif. Penal Code.
(13) Contractor Imperial Sign Co. California License No. 227233
Address 9 Roscoe St. S.F. Phone No. 826-5515
(14) Engineer or Architect
Address
Phone No.

(15) I hereby certify and agree that if a permit is issued for the construction described in this application, all the provisions of the permit, and all the laws and ordinances applicable thereto will be complied with. I further agree to save San Francisco and its officials and employees harmless from all costs and damages which may accrue from use or occupancy of the sidewalk, street or sidewalk space or from anything else in connection with the work included in the permit. The foregoing covenant shall be binding upon the owner of said property, the applicant, their heirs, successors and assignees.
(16) Owner Cooper + Robinson GARAGE
Address 550 O'Farrell St. Phone No. 775-3303
By Robert Lewis Address 9 Roscoe St. S.F. (For contact by Bureau)

Owner's Authorized Agent to Be Owner's Authorized Architect, Engineer or General Contractor

OFFICIAL COPY

SAN FRANCISCO

REFER TO:

DEPARTMENT OF BUILDING INSPECTION

- CITY PLANNING
- BUREAU OF ENGINEERING
- B.B.I. CIVIL ENGINEER
- B.B.I. ELECTRICAL DIVISION
- REDEVELOPMENT AGENCY
- ART COMMISSION

Approved:

Al Campos 2-13-73
Building Inspector, Bureau of Building Inspection

Approved:

Zone K-5-C

CPC Setback

PROJECT IN A CATEGORY C. P. COMM. FOUND
HAS NO SIGNIFICANT EFFECT ON ENVIRONMENT
HOME... TO 75% OF
C/L IN NO CASE MORE THAN 4.

FEB 8 1973

[Signature]
City Planning

Approved:

[Signature] 2-15-73
Civil Engineer, Bureau of Building Inspection

Approved:

Bureau of Engineering

Approved:

Redevelopment Agency

Approved:

Art Commission

I agree to comply with all conditions or stipulations of the various Bureaus or Departments noted hereon.

Robert Lewis
Owner or Owner's Authorized Agent

OFFICIAL COPY

SAN FRANCISCO
 DATE 1/17/73
 DEPARTMENT OF
 BUILDING INSPECTION

BUILDING INSPECTORS JOB RECORD

WORK COMMENCED

FOUNDATION FORMS INSPECTED. O.K. TO POUR

LATHING PERMISSION TAG POSTED

FLUES BY _____ NO. _____

EXTERIOR OR STRUCTURAL PLASTERING OK

ALL SPECIAL INSPECTION REPORTS RECEIVED.

FIRE ESCAPE INSTALLED PER APPROVED PLAN.

8349 D.H. S-EN

FOR IZEN CAR

REPAIRS

TO REPLACE EXISTING

SIGN - FASTEN TO

EXISTING BRACKETS

5-1-73 WORK COMPLETED. FINAL CERTIFICATE POSTED.

BUILDING INSPECTOR

OFFICIAL COPY



APPROVED Dept. Public Works

Robert C. [Signature] SUPERINTENDENT

BUREAU BUILDING INSPECTION

Vertical list of codes: DIST, BID-INSP, BID-FP, CHINSF, CNTR, DCP, CPB, DAH, HEALTH, PAD-ARC, PAD-FD, PAD-STR, PARABET, PCD, SFPA

APPROVED FOR ISSUANCE

FEB 28 1985

BID-FORM 3/8

085000000608

OSHA APPROVAL REQ'D APPROVAL NUMBER:

APPLICATION FOR BUILDING PERMIT ADDITIONS, ALTERATIONS OR REPAIRS

FORM 3 [X] PRE-APPROVAL SITE INSPECTION REQUIRED FORM 8 [] OVER-THE-COUNTER ISSUANCE

0 NUMBER OF PLAN SETS 4-1-85

CITY AND COUNTY OF SAN FRANCISCO DEPARTMENT OF PUBLIC WORKS

APPLICATION IS HEREBY MADE TO THE DEPARTMENT OF PUBLIC WORKS OF SAN FRANCISCO FOR PERMISSION TO BUILD IN ACCORDANCE WITH THE PLANS AND SPECIFICATIONS SUBMITTED HEREWITH AND ACCORDING TO THE DESCRIPTION AND FOR THE PURPOSE HEREINAFTER SET FORTH

Table with columns: DATE FILED, PERMIT NO., RUMING FEE RECEIPT NO., ISSUED, (1) STREET ADDRESS OF JOB, BLOCK & LOT, (2A) ESTIMATED COST OF JOB, (2B) REVISED COST, BY, DATE

INFORMATION TO BE FURNISHED BY ALL APPLICANTS

Form with sections: DESCRIPTION OF EXISTING BUILDING, DESCRIPTION OF BUILDING AFTER PROPOSED ALTERATION, (10) IS AUTO RUNWAY TO BE CONSTRUCTED OR ALTERED?, (11) WILL STREET SPACE BE USED DURING CONSTRUCTION?, (12) ELECTRICAL WORK TO BE PERFORMED?, (13) PLUMBING WORK TO BE PERFORMED?, (14) GENERAL CONTRACTOR, (15) OWNER, (16) WRITE IN DESCRIPTION OF ALL WORK TO BE PERFORMED UNDER THIS APPLICATION

ADDITIONAL INFORMATION - FORM 3 APPLICANTS ONLY

Form with sections: (17) DOES THIS ALTERATION CREATE ADDITIONAL STORY TO BUILDING?, (18) IF (17) IS YES, STATE NEW HEIGHT AT CENTER LINE OF FRONT FT., (19) DOES THIS ALTERATION CREATE DECK OR HORIZ. EXTENSION TO BUILDING?, (20) IF (19) IS YES, STATE NEW GROUND FLOOR AREA SQ. FT., (21) WILL SIDEWALK OVER SUB-SIDEWALK SPACE BE REPAIRED OR ALTERED?, (22) WILL BUILDING EXTEND BEYOND PROPERTY LINE?, (23) ANY OTHER EXISTING BLDG. ON LOT? (IF YES, SHOW ON PLOT PLAN), (24) DOES THIS ALTERATION CONSTITUTE A CHANGE OF OCCUPANCY?, (25) ARCHITECT OR ENGINEER DESIGN [] CONSTRUCTION [X], (26) CONSTRUCTION LEADER

IMPORTANT NOTICES

No change shall be made in the character of the occupancy or use without first obtaining a Building Permit authorizing such change. See San Francisco Building Code and San Francisco Housing Code. No portion of building or scaffolding used during construction, to be closer than 6'0" to any wire containing more than 750 volts. See Sec. 385, California Penal Code. Pursuant to San Francisco Building Code, the building permit shall be posted on the job. The owner is responsible for approved plans and application being kept at building site. Grade lines as shown on drawings accompanying this application are assumed to be correct. If actual grade lines are not the same as shown revised drawings showing correct grade lines, cuts and fills together with complete details of retaining walls and wall footings required must be submitted to this bureau for approval. ANY STIPULATION REQUIRED HEREIN OR BY CODE MAY BE APPEALED. BUILDING NOT TO BE OCCUPIED UNTIL CERTIFICATE OF FINAL COMPLETION IS POSTED ON THE BUILDING OR PERMIT OF OCCUPANCY GRANTED, WHEN REQUIRED. APPROVAL OF THIS APPLICATION DOES NOT CONSTITUTE AN APPROVAL FOR THE ELECTRICAL WIRING OR PLUMBING INSTALLATIONS. A SEPARATE PERMIT FOR THE WIRING AND PLUMBING MUST BE OBTAINED. SEPARATE PERMITS ARE REQUIRED IF ANSWER IS "YES" TO ANY OF ABOVE QUESTIONS (10) (11) (12) (13) (22) or (24). THIS IS NOT A BUILDING PERMIT. NO WORK SHALL BE STARTED UNTIL A BUILDING PERMIT IS ISSUED. In dwellings all insulating materials must have a clearance of not less than two inches from all electrical wires or equipment.

- CHECK APPROPRIATE BOX [] OWNER [] ARCHITECT [] ENGINEER [] LESSEE [] AGENT WITH POWER OF ATTORNEY [X] CONTRACTOR [] ATTORNEY IN FACT

APPLICANT'S CERTIFICATION

I HEREBY CERTIFY AND AGREE THAT IF A PERMIT IS ISSUED FOR THE CONSTRUCTION DESCRIBED IN THIS APPLICATION, ALL THE PROVISIONS OF THE PERMIT AND ALL LAWS AND ORDINANCES THERETO WILL BE COMPLIED WITH.

NOTICE TO APPLICANT

HOLD HARMLESS CLAUSE: The Permittee(s) by acceptance of the permit, agree(s) to indemnify and hold harmless the City and County of San Francisco from and against any and all claims, demands and actions for damages resulting from operations under this permit, regardless of negligence of the City and County of San Francisco, and to assume the defense of the City and County of San Francisco against all such claims, demands and actions.

In conformity with the provisions of Section 3800 of the Labor Code of the State of California, the applicant shall have on file, or file with the Central Permit Bureau, either Certificate (I) or (II) designated below or shall indicate item (V) or (VI) below, whichever is applicable. If however, item (VI) is checked then item (V) must be checked as well. Mark the appropriate method of compliance below:

- () I. Certificate of Consent to Self-Insure issued by the Director of Industrial Relations. [X] II. Certificate of Workman's Compensation Insurance issued by an admitted insurer. () III. An exact copy or duplicate of (I) certified by the Director or (II) certified by the insurer. () IV. The cost of the work to be performed is \$100 or less. () V. I certify that in the performance of the work for which this Permit is issued, I shall not employ any person in any manner so as to become subject to the workman's compensation laws of California. I further acknowledge that I understand, in the event that I should become subject to the workman's compensation provisions of the Labor Code of California and fail to comply forthwith with the provisions of Section 3800 of the Labor Code, that the Permit herein applied for shall be deemed revoked. () VI. I certify as the owner (or the agent of the owner) that in the performance of the work for which this Permit is issued, I will employ a contractor who complies with the workman's compensation laws of California and who has on file, or prior to the commencement of any work will file, with the Central Permit Bureau evidence that that workman's compensation insurance is carried.

Barbara Sommer 1/30/85 Date

OFFICIAL COPY

SAN FRANCISCO

CONDITIONS AND STIPULATIONS

DEPARTMENT OF BUILDING INSPECTION

REFER TO:

APPROVED:

DATE:

REASON:

Janet M. Kelly 2/7/85
BUILDING INSPECTOR, BUR. OF BLDG. INSP.

NOTIFIED MR.

APPROVED:

Not reviewed by the Department or City Planning. Issuance of the requested permit constitutes no indication that use of this property does or does not conform to the City Planning Code.

DEPARTMENT OF CITY PLANNING

DATE:

REASON:

NOTIFIED MR.

APPROVED:

For Work Started

PLEASE NOTIFY SFFD AT START OF WORK CONTACT FIRE INSPECTOR: (415) 861-8000 EXT. 31

BUREAU OF FIRE PREVENTION & PUBLIC SAFETY

DATE:

REASON:

NOTIFIED MR.

APPROVED:

CIVIL ENGINEER, BUR. OF BLDG. INSPECTION

DATE:

REASON:

NOTIFIED MR.

APPROVED:

BUREAU OF ENGINEERING

DATE:

REASON:

NOTIFIED MR.

APPROVED:

DEPARTMENT OF PUBLIC HEALTH

DATE:

REASON:

NOTIFIED MR.

APPROVED:

REDEVELOPMENT AGENCY

DATE:

REASON:

NOTIFIED MR.

APPROVED:

RESIDENTIAL-ENV. INSPECTOR, DIV. OF APT. & HOTEL INSP., B.B.I.

DATE:

REASON:

NOTIFIED MR.

APPROVED:

DATE:

REASON:

NOTIFIED MR.

I agree to comply with all conditions or stipulations of the various bureaus or departments noted on this application, and attached statements of conditions or stipulations, which are hereby made a part of this application.

Number of attachments []

Barbara J. Sommers
OWNER'S AUTHORIZED REPRESENTATIVE

SAN FRANCISCO
DEPARTMENT OF
BUILDING INSPECTION

DATE

BUILDING INSPECTORS JOB RECORD

~~8501068~~ 8501068

3/12/85 Work started
5/15/85 Block wall complete

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6/26/85 (WORK COMPLETED) FINAL CERTIFICATE POSTED

APP NO

Francis A. Kelly
BUILDING INSPECTOR

OFFICIAL COPY

SAN FRANCISCO DEPARTMENT OF BUILDING INSPECTION

OFFICE COPY TIDE MAR 29 1985

APPROVED Public Works

SUPERINTENDENT BUFFALO OF BUILDING INSPECTION

APPROVED FOR PERMITTED DIST. BLDG. FORM 378 MAR 25 1985

APPLICATION FOR BUILDING PERMIT ADDITIONS, ALTERATIONS OR REPAIRS

FORM 3 [X] PRE-APPROVAL SITE INSPECTION REQUIRED a a FORM 8 [] OVER-THE-COUNTER ISSUANCE 2 NUMBER OF PLAN SETS 4-1-85

CITY AND COUNTY OF SAN FRANCISCO DEPARTMENT OF PUBLIC WORKS

APPLICATION IS HEREBY MADE TO THE DEPARTMENT OF PUBLIC WORKS OF SAN FRANCISCO FOR PERMISSION TO BUILD IN ACCORDANCE WITH THE PLANS AND SPECIFICATIONS SUBMITTED HERewith AND ACCORDING TO THE DESCRIPTION AND FOR THE PURPOSE HEREINAFTER SET FORTH

OSHA APPROVAL REQ'D. 08502 APPROVAL NUMBER: 933

DATE FILED 3-7-85 FILING FEE RECEIPT NO. 136891 (1) STREET ADDRESS OF JOB 550 O' FARRELL BLOCK & LOT PERMIT NO. 529054 ISSUED MAR 29 1985 (2A) ESTIMATED COST OF JOB 80000 (2B) REVISED COST: DATE: DUE FEE

INFORMATION TO BE FURNISHED BY ALL APPLICANTS

DESCRIPTION OF EXISTING BUILDING (4A) TYPE OF CONSTR. 3 (5A) NO. OF STORIES OF OCCUPANCY: 2 (6A) NO. OF BASEMENTS AND CELLARS: 1 (7A) PRESENT USE: GARAGE (8A) OCCUP. CLASS. B1 (9A) NO. OF DWELLING UNITS: DESCRIPTION OF BUILDING AFTER PROPOSED ALTERATION (4) TYPE OF CONSTR. 3 (5) NO. OF STORIES OF OCCUPANCY: 2 (6) NO. OF BASEMENTS AND CELLARS: 1 (7) PROPOSED USE: GARAGE (8) OCCUP. CLASS. B1 (9) NO. OF DWELLING UNITS: (10) IS AUTO RUNWAY TO BE CONSTRUCTED OR ALTERED? YES [] NO [X] (11) WILL STREET SPACE BE USED DURING CONSTRUCTION? YES [] NO [X] (12) ELECTRICAL WORK TO BE PERFORMED? YES [] NO [X] (13) PLUMBING WORK TO BE PERFORMED? YES [] NO [X] (14) GENERAL CONTRACTOR CSB CONSTRUCTION 8541 SAN LEANDRO, OAKLAND 562-9200 329362 (15) OWNER - LESSEE (CROSS OUT ONE) NATIONAL CAR RENTAL 7700 FRANCE AVE MINN, MN 612-830-2121 X 636 (16) WRITE IN DESCRIPTION OF ALL WORK TO BE PERFORMED UNDER THIS APPLICATION (REFERENCE TO PLANS IS NOT SUFFICIENT) NEW OFFICE AREA AT STREET LEVEL & WINDOW REPLACEMENT

ADDITIONAL INFORMATION - FORM 3 APPLICANTS ONLY

(17) DOES THIS ALTERATION CREATE ADDITIONAL STORY TO BUILDING? YES [] NO [X] (18) IF (17) IS YES, STATE NEW HEIGHT AT CENTER LINE OF FRONT FT. (19) DOES THIS ALTERATION CREATE DECK OR HOIST, EXTENSION TO BUILDING? YES [] NO [X] (20) IF (19) IS YES, STATE NEW GROUND FLOOR AREA SQ. FT. (21) WILL SIDEWALK OVER SUB-SIDEWALK SPACE BE REPAIRED OR ALTERED? YES [] NO [X] (22) WILL BUILDING EXTEND BEYOND PROPERTY LINE? YES [] NO [X] (23) ARCHITECT OR ENGINEER (DESIGN [] CONSTRUCTION [X]) ADDRESS CALIF. CERTIFICATE NO. (24) CONSTRUCTION LENDER (ENTER NAME AND BRANCH DESIGNATION IF ANY, IF THERE IS NO KNOWN CONSTRUCTION LENDER, ENTER "UNKNOWN"). ADDRESS

IMPORTANT NOTICES

No change shall be made in the character of the occupancy or use without first obtaining a Building Permit authorizing such change. See San Francisco Building Code and San Francisco Housing Code. No portion of building or structure or scaffolding used during construction, to be closer than 4'0" to any wire containing more than 750 volts. See Sec. 385, California Penal Code. Pursuant to San Francisco Building Code, the building permit shall be posted on the job. The owner is responsible for approved plans and application being kept at building site. Grade lines as shown on drawings accompanying this application are assumed to be correct. If actual grade lines are not the same as shown revised drawings showing correct grade lines, cuts and fills together with complete details of retaining walls and wall footings required must be submitted to this bureau for approval. ANY STIPULATION REQUIRED HEREIN OR BY CODE MAY BE APPEALED. BUILDING NOT TO BE OCCUPIED UNTIL CERTIFICATE OF FINAL COMPLETION IS POSTED ON THE BUILDING OR PERMIT OF OCCUPANCY GRANTED, WHEN REQUIRED. APPROVAL OF THIS APPLICATION DOES NOT CONSTITUTE AN APPROVAL FOR THE ELECTRICAL WIRING OR PLUMBING INSTALLATIONS. A SEPARATE PERMIT FOR THE WIRING AND PLUMBING MUST BE OBTAINED. SEPARATE PERMITS ARE REQUIRED IF ANSWER IS "YES" TO ANY OF ABOVE QUESTIONS (10) (11) (12) (13) (22) or (24). THIS IS NOT A BUILDING PERMIT. NO WORK SHALL BE STARTED UNTIL A BUILDING PERMIT IS ISSUED. In dwellings all insulating materials must have a clearance of not less than two inches from all electrical wires or equipment. CHECK APPROPRIATE BOX [] OWNER [] ARCHITECT [] ENGINEER [] LESSEE [] AGENT WITH POWER OF ATTORNEY [] CONTRACTOR [] ATTORNEY IN FACT

NOTICE TO APPLICANT

HOLD HARMLESS CLAUSE: The Permittee(s) by acceptance of the permit, agree(s) to indemnify and hold harmless the City and County of San Francisco from and against any and all claims, demands and actions for damages resulting from operations under this permit, regardless of negligence of the City and County of San Francisco, and to assume the defense of the City and County of San Francisco against all such claims, demands and actions. In conformity with the provisions of Section 3800 of the Labor Code of the State of California, the applicant shall have on file, or file with the Central Permit Bureau, either Certificate (I) or (II) or (III) designated below or shall indicate item (VI) or (VII) below, whichever is applicable. If however, item (VI) is checked then item (V) must be checked as well. Mark the appropriate method of compliance below: () I. Certificate of Consent to Self-Insure issued by the Director of Industrial Relations. () II. Certificate of Workman's Compensation Insurance issued by an admitted insurer. () III. An exact copy or duplicate of (I) certified by the Director or (II) certified by the insurer. () IV. The cost of the work to be performed is \$100 or less. () V. I certify that in the performance of the work for which this Permit is issued, I shall not employ any person in any manner so as to become subject to the workman's compensation laws of California. I further acknowledge that I understand, in the event that I should become subject to the workman's compensation provisions of the Labor Code of California and fail to comply faithfully with the provisions of Section 3800 of the Labor Code, that the Permit herein applied for shall be deemed revoked. () VI. I certify as the owner (or the agent of the owner) that in the performance of the work for which this Permit is issued, I will employ a contractor who complies with the workman's compensation laws of California and who has on file, or prior to the commencement of any work will file, with the Central Permit Bureau evidence that workman's compensation insurance is carried.

APPLICANT'S CERTIFICATION I HEREBY CERTIFY AND AGREE THAT IF A PERMIT IS ISSUED FOR THE CONSTRUCTION DESCRIBED IN THIS APPLICATION, ALL THE PROVISIONS OF THE PERMIT AND ALL LAWS AND ORDINANCES THERETO WILL BE COMPLIED WITH.

Applicant's Signature Date 3.7.85

OFFICIAL COPY

SAN FRANCISCO

CONDITIONS AND STIPULATIONS

DEPARTMENT OF BUILDING INSPECTION

REFER TO

APPROVED:

James M. Kelly 3/14/85
BUILDING INSPECTOR, BUR. OF BLDG. INSP.

DATE: _____
REASON: _____

NOTIFIED MR. _____

APPROVED:

223 b

DATE: _____
REASON: _____

NOTIFIED MR. _____

THEORETICALLY EXEMPT FROM ENVIRONMENTAL REVIEW
DEPARTMENT OF CITY PLANNING

J. Sullivan
MAY 21 1985

APPROVED: FOR WORK STARTED

DATE: _____
REASON: _____

NOTIFIED MR. _____

B. O'Neil 3/20/85
BUREAU OF FIRE PREVENTION & PUBLIC SAFETY

APPROVED:

DATE: _____
REASON: _____

NOTIFIED MR. _____

OF BLDG. INSPECTION

APPROVED:

DATE: _____
REASON: _____

NOTIFIED MR. _____

BUREAU OF ENGINEERING

APPROVED:

DATE: _____
REASON: _____

NOTIFIED MR. _____

DEPARTMENT OF PUBLIC HEALTH

APPROVED:

DATE: _____
REASON: _____

NOTIFIED MR. _____

REDEVELOPMENT AGENCY

APPROVED:

DATE: _____
REASON: _____

NOTIFIED MR. _____

RESIDENTIAL-ENV. INSPECTOR, DIV. OF APT. & HOTEL INSP., S.B.I.

APPROVED:

DATE: _____
REASON: _____

NOTIFIED MR. _____

I agree to comply with all conditions or stipulations of the various bureaus or departments noted on this application, and attached statements of conditions or stipulations, which are hereby made a part of this application.

Number of attachments

Michael R. Berry
OWNER'S AUTHORIZED AGENT
CSB CONSTRUCTION, INC.

THIS SECTION - NOTE DATES AND NAMES OF ALL PERSONS NOTIFIED DURING PROCESSING

OFFICIAL COPY

SA
FRANCISCO
DATE
DEPARTMENT OF
BUILDING INSPECTION

BUILDING INSPECTORS JOB RECORD

8502335

4/3/85 Work Started

1/1

5/1/85 OK To Pour Block wall.

1/1

Question on Electric work

1/1

6/26/85 OK To Cover

1/1

1/1

1/1

1/1

1/1

1/1

1/1

1/1

1/1

1/1

1/1

1/1

1/1

8/1/85 (WORK COMPLETED) FINAL CERTIFICATE POSTED

APP NO

James M. Kelly
BUILDING INSPECTOR

APPROVED
Dept. Public Works

MAY - 6 1985

Phat C. Long
SUPERVISOR

APPLICATION FOR BUILDING PERMIT
ADDITIONS, ALTERATIONS OR REPAIRS

CITY AND COUNTY OF SAN FRANCISCO
DEPARTMENT OF PUBLIC WORKS

FORM 3 PRE-APPROVAL SITE INSPECTION REQUIRED *7*
FORM 8 OVER-THE-COUNTER ISSUANCE

APPLICATION IS HEREBY MADE TO THE DEPARTMENT OF PUBLIC WORKS OF SAN FRANCISCO FOR PERMISSION TO BUILD IN ACCORDANCE WITH THE PROVISIONS OF THE ORDINANCES SUBMITTED HEREWITH AND ACCORDING TO THE DESCRIPTION AND FOR THE PURPOSE HEREINAFTER SET FORTH.

2 NUMBER OF PLAN SETS *4-1-85*

DATE FILED <i>4/10/85</i>	PLUMBING PERMIT NO. <i>137887</i>	(1) STREET ADDRESS OF JOB <i>550 O'Farrell Street</i>	BLOCK & LOT
PHONE NO. <i>530777</i>	ISSUED <i>5/6/85</i>	(2A) ESTIMATED COST OF JOB <i>15,000.00</i>	(2B) REVENUE COST

INFORMATION TO BE FURNISHED BY ALL APPLICANTS					
DESCRIPTION OF EXISTING BUILDING					
(1A) TYPE OF CONSTR. <i>2</i>	(1A) NO. OF STORIES OF OCCUPANCY <i>3</i>	(1A) NO. OF BASEMENTS AND CELLARS <i>1</i>	(1A) PRESENT USE <i>National Car Rental</i>	(1A) OCCUP. CLASS <i>A-4</i>	(1A) NO. OF DWELLING UNITS <i>0</i>
DESCRIPTION OF BUILDING AFTER PROPOSED ALTERATION					
(1B) TYPE OF CONSTR. <i>2</i>	(1B) NO. OF STORIES OF OCCUPANCY <i>3</i>	(1B) NO. OF BASEMENTS AND CELLARS <i>1</i>	(1B) PROPOSED USE <i>Same</i>	(1B) OCCUP. CLASS <i>A-4</i>	(1B) NO. OF DWELLING UNITS <i>0</i>
(1C) IS AUTO DRIVEWAY TO BE CONSTRUCTED OR ALTERED?	YES <input type="checkbox"/> NO <input checked="" type="checkbox"/>	(1D) WILL DRIVEWAY SPACE BE USED DURING CONSTRUCTION?	YES <input type="checkbox"/> NO <input checked="" type="checkbox"/>	(1E) ELECTRICAL WORK TO BE PERFORMED?	YES <input type="checkbox"/> NO <input checked="" type="checkbox"/>
(1F) PLUMBING WORK TO BE PERFORMED?	YES <input type="checkbox"/> NO <input checked="" type="checkbox"/>	(1G) GENERAL CONTRACTOR	ADDRESS	PHONE	CALIF. LIC. NO.
		<i>CSB Const</i>	<i>PO 6059 Oak</i>	<i>567-9400</i>	<i>32936281</i>
(1H) OWNER - (LIST ONE)	ADDRESS				
	<i>National Car Rental 550 O'Farrell Street</i>				
(1I) WRITE IN DESCRIPTION OF ALL WORK TO BE PERFORMED UNDER THIS APPLICATION (REFERENCE TO PLANS IS NOT SUFFICIENT)	<i>Ventilation for gas pickups and storage tanks.</i>				

ADDITIONAL INFORMATION - FORM 3 APPLICANTS ONLY					
(1J) DOES THIS ALTERATION CREATE ADDITIONAL STORY TO BUILDING?	YES <input type="checkbox"/> NO <input checked="" type="checkbox"/>	(1K) IF (1J) IS YES, STATE NEW HEIGHT AT CENTER LINE OF FRONT	FT.	(1L) DOES THIS ALTERATION CREATE DECK OR PORCH EXTENDING TO BUILDING?	YES <input type="checkbox"/> NO <input checked="" type="checkbox"/>
(1M) WILL SIDEWALK OVER SIDE DRIVEWAY SPACE BE REFINISHED OR ALTERED?	YES <input type="checkbox"/> NO <input checked="" type="checkbox"/>	(1N) WILL SIDEWALK EXTEND BEYOND PROPERTY LINE?	YES <input type="checkbox"/> NO <input checked="" type="checkbox"/>	(1O) ANY OTHER EXISTING BLDG. ON LOT OF YES, SHOW ON PLAN	YES <input type="checkbox"/> NO <input checked="" type="checkbox"/>
(1P) ARCHITECT OR ENGINEER (DESIGN OR CONSTRUCTION)	ADDRESS		CALIF. CERTIFICATE NO.		
	<i>Michael Major Civil Engineers</i>		<i>2500 Old County</i>		<i>San Ramon</i>
(1Q) CONSTRUCTION UNDER OTHER NAME AND BRANCH REGISTRATION IF ANY. IF THERE IS NO OTHER CONSTRUCTION NUMBER, ENTER "NONE"	<i>National Car Rental</i>				

IMPORTANT NOTICES

No change shall be made in the character of the occupancy or use without first obtaining a Building Permit authorizing such change. See San Francisco Building Code and San Francisco Housing Code.

No portion of building or structure or scaffolding used during construction, to be lower than 6'7" to any wire containing more than 750 volts. See Sec. 385, California Penal Code.

Pursuant to San Francisco Building Code, the building permit shall be posted on the job. The owner is responsible for approved plans and application being kept at building site.

Grade lines as shown on drawings accompanying this application are assumed to be correct. If actual grade lines are not the same as shown revised drawings showing correct grade lines, cuts and fills together with complete details of retaining walls and wall footings required must be submitted to this bureau for approval.

ANY STIPULATION REQUIRED HEREIN OR BY CODE MAY BE APPEALED.

BUILDING NOT TO BE OCCUPIED UNTIL CERTIFICATE OF FINAL COMPLETION IS POSTED ON THE BUILDING OR PERMIT OF OCCUPANCY GRANTED, WHEN REQUIRED.

APPROVAL OF THIS APPLICATION DOES NOT CONSTITUTE AN APPROVAL FOR THE ELECTRICAL WIRING OR PLUMBING INSTALLATIONS. A SEPARATE PERMIT FOR THE WIRING AND PLUMBING MUST BE OBTAINED. SEPARATE PERMITS ARE REQUIRED IF ANSWER IS "YES" TO ANY OF ABOVE QUESTIONS (10) (11) (12) (13) (22) or (24). THIS IS NOT A BUILDING PERMIT. NO WORK SHALL BE STARTED UNTIL A BUILDING PERMIT IS ISSUED.

In drawings all insulating materials must have a clearance of not less than two inches from all electrical wires or equipment.

CHECK APPROPRIATE BOX

OWNER ARCHITECT ENGINEER
 LESSEE AGENT WITH POWER OF ATTORNEY
 CONTRACTOR ATTORNEY IN FACT

APPLICANT'S CERTIFICATION

I HEREBY CERTIFY AND AGREE THAT IF A PERMIT IS ISSUED FOR THE CONSTRUCTION DESCRIBED IN THIS APPLICATION, ALL THE PROVISIONS OF THE PERMIT AND ALL LAWS AND ORDINANCES THERETO WILL BE COMPLIED WITH.

NOTICE TO APPLICANT

HOLD HARMLESS CLAUSE: The Permittee(s) by acceptance of the permit, agree(s) to indemnify and hold harmless the City and County of San Francisco from and against any and all claims, demands and actions for damages resulting from operations under this permit, regardless of negligence of the City and County of San Francisco, and to assume the defense of the City and County of San Francisco against all such claims, demands and actions.

In conformity with the provisions of Section 3800 of the Labor Code of the State of California, the applicant shall have on file, or file with the Central Permit Bureau, either Certificate (I) or (II) or (III) designated below or shall indicate item (IV) or (V) or (VI) below, whichever is applicable. If however, item (VI) is checked then item (V) must be checked as well. Mark the appropriate method of compliance below:

() I. Certificate of Consent to Self-insure issued by the Director of Industrial Relations.

() II. Certificate of Workman's Compensation Insurance issued by an admitted insurer.

() III. An exact copy or duplicate of (I) certified by the Director or (II) certified by the insurer.

() IV. The cost of the work to be performed is \$100 or less.

() V. I certify that in the performance of the work for which this Permit is issued, I shall not employ any person in any manner so as to become subject to the workman's compensation laws of California, I further acknowledge that I understand, in the event that I should become subject to the workman's compensation provisions of the Labor Code of California and fail to comply therewith with the provisions of Section 3800 of the Labor Code, that the Permit herein applied for shall be deemed revoked.

() VI. I certify as the owner (or the agent of the owner) that in the performance of the work for which this Permit is issued, I will employ a contractor who complies with the workman's compensation laws of California and who has on file, or prior to the commencement of any work, will file, with the Central Permit Bureau evidence that workman's compensation insurance is carried.

Phat C. Long 4/10/85
Applicant's Signature Date

APR 23 1985
APPROVED FOR ISSUANCE
FILED
8-2-85
8-2-85
APPROVAL NUMBER

CONDITIONS AND STIPULATIONS

DATE

REASON:

APR 22 1985

02070 - YAM

BUILDING INSPECTOR, BUR. OF BLDG. INSP.

NOTIFIED MR.

APPROVED:

DATE:

REASON:

Not reviewed by the Department or City Planning. Issuance of the requested permit constitutes no indication that use of this property does or does not conform to the City Planning Code.

DEPARTMENT OF CITY PLANNING

NOTIFIED MR.

APPROVED:

La work etale

DATE:

REASON:

PLEASE NOTIFY SFFL AT START OF WORK CONTACT FIRE INSPECTOR (415) 861-8000 EXT. 315

BUREAU OF FIRE PREVENTION & PUBLIC SAFETY

NOTIFIED MR.

APPROVED:

DATE:

REASON:

CIVIL ENGINEER BUR. OF BLDG. INSPECTOR

NOTIFIED MR.

APPROVED:

DATE:

REASON:

BUREAU OF ENGINEERING

NOTIFIED MR.

APPROVED:

DATE:

REASON:

DEPARTMENT OF PUBLIC HEALTH

NOTIFIED MR.

APPROVED:

DATE:

REASON:

REDEVELOPMENT AGENCY

NOTIFIED MR.

APPROVED:

DATE:

REASON:

RESIDENTIAL INSPECTOR BUR. OF BLDG. INSPECTOR

NOTIFIED MR.

APPROVED:

DATE:

REASON:

NOTIFIED MR.

Number of conditions...

Handwritten signature

HOLD SECTION - NOTE DATES AND NAMES OF ALL PERSONS NOTIFIED DURING PROCESSING

OFFICIAL COPY



ADDRESS OF JOB		BLOCK/LOT	APPLICATION NO
550 O'FARRELL ST			8503647
OWNER NAME			TELEPHONE
NATIONAL CAR RENTAL			(415)788-4949
ESTIMATED COST	FILE DATE	DISPOSITION	DISPOSITION DATE
\$15,000	4/10/85	ISSUED	05/06/85
FORM CONST TYPE	OCCUPANCY CODES	PLANS	STORIES
3 3 A-4		2	3
CONTACT NAME		PERMIT NO	EXPIRE DATE
C.S.B CONST.		530771	11/06/85
STANDARD DESCRIPTION/BLDG USE		OTHER DESCRIPTION	
AUTO REPAIRS		VENTILATION FOR GAS PUMPS AND STARGE TANKS	
SPECIAL INSPECTIONS?	FIRE ZONE	COMPLIANCE WITH REPORTS	
NO			
SPECIAL USE DISTRICT	TIDF		
	NO		
	PENALTY		
	NO		
NOTES			
<p>PERMIT INSPECTION RECORD DEPARTMENT OF PUBLIC WORKS CITY AND COUNTY OF SAN FRANCISCO BUILDING INSPECTION JOB CARD</p>			

FRANCISCO

DATE

BUILDING INSPECTORS JOB RECORD

DEPARTMENT OF BUILDING INSPECTION

8503647

~~4/11/78~~

Work Started

1 / 1

~~6/22/78~~

OK to Close

1 / 1

1 / 1

1 / 1

1 / 1

1 / 1

1 / 1

1 / 1

1 / 1

1 / 1

1 / 1

1 / 1

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1 / 1

1 / 1

1 / 1

1 / 1

~~7/17/78~~

(WORK COMPLETED) FINAL CERTIFICATE POSTED

APP. NO

James M. Kelly
BUILDING INSPECTOR

OFFICIAL COPY

SAN FRANCISCO

DEPARTMENT OF BUILDING INSPECTION

CONDITIONS AND STIPULATIONS

DATE:

REASON:

STAMP: 2014 JUN 19 10:00 AM

00200100

Signature: *James H. ...* 5/9/85

NOTIFIED MR.

APPROVED:

OFFICE COPY

DATE:

REASON:

or reviewed by the Department or City
Pending issuance of the requested permit
no indication that use of this
... does not conform to the
Building Code

NOTIFIED MR.

APPROVED:

DATE:

REASON:

7

Signature: *R.D. ...*

NOTIFIED MR.

APPROVED:

DATE:

REASON:

NOTIFIED MR.

APPROVED:

DATE:

REASON:

NOTIFIED MR.

APPROVED:

DATE:

REASON:

NOTIFIED MR.

APPROVED:

DATE:

REASON:

NOTIFIED MR.

APPROVED:

DATE:

REASON:

NOTIFIED MR.

APPROVED:

DATE:

REASON:

NOTIFIED MR.

Signature: *...*

HOLD SECTION - NOTE DATES AND NAME OF ALL PERSONS NOTIFIED DURING PROCESSING

OFFICIAL COPY

SAN FRANCISCO

DATE

BUILDING INSPECTORS JOB RECORD

DEPARTMENT OF BUILDING INSPECTION

850 4700

52385 Work Started

1 1

6268 at to corner

1 1

1 1

1 1

1 1

1 1

1 1

1 1

1 1

1 1

1 1

1 1

1 1

1 1

1 1

1 1

1 1

8/1/85 (WORK COMPLETED) FINAL CERTIFICATE POSTED

APP. NO.

Lawrence R. Kelly
BUILDING INSPECTOR

OFFICIAL COPY



ADDRESS OF JOB		BLOCK/LOT	APPLICATION NO
550 OFARRELL ST		0318 /009	8616393
OWNER NAME			TELEPHONE
NATIONAL CAR RENTAL			
ESTIMATED COST	FILE DATE	DISPOSITION	DISPOSITION DATE PERMIT NO EXPIRE DATE
\$25,000	1/02/87	ISSUED	02/24/87 563053 08/24/87
FORM CONST TYPE	OCCUPANCY CODES	PLANS STORIES UNITS	DISTRICT
3 2 H-4		2 2	PARAPET
CONTACT NAME			TELEPHONE
CSB CONST.			(415)562-9200
STANDARD DESCRIPTION/BLDG USE		OTHER DESCRIPTION	
PRKNG GARAGE/PUBLIC		INSTALL NEW BRACING FOR EXISTING PARAPET WALL	
SPECIAL INSPECTIONS?	NO	FIRE ZONE	
SPECIAL USE DISTRICT		TIDF	NO
		PENALTY	NO
NOTES			COMPLIANCE WITH REPORTS
<div data-bbox="467 1291 847 1549" data-label="Text"> <p>RECEIVED PARAPET SAFETY SECTION FEB 26 1987 BUREAU OF BUILDING INSPECTION FILE NO. 2250</p> </div>			<div data-bbox="971 1333 1481 1459" data-label="Text"> <p>PERMIT INSPECTION RECORD DEPARTMENT OF PUBLIC WORKS CITY AND COUNTY OF SAN FRANCISCO BUILDING INSPECTION JOB CARD</p> </div>
9003-15			

APPROVED
 Dept. of Public Works

MAY 3 1992
 CONTACT DISTRICT SUPERVISOR NAMED ON FACE OF APPLICATION AT START OF WORK (TELEPHONE NO. 562-2255). THIS APPLICATION IS APPROVED SUBJECT TO THE INSPECTION AND DOES NOT CONSTITUTE AN APPROVAL OF THE BUILDING WORK AUTHORIZED UNLESS IT IS IN STRICT ACCORDANCE WITH ALL APPLICABLE CODES.

J. SINGLETON

BLDG FORM 3/8
 MAY 03 1992
 CITY AND COUNTY OF SAN FRANCISCO
 DEPARTMENT OF PUBLIC WORKS

APPLICATION NUMBER
 09107727

CSHA APPROVAL RECORD
 APPROVAL NUMBER

**APPLICATION FOR BUILDING PERMIT
 ADDITIONS, ALTERATIONS OR REPAIRS**

**CITY AND COUNTY OF SAN FRANCISCO
 DEPARTMENT OF PUBLIC WORKS**

FORM 3 OTHER AGENCIES REVIEW REQUIRED
 FORM 8 OVER-THE-COUNTER ISSUANCE

APPLICATION IS HEREBY MADE TO THE DEPARTMENT OF PUBLIC WORKS (SAN FRANCISCO) FOR PERMISSION TO BUILD IN ACCORDANCE WITH THE PLANS AND SPECIFICATIONS SUBMITTED HEREWITH AND ACCORDING TO THE DESCRIPTION AND FOR THE PURPOSE HEREINAFTER SET FORTH.

2 NUMBER OF PLAN SETS WC 6/7/92

DO NOT WRITE ABOVE THIS LINE

DATE FILED 5/3/91	PERMITS RECEIVED NO.	(1) STREET ADDRESS OF JOB 550 O'Farrell St. (318/09)	BLOCK & LOT
PERMIT NO. 671451	ISSUED 5/3/91	(2) ESTIMATED COST OF JOB 8,000.	(3) REVISED COST EXPRESS PLAN CHECK

INFORMATION TO BE FURNISHED BY ALL APPLICANTS

DESCRIPTION OF EXISTING BUILDING					
(1A) TYPE OF CONSTRUCTION III	(1A) NO. OF STORES OF OCCUPANCY 2	(1A) NO. OF BASEMENTS AND CELLARS 1	(1A) PRESENT USE Car Rental, Parking GAR	(1A) OCCUP. CLASS B-1	(1A) NO. OF DWELLING UNITS 0
DESCRIPTION OF BUILDING AFTER PROPOSED ALTERATION					
(1B) TYPE OF CONSTRUCTION III	(1B) NO. OF STORES OF OCCUPANCY 2	(1B) NO. OF BASEMENTS AND CELLARS 1	(1B) PROPOSED USE (LEGAL USE) Car Rental, Parking GAR	(1B) OCCUP. CLASS B-1	(1B) NO. OF DWELLING UNITS 0
(10) IS AUTO RAMPWAY TO BE CONSTRUCTED OR ALTERED? NO	(11) WILL STREET SPACE BE USED DURING CONSTRUCTION? NO	(12) WILL BUILDING EXTEND BEYOND PROPERTY LINE? NO	(13) ELECTRICAL WORK TO BE PERFORMED? NO	(14) PLUMBING WORK TO BE PERFORMED? NO	(15) OTHER WORK TO BE PERFORMED? NO
(16) GENERAL CONTRACTOR James Ford P.O. Box 818 Millbrae Ca. 415 3444049 386412 1/31/92		ADDRESS		PHONE	
(17) OWNER (CROSS OUT ONE) National Car Rental 550 O'Farrell St. S.F.		ADDRESS		PHONE FOR CONTACT BY BUREAU 4745300	
(18) WRITE IN DESCRIPTION OF ALL WORK TO BE PERFORMED UNDER THIS APPLICATION (REFERENCE TO PLANS IS NOT SUFFICIENT) Remove 4 old Skylights + patch in with new joist + plywood + roof over.					

ADDITIONAL INFORMATION — FORM 3 APPLICANTS ONLY

(19) DOES THIS ALTERATION CREATE ADDITIONAL STORY TO BUILDING? NO	(20) IF (19) IS YES, STATE NEW HEIGHT AT CENTER LINE OF FRONT NO	(21) DOES THIS ALTERATION CREATE DECK OR PORCH EXTENSION TO BUILDING? NO	(22) ANY OTHER EXISTING BLDG ON LOT (IF YES, SHOW ON PLOT PLAN) NO	(23) IF (19) IS YES, STATE NEW GROUND FLOOR AREA NO	(24) DOES THIS ALTERATION CONSTITUTE A CHANGE OF OCCUPANCY? NO
(25) ARCHITECT OR ENGINEER (DESIGN) CONSTRUCTION John Goedde		ADDRESS Berlingame Ca.		CALIF. CERTIFICATE NO. C8050	
(26) CONSTRUCTION LEADER (ENTER NAME AND BRANCH DESIGNATION IF ANY. IF THERE IS NO KNOWN CONSTRUCTION LEADER, ENTER "UNKNOWN") owner		ADDRESS 550 O'Farrell St. S.F.			

IMPORTANT NOTICES
 No change shall be made in the character of the occupancy or use without first obtaining a Building Permit authorizing such change. See San Francisco Building Code and San Francisco Housing Code.
 No portion of building or structure or scaffolding used during construction, to be closer than 6'0" to any wire containing more than 750 volts. See Sec. 385, California Penal Code.
 Pursuant to San Francisco Building Code, the building permit shall be posted on the job. The owner is responsible for approval plans and application being kept at building site.
 Grade lines as shown on drawings accompanying this application are assumed to be correct. If actual grade lines are not the same as shown revised drawings showing correct grade lines, cuts and fills together with complete details of retaining walls and wall footings required must be submitted to this bureau for approval.
 ANY STIPULATION REQUIRED HEREIN OR BY CODE MAY BE APPEALED.
 BUILDING NOT TO BE OCCUPIED UNTIL CERTIFICATE OF FINAL COMPLETION IS POSTED ON THE BUILDING OR PERMIT OF OCCUPANCY GRANTED, WHEN REQUIRED.
 APPROVAL OF THIS APPLICATION DOES NOT CONSTITUTE AN APPROVAL FOR THE ELECTRICAL WIRING OR PLUMBING INSTALLATIONS. A SEPARATE PERMIT FOR THE WIRING AND PLUMBING MUST BE OBTAINED. SEPARATE PERMITS ARE REQUIRED IF ANSWER IS "YES" TO ANY OF ABOVE QUESTIONS (10), (11), (12), (13), (22), OR (24). THIS IS NOT A BUILDING PERMIT. NO WORK SHALL BE STARTED UNTIL A BUILDING PERMIT IS ISSUED.
 In dwellings all insulating materials must have a clearance of not less than two inches from all electrical wires or equipment.

CHECK APPROPRIATE BOX
 OWNER
 ARCHITECT
 ENGINEER
 LESSEE
 AGENT WITH POWER OF ATTORNEY
 CONTRACTOR
 ATTORNEY IN FACT

APPLICANT'S CERTIFICATION
 I HEREBY CERTIFY AND AGREE THAT IF A PERMIT IS ISSUED FOR THE CONSTRUCTION DESCRIBED IN THIS APPLICATION, ALL THE PROVISIONS OF THE PERMIT AND ALL LAWS AND ORDINANCES THEREOF WILL BE COMPLIED WITH.

NOTICE TO APPLICANT
HOLD HARMLESS CLAUSE: The Permittee(s) by acceptance of the permit, agree(s) to indemnify and hold harmless the City and County of San Francisco from and against any and all claims, demands and actions for damages resulting from operations under this permit, regardless of negligence of the City and County of San Francisco, and to assume the defense of the City and County of San Francisco against all such claims, demands and actions.
 In conformity with the provisions of Section 3800 of the Labor Code of the State of California, the applicant shall have on file, or file with the Central Permit Bureau, either Certificate (I) or (II) or (III) designated below or shall indicate item (IV) or (V) or (VI) below, whichever is applicable. If however, item (VI) is checked then item (V) must be checked as well. Mark the appropriate method of compliance below.

- () I. Certificate of Consent to Self Insure issued by the Director of Industrial Relations.
- () II. Certificate of Workman's Compensation Insurance issued by an admitted insurer.
- () III. An exact copy or duplicate of (I) certified by the Director or (II) certified by the insurer.
- () IV. The cost of the work to be performed is \$100 or less.
- () V. I certify that in the performance of the work for which this Permit is issued, I shall not employ any person in any manner so as to become subject to the workman's compensation laws of California. I further acknowledge that I understand, in the event that I should become subject to the workman's compensation provisions of the Labor Code of California and fail to comply forthwith with the provisions of Section 3800 of the Labor Code, that the Permit herein applied for shall be deemed revoked.
- () VI. I certify as the owner (or the agent of the owner) that in the performance of the work for which this Permit is issued, I will employ a contractor who complies with the workman's compensation laws of California and who has on file, or prior to the commencement of any work will file, with the Central Permit Bureau evidence that workman's compensation insurance is carried.

James Ford 5/3/91
 Signature Date

OFFICIAL COPY

CONDITIONS AND STIPULATIONS

REFER TO: CONTACT CATEGORY: APPLICATION: DOES IT WORK AS WITH ALL:	APPROVED: DISTRICT INSPECTOR NAMED ON FACE OF APPLI- START OF WORK (TELEPHONE NO. 558-6328). THIS IS APPROVED WITHOUT SITE INSPECTION AND CONSTITUTE AN APPROVAL OF THE BUILDING WORK AUTHORIZED MUST BE DONE IN STRICT ACCORDANCE APPLICABLE CODE. APPROVAL OF THIS APPLICATION APPLIES ONLY TO SPECIFIED WORK AND DOES NOT CONSTITUTE APPROVAL OF A CHANGE IN THE LEGALLY PERMITTED USE OR CHARACTER OF THIS STRUC- TURE. APPROVAL IS BASED UPON INFORMATION SUPPLIED BY THE APPLICANT WHICH HAS NOT BEEN VERIFIED.	DATE: _____ REASON: _____
Any electrical or plumbing work will require appropriate separate permits.	<i>Dist. J. [Signature] 4/23/9</i> BUILDING INSPECTOR, BUR. OF BLDG. INSP.	NOTIFIED MR. _____
<input type="checkbox"/>	APPROVED: <i>N/A</i> Not reviewed by the Department of City Planning. Issuance of the requested permit constitutes no indication that use of this property does or does not conform to the City Planning Code. <i>STC</i> DEPARTMENT OF CITY PLANNING	DATE: _____ REASON: _____ NOTIFIED MR. _____
<input type="checkbox"/>	APPROVED: BUREAU OF FIRE PREVENTION & PUBLIC SAFETY	DATE: _____ REASON: _____ NOTIFIED MR. _____
<input type="checkbox"/>	APPROVED: CIVIL ENGINEER, BUR. OF BLDG. INSPECTION	DATE: _____ REASON: _____ NOTIFIED MR. _____
<input type="checkbox"/>	APPROVED: BUREAU OF ENGINEERING	DATE: _____ REASON: _____ NOTIFIED MR. _____
<input type="checkbox"/>	APPROVED: DEPARTMENT OF PUBLIC HEALTH	DATE: _____ REASON: _____ NOTIFIED MR. _____
<input type="checkbox"/>	APPROVED: REDEVELOPMENT AGENCY	DATE: _____ REASON: _____ NOTIFIED MR. _____
<input type="checkbox"/>	APPROVED: HOUSING INSPECTION DIVISION	DATE: _____ REASON: _____ NOTIFIED MR. _____

HOLD SECTION — NOTE DATES AND NAMES OF ALL PERSONS NOTIFIED DURING PROCESSING

I agree to comply with all conditions or stipulations of the various bureaus or departments noted on this application, and attached statements of conditions or stipulations, which are hereby made a part of this application.

Number of attachments

OWNER'S AUTHORIZED AGENT

OFFICIAL COPY

SAN FRANCISCO

DEPARTMENT OF PUBLIC WORKS
BUILDING INSPECTION

QUALIFIED DISTRICT INSPECTOR NAMED ON FACE OF APPLICATION AT START OF WORK (TELEPHONE NO. 558-6096). THIS APPLICATION IS APPROVED WITHOUT SITE INSPECTION AND CONSTITUTE AN APPROVAL OF THE BUILDING WORK REFERRED MUST BE DONE IN STRICT ACCORDANCE WITH ALL APPLICABLE CODE.

APPROVED
Dept. of Public Works

MAR 04 1992

RICHARD TORRES
SUPERINTENDENT
BUREAU OF BUILDING INSPECTION

MAR 04 1992
APPROVED FOR ISSUANCE

BLDG. FORM 3/8
APPLICATION NUMBER
09203393

OSHA APPROVAL REQ'D
APPROVAL NUMBER:

APPLICATION FOR BUILDING PERMIT ADDITIONS, ALTERATIONS OR REPAIRS

CITY AND COUNTY OF SAN FRANCISCO
DEPARTMENT OF PUBLIC WORKS

FORM 3 OTHER AGENCIES REVIEW REQUIRED
FORM B OVER-THE-COUNTER ISSUANCE

APPLICATION IS HEREBY MADE TO THE DEPARTMENT OF PUBLIC WORKS OF SAN FRANCISCO FOR PERMISSION TO BUILD IN ACCORDANCE WITH THE PLANS AND SPECIFICATIONS SUBMITTED HERewith AND ACCORDING TO THE DESCRIPTION AND FOR THE PURPOSE HEREINAFTER SET FORTH.

8 NUMBER OF PLAN SETS

DATE FILED 3-5-92	FILING FEE RECEIPT NO.	(1) STREET ADDRESS OF JOB 550 O'FARRELL ST 318-9	
PERMIT NO. 693075	ISSUED 3-4-92	(2A) ESTIMATED COST OF JOB 1500 ⁰⁰	(2B) REVISED COST:

INFORMATION TO BE FURNISHED BY ALL APPLICANTS

DESCRIPTION OF EXISTING BUILDING				
(4A) TYPE OF CONSTR. PLASTER	(5A) NO. OF STORES OF OCCUPANCY 3	(6A) NO. OF BASEMENTS AND CELLARS 1	(7A) PRESENT USE CAR RENTAL COMMERCIAL	(8A) OCCUP. CLASS B2
DESCRIPTION OF BUILDING AFTER PROPOSED ALTERATION				
(4) TYPE OF CONSTR. I	(5) NO. OF STORES OF OCCUPANCY 3	(6) NO. OF BASEMENTS AND CELLARS 1	(7) PROPOSED USE (LEGAL USE) COMMERCIAL	(8) OCCUP. CLASS B2
(10) IS AUTO RUNWAY TO BE CONSTRUCTED OR ALTERED? NO <input checked="" type="checkbox"/>	(11) WILL STREET SPACE BE USED DURING CONSTRUCTION? NO <input checked="" type="checkbox"/>	(12) ELECTRICAL WORK TO BE PERFORMED? NO <input checked="" type="checkbox"/>	(13) PLUMBING WORK TO BE PERFORMED? NO <input checked="" type="checkbox"/>	(9) NO. OF DWELLING UNITS 0
(14) GENERAL CONTRACTOR DENNIS FIEZD PLASTERING		ADDRESS 150 WILKING WY SANOMA		PHONE 701 935-3988
(15) OWNER - LESSEE (CROSS OUT ONE) NAT'L CAR RENTAL SYSTEM		ADDRESS 701 935-3988		PHONE (FOR CONTACT BY BUREAU) 6:3092

(16) WRITE IN DESCRIPTION OF ALL WORK TO BE PERFORMED UNDER THIS APPLICATION (REFERENCE TO PLANS IS NOT SUFFICIENT)
REMOVE DAMAGED VENEER STUCCO, APROX 30'x8' = 240 sq ft
APPLY GALV. 3.4 LATH, RE-APPLY STUCCO APROX 30'x8' "

ADDITIONAL INFORMATION — FORM 3 APPLICANTS ONLY

(17) DOES THIS ALTERATION CREATE ADDITIONAL STORY TO BUILDING? NO <input checked="" type="checkbox"/>	(18) IF (17) IS YES, STATE NEW HEIGHT AT CENTER LINE OF FRONT FT. NO <input checked="" type="checkbox"/>	(19) DOES THIS ALTERATION CREATE DECK OR HORIZ. EXTENSION TO BUILDING? NO <input checked="" type="checkbox"/>	(20) IF (19) IS YES, STATE NEW GROUND FLOOR AREA SQ. FT. NO <input checked="" type="checkbox"/>
(21) WILL SIDEWALK OVER SUB-SIDEWALK SPACE BE REPAIRED OR ALTERED? NO <input checked="" type="checkbox"/>	(22) WILL BUILDING EXTEND BEYOND PROPERTY LINE? NO <input checked="" type="checkbox"/>	(23) ANY OTHER EXISTING BLDG. ON LOT? IF YES, SHOW ON PLOT PLAN NO <input checked="" type="checkbox"/>	(24) DOES THIS ALTERATION CONSTITUTE A CHANGE OF OCCUPANCY? NO <input checked="" type="checkbox"/>
(25) ARCHITECT OR ENGINEER (DESIGN <input type="checkbox"/> CONSTRUCTION <input type="checkbox"/> ADDRESS		CALIF. CERTIFICATE NO.	
(26) CONSTRUCTION LEADER (ENTER NAME AND BRANCH DESIGNATION IF ANY, IF THERE IS NO KNOWN CONSTRUCTION LEADER, ENTER "UNKNOWN").		ADDRESS	

IMPORTANT NOTICES

No change shall be made in the character of the occupancy or use without first obtaining a Building Permit authorizing such change. See San Francisco Building Code and San Francisco Housing Code.

No portion of building or structure or scaffolding used during construction, to be closer than 6'0" to any wire containing more than 750 volts. See Sec. 385, California Penal Code.

Pursuant to San Francisco Building Code, the building permit shall be posted on the job. The owner is responsible for approved plans and application being kept at building site.

Grade lines as shown on drawings accompanying this application are assumed to be correct. If actual grade lines are not the same as shown revised drawings showing correct grade lines, cuts and fills together with complete details of retaining walls and wall footings required must be submitted to this bureau for approval.

ANY STIPULATION REQUIRED HEREIN OR BY CODE MAY BE APPEALED.

BUILDING NOT TO BE OCCUPIED UNTIL CERTIFICATE OF FINAL COMPLETION IS POSTED ON THE BUILDING OR PERMIT OF OCCUPANCY GRANTED, WHEN REQUIRED.

APPROVAL OF THIS APPLICATION DOES NOT CONSTITUTE AN APPROVAL FOR THE ELECTRICAL WIRING OR PLUMBING INSTALLATIONS. A SEPARATE PERMIT FOR THE WIRING AND PLUMBING MUST BE OBTAINED. SEPARATE PERMITS ARE REQUIRED IF ANSWER IS "YES" TO ANY OF ABOVE QUESTIONS (10) (11) (12) (13) (22) or (24). THIS IS NOT A BUILDING PERMIT. NO WORK SHALL BE STARTED UNTIL A BUILDING PERMIT IS ISSUED.

In dwellings all insulating materials must have a clearance of not less than two inches from all electrical wires or equipment.

CHECK APPROPRIATE BOX

- OWNER
- ARCHITECT
- ENGINEER
- LESSEE
- AGENT WITH POWER OF ATTORNEY
- CONTRACTOR
- ATTORNEY IN FACT

APPLICANT'S CERTIFICATION

I HEREBY CERTIFY AND AGREE THAT IF A PERMIT IS ISSUED FOR THE CONSTRUCTION DESCRIBED IN THIS APPLICATION, ALL THE PROVISIONS OF THE PERMIT AND ALL

NOTICE TO APPLICANT

HOLD HARMLESS CLAUSE: The Permittee(s) by acceptance of the permit, agree(s) to indemnify and hold harmless the City and County of San Francisco from and against any and all claims, demands and actions for damages resulting from operations under this permit, regardless of negligence of the City and County of San Francisco, and to assume the defense of the City and County of San Francisco against all such claims, demands and actions.

In conformity with the provisions of Section 3800 of the Labor Code of the State of California, the applicant shall have on file, or file with the Central Permit Bureau, either Certificate (I) or (II) or (III) designated below or shall indicate item (IV) or (V) or (VI) below, whichever is applicable. If however, item (VI) is checked then item (V) must be checked as well. Mark the appropriate method of compliance below:

- (X) I. Certificate of Consent to Self-insure issued by the Director of Industrial Relations.
- () II. Certificate of Workman's Compensation Insurance issued by an admitted insurer.
- () III. An exact copy or duplicate of (I) certified by the Director or (II) certified by the insurer.
- (X) IV. The cost of the work to be performed is \$100 or less.
- () V. I certify that in the performance of the work for which this Permit is issued, I shall not employ any person in any manner so as to become subject to the workman's compensation laws of California. I further acknowledge that I understand, in the event that I should become subject to the workman's compensation provisions of the Labor Code of California and fail to comply forthwith with the provisions of Section 3800 of the Labor Code, that the Permit herein applied for shall be deemed revoked.
- () VI. I certify as the owner (or the agent of the owner) that in the performance of the work for which this Permit is issued, I will employ a contractor who complies with the workman's compensation laws of California and who has on file, or prior to the commencement of any work will file, with the Central Permit Bureau evidence that workman's compensation insurance is carried.

Dennis Fiezd

OFFICIAL COPY

SAN FRANCISCO

CONDITIONS AND STIPULATIONS

REFER TO: APPROVED: DEPARTMENT OF BUILDING INSPECTION

DATE: _____

REASON: _____

BUILDING INSPECTOR, BUR. OF BLDG. INSP.

NOTIFIED MR. _____

APPROVED:

DATE: _____

REASON: _____

DEPARTMENT OF CITY PLANNING

NOTIFIED MR. _____

APPROVED:

DATE: _____

REASON: _____

BUREAU OF FIRE PREVENTION & PUBLIC SAFETY

NOTIFIED MR. _____

APPROVED:

DATE: _____

REASON: _____

CIVIL ENGINEER, BUR. OF BLDG. INSPECTION

NOTIFIED MR. _____

APPROVED:

DATE: _____

REASON: _____

BUREAU OF ENGINEERING

NOTIFIED MR. _____

APPROVED:

DATE: _____

REASON: _____

DEPARTMENT OF PUBLIC HEALTH

NOTIFIED MR. _____

APPROVED:

DATE: _____

REASON: _____

REDEVELOPMENT AGENCY

NOTIFIED MR. _____

APPROVED:

DATE: _____

REASON: _____

HOUSING INSPECTION DIVISION

NOTIFIED MR. _____

HOLD SECTION — NOTE DATES AND NAMES OF ALL PERSONS NOTIFIED DURING PROCESSING

I agree to comply with all conditions or stipulations of the various bureaus or departments noted on this application, and attached statements of conditions or stipulations, which are hereby made a part of this application.

Number of attachments

OWNER AUTHORIZED AGENT

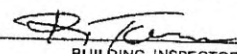
OFFICIAL COPY



DATE	BUILDING INSPECTORS JOB RECORD
3/12/92	All work completed
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WORK COMPLETED. FINAL CERTIFICATE POSTED.

APP. NO.
9203323


BUILDING INSPECTOR

REROOFING

INSPECTION IS REQUIRED UNDER THE SAN FRANCISCO BUILDING CODE. REPAIRS OR ALTERATIONS TO EXISTING ROOFING SHALL BE SUBJECT TO INSPECTION AND APPROVAL BY THE BUILDING DEPARTMENT. INSPECTION MAY BE MADE DAY OR NIGHT BY CALLING 558-6091.

APPROVED FOR THE CITY AND COUNTY OF SAN FRANCISCO DEPARTMENT OF PUBLIC WORKS SUPERINTENDENT OF BUILDING PERMITS

APR 23 1993

BLDG. FORM 3/8
APPROVAL NUMBER 03300700

APPLICATION FOR BUILDING PERMIT ADDITIONS, ALTERATIONS OR REPAIRS

CITY AND COUNTY OF SAN FRANCISCO DEPARTMENT OF PUBLIC WORKS SUPERINTENDENT OF BUILDING PERMITS

FORM 3 OTHER AGENCIES REVIEW REQUIRED
FORM B OVER-THE-COUNTER ISSUANCE

APPROVAL IS HEREBY MADE TO THE DEPARTMENT OF PUBLIC WORKS OF SAN FRANCISCO FOR PERMISSION TO BUILD ACCORDANCE WITH THE MAIN AND SPECIFICATIONS SUBMITTED HEREWITH AND ACCORDING TO THE DESCRIPTION AND FOR THE PURPOSE HEREINAFTER SET FORTH.

NUMBER OF PLAN SETS 311/93

DATE FILED 4-23-93	FILED FEE RECEIPT NO. 719966	(1) STREET ADDRESS OF JOB 550 O'FARRELL ST	BLOCK & LOT 318 9
PERMIT NO. 719966	ISSUED 4-23-93	(2A) ESTIMATED COST OF JOB \$40,000.00	(2B) REVISED COST.

INFORMATION TO BE FURNISHED BY ALL APPLICANTS

DESCRIPTION OF EXISTING BUILDING				(8A) OCCUP. CLASS B2-R-1	(9A) NO. OF DWELLING UNITS 2
(4A) TYPE OF CONSTRUCTION Block	(5A) NO. OF STORES OF OCCUPANCY 2	(6A) NO. OF BASEMENTS AND CELLARS 0	(7A) PRESENT USE STAFFELY STORE		
DESCRIPTION OF BUILDING AFTER PROPOSED ALTERATION				(8B) OCCUP. CLASS B2-R-1	(9B) NO. OF DWELLING UNITS 2
(4B) TYPE OF CONSTRUCTION Block	(5B) NO. OF STORES OF OCCUPANCY 2	(6B) NO. OF BASEMENTS AND CELLARS 0	(7B) PROPOSED USE LEGAL USE STAFFELY STORE		
(10) IS AUTO RUNWAY TO BE CONSTRUCTED OR ALTERED? NO	(11) WILL STREET SPACE BE USED DURING CONSTRUCTION? NO	(12) ELECTRICAL WORK TO BE PERFORMED? NO	(13) PLUMBING WORK TO BE PERFORMED? NO		
(14) GENERAL CONTRACTOR ACKER, GUERRERO Roof Co, Inc 925 87th AVE OAK (510) 884-8222 610561 03/31/95		ADDRESS		PHONE	EXPIRATION DATE
(15) OWNER, LESSEE (LESSOR'S OUT CHECK) Tim Johnson / National Car Rental 7700 FRANCE AV Minneapolis (612) 830-2121		ADDRESS		PHONE (FOR CONTACT BY BUREAU)	
(16) WRITE IN DESCRIPTION OF ALL WORK TO BE PERFORMED UNDER THIS APPLICATION (REFERENCE TO PLANS IS NOT SUFFICIENT) TEAR off 4 ply cap sheet Intec PERMAGLAS GMA - 40R 25 Lbs 11Lbs 40P-R1					

ADDITIONAL INFORMATION - FORM 3 APPLICANTS ONLY

(17) DOES THIS ALTERATION CREATE ADDITIONAL STORY TO BUILDING? NO	(18) IF (17) IS YES, STATE NEW HEIGHT AT CENTER LINE OF FRONT FT.	(19) DOES THIS ALTERATION CREATE DECK OR PORCH EXTENSION TO BUILDING? NO	(20) IF (19) IS YES, STATE NEW GROUND FLOOR AREA SQ. FT.
(21) WILL SIDEWALKS OVER SUB-SIDEWALKS BE REPAIRED OR ALTERED? NO	(22) WILL BUILDING EXTERIOR BEYOND PROPERTY LINE? NO	(23) ANY OTHER EXISTING BLDG ON LOT? IF YES, SHOW ON PLOT PLANS NO	(24) DOES THIS ALTERATION CONSTITUTE A CHANGE OF OCCUPANCY? NO
(25) ARCHITECT OR ENGINEER (DESIGN) <input type="checkbox"/> CONSTRUCTION <input type="checkbox"/>	ADDRESS		CALIF. CERTIFICATE NO.
(26) CONSTRUCTION LENDER (ENTER NAME AND BRANCH DESIGNATION IF ANY) IF THREE IS NO KNOWN CONSTRUCTION LENDER, ENTER "UNKNOWN"		ADDRESS	

IMPORTANT NOTICES

No change shall be made in the character of the occupancy or use without first obtaining a Building Permit authorizing such change. See San Francisco Building Code and San Francisco Housing Code.

No portion of building or structure or scaffolding used during construction, to be closer than 6'0" to any wire containing more than 750 volts. See Sec. 385, California Penal Code.

Pursuant to San Francisco Building Code, the building permit shall be posted on the job. The owner is responsible for approved plans and application being kept at building site.

Grade lines as shown on drawings accompanying this application are assumed to be correct. If actual grade lines are not the same as shown revised drawings showing correct grade lines, cuts and fills together with complete details of retaining walls and wall footings required must be submitted to this bureau for approval.

ANY STIPULATION REQUIRED HEREIN OR BY CODE MAY BE APPEALED.

BUILDING NOT TO BE OCCUPIED UNTIL CERTIFICATE OF FINAL COMPLETION IS POSTED ON THE BUILDING OR PERMIT OF OCCUPANCY GRANTED, WHEN REQUIRED. APPROVAL OF THIS APPLICATION DOES NOT CONSTITUTE AN APPROVAL FOR THE ELECTRICAL WIRING OR PLUMBING INSTALLATIONS. A SEPARATE PERMIT FOR THE WIRING AND PLUMBING MUST BE OBTAINED. SEPARATE PERMITS ARE REQUIRED IF ANSWER IS "YES" TO ANY OF ABOVE QUESTIONS (10) (11) (12) (13) (22) or (24). THIS IS NOT A BUILDING PERMIT. NO WORK SHALL BE STARTED UNTIL A BUILDING PERMIT IS ISSUED.

In dwellings of insulating materials must have a clearance of not less than two inches from all electrical wires or equipment.

CHECK APPROPRIATE BOX

OWNER ARCHITECT ENGINEER
 LESSEE AGENT WITH POWER OF ATTORNEY
 CONTRACTOR ATTORNEY IN FACT

APPLICANT'S CERTIFICATION

I HEREBY CERTIFY AND AGREE THAT IF A PERMIT IS ISSUED FOR THE CONSTRUCTION DESCRIBED IN THIS APPLICATION, ALL THE PROVISIONS OF THE PERMIT AND ALL LAWS AND ORDINANCES THERETO WILL BE COMPLIED WITH.

NOTICE TO APPLICANT

HOLD HARMLESS CLAUSE: The Permittee(s) by acceptance of the permit, agree(s) to indemnify and hold harmless the City and County of San Francisco from and against any and all claims, demands and actions for damages resulting from operations under this permit, regardless of negligence of the City and County of San Francisco, and to assume the defense of the City and County of San Francisco against all such claims, demands and actions.

In conformity with the provisions of Section 3800 of the Labor Code of the State of California, the applicant shall have on file, or file with the Central Permit Bureau, either Certificate (I) or (II) or (III) designated below or shall indicate item (IV) or (V) or (VI) below, whichever is applicable. If however, item (VI) is checked then item (V) must be checked as well. Mark the appropriate method of compliance below:


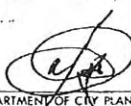

() I. Certificate of Consent to Self-Insure issued by the Director of Industrial Relations.
() II. Certificate of Workman's Compensation Insurance issued by an admitted insurer.
() III. An exact copy or duplicate of (I) certified by the Director or (II) certified by the insurer.
() IV. The cost of the work to be performed is \$100 or less.
() V. I certify that in the performance of the work for which this Permit is issued, I shall not employ any person in any manner so as to become subject to the workman's compensation laws of California. I further acknowledge that I understand, in the event that I should become subject to the workman's compensation provisions of the Labor Code of California and fail to comply therewith with the provisions of Section 3800 of the Labor Code, that the Permit herein applied for shall be deemed revoked.
() VI. I certify as the owner (or the agent of the owner) that in the performance of the work for which this Permit is issued, I will employ a contractor who complies with the workman's compensation laws of California and who has on file, or prior to the commencement of any work will file, with the Central Permit Bureau evidence that workman's compensation insurance is carried.

Applicant's Signature: *Armen Shueuro* Date: 04/23/93

If the image of this document appears less sharp than this notice, it is due to the quality of the original.

DEPARTMENT OF BUILDING INSPECTION

CONDITIONS AND STIPULATIONS

<p>REFER TO:</p>	<p>APPROVED:</p>  <p>BUILDING INSPECTOR, BUR. OF BLDG. INSP.</p>	<p>DATE: _____</p> <p>REASON: _____</p> <p>NOTIFIED MR. _____</p>
<p><input type="checkbox"/></p>	<p>APPROVED:</p>  <p>DEPARTMENT OF CITY PLANNING</p>	<p>DATE: _____</p> <p>REASON: _____</p> <p>NOTIFIED MR. _____</p>
<p><input type="checkbox"/></p>	<p>APPROVED:</p> <p>BUREAU OF FIRE PREVENTION & PUBLIC SAFETY</p>	<p>DATE: _____</p> <p>REASON: _____</p> <p>NOTIFIED MR. _____</p>
<p><input type="checkbox"/></p>	<p>APPROVED:</p> <p>CIVIL ENGINEER, BUR. OF BLDG. INSPECTION</p>	<p>DATE: _____</p> <p>REASON: _____</p> <p>NOTIFIED MR. _____</p>
<p><input type="checkbox"/></p>	<p>APPROVED:</p> <p>BUREAU OF ENGINEERING</p>	<p>DATE: _____</p> <p>REASON: _____</p> <p>NOTIFIED MR. _____</p>
<p><input type="checkbox"/></p>	<p>APPROVED:</p> <p>DEPARTMENT OF PUBLIC HEALTH</p>	<p>DATE: _____</p> <p>REASON: _____</p> <p>NOTIFIED MR. _____</p>
<p><input type="checkbox"/></p>	<p>APPROVED:</p> <p>REDEVELOPMENT AGENCY</p>	<p>DATE: _____</p> <p>REASON: _____</p> <p>NOTIFIED MR. _____</p>
<p><input type="checkbox"/></p>	<p>APPROVED:</p>  <p>HOUSING INSPECTION DIVISION</p>	<p>DATE: _____</p> <p>REASON: _____</p> <p>NOTIFIED MR. _____</p>

HOLD SECTION — NOTE DATES AND NAMES OF ALL PERSONS NOTIFIED DURING PROCESSING

If the image of this document appears less sharp than this notice, it is due to the quality of the original.

I agree to comply with all conditions or stipulations of the various bureaus or departments noted on this application, and attached statements of conditions or stipulations, which are hereby made a part of this application.

Number of attachments:

OWNER'S AUTHORIZED AGENT _____

OFFICIAL COPY



JUL 06 2007

CANCELLED ON: 12-27-07

12-27-07 FIRE

APPROVED FOR ISSUANCE
JAN 17 2008
DEC 17 2006

BLDG. FORM 3/8

APPLICATION NUMBER
2706/01/17/2007

OSHA APPROVAL REQUIRED

APPLICATION FOR BUILDING PERMIT
ADDITIONS, ALTERATIONS OR REPAIRS

CITY AND COUNTY OF SAN FRANCISCO
DEPARTMENT OF BUILDING INSPECTION

FORM 3 OTHER AGENCIES REVIEW REQUIRED
FORM 8 OVER-THE COUNTER ISSUANCE
24 CARDS NUMBER OF PLAN SETS

APPLICATION IS HEREBY MADE TO THE DEPARTMENT OF BUILDING INSPECTION OF SAN FRANCISCO FOR PERMISSION TO BUILD IN ACCORDANCE WITH THE PLANS AND SPECIFICATIONS SUBMITTED THERETO AND ACCORDING TO THE DESCRIPTION AND FOR THE PURPOSE HEREINAFTER SET FORTH.

DATE FILED 1-17-06	FILING FEE RECEIPT NO. 349861	(1) STREET ADDRESS OF JOB 550 O'FARRELL	BLOCK & LOT 0318/009
PERMIT NO. 1125467	ISSUED 7/6/07	(2A) ESTIMATED COST OF JOB 100,000	(2B) REVISED COST. BY: 100,000

INFORMATION TO BE FURNISHED BY ALL APPLICANTS								
LEGAL DESCRIPTION OF EXISTING BUILDING								
(4A) TYPE OF CONSTR. TYPE II	(5A) NO. OF STORIES OF OCCUPANCY. 3	(6A) NO. OF BASEMENTS AND CELLARS. 1	(7A) PRESENT USE: GARAGE BLDG	(8A) OCCUP. CLASS S-3/B	(9A) NO. OF DWELLING UNITS. 10			
DESCRIPTION OF BUILDING AFTER PROPOSED ALTERATION								
(4) TYPE OF CONSTR. TYPE I	(5) NO. OF STORIES OF OCCUPANCY. 3	(6) NO. OF BASEMENTS AND CELLARS. 1	(7) PROPOSED USE (LEGAL USE) GARAGE BLDG	(8) OCCUP. CLASS S-3/B	(9) NO. OF DWELLING UNITS. 10			

(10) IS AUTO RUNWAY TO BE CONSTRUCTED OR ALTERED? NO	(11) WILL STREET SPACE BE USED DURING CONSTRUCTION? NO	(12) ELECTRICAL WORK TO BE PERFORMED? NO	(13) PLUMBING WORK TO BE PERFORMED? NO
(14) GENERAL CONTRACTOR TSD	ADDRESS ZIP	PHONE	EXPIRATION DATE

(15) OWNER - LESSEE (CROSS OUT ONE)
LARRY WORCHELL, 4221 Wilshire Blvd, Los Angeles, 323-934-1400

(16) WRITE IN DESCRIPTION OF ALL WORK TO BE PERFORMED UNDER THIS APPLICATION (REFERENCE TO PLANS IS NOT SUFFICIENT)
INSTALL 4000 GA ABOVE GROUND FUEL TANK & (2) DISPENSERS, VACUUM, AIR COMPRESSOR of bldg. Special enclosure outside of footprint

ADDITIONAL INFORMATION					
(17) DOES THIS ALTERATION CREATE ADDITIONAL HEIGHT OR STORY TO BUILDING? NO	(18) IF (17) IS YES, STATE NEW HEIGHT AT CENTER LINE OF FRONT FT. NO	(19) DOES THIS ALTERATION CREATE DECK OR HORIZ. EXTENSION TO BUILDING? NO	(20) IF (19) IS YES, STATE NEW GROUND FLOOR AREA SQ. FT. NO	(21) WILL SIDEWALK OVER SUB. SIDEWALK SPACE BE REPAIRED OR ALTERED? NO	(22) WILL BUILDING EXTEND BEYOND PROPERTY LINE? NO
(23) ARCHITECT OR ENGINEER (DESIGN) BYMYER ENGINEERS, 1829 CLEMENT AVE, ALAMOGON	CONSTRUCTION ADDRESS	(24) DOES THIS ALTERATION CONSTITUTE A CHANGE OF OCCUPANCY? NO	CALIF. CERTIFICATE NO. 510-521-3713		

IMPORTANT NOTICES

No change shall be made in the character of the occupancy or use without first obtaining a Building Permit authorizing such change. See San Francisco Building Code and San Francisco Housing Code.

No portion of building or structure or scaffolding used during construction to be closer than 6'0" to any wire containing more than 750 volts See Sec 385, California Penal Code.

Pursuant to San Francisco Building Code, the building permit shall be posted on the job. The owner is responsible for approved plans and application being kept at building site.

Grade lines as shown on drawings accompanying this application are assumed to be correct. If actual grade lines are not the same as shown revised drawings showing correct grade lines, cuts and fills together with complete details of retaining walls and wall footings required must be submitted to this department for approval.

ANY STIPULATION REQUIRED HEREIN OR BY CODE MAY BE APPEALED.

BUILDING NOT TO BE OCCUPIED UNTIL CERTIFICATE OF FINAL COMPLETION IS POSTED ON THE BUILDING OR PERMIT OF OCCUPANCY GRANTED, WHEN REQUIRED.

APPROVAL OF THIS APPLICATION DOES NOT CONSTITUTE AN APPROVAL FOR THE ELECTRICAL WIRING OR PLUMBING INSTALLATIONS. A SEPARATE PERMIT FOR THE WIRING AND PLUMBING MUST BE OBTAINED. SEPARATE PERMITS ARE REQUIRED IF ANSWER IS 'YES' TO ANY OF ABOVE QUESTIONS (10) (11) (12) (13) (22) OR (24)

THIS IS NOT A BUILDING PERMIT. NO WORK SHALL BE STARTED UNTIL A BUILDING PERMIT IS ISSUED

In dwellings all insulating materials must have a clearance of not less than two inches from all electrical wires or equipment.

CHECK APPROPRIATE BOX
 OWNER
 ARCHITECT
 LESSEE
 CONTRACTOR
 AGENT
 ENGINEER

APPLICANT'S CERTIFICATION

I HEREBY CERTIFY AND AGREE THAT IF A PERMIT IS ISSUED FOR THE CONSTRUCTION DESCRIBED IN THIS APPLICATION, ALL THE PROVISIONS OF THE PERMIT AND ALL LAWS AND ORDINANCES THERE TO WILL BE COMPLIED WITH.

NOTICE TO APPLICANT

HOLD HARMLESS CLAUSE. The permittee(s) by acceptance of the permit, agree(s) to indemnify and hold harmless the City and County of San Francisco from and against any and all claims, demands and actions for damages resulting from operations under this permit, regardless of negligence of the City and County of San Francisco, and to assume the defense of the City and County of San Francisco against all such claims, demands or actions.

In conformity with the provisions of Section 3800 of the Labor Code of the State of California, the applicant shall have coverage under (I), or (II) designated below or shall indicate item (III), or (IV), whichever is applicable. If however item (V) is checked item (IV) must be checked as well. Mark the appropriate method of compliance below.

I hereby affirm under penalty of perjury one of the following declarations:

() I. I have and will maintain a certificate of consent to self-insure for workers compensation, as provided by Section 3700 of the Labor Code, for the performance the work for which this permit is issued.

() II. I have and will maintain workers' compensation insurance, as required by Section 3700 of the Labor Code, for the performance of the work for which this permit is issued. My workers' compensation insurance carrier and policy number are:
Carrier _____
Policy Number _____

() III. The cost of the work to be done is \$100 or less.

(X) IV. I certify that in the performance of the work for which this permit is issued, I shall not employ any person in any manner so as to become subject to the workers' compensation laws of California. I further acknowledge that I understand that in the event that I should become subject to the workers' compensation provisions of the Labor Code of California and fail to comply therewith with the provisions of Section 3800 of the Labor Code, that the permit herein applied for shall be deemed revoked.

V. I certify as the owner (or the agent for the owner) that in the performance of the work for which this permit is issued, I will employ a contractor who complies with the workers' compensation laws of California and who, prior to the commencement of any work, will file a completed copy of this form with the Central Permit Bureau.

Signature of Applicant or Agent: [Signature] Date: 1/18/06

OFFICIAL COPY

SAN FRANCISCO

CONDITIONS AND STIPULATIONS

DEPARTMENT OF BUILDING INSPECTION

APPROVED: *[Signature]*
 Contact the district building inspector at the start of work call 558-6096. For plumbing inspection scheduling call 558-6030. For electrical inspection scheduling call 558-6030. This application is approved without site inspection, detailed plumbing or electrical plan review and does not constitute an approval of the building. Work authorized must be done in strict accordance with all applicable codes. Any electrical or plumbing work shall require appropriate separate permits.

APPROVED
JAN 17 2006
6806
1285

DATE: _____
 REASON: _____
 NOTIFIED MR. _____

N/A AS

DEPARTMENT OF CITY PLANNING

DATE: _____
 REASON: _____
 NOTIFIED MR. _____

PRESSURE TEST IS REQUIRED FOR ALL PIPING AND TANKS (S.F.F.D.)

CALL SFFD PERMIT SECTION AT (415) 558-3303 FOR AN INSPECTION APPOINTMENT.

PERMIT IS REQUIRED

SFFD PERMIT SECTION

MECHANICAL ENGINEER, DEPT. OF BLDG. INSPECTION

2 MAY 2006

All work subject to approval of the permit inspector.

By *[Signature]*
JAMES ZHAN, DBI

N/A AS

~~FEB 16 2006~~ *618/66 98*

MECHANICAL ENGINEER, DEPT. OF BLDG. INSPECTION

DATE: _____
 REASON: _____
 NOTIFIED MR. _____

APPROVED:

SPECIAL INSPECTION AND REPORTS REQUIRED PER SECTION 1701 SUBMIT REPORTS TO THE BLDG INSPECTION DIVISION THE FOLLOWING

see checklist

[Signature]
2/16/06

MECHANICAL ENGINEER, DEPT. OF BLDG INSPECTION

DATE: _____
 REASON: _____
 NOTIFIED MR. _____

APPROVED:

DPW/BSM SIGN OFF ON JOB CARD REQUIRED PRIOR TO DBI FINAL CALL 554-7149 TO SCHEDULE.

[Signature]
BSM *5/31/06*

BUREAU OF ENGINEERING

DATE: _____
 REASON: _____
 NOTIFIED MR. _____

APPROVED:

FOR WORK AS STATED PERMITS OBTAINED SITE SPECIFIC VARIANCE FROM THE SAN FRANCISCO BAY REGIONAL WATER QUALITY CONTROL BOARD FOR NEW UNDESIGNED STRONG TIDE CONSTRUCTION REQUIREMENTS.

DEPARTMENT OF PUBLIC HEALTH

DATE: _____
 REASON: _____
 NOTIFIED MR. _____

APPROVED:

REDEVELOPMENT AGENCY

DATE: _____
 REASON: _____
 NOTIFIED MR. _____

APPROVED:

HOUSING INSPECTION DIVISION

DATE: _____
 REASON: _____
 NOTIFIED MR. _____

I agree to comply with all conditions or stipulations of the various bureaus or department noted on this application, and attached statements of conditions or stipulations, which are hereby made a part of this application.

Number of attachments

OWNER'S AUTHORIZED AGENT _____

HOLD SECTION - NOTE DATES AND NAMES OF ALL PERSONS NOTIFIED DURING PROCESSING

OFFICIAL COPY



APPROVED

Dept. of Building Insp.

MAR 09 2007

ACTING DIRECTOR DEPT. OF BUILDING INSPECTION

APPROVED FOR ISSUANCE

BLDG. FORM 3/8

PAPPC

APPLICATION NUMBER 2007-03-09-5851

OSHA APPROVAL REQD

Historical Bldg

APPLICATION FOR BUILDING PERMIT ADDITIONS, ALTERATIONS OR REPAIRS

CITY AND COUNTY OF SAN FRANCISCO DEPARTMENT OF BUILDING INSPECTION

FORM 3 OTHER AGENCIES REVIEW REQUIRED
FORM 8 OVER-THE COUNTER ISSUANCE
NUMBER OF PLAN SETS 2 + CAD

APPLICATION IS HEREBY MADE TO THE DEPARTMENT OF BUILDING INSPECTION OF SAN FRANCISCO FOR PERMISSION TO BUILD IN ACCORDANCE WITH THE PLANS AND SPECIFICATIONS SUBMITTED HERewith AND ACCORDING TO THE DESCRIPTION AND FOR THE PURPOSE HEREINAFTER SET FORTH.

DATE FILED 3/9/07, FILING FEE RECEIPT NO., (1) STREET ADDRESS OF JOB 550 O'FARRELL ST., BLOCK & LOT 318/009, PERMIT NO. 1113816, ISSUED 3/9/07, (2A) ESTIMATED COST OF JOB \$5,000.00, (2B) REVISED COST: 5000, DATE 3/9/07

INFORMATION TO BE FURNISHED BY ALL APPLICANTS

LEGAL DESCRIPTION OF EXISTING BUILDING: (4A) TYPE OF CONSTR. Y, (5A) NO. OF STORIES OF OCCUPANCY: 3, (6A) NO. OF BASEMENTS AND CELLARS: 1, (7A) PRESENT USE: PARKING GARAGE, (8A) OCCUP. CLASS: S2, (9A) NO. OF DWELLING UNITS: 0. DESCRIPTION OF BUILDING AFTER PROPOSED ALTERATION: (4) TYPE OF CONSTR. Y, (5) NO. OF STORIES OF OCCUPANCY: 3, (6) NO. OF BASEMENTS AND CELLARS: 1, (7) PROPOSED USE (LEGAL USE): PARKING GARAGE, (8) OCCUP. CLASS: S2, (9) NO. OF DWELLING UNITS: 0.

(16) WRITE IN DESCRIPTION OF ALL WORK TO BE PERFORMED UNDER THIS APPLICATION (REFERENCE TO PLANS IS NOT SUFFICIENT)
REPAIR OF A 4'x7' AREA OF A SIDEWALK VAULT SLAB. REPAIR WILL BE A 6" REINFORCED CONCRETE SLAB TO MATCH ADJACENT CONSTRUCTION

ADDITIONAL INFORMATION: (17) DOES THIS ALTERATION CREATE ADDITIONAL HEIGHT OR STORY TO BUILDING? NO, (18) IF (17) IS YES, STATE NEW HEIGHT AT CENTER LINE OF FRONT FT., (19) DOES THIS ALTERATION CREATE DECK OR HORIZ. EXTENSION TO BUILDING? NO, (20) IF (19) IS YES, STATE NEW GROUND FLOOR AREA SQ. FT., (21) WILL SIDEWALK OVER SUB-SIDEWALK SPACE BE REPAIRED OR ALTERED? YES, (22) WILL BUILDING EXTEND BEYOND PROPERTY LINE? YES, (23) ANY OTHER EXISTING BLDG ON LOT? (IF YES, SHOW ON PLOT PLAN) NO, (24) DOES THIS ALTERATION CONSTITUTE A CHANGE OF OCCUPANCY? NO.

IMPORTANT NOTICES

No change shall be made in the character of the occupancy or use without first obtaining a Building Permit authorizing such change. See San Francisco Building Code and San Francisco Housing Code. No portion of building or structure or scaffolding used during construction, to be closer than 60' to any wire containing more than 750 volts See Sec 385, California Penal Code. Pursuant to San Francisco Building Code, the building permit shall be posted on the job. The owner is responsible for approved plans and application being kept at building site. Grade lines as shown on drawings accompanying this application are assumed to be correct. If actual grade lines are not the same as shown revised drawings showing correct grade lines, cuts and fills together with complete details of retaining walls and wall footings required must be submitted to this department for approval. ANY STIPULATION REQUIRED HEREIN OR BY CODE MAY BE APPEALED. BUILDING NOT TO BE OCCUPIED UNTIL CERTIFICATE OF FINAL COMPLETION IS POSTED ON THE BUILDING OR PERMIT OF OCCUPANCY GRANTED, WHEN REQUIRED. APPROVAL OF THIS APPLICATION DOES NOT CONSTITUTE AN APPROVAL FOR THE ELECTRICAL WIRING OR PLUMBING INSTALLATIONS. A SEPARATE PERMIT FOR THE WIRING AND PLUMBING MUST BE OBTAINED. SEPARATE PERMITS ARE REQUIRED IF ANSWER IS 'YES' TO ANY OF ABOVE QUESTIONS (10) (11) (12) (13) (22) OR (24). THIS IS NOT A BUILDING PERMIT. NO WORK SHALL BE STARTED UNTIL A BUILDING PERMIT IS ISSUED. In dwellings all insulating materials must have a clearance of not less than two inches from all electrical wires or equipment. CHECK APPROPRIATE BOX: [] OWNER, [] ARCHITECT, [] LESSEE, [] AGENT, [] CONTRACTOR, [] ENGINEER

NOTICE TO APPLICANT

HOLD HARMLESS CLAUSE. The permittee(s) by acceptance of the permit, agree(s) to indemnify and hold harmless the City and County of San Francisco from and against any and all claims, demands and actions for damages resulting from operations under this permit, regardless of negligence of the City and County of San Francisco, and to assume the defense of the City and County of San Francisco against all such claims, demands or actions. In conformity with the provisions of Section 3800 of the Labor Code of the State of California, the applicant shall have coverage under (I), or (II) designated below or shall indicate item (III), or (IV), or (V), whichever is applicable. If however item (V) is checked item (IV) must be checked as well. Mark the appropriate method of compliance below. I hereby affirm under penalty of perjury one of the following declarations: I. I have and will maintain a certificate of consent to self-insure for worker's compensation, as provided by Section 3700 of the Labor Code, for the performance of the work for which this permit is issued. N.A. II. I have and will maintain workers' compensation insurance, as required by Section 3700 of the Labor Code, for the performance of the work for which this permit is issued. My workers' compensation insurance carrier and policy number are: Carrier: Policy Number: N.A. III. The cost of the work to be done is \$100 or less. X IV. I certify that in the performance of the work for which this permit is issued, I shall not employ any person in any manner so as to become subject to the workers' compensation laws of California. I further acknowledge that I understand that in the event that I should become subject to the workers' compensation provisions of the Labor Code of California and fail to comply forthwith with the provisions of Section 3800 of the Labor Code, that the permit herein applied for shall be deemed revoked. X V. I certify as the owner (or the agent for the owner) that in the performance of the work for which this permit is issued, I will employ a contractor who complies with the workers' compensation laws of California and who, prior to the commencement of any work, will file a completed copy of this form with the Central Permit Bureau. Michael J. O'Sullivan 3/7/07 Signature of Applicant or Agent Date

APPLICANT'S CERTIFICATION

I HEREBY CERTIFY AND AGREE THAT IF A PERMIT IS ISSUED FOR THE CONSTRUCTION DESCRIBED IN THIS APPLICATION, ALL THE PROVISIONS OF THE PERMIT AND ALL LAWS AND ORDINANCES THERE TO WILL BE COMPLIED WITH.

ORIGINAL

OFFICIAL COPY

SAN FRANCISCO

CONDITIONS AND STIPULATIONS

DEPARTMENT OF BUILDING INSPECTION

REFER TO:

APPROVED: Contact the district building inspector at the start of work call 558-6096. For plumbing inspection scheduling call 558-6054, for electrical inspection scheduling call 558-6030. This application is approved without site inspection, detailed plumbing or electrical plan review and does not constitute an approval of the building. Work authorized must be done in strict accordance with all applicable codes. Any electrical or plumbing work shall require appropriate separate permits.

By WING T. GEE, DBI

MAR 29 2007

DATE: REASON:

N/A -

Added CSH 3-9-07 DEPARTMENT OF CITY PLANNING

NOTIFIED MR. DATE: REASON:

APPROVED:

BUREAU OF FIRE PREVENTION & PUBLIC SAFETY

NOTIFIED MR. DATE: REASON:

APPROVED:

MECHANICAL ENGINEER, DEPT OF BLDG. INSPECTION

NOTIFIED MR. DATE: REASON:

APPROVED:

SPECIAL INSPECTION! REQUIRED PER SFBC SECTION 17031, SFBC '98

By WING T. GEE, DBI

MAR 29 2007

DATE: REASON:

NOTIFIED MR.

APPROVED:

DPW/BSM SIGN OFF ON JOB CARD REQUIRED PRIOR TO DBI FINAL CALL 554-7149 TO SCHEDULE.

BUREAU OF ENGINEERING

3/9/07

DATE: REASON:

NOTIFIED MR.

APPROVED:

DEPARTMENT OF PUBLIC HEALTH

DATE: REASON:

NOTIFIED MR.

APPROVED:

REDEVELOPMENT AGENCY

DATE: REASON:

NOTIFIED MR.

APPROVED:

HOUSING INSPECTION DIVISION

DATE: REASON:

NOTIFIED MR.

I agree to comply with all conditions or stipulations of the various bureaus or department noted on this application, and attached statements of conditions or stipulations, which are hereby made a part of this application.

Number of attachments

OWNER'S AUTHORIZED AGENT

HOLD SECTION - NOTE DATES AND NAMES OF ALL PERSONS NOTIFIED DURING PROCESSING

OFFICIAL COPY



APPROVED

DEC 04 2007

BLDG FORM 3/8 2007 11 29 9173

2007 11 29 9173 APPLICANT NUMBER APPROVAL NUMBER

OK NO VIOL

APPLICATION FOR BUILDING PERMIT CITY AND COUNTY OF SAN FRANCISCO DEPARTMENT OF BUILDING INSPECTION

FORM 3 OTHER AGENCIES REVIEW REQUIRED

FORM 8 OVER THE COUNTER ISSUANCE

1 NUMBER OF PLAN SETS

PLNG FEE

APPLICATION IS HEREBY MADE TO THE DEPARTMENT OF BUILDING INSPECTION OF SAN FRANCISCO FOR PERMISSION TO BUILD IN ACCORDANCE WITH THE PLANS AND SPECIFICATIONS SUBMITTED HEREWITH AND ACCORDING TO THE DESCRIPTION AND FOR THE PURPOSE HEREINAFTER SET FORTH

DATE FILED 11-29-07, FILING FEE RECEIPT NO, (1) STREET ADDRESS OF JOB 550 OFARRELL ST, BLOCK & LOT 0318-9, PERMIT NO 1140648, ISSUED DEC 04 2007, (2A) ESTIMATED COST OF JOB 55,000, (2B) REVISED COST 55,000, DATE 12-4-07

INFORMATION TO BE FURNISHED BY ALL APPLICANTS

LEGAL DESCRIPTION OF EXISTING BUILDING: (4A) TYPE OF CONSTR III, (5A) NO OF STORIES OF OCCUPANCY 2, (6A) NO OF BASEMENTS AND CELLARS 1, (7A) PRESENT USE CAR RENTAL FACILITY, (8A) OCCUP CLASS S3, (9A) NO OF DWELLING UNITS 0. DESCRIPTION OF BUILDING AFTER PROPOSED ALTERATION: (4) TYPE OF CONSTR III, (5) NO OF STORIES OF OCCUPANCY 2, (6) NO OF BASEMENTS AND CELLARS 1, (7) PROPOSED USE (LEGAL USE) CAR RENTAL FACILITY, (8) OCCUP CLASS S3, (9) NO OF DWELLING UNITS 0.

(14) GENERAL CONTRACTOR: T.B.D. (15) LESSOR (CHECK ONE): THE HERTZ CORPORATION, 461 N CENTREY BLVD SUITE 400, 310-568-3460. (16) WRITE IN DESCRIPTION OF ALL WORK TO BE PERFORMED UNDER THIS APPLICATION: UPGRADE EXISTING WASH BAY WITH NEW EQUIPMENT IN BASEMENT LEVEL. EQUIPMENT TO BE INSTALLED PER MANUFACTURER'S INSTRUCTIONS.

ADDITIONAL INFORMATION: (17) DOES THIS ALTERATION CREATE ADDITIONAL HEIGHT OR STORY TO BUILDING? YES NO. (18) IF (17) IS YES STATE NEW HEIGHT AT CENTER LINE OF FRONT FT. (19) DOES THE ALTERATION CREATE DECK OR HORIZ EXTENSION TO BUILDING? YES NO. (20) IF (19) IS YES STATE NEW GROUND FLOOR AREA SQ FT. (21) WILL SIDEWALK OVER SUB SIDEWALK SPACE BE REPAIRED OR ALTERED? YES NO. (22) WILL BUILDING EXTEND BEYOND PROPERTY LINE. YES NO. (23) ANY OTHER EXISTING BLDG ON LOT? (IF YES SHOW ON PLOT PLAN). YES NO. (24) DOES THIS ALTERATION CONSTITUTE A CHANGE OF OCCUPANCY? YES NO.

(25) ARCHITECT OR ENGINEER (DESIGN OR CONSTRUCTION): JOHN JOHNSON RHL DESIGN GROUP INC, 1131 N McDONELL BLVD POMA WACA, CA 94154. (26) CONSTRUCTION LEADER (ENTER NAME AND BRANCH DESIGNATION IF ANY IF THERE IS NO KNOWN CONSTRUCTION LEADER ENTER UNKNOWN): NONE.

IMPORTANT NOTICES: The permit shall be made in the city of the occupancy use without first obtaining a building permit. Approval of this application does not constitute an approval for the electrical wiring or plumbing installations. A separate permit for the wiring and plumbing must be obtained. This is not a building permit. No work shall be started until a building permit is issued.

NOTICE TO APPLICANT: HOLD HARMLESS CLAUSE: The permittee(s) by accepting this permit agree(s) to defend and hold harmless the City and County of San Francisco from and against any and all claims, damages, actions, suits, costs, and expenses, including reasonable attorney's fees, that may be asserted against the City and County of San Francisco as a result of such claims, damages, actions, suits, costs, or expenses.

APPLICANT'S CERTIFICATION: I HEREBY CERTIFY AND AGREE THAT IF A PERMIT IS ISSUED FOR THE CONSTRUCTION DESCRIBED IN THIS APPLICATION ALL THE PROVISIONS OF THE PERMIT AND ALL LAWS AND ORDINANCES THERETO WILL BE COMPLIED WITH. Signature of Applicant or Agent: [Signature] Date: 10/30/07

ORIGINAL

OFFICIAL COPY

SAN FRANCISCO

DEPARTMENT OF BUILDING INSPECTION

CONDITIONS AND STIPULATIONS

<input type="checkbox"/>	Contact the district building inspector at the start of work call 558 6096 For plumbing inspection scheduling call 558 6054 for electrical inspection scheduling call 558 6030 This application is approved without site inspection detailed plumbing or electrical plan review and does not constitute an approval of the building Work authorized must be done in strict accordance with all applicable codes Any electrical or plumbing work shall require appropriate separate permits.	DATE _____ REASON _____ NOTIFIED MR _____
<input type="checkbox"/>	APPROVED as per application and plans for upgrades to existing wash bay for carport basement level No notification for during use. No other work Per LOD dated 4/25/05.	DATE _____ REASON _____ NOTIFIED MR _____
<input checked="" type="checkbox"/>	APPROVED	DATE _____ REASON _____ NOTIFIED MR _____
<input checked="" type="checkbox"/>	APPROVED By <u>J. Zhan</u> JAMES ZHAN DBI DEC 04 2007 MECHANICAL ENGINEER DEPT OF BLDG INSPECTION	DATE _____ REASON _____ NOTIFIED MR _____
<input type="checkbox"/>	APPROVED N/A	DATE _____ REASON _____ NOTIFIED MR _____
<input type="checkbox"/>	APPROVED	DATE _____ REASON _____ NOTIFIED MR _____
<input type="checkbox"/>	APPROVED	DATE _____ REASON _____ NOTIFIED MR _____
<input type="checkbox"/>	APPROVED	DATE _____ REASON _____ NOTIFIED MR _____
<input type="checkbox"/>	APPROVED	DATE _____ REASON _____ NOTIFIED MR _____

HOLD SECTION - NOTE DATES AND NAMES OF ALL PERSONS NOTIFIED DURING PROCESSING

I agree to comply with all conditions or stipulations of the various bureaus or department noted on this application and attached statements of conditions or stipulations which are hereby made a part of this application

Number of attachments

OWNER'S AUTHORIZED AGENT _____

OFFICIAL COPY



APPROVED
Dept of Building Insp

DEC 04 2007

APPROVED FOR ISSUANCE
12-4-07

APPROVAL NUMBER

BLDG FORM 3/8

2007 11 29 9179
APPLICANT NUMBER
OSHA APPROVAL REQ D
APPROVAL NUMBER

APPLICATION FOR BUILDING PERMIT FOR ADDITIONS, ALTERATIONS OR REPAIRS

FORM 3 OTHER AGENCIES REVIEW REQUIRED

FORM 8 OVER THE COUNTER ISSUANCE

2 NUMBER OF PLAN SETS

APPLICATION IS HEREBY MADE TO THE DEPARTMENT OF BUILDING INSPECTION OF SAN FRANCISCO FOR PERMISSION TO BUILD IN ACCORDANCE WITH THE PLANS AND SPECIFICATIONS SUBMITTED HERewith AND ACCORDING TO THE DESCRIPTION AND FOR THE PURPOSE HEREINAFTER SET FORTH

DO NOT WRITE ABOVE THIS LINE

Table with fields: DATE FILED (11-29-07), FILING FEE RECEIPT NO, (1) STREET ADDRESS OF JOB (550 DEARBORN ST), BLOCK & LOT (0318-9), PERMIT NO (1140644), ISSUED (DEC 04 2007), (2A) ESTIMATED COST OF JOB (45,000), (2B) REVISED COST (45,000), DATE (11-29-07)

INFORMATION TO BE FURNISHED BY ALL APPLICANTS

LEGAL DESCRIPTION OF EXISTING BUILDING: CAR RENTAL FACILITY. DESCRIPTION OF BUILDING AFTER PROPOSED ALTERATION: CAR RENTAL FACILITY. ADDITIONAL INFORMATION: JOHN JOHNSON EHL DESIGN GROUP INC 1137 N MCDOWELL BLVD C13289

IMPORTANT NOTICES
No change shall be made in the character of the occupancy or use without first obtaining a Building Permit authorizing such change.

No portion of building or structure shall be used to store or to be used for the storage of any materials containing more than 750 lbs See Sec 385 California Penal Code.

Plans submitted to San Francisco Building Department shall be posted on the job. The owner is responsible for approved plans and application being kept at building site.

Grade lines as shown on drawings accompanying this application are assumed to be correct. If actual grade lines do not show, drawings show ground grade as indicated by a dashed line together with complete details of steps, walls and wall footings, etc. must be submitted to this department for approval.

ANY STIPULATION REQUIRED HEREIN OR BY CODE MAY BE APPEALED. BUILDING NOT TO BE OCCUPIED UNTIL CERTIFICATE OF FINAL COMPLETION IS POSTED ON THE BUILDING OR PERMIT OF OCCUPANCY GRANTED. WHEN REQUIRED.

APPROVAL OF THIS APPLICATION DOES NOT CONSTITUTE AN APPROVAL FOR THE ELECTRICAL WIRING OR PLUMBING INSTALLATIONS. A SEPARATE PERMIT FOR THE WIRING AND PLUMBING MUST BE OBTAINED. SEPARATE PERMITS ARE REQUIRED IF ANSWER IS YES TO ANY OF ABOVE QUESTIONS (10) (11) (12) (13) (22) OR (24).

THIS IS NOT A BUILDING PERMIT. NO WORK SHALL BE STARTED UNTIL A BUILDING PERMIT IS ISSUED.

In dwellings all insulating materials must have a clearance of not less than two inches from all electrical wires or equipment.

CHECK APPROPRIATE BOX: OWNER, ARCHITECT, LESSEE, AGENT, CONTRACTOR, ENGINEER

APPLICANT'S CERTIFICATION
I HEREBY CERTIFY AND AGREE THAT IF A PERMIT IS ISSUED FOR THE CONSTRUCTION DESCRIBED IN THIS APPLICATION ALL THE PROVISIONS OF THE PERMIT AND ALL LAWS AND ORDINANCES THERETO WILL BE COMPLIED WITH.

NOTICE TO APPLICANT

HOLD HARMLESS CLAUSE: The permittee(s) by acceptance of the permit agreement(s) shall be held harmless by the City and County of San Francisco from and against any and all claims, demands and actions for damages resulting from operations under this permit, regardless of negligence of the City and County of San Francisco and to assume the defense of the City and County of San Francisco against all such claims, demands and actions.

In conformity with the provisions of Section 3800 of the Labor Code of the State of California, the applicant shall have a choice under (I) or (II) designated below or shall indicate, M (III) or (IV) or (V) whichever is applicable. If however item (V) is checked item (IV) must be checked as well. Mark the appropriate method of compliance below.

- () I have and will maintain a certificate of liability for the following details: () II I have and will maintain a workers compensation insurance policy as required by Section 3700 of the Labor Code for the performance of the work for which this permit is issued. My workers compensation insurance policy number is: Ca

() III The cost of the work to be done is \$100 or less. () IV I certify that the performance of the work for which this permit is issued shall not employ any person in any manner so as to become subject to the work as compensation on laws of California. I further acknowledge that I do state that the permit shall become subject to the work as compensation on laws of California if I do not state that the Labor Code of California shall apply. I further certify that the permit herein applied for shall be deemed revoked. (X) V I certify as the owner (or the agent of the owner) that the performance of the work for which this permit is issued will employ a contractor who complies with the work as compensation on laws of California and who provides to the contractor any work which is a completed copy of this form with the Central Permit Bureau.

Signature of Applicant: [Signature] Date: 10/20/07

OFFICIAL COPY

SAN FRANCISCO
DEPARTMENT OF BUILDING INSPECTION

CONDITIONS AND STIPULATIONS
Contact the district building inspector at the start of work call 558 8096 For plumbing inspection scheduling call 558 6054 for electrical inspection scheduling call 558 6030
This application is approved without site inspection detailed plumbing or electrical plan review and does not constitute an approval of the building Work authorized must be done in strict accordance with all applicable codes Any electrical or plumbing work shall require appropriate separate permits

<input type="checkbox"/>	APPROVED REFER TO By <u>AL SMITH DBI</u> NOV 29 2007 BUILDING INSPECTOR DEPT OF BLDG INSP	DATE _____ REASON _____ NOTIFIED MR _____
<input type="checkbox"/>	APPROVED N/A interim work only No installation of use. Kevin Busatow 11/29/07 DEPARTMENT OF CITY PERMITTING	DATE _____ REASON _____ NOTIFIED MR _____
<input type="checkbox"/>	APPROVED BUREAU OF FIRE PREVENTION & PUBLIC SAFETY	DATE _____ REASON _____ NOTIFIED MR _____
<input checked="" type="checkbox"/>	APPROVED By <u>JAMES ZHAN DBI</u> DEC 04 2007 MECHANICAL ENGINEER DEPT OF BLDG INSPECTION	DATE _____ REASON _____ NOTIFIED MR _____
<input type="checkbox"/>	APPROVED N/A - [unclear] CIVIL ENGINEER DEPT OF BLDG INSPECTION	DATE _____ REASON _____ NOTIFIED MR _____
<input type="checkbox"/>	APPROVED BUREAU OF ENGINEERING	DATE _____ REASON _____ NOTIFIED MR _____
<input type="checkbox"/>	APPROVED DEPARTMENT OF PUBLIC HEALTH	DATE _____ REASON _____ NOTIFIED MR _____
<input type="checkbox"/>	APPROVED REDEVELOPMENT AGENCY	DATE _____ REASON _____ NOTIFIED MR _____
<input type="checkbox"/>	APPROVED HOUSING INSPECTION DIVISION	DATE _____ REASON _____ NOTIFIED MR _____

HOLD SECTION - NOTE DATES AND NAMES OF ALL PERSONS NOTIFIED DURING PROCESSING

I agree to comply with all conditions or stipulations of the various bureaus or department noted on this application and attached statements of conditions or stipulations which are hereby made a part of this application

Number of attachments

OWNER'S AUTHORIZED AGENT _____

OFFICIAL COPY



APPROVED Dept of Building Insp

MAR 09 2009

Vivian L Day DIRECTOR/CHIEF BUILDING OFFICIAL DEPT OF BUILDING INSPECTION

APPROVED FOR ISSUANCE MAR 9 2009

BLDG FORM 318

APPLICANT NUMBER 2009-03-09-3751 APPROVAL NUMBER

APPLICATION FOR BUILDING PERMIT ADDITIONS, ALTERATIONS OR REPAIRS

CITY AND COUNTY OF SAN FRANCISCO DEPARTMENT OF BUILDING INSPECTION

FORM 3 [] OTHER AGENCIES REVIEW REQUIRED

FORM 8 [X] OVER THE COUNTER ISSUANCE

NUMBER OF PLAN SETS 2/20/09

APPLICATION IS HEREBY MADE TO THE DEPARTMENT OF BUILDING INSPECTION OF THE CITY AND COUNTY OF SAN FRANCISCO FOR THE ISSUANCE OF A PERMIT TO CONSTRUCT THE WORK DESCRIBED IN THE PLANS AND SPECIFICATIONS SUBMITTED HERewith AND ACCORDING TO THE DESCRIPTION AND FOR THE PURPOSE HEREINAFTER SET FORTH

OFFICE COPY

DO NOT WRITE ABOVE THIS LINE

Header section with fields: FILING FEE RECEIPT NO (34986), (1) STREET ADDRESS OF JOB (550 O'Farrell), BLOCK & LOT (0318/009), PERMIT NO (180010), ISSUED (MAR 09 2009), (2A) ESTIMATED COST OF JOB (\$100,000), (2B) REVISED COST (\$20,000), BY (102,002), DATE (6-8-06)

INFORMATION TO BE FURNISHED BY ALL APPLICANTS

Main body of the form containing: LEGAL DESCRIPTION OF EXISTING BUILDING (Type I, 3 stories, Garage Bldg), DESCRIPTION OF BUILDING AFTER PROPOSED ALTERATION (Type I, 3 stories, Garage Bldg), (10) IS AUTO RUNWAY TO BE CONSTRUCTED OR ALTERED, (11) WILL STREET SPACE BE USED DURING CONSTRUCTION, (12) ELECTRICAL WORK TO BE PERFORMED, (13) PLUMBING WORK TO BE PERFORMED, (14) GENERAL CONTRACTOR (Petrotek), (15) OWNER (Larry Worthell), (16) WRITE IN DESCRIPTION OF ALL WORK TO BE PERFORMED UNDER THIS APPLICATION (complete work + obtain final inspection for work approved under PA 20060172251)

ADDITIONAL INFORMATION

Additional information section with fields: (17) DOES THIS ALTERATION CREATE ADDITIONAL HEIGHT OR STORY TO BUILDING?, (18) IF (17 IS YES STATE) NEW HEIGHT AT CENTER LINE OF FRONT, (19) DOES THE ALTERATION CREATE DECK OR HORIZ EXTENSION TO BUILDING?, (20) IF (19 IS YES STATE) NEW GROUND FLOOR AREA, (21) WILL SIDEWALK OVER SUB SIDEWALK SPACE BE REPAIRED OR ALTERED, (22) WILL BUILDING EXTEND BEYOND PROPERTY LINE, (23) ANY OTHER EXISTING BLDG ON LOT? (IF YES SHOW ON PLOT PLAN), (24) DOES THIS ALTERATION CONSTITUTE A CHANGE OF OCCUPANCY?, (25) ARCHITECT OR ENGINEER (DESIGN CONSTRUCTION), (26) CONSTRUCTION LEADER (ENTER NAME AND BRANCH DESIGNATION IF ANY IF THERE IS NO KNOWN CONSTRUCTION LEADER ENTER UNKNOWN)

IMPORTANT NOTICES

No change shall be made in the character of the occupancy or use without first obtaining a Building Permit authorizing such change. See San Francisco Building Code and San Francisco Housing Code. Permit for building of scaffolding used for construction of building shall be obtained from the Department of Building Inspection. Any stipulation required herein or by code may be appealed. Building not to be occupied until certificate of final completion is posted on the building or permit of occupancy granted when required. Approval of this application does not constitute an approval for the electrical wiring or plumbing installations. A separate permit for the wiring and plumbing must be obtained. Separate permits are required if answer is YES to any of above questions (10) (11) (12) (13) (22) or (24). THIS IS NOT A BUILDING PERMIT NO WORK SHALL BE STARTED UNTIL A BUILDING PERMIT IS ISSUED. I HEREBY CERTIFY AND AGREE THAT IF A PERMIT IS ISSUED FOR THE CONSTRUCTION DESCRIBED IN THIS APPLICATION ALL THE PROVISIONS OF THE PERMIT AND ALL LAWS AND ORDINANCES THERE TO WILL BE COMPLIED WITH.

NOTICE TO APPLICANT

HOLD HARMLESS CLAUSE: The permittee(s) by acceptance of the permit agree(s) to defend, pay and hold harmless the City and County of San Francisco from and against all claims, demands and actions for damages resulting from the performance of the work under the permit. I hereby affirm the liability of the following described to the City and County of San Francisco. I certify that the performance of the work for which this permit is issued shall not employ any person who is not a resident of the State of California. I further acknowledge that I understand that the permit is issued for the performance of the work for which the permit is issued. My work compensation is a cash or a policy number. Policy Number: 1619128. I certify that the performance of the work for which this permit is issued shall not employ any person who is not a resident of the State of California. I further acknowledge that I understand that the permit is issued for the performance of the work for which the permit is issued. My work compensation is a cash or a policy number. Policy Number: 1619128. I certify that the performance of the work for which this permit is issued shall not employ any person who is not a resident of the State of California. I further acknowledge that I understand that the permit is issued for the performance of the work for which the permit is issued. My work compensation is a cash or a policy number. Policy Number: 1619128.

APPLICANT'S CERTIFICATION

I HEREBY CERTIFY AND AGREE THAT IF A PERMIT IS ISSUED FOR THE CONSTRUCTION DESCRIBED IN THIS APPLICATION ALL THE PROVISIONS OF THE PERMIT AND ALL LAWS AND ORDINANCES THERE TO WILL BE COMPLIED WITH.

Signature of Applicant/Agent: [Signature] Date: 3/9/09

OFFICIAL COPY



APPROVED
Dept. of Building Insp.

AUG 24 2010

VIVIAN L. DAY
DIRECTOR/CHIEF BUILDING OFFICER
DEPT. OF BUILDING INSPECTION

APPROVED FOR ISSUANCE
8/24/10

BLDG. FORM 318
APPLICATION NUMBER
2010-08-24-9191

OSHA APPROVAL RECORD
APPROVAL NUMBER:

APPLICATION FOR BUILDING PERMIT
ADDITIONS, ALTERATIONS OR REPAIRS

CITY AND COUNTY OF SAN FRANCISCO
DEPARTMENT OF BUILDING INSPECTION

FORM 3 OTHER AGENCIES REVIEW REQUIRED
FORM B OVER-THE COUNTER ISSUANCE
NUMBER OF PLAN SETS

APPLICATION IS HEREBY MADE TO THE DEPARTMENT OF BUILDING INSPECTION OF SAN FRANCISCO FOR PERMISSION TO BUILD IN ACCORDANCE WITH THE PLANS AND SPECIFICATIONS SUBMITTED HERewith AND ACCORDING TO THE DESCRIPTION AND FOR THE PURPOSE HEREINAFTER SET FORTH.

DATE FILED: 8/24/2010
PLUMBING FEE RECEIPT NO.
(1) STREET ADDRESS OF JOB: 550 O'Farrell, BLOCK & LOT: 0318/009
(2A) ESTIMATED COST OF JOB: 200903093705
(2B) REVISED COST:
BY: 100 DATE: 8/24/10

INFORMATION TO BE FURNISHED BY ALL APPLICANTS

LEGAL DESCRIPTION OF EXISTING BUILDING
(4A) TYPE OF CONSTR: 1
(5A) NO OF STORIES OF OCCUPANCY: 3
(6A) NO OF BASEMENTS AND CELLARS: 1
(7A) PRESENT USE: Parking Garage
(8A) OCCUP CLASS: 8-3
(9A) NO OF DWELLING UNITS: NA
DESCRIPTION OF BUILDING AFTER PROPOSED ALTERATION
(4) TYPE OF CONSTR: 1
(5) NO OF STORIES OF OCCUPANCY: 3
(6) NO OF BASEMENTS AND CELLARS: 1
(7) PROPOSED USE (LEGAL USE): Parking Garage
(8) OCCUP CLASS: 8-3
(9) NO OF DWELLING UNITS: NA

(14) GENERAL CONTRACTOR: Petrotek
ADDRESS: P.O. Box 137, San Martin, CA 95076
PHONE: 408-685-4537
EXPIRATION DATE: 3-1-12
(15) OWNER - LESSEE (CROSS OUT ONE): Hertz Corp.
ADDRESS: 550 O'Farrell St, San Francisco CA
PHONE (FOR CONTACT BY DEPT): 415-923-1590

(16) WRITE IN DESCRIPTION OF ALL WORK TO BE PERFORMED UNDER THIS APPLICATION (REFERENCE TO PLANS IS NOT SUFFICIENT)
to obtain final inspection
or work approved under
PA# 2006.04172.251
All work is complete

ADDITIONAL INFORMATION

(17) DOES THIS ALTERATION CREATE ADDITIONAL HEIGHT OR STORY TO BUILDING? YES NO
(18) IF (17) IS YES, STATE NEW HEIGHT AT CENTER LINE OF FRONT FT
(19) DOES THIS ALTERATION CREATE DECK OR HORIZ EXTENSION TO BUILDING? YES NO
(20) IF (19) IS YES, STATE NEW GROUND FLOOR AREA SQ FT
(21) WILL SIDEWALK OVER SUB-SIDEWALK SPACE BE REPAIRED OR ALTERED? YES NO
(22) WILL BUILDING EXTEND BEYOND PROPERTY LINE? YES NO
(23) ANY OTHER EXISTING BLDG ON LOT? (IF YES, SHOW ON PLOT PLAN) YES NO
(24) DOES THIS ALTERATION CONSTITUTE A CHANGE OF OCCUPANCY? YES NO

(25) ARCHITECT OR ENGINEER (DESIGN OR CONSTRUCTION) ADDRESS CALIF CERTIFICATE NO
(26) CONSTRUCTION LEADER (ENTER NAME AND BRANCH DESIGNATION IF ANY, IF THERE IS NO KNOWN CONSTRUCTION LEADER, ENTER "UNKNOWN") ADDRESS

IMPORTANT NOTICES

No change shall be made in the character of the occupancy or use without first obtaining a Building Permit authorizing such change. See San Francisco Building Code and San Francisco Housing Code.
No portion of building or structure or scaffolding used during construction, to be closer than 60" to any wire containing more than 750 volts. See Sec 385, California Penal Code.
Pursuant to San Francisco Building Code, the building permit shall be posted on the job. The owner is responsible for approved plans and application being kept at building site.
Grade lines as shown on drawings accompanying this application are assumed to be correct. If actual grade lines are not the same as shown revised drawings showing correct grade lines, cuts and fills together with complete details of retaining walls and wall footings required must be submitted to this department for approval.
ANY STIPULATION REQUIRED HEREIN OR BY CODE MAY BE APPEALED.
BUILDING NOT TO BE OCCUPIED UNTIL CERTIFICATE OF FINAL COMPLETION IS POSTED ON THE BUILDING OR PERMIT OF OCCUPANCY GRANTED, WHEN REQUIRED.
APPROVAL OF THIS APPLICATION DOES NOT CONSTITUTE AN APPROVAL FOR THE ELECTRICAL WIRING OR PLUMBING INSTALLATIONS. A SEPARATE PERMIT FOR THE WIRING AND PLUMBING MUST BE OBTAINED. SEPARATE PERMITS ARE REQUIRED IF ANSWER IS "YES" TO ANY OF ABOVE QUESTIONS (10) (11) (12) (13) (22) OR (24).
THIS IS NOT A BUILDING PERMIT. NO WORK SHALL BE STARTED UNTIL A BUILDING PERMIT IS ISSUED.
In dwellings all insulating materials must have a clearance of not less than two inches from all electrical wires or equipment.
CHECK APPROPRIATE BOX
OWNER ARCHITECT
LESSEE AGENT
CONTRACTOR ENGINEER

NOTICE TO APPLICANT

HOLD HARMLESS CLAUSE: The permittee(s) by acceptance of the permit, agree(s) to indemnify and hold harmless the City and County of San Francisco from and against any and all claims, demands and actions for damages resulting from operations under this permit, regardless of negligence of the City and County of San Francisco, and to assume the defense of the City and County of San Francisco against all such claims, demands or actions.
In conformity with the provisions of Section 3800 of the Labor Code of the State of California, the applicant shall have coverage under (I), or (II) designated below or shall indicate item (III), or (IV), or (V), whichever is applicable. If however item (V) is checked item (IV) must be checked as well. Mark the appropriate method of compliance below.
I hereby affirm under penalty of perjury one of the following declarations:
(I) I have and will maintain a certificate of consent to self-insure for worker's compensation, as provided by Section 3700 of the Labor Code, for the performance of the work for which this permit is issued.
(II) I have and will maintain workers' compensation insurance, as required by Section 3700 of the Labor Code, for the performance of the work for which this permit is issued. My workers' compensation insurance carrier and policy number are: State Ind 1019128
Carrier:
Policy Number:
(III) The cost of the work to be done is \$100 or less.
(IV) I certify that in the performance of the work for which this permit is issued, I shall not employ any person in any manner so as to become subject to the workers' compensation laws of California. I further acknowledge that I understand that in the event that I should become subject to the workers' compensation provisions of the Labor Code of California and fail to comply forthwith with the provisions of Section 3800 of the Labor Code, that the permit herein applied for shall be deemed revoked.
(V) I certify as the owner (or the agent for the owner) that in the performance of the work for which this permit is issued I will employ a contractor who complies with the workers' compensation laws of California and who, prior to the commencement of any work, will file a completed copy of this form with the Central Permit Bureau.
Signature of Applicant or Agent: James H. Rabb
Date: 8/24/10

APPLICANT'S CERTIFICATION

I HEREBY CERTIFY AND AGREE THAT IF A PERMIT IS ISSUED FOR THE CONSTRUCTION DESCRIBED IN THIS APPLICATION, ALL THE PROVISIONS OF THE PERMIT AND ALL LAWS AND ORDINANCES THERE TO WILL BE COMPLIED WITH.

OFFICE COPY

OFFICIAL COPY

SAN FRANCISCO

DEPART
BUILDING

CONDITIONS AND STIPULATIONS

Application is approved without site inspection, conditional plumbing or electrical plan review and does not constitute an approval of the building. Work authorized must be done in strict accordance with all applicable codes. Any electrical or plumbing work shall require appropriate separate permits

RH

AUG 24 2010

DATE: AUG 24 2010

REASON: *OK to proceed*

BUILDING INSPECTOR, DEPT. OF BLDG. INSP.

NOTIFIED MR.

APPROVED:

N/A

DATE: _____

REASON: _____

DEPARTMENT OF CITY PLANNING

NOTIFIED MR.

APPROVED:

DATE: _____

REASON: _____

BUREAU OF FIRE PREVENTION & PUBLIC SAFETY

NOTIFIED MR.

APPROVED:

DATE: _____

REASON: _____

MECHANICAL ENGINEER, DEPT OF BLDG. INSPECTION

NOTIFIED MR.

APPROVED:

DATE: _____

REASON: _____

CIVIL ENGINEER, DEPT. OF BLDG INSPECTION

NOTIFIED MR.

APPROVED:

DATE: _____

REASON: _____

BUREAU OF ENGINEERING

NOTIFIED MR.

APPROVED:

DATE: _____

REASON: _____

DEPARTMENT OF PUBLIC HEALTH

NOTIFIED MR.

APPROVED:

DATE: _____

REASON: _____

REDEVELOPMENT AGENCY

NOTIFIED MR.

APPROVED:

DATE: _____

REASON: _____

HOUSING INSPECTION DIVISION

NOTIFIED MR.

HOLD SECTION - NOTE DATES AND NAMES OF ALL PERSONS NOTIFIED DURING PROCESSING

I agree to comply with all conditions or stipulations of the various bureaus or department noted on this application, and attached statements of conditions or stipulations, which are hereby made a part of this application

Number of attachments

OWNER'S AUTHORIZED AGENT _____

SAN FRANCISCO 575 9120

DEPARTMENT OF BUILDING INSPECTION

Ordinance - EXTENDED

Exempted - Approval from DPH attached

Exempted - Approval from DPH attached

Distance of at least 50 ft. of soil:

Yes No

Distance of at least 50 ft. of soil:

Yes No

Exempted - Approval from DPH attached

APPROVED

Dept. of Building Insp.

DEC 02 2016

APPROVED FOR ISSUANCE

BLDG. 318 FORM 3/18

APPLICATION NUMBER 201610311481

OSHA APPROVAL REQ'D APPROVAL NUMBER

APPLICATION FOR BUILDING PERMIT ADDITIONS, ALTERATIONS OR REPAIRS

CITY AND COUNTY OF SAN FRANCISCO DEPARTMENT OF BUILDING INSPECTION

FORM 3 OTHER AGENCIES REVIEW REQUIRED

FORM 8 OVER-THE-COUNTER ISSUANCE

NUMBER OF PLAN SETS 4

APPLICATION IS HEREBY MADE TO THE DEPARTMENT OF BUILDING INSPECTION OF SAN FRANCISCO FOR PERMISSION TO BUILD IN ACCORDANCE WITH THE PLANS AND SPECIFICATIONS SUBMITTED HERewith AND ACCORDING TO THE DESCRIPTION AND FOR THE PURPOSE HEREINAFTER SET FORTH.

DO NOT WRITE ABOVE THIS LINE

DATE FILED	FILING FEE RECEIPT NO.	(1) STREET ADDRESS OF JOB	BLOCK & LOT
		550 O'FARRELL ST.	0318-009
PERMIT NO.	ISSUED	(2A) ESTIMATED COST OF JOB	(2B) REVISED COST:
1411126	12-02-16	\$75,000	\$80,000
			DATE: 4/23/16

INFORMATION TO BE FURNISHED BY ALL APPLICANTS

LEGAL DESCRIPTION OF EXISTING BUILDING			
(4A) TYPE OF CONSTR.	(5A) NO. OF STORIES OF OCCUPANCY	(6A) NO. OF BASEMENTS AND CELLARS	(7A) PRESENT USE
1	2	1	PARKING GARAGE
(8A) OCCUP. CLASS	(9) NO. OF DWELLING UNITS		
Sa, B	0		
DESCRIPTION OF BUILDING AFTER PROPOSED ALTERATION			
(4) TYPE OF CONSTR.	(5) NO. OF STORIES OF OCCUPANCY	(6) NO. OF BASEMENTS AND CELLARS	(7) PROPOSED USE (LEGAL USE)
1	2	1	PARKING GARAGE
(8) OCCUP. CLASS	(9) NO. OF DWELLING UNITS		
Sa, B	0		
(10) IS AUTO RUNWAY TO BE CONSTRUCTED OR ALTERED?	YES <input type="checkbox"/> NO <input checked="" type="checkbox"/>	(11) WILL STREET SPACE BE USED DURING CONSTRUCTION?	YES <input type="checkbox"/> NO <input checked="" type="checkbox"/>
(12) ELECTRICAL WORK TO BE PERFORMED?	YES <input type="checkbox"/> NO <input checked="" type="checkbox"/>	(13) PLUMBING WORK TO BE PERFORMED?	YES <input type="checkbox"/> NO <input checked="" type="checkbox"/>
(14) GENERAL CONTRACTOR	ADDRESS	ZIP	PHONE
TEC ACCUTITE	262 MICHELLE CT.	94080	(650) 616-1200
(15) LAWYER - LESSEE (CROSS OUT ONE)	ADDRESS	ZIP	PHONE (FOR CONTACT BY DEPT.)
HERTZ RENT-A-CAR	8501 WILLIAMS RD.	33928	(239) 301-7248

(16) WRITE IN DESCRIPTION OF ALL WORK TO BE PERFORMED UNDER THIS APPLICATION (REFERENCE TO PLANS IS NOT SUFFICIENT)

REMOVE VAULT AND GASOLINE AST FROM BASEMENT OF BUILDING. REMOVE ALL ASSOCIATED PRODUCT PIPING + ELECTRICAL CONDUIT. REMOVE TANK VENTS, FUEL DISPENSERS + PIPING. RESTORE ALL DISTURBED SURFACES TO MATCH SURROUNDING.

ADDITIONAL INFORMATION

(17) DOES THIS ALTERATION CREATE ADDITIONAL HEIGHT OR STORY TO BUILDING?	YES <input type="checkbox"/> NO <input checked="" type="checkbox"/>	(18) IF (17) IS YES, STATE NEW HEIGHT AT CENTER LINE OF FRONT	(19) DOES THIS ALTERATION CREATE DECK OR HORIZ. EXTENSION TO BUILDING?	YES <input type="checkbox"/> NO <input checked="" type="checkbox"/>	(20) IF (19) IS YES, STATE NEW GROUND FLOOR AREA	SQ. FT.	
(21) WILL SIDEWALK OVER SUB-SIDEWALK SPACE BE REPAIRED OR ALTERED?	YES <input checked="" type="checkbox"/> NO <input type="checkbox"/>	(22) WILL BUILDING EXTEND BEYOND PROPERTY LINE?	YES <input type="checkbox"/> NO <input checked="" type="checkbox"/>	(23) ANY OTHER EXISTING BLDG. ON LOT? (IF YES, SHOW ON PLOT PLAN)	YES <input type="checkbox"/> NO <input checked="" type="checkbox"/>	(24) DOES THIS ALTERATION CONSTITUTE A CHANGE OF OCCUPANCY?	YES <input type="checkbox"/> NO <input checked="" type="checkbox"/>
(25) ARCHITECT OR ENGINEER (DESIGN OR CONSTRUCTION)	ADDRESS	CALIF. LIC. NO.		EXPIRATION DATE			
TEC ACCUTITE	262 MICHELLE CT. SSF	94080		762034 4/30/17			
(26) CONSTRUCTION LENDER (ENTER NAME AND BRANCH DESIGNATION IF ANY. IF THERE IS NO KNOWN CONSTRUCTION LENDER, ENTER "UNKNOWN")	ADDRESS						

IMPORTANT NOTICES

No change shall be made in the character of the occupancy or use without first obtaining a Building Permit authorizing such change. See San Francisco Building Code and San Francisco Housing Code.

No portion of building or structure or scaffolding used during construction is to be closer than 6"0" to any wire containing more than 750 volts. See Sec 385, California Penal Code.

Pursuant to San Francisco Building Code, the building permit shall be posted on the job. The owner is responsible for approved plans and application being kept at building site.

Grade lines as shown on drawings accompanying this application are assumed to be correct. If actual grade lines are not the same as shown, revised drawings showing correct grade lines, cuts and fills, and complete details of retaining walls and wall footings must be submitted to this department for approval.

ANY STIPULATION REQUIRED HEREIN OR BY CODE MAY BE APPEALED.

BUILDING NOT TO BE OCCUPIED UNTIL CERTIFICATE OF FINAL COMPLETION IS POSTED ON THE BUILDING OR PERMIT OF OCCUPANCY GRANTED, WHEN REQUIRED.

APPROVAL OF THIS APPLICATION DOES NOT CONSTITUTE AN APPROVAL FOR THE ELECTRICAL WIRING OR PLUMBING INSTALLATIONS. A SEPARATE PERMIT FOR THE WIRING AND PLUMBING MUST BE OBTAINED. SEPARATE PERMITS ARE REQUIRED IF ANSWER IS "YES" TO ANY OF ABOVE QUESTIONS (10) (11) (12) (13) (22) OR (24).

THIS IS NOT A BUILDING PERMIT. NO WORK SHALL BE STARTED UNTIL A BUILDING PERMIT IS ISSUED.

In dwellings, all building materials must have a clearance of not less than two inches from all electrical wires or equipment.

CHECK APPROPRIATE BOX

OWNER ARCHITECT

LESSEE AGENT

CONTRACTOR ENGINEER

APPLICANT'S CERTIFICATION

I HEREBY CERTIFY AND AGREE THAT IF A PERMIT IS ISSUED FOR THE CONSTRUCTION DESCRIBED IN THIS APPLICATION, ALL THE PROVISIONS OF THE PERMIT AND ALL LAWS AND ORDINANCES THERETO WILL BE COMPLIED WITH.

NOTICE TO APPLICANT

WOLD HARMLESS CLAUSE. The permittee(s) by acceptance of the permit, agree(s) to indemnify and hold harmless the City and County of San Francisco from and against any and all claims, demands and actions for damages resulting from operations under this permit, regardless of negligence of the City and County of San Francisco, and to assume the defense of the City and County of San Francisco against all such claims, demands or actions.

In conformity with the provisions of Section 3800 of the Labor Code of the State of California, the applicant shall have worker's compensation coverage under (i) or (ii) designated below, or shall indicate item (iii), (iv), or (v), whichever is applicable. If however item (v) is checked, item (iv) must be checked as well. Mark the appropriate method of compliance below.

- I hereby affirm under penalty of perjury one of the following declarations:
- () I have and will maintain a certificate of consent to self-insure for worker's compensation, as provided by Section 3700 of the Labor Code, for the performance of the work for which this permit is issued.
 - II. I have and will maintain worker's compensation insurance, as required by Section 3700 of the Labor Code, for the performance of the work for which this permit is issued. My worker's compensation insurance carrier and policy number are: Carrier: Cypress Ins Policy Number: 1500070675
 - () III. The cost of the work to be done is \$100 or less.
 - () IV. I certify that in the performance of the work for which this permit is issued, I shall not employ any person in any manner so as to become subject to the worker's compensation laws of California. I further acknowledge that I understand that in the event that I should become subject to the worker's compensation provisions of the Labor Code of California and fail to comply therewith with the provisions of Section 3800 of the Labor Code, that the permit herein applied for shall be deemed revoked.
 - () V. I certify as the owner (or the agent for the owner) that in the performance of the work for which this permit is issued, I will employ a contractor who complies with the worker's compensation laws of California and who, prior to the commencement of any work, will file a completed copy of this form with the Central Permit Bureau.

Signature of Applicant or Agent: [Signature] Date: 10/20/16

OFFICIAL COPY

SAN FRANCISCO

DEPARTMENT OF BUILDING INSPECTION

CONDITIONS AND STIPULATIONS

REFER TO: APPROVED:

[Signature]
Stephen Kwok, DBI
NOV 23 2016
BUILDING INSPECTOR, DEPT. OF BLDG. INSP.

DATE: _____
REASON: _____

APPROVED: N/A
Approved Planning Dept. Doug Vu
DEPARTMENT OF CITY PLANNING

NOTIFIED MR. _____
DATE: _____
REASON: _____

APPROVED: REVIEWED BY FIRE DEPT.
[Signature]
FIRE DEPT. INSPECTIONS REQUIRED
BUREAU OF FIRE PREVENTION & PUBLIC SAFETY
[Signature] Larry Dean, SFPD
NOV 04 2016

NOTIFIED MR. _____
DATE: _____
REASON: _____

APPROVED: _____
MECHANICAL ENGINEER, DEPT. OF BLDG. INSPECTION

NOTIFIED MR. _____
DATE: _____
REASON: _____

APPROVED: _____
CIVIL ENGINEER, DEPT. OF BLDG. INSPECTION

NOTIFIED MR. _____
DATE: _____
REASON: _____

APPROVED: SFPW/BSM SIGN OFF ON JOB CARD
REQUIRED PRIOR TO DBI FINAL
CALL (415) 554-7149 TO SCHEDULE
Ref 16MSE-0203 BUREAU OF ENGINEERING
[Signature] 11/23/16
Responsible Dennis, SFPW/BSM

NOTIFIED MR. _____
DATE: _____
REASON: _____

APPROVED: _____
DEPARTMENT OF PUBLIC HEALTH

NOTIFIED MR. _____
DATE: _____
REASON: _____

APPROVED: _____
REDEVELOPMENT AGENCY

NOTIFIED MR. _____
DATE: _____
REASON: _____

APPROVED: _____
HOUSING INSPECTION DIVISION

NOTIFIED MR. _____
DATE: _____
REASON: _____

HOLD SECTION - NOTE DATES AND NAMES OF ALL PERSONS NOTIFIED DURING PROCESSING

I agree to comply with all conditions or stipulations of the various bureaus or departments noted on this application, and attached statements of conditions or stipulations, which are hereby made a part of this application.

Number of attachments

OWNER'S AUTHORIZED AGENT _____

OFFICIAL COPY



12-2-16

done XL

~~no~~

H8

Done

(2)

Appendix C-2

Historic Resource Evaluation Part 2 Compatibility & Impacts Analysis

July 29, 2019

550 O'Farrell Street
San Francisco, California

HISTORIC RESOURCE EVALUATION PART 2 – COMPATIBILITY & IMPACTS ANALYSIS

INTRODUCTION

This report evaluates the proposed design for the 550 O'Farrell Street project, which is within the Uptown Tenderloin Historic District; the district is listed in the National Register of Historic Places. The project site contains a two-story plus basement garage building. Constructed in 1924, the property contributes to the historic district and has been identified as a historic resource by the Planning Department. The building also appears individually eligible for listing on the California Register under Criterion 3 (Architecture). The proposal is to demolish 550 O'Farrell Street and build a new 13-story residential tower. This report includes an analysis of the demolition and compatibility of the new design with the character-defining features of the Uptown Tenderloin Historic District and its conformance with the Secretary of Interior's Standards (Standards).

METHODOLOGY

TreanorHL (formerly Carey & Co., Inc.) reviewed a set of design documents from Brick including narratives, graphic representations, and design drawings (dated September 18, 2018). The National Register of Historic Places Registration Form for the Uptown Tenderloin Historic District was also reviewed to identify the significance and character-defining features of the district. Based on the findings, the demolition of the contributor and the proposed development's impact to the UTHD was analyzed. The project was evaluated for its compatibility with the district in terms of size and scale, massing and composition, materials, and features. A list of design recommendations that would improve the compatibility with the surrounding district is also provided.

SIGNIFICANCE SUMMARY¹

The Uptown Tenderloin Historic District is located at the center of the Downtown/Civic Center neighborhood and bounded roughly by Mason and Taylor streets to the east, Geary Street to the north, Larkin Street to the west, and Golden Gate Avenue and McAllister Street to the south (Figure 1). The District was listed in the National Register of Historic Places in 2009 and the project site contains one district contributor.

The Uptown Tenderloin Historic District (UTHD) is significant at the local level for the period 1906-1957 and retains a high degree of integrity. The district contributors are predominantly hotels and apartments

¹ The district significance is summarized from Michael R. Corbett and Anne Bloomfield, *National Register of Historic Places Registration Form – Uptown Tenderloin Historic District*, May 5, 2008, Section 7, 3-9 and Section 8, 35-39.



but also include non-residential building types associated with life in the neighborhood. The district is significant under:

- Criterion A (Events) in the area of Social History for its association with the development of hotel and apartment life in San Francisco during a critical period of change, and for being a distinctive residential area that is associated with commercial activity, entertainment, and vice, and,
- Criterion C (Design/Construction) in the area of Architecture for its distinctive mix of building types that served a new urban population of office and retail workers.



Figure 1. The Uptown Tenderloin Historic District; the subject property indicated by star (edited from San Francisco Planning Department, San Francisco Property Information Map, <http://propertymap.sfplanning.org/?dept=planning>, accessed on April 29, 2015).

The district comprises 18 whole and 15 partial city blocks and 477 buildings and sites, 409 of which are contributing resources to the district. The district is formed around its predominant building type: a 3- to 7- story, multi-unit apartment, hotel, or apartment-hotel constructed of brick or reinforced concrete. On the exteriors, sometimes only signage clearly distinguishes between these related building types. Because virtually the entire district was constructed in the quarter-century between 1906 and the early 1930s, a limited number of architects, builders, and clients produced a harmonious group of structures that share a single, classically-oriented visual imagery using similar materials and details.

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

The character defining features of the district are described below:

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

550 O'Farrell Street appears to be eligible for listing to the California Register under Criterion 3 (Architecture) as a good example of a Gothic Revival style garage structure in San Francisco, and as the work of Master Architect William Crim. The period of significance is the year of construction, 1924. The building retains sufficient physical integrity to convey its significance as an individual resource and as a contributor to the National Register-listed Uptown Tenderloin Historic District. Below are the character defining features of 550 O'Farrell Street:

- Façade organization with five-bays and piers,
- Flat roof and concrete construction,
- Large openings on the first floor,
- Arched windows on the second floor,
- Decorative panels,
- Balcony with ogee arches and decorative brackets at the center bay,
- Row of attached gargoyles,
- Parapet with blind quatrefoil panels.²

PROJECT DESCRIPTION ³

The project site is located on a block bounded by Geary Street to the north, O'Farrell Street to the south, Jones Street to the east and Leavenworth Street to the west, within San Francisco's Downtown/Civic Center neighborhood. The two-story garage building occupies the project site and is a contributing resource to the National Register-listed UTHD.

² Carey & Co., *550 O'Farrell Street Historic Resource Evaluation Part 1: Significance Evaluation*, September 1, 2017.

³ The project description is largely taken from email correspondence with Matt Combrink of Brick, October 24, 2018.

The proposed 13-story residential tower seeks to add housing to the historic district. The building is composed of two primary masses facing each other joined by a central core in between—allowing for two light wells on the east and west sides.

The main elevation facing O'Farrell Street features a vertical tripartite organization. The base of the building is clad in dark grey stone in a running bond pattern that spans the first floor. The middle section of the building is primarily light grey precast panels with deeply inset punched windows organized into single and vertically paired doubles creating an offset fenestration pattern. Each vertically paired opening is framed with a dark metal panel shroud accentuating its depth. The top of the building steps back from the middle section by 2-1/2 feet and features a glass and aluminum curtain wall. The top of the building is capped with a terra cotta colored precast cornice element which folds into the western wall.

The rear of the building is composed of two volumes, one precast and one metal panel, both fenestrated with large punched window openings and connected with a glass and metal recess punctuated with metal balconies near the top of the building. The east and west sides of the building are on the property line and therefore contain no openings except where the building is set back to allow for windows into bedrooms and hallways. The materials cladding the two main facades are carried around to the sides to create vertically slender side elevations as seen from O'Farrell street. The building core is constructed of panel formed concrete and exposed to the exterior at the side elevations as well.



Figures 2 and 3. The proposed project, view from O'Farrell Street, looking west (left) and looking east (right). Brick, September 2018.

SECRETARY OF THE INTERIOR'S STANDARDS ANALYSIS

As discussed above, the garage building at 550 O'Farrell Street is a contributor to the UTHD and appears individually eligible for listing on the California Register under Criterion 3 as a good example of a Gothic Revival style garage structure in San Francisco, and for being a significant example of master architect William Crim's work. The existing building would be demolished entirely. The proposed demolition at the project site is not in conformance with the Secretary of the Interior's Standards and would result in a significant adverse impact to the historic resource.

COMPATIBILITY ANALYSIS

In cases of new construction, the Secretary's Standards are applied to determine the compatibility of the proposed project with the character-defining features and contributory properties of the UTHD. The project at 550 O'Farrell Street includes a multi-unit residential tower—a building type similar to the high-rise apartment buildings in the district, so this use is consistent with existing uses in the Uptown Tenderloin Historic District.

The proposed building will replace one contributing resource. Therefore, the project will destroy historic materials, features, and spatial relationships that characterize this property. However, the proposed project interprets the character-defining features of the district using a contemporary language that assures both differentiation and compatibility. The following evaluation addresses the compatibility of the proposed building's design in relation to the character-defining features of the UTHD.

Size and Scale: 550 O'Farrell Street will extend 13 stories, or 130 feet on O'Farrell Street. At 13 stories, the proposed building will not be the tallest on its and adjacent blocks within the district. Although the height of the building would result in a taller building than those characteristic of the UTHD (which is three to seven stories), the additional height would not impair the ability of the historic district to continue to convey its historic significance. A number of tall buildings are located within the UTHD, within a one block radius of the proposed project, including 535-537 Geary Street (10-story, contributor), 520 Leavenworth Street (11-story, contributor), 515 O'Farrell Street (12-story, contributor), 575 O'Farrell Street (12-story, contributor), 631 O'Farrell Street (19-story, contributor), and 401-405 Taylor Street (16-story, contributor); such that the replacement project would not be the sole tall building in the historic district. Thus, development of the 550 O'Farrell Street would not materially impair the significance of the Uptown Tenderloin Historic District in terms of size and scale.

Massing and Composition: Most of the contributing buildings in the district occupy the entire width of the lot and create continuous street walls. However, the residential buildings do not usually occupy the entire lot; they are opened up by light courts and form L, P, E, F, T, O, U, H, or T-shaped plans. The proposed building will be roughly H-shaped in plan with east- and west-facing residential courtyards. The building massing maintains the continuous street wall along O'Farrell Street.

The proposed O'Farrell Street elevation references the three-part vertical composition of the contributing apartment and hotel buildings in the district. The dark grey stone-clad first floor, separated from the shaft by a projecting precast element, will be the base. The 10-story middle section, defined by a precast concrete panel-clad façade with punched windows, will be the shaft. The two-story glass and aluminum setback with the projecting cornice will define the top. *TreanorHL recommends providing a stronger base at the ground floor that would better support the 10-story shaft.*

The O'Farrell Street façade is articulated to break the massing down into two distinct sections which reflect the verticality of the nearby buildings. The precast concrete façade (the eastern half) with punched rectangular windows will add rhythm to the façade. The secondary façade, including the top setback and western half will be relatively flat, broken by window assemblies and metal panels.

Although not a character-defining feature of the district, the surrounding apartment buildings mostly have symmetrical layouts and regular/rhythmical façade designs. The proposed offset fenestration pattern on the O'Farrell Street façade deviates from the typical facades within UTHD. *TreanorHL recommends providing a more complementary façade composition that draws from the symmetrical and rhythmic patterns of the nearby district contributors.*

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

Materials: The district is characterized by common materials such as brick, concrete, terra cotta, ceramic tile, and glass. The proposed building will be constructed of precast and panel formed concrete, metal panel cladding, glazing, stone cladding, and CMU. The proposed materials are found in the district; therefore, they are compatible with the UTHD. The wood railing at level 2, and the wood/metal trellis at the roof will not be visible from street level.

Features: The proposed design does not include or incorporate any false-historic features. Like much of the surrounding district, the proposed project includes flat roofs. The precast projecting cornice references the cornices found within the UTHD. The primary elevation along O'Farrell Street features deep-set punched openings typical of the district. The large openings on the ground floor reference the characteristic storefronts in the district.

One of the character-defining features of the district is elaborately detailed residential entrances. The proposed building has a plain entrance to the residential lobby featuring a single glazed door with transoms and sidelights. *TreanorHL recommends articulating the residential entrance to be more prominent.*

In general, the proposed building would be a contemporary, but compatible design that references the character-defining features of the surrounding district. It is compatible with the district in terms of size and scale, composition, and materials. The massing is compatible in terms of lot occupancy, solid-to-void ratio, and vertical articulation. In general, the project will be in conformance with the Secretary's Standards. The compatibility will be improved with design recommendations summarized below.

DESIGN RECOMMENDATIONS

TreanorHL recommends:

- Having a stronger base that would better support the tall shaft above,
- Providing a more prominent main entrance that would refer to "elaborately detailed residential entrances" found within the historic district, and,
- Having a more symmetrical or rhythmical façade that would complement the surrounding buildings.

DISTRICT IMPACTS

The proposed development will demolish one existing structure that contributes to the UTHD. The building is listed as one of the original 409 contributors within the UTHD, whose boundaries comprise 477 buildings. The historic garage building at 550 O'Farrell Street also appears eligible for individual listing in the California Register. The proposed demolition of the 550 O'Farrell Street building will remove one contributing element from the National Register-listed UTHD. However, the loss of this single garage building would not impact the historic district to a degree that it would no longer be eligible for listing on the National Register.

CUMULATIVE IMPACTS

The proposed project would involve demolition of one historic resource and construction of a new building within the boundaries of the UTHD. The Planning Department submitted to the project team two spreadsheets that included environmental cases within the boundaries of the UTHD in order to analyze the cumulative impacts. The cases comparable to the 550 O'Farrell project, i.e. demolition of the contributors and new construction/replacement, are shown in bold. See Table 1 and Figure 8 below.

Table 1. Environmental cases within the Uptown Tenderloin Historic District (UTHD).⁴ The cases comparable to the 550 O'Farrell project, i.e. demolition of the contributors and new construction/replacement, are shown in bold.

<i>Address</i>	<i>Property type</i>	<i>UTHD</i>	<i>Project Description</i>	<i>Status</i>
246 Eddy	Club house	NC	Demolished; new construction determined not an impact on UTHD.	Complete
430 Eddy	Parking	NC	New construction of an 8-story mixed-use building on vacant lot. HRER determined addition to non-contributor to UTHD in conformance with SOIS/with UTHD.	Approved
469 Eddy	Garage	C	Preserve the existing façade. New construction of 6-story mixed-use building. HRER determined addition to contributor in conformance with SOIS/with UTHD.	Issued*
538 Eddy	Parking lot of PG&E building	NC	New construction of a 2-story, electrical switchgear building for PG&E.	Issued
229 / 231 Ellis	Mixed-use (Bath)	C	Exterior modifications to the existing 4-story-over-basement building and one-story vertical addition.	Issued*
424 Ellis	Apartment	C	New construction of a 4-story mixed-use building on a portion of a lot that has been used for parking. The existing apartment building remains unaltered.	
479 Ellis	Stores	C	Façade modifications and alterations to an existing historic building.	Issued*
519 Ellis	Parking lot	NC	New construction of an 8-story mixed-use building on vacant lot; in conformance with SOIS/ with UTHD.	Triage

⁴ Compiled from spreadsheets provided by the Planning Department (email correspondence with Justin Greving, October 26, 2018). The status information marked by asterisk (*) from San Francisco Property Information Map (accessed March 5, 2019).

<i>Address</i>	<i>Property type</i>	<i>UTHD</i>	<i>Project Description</i>	<i>Status</i>
651-661 Geary	Garage, converted to offices	C	Demolished; HRER determined no significant impact to UTHD. New construct of a 13-story mixed-use building.	Complete
937 Geary	Electric shop, converted to stores	C	Demolition of one-story contributor and new construction of a 5-story hotel.	Withdrawn
101/121 Golden Gate	Film exchange & offices, later social services center	C	Demolished for new construction; significant cumulative impact of demolition of contributor to UTHD.	Complete
135 Hyde	Garage	C	Demolition of single-story automotive repair garage building and construction of new 8-story mixed-use building; would not materially impair UTHD, in conformance with SOIS.	Approved
245 Hyde	Film exchange	C	Develop the site for an 8-story, mixed-use project with ground floor commercial and 7 floors of residential units.	
719 Larkin	Stores	C	Demolition of one-story contributor. HRER determined not an impact on UTHD, and replacement structure (8-story mixed-use) would not materially impair UTHD, in conformance with SOIS.	Complete
145 Leavenworth	Parking lot	NC	New construction of a 9-story mixed-use building on parking lot.	Triage
19-25 Mason	Parking lot	NC	New construction of a 12-story mixed-use building on parking lots, determined in conformance with SOIS/with UTHD.	Triage
450 O'Farrell 474 O'Farrell 532 Jones	Church Commercial Commercial	C	Demolish 450 O'Farrell, 474 O'Farrell and 532 Jones. New construction of a 13-story mixed-use building, determined in conformance with SOIS.	Triage*
210-238 Taylor	Parking lot	NC	New 8-story mixed-use building; HRER determined new infill construction on vacant lot in conformance with SOIS/with UTHD.	Issued
361 Turk	Parking lot	NC	New construction of 9-story mixed-use building.	Triage

C: Contributor to UTHD. NC: Non-contributor to UTHD.



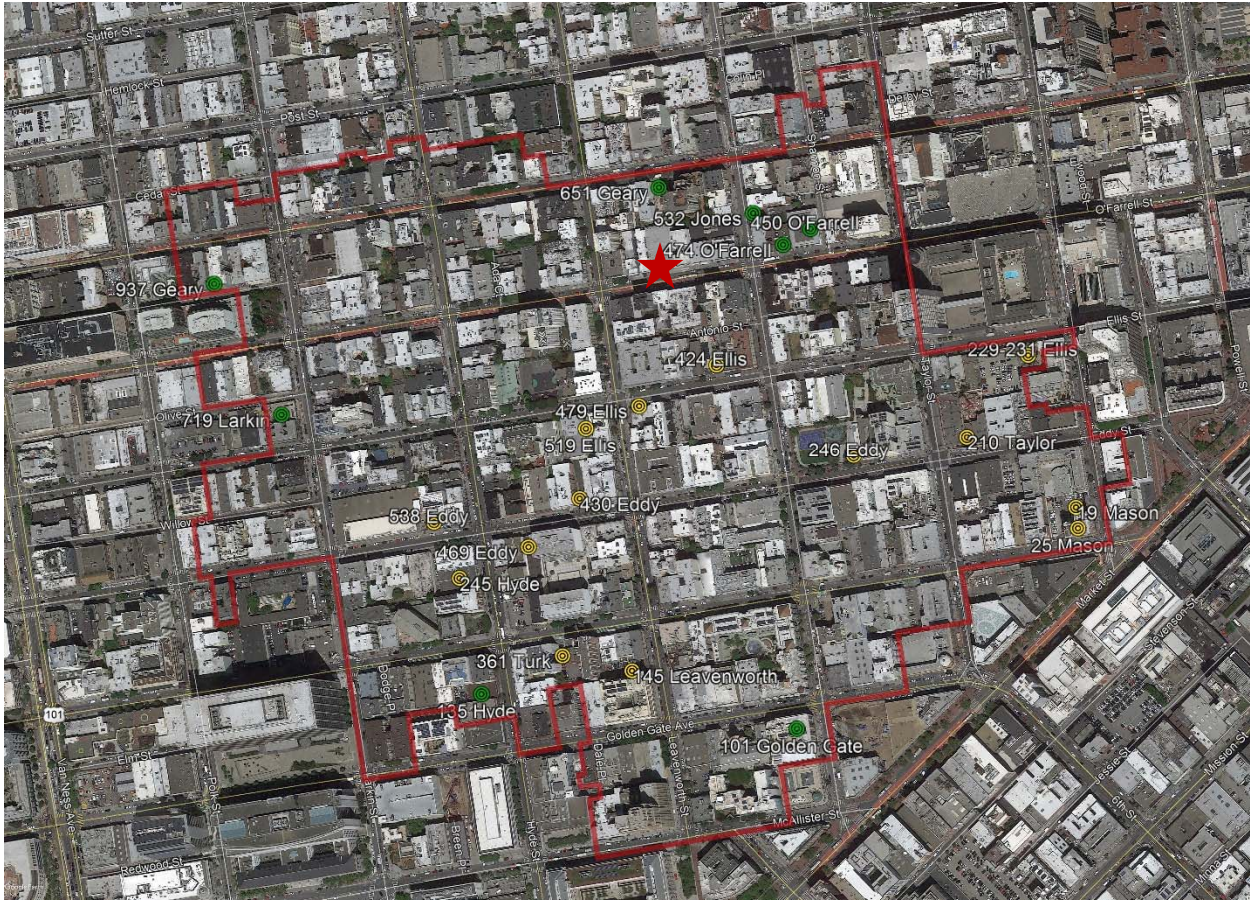


Figure 8. Projects within the historic district as listed on Table 1: the UTHD outlined in red, the demolitions at contributors marked in green, all other projects marked in yellow, and the project site indicated by a star (revised from Google Maps, retrieved December 5, 2018).

In addition to the subject project at 550 O'Farrell Street, projects at eight contributors are demolitions and new constructions. Of these, two are garages, one is a film exchange, one is a church, and four are commercial buildings. Two demolitions at 719 Larkin Street and 651 Geary Street were determined to have no significant adverse impacts to the district. The demolition at 121 Golden Gate Avenue (EIR certified in 2011) had significant unavoidable project-specific and cumulative impacts on the historic district.

The total number of original contributors to the UTHD was 409 at the time of National Register listing, whose boundaries comprise 477 buildings. Two contributors (101/121 Golden Gate and 651 Geary) were already demolished at the time of this report—both projects approved and built. Even though the proposed demolitions, including 550 O'Farrell, will add to the cumulative loss of historic resources, the ratio of contributors to noncontributors would not be drastically affected by the proposed project. After the earlier and proposed demolitions of 10 contributors, the district would retain a high percentage of total contributors at 84%.

Of the 22 contributing garage buildings, 20 are comparable to 550 O'Farrell Street in terms of building height, i.e. one- or two-story buildings. 17 of these (roughly 77% of all contributing garages) will still

stand after the proposed demolition of 550 O'Farrell Street or other projects. See Table 2. There are not any non-contributing garages in the district.

Table 2. The contributing garage buildings within the Uptown Tenderloin Historic District (UTHD).⁵

<i>Address</i>	<i>No. of Stories</i>	<i>Construction Date</i>	<i>Status</i>
265 Eddy St	4	1924	Extant
301-333 Eddy St	1	1915	Extant
460-464 Eddy St	1	1927	Extant
466-468 Eddy St	1	1920	Extant
469 Eddy St	2	1923	New construction preserving the existing façade
545 Eddy St	2	1920	Extant
233-265 Ellis St	2	1927	Extant
541 Ellis St	1	1915	Extant
651-661 Geary St	2	1913	Demolished ca. 2013
855 Geary St	2	1917	Extant
64-82 Golden Gate Ave	2	1910	Extant
135-145 Hyde St	1	1920	Proposed for demolition
639 Hyde St	1	1910	Extant
333 Jones St	2	1930	Extant
525 Jones St	2	1922	Extant
550-560 O'Farrell St	2	1924	Proposed for demolition
640-642 O'Farrell St	2	1924	Extant
740 O'Farrell St	2	1922	Extant
415 Taylor St	2	1912	Extant
150 Turk St	2	1921	Extant
175-177 Turk St	6	1925	Extant
256-266 Turk St	2	1920	Extant

⁵ Compiled from document provided by the Planning Department (email correspondence with Justin Greving, March 11, 2019) and Table 1 above.

There is no concentration of past, present, and foreseeable future demolitions within the Uptown Tenderloin Historic District that would affect the historic fabric or character such that it would no longer be eligible for listing on the National Register. The demolitions are found along the edges of the district (see green symbols on Figure 8). The rest of the projects (rehabilitations, infills etc.) are scattered throughout the district, not concentrated in any specific locus. Therefore, the proposed project would not combine with any other project to result in a material impairment of the District. The cumulative effect on historic resources would be less than significant. In a district of approximately 400 contributing resources, the UTHD would retain the valuable sense of place and time. The historic district's integrity or eligibility for the National Register would not be materially altered.

CONCLUSION

The proposed development will demolish an existing garage building at 550 O'Farrell Street that is a contributor to the UTHD. The building also appears eligible for individual listing in the California Register. The proposed demolition would result in a significant adverse impact to the historic resource.

The overall design of the proposed development is compatible with the character of the UTHD in terms of massing, scale, composition and materials. Although the proposed building design is contemporary in nature, some elements of the design reference the character-defining features of the historic district, including tripartite façade composition, the organization of the building into vertical masses, punched window openings, and material use. The proposed design can be improved by following recommendations listed above but overall, the proposed project would not diminish the character of the district and would not substantially damage the overall historic qualities that qualify the UTHD for listing as a historic resource.

There is no concentration of past, present, and foreseeable future demolitions within the Uptown Tenderloin Historic District that would affect the historic fabric or character such that it would no longer be eligible for listing on the National Register. The proposed project would not combine with any other demolition and new construction projects to result in a material impairment of the district. The district would retain the valuable sense of place and time. The Uptown Tenderloin Historic District's integrity or eligibility for the National Register would not be materially altered. The cumulative effect on historical resources would be less than significant.

Appendix C-3

San Francisco Planning Department Preservation Team Review Form



SAN FRANCISCO PLANNING DEPARTMENT

PRESERVATION TEAM REVIEW FORM

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

Reception:
415.558.6378

Fax:
415.558.6409

Planning
Information:
415.558.6377

Preservation Team Meeting Date:		Date of Form Completion	10/02/2018
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PROJECT INFORMATION:		
Planner:	Address:	
Justin Greving	550 O'Farrell Street	
Block/Lot:	Cross Streets:	
0318/009	Jones and Leavenworth streets	
CEQA Category:	Art. 10/11:	BPA/Case No.:
A	n/a	2017-004557ENV

PURPOSE OF REVIEW:			PROJECT DESCRIPTION:	
<input checked="" type="radio"/> CEQA	<input type="radio"/> Article 10/11	<input type="radio"/> Preliminary/PIC	<input type="radio"/> Alteration	<input checked="" type="radio"/> Demo/New Construction

DATE OF PLANS UNDER REVIEW:	4/11/2017
------------------------------------	-----------

PROJECT ISSUES:	
<input checked="" type="checkbox"/>	Is the subject Property an eligible historic resource?
<input type="checkbox"/>	If so, are the proposed changes a significant impact?
Additional Notes:	
Submitted: Historic Resource Evaluation (HRE) prepared by Carey & Co. (dated 9/1/2017, revised 9/29/2018)	
Proposed project: Demolition of (e) 2-story plus basement parking garage and construction of a 13-story mixed commercial-residential building.	

PRESERVATION TEAM REVIEW:				
Category:		<input checked="" type="radio"/> A	<input type="radio"/> B	<input type="radio"/> C
Individual		Historic District/Context		
Property is individually eligible for inclusion in a California Register under one or more of the following Criteria:		Property is in an eligible California Register Historic District/Context under one or more of the following Criteria:		
Criterion 1 - Event:	<input type="radio"/> Yes <input checked="" type="radio"/> No	Criterion 1 - Event:	<input checked="" type="radio"/> Yes <input type="radio"/> No	
Criterion 2 -Persons:	<input type="radio"/> Yes <input checked="" type="radio"/> No	Criterion 2 -Persons:	<input type="radio"/> Yes <input checked="" type="radio"/> No	
Criterion 3 - Architecture:	<input checked="" type="radio"/> Yes <input type="radio"/> No	Criterion 3 - Architecture:	<input checked="" type="radio"/> Yes <input type="radio"/> No	
Criterion 4 - Info. Potential:	<input type="radio"/> Yes <input checked="" type="radio"/> No	Criterion 4 - Info. Potential:	<input type="radio"/> Yes <input checked="" type="radio"/> No	
Period of Significance:	<input type="text" value="1924"/>	Period of Significance:	<input type="text" value="1906-1931"/>	
		<input checked="" type="radio"/> Contributor <input type="radio"/> Non-Contributor		

Complies with the Secretary's Standards/Art 10/Art 11:	<input type="radio"/> Yes	<input checked="" type="radio"/> No	<input type="radio"/> N/A
CEQA Material Impairment to the individual historic resource:	<input checked="" type="radio"/> Yes	<input type="radio"/> No	
CEQA Material Impairment to the historic district:	<input type="radio"/> Yes	<input type="radio"/> No	
Requires Design Revisions:	<input type="radio"/> Yes	<input type="radio"/> No	
Defer to Residential Design Team:	<input type="radio"/> Yes	<input type="radio"/> No	

PRESERVATION TEAM COMMENTS:
<p>Base on the findings of the HRE Part 1 prepared by Carey & Co. (dated 9/1/2017, revised 9/29/2018), and information found in the planning department files, the subject property at 550 O'Farrell Street contains a 2-story over basement, reinforced concrete parking garage designed by William C. Crim Jr. in the Gothic Revival architectural style. The garage was built originally in 1924 for the Abbey Land Improvement Company and from 1925-1978 was occupied by the Abbey Garage and Towing service. Major exterior alterations include window replacement and the construction of a new storefront (1985), parapet bracing (1987), and removal of the original skylights (1991).</p> <p>The subject property was previously identified as a contributing building to the Uptown Tenderloin National Register historic district. The purpose of the Carey & Co. report was to determine individual eligibility.</p> <p>Based on the findings of the Carey & Co HRE, the subject property is not eligible for listing in the California Register under Criterion 1 as it does not appear to be individually associated with the history of the development of the Tenderloin neighborhood in a significant way. None of the owners or occupants have been identified as being historically significant and therefore the subject property is not significant under Criterion 2. 550 O'Farrell Street is eligible for listing under Criterion 3 as a good example of the Gothic Revival architectural style designed by William C. Crim Jr., who is generally regarded as a master in the field of architecture. Based upon a review of information in the Departments records, the subject building is not significant under Criterion 4 since this significance criterion typically applies to rare construction types when involving the built environment. Assessment of archeological sensitivity is undertaken through the Department's Preliminary Archeological Review process and is outside the scope of this review.</p> <p>The character-defining features of the subject building include the following:</p> <ul style="list-style-type: none"> • Facade organization with five-bays and piers • Flat roof and masonry construction • Large openings on the first floor • Arched windows on the second floor • Decorative panels • Balcony with ogee arches and decorative brackets at the center bay • Row of attached gargoyles • Parapet with blind quatrefoil panels <p>(see continuation sheet)</p>

Signature of a Senior Preservation Planner / Preservation Coordinator:	Date:
Allison K. Vanderslice Digitally signed by Allison K. Vanderslice <small>Date: 2018.10.08 17:42:41 -07'00'</small>	

Additionally, the subject property is a contributing building to the Uptown Tenderloin National Register Historic District.

The Uptown Tenderloin Historic District was listed in the National Register under Criterion A and C for its association with the development of hotel and apartment life in San Francisco during a critical period of change, and as a distinctive residential area associated with commercial activity, entertainment and vice. The historic district is listed under Criterion C for its distinctive mix of building types that served a new urban population of office and retail workers.

The character-defining features of the historic district include the following:

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

550 O'Farrell retains sufficient integrity such that it is able to communicate its significance both individually and as a contributor to the historic district as a parking garage designed in the Gothic Revival style.

In conclusion the subject property is eligible for listing in the California Register both individually and as a contributor to a historic district.



500 O'Farrell – View northwest of south façade (primary elevation).

Appendix C-4

Preservation Alternatives Memorandum

MEMORANDUM

DATE February 14, 2020 PROJECT NO. 18169
TO Justin Greving PROJECT 550 O'Farrell Street
2017-004557ENV
OF San Francisco Planning Department FROM Christina Dikas and Maggie Smith,
Page & Turnbull Architectural
Historians
CC Carolyn Kiernat, Page & Turnbull;
Michael Rice, TRC Solutions;
Matt Combrink, Brick

REGARDING: 550 O'Farrell Street – Revised Project Preservation Alternatives

INTRODUCTION

This Preservation Alternatives Memorandum has been prepared at the request of the San Francisco Planning Department for the proposed project at 550 O'Farrell Street (Assessor's Block 0318, Lot 009) (**Figure 1 and Figure 2**).¹ The rectangular project site, approximately 11,800 square feet in size, is located in the Downtown/Civic Center neighborhood, between Leavenworth Street (to the west) and Jones Street (to the east). 550 O'Farrell Street currently accommodates a two-story parking garage, which was initially completed in 1924 in a Gothic Revival design by master architect William H. Crim, Jr.²

Carey & Co. (now known as TreanorHL) evaluated the property for historic significance in a Historic Resource Evaluation Part 1 (HRE Part 1), dated September 1, 2017, and submitted a revised report dated September 29, 2018. The findings of the HRE Part 1 were reviewed and confirmed by the Planning Department in a Preservation Team Review Form dated October 2, 2018.³ The parking garage at 550 O'Farrell Street was found to be individually eligible for listing in the California Register of Historical Resources (California Register) under Criterion 3 (Architecture) with a period of significance of 1924, and is thus considered a historic resource for the purposes of review under the California Environmental Quality Act (CEQA).⁴ The property had been previously found to be a contributor to the National Register-listed Uptown Tenderloin Historic District, which is significant under Criterion A (Events) and Criterion C (Architecture) with an overall period of significance of 1906 to 1957.⁵

Both the proposed project and the project variant involve the demolition of the parking garage at 550 O'Farrell Street to construct one 13-story-over-basement mixed-use building that would be

¹ Assessor's Report, San Francisco Planning Department's Online Property Information Map.

² Carey & Co., "550 O'Farrell Street, Historic Resource Evaluation Part 1," September 1, 2017, revised September 29, 2018, 2. The building is also currently used as a rental car office.

³ San Francisco Planning Department, "Preservation Team Review Form, 2017-004557ENV, 550 O'Farrell Street," October 2, 2018.

⁴ Carey & Co., "550 O'Farrell Street, Historic Resource Evaluation Part 1," 11-12, 14.

⁵ Ibid., 12.

approximately 130 feet tall; however, the proposed project would retain the O'Farrell Street façade of the existing building. The preservation alternatives described in this memorandum include a No Project Alternative, a Full Preservation Alternative, and a Partial Preservation Alternative. During a hearing on April 17, 2019, the Historic Preservation Commission (HPC) reviewed and commented on an earlier iteration of the alternatives and an earlier version of this memorandum (dated March 29, 2019). The alternatives and this memorandum have been updated in response to those comments, which were documented in a memorandum dated May 1, 2019 from Justin Greving, Preservation Planner for the Planning Department, and to revisions to the proposed project, project variant, and Partial Preservation Alternative plans dated December 9, 2019.

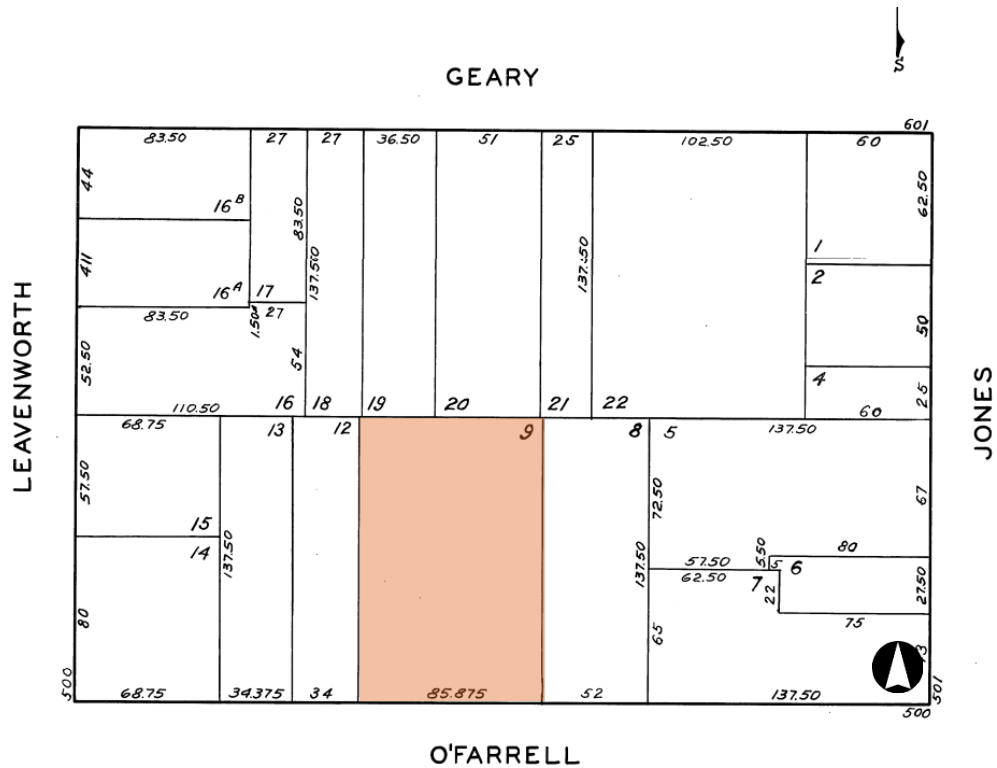
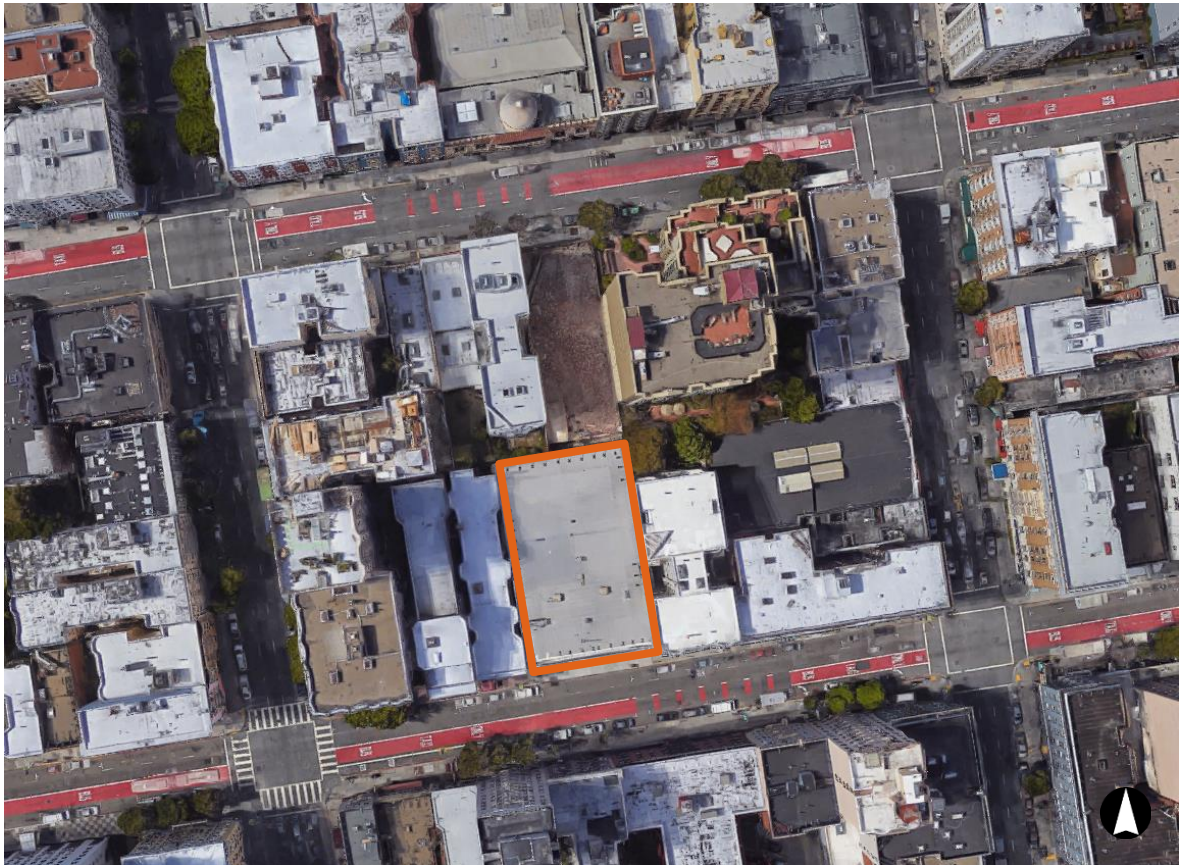


Figure 1: Assessor's map of the subject block. The project site is shaded orange.
 Source: San Francisco Office of the Assessor-Recorder. Edited by Page & Turnbull.



**Figure 2: Aerial image of the project site at 550 O'Farrell Street, delineated by orange outline.
Source: Google Maps, 2019. Edited by Page & Turnbull.**

Methodology

This memorandum follows the scope provided by the Planning Department for preservation alternative memorandums, and includes a summary of the property's significance, character-defining features, proposed project description, and preservation alternatives development. Following guidance provided by "Historic Preservation Commission Resolution No. 0746," this report analyzes a No Project Alternative, a Full Preservation Alternative, and two Partial Preservation Alternatives for compliance with the Secretary of the Interior's Standards for Rehabilitation, pursuant to CEQA.

Under Case No. 2017-004557ENV, Page & Turnbull primarily referenced the "Preservation Team Review Form" (PTR) authored by the Planning Department (October 2018), the "550 O'Farrell Street, Historic Resource Evaluation," (HRE Part 1) prepared by Carey & Co. (September 2017, revised September 2018), and the "550 O'Farrell Street, Revised Draft Historic Resource Evaluation Part 2 – Compatibility & Impacts Analysis" (HRE Part 2) by TreanorHL (March 2019), which was formerly Carey & Co., Inc. Page & Turnbull also consulted the "Notice of Preparation of an Environmental Impact Report" (NOP), prepared by the Planning Department (March 2019).

From March through July 2019, a No Project Alternative, Full Preservation Alternative, and two Partial Preservation Alternatives were developed in consultation with Preservation Staff at the Planning Department and the HPC.

After July 2019, the project team converted Partial Preservation Alternative 2 into the proposed project, which reflects the concept of “retained elements.” The design of Partial Preservation Alternative 1 was revised in December 2019 to reflect changes to the floor plans also made to the proposed project and project variant. In this version of the report, Partial Preservation Alternative 1 is now referred to simply as the “Partial Preservation Alternative.” The preservation alternatives descriptions are based on the graphics package produced by Brick in December 2019 (**see Appendix**).

Determination of Significant Adverse Change Under CEQA

According to CEQA, a “project with an effect that may cause a substantial adverse change in the significance of an historic resource is a project that may have a significant effect on the environment.”⁶ Substantial adverse change is defined as: “physical demolition, destruction, relocation, or alteration of the resource or its immediate surroundings such that the significance of an historic resource would be materially impaired.”⁷ The significance of an historical resource is materially impaired when a project “demolishes or materially alters in an adverse manner those physical characteristics of an historical resource that convey its historical significance” and that justify or account for its inclusion in, or eligibility for inclusion in a local register of historical resources pursuant to local ordinance or resolution.⁸ Thus, a project may cause a change in a historic resource but still not have a significant adverse effect on the environment as defined by CEQA as long as the impact of the change on the historic resource is determined to be less-than-significant, negligible, neutral, or even beneficial.

Secretary of the Interior’s Standards

The Secretary of the Interior’s Standards for the Treatment of Historic Properties with Guidelines for Preserving, Rehabilitating, Restoring and Reconstructing Historic Buildings provides standards and guidance for reviewing proposed work on historic properties.⁹ The Standards for the Treatment of Historic Properties are used by federal agencies in evaluating work on historic properties. They have also been adopted by local government bodies across the country for reviewing proposed rehabilitation work on historic properties under local preservation ordinances. The Standards for the Treatment of Historic Properties are a useful analytic tool for understanding and describing the potential impacts of substantial changes to historic resources. The Secretary of the Interior offers four sets of standards to guide the treatment of historic properties: Preservation, Rehabilitation, Restoration, and Reconstruction. The four distinct treatments are defined as follows:

⁶ CEQA Guidelines subsection 15064.5(b).

⁷ CEQA Guidelines subsection 15064.5(b)(1).

⁸ CEQA Guidelines subsection 15064.5(b)(2).

⁹ Anne E. Grimmer, *The Secretary of the Interior’s Standards for the Treatment of Historic Properties with Guidelines for Preserving, Rehabilitating, Restoring and Reconstructing Historic Buildings* (U.S. Department of the Interior National Park Service Technical Preservation Services, Washington, D.C.: 2017), accessed July 20, 2017, <https://www.nps.gov/tps/standards/treatment-guidelines-2017.pdf>.

Preservation: The Standards for Preservation “require retention of the greatest amount of historic fabric, along with the building’s historic form, features, and detailing as they have evolved over time.”

Rehabilitation: The Standards for Rehabilitation “acknowledge the need to alter or add to a historic building to meet continuing or new uses while retaining the building’s historic character.”

Restoration: The Standards for Restoration “allow for the depiction of a building at a particular time in its history by preserving materials from the period of significance and removing materials from other periods.”

Reconstruction: The Standards for Reconstruction “establish a limited framework for recreating a vanished or non-surviving building with new materials, primarily for interpretive purposes.”¹⁰

Typically, one treatment (and the appropriate set of standards) is chosen for a project based on the project scope. The scope for the proposed project’s Full and Partial Preservation Alternatives seeks to alter a historic property to meet a new use while retaining the property’s historic character. Therefore, the Standards for Rehabilitation are most appropriate.

Under CEQA, projects that comply with the Standards for Rehabilitation benefit from a regulatory presumption that they would have a less-than-significant adverse impact on a historic resource.¹¹ Projects that do not comply with all of the Standards for Rehabilitation may cause either a substantial or less-than-substantial adverse change in the significance of a historic resource. Thus, in some circumstances, a project may not comply with all ten Standards for Rehabilitation, but the historic resource’s material integrity is retained to the extent that the property will continue to convey its historic significance and retain its eligibility for listing in the California Register.

SUMMARY OF SIGNIFICANCE

Evaluation Summary

Carey & Co.’s HRE Part 1 for 550 O’Farrell Street determined that the property is significant and retains integrity to its 1924 period of significance (the year of its construction), and is therefore eligible for individual listing in the California Register. The Planning Department concurred with Carey & Co.’s finding and provided an evaluation overview in a Preservation Team Review Form, dated October 2, 2018:

Based on the findings of the HRE Part 1 prepared by Carey & Co. (dated 9/1/2017, revised 9/29/2018), and information found in the planning department files, the subject property at 550 O’Farrell Street contains a 2-story over basement, reinforced concrete parking garage designed by William C. Crim Jr. in the Gothic Revival

¹⁰ National Park Service, “Introduction to Standards and Guidelines,” accessed June 22, 2017, https://www.nps.gov/tps/standards/four-treatments/standguide/overview/using_standguide.htm.

¹¹ CEQA Guidelines, subsection 15064.5(b)(3).

architectural style. The garage was built originally in 1924 for the Abbey Land Improvement Company and from 1925-1978 was occupied by the Abbey Garage and Towing service. Major exterior alterations include window replacement and the construction of a new storefront (1985), parapet bracing (1987), and removal of the original skylights (1991).

The subject property was previously identified as a contributing building to the Uptown Tenderloin National Register historic district. The purpose of Carey & Co.'s report was to determine individual eligibility.

Based on the findings of the Carey & Co. HRE, the subject property is not eligible for listing in the California Register under Criterion 1 as it does not appear to be individually associated with the history of the development of the Tenderloin neighborhood in a significant way. None of the owners or occupants have been identified as being historically significant and therefore the subject property is not significant under Criterion 2. 550 O'Farrell Street is eligible for listing under Criterion 3 as a good example of the Gothic Revival architectural style designed by William C. Crim Jr., who is generally regarded as a master in the field of architecture. Based upon a review of information in the Department's records, the subject building is not significant under Criterion 4 since this significance criterion typically applies to rare construction types when involving the built environment.¹²

550 O'Farrell Street was determined to be a contributor to the Uptown Tenderloin Historic District in 2008 when the historic district was listed in the National Register. The district is significant under Criterion A in the area of Social History for its association with the development of hotel and apartment life in San Francisco during a critical period of change. As a distinctive residential area, it is also associated with commercial activity, entertainment, and vice. The district is significant under Criterion A at the local level for the period 1906-1957.¹³ The district is significant under Criterion C in the area of Architecture for its distinctive mix of building types that served a new urban population of office and retail workers. Predominantly hotels and apartments, the district also includes non-residential building types associated with life in the neighborhood. The district is significant under Criterion C at the local level for the period 1906-1931.¹⁴

Character-Defining Features

For a property to be eligible for national or state designation under criteria related to type, period, or method of construction, the essential physical features (or character-defining features) that enable the property to convey its historic identity must be evident. These distinctive character-defining features are the physical traits that commonly recur in property types and/or architectural styles. To be eligible, a property must clearly contain enough of those characteristics to be considered a true representative of a particular type, period, or method of construction, and these features must also retain a sufficient degree of integrity. Characteristics can be expressed in terms of form, proportion, structure, plan, style, or materials.

¹² San Francisco Planning Department, "Preservation Team Review Form," October 2, 2018, 2-3.

¹³ The end date of 1957 for the Criterion A period of significance simply indicates fifty years prior to when the Uptown Tenderloin Historic District National Register Form was authored.

¹⁴ Carey & Co., "550 O'Farrell Street, Historic Resource Evaluation Part 1," 13.

The HRE Part 1 prepared by Carey & Co. identified the character-defining features for the parking garage at 550 O'Farrell Street. In March 2019, the San Francisco Planning Department revised and finalized the character-defining features to include the following:

- Low-scale two-story massing
- Primary façade organization of five-bays separated by piers
- Reinforced concrete construction with arched wood truss roof system
- Plaster finish scored to look like ashlar masonry at the primary facade
- Large openings on the first floor
- Arched windows on the second floor
- Decorative panels
- Balcony with ogee arches and decorative brackets at the center bay
- Row of attached gargoyles
- Parapet with blind quatrefoil panels¹⁵

Henceforth, the use of “historic” or “original” to describe an element indicates that the element is considered a character-defining feature as defined above; alternatively, the use of “non-historic,” “not historic,” “non-original,” or “not original” indicate that the element is not considered a significant or character-defining feature. Additionally, the use of “historic resource” or “historic property” refers to the collection of historic elements at 550 O'Farrell Street.

The Uptown Tenderloin Historic District Criterion A period of significance is 1906-1957, and the Uptown Tenderloin Historic District Criterion C period of significance is 1906-1931. The general character-defining features of the district are as follows:

- Three- to-seven-story building height
- Multi-unit apartments, hotels, or apartment-hotels, as well as other building types that support residential life (including institutional and commercial uses)
- Constructed of brick or reinforced concrete
- Bay windows on street façades, double-hung windows in the earlier buildings, casement windows with transoms in later buildings
- Flat roofs with parapets providing compositional space for decorative cornices
- Prominent fire escapes
- Decorative features: brick or stucco facings with molded galvanized iron, terra cotta, or cast concrete; deep set windows in brick walls with segmental arches or iron lintels; decorative quoins; sandstone or terra cotta rusticated bases, columns, sills, lintels, quoins, entry arches, keystones, string courses (concrete, stucco or galvanized iron also used to imitate these architectural features)
- Buildings occupy the entire width of the lot creating continuous street walls
- Elaborately detailed residential entrances
- Two- or three-part vertical building composition for apartment and hotel buildings, one- or two-part commercial composition for non-residential and small residential buildings
- Engraved or painted signs, bronze plaques and neon signs¹⁶

¹⁵ San Francisco Planning Department, “Preservation Team Review Form,” October 2, 2018, 2.

PROJECT OBJECTIVES AND DESCRIPTION

Sandhill O'Farrell, LLC (the "Project Sponsor") is undertaking the proposed project at 550 O'Farrell Street. As discussed in the PTR, the Planning Department found that the proposed project involving the demolition of the parking garage would result in "CEQA Material Impairment to the individual historic resource."¹⁷

Project Sponsor's Objectives

The Project Sponsor seeks to achieve the following objectives by undertaking the proposed project:

1. Develop a high density mixed-income residential development consistent with the purposes of the North of Market Residential Special Use District by fully using the site's zoning capacity of up to 118 dwelling units and incorporating on-site affordable units.
2. Replace an outdated private parking garage with a mix of uses compatible with the surrounding Tenderloin neighborhood.
3. Contribute to the city's goal of creating 30,000 additional housing units in an area identified in the General Plan for high density housing in close proximity to downtown and local and regional public transportation.
4. Construct a new building that is compatible with the character of the Uptown Tenderloin National Register Historic District..
5. Develop a project that is financially feasible and able to support the equity and debt returns required by investors and lenders to finance multi-family residential developments.

Proposed Project Description

For the proposed project, the project sponsor, Sandhill O'Farrell, LLC, would demolish most of the existing, approximately 35,400-sf, two-story-over-basement parking garage and construct an approximately 104,950-sf, 13-story-over-basement mixed-use building. The proposed project would retain the O'Farrell Street façade of the existing building. The proposed project would include 111 residential dwelling units (25 percent of which would be affordable inclusionary units), a 1,307-sf ground-floor active space, and basement-level and ground-level bicycle storage rooms accommodating 156 class 1 bicycle parking spaces. The class 1 bicycle parking spaces would be provided in two bicycle storage rooms; eight class 2 bicycle parking spaces would be installed on the sidewalk along the site's O'Farrell Street frontage.¹⁸ No off-street vehicle parking or loading would be provided.

¹⁶ Carey & Co., "550 O'Farrell Street, Historic Resource Evaluation Part 1," 14. Carey & Co. referenced the Uptown Tenderloin Historic District National Register Form (Corbett and Bloomfield, *Uptown Tenderloin Historic District*, Section 7, 3-4 and Section 8, 3-37).

¹⁷ San Francisco Planning Department, "Preservation Team Review Form," 2.

¹⁸ San Francisco Municipal Code section 155.1 defines class 1 Bicycle Parking Spaces as "Spaces in secure, weather-protected facilities intended for use as long-term, overnight, and work-day bicycle storage by dwelling unit residents,

The project variant would demolish the existing parking garage and construct an approximately 104,950-sf, 13-story-over-basement mixed-use building. The project variant would include 116 residential dwelling units (25 percent of which would be affordable inclusionary units), a 1,307-sf ground-floor active space. As with the proposed project, the project variant would include basement-level and ground-level bicycle storage rooms accommodating 156 class 1 bicycle parking spaces. No off-street vehicle parking or loading would be provided. (Refer to the **Appendix** for graphics.)

Table 1: Proposed Project and Project Variant Characteristics

Project Use/Space	Proposed Project Totals	Project Variant Totals
Lot Size	11,800 sf	11,800 sf
Residential	78,990 sf	81,700 sf
Common residential open space	5,650 sf (excluded from gsf)	5,650 sf (excluded from gsf)
Private residential open space	630 sf (excluded from gsf)	630 sf (excluded from gsf)
Retail	1,300 gsf	1,300 gsf
Other (residential lobby/mechanical)	4,526 gsf	4,526 gsf
Total	104,950 gsf	106,515 gsf
Dwelling Units	111	116
Height of building ¹ (feet)	130 feet (146 feet to top of elevator penthouse)	130 feet (146 feet to top of elevator penthouse)
Number of stories	13	13
Bicycle parking spaces	156 class 1 and 8 class 2 spaces	156 class 1 and 8 class 2 spaces
Source: Sandhill O'Farrell, LLC		
Notes:		
¹ Parapets, and mechanical, stair and elevator penthouses are exempt from building heights pursuant to Planning Code section 260(b)(1)(F).		

PRESERVATION ALTERNATIVES DEVELOPMENT

This section provides an overview of the process that the San Francisco Planning Department staff, Project Sponsor, Brick, Page & Turnbull, and the HPC undertook to develop the preservation alternatives for the proposed project at 550 O'Farrell Street. Three preservation alternatives were developed and illustrated, which include one full preservation alternative and two partial preservation alternatives. The preservation alternatives were revised after addressing comments made by the HPC during a hearing on April 17, 2019 and documented in a memorandum dated May 1, 2019 from

non-residential occupants, and Employees." Class 2 Bicycle Spaces are "Bicycle racks located in a publicly-accessible, highly visible location intended for transient or short-term use by visitors, guests, and patrons to the building or use."

Justin Greving, Preservation Planner for the Planning Department. Following the decision to convert Partial Preservation Alternative 2 into the proposed project, the design of Partial Preservation Alternative 1 was revised in December 2019 to reflect changes to the floor plans also made to the proposed project. In this version of the report, it is now referred to simply as the “Partial Preservation Alternative.” The preservation alternatives are summarized below and described in the following sections.

Considered but Rejected Preservation Alternatives

In preparing the preservation alternatives prior to the HPC hearing on April 17, 2019, a variety of concepts were considered and discarded, as discussed below.

- The Planning Department staff, Project Sponsor, Brick, and Page & Turnbull considered the feasibility of retaining the historic building’s original and current garage use. It was determined that retaining the garage use (and adding a new residential use above) would be very complex, as the building core of the proposed addition would need to be inserted through the middle of the existing garage so as not to impose new building mass along O’Farrell Street. This would require extensive selective demolition of the existing garage structure. This would also require occupants of the housing units to cross vehicular traffic in the garage when entering or exiting the building at the ground floor. In addition, the two required exit stairs for the housing units would need to land on the ground floor and exit directly to O’Farrell Street which would be in direct conflict with the garage vehicular ramps.

Additionally, by retaining the historic garage use within the existing building envelope, very few new residential units could be constructed above. Brick estimates approximately twenty residential units could be accommodated, which is significantly lower than the Project Sponsor’s (and the City’s) housing objectives. Previous feedback from the HPC’s Architectural Review Committee on other projects has included requests for alternatives designed to closely meet project objectives – which include maximizing zoning capacity. A preservation alternative that retained the garage use was considered but ultimately rejected, as it was extremely difficult to make code compliant for fire and life safety and did not provide a sufficient number of residential units.

- The Planning Department staff, Project Sponsor, Brick, and Page & Turnbull also considered the feasibility of fully retaining the historic building’s existing interior floor plan, but converting the use from garage to commercial with residential above. The complexity of the historic building’s existing split-level floor plan with vehicular ramps would have been difficult to adaptively reuse and make code-compliant. In addition, the back wall of the existing building extends completely to the rear property line which prohibits any windows on that wall. This renders any program in that space not fit to live in. The necessity of a lobby area, combined with the need for life safety exits, eliminated the possibility of fully retaining the interior.

Summary of Preservation Alternatives

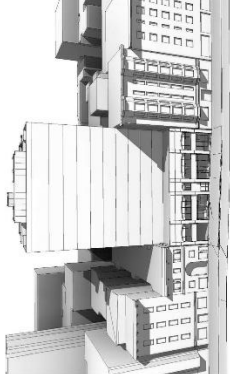
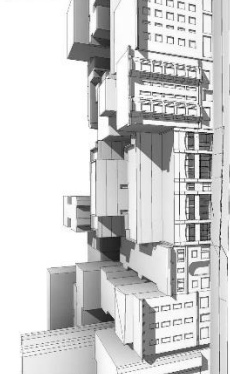
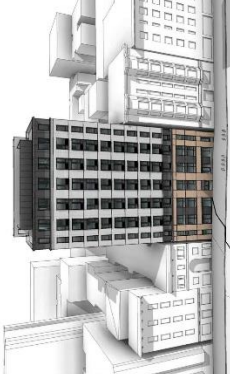
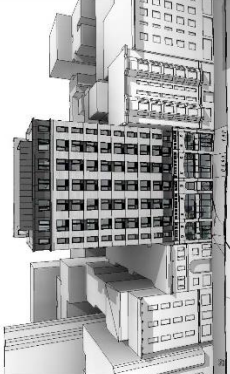
The Planning Department staff, Project Sponsor, Brick, and Page & Turnbull developed preservation alternatives that were reviewed and commented on by the HPC. Changes to those alternatives are described in the summaries below.

The Full Preservation Alternative reduces impacts to the historic parking garage by proposing to rehabilitate the building to meet all ten of the Secretary of the Interior's Standards for Rehabilitation. The Full Preservation Alternative would maintain the front half of the existing building and adaptively re-use the interior. The earlier full preservation version proposed a two-story new structure that would be constructed atop the existing two-story parking garage and would be set back 30 feet. Based on HPC comments, two more stories have been added to the new structure to total four stories above the historic building. The first two additional stories are set back 30 feet from the historic building's primary façade and the top two stories are set back approximately 67 feet, giving the massing a tiered effect. The Full Preservation Alternative would retain the historic resource and nearly all of its character-defining features. It would have ten studio units, eight one-bedroom units, 16 two-bedroom units, and two three-bedroom units for a total of 36 units.

The Partial Preservation Alternative was developed with the aim of retaining in part the character-defining features of the identified historic resource. The Partial Preservation Alternative would result in a new 13-story building behind the existing façade, and would accommodate considerably more total units and affordable residential units compared to the Full Preservation Alternative. The Partial Preservation Alternative would feature a new 13-story building set back 18 feet from the primary façade of the historic façade. It would have 35 one-bedroom units, 62 two-bedroom units, and 14 three-bedroom units for a total of 111 units. The rear yard of the Partial Preservation Alternative would be reduced to 13 feet in depth, requiring the Zoning Administrator to grant a rear yard modification and a unit exposure variance.

All new construction proposed in the preservation alternatives has been designed to the greatest extent that is technically feasible to be comparable in square footage to the proposed project; the preservation alternatives illustrated are based on the proposed project program, building types, and their limitations. The alternatives shown are limited in height and square footage based on the Building Code.

The following table (also included in the **Appendix**) presents a summary of approximate square footage and unit counts for the proposed project compared to the preservation alternatives, which are described in detail in following sections of this memorandum.

PRESERVATION ALTERNATIVES SUMMARY																											
PROPOSED PROJECT	PROJECT VARIANT	FULL PRESERVATION ALTERNATIVE	PARTIAL PRESERVATION ALTERNATIVE																								
<p>MAINTAIN EXISTING FACADE WITH 13 LEVELS OF TYPE I CONSTRUCTION WITH NO SETBACK FROM O'FARRELL STREET. A VERTICAL HYPERPLANE AT LEVEL 4 IS SETBACK FROM O'FARRELL STREET TO CREATE VISUAL SEPARATION BETWEEN BUILDING BASE AND TOWER ELEMENTS.</p> 	<p>3 LEVELS OF TYPE I CONSTRUCTION WITH NO SETBACK FROM O'FARRELL STREET. A VERTICAL HYPERPLANE AT LEVEL 4 IS SETBACK FROM O'FARRELL STREET TO CREATE VISUAL SEPARATION BETWEEN BUILDING BASE AND TOWER ELEMENTS.</p> 	<p>MAINTAIN EXISTING BUILDING AND ADAPTIVELY REUSE INTERIOR 2 STORY ADDITION SETBACK 33 FEET WITH 7 ADDITIONAL STORIES AT REAR OF BUILDING.</p> 	<p>MAINTAIN EXISTING FACADE WITH 14 LEVELS OF TYPE I CONSTRUCTION SET BACK 18 FEET FROM O'FARRELL STREET.</p> 																								
<table border="1"> <thead> <tr> <th>PROPOSED PROJECT</th> <th>PROPOSED PROJECT VARIANT</th> <th>FULL PRESERVATION ALTERNATIVE</th> <th>PARTIAL PRESERVATION ALTERNATIVE 1</th> </tr> </thead> <tbody> <tr> <td>UNITS 111</td> <td>UNITS 115</td> <td>UNITS 39</td> <td>UNITS 111</td> </tr> <tr> <td>RESIDENTIAL SF* 104,300 SF</td> <td>RESIDENTIAL SF* 109,615 SF</td> <td>RESIDENTIAL SF* 42,033 SF</td> <td>RESIDENTIAL SF* 108,048 SF</td> </tr> <tr> <td>NUMBER OF STORES 13</td> <td>NUMBER OF STORES 13</td> <td>NUMBER OF STORES 6</td> <td>NUMBER OF STORES 13</td> </tr> <tr> <td>BUILDING HEIGHT 132'-0"</td> <td>BUILDING HEIGHT 132'-0"</td> <td>BUILDING HEIGHT 81'-0"</td> <td>BUILDING HEIGHT 132'-0"</td> </tr> <tr> <td>HISTORIC BUILDING SF RETAINED** APPROX. 200 SF - O'FARRELL FACADE ONLY</td> <td>HISTORIC BUILDING SF RETAINED** N/A</td> <td>HISTORIC BUILDING SF RETAINED** 16,220 SF</td> <td>HISTORIC BUILDING SF RETAINED** APPROX. 200 SF - O'FARRELL FACADE ONLY</td> </tr> </tbody> </table> <p>*INCLUDES RESIDENTIAL COMMONS OCCUPATIONAL AREAS **EXISTING STRUCTURE INCLUDES 1,092 SF GROUND FLOOR AND 11,988 SF SECOND FLOOR</p>	PROPOSED PROJECT	PROPOSED PROJECT VARIANT	FULL PRESERVATION ALTERNATIVE	PARTIAL PRESERVATION ALTERNATIVE 1	UNITS 111	UNITS 115	UNITS 39	UNITS 111	RESIDENTIAL SF* 104,300 SF	RESIDENTIAL SF* 109,615 SF	RESIDENTIAL SF* 42,033 SF	RESIDENTIAL SF* 108,048 SF	NUMBER OF STORES 13	NUMBER OF STORES 13	NUMBER OF STORES 6	NUMBER OF STORES 13	BUILDING HEIGHT 132'-0"	BUILDING HEIGHT 132'-0"	BUILDING HEIGHT 81'-0"	BUILDING HEIGHT 132'-0"	HISTORIC BUILDING SF RETAINED** APPROX. 200 SF - O'FARRELL FACADE ONLY	HISTORIC BUILDING SF RETAINED** N/A	HISTORIC BUILDING SF RETAINED** 16,220 SF	HISTORIC BUILDING SF RETAINED** APPROX. 200 SF - O'FARRELL FACADE ONLY	<p>INCLUDES RESIDENTIAL COMMONS OCCUPATIONAL AREAS **EXISTING STRUCTURE INCLUDES 1,092 SF GROUND FLOOR AND 11,988 SF SECOND FLOOR</p>	<p>INCLUDES RESIDENTIAL COMMONS OCCUPATIONAL AREAS **EXISTING STRUCTURE INCLUDES 1,092 SF GROUND FLOOR AND 11,988 SF SECOND FLOOR</p>	<p>INCLUDES RESIDENTIAL COMMONS OCCUPATIONAL AREAS **EXISTING STRUCTURE INCLUDES 1,092 SF GROUND FLOOR AND 11,988 SF SECOND FLOOR</p>
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state summary
12.30.2019
project application
www.brick-inc.com

550 o'farrell - proposed design
san francisco, ca



Ability to Meet Project Objectives

The following table outlines whether or not the Project Sponsor’s objectives are met in the proposed project, No Project Alternative, Full Preservation Alternative, and two Partial Preservation Alternatives. The table is for high-level comparison purposes of the preservation alternatives only. Explanations are only included if further elaboration is needed to compare the alternative to the proposed project. The table assumes that the proposed project was designed to meet all of the Project Sponsors’ objectives and that the No Project Alternative does not meet any of the objectives.

Project Sponsors’ Objectives	Proposed Project	Project Variant	No Project Alternative	Full Preservation Alternative	Partial Preservation Alternative
1. Develop a high density mixed-income residential development consistent with the purposes of the North of Market Residential Special Use District by fully using the site’s zoning capacity of up to 118 dwelling units and incorporating on-site affordable units.	Yes Onsite affordable units would be incorporated, and the site’s zoning capacity would be utilized with 111 units.	Yes Onsite affordable units would be incorporated, and the site’s zoning capacity would be fully utilized with 116 units.	No	Partial Onsite affordable units would be incorporated, but the site’s zoning capacity would not be fully utilized with 36 units.	Yes Onsite affordable units would be incorporated, and the site’s zoning capacity would be utilized with 111 units.
2. Replace an outdated private parking garage with a mix of uses compatible with the surrounding Tenderloin neighborhood.	Yes While the façade of the historic building would remain, the property would change to mixed-use.	Yes The property would change to mixed-use.	No	Yes While a portion of the historic building would remain, the property would change to mixed-use.	Yes While the façade of the historic building would remain, the property would change to mixed-use.

Project Sponsors' Objectives	Proposed Project	Project Variant	No Project Alternative	Full Preservation Alternative	Partial Preservation Alternative
3. Contribute to the city's goal of creating 30,000 additional housing units in an area identified in the General Plan for high density housing in close proximity to downtown and local and regional public transportation.	Yes 111 new housing units would be constructed.	Yes 116 new housing units would be constructed.	No	Partial 36 new housing units would be constructed.	Yes 111 new housing units would be constructed.
4. Construct a new building that is compatible with the character of the Uptown Tenderloin National Register Historic District.	Yes The 13-story building would be compatible with the historic district.	Yes The 13-story building would be compatible with the historic district.	No	Yes The six-story building would be compatible with the historic district.	Yes The 13-story building would be compatible with the historic district. .
5. Develop a project that is financially feasible and able to support the equity and debt returns required by investors and lenders to finance multi-family residential developments.	Yes	Yes	No	Unknown	Yes

NO PROJECT ALTERNATIVE

Description

Under the No Project Alternative, no modifications to the existing historic resource would be completed. No additional residential, retail, and/or commercial units or buildings would be added. The historic character-defining features of the parking garage at 550 O'Farrell Street would be retained; no modifications, repairs, or restoration activities would be conducted. The parking garage would remain two stories over a basement. The historic resource would retain its approximately 40-

foot height and approximately 35,400 square feet of commercial space, including the ground floor, second floor, and basement.¹⁹

Analysis of Impacts Under CEQA

Since the No Project Alternative would not demolish or make any modifications to the historic resource, it would not cause material impairment. Compared to the proposed project, which would retain the façade of the historic resource, and the project variant, which would demolish the building, both resulting in material impairment to the historic resource, the No Project Alternative would not result in any project-level impacts and would not contribute to any cumulative impacts related to historic architectural resources.

FULL PRESERVATION ALTERNATIVE

Description

The Full Preservation Alternative would retain a majority of character-defining features of the historic resource at 550 O'Farrell Street in whole. The building's massing and reinforced concrete construction with arched wood truss roof system would be partially retained. All other character-defining features and spatial relationships would be fully retained.

Character-Defining Feature	Retained	Partially Retained	Not Retained
Low-scale two-story massing		x	
Primary façade organization of five-bays separated by piers	x		
Reinforced concrete construction with arched wood truss roof system		x	
Plaster finish scored to look like ashlar masonry at the primary facade	x		
Large openings on the first floor	x		
Arched windows on the second floor	x		
Decorative panels	x		
Balcony with ogee arches and decorative brackets at the center bay	x		
Row of attached gargoyles	x		
Parapet with blind quatrefoil panels	x		

The Full Preservation Alternative would feature 36 residential units for a total of 37,744 residential square feet (including residential common and circulation areas); one 1,904 square-foot ground floor active space; 17 vehicle parking spaces (14 basement level spaces and three ground level spaces); 72 bike parking stalls (all on ground level); and six total stories for a building height of about 72

¹⁹ The existing building features two floors and a basement that are each 11,808 square feet, resulting in a total square footage of 35,424 square feet. An additional approximate 1,468 square feet of basement extends below the sidewalk on O'Farrell Street, which, if included, would bring the total square footage of the existing building to 36,892 square feet.

feet.²⁰ Approximately 16,200 square feet (45.7 percent) of the historic building would be retained for adaptive re-use. The Full Preservation Alternative would maintain the front half of the historic building and feature a four-story addition where the first two stories are set back 30 feet from the primary (south) façade of the historic building and the top two stories are set back about 67 feet from the primary façade. The existing structure (floors, ceilings, and columns) would be retained in the front half of the historic building and would be reused for the new building. New uses and new construction accommodated within the front half of the historic building would require the removal of vehicular circulation ramps and would alter the appearance of the existing structure of the building such that it would not resemble the original structure.

The H-plan addition would be constructed behind and connected to the retained portion of the historic building and abut the west, north, and east property lines; there would be lightwells along the side façades.²¹ As previously mentioned, the rear of the historic building would be demolished to accommodate the addition. Some of the existing building's concrete construction and all of the character-defining plaster finish would be retained; however, a new, modern materials palette would be introduced at the addition. The façades of the new addition would be designed with modern materials, such as precast concrete, metal paneling, and terra cotta cladding.²² The Full Preservation Alternative would require excavation for the foundation and structural work, as well as for the below-grade parking garage.

Standards for Rehabilitation

The following analysis applies each of the Secretary of the Interior's Standards for Rehabilitation (the Standards) to Full Preservation Alternative for 550 O'Farrell Street.

Rehabilitation Standard 1: *A property shall be used for its historic purpose or be placed in a new use that requires minimal change to the defining characteristics of the building and its site and environment.*

Discussion: The Full Preservation Alternative would retain a parking garage use in the historic building at the basement level and a portion of the ground level. Parking would be accessed through the original west center garage door opening to maintain the connection with the historic building's original use. The Full Preservation Alternative would also introduce new residential and retail uses to the property. This would require two changes to the defining characteristics of the historic resource: adding four more stories to the historic building's low-scale two-story massing and partially demolishing the historic building's reinforced concrete construction with arched wood truss roof system (see Rehabilitation Standard 2 for more discussion). However, the majority of the character-defining features would not be changed. The Full Preservation Alternative would slightly change the physical appearance of the historic resource's site and environment, but the character of the historic resource would remain evident.

²⁰ 25% of residential units would be affordable inclusionary units.

²¹ A two-story hotel building over ground-floor retail at 570 O'Farrell Street is located directly west of the project site, and a six-story apartment building at 540 O'Farrell Street is located directly east of the project site. A five-story apartment building at 665 Geary Street and vacant lot at 651 Geary Street are located directly north of the project site, but the building at 665 Geary Street does not directly abut the identified historic resource at 550 O'Farrell Street.

²² The drawings for the Full Preservation Alternative and both Partial Preservation Alternatives do not specify materials; however, Page & Turnbull confirmed the materials for all preservation alternative schemes would mirror those of the proposed project.

Therefore, the Full Preservation Alternative as proposed would be in compliance with Rehabilitation Standard 1.

Rehabilitation Standard 2: *The historic character of a property shall be retained and preserved. The removal of historic materials or alteration of features and spaces that characterize a property shall be avoided.*

Discussion: The Full Preservation Alternative would retain and preserve a majority of the character-defining features of the historic resource. 550 O'Farrell Street would maintain its primary façade organization of five bays separated by piers; plaster finish scored to look like ashlar masonry at the primary façade; large openings on the first floor; arched windows on the second floor; decorative panels; balcony with ogee arches and decorative brackets at the center bay; row of attached gargoyles; and parapet with blind quatrefoil panels. Due to the construction of a four-story tiered addition, the character-defining low-scale two-story massing and reinforced concrete construction with arched wood truss roof system would be partially compromised. Although the removal and/or alteration of character-defining features would not be completely avoided, the historic character of the property would be maintained and preserved.

Therefore, the Full Preservation Alternative as proposed would be in compliance with Rehabilitation Standard 2.

Rehabilitation Standard 3: *Each property shall be recognized as a physical record of its time, place, and use. Changes that create a false sense of historical development, such as adding conjectural features or architectural elements from other buildings, shall not be undertaken.*

Discussion: The Full Preservation Alternative would not apply new Gothic Revival features to the historic resource and the new addition would be clearly differentiated from the historic building in location (setback), materiality, and design (see Rehabilitation Standard 9 for more information). No conjectural features or architectural elements from other buildings are proposed, and no changes would be made that create a false sense of historical development.

Therefore, the Full Preservation Alternative as proposed would be in compliance with Rehabilitation Standard 3.

Rehabilitation Standard 4: *Most properties change over time; those changes that have acquired historic significance in their own right shall be retained and preserved.*

Discussion: There are no changes to the historic resource beyond the identified period of significance (1924) that have acquired historic significance in their own right. None of the non-historic features have been found significant.

Therefore, the Full Preservation Alternative as proposed would be in compliance with Rehabilitation Standard 4.

Rehabilitation Standard 5: *Distinctive features, finishes, and construction techniques or examples of craftsmanship that characterize a historic property shall be preserved.*

Discussion: As described under Rehabilitation Standard 2, the Full Preservation Alternative would preserve the primary façade and therefore the majority of the distinctive features, finishes, and construction techniques or examples of craftsmanship that characterize the historic resource. Only the historic building's low-scale two-story massing and reinforced concrete construction with arched wood truss roof system would be partially altered.

Therefore, the Full Preservation Alternative as proposed would be in compliance with Rehabilitation Standard 5.

Rehabilitation Standard 6: *Deteriorated historic features shall be repaired rather than replaced. Where the severity of deterioration requires replacement of a distinctive feature, the new feature shall match the old in design, color, texture, and other visual qualities and, where possible, materials. Replacement of missing features shall be substantiated by documentary, physical, or pictorial evidence.*

Discussion: The scope of repair has not been determined for the Full Preservation Alternative, but repair or needed replacement of existing materials would follow the Secretary of the Interior's Standards for the Treatment of Historic Properties.

Therefore, the Full Preservation Alternative as proposed would be in compliance with Rehabilitation Standard 6.

Rehabilitation Standard 7: *Chemical or physical treatments, such as sandblasting, that cause damage to historic materials shall not be used. The surface cleaning of structures, if appropriate, shall be undertaken using the gentlest means possible.*

Discussion: The scope of chemical or physical treatments has not been determined for the Full Preservation Alternative, but cleaning treatments would follow the Secretary of the Interior's Standards for the Treatment of Historic Properties and would be undertaken using the gentlest means possible.

Therefore, the Full Preservation Alternative as proposed would be in compliance with Rehabilitation Standard 7.

Rehabilitation Standard 8: *Significant archeological resources affected by a project shall be protected and preserved. If such resources must be disturbed, mitigation measures shall be undertaken.*

Discussion: The Full Preservation Alternative involves excavation for foundation and structural work in order to support the new addition and for the associated below-grade parking. If any archaeological material was to be encountered during the construction of the Full Preservation Alternative, the City and County of San Francisco's standard procedures for treatment of archeological materials would be adhered to.

If standard procedures are followed in the case of an encounter with archaeological material, the Full Preservation Alternative would be in compliance with Rehabilitation Standard 8.

Rehabilitation Standard 9: *New additions, exterior alterations, or related new construction shall not destroy historic materials that characterize the property. The new work shall be differentiated from the old and shall be compatible with the massing, size, scale, and architectural features to protect the historic integrity of the property and its environment.*

Discussion: As discussed previously, the Full Preservation Alternative would retain nearly all of the historic resource's character-defining features. The four-story, tiered addition would be compatible and differentiated. The first two stories of the addition would be set back substantially by 30 feet behind the primary façade, and the top two stories would be set back another 37 feet. The setbacks would separate the addition from the historic building, emphasizing the historic massing of the two-story base and reducing sightlines of the new construction from the public right-of-way. Due to the setbacks, the visual change to the building would be relatively minimal, particularly when viewed from O'Farrell Street; the massing, size, and scale of the addition appear appropriate compared to the historic building. The addition would be differentiated with modern materials and design. The historic resource's environment would slightly change, but the historic resource would still retain its integrity and Gothic Revival presence along O'Farrell Street. A majority of the character-defining features of the historic resource would be retained in whole; while the building's massing and reinforced concrete construction with arched wood truss roof system would only be partially retained, all other character-defining features and spatial relationships would be fully retained.

Therefore, the Full Preservation Alternative as proposed would be in compliance with Rehabilitation Standard 9.

Rehabilitation Standard 10: *New additions and adjacent or related new construction shall be undertaken in such a manner that if removed in the future, the essential form and integrity of the historic property and its environment would be unimpaired.*

Discussion: If the new addition and other related new construction are hypothetically removed in the future, the historic resource would retain nearly all of its character-defining features. Although the rear portion of the historic building would be removed to accommodate the addition, this impacts only two character-defining features: the historic building's entire low-scale two-story massing and portions of the reinforced concrete construction with arched wood truss roof system. While the essential form and integrity of the historic resource and its environment would be slightly impaired, the historic resource would still be able to convey its significance as a Gothic Revival building designed by William C. Crim Jr.

Therefore, the Full Preservation Alternative as proposed would be in compliance with Rehabilitation Standard 10.

District Compatibility

The Full Preservation Alternative includes most of the character-defining features of the Uptown Tenderloin Historic District while remaining a contemporary design. The historic building at 550 O'Farrell Street and its new addition would fit within the typical three- to seven-story height of buildings within the historic district. The addition would have an H-shaped footprint, comparable to many other residential buildings in the historic district. The primary façade of the historic building would continue to occupy the entire width of the lot, creating a continuous street wall. All of the

decorative features of the historic building would be retained, including the plaster finish scored to look like ashlar masonry at the primary façade; large openings on the first floor; arched windows on the second floor; decorative panels; balcony with ogee arches and decorative brackets at the center bay; row of attached gargoyles; and parapet with blind quatrefoil panels. Similar to the historic building and other contributing buildings in the historic district, the new addition would have a flat roof and parapet. The addition's concrete construction and proposed materials are respectful of the historic district's character. Mixed-use buildings (commercial and retail units on the ground floor and residential units on the upper floors) are common within the historic district, and the Full Preservation Alternative would adhere to this combination of uses. The Full Preservation Alternative would therefore be compatible with the historic district and the historic resource would remain a contributor.

Analysis of Impacts under CEQA

The purpose of the Full Preservation Alternative is to consider a plan that would lessen the significant impacts of the proposed project on the existing historic resource. As explained in "HPC Resolution No. 0746" (March 18, 2015), the Full Preservation Alternative "should fully preserve the features of the resource that convey its historic significance while still meeting most of the basic objectives of the project."²³ As the above analysis demonstrates, the Full Preservation Alternative as proposed for 550 O'Farrell Street would be in compliance with all ten of the Secretary of the Interior's Standards for Rehabilitation. According to Section 15126.4(b)(1) of the Public Resources Code (CEQA), if a project complies with the Standards, the project's impact "will generally be considered mitigated below a level of significance and thus is not significant."

PARTIAL PRESERVATION ALTERNATIVE

Description

The Partial Preservation Alternative would retain a majority of the character-defining features of the historic resource at 550 O'Farrell Street in whole; however, it would significantly alter the historic resource's spatial relationships with its site and environment. The building's low-scale two-story massing and reinforced concrete construction with arched wood truss roof system would not be retained.

Character-Defining Feature	Retained	Partially Retained	Not Retained
Low-scale two-story massing			x
Primary façade organization of five-bays separated by piers	x		
Reinforced concrete construction with arched wood truss roof system			x
Plaster finish scored to look like ashlar masonry at the primary facade	x		
Large openings on the first floor	x		
Arched windows on the second floor	x		

²³ San Francisco Planning Department, "Historic Preservation Commission Resolution No. 0746," March 18, 2015, 2.

Character-Defining Feature	Retained	Partially Retained	Not Retained
Decorative panels	x		
Balcony with ogee arches and decorative brackets at the center bay	x		
Row of attached gargoyles	x		
Parapet with blind quatrefoil panels	x		

The Partial Preservation Alternative would feature 111 residential units for a total of 108,648 residential square feet (including residential common and circulation areas); one 1,839 square-foot ground floor active space; 228 bike parking stalls (180 basement-level stalls and 48 ground-level stalls); and 13 total stories for a building height of 130 feet.²⁴ Approximately 200 square feet of the historic building would be retained at the primary (south) O'Farrell Street façade only. The Partial Preservation Alternative would feature a new 13-story building with an 18-foot setback from the primary façade of the historic building. The new rectangular-plan building would abut the west, north, and east property lines; there would be one lightwell along each of the side façades. The north façade, east façade, west façade, roof, and interior of the historic building would be demolished to accommodate the new structure. Retaining a greater portion of the historic building (similar to the Full Preservation Alternative) would be cost prohibitive; additionally, the existing structure would need to be so greatly altered and augmented to function as a lobby and retail space that it would no longer resemble the existing historic parking garage. In the Partial Preservation Alternative, some of the building's concrete construction and all of the character-defining plaster finish would be retained; however, a new, modern materials palette would be introduced. The façades of the new building would be designed with modern materials, such as precast concrete, metal paneling, and terra cotta cladding. The Partial Preservation Alternative would require excavation for the foundation and structural work, as well as for the below-grade parking garage.

Standards for Rehabilitation

The following analysis applies each of the Secretary of the Interior's Standards for Rehabilitation (the Standards) to the Partial Preservation Alternative for 550 O'Farrell Street.

Rehabilitation Standard 1: *A property shall be used for its historic purpose or be placed in a new use that requires minimal change to the defining characteristics of the building and its site and environment.*

Discussion: The Partial Preservation Alternative would not retain an auto parking garage use in the historic building. The Partial Preservation Alternative would introduce new residential and retail uses to the property. This would require two changes to the defining characteristics of the historic resource: adding ten more stories to the historic building's low-scale two-story massing and fully demolishing the historic building's reinforced concrete construction with arched wood truss roof system (see Rehabilitation Standard 2 for more discussion). Although the primary façade – and therefore the majority of the character-defining features – would be retained, the Partial Preservation Alternative would significantly change the physical appearance of the historic resource's site and environment.

²⁴ 25% of residential units would be affordable inclusionary units.

Therefore, the Partial Preservation Alternative as proposed would not fully be in compliance with Rehabilitation Standard 1.

Rehabilitation Standard 2: *The historic character of a property shall be retained and preserved. The removal of historic materials or alteration of features and spaces that characterize a property shall be avoided.*

Discussion: The Partial Preservation Alternative would retain and preserve the historic primary façade, which contains a majority of the historic resource's character-defining features and Gothic Revival character. However, the new structure to be constructed directly behind the primary façade would involve almost completely removing the character-defining low-scale two-story massing and reinforced concrete construction with arched wood truss roof system. Those two character-defining features constitute a fair amount of the resource's historic materials and spaces that make it a building and not just one wall.

Therefore, the Partial Preservation Alternative as proposed would not fully be in compliance with Rehabilitation Standard 2.

Rehabilitation Standard 3: *Each property shall be recognized as a physical record of its time, place, and use. Changes that create a false sense of historical development, such as adding conjectural features or architectural elements from other buildings, shall not be undertaken.*

Discussion: The Partial Preservation Alternative would not apply new Gothic Revival features to the historic resource and the new 13-story building would be clearly differentiated from the historic building in location (setback), materiality, and design (see Rehabilitation Standard 9 for more information). No conjectural features or architectural elements from other buildings are proposed, and no changes would be made that create a false sense of historical development.

Therefore, the Partial Preservation Alternative as proposed would be in compliance with Rehabilitation Standard 3.

Rehabilitation Standard 4: *Most properties change over time; those changes that have acquired historic significance in their own right shall be retained and preserved.*

Discussion: There are no changes to the historic resource beyond the identified period of significance (1924) that have acquired historic significance in their own right. None of the non-historic features have been found significant.

Therefore, the Partial Preservation Alternative as proposed would be in compliance with Rehabilitation Standard 4.

Rehabilitation Standard 5: *Distinctive features, finishes, and construction techniques or examples of craftsmanship that characterize a historic property shall be preserved.*

Discussion: As described under Rehabilitation Standard 2, the Partial Preservation Alternative would preserve the primary façade and therefore the majority of the distinctive features, finishes, and

construction techniques or examples of craftsmanship that characterize the historic resource and represent its significant architectural style. The Gothic Revival elements that characterize the historic resource would be retained, including the five bays separated by piers; plaster finish scored to look like ashlar masonry at the primary façade; large openings on the first floor; arched windows on the second floor; decorative panels; balcony with ogee arches and decorative brackets at the center bay; row of attached gargoyles; and parapet with blind quatrefoil panels. Regardless, the historic building's low-scale two-story massing and reinforced concrete construction with arched wood truss roof system, all of which constitute the historic resource as a building, would not be fully preserved.

Therefore, the Partial Preservation Alternative as proposed would not fully be in compliance with Rehabilitation Standard 5.

Rehabilitation Standard 6: *Deteriorated historic features shall be repaired rather than replaced. Where the severity of deterioration requires replacement of a distinctive feature, the new feature shall match the old in design, color, texture, and other visual qualities and, where possible, materials. Replacement of missing features shall be substantiated by documentary, physical, or pictorial evidence.*

Discussion: The scope of repair has not been determined for the Partial Preservation Alternative, but repair or needed replacement of existing materials would follow the Secretary of the Interior's Standards for the Treatment of Historic Properties.

Therefore, the Partial Preservation Alternative as proposed would be in compliance with Rehabilitation Standard 6.

Rehabilitation Standard 7: *Chemical or physical treatments, such as sandblasting, that cause damage to historic materials shall not be used. The surface cleaning of structures, if appropriate, shall be undertaken using the gentlest means possible.*

Discussion: The scope of chemical or physical treatments has not been determined for the Partial Preservation Alternative, but cleaning treatments would follow the Secretary of the Interior's Standards for the Treatment of Historic Properties and would be undertaken using the gentlest means possible.

Therefore, the Partial Preservation Alternative as proposed would be in compliance with Rehabilitation Standard 7.

Rehabilitation Standard 8: *Significant archeological resources affected by a project shall be protected and preserved. If such resources must be disturbed, mitigation measures shall be undertaken.*

Discussion: The Partial Preservation Alternative involves excavation for foundation and structural work in order to support the new building and for the associated below-grade parking. If any archaeological material was to be encountered during the construction of the Partial Preservation Alternative, the City and County of San Francisco's standard procedures for treatment of archeological materials would be adhered to.

If standard procedures are followed in the case of an encounter with archaeological material, the Partial Preservation Alternative would be in compliance with Rehabilitation Standard 8.

Rehabilitation Standard 9: *New additions, exterior alterations, or related new construction shall not destroy historic materials that characterize the property. The new work shall be differentiated from the old and shall be compatible with the massing, size, scale, and architectural features to protect the historic integrity of the property and its environment.*

Discussion: As discussed previously, the Partial Preservation Alternative would retain and preserve the historic primary façade, which contains a majority of the historic resource's character-defining features and represents the building's architectural style significance, yet the demolition of the remainder of the building would destroy a fair amount of the building's historic materials and spaces. The new 13-story building to be constructed behind the historic primary façade would be differentiated from the historic resource through the use of modern materials and design, but its massing, size, and scale would not be compatible with the two-story historic resource. Although the new stories above the historic building would be set back 18 feet to distinguish historic two-story façade from the new building, the new building would overshadow the historic façade due to the height difference. The historic resource would still retain its Gothic Revival presence along O'Farrell Street; however, the ten additional stories would create a significant change in the overall visual impression of the property and its environment. The new building and related new construction would still partially destroy historic materials that characterize the property.

Therefore, the Partial Preservation Alternative as proposed would not be in compliance with Rehabilitation Standard 9.

Rehabilitation Standard 10: *New additions and adjacent or related new construction shall be undertaken in such a manner that if removed in the future, the essential form and integrity of the historic property and its environment would be unimpaired.*

Discussion: If the new building and other related new construction are hypothetically removed in the future, the historic resource would retain only its primary façade, which does contain a majority of the historic resource's character-defining features. The historic resource would be able to convey its significance as a Gothic Revival building designed by William C. Crim Jr.; however, the demolition of everything but the primary façade would affect the essential form and integrity of the historic resource. While removing the new building would in fact restore a lower density environment that currently and historically has existed at the property, the essential form and integrity of the historic property and its environment would still be impaired as only one wall of the building would remain.

Therefore, the Partial Preservation Alternative as proposed would not be in compliance with Rehabilitation Standard 10.

District Compatibility

The Partial Preservation Alternative includes most of the character-defining features of the Uptown Tenderloin Historic District while remaining a contemporary design. While the 13-story height of the new building would be taller than the three- to seven-story height that is characteristic of the historic district, the new building would not be the tallest on its block or adjacent blocks within the historic district. The historic district would still be able to convey its historic significance despite the additional

height. The new building would have a rectangular-shaped footprint, comparable to many other residential buildings in the historic district. The retained primary façade of the historic building would continue to occupy the entire width of the lot, creating a continuous street wall. All of the decorative features of the historic building would be retained, including the plaster finish scored to look like ashlar masonry at the primary façade; large openings on the first floor; arched windows on the second floor; decorative panels; balcony with ogee arches and decorative brackets at the center bay; row of attached gargoyles; and parapet with blind quatrefoil panels. Similar to the historic building and other contributing buildings in the historic district, the new building would have a flat roof and parapet. The new building's concrete construction and proposed materials are respectful of the historic district's character. Mixed-use buildings (commercial and retail units on the ground floor and residential units on the upper floors) are common within the historic district, and the Partial Preservation Alternative would adhere to this combination of uses. The Partial Preservation Alternative would therefore be compatible with the historic district, although the historic resource would not remain a contributor.

Analysis of Impacts under CEQA

As the above analysis demonstrates, the Partial Preservation Alternative as proposed would be in full compliance with only five of the ten Secretary of the Interior's Standards for Rehabilitation. According to Section 15126.4(b)(1) of the Public Resources Code (CEQA), if a project complies with the Standards, the project's impact "will generally be considered mitigated below a level of significance and thus is not significant." As the Partial Preservation Alternative does not comply with all ten Rehabilitation Standards, the following impact analysis is required.

The purpose of the Partial Preservation Alternative is to consider a plan that would lessen the significant impacts of the proposed project on the existing historic resource. As explained in "Historic Preservation Commission Resolution No. 0746" (March 18, 2015), the Partial Preservation Alternative "would preserve as many features of the resource that convey its historic significance as possible while taking into account the potential feasibility of the proposed alternative and the project objectives."²⁵ The Partial Preservation Alternative would retain the architecturally significant primary façade of the existing historic resource at 550 O'Farrell Street and construct a new 13-story, mixed-use (mostly residential) building behind it, where the ten stories above the historic primary façade would have an 18-foot setback. Although the primary façade contains a majority of the historic resource's character-defining features that would be preserved, the demolition of the remainder of the building (including the loss of the character-defining low-scale two-story massing and reinforced concrete construction with arched wood truss roof system) would destroy a fair amount of the resource's historic materials and spaces.

The Partial Preservation Alternative differs from the proposed project in that Partial Preservation Alternative features an 18-foot setback, whereas the proposed project features a one-story, three-foot vertical hyphen. The Partial Preservation Alternative would retain a majority of the character-defining features of the historic resource at 550 O'Farrell Street in whole; however, it would significantly alter the historic resource's spatial relationships with its site and environment, including its low massing. The proposed project would also retain a majority of the character-defining features of the historic resource in whole; however, it would significantly alter the historic resource's spatial relationships with its site and environment, including its low massing and distinguishable primary

²⁵ San Francisco Planning Department, "Historic Preservation Commission Resolution No. 0746," 2.

façade (due to lack of setback). Both the proposed project and the Partial Preservation Alternative would demolish the structure and spaces that constitute the historic resource as a building and would therefore cause a material impairment to the historic resource, though many of the character-defining features would be retained.

When compared to the project variant, which involves complete demolition, the Partial Preservation Alternative would at least partially retain the historic resource, including its distinctive Gothic Revival street frontage. However, the structure and spaces that constitute the historic resource as a building would be demolished. the Partial Preservation Alternative would therefore cause a material impairment to the historic resource.

CUMULATIVE IMPACTS TO UPTOWN TENDERLOIN HISTORIC DISTRICT

The CEQA defines cumulative impacts as follows:

“Cumulative impacts” refers to two or more individual effects which, when considered together, are considerable or which compound or increase other environmental impacts.

- a) The individual effects may be changes resulting from a single project or a number of separate projects.
- b) The cumulative impact from several projects is the change in the environment which results from the incremental impact of the project when added to other closely related past, present, and reasonably foreseeable probable future projects. Cumulative impacts can result from individually minor but collectively significant projects taking place over a period of time.²⁶

TreanorHL's HRE Part 2 for 550 O'Farrell Street from March 2019 provided the following in the conclusion for the compatibility and cumulative impacts analysis for the proposed project:

There is no concentration of past, present, and foreseeable future demolitions within the Uptown Tenderloin Historic District that would affect the historic fabric or character such that it would no longer be eligible for listing on the National Register. The proposed project would not combine with any other demolition and new construction projects to result in a material impairment of the district. The district would retain the valuable sense of place and time. The Uptown Tenderloin Historic District's integrity or eligibility for the National Register would not be materially altered. The cumulative effect on historical resources would be less than significant.²⁷

²⁶ 2018 CEQA Statutes & Guidelines, Article 20, Subsection 15355.

²⁷ TreanorHL, “550 O'Farrell Street, Revised Draft Historic Resource Evaluation Part 2 – Compatibility & Impacts Analysis,” March 11, 2019, 12.

Similar to the proposed project, the various projects within the historic district are not collectively significant or compounding to an extent that any of the project alternatives for 550 O'Farrell Street would contribute to a substantial change in the integrity of the historic district.

CONCLUSION

The parking garage at 550 O'Farrell Street (Assessor's Block 0318, Lot 009) was initially completed in 1924 in a Gothic Revival design by master architect William H. Crim, Jr.²⁸ 550 O'Farrell Street was evaluated by Carey & Co. in an HRE Part 1 completed in September 2017, which was revised in September 2018. The property was found to be individually eligible for listing in the California Register – a finding that was agreed upon by the Planning Department – and is thus considered a historic resource for the purposes of CEQA review. The property is also a contributor to the Uptown Tenderloin Historic District, which is significant under National Register Criteria A and C.

The proposed project at 550 O'Farrell Street would retain the façade of the historic resource and construct a new 13-story building flush with the historic façade, although the first story above the historic façade would be recessed to create a vertical hyphen. The project variant would demolish the existing parking garage including the historic facade. Both would cause a material impairment to the historic resource under CEQA, though they would not cause a cumulative impact to the historic district according to TreanorHL's HRE Part 2 from March 2019. This preservation alternatives memorandum was produced based on guidance provided by "Historic Preservation Commission Resolution No. 0746," consultation with Preservation Staff at the Planning Department, and comments provided by the HPC.

A No Project Alternative would not cause any material impairment to the historic resource. The Full Preservation Alternative would wholly retain nearly all character-defining features and spatial relationships of the historic resource at 550 O'Farrell Street, only the building's massing and reinforced concrete construction with arched wood truss roof system would be partially retained. The Full Preservation Alternative would not cause a material impairment to the historic resource.

The Partial Preservation Alternative would retain a majority of the character-defining features of the historic resource at 550 O'Farrell Street in whole; however, it would significantly alter the historic resource's spatial relationships with its site and environment, including its low massing. The Partial Preservation Alternative would demolish the structure and spaces that constitute the historic resource as a building and would therefore cause a material impairment to the historic resource, even though many of the character-defining features would be retained.

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APPENDIX: PRESERVATION ALTERNATIVES GRAPHICS PACKAGE BY BRICK (DECEMBER 2019)

Note to reviewers: to minimize redundancy and file size issues, the graphics have been deleted from this PDF

Appendix D

Noise and Vibration Assessment

550 O'FARRELL STREET PROJECT NOISE AND VIBRATION ASSESSMENT

San Francisco, California

Case No. 2017-004557ENV

February 11, 2020 (Project description as of November 2019)

Prepared for:

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Table of Contents

Introduction	2
Noise Analysis Study Area	2
Project Description	5
Existing Noise Environment	6
Noise and Vibration Impacts and Recommended Control Measures	8

Introduction

This report summarizes the evaluation of noise and vibration levels attributable to the construction and operation of the 550 O'Farrell Street project in San Francisco, California. The report first describes the project, and then summarizes the applicable regulatory criteria used in the assessment. Existing noise levels in the project vicinity are described, followed by evaluations of project-generated noise and vibration levels. Measures are recommended to avoid the effects of temporary construction noise and vibration and permanent operational noise.

A brief discussion of the fundamentals of environmental noise and groundborne vibration is presented in Appendix A for those unfamiliar with acoustical terms or concepts. Appendix B displays the noise data collected at the project site.

Noise Analysis Study Area

Figure 1 is an aerial image showing the proposed project site, adjacent land uses, and noise monitoring locations selected during the noise survey. Figure 2 is the project site plan showing nearby sensitive receptors. The project site is located on the north side of O'Farrell Street on the block bounded by O'Farrell Street to the south, Geary Street to the north, Jones Street to the east, and Leavenworth Street to the west. The project site and block are located in the Uptown Tenderloin National Register Historic District.

The project site consists of an 86-foot-wide by 138-foot-deep rectangular lot, currently developed as a two-story-over-basement public parking garage. Table 1 summarizes the land uses near the project site, all of which are considered either noise or vibration sensitive receptors for the purpose of this assessment. Four adjacent properties border the site (one to the east, one to the west, and two to the north). A two-story hotel building over ground-floor retail, at 570 O'Farrell Street, occupies the site to the west. A six-story apartment building, at 540 O'Farrell Street, occupies the site to the east. The adjacent properties to the north include a five-story apartment building at 665 Geary Street and a vacant lot containing the brick rubble remains of a demolished structure at 651 Geary Street. The properties directly south of the project site, across O'Farrell Street, include a six-story residential building (555 O'Farrell Street) and a five-story residential building (545 O'Farrell Street). All of the aforementioned buildings are contributory buildings to the Uptown Tenderloin National Register Historic District, and therefore considered historic resources for the purpose of California Environmental Quality Act (CEQA) review.

FIGURE 1 Aerial Image Showing Site Plan, Noise Monitoring Locations, and Nearby Land Uses

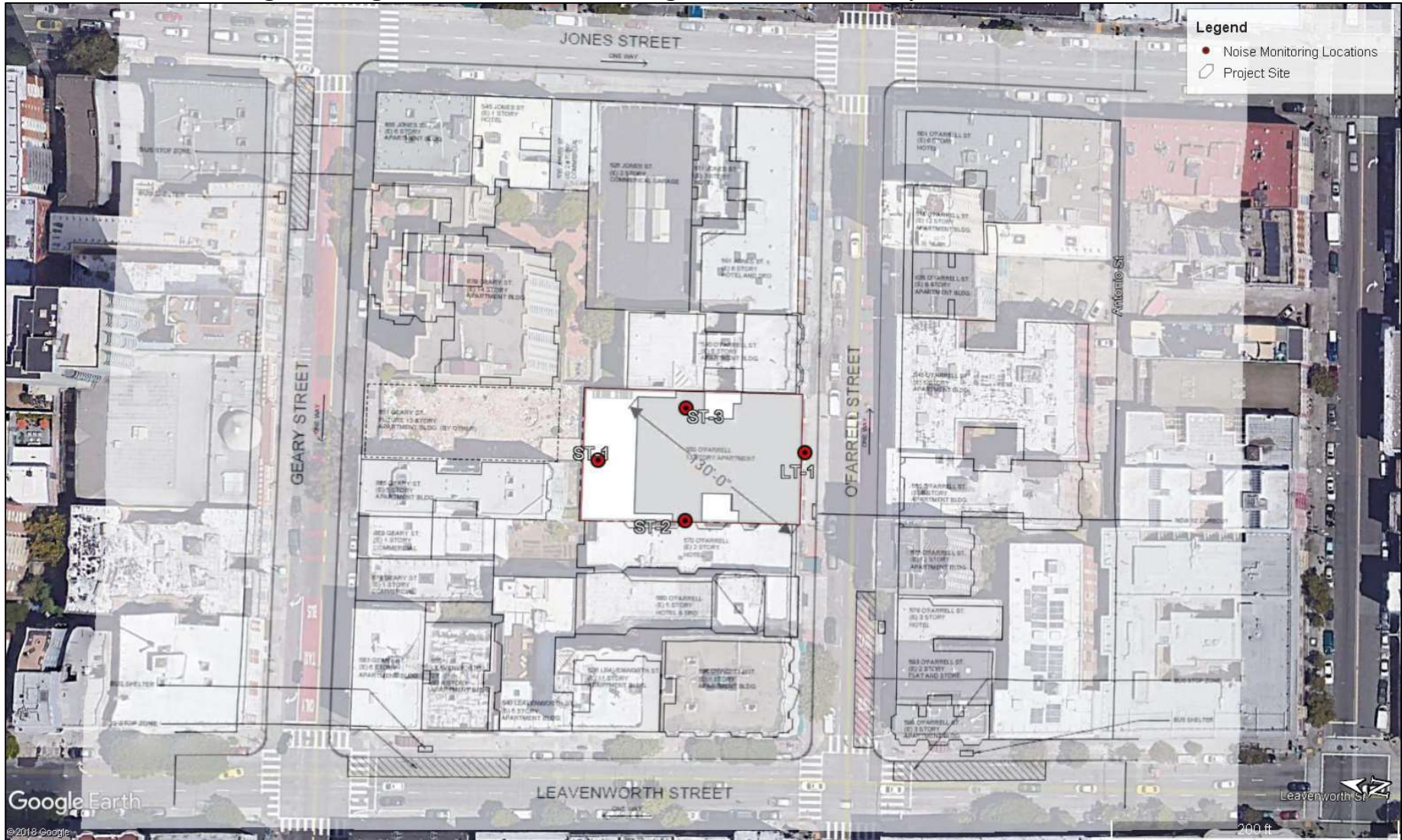


FIGURE 2 Site Plan Showing Nearby Sensitive Receptors



TABLE 1 Existing Noise- and Vibration-Sensitive Receptors within Site Vicinity

Type of Sensitive Receptor	Location Address	Historic Resource / Contributing Building to Historic District	Minimum Distance from Project Site Boundaries (feet)	Representative Monitoring Location
West of Project Site				
Hotel	570 O'Farrell Street	Yes	0	LT-1/ST-2
Hotel and SRO	580 O'Farrell Street	Yes	35	LT-1/ST-2
East of Project Site				
Apartment Building	540 O'Farrell Street	Yes	0	LT-1/ST-3
Hotel and SRO	501 Jones Street	Yes	60	LT-1ST-3
South of the Project Site				
Apartment Building	545 O'Farrell Street	Yes	75	LT-1
Apartment Building	555 O'Farrell Street	Yes	75	LT-1
Apartment Building	575 O'Farrell Street	Yes	75	LT-1
North of the Project Site				
Apartment Building	639 Geary Street	No	25	ST-1
Apartment Building (Future)	651 Geary Street	No	25	ST-1
Apartment Building	665 Geary Street	Yes	25	ST-1
SOURCE: Illingworth & Rodkin, Inc., 2019.				

Project Description

The project sponsor proposes the 550 O'Farrell Street project, with retained elements of the existing 550 O'Farrell Street structure, as well as a project variant that would involve complete demolition of the existing building. The proposed project would be a an approximately 104,946-sf, 13-story-over-basement, mixed-use building with 111 dwelling units, approximately 1,300 sf of ground-floor active space and basement- and ground-level 156 class 1 bicycle parking spaces. The project variant would be an approximately 106,515-sf, 13-story-over-basement, mixed-use building with 116 dwelling units, approximately 1,300 sf of ground-floor active space and basement- and ground-level 156 class 1 bicycle parking spaces. For purposes of this noise and vibration assessment, the proposed project and project variant would have similar effects, and are referred to herein as the "project" or the "proposed project."

The proposed project would require excavation of a majority of the site to depths of approximately 11 feet (rear of building) and 4.5 feet (front of building) below existing basement grades. In

addition, a portion (approximately 490 cubic yards) of the rear of the building would be backfilled, to accommodate a larger rear yard than existing conditions. The excavation would deepen the existing half basement, creating a full basement across a majority of the site, and remove enough soil for the installation of a new reinforced concrete mat slab foundation with grade beams and elevator pits. Total excavation depth would be about 16 feet below the existing sidewalk grade. Up to approximately 2,205 cubic yards of soil would be removed from the proposed project site, and below-grade excavation would require temporary shoring of excavation side walls. Up to 6,900 cubic yards of demolition debris would also be removed from the project site. Two existing 26- to 28-foot-wide curb cuts along the O'Farrell Street frontage would be removed.

The project sponsor anticipates that construction for the proposed project, or the project variant, would begin in spring 2021, span approximately 21 months and be conducted in three phases: (1) demolition, (2) excavation and shoring, and (3) construction. Demolition would last approximately one month, excavation and shoring approximately 2 months, and construction approximately 18 months. Heavy construction equipment, such as front loaders, backhoes, drilling equipment, tractors, graders, and trucks would be used for the project. In addition, jackhammers, cranes, pumps, and generators (to a limited degree) would be used. The proposed project would use a mat slab foundation system, which does not require pile driving. However, if piles were to be required, the project sponsor would implement torque-down piles, which do not generate excessive noise or vibration. Noise and vibration levels resulting from the installation of torque-down piles are similar to the levels produced by drilling (discussed under Impacts 1 and 2). The project sponsor is also contemplating incorporating prefabricated volumetric modular construction techniques to reduce construction costs and the construction period. These techniques are also beneficial in terms of reducing noise levels in the surrounding area by minimizing the construction equipment and construction activities at the site, as well as, and the overall noise-generating construction period. Construction activities would occur during the daytime only (between 7:00 a.m. and 8:00 p.m.).

Once constructed, the proposed building would be 13 stories tall, reaching 130 feet in height (146 feet in height to the top of the elevator penthouse). The building's parapet wall would be 2 feet in height, the mechanical and stair penthouse would be 10 feet in height, and the elevator penthouse would be 16 feet above the roofline, respectively. Rooftop equipment would include a cooling tower, exhaust fans, heat pumps, and an emergency generator, which would be enclosed in a room. The remainder of the roof-top equipment would be acoustically screened by metal panels, which would provide additional noise reduction. The proposed building would be set back approximately 31 feet from the rear property line. The proposed building (or project variant) would include a common rear yard and private rear decks at the ground floor and a common rear deck at the 13th floor.

Existing Noise Environment

Ambient noise levels were measured by *Illingworth & Rodkin, Inc.* between Wednesday, May 22, 2019 and Friday, May 24, 2019. Noise measurements were made with Larson Davis Model 820 Integrating Sound Level Meters (SLMs) set at "slow" response. The sound level meters were equipped with G.R.A.S. Type 40 AQ1/2-inch random incidence microphones fitted with windscreens. The sound level meters were calibrated prior to the noise measurements using a Larson Davis Model CAL200 acoustical calibrator. The response of the system was checked after each measurement session and was always found to be within 0.2 dBA. At the completion of monitoring, the measured interval noise level data were obtained from the SLM using the Larson

Davis SLM utility software program. All instrumentation meets the requirements of the American National Standards Institute (ANSI) SI 4-1983 for Type I use.

Weather conditions during the measurement period were good for noise monitoring. Meteorological conditions on Wednesday, Thursday, and Friday consisted of mostly clear skies, calm to light winds (0 to 5 mph), and seasonable temperatures (55° F to 65° F during midday).

Noise measurements were made to document ambient noise levels at the site at locations that were also representative of the nearest sensitive receptors including a hotel building to the west (570 O'Farrell Street), an apartment building to the east (at 540 O'Farrell Street), an apartment building to the north at 665 Geary Street, and residential buildings (545 and 555 O'Farrell Street) to the south (see Table 1, Figure 1 and Figure 2).

Appendix B displays the noise data collected at Site LT-1, which was at the southern edge of the rooftop of the existing building. The predominant noise source at Site LT-1 was the traffic noise along O'Farrell Street. This noise measurement location was selected to represent the noise environment at the proposed building façade along O'Farrell Street, as well as existing conditions at receptors in the project vicinity. Daytime noise levels at LT-1 typically ranged from 64 to 75 dBA L_{eq} , and nighttime noise levels typically ranged from 57 to 64 dBA L_{eq} . The day-night average noise level at Site LT-1 ranged from 70 to 71 dBA L_{dn} over the approximate 48-hour noise monitoring period, and was 71 dBA L_{dn} over the 24-hour noise monitoring period on Thursday, May 23, 2019.

Short-term, observed, noise measurements were made at locations ST-1, ST-2, and ST-3, which were also on the roof of the existing building. The noise levels measured at each of these sites were similar, with average noise levels ranging from 56 to 57 dBA L_{eq} during each 10-minute noise measurement. Vehicle traffic along O'Farrell and Geary Streets produced maximum instantaneous noise levels ranging from 58 to 64 dBA L_{max} and helicopter overflights produced maximum instantaneous noise levels ranging from 65 to 67 dBA L_{max} . The estimated day-night average noise levels at locations ST-1, ST-2, and ST-3 ranged from 62 to 63 dBA L_{dn} .

Noise measurement data are summarized in Table 2.

TABLE 2 Summary of Noise Monitoring (dBA)

Measurement Location	Time Period	Noise Level	Audible Noise Sources
Long-Term Measurements (24 hours or more)			
LT-1 – Rooftop of 550 O’Farrell Street Garage, south boundary, approximately 40 feet from roadway centerline.	5/22/19 to 5/24/19		Local Traffic along O’Farrell and Geary Streets
	Daytime Average:	68 L _{eq}	
	Nighttime Average:	61 L _{eq}	
	24-hour Average:	71 L _{dn}	
Short-Term Measurements (10 minutes)			
ST-1 - Rooftop of 550 O’Farrell Street Garage, north boundary.	Date: 5/22/19 Time: 10:50 am	56 L _{eq}	Local Traffic along Geary Street
ST-2 - Rooftop of 550 O’Farrell Street Garage, west boundary.	Date: 5/22/19 Time: 11:00 am	57 L _{eq}	Local Traffic along O’Farrell and Geary Streets, Helicopter, Siren
ST-3 - Rooftop of 550 O’Farrell Street Garage, east boundary.	Date: 5/22/19 Time: 11:10 am	57 L _{eq}	Local Traffic along O’Farrell and Geary Streets

SOURCE: Illingworth & Rodkin, Inc., 2019.

Noise and Vibration Impacts and Recommended Control Measures

This section describes the significance criteria used to evaluate project impacts under CEQA, provides a discussion of each project impact, and recommends control measures, where necessary, to reduce potential noise or vibration effects .

The following criteria were used to evaluate the significance of environmental noise resulting from the project:

1. **Temporary or Permanent Noise Increases in Excess of Established Standards.** A significant impact would be identified if project construction would result in a substantial temporary increase in ambient noise levels in the vicinity of the project in excess of noise standards contained in the Police Code or applicable standards of other agencies. The FTA establishes a noise threshold of 90 dBA L_{eq} for residential land uses. The planning department also evaluates whether construction noise would result in an increase of 10 dBA over existing noise levels (“Ambient + 10 dBA”) at sensitive receptors, which generally represents a perceived doubling of loudness. A significant impact would be identified if project operations would result in a substantial permanent increase in ambient noise levels in the vicinity. For operational noise sources such as mechanical equipment, the Police Code establishes a noise limit of 5 dBA above ambient for residential land uses. For operational noise sources such as increased vehicle traffic, a threshold of 3 dBA L_{dn} is used.

2. **Generation of Excessive Groundborne Vibration.** A significant impact would be identified if the construction of the project would generate excessive vibration levels. Caltrans establishes a vibration threshold of 0.25 in/sec PPV for historic buildings exposed to continuous or frequent intermittent vibration events.
3. **Exposure of Residents or Workers to Excessive Noise Levels in the Vicinity of a Private Airstrip or an Airport Land Use Plan.** A significant impact would be identified if the project would expose people residing or working in the project area to excessive aircraft noise levels in the vicinity of a private airstrip or an airport land use plan. Noise levels exceeding 65 dBA CNEL are considered incompatible with residential land uses.

Impact 1: Noise Levels in Excess of Standards. The proposed project could generate noise levels at the nearby sensitive receptors in excess of the standards established by the City of San Francisco or the Federal Transit Administration.

Temporary Construction Noise

Noise impacts resulting from construction depend upon the noise generated by various pieces of construction equipment, the timing and duration of noise-generating activities, and the distance between construction noise sources and noise-sensitive areas. Construction noise impacts primarily result when construction activities occur during noise-sensitive times of the day (e.g., early morning, evening, or nighttime hours), the construction occurs in areas immediately adjoining noise-sensitive receptors, or when construction lasts over extended periods of time.

The project sponsor anticipates that construction would begin in spring 2021, span approximately 21 months and be conducted in three phases: (1) demolition, (2) excavation and shoring, and (3) construction. Demolition would last approximately one month, excavation and shoring approximately 2 months, and construction approximately 18 months. Heavy construction equipment, such as excavators, tractors, loaders, backhoes, and rollers would be used for the project. In addition, a crane, air compressors, concrete saws, generators, mixers, forklifts, and welders would be used. Pile driving is not currently proposed as the proposed project would use a mat slab foundation system. Construction activities would not occur at night (between 8:00 p.m. of any day and 7:00 a.m. of the following day).

During each stage of construction, there would be a different mix of equipment operating, and noise levels would vary by stage and vary within stages, based on the amount of equipment in operation and the location at which the equipment is operating. Table 3 summarizes the construction noise levels calculated with the RCNM model based on construction equipment assumptions provided by the project applicant. The maximum instantaneous noise levels (L_{max}) and average noise level (L_{eq}) is shown for each type of equipment, The average noise level for the construction phase (L_{eq}) was calculated assuming the operation of the two loudest pieces of construction equipment simultaneously. Construction noise levels decrease by 6 dBA with each doubling of distance between the noise source and receptor. Table 4 summarizes the hourly average noise levels expected at the nearest receptors during project construction activities.

TABLE 3 Construction Noise Levels at 50 Feet (dBA)

Construction Phase	Equipment Type	Equipment Lmax	Equipment Leq	Construction Phase Leq
Demolition	Air Compressors	78	74	85
	Concrete/Industrial Saws	90	83	
	Excavators	81	77	
	Tractors/Loaders/Backhoes	84	80	
	Generator Sets	81	78	
Excavation & Shoring	Excavators	81	e	82
	Rollers	80	73	
	Tractors/Loaders/Backhoes	84	80	
Building Construction	Air Compressors	78	74	80
	Cement and Mortar Mixers	80	77	
	Cranes	81	73	
	Forklifts	75	68	
	Generator Sets	81	78	
	Welders	74	70	

Source: Illingworth & Rodkin, Inc., August 2019.

TABLE 4 Construction Noise Levels at Nearest Sensitive Receptors (dBA Leq)

Construction Phase	Leq at 50 feet	Leq at 40 feet ¹	Leq at 90 feet ²	Leq at 120 feet ³	Exceeds 90 dBA Leq Threshold for Residences?	Exceeds Ambient (56 dBA) by 10 dBA or more?
Demolition	85	87	80	77	No	Yes (21-31 dBA)
Excavation & Shoring	82	84	77	74	No	Yes (18-28 dBA)
Building Construction	80	82	75	72	No	Yes (16-26 dBA)

Notes: 1. Represents buildings immediately adjacent to the site (540 and 570 O'Farrell Street).
 2. Represents buildings north and east of the site (639, 651, and 665 Geary Street, and 501 Jones Street).
 3. Represents buildings south of the site (545, 555, 575 and 580 O'Farrell Street).

Source: Illingworth & Rodkin, Inc., August 2019.

Construction activities generate considerable amounts of noise, especially during earth-moving activities and during the construction of the building's foundation when heavy equipment is used. The highest noise levels would be generated during grading, excavation, and foundation construction. The hauling of excavated materials and construction materials would generate truck trips on local roadways, as well. Noise-sensitive residential and commercial land uses surround the site (see Table 1 and Figure 2). As shown in Table 4, during project construction, construction noise levels would generally fall within the range of 72 to 87 dBA Leq at the nearest receptors. Construction noise levels would not exceed the FTA's 90 dBA Leq threshold established for daytime construction activities, but would exceed the background noise level at sensitive receptor locations by 16 to 31 dBA throughout the duration of project construction.

Section 2907 of the Police Code states that, “it shall be unlawful for any person to operate any powered construction equipment if the operation of such equipment emits noise at a level in excess of 80 dBA when measured at a distance of 100 feet from such equipment, or an equivalent sound level at some other convenient distance.” Based on the data contained in Table 3, the operation of concrete saws would have the potential to exceed the 86 dBA at 50 feet (or equivalent 80 dBA at 100 feet) noise limit for construction equipment (as specified in section 2907 of the police code) by up to 6 dBA. However, Section 2907 does not apply to impact tools and equipment when properly muffled, or pavement breakers and jackhammers when equipped with acoustical shields or shrouds. Additionally, the concrete saw would require the appropriate shielding as required by the noise ordinance.

Permanent Noise Increase due to Project-Generated Traffic Noise

A significant impact would result if traffic generated by the project would substantially increase noise levels at sensitive receptors in the vicinity. A substantial increase would occur if: a) the noise level increase is 5 dBA L_{dn} or greater, with a future noise level of less than 60 dBA L_{dn} , or b) the noise level increase is 3 dBA L_{dn} or greater, with a future noise level of 60 dBA L_{dn} or greater. Residences near the project site are exposed to existing noise levels greater than 60 dBA L_{dn} ; therefore, a significant noise increase would occur if project-generated traffic would permanently increase noise levels by 3 dBA L_{dn} . For reference, a 3 dBA L_{dn} noise increase would be expected if the project would double existing traffic volumes along a roadway.

The proposed project would remove the existing 550 O’Farrell Street garage that currently occupies the project site with 119 vehicle parking spaces. The reduced number of parking spaces and change in land uses would correlate to reduced vehicle trips. The travel demand generated by the proposed project or variant would be up to approximately 241 vehicle trips per day (15 vehicle trips during the p.m. peak period) and is too small to double existing traffic volumes along roadways serving the site. Therefore, the project’s contribution to increased traffic noise levels along roadways serving the site would be below the 3 dBA L_{dn} criteria. Traffic noise level increases in the project vicinity would not be considered substantial.

Permanent Noise Increase due to Project Fixed Mechanical Equipment

High-rise structures typically include various fixed mechanical equipment for heating, ventilation, and air-conditioning needs, as well as back-up power generation, and the operation of such mechanical equipment would increase ambient noise levels at receptors in the project vicinity. Rooftop equipment would include a cooling tower, exhaust fans, heat pumps, and an emergency generator, which would be enclosed in a generator room. The remainder of the roof-top equipment would be acoustically screened by metal panels, which would cause most of the noise to be projected upward and away from neighboring properties.

Section 2909 of the Police Code establishes noise limits from mechanical sources for various land uses throughout the community. For noise generated by residential uses, the limit is 5 dBA in excess of the ambient noise. The nighttime ambient noise level is 46 dBA based on the results of the noise monitoring; therefore, the mechanical equipment noise limit would be 51 dBA. The Noise Ordinance also provides an interior noise limit for fixed noise sources, such as mechanical equipment. Fixed noise sources may not exceed 45 dBA between the hours of 10:00 p.m. to 7:00 a.m. or 55 dBA between the hours of 7:00 a.m. to 10:00 p.m. with windows open, except where

building ventilation is achieved through mechanical systems that allow windows to remain closed. Assuming standard residential construction methods, exterior noise levels at the nearby receptor building façades would have to exceed 60 dBA in order to exceed 45 dBA indoors.

Manufacturer's noise data for the cooling tower and garage exhaust fan (i.e., the predominant rooftop noise sources) were reviewed to calculate noise levels at the property lines of the nearest receptors. A review of these data indicates that the cooling tower produces a noise level of 57 dBA at 50 feet and the garage exhaust fan produces a noise level of 72 dBA at 5 feet (or 52 dBA at 50 feet). The combined noise level resulting from the operation of this equipment is calculated to be 58 dBA at 50 feet. The mechanical equipment screen would provide a minimum of 5 dBA of noise reduction where the line of sight from receptors to the equipment is interrupted by the barrier assuming that the screen is solid over the face and at the base of the barrier. Receptors to the west and east of the project site are located in buildings that are six-stories or less in height. A minimum of 11 dBA of additional acoustical attenuation would be provided by the building itself for adjacent receptors to the west and east because these receptors would have a very limited to no direct view of the equipment proposed on the roof of the building. Noise levels are calculated to be 45 dBA or less at the nearest receptors to the west and east, 47 dBA at the nearest property line to the south, and 45 dBA at the nearest property line to the north. Operation noise levels due to roof-top mechanical equipment would not exceed ambient noise conditions by 5 dBA, nor produce noise levels that would exceed 45 dBA inside the nearest residences between the hours of 10:00 p.m. to 7:00 a.m. or 55 dBA between the hours of 7:00 a.m. to 10:00 p.m. with windows open.

Cumulative Construction Noise

Cumulative projects proposed within 160 feet of the project site could produce noise levels during construction that could contribute to noticeably higher construction noise levels at nearby sensitive receptors. Construction noise levels from projects located further than 160 feet from the site would not measurably contribute to construction noise levels generated on site. A review of the cumulative project list dated July 12, 2019¹ indicates that the only cumulative project that could contribute to higher construction noise levels is the 13-story apartment building proposed at 651 Geary Street, immediately north of the project site (see Figures 1 and 2 – 651 Geary Street). Cumulative noise increases associated with project construction could result if this project were to be constructed at the same time and affect the same sensitive receptors bordering the two sites. Given the project similarities, it is reasonable to assume that the construction of the 651 Geary Street project would produce similar noise levels as the construction of the proposed project. The relative increase in noise levels resulting from the simultaneous construction of the two projects, as opposed to the construction of a single project only, would be about 3 dBA L_{eq} . Such a noise level increase would be perceived as a just noticeable increase in construction noise levels. The Police Code construction noise level limit would be enforced at both construction sites, limiting maximum instantaneous noise levels to 80 dBA at 100 feet. Maximum instantaneous noise levels from cumulative construction activities would be limited as specified in the Police Code and cumulative construction noise levels would not be substantially increased. Cumulative construction noise levels would exceed the background noise level at sensitive receptor locations by more than 10 dBA.

¹ San Francisco Planning Department, *Cumulative Projects within One Quarter-Mile of 550 O'Farrell Street*, July 12, 2019.

Recommended Noise Control Measures for Construction Noise - Construction Noise Logistics Plan:

The potential short-term noise impacts associated with the construction of the project would be reduced with the implementation of a construction noise logistics plan, which would include, but not be limited to, the following measures to reduce construction noise levels as low as feasible:

- Equip all internal combustion engine-driven equipment with mufflers, which are in good condition and appropriate for the equipment.
- Utilize ‘quiet’ models of air compressors and other stationary noise sources where technology exists.
- Locate stationary equipment as far away as possible from adjacent land uses and/or construct temporary noise barriers, where feasible, to screen such equipment. Temporary noise barrier fences would provide a 5 dBA noise reduction if the noise barrier interrupts the line-of-sight between the noise source and receptor and if the barrier is constructed in a manner that eliminates any cracks or gaps.
- Unnecessary idling of internal combustion engines should be strictly prohibited.
- The construction staging area should be located on O’Farrell Street and as far as feasible from noise-sensitive receptors. Locate material stockpiles, as well as maintenance/equipment staging and parking areas, as far as feasible from residential receptors.
- Control noise from construction workers’ radios to a point where they are not audible at existing residences bordering the project site.
- Where feasible, temporary power service from local utility companies should be used instead of portable generators.
- Locate cranes as far from adjoining noise-sensitive receptors as possible.
- During final grading, substitute graders for bulldozers, where feasible. Wheeled heavy equipment are quieter than track equipment and should be used where feasible.
- Substitute nail guns for manual hammering, where feasible.
- Avoid the use of hydra break rams and hoe rams during demolition.
- Avoid the use of concrete saws, circular saws, miter/chop saws, and radial arm saws near the adjoining noise-sensitive receptors. Where feasible, shield saws with a solid screen with material having a minimum surface density of 2 lbs/ft² (e.g., such as 3/4” plywood).
- During interior construction, the exterior windows facing noise-sensitive receptors should be closed.

- During interior construction, locate noise-generating equipment within the building to break the line-of-sight to the adjoining receptors.
- The contractor shall prepare a detailed construction schedule for major noise-generating construction activities. The construction plan shall identify a procedure for coordination with adjacent residential land uses so that construction activities can be scheduled to minimize noise disturbance.
- Designate a Construction Manager who shall:
 - Clearly post his/her name and phone number(s) on signs visible during each phase of the construction program.
 - Notify area residents of construction activities, schedules, and impacts.
 - Receive and act on complaints about construction noise disturbances.
 - Determine the cause(s) and implement remedial measures as necessary to alleviate potentially significant problems related to construction noise.
Request night noise permits from the San Francisco Department of Building Inspection (DBI) if any activity, including deliveries or staging, is anticipated outside of work hours that has the potential to exceed noise standards. If such activity is required in response to an emergency or other unanticipated conditions, night noise permits shall be requested as soon as feasible for any ongoing response activities. Notify the Planning Department's Development Performance Coordinator at the time that night noise permits are requested or as soon as possible after emergency/unanticipated activity causing noise with the potential to exceed noise standards has occurred.
- The Noise Control Plan shall be reviewed and approved by the San Francisco Planning Department prior to implementation. Noise monitoring shall be completed by a qualified noise consultant.
- A noise monitoring log report shall be prepared by the Construction Manager or other designated person(s) on a weekly basis and shall be made available to the Planning Department when requested. The log shall include any complaints received, whether in connection with an exceedance or not, as well as any complaints received through calls to 311 or DBI if the contractor is made aware of them (for example, via a DBI notice, inspection, or investigation). Any weekly report that includes an exceedance or for a period during which a complaint is received should be submitted to the Development Performance Coordinator within 3 business days following the week in which the exceedance or complaint occurred. A report also shall be submitted to the Planning Department Development Performance Coordinator at the completion of each construction phase. The report shall document noise levels, exceedances of threshold levels, if reported, and corrective action(s) taken.

The implementation of the reasonable and feasible controls outlined above would reduce construction noise levels emanating from the site, minimizing disruption and annoyance.

Impact 2: Generation of Excessive Groundborne Vibration. Construction-related vibration levels would exceed 0.25 in/sec PPV at nearby historic buildings.

Figure 2 shows the project site and surrounding buildings. Historic buildings to the west and east directly abut the project site. The nearest buildings to the north are approximately 25 feet from the project site, and the nearest buildings to the south are approximately 75 feet from the project site; of these buildings, all but 639 Geary Street and 651 Geary Street are historic resources.

Vibration impacts to structures are usually significant if construction vibration could potentially result in structural or cosmetic damage or, in the case of an historic resource, materially alter the resource pursuant to CEQA Guidelines section 15064.5. This analysis establishes a vibration limit of 0.25 in/sec PPV to minimize the potential for cosmetic damage to nearby sensitive structures. The FTA has established this guideline for “historic and some old buildings” that are subjected to continuous or frequent intermittent sources of vibration (see Appendix Table C2). As discussed in detail below, vibration levels exceeding this threshold would be capable of cosmetically damaging adjacent historic buildings. Cosmetic damage (also known as threshold damage) is defined as hairline cracking in plaster, the opening of old cracks, the loosening of paint or the dislodging of loose objects. Minor damage is defined as hairline cracking in masonry or the loosening of plaster. Major structural damage is defined as wide cracking or the shifting of foundation or bearing walls.

Table 5 presents typical vibration levels from construction equipment at 25 feet. Jackhammers typically generate vibration levels of 0.035 in/sec PPV, and drilling typically generates vibration levels of 0.09 in/sec PPV at 25 feet. Vibration levels would vary depending on soil conditions, construction methods, and equipment used. Table 5 also presents construction vibration levels at various distances from the construction equipment. Calculations were made to estimate vibration levels at distances of 5 feet from project construction areas, to represent adjacent buildings to the west and east, as well as distances of 25, 35, 60, and 75 feet from the site to represent other nearby buildings.

TABLE 5 Vibration Levels for Construction Equipment at Various Distances

Equipment		PPV at 5 ft. ¹ (in/sec)	PPV at 25 ft. ² (in/sec)	PPV at 35 ft. ³ (in/sec)	PPV at 60 ft. ⁴ (in/sec)	PPV at 75 ft. ⁵ (in/sec)
Clam shovel drop		1.186	0.202	0.140	0.077	0.060
Hydromill (slurry wall)	in soil	0.047	0.008	0.006	0.003	0.002
	in rock	0.100	0.017	0.012	0.006	0.005
Vibratory Roller		1.233	0.210	0.145	0.080	0.063
Hoe Ram		0.523	0.089	0.061	0.034	0.027
Large bulldozer		0.523	0.089	0.061	0.034	0.027
Caisson drilling		0.523	0.089	0.061	0.034	0.027
Loaded trucks		0.446	0.076	0.052	0.029	0.023
Jackhammer		0.206	0.035	0.024	0.013	0.010
Small bulldozer		0.018	0.003	0.002	0.001	0.001

- Notes:
1. Represents buildings immediately adjacent to the site (540 and 570 O'Farrell Street).
 2. Represents buildings north of the site (639, 651, and 665 Geary Street).
 3. Represents building west of the site (580 O'Farrell Street).
 4. Represents building east of the site (501 Jones Street).
 5. Represents buildings south of the site (545 and 555 O'Farrell Street).
 6. Vibration levels are highest close to the source, and then attenuate with increasing distance at the rate $(D_{ref}/D)^{1.1}$, where D is the distance from the source in feet and D_{ref} is the reference distance of 25 feet.
 7. **Red values** indicate an exceedance of the 0.25 in/sec PPV criteria established for historic buildings.

Source: Transit Noise and Vibration Impact Assessment Manual, Table 7-4, Federal Transit Administration, Office of Planning and Environment, U.S. Department of Transportation, September 2018, as modified by Illingworth & Rodkin, Inc., June 2019.

Project construction activities, such as drilling, the use of jackhammers, rock drills and other high-power or vibratory tools, and rolling stock equipment (tracked vehicles, compactors, etc.) may generate substantial vibration in the immediate vicinity of historic properties located at 540 and 570 O'Farrell Street. Some activities would occur at distances of about 5 feet, and at this distance, vibration levels due to construction are conservatively calculated to reach up to 1.2 in/sec PPV, which would exceed the 0.25 in/sec PPV threshold for historic buildings.

The US Bureau of Mines has analyzed the effects of blast-induced vibration on buildings in USBM RI 8507,² and these findings have been applied to vibrations emanating from construction equipment on buildings.³ As shown in Figure 3, these studies indicate an approximate 20% probability of “threshold damage” (referred to as cosmetic damage elsewhere in this report) at vibration levels of 1.2 in/sec PPV or less and no observations of “minor damage” or “major damage” were made at vibration levels of 1.2 in/sec PPV or less. Figure 3 presents the damage probability, as reported in USBM RI 8507 and reproduced by Dowding, assuming a maximum vibration level of 1.2 in/sec PPV. Based on these data, cosmetic or threshold damage would be manifested in the form of hairline cracking in plaster, the opening of old cracks, the loosening of paint or the dislodging of loose objects. However, minor damage (e.g., hairline cracking in masonry or the loosening of plaster) or major structural damage (e.g., wide cracking or shifting of

² Siskind, D.E., M.S. Stagg, J.W. Kopp, and C.H. Dowding, Structure Response and Damage Produced by Ground Vibration from Surface Mine Blasting, RI 8507, Bureau of Mines Report of Investigations, U.S. Department of the Interior Bureau of Mines, Washington, D.C., 1980.

³ Dowding, C.H., Construction Vibrations, Prentice Hall, Upper Saddle River, 1996.

foundation or bearing walls) would not occur at the nearest buildings to the site, assuming a maximum vibration level of 1.2 in/sec PPV.

Heavy vibration-generating construction equipment, such as vibratory rollers or clam shovel drops, would have the potential to produce vibration levels of 0.25 in/sec PPV or more at historic buildings within 20 feet of the project site (i.e., 540 and 570 O'Farrell Street).

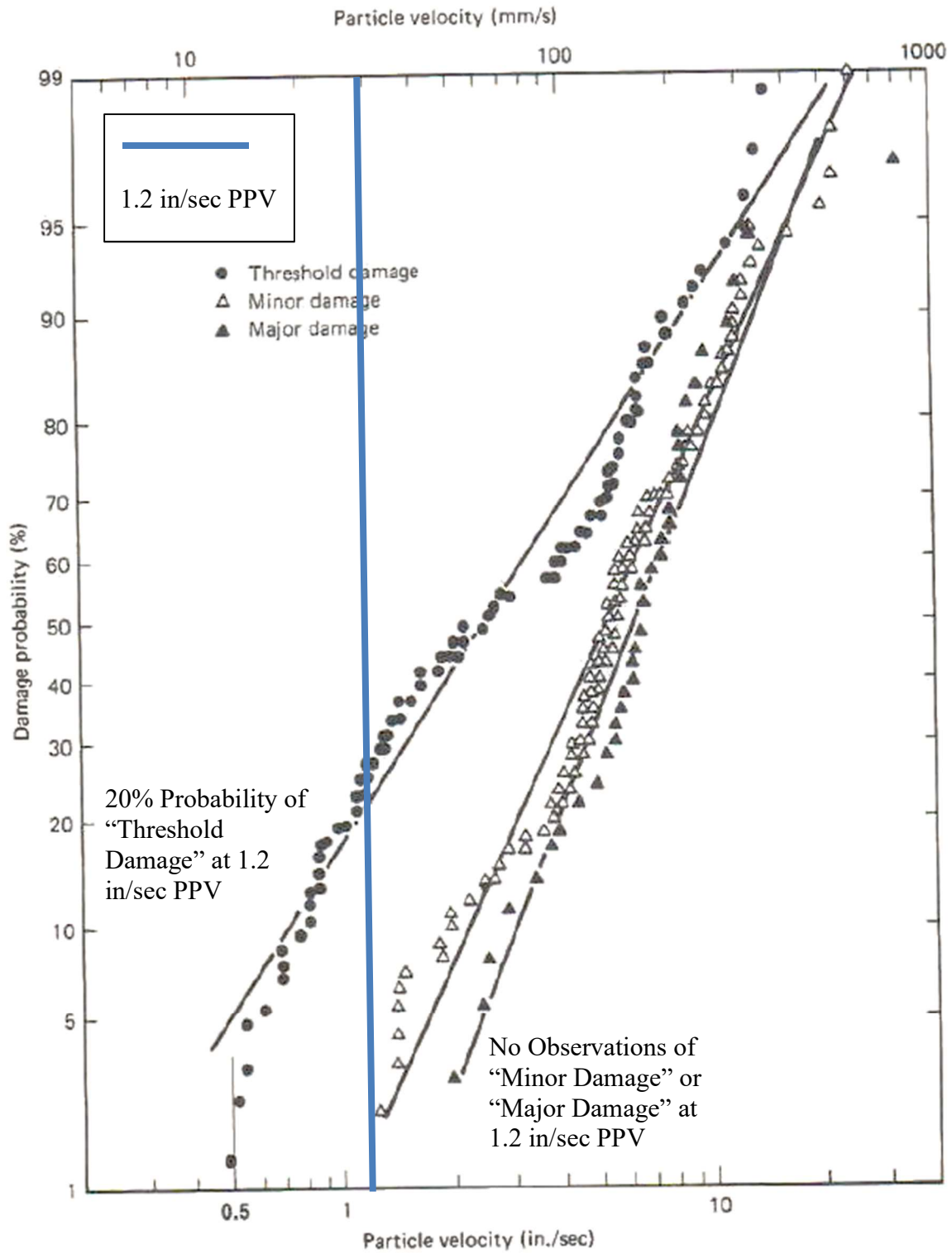
At these locations, and in other surrounding areas where vibration would not be expected to cause cosmetic damage, vibration levels may still be perceptible. However, as with any type of construction, perceptible vibration would be anticipated. Given the intermittent and short duration of the phases that have the highest potential of producing vibration (use of jackhammers and other high-power tools), the use of administrative controls, such as notifying neighbors of scheduled construction activities and scheduling construction activities with the highest potential to produce perceptible vibration during hours with the least potential to affect nearby businesses, would minimize annoyance due to perceptible vibration at nearby sensitive receptors.

In summary, the construction of the project would generate vibration levels exceeding the threshold of 0.25 in/sec PPV at historic properties within 20 feet of the site. Such vibration levels would be capable of causing building damage of the adjacent buildings to the west and east (i.e., 540 and 570 O'Farrell Street). A series of recommended Construction Vibration Controls are discussed below; these controls would avoid substantial adverse vibration effects on adjacent buildings.

Cumulative Construction Vibration

Specific construction schedules and plans for cumulative construction projects are not available at this time; therefore, it is not possible to determine time periods where overlapping construction may occur and exact vibration levels at sensitive receptors due to project and cumulative construction projects. Vibration levels drop off rapidly with distance from the vibration source, so there is a very low chance that a cumulative increase in ground vibration would occur from cumulative construction activities occurring on separate construction sites. In general, additional construction equipment resulting from cumulative construction projects would result in more frequent vibration events, though not necessarily higher overall vibration levels. The chance is very low that the vibration levels from project and cumulative construction would occur at precisely the same time, occur within very close proximity to the same receptor, and add to one another. In the rare instance that overlapping construction would occur and contribute to higher vibration levels, the implementation of the project's construction vibration controls would be sufficient to reduce the potential for a cumulative vibration impact.

FIGURE 3 Probability of Cracking and Fatigue from Repetitive Loading



Construction Vibration Controls - 540 and 570 O'Farrell Street:

- Vibration levels from heavy construction equipment known to produce high vibration levels (i.e., loaded trucks, large drills, tracked vehicles, vibratory rollers, hoe rams) shall be monitored during operation.
- Place operating equipment on the construction site as far as possible from vibration-sensitive receptors.
- Use smaller equipment to minimize vibration levels below the limits.
- Avoid using vibratory rollers and tampers near sensitive areas.
- Select demolition methods not involving impact tools.
- Modify/design or identify alternative construction methods to reduce vibration levels below the limits.
- Avoid dropping heavy objects or materials.
- The project sponsor shall retain the services of a qualified structural engineer or vibration consultant and preservation architect that meet the Secretary of the Interior's Historic Preservation Professional Qualification Standards to conduct a Pre-Construction Assessment at historic properties within 20 feet of the site (i.e., 540 and 570 O'Farrell Street).

Prior to any demolition or ground-disturbing activity, the Pre-Construction Assessment shall be prepared to establish a baseline and shall contain written and photographic descriptions of the existing condition of the visible exteriors from public rights-of-way of the adjacent buildings and in interior locations upon permission of the owners of the adjacent properties. The Pre-Construction Assessment shall determine specific locations to be monitored and include annotated drawings of the buildings to locate accessible digital photo locations and locations of survey markers and/or other monitoring devices to measure vibrations. The Pre-Construction Assessment shall be submitted to the Planning Department along with the Demolition and Site Permit Applications.

The structural engineer and/or vibration consultant in consultation with the preservation architect shall develop, and the project sponsors shall implement, a Vibration Management and Monitoring Plan to protect nearby historic buildings against damage caused by vibration or differential settlement caused by vibration during project construction activities. In this plan, the maximum vibration level not to be exceeded at each building shall be 0.25 inch per second, or a level determined by the site-specific assessment made by the structural engineer and/or the vibration consultant in coordination with the preservation architect for the project. The Vibration Management and Monitoring Plan shall document the criteria used in establishing the maximum vibration level for the project. The plan shall include pre-construction surveys and continuous vibration monitoring throughout the duration of the major construction project activities that would require heavy-duty equipment to ensure that vibration levels do not exceed the established

standard. The Vibration Management and Monitoring Plan shall be submitted to Planning Department Preservation staff prior to issuance of any demolition or construction permits.

Should vibration levels be observed in excess of the standard, or if damage to adjacent buildings is observed, construction shall be halted and alternative techniques put in practice, to the extent feasible. The structural engineer and/or vibration consultant and the historic preservation consultant shall conduct regular periodic inspections of digital photographs, survey markers, and/or other monitoring devices during ground-disturbing activity at the project site. The buildings shall be protected to prevent further damage and remediated to pre-construction conditions as shown in the Pre-Construction Assessment with the consent of the building owner. Any remedial repairs shall not require building upgrades to comply with current San Francisco Building Code standards. A final report on the vibration monitoring shall be submitted to Planning Department Preservation staff prior to the issuance of a Certificate of Occupancy.

Impact 3 Exposure of Residents or Workers to Excessive Noise Levels in the Vicinity of a Private Airstrip or an Airport Land Use Plan. The project site would not be exposed to excessive aircraft noise.

The project site is located over 10 miles from both San Francisco International Airport and Oakland International Airport. Noise levels from aircraft associated with these airports are best represented by noise contour information published by each airport.^{4,5} The project site lies well outside each airport's 65 dBA CNEL noise contour and noise levels resulting from aircraft would be compatible with the proposed land use.

⁴ San Francisco International Airport 14 Code of Federal Regulations (CFR) Part 150 Study Update Noise Compatibility Program, July 2018, https://media.flysfo.com/media/sfo/noise-abatement/sfo_p150_2019-nem-36x24-plot-signed_ada.pdf, accessed May 16, 2019.

⁵ Oakland International Airport Annual 2018 Noise Contours, March 2019, http://flyquietaok.com/sites/default/files/documents/2019-04/302551_005_OAK_Annual_2018_Contour.pdf, accessed May 16, 2019.

Appendix A – Noise and Vibration Fundamentals

Fundamentals of Environmental Noise

Noise may be defined as unwanted sound. Noise is usually objectionable because it is disturbing or annoying. The objectionable nature of sound could be caused by its *pitch* or its *loudness*. *Pitch* is the height or depth of a tone or sound, depending on the relative rapidity (*frequency*) of the vibrations by which it is produced. Higher pitched signals sound louder to humans than sounds with a lower pitch. *Loudness* is intensity of sound waves combined with the reception characteristics of the ear. Intensity may be compared with the height of an ocean wave in that it is a measure of the amplitude of the sound wave.

In addition to the concepts of pitch and loudness, there are several noise measurement scales which are used to describe noise in a particular location. A *decibel (dB)* is a unit of measurement which indicates the relative amplitude of a sound. The zero on the decibel scale is based on the lowest sound level that the healthy, unimpaired human ear can detect. Sound levels in decibels are calculated on a logarithmic basis. An increase of 10 decibels represents a ten-fold increase in acoustic energy, while 20 decibels is 100 times more intense, 30 decibels is 1,000 times more intense, etc. There is a relationship between the subjective noisiness or loudness of a sound and its intensity. Each 10 decibel increase in sound level is perceived as approximately a doubling of loudness over a fairly wide range of intensities. Technical terms are defined in Table A1.

There are several methods of characterizing sound. The most common in California is the *A-weighted sound level (dBA)*. This scale gives greater weight to the frequencies of sound to which the human ear is most sensitive. Representative outdoor and indoor noise levels in units of dBA are shown in Table A2. Because sound levels can vary markedly over a short period of time, a method for describing either the average character of the sound or the statistical behavior of the variations must be utilized. Most commonly, environmental sounds are described in terms of an average level that has the same acoustical energy as the summation of all the time-varying events. This *energy-equivalent sound/noise descriptor* is called L_{eq} . The most common averaging period is hourly, but L_{eq} can describe any series of noise events of arbitrary duration.

The scientific instrument used to measure noise is the *sound level meter*. Sound level meters can accurately measure environmental noise levels to within about plus or minus 1 dBA. Various computer models are used to predict environmental noise levels from sources, such as roadways and airports. The accuracy of the predicted models depends upon the distance the receptor is from the noise source. Close to the noise source, the models are accurate to within about plus or minus 1 to 2 dBA.

Since the sensitivity to noise increases during the evening and at night -- because excessive noise interferes with the ability to sleep -- 24-hour descriptors have been developed that incorporate artificial noise penalties added to quiet-time noise events. The *Community Noise Equivalent Level (CNEL)* is a measure of the cumulative noise exposure in a community, with a 5 dB penalty added to evening (7:00 pm - 10:00 pm) and a 10 dB addition to nocturnal (10:00 pm - 7:00 am) noise levels. The *Day/Night Average Sound Level (L_{dn})* is essentially the same as CNEL, with the exception that the evening time period is dropped and all occurrences during this three-hour period are grouped into the daytime period.

Effects of Noise

Sleep and Speech Interference

The thresholds for speech interference indoors are about 45 dBA if the noise is steady and above 55 dBA if the noise is fluctuating. Outdoors the thresholds are about 15 dBA higher. Steady noises of sufficient intensity (above 35 dBA) and fluctuating noise levels above about 45 dBA have been shown to affect sleep. Interior residential standards for multi-family dwellings are set by the State of California at 45 dBA L_{dn} . Typically, the highest steady traffic noise level during the daytime is about equal to the L_{dn} and nighttime levels are 10 dBA lower. The standard is designed for sleep and speech protection and most jurisdictions apply the same criterion for all residential uses. Typical structural attenuation is 12 to 17 dBA with open windows. With closed windows in good condition, the noise attenuation factor is around 20 dBA for an older structure and 25 dBA for a newer dwelling. Sleep and speech interference is therefore possible when exterior noise levels are about 57 to 62 dBA L_{dn} with open windows and 65 to 70 dBA L_{dn} with standard construction if the windows are closed.

Annoyance

Attitude surveys are used for measuring the annoyance felt in a community for noises intruding into homes or affecting outdoor activity areas. In these surveys, it was determined that the causes for annoyance include interference with speech, radio and television, house vibrations, and interference with sleep and rest. The L_{dn} as a measure of noise has been found to provide a valid correlation of noise level and the percentage of people annoyed. People have been asked to judge the annoyance caused by aircraft noise and ground transportation noise. There continues to be disagreement about the relative annoyance of these different sources. When measuring the percentage of the population highly annoyed, the threshold for ground vehicle noise is about 50 dBA L_{dn} . At a L_{dn} of about 60 dBA, approximately 12 percent of the population is highly annoyed. When the L_{dn} increases to 70 dBA, the percentage of the population highly annoyed increases to about 25 to 30 percent of the population. There is, therefore, an increase of about 2 percent per dBA between a L_{dn} of 60 to 70 dBA. Between a L_{dn} of 70 to 80 dBA, each decibel increase, increases by about 3 percent, the percentage of the population highly annoyed. People appear to respond more adversely to aircraft noise. When the L_{dn} is 60 dBA, approximately 30 to 35 percent of the population is believed to be highly annoyed.

TABLE A1 Definition of Acoustical Terms Used in this Report

Term	Definition
Decibel, dB	A unit describing, the amplitude of sound, equal to 20 times the logarithm to the base 10 of the ratio of the pressure of the sound measured to the reference pressure. The reference pressure for air is 20 micro Pascals.
Sound Pressure Level	Sound pressure is the sound force per unit area, usually expressed in micro Pascals (or 20 micro Newtons per square meter), where 1 Pascal is the pressure resulting from a force of 1 Newton exerted over an area of 1 square meter. The sound pressure level is expressed in decibels as 20 times the logarithm to the base 10 of the ratio between the pressures exerted by the sound to a reference sound pressure (e. g., 20 micro Pascals). Sound pressure level is the quantity that is directly measured by a sound level meter.
Frequency, Hz	The number of complete pressure fluctuations per second above and below atmospheric pressure. Normal human hearing is between 20 Hz and 20,000 Hz. Infrasonic sound are below 20 Hz and Ultrasonic sounds are above 20,000 Hz.
A-Weighted Sound Level, dBA	The sound pressure level in decibels as measured on a sound level meter using the A-weighting filter network. The A-weighting filter de-emphasizes the very low and very high frequency components of the sound in a manner similar to the frequency response of the human ear and correlates well with subjective reactions to noise.
Equivalent Noise Level, L_{eq}	The average A-weighted noise level during the measurement period.
L_{max} , L_{min}	The maximum and minimum A-weighted noise level during the measurement period.
L_{01} , L_{10} , L_{50} , L_{90}	The A-weighted noise levels that are exceeded 1%, 10%, 50%, and 90% of the time during the measurement period.
Day/Night Noise Level, L_{dn} or DNL	The average A-weighted noise level during a 24-hour day, obtained after addition of 10 decibels to levels measured in the night between 10:00 pm and 7:00 am.
Community Noise Equivalent Level, CNEL	The average A-weighted noise level during a 24-hour day, obtained after addition of 5 decibels in the evening from 7:00 pm to 10:00 pm and after addition of 10 decibels to sound levels measured in the night between 10:00 pm and 7:00 am.
Ambient Noise Level	The composite of noise from all sources near and far. The normal or existing level of environmental noise at a given location.
Intrusive	That noise which intrudes over and above the existing ambient noise at a given location. The relative intrusiveness of a sound depends upon its amplitude, duration, frequency, and time of occurrence and tonal or informational content as well as the prevailing ambient noise level.

Source: Handbook of Acoustical Measurements and Noise Control, Harris, 1998.

TABLE A2 Typical Noise Levels in the Environment

Common Outdoor Activities	Noise Level (dBA)	Common Indoor Activities
Jet fly-over at 1,000 feet	110 dBA	Rock band
Gas lawn mower at 3 feet	100 dBA	
Diesel truck at 50 feet at 50 mph	90 dBA	Food blender at 3 feet
Noisy urban area, daytime	80 dBA	Garbage disposal at 3 feet
Gas lawn mower, 100 feet Commercial area	70 dBA	Vacuum cleaner at 10 feet Normal speech at 3 feet
Heavy traffic at 300 feet	60 dBA	Large business office Dishwasher in next room
Quiet urban daytime	50 dBA	Theater, large conference room
Quiet urban nighttime Quiet suburban nighttime	40 dBA	Library Bedroom at night, concert hall (background)
Quiet rural nighttime	30 dBA	Broadcast/recording studio
	20 dBA	
	10 dBA	
	0 dBA	

Source: Technical Noise Supplement (TeNS), California Department of Transportation, September 2013.

Fundamentals of Groundborne Vibration

Ground vibration consists of rapidly fluctuating motions or waves with an average motion of zero. Several different methods are typically used to quantify vibration amplitude. One method is the Peak Particle Velocity (PPV). The PPV is defined as the maximum instantaneous positive or negative peak of the vibration wave. In this report, a PPV descriptor with units of mm/sec or in/sec is used to evaluate construction generated vibration for building damage and human complaints. Table A3 displays the reactions of people and the effects on buildings that continuous vibration levels produce. The guidelines in Table A3 represent syntheses of vibration criteria for human response and potential damage to buildings resulting from construction vibration.

Construction activities can cause vibration that varies in intensity depending on several factors. The use of pile driving and vibratory compaction equipment typically generates the highest construction related groundborne vibration levels. Because of the impulsive nature of such activities, the use of the PPV descriptor has been routinely used to measure and assess groundborne vibration and almost exclusively to assess the potential of vibration to induce structural damage and the degree of annoyance for humans.

The two primary concerns with construction-induced vibration, the potential to damage a structure and the potential to interfere with the enjoyment of life, are evaluated against different vibration limits. Human perception to vibration varies with the individual and is a function of physical setting and the type of vibration. Persons exposed to elevated ambient vibration levels, such as people in an urban environment, may tolerate a higher vibration level.

Structural damage can be classified as cosmetic only, such as paint flaking or minimal extension of cracks in building surfaces; minor, including limited surface cracking; or major, that may threaten the structural integrity of the building. Safe vibration limits that can be applied to assess the potential for damaging a structure vary by researcher. The damage criteria presented in Table A3 include several categories for ancient, fragile, and historic structures, the types of structures most at risk to damage. Most buildings are included within the categories ranging from “Historic and some old buildings” to “Modern industrial/commercial buildings”. Construction-induced vibration that can be detrimental to the building is very rare and has only been observed in instances where the structure is at a high state of disrepair and the construction activity occurs immediately adjacent to the structure.

The annoyance levels shown in Table A3 should be interpreted with care since vibration may be found to be annoying at lower levels than those shown, depending on the level of activity or the sensitivity of the individual. To sensitive individuals, vibrations approaching the threshold of perception can be annoying. Low-level vibrations frequently cause irritating secondary vibration, such as a slight rattling of windows, doors, or stacked dishes. The rattling sound can give rise to exaggerated vibration complaints, even though there is very little risk of actual structural damage.

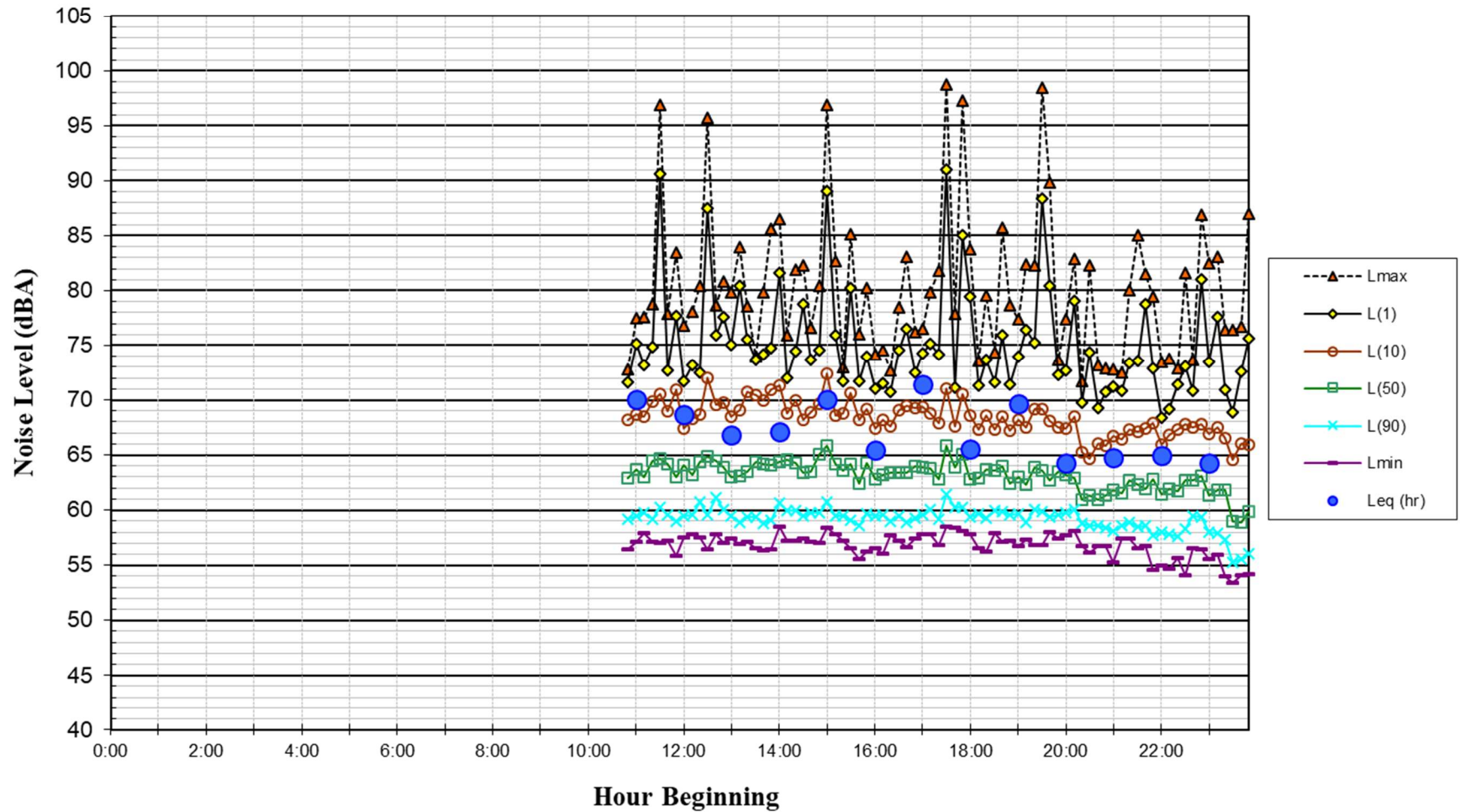
TABLE A3 Reaction of People and Damage to Buildings from Continuous or Frequent Intermittent Vibration Levels

Velocity Level, PPV (in/sec)	Human Reaction	Effect on Buildings
0.01	Barely perceptible	No effect
0.04	Distinctly perceptible	Vibration unlikely to cause damage of any type to any structure
0.08	Distinctly perceptible to strongly perceptible	Recommended upper level of the vibration to which ruins and ancient monuments should be subjected
0.1	Strongly perceptible	Threshold at which there is a risk of damage to fragile buildings with no risk of damage to most buildings
0.25	Strongly perceptible to severe	Threshold at which there is a risk of damage to historic and some old buildings.
0.3	Strongly perceptible to severe	Threshold at which there is a risk of damage to older residential structures
0.5	Severe - Vibrations considered unpleasant	Threshold at which there is a risk of damage to new residential and modern commercial/industrial structures

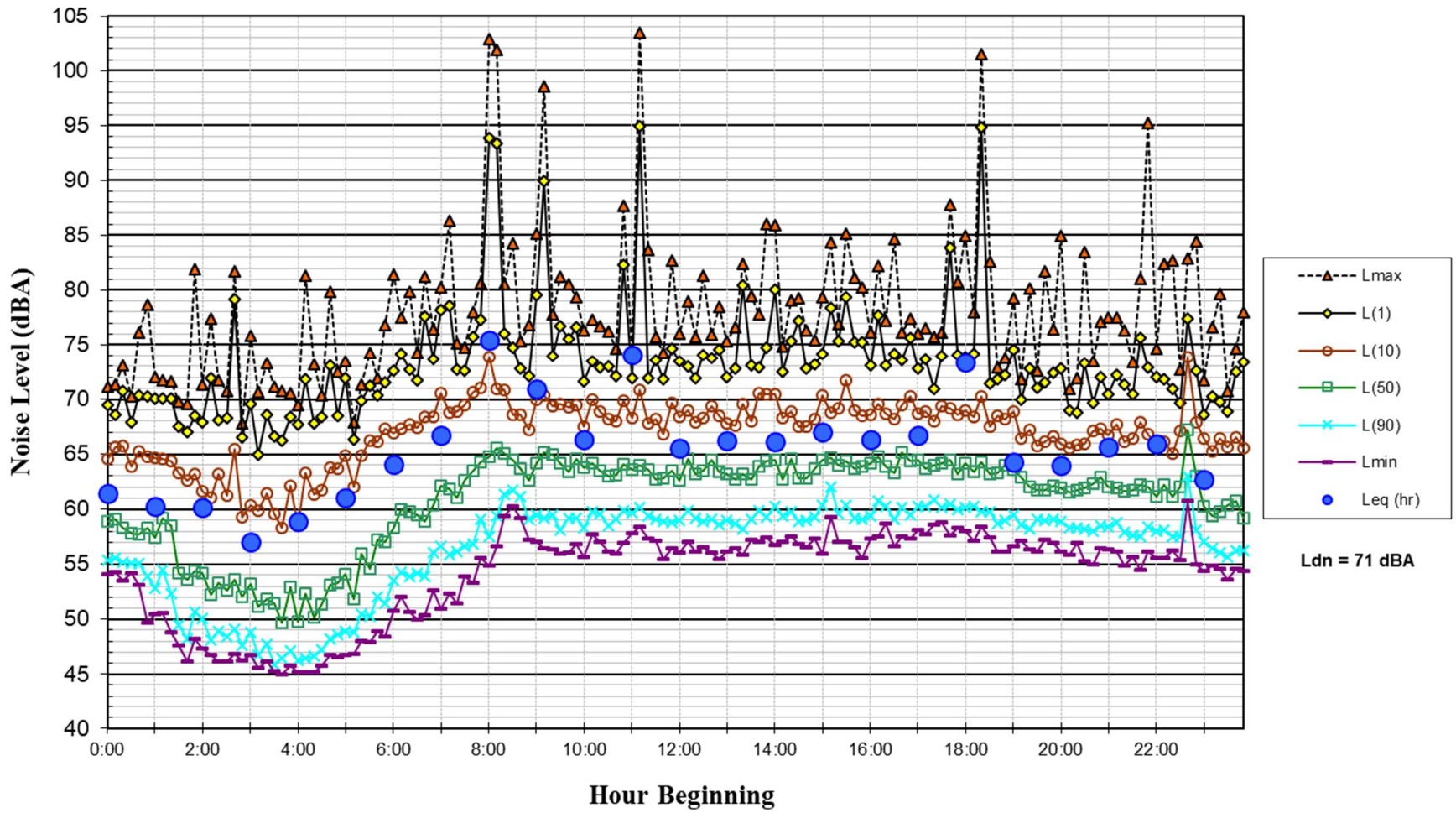
Source: Transportation and Construction Vibration Guidance Manual, California Department of Transportation, September 2013.

Appendix B –Noise Data

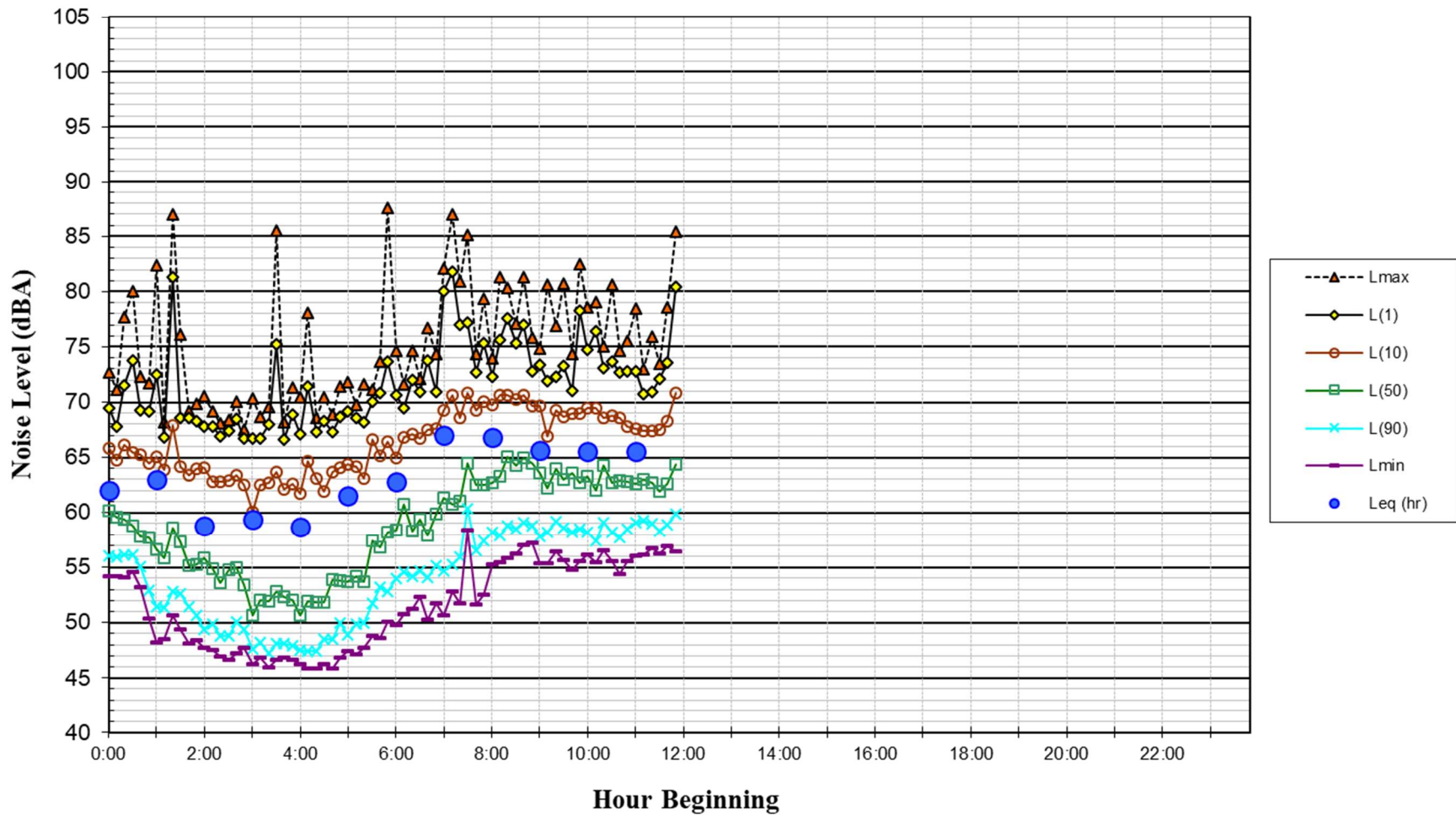
**Noise Levels at Noise Measurement Site LT-1
550 O'Farrell (At Center Edge of Rooftop)
Wednesday, May 22, 2019**



**Noise Levels at Noise Measurement Site LT-1
550 O'Farrell (At Center Edge of Rooftop)
Thursday, May 23, 2019**



**Noise Levels at Noise Measurement Site LT-1
550 O'Farrell (At Center Edge of Rooftop)
Friday, May 24, 2019**



ILLINGWORTH & RODKIN, INC.
 Acoustics • Air Quality

429 E Cotati Ave Cotati, CA 94931 (707) 794-0400

ENVIRONMENTAL NOISE DATA SHEET

LOCATION: 550' O'Farrell, SF
North side of road, at center edge
37° 47' 10.22" N 122° 24' 50.40" W

JOB NO. 19-094
 SITE NO. ST-1
 TECHNICIAN MPR
 SLM IR-2 CAL 114

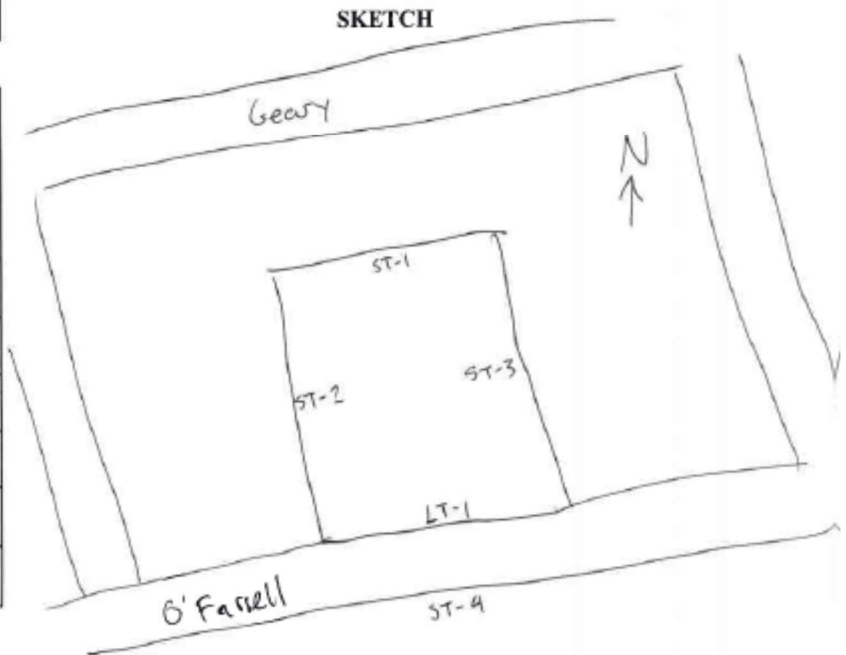
DATE 5/22/19 DAY OF WEEK Wed TIME BEGIN 10:50 DURATION 10 min

WEATHER CONDITIONS SKY: Clear WIND: 0-3 mph TEMP: 62

Maj.	Min.	Noise Source	Typical Noise Levels	5 min.	10 min.	15 min.
<input type="checkbox"/>	<input checked="" type="checkbox"/>	Trucks	61-64			
<input type="checkbox"/>	<input checked="" type="checkbox"/>	Cars				
<input type="checkbox"/>	<input checked="" type="checkbox"/>	Buses	60			
<input type="checkbox"/>	<input type="checkbox"/>	Motorcycles				
<input type="checkbox"/>	<input type="checkbox"/>	Emerg. Veh.				
<input type="checkbox"/>	<input type="checkbox"/>	Jets				
<input type="checkbox"/>	<input type="checkbox"/>	Gen. Av.				
<input type="checkbox"/>	<input type="checkbox"/>	Trains				
<input type="checkbox"/>	<input type="checkbox"/>	Constr.				
<input type="checkbox"/>	<input type="checkbox"/>	Industrial				
<input type="checkbox"/>	<input type="checkbox"/>	Other				

COMMENTS
 62 10:51 Truck on Geary
 61 10:54 Truck on Geary
 60 10:55 Bus on Geary
 60 10:58 Bus on Geary
 64 10:59 Truck on Geary

MEASUREMENT	1	2
L _{max}	64.7	
L _{min}	51.9	
L ₍₁₎	61	
L ₍₁₀₎	58	
L ₍₅₀₎	55.1	
L ₍₉₀₎	53.2	
L _{eq} (5)	~~~~~	
L _{eq} (10)	55.8	
L _{eq} (15)	~~~~~	



ILLINGWORTH & RODKIN, INC.
 Acoustics • Air Quality

429 E Cotati Ave Cotati, CA 94931 (707) 794-0400

ENVIRONMENTAL NOISE DATA SHEET

LOCATION: 550 O'Farrell, SF
West side of roof, at center edge.
37° 47' 9.64" N 122° 24' 50.80" W



JOB NO. 19-094
 SITE NO. ST-2
 TECHNICIAN MPB
 SLM 702 CAL. 114

DATE 5/22/19 DAY OF WEEK Wed TIME BEGIN 11:00 am DURATION 10 min

WEATHER CONDITIONS SKY: Clear WIND: 0-3 mph TEMP: 62° F

Maj.	Min.	Noise Source	Typical Noise Levels	5 min.	10 min.	15 min.
<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/> Trucks	58 - 62			
<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/> Cars	↓			
<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/> Buses				
<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/> Motorcycles				
<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/> Emerg. Veh.	58	65 11:01 Helicopter	COMMENTS	
<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/> Jets		58 11:03 Vehicle on Geary		
<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/> Gen. Av.		62 11:05 Truck on O'Farrell		
<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/> Trains		67 11:06 Helicopter		
<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/> Constr.		58 11:06 Siren		
<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/> Industrial			SKETCH	
<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/> Other Helicopters	65			

MEASUREMENT

	1	2
L _{max}	67.3	
L _{min}	51.3	
L ₍₁₎	65	
L ₍₁₀₎	58.8	
L ₍₅₀₎	55.4	
L ₍₉₀₎	53.4	
L _{eq} (5)		
L _{eq} (10)	56.7	
L _{eq} (15)		

See ST-1 sketch

ILLINGWORTH & RODKIN, INC.

Acoustics • Air Quality

429 E Cotati Ave Cotati, CA 94931 (707) 794-0400

ENVIRONMENTAL NOISE DATA SHEET

LOCATION: 550 O'Farrell, SF
East side of roof, 5' from wall, center
37° 47' 9.76" N 122° 24' 49.86" W

JOB NO. 19-094
 SITE NO. ST-3
 TECHNICIAN MPB
 SLM IR2 CAL 114

DATE 5/22/19 DAY OF WEEK Wed TIME BEGIN 11:10 am DURATION 10 min

WEATHER CONDITIONS SKY: Clear WIND: 0-5 mph TEMP: 62° F

Maj.	Min.	Noise Source	Typical Noise Levels	5 min.	10 min.	15 min.
<input type="checkbox"/>	<input checked="" type="checkbox"/>	Trucks	60 - 63			
<input type="checkbox"/>	<input checked="" type="checkbox"/>	Cars	↓			
<input type="checkbox"/>	<input checked="" type="checkbox"/>	Buses	↓			
<input type="checkbox"/>	<input checked="" type="checkbox"/>	Motorcycles	63			
<input type="checkbox"/>	<input type="checkbox"/>	Emerg. Veh.				
<input type="checkbox"/>	<input type="checkbox"/>	Jets				
<input type="checkbox"/>	<input type="checkbox"/>	Gen. Av.				
<input type="checkbox"/>	<input type="checkbox"/>	Trains				
<input type="checkbox"/>	<input type="checkbox"/>	Constr.				
<input type="checkbox"/>	<input type="checkbox"/>	Industrial				
<input type="checkbox"/>	<input type="checkbox"/>	Other				

COMMENTS
 61 11:12 Vehicle on Geary
 63 11:13 Motorcycle on O'Farrell
 62 11:16 Vehicle on O'Farrell
 60 11:18 Vehicle on Geary
 61 11:18 Honking on Geary
 61 11:18 Vehicle on O'Farrell
 60 11:19 Vehicle on O'Farrell

SKETCH

See ST-1 sketch

MEASUREMENT	1	2
L _{max}	63.2	
L _{min}	52.7	
L ₍₁₎	61.3	
L ₍₁₀₎	58.9	
L ₍₅₀₎	57.1	
L ₍₉₀₎	55.4	
L _{eq} (5)		
L _{eq} (10)	57.4	
L _{eq} (15)		

Appendix C – Regulatory Criteria

Regulatory Criteria

The project would be subject to noise-related regulations, plans and policies established by the United States federal government, State of California and the City of San Francisco. Applicable regulations, codes, and plans include Appendix G of the CEQA Guidelines, the California Building Code, the City of San Francisco General Plan, the City of San Francisco Police Code, the Federal Transit Administration's *Transit Noise and Vibration Impact Assessment Manual* and the California Department of Transportation's (Caltrans) *Transportation and Construction Vibration Guidance Manual*. Regulations, plans, and policies presented within these documents form the basis of the significance criteria used to assess project impacts. Policies that apply to future users of the site are discussed for informational purposes only.

State CEQA Guidelines. CEQA contains guidelines to evaluate the significance of effects of environmental noise attributable to a proposed project. Under CEQA, noise impacts would be considered significant if the project would result in:

- (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;
- (c) For a project located within the vicinity of a private airstrip or 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, if the project would expose people residing or working in the project area to excessive noise levels.

2016 California Building Code, Title 24, Part 2 (for informational purposes only). The current version of the California Building Code (CBC) requires interior noise levels attributable to exterior environmental noise sources to be limited to a level not exceeding 45 dBA L_{dn}/CNEL in any habitable room.

2016 California Green Building Standards Code (Cal Green Code) (for informational purposes only). The State of California established exterior sound transmission control standards for new nonresidential buildings as set forth in the 2016 California Green Building Standards Code (Section 5.507.4.1 and 5.507.4.2). Section 5.507 states that either the prescriptive (Section 5.507.4.1) or the performance method (Section 5.507.4.2) shall be used to determine environmental control at indoor areas. The prescriptive method is very conservative and not practical in most cases; however, the performance method can be quantitatively verified using exterior-to-interior calculations. For the purposes of this report, the performance method is utilized to determine consistency with the Cal Green Code. The sections that pertain to this project are as follows:

5.507.4.1 Exterior noise transmission, prescriptive method. Wall and roof-ceiling assemblies exposed to the noise source making up the building envelope shall meet a composite STC rating of at least 50 or a composite OITC rating of no less than 40, with exterior windows of a minimum STC of 40 or OITC of 30 when the building falls within

the 65 dBA L_{dn} noise contour of a freeway or expressway, railroad, industrial source or fixed-guideway noise source, as determined by the local general plan noise element.

5.507.4.2 Performance method. Wall and roof-ceiling assemblies exposed to the noise source making up the building envelope shall be constructed to provide an interior noise environment attributable to exterior sources that does not exceed an hourly equivalent noise level ($L_{eq (1-hr)}$) of 50 dBA in occupied areas during any hour of operation.

The performance method, which establishes the acceptable interior noise level, is the method typically used when applying these standards.

City of San Francisco General Plan (For informational purposes only). Policy 11.1 of the Environmental Protection Element of the City of San Francisco's General Plan identifies noise and land use compatibility standards for various land uses. The City's "satisfactory" noise level objective for residential land uses is 60 dBA L_{dn} . Additional policies in the Environmental Protection Element that apply to the proposed project include:

Policy 10.1: Promote site planning, building orientation and design, and interior layout that will lessen noise intrusion. Because sound levels drop as distance from the source increases, building setbacks can play an important role in reducing noise for the building occupants. (Of course, if provision of the setback eliminates livable rear yard space, the value of the setback must be weighed against the loss of the rear yard.) Buildings sited with their narrower dimensions facing the noise source and sited to shield or be shielded by other buildings also help reduce noise intrusion.

Although walls with no windows or small windows cut down on noise from exterior sources, in most cases it would not be feasible or desirable to eliminate wall openings. However, interior layouts can achieve similar results by locating rooms whose use require more quiet, such as bedrooms, away from the street noise. In its role of reviewing project plans and informally offering professional advice on site development, the planning department can suggest ways to help protect the occupants from outside noise, consistent with the nature of the project and size and shape of the building site.

Policy 10.2: Promote the incorporation of noise insulation materials in new construction. State-imposed noise insulation standards apply to all new residential structures except detached single-family dwellings. Protection against exterior noise and noise within a building is also important in many nonresidential structures. Builders should be encouraged to take into account prevailing noise levels and to include noise insulation materials as needed to provide adequate insulation.

Article 29 of the City of San Francisco Police Code (noise ordinance). Section 2907 states that "it shall be unlawful for any person to operate any powered construction equipment if the operation of such equipment emits noise at a level in excess of 80 dBA when measured at a distance of 100 feet from such equipment, or an equivalent sound level at some other convenient distance." Section 2907 does not apply to impact tools and equipment when properly muffled or pavement breakers and jackhammers when equipped with acoustical shields or shrouds.

The full text of Section 2907 reads as follows:

(a) Except as provided for in Subsections (b), (c), and (d) hereof, it shall be unlawful for any person to operate any powered construction equipment if the operation of such equipment emits noise at a level in excess of 80 dBA when measured at a distance of 100 feet from such equipment, or an equivalent sound level at some other convenient distance.

(b) The provisions of Subsections (a) of this Section shall not be applicable to impact tools and equipment, provided that such impact tools and equipment shall have intake and exhaust mufflers recommended by the manufacturers thereof and approved by the Director of Public Works or the Director of Building Inspection as best accomplishing maximum noise attenuation, and that pavement breakers and jackhammers shall also be equipped with acoustically attenuating shields or shrouds recommended by the manufacturers thereof and approved by the Director of Public Works or the Director of Building Inspection as best accomplishing maximum noise attenuation.

(c) The provisions of Subsection (a) of this Section shall not be applicable to construction equipment used in connection with emergency work.

(d) Helicopters shall not be used for construction purposes for more than two hours in any single day or more than four hours in any single week.

Section 2908 addresses construction work at night. Section 2908 states that “it shall be unlawful for any person, between the hours of 8:00 p.m. of any day and 7:00 a.m. of the following day to erect, construct, demolish, excavate for, alter or repair any building or structure if the noise level created thereby is in excess of the ambient noise level by 5 dBA at the nearest property plane, unless a special permit therefore has been applied for and granted by the Director of Public Works or the Director of Building Inspection.”

Section 2909 establishes noise limits from mechanical sources for various land uses throughout the community. For noise generated by residential uses, the limit is 5 dBA in excess of the ambient noise; for noise generated by commercial and industrial uses, the limit is 8 dBA in excess of the ambient noise; and for noise on public property, including streets, the limit is 10 dBA in excess of ambient noise. The noise ordinance also provides an interior noise limit for fixed noise sources, such as mechanical equipment. Fixed noise sources may not exceed 45 dBA between the hours of 10:00 p.m. to 7:00 a.m. or 55 dBA between the hours of 7:00 a.m. to 10:00 p.m. with windows open except where building ventilation is achieved through mechanical systems that allow windows to remain closed.

United States Department of Transportation. The Federal Transit Administration has developed general assessment criteria for analyzing construction noise. This assessment is based on the simultaneous operation of the two noisiest pieces of equipment. The general assessment criteria set construction noise limits, which are summarized in Table C1 below.

TABLE C1 Federal Transit Administration Criteria for Construction Noise

Land Use	One-Hour Leq (dBA)	
	Day	Night
Residential	90	80
Commercial	100	100
Industrial	100	100
Federal Transit Administration, Transit Noise and Vibration Impact Assessment Manual, FTA Report No. 0123, Table 7-2, September 2018, Office of Planning and Environment, https://www.transit.dot.gov/sites/fta.dot.gov/files/docs/research-innovation/118131/transit-noise-and-vibration-impact-assessment-manual-fta-report-no-0123_0.pdf , accessed July 17, 2019.		

To address the issue of combined noise levels (including noise from impact equipment), a reasonable worst-case scenario combining noise levels from the two loudest pieces of equipment operating simultaneously at the same location is evaluated.⁶

California Department of Transportation. The California Department of Transportation (Caltrans) provides guidelines regarding the vibration associated with construction and operation of transportation infrastructure. Table C2 provides Caltrans' vibration guidelines for potential damage to different types of structures.

TABLE C2 Caltrans Vibration Guidelines for Potential Damage to Structures

Structure Type and Condition	Maximum Peak Particle Velocity (PPV, in/sec)	
	Transient sources	Continuous/Frequent Intermittent sources
Extremely fragile historic buildings	0.12	0.08
Fragile buildings	0.2	0.1
Historic and some old buildings	0.5	0.25
Older residential structures	0.5	0.3
New residential structures	1.0	0.5
Modern industrial/commercial buildings	2.0	0.5
Note: Transient sources create a single, isolated vibration event (e.g., blasting or drop balls). Continuous/frequent intermittent sources include impact pile drivers, pogo-stick compactors, crack-and-seat equipment, vibratory pile drivers, and vibratory compaction equipment.		
Source: California Department of Transportation, Transportation and Construction Vibration Guidance Manual, Table 19, September 2013, http://www.dot.ca.gov/hq/env/noise/pub/TCVGM_Sep13_FINAL.pdf , accessed July 17, 2019.		

⁶ Although it may be unlikely that the two loudest pieces of equipment operate simultaneously, the evaluation provides a reasonable worst-case scenario for construction noise.

**Appendix D –
Manufacturer's Noise Data and Roof Plan**



RT Series Engineering Data

Date: August 15th, 2019

Project Name	Model	Quantity	HP Total
555 O'Farrell San Francisco	RTU-810105-A	1	5

Performance Data	
EWT (F)	87
LWT (F)	77
WBT (F)	63
Total Required Flow Rate (gpm)	600.0
Total Nominal Flow Rate (gpm)	602.8
Nominal Flow Rate per Unit (gpm)	602.8
Total Required Heat Load (Btu/h)	3,002,400

Water Data Per Unit	
Evaporated Water Rate (gpm)	4.01

Unit Data	
Quantity of Motors	1
Motor HP	5.0
Quantity of Fans	1
Air Flow (cfm)	40,200
Basin Capacity (gal)	452
Shipping Weight (lb)	4,211
Operating Weight (lb)	9,254
Tower Configuration	SINGLE FAN
Free-field S.P.L. at 5 ft(dBA)	77
Free-field S.P.L. at 30 ft(dBA)	62
Free-field S.P.L. at 50 ft(dBA)	57

Dimensions	
Length (in)	128.00
Width (in)	98.00
Height (in)	156.50

Connection Diameters	
Hot Water Inlet (in)	6
Cold Water Outlet (in)	6
Overflow (in)	2
Water make-up (in)	1
Drain (in)	2
Purge (in)	3/4

- Notes:
- (3)Ft Fill Type CF-1200
 - Standard Fan Selection
 - Motor 5.0 HP, 230/460 V, 15.0/7.50 Amp, 3ph, 60Hz, 850 RPM
 - No Noise Neither Space Restrictions
 - **Sound data is calculated under Free field conditions, not taking into account any reflections. This sound data should be used as guide line only**
 - **Approximate dimensions and weights. Refer to Factory for more information.**
 - **Exceed the Energy Efficiency per ASHRAE Standard 90.1-2016**

Performance	
Quantity	1
Volume (CFM)	10,420
Total External SP (in. wg)	2
Operating Power (hp)	4.61
Required Power (hp)	4.61
Fan RPM	755
Max Fan RPM	1163
Oper. Frequency (Hz)	60
Elevation (ft)	433
Start-up Temp.(F)	70
Operating Temp.(F)	70

Fan Configuration	
Construction Type	PermaLock
Size	33
Arrangement	10
Rotation	CW
Discharge Position	UB
Spark Resistance	None
Scroll Material	Steel
Wheel Material	Steel
Inlet Cone Material	Steel
Pedestal Material	Steel

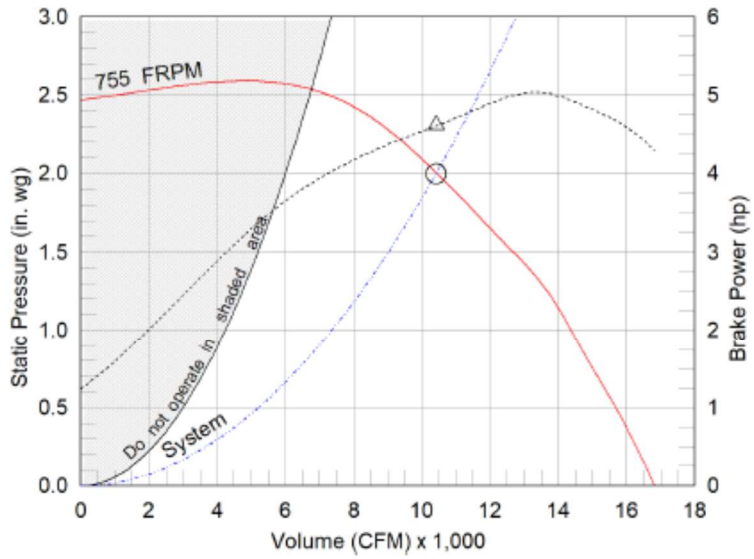
Equipment Weights	
Fan (LMD)(lb)	777
Motor/Drive (lb)	98
Accessories (lb)	130

Misc Fan Data	
FEG	85
Outlet Velocity (ft/min)	1,665
Static Efficiency (%)	74
Tip Speed (ft/min)	6,525

Motor and Drives	
Motor	Included
Size (hp)	5
RPM	1725
Enclosure	ODP
V/C/P	460/60/3
Frame Size	184T
Max Frame Size	256
Location	Centered
Pulley Type	Constant
Drive Loss (%)	4.0
Drives	Multiple
Drive Service Factor	1.5
NEC FLA* (Amps)	7.6

Model: USF-333-BI
Centrifugal Utility Fan - Backward Inclined Wheel

Operating Performance



- △ Operating Bhp point
- Operating point at Total External SP
- Fan curve
- - - System curve
- Brake horsepower curve



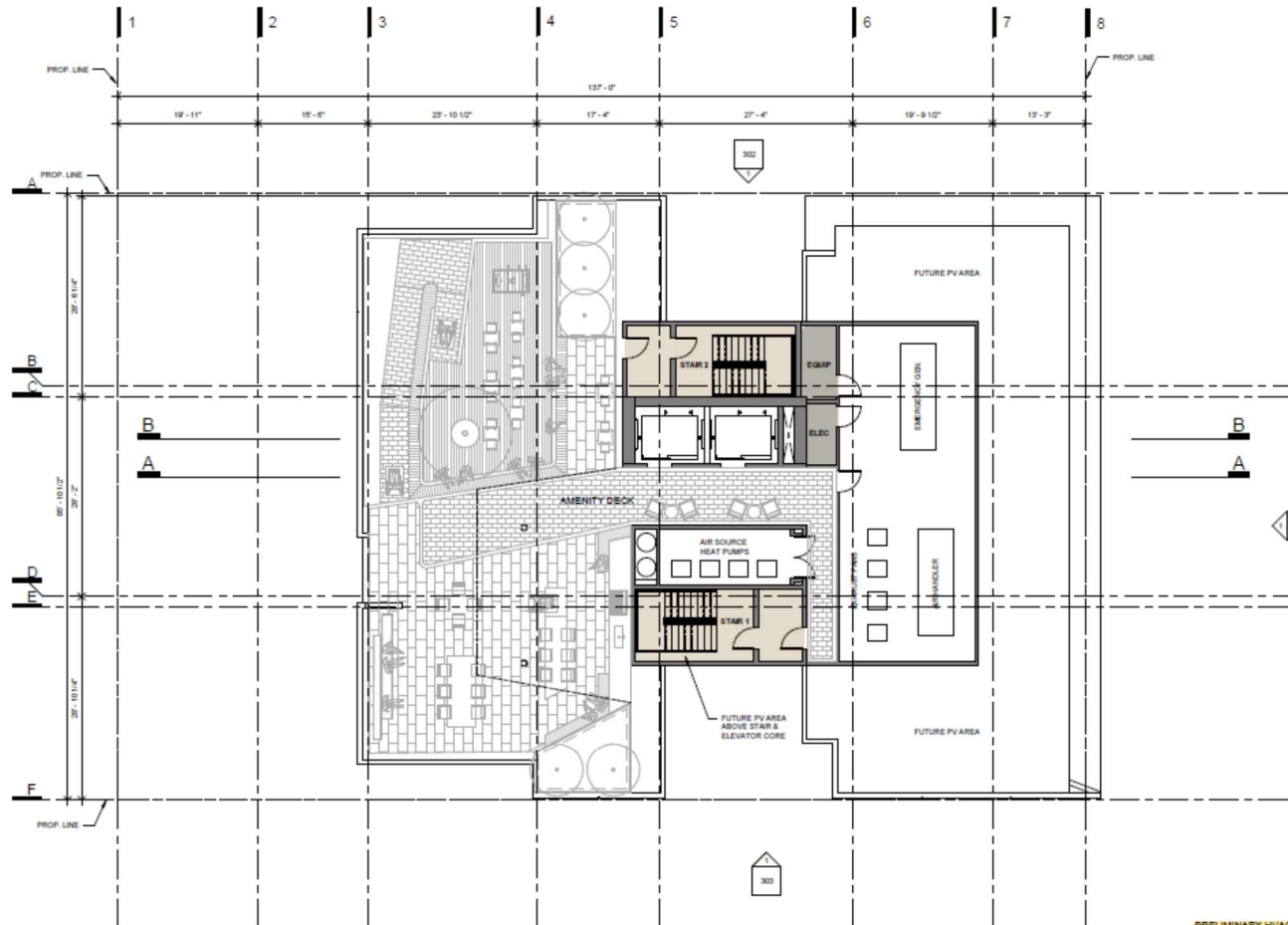
Sound Power by Octave Band

Sound Data	62.5	125	250	500	1000	2000	4000	8000	LwA	dBA	Sones
Inlet	84	86	81	76	76	73	66	60	81	69	18.0
Outlet	91	91	82	80	78	74	69	62	84	72	23

*FLA - based on tables 150 or 146 of National Electrical Code 2002, Actual motor FLA may vary, for sizing thermal overload, consult factory.
LwA - A weighted sound power level, based on ANSI S1.4
dBA - A weighted sound pressure level, based on 11.5 dB attenuation per octave band at 5 ft. dBA levels are not licensed by AMCA International
Sones - calculated using AMCA 301 at 5 ft

Generated by: dkim@robisonengineering.com

C:\Users\dkim\Desktop\Job 2019-07-22 14.00.05.gfcj



PRELIMINARY HVAC SYSTEM EQUIPMENT LIST AT ROOF

- (2) STAIR PRESSURIZATION FANS
- (4) GENERAL EXHAUST FANS
- (1) AIR HANDLER UNIT
- (1) EMERGENCY GENERATOR

brick.

550 o'farrell
san francisco, ca



roof plan
11.05.18
conditional use submittal
www.brick-inc.com