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# Executive Summary
# Large Project Authorization/
# Office Development Authorization

**HEARING DATE: APRIL 30, 2020**

| | |
|---|---|
| *Record No.:* | 2018-008661ENXOFA |
| *Project Address:* | 701 Harrison Street |
| *Zoning:* | CMUO (Central SoMa Mixed Use Office) Zoning District<br>130-CS Height and Bulk District<br>Central SoMa Special Use District |
| *Block/Lot:* | 3762/001 |
| *Project Sponsor:* | Colum Regan, Aralon Properties<br>482 Bryant Street<br>San Francisco, CA 94107 |
| *Property Owner:* | 400 Third Street, LLC<br>San Francisco, CA 94107 |
| *Staff Contact:* | Esmeralda Jardines – (415) 575-9144<br>esmeralda.jardines@sfgov.org |
| *Recommendation:* | **Approval with Conditions** |

## PROJECT DESCRIPTION

The Project includes new construction of a seven-story-with-mezzanine, 95-foot-1-inch tall office building (measuring approximately 58,539 gross square feet (gsf)) with approximately 8,539 gsf of ground floor commercial use, 69 Class 1 bicycle parking spaces, and 16 Class 2 bicycle parking spaces. The Project also includes 1,508 square feet of usable open space.

## REQUIRED COMMISSION ACTION

In order for the Project to proceed, the Commission must grant a Large Project Authorization, pursuant to Planning Code Section 329, to allow new construction over 85 feet and over 50,000 square feet within the CMUO Zoning District.

The Commission must also grant an Office Development Authorization, pursuant to Planning Code Sections 321 and 322, of 49,999 gross square feet as part of the Small Cap Office Allocation Program.

## ISSUES AND OTHER CONSIDERATIONS

- **Public Comment & Outreach.**
    - **Comment:** To date, the Department has not received comments regarding the Project at 701 Harrison Street. The Planning Department did receive an inquiry about the notification for the proposed entitlements during the shelter-in-place order.

- **Outreach**: The Project Sponsor coordinated a pre-application meeting prior to submitting entitlement applications with the Planning Department.

- **Parking/Bike Parking:** The Project proposes off-street bicycle parking above the required amounts. In total, the Project provides 85 bicycle parking spaces, including 69 Class 1 and 16 Class 2. While there is no maximum that could be provided, the aforementioned bicycle parking is not exempted from the gross floor area calculations above the second floor. Any bicycle parking provided above the second floor or any area not otherwise exempted from the gross floor area definition in Planning Code Section 102, must be counted towards the office gross floor area total. The project does not include off-street vehicular parking.
- **Small Allocation Office:** The Project provides 49,999 gross square feet of new office use, which falls within the available pool for Small Allocation Projects. As of December 20, 2019, approximately 902,621 gsf is currently available for Small Allocation Projects. This project represents approximately 5.5% of the currently available Small Allocation Project pool. Any subsequent increase in office square footage (including changes in use of the retail use or modification/reduction of the bike parking areas) would remove the project from the Small Allocation Pool. The Project would be required to obtain an approval from the Large Allocation Pool. Additional Planning Department review would be required because of the substantial Planning Code requirements that would be triggered for 50,000 gsf and above of office.

## ENVIRONMENTAL REVIEW

On April 21, 2020, the Department determined that the Project did not require further environmental review under Section 15183 of the CEQA Guidelines and Public Resources Code Section 21083.3.

## BASIS FOR RECOMMENDATION

The Department finds that the Project is, on balance, consistent with the Central SoMa Area Plan and the Objectives and Policies of the General Plan. The proposed new office building with ground-floor commercial is a higher and better use than a surface parking lot, which is a goal for the City and the Central SoMa Area Plan. The Department also finds the project to be compatible with the surrounding neighborhood, and not to be detrimental to persons or adjacent properties in the vicinity.

## ATTACHMENTS:

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

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# Planning Commission Draft Motion

**HEARING DATE: APRIL 30, 2020**

| | |
|---|---|
| *Record No.:* | **2018-008661ENX** |
| *Project Address:* | **701 HARRISON STREET** |
| *Zoning:* | CMUO (Central SoMa Mixed Use Office) Zoning District<br>130-CS Height and Bulk District<br>Central SoMa Special Use District |
| *Block/Lot:* | 3762/001 |
| *Project Sponsor:* | Colum Regan, Aralon Properties<br>482 Bryant Street<br>San Francisco, CA 94107 |
| *Property Owner:* | 400 Third Street, LLC<br>San Francisco, CA 94107 |
| *Staff Contact:* | Esmeralda Jardines – (415) 575-9144<br>esmeralda.jardines@sfgov.org |

**ADOPTING FINDINGS RELATING TO A LARGE PROJECT AUTHORIZATION PURSUANT TO PLANNING CODE SECTION 329 FOR A PROJECT THAT WOULD CONSTRUCT A NEW SEVEN-STORY-WITH-MEZZANINE, 95-FT-1-INCH TALL OFFICE BUILDING (APPROXIMATELY 58,539 SQUARE FEET) WITH APPROXIMATELY 8,539 SQUARE FEET OF GROUND COMMERCIAL LOCATED AT 701 HARRISON STREET, LOT 001 IN ASSESSOR'S BLOCK 3762, WITHIN THE CMUO (CENTRAL SOMA MIXED USE OFFICE) ZONING DISTRICT, CENTRAL SOMA SPECIAL USE DISTRICT, AND A 130-CS HEIGHT AND BULK DISTRICT, AND ADOPTING FINDINGS UNDER THE CALIFORNIA ENVIRONMENTAL QUALITY ACT.**

## PREAMBLE

On January 8, 2019, Colum Regan of Aralon Properties (hereinafter "Project Sponsor") filed Application No. 2018-008661ENX (hereinafter "Application") with the Planning Department (hereinafter "Department") for a Large Project Authorization to construct a new seven-story, 95-ft-1-in tall, office building with ground floor commercial (hereinafter "Project") at 701 Harrison Street, Block 3762 Lot 001 (hereinafter "Project Site").

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

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

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

On April 21, 2020, the Department determined that the Project did not require further environmental review under Section 15183 of the CEQA Guidelines and Public Resources Code Section 21083.3. The Project is consistent with the adopted zoning controls in the Central SoMa Area Plan and was encompassed within the analysis contained in the EIR. Since the EIR was finalized, there have been no substantive changes to the Central SoMa Area Plan and no substantive changes in circumstances that would require major revisions to the EIR due to the involvement of new significant environmental effects or an increase in the severity of previously identified significant impacts, and there is no new information of substantial importance that would change the conclusions set forth in the Final EIR. The file for this project, including the Central Soma Area Plan EIR and the Community Plan Exemption certificate, is available for review at the San Francisco Planning Department, 1650 Mission Street, Suite 400, San Francisco, California.

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

On April 30, 2020, the Commission conducted a duly noticed public hearing at a regularly scheduled meeting on Large Project Authorization Application No. 2018-008661ENX.

On April 30, 2020, the Commission adopted Motion No. XXXXX, approving a Office Development Authorization for the Proposed Project (Office Development Authorization Application No. 2018-008661OFA). Findings contained within said motion are incorporated herein by this reference thereto as if fully set forth in this Motion.

The Planning Department Commission Secretary is the custodian of records; the File for Record No. 2018-008661ENX is located at 1650 Mission Street, Suite 400, San Francisco, California.

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

**MOVED,** that the Commission hereby authorizes the Large Project Authorization as requested in Application No. 2018-008661ENX, subject to the conditions contained in "EXHIBIT A" of this motion, based on the following findings:

## FINDINGS

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

1. The above recitals are accurate and constitute findings of this Commission.

2. **Project Description.** The Project includes new construction of a seven-story-with-mezzanine, 95-ft-1-inch (100-ft-11-in including elevator penthouse and mechanical screens) tall office building (measuring approximately 58,539 gross square feet (gsf)) including approximately 8,539 gsf of ground floor commercial use (which may include a restaurant use), 49,999 gsf of office use, 69 Class 1 bicycle parking spaces, and 16 Class 2 bicycle parking spaces. Collectively, the bicycle parking rooms measure 894 square feet. The Project also includes 1,508 square feet of usable open space.

3. **Site Description and Present Use.** The Project is located on one rectangular-shaped corner lot (with a lot area of approximately 8,799 square feet) west of 3rd Street and south of Harrison Street. The Project Site has approximately 115-ft of frontage along 3rd Street and 75-ft of frontage along Harrison Street. Currently, the site is a surface parking lot accessed via two curb cuts along 3rd Street.

4. **Surrounding Properties and Neighborhood.** The Project Site is located within the CMUO Zoning District in the Central SoMa and East SoMa Area Plans. The immediate context is mixed in character with residential and ground floor commercial as well as industrial uses in the vicinity. The immediate neighborhood along Harrison Street includes two-to-eight story mixed-use buildings. The Project Site is located at the southwest intersection of Harrison Street and 3rd Street. To the south and across Perry Street is the elevated Interstate 80 overpass; underneath the overpass is a Golden Gate Transit bus parking lot. To the west along Harrison is the Central SoMa Area Plan Key Site No. 2, 725 Harrison; and to the east of the site along Harrison is the Central SoMa Area Plan No. 3, 400 2nd Street/One Vassar. The Project Site is located within the Central SoMa Special Use District. Other zoning districts in the vicinity of the project site include: P (Public), MUR (Mixed-Use Residential), C-3-O (Downtown Office), and SALI (Service Area Light Industrial) Zoning Districts.

5. **Public Outreach and Comments.** To date, the Department has not received comments regarding the Project at 701 Harrison Street. The Planning Department did receive an inquiry about the notification for the proposed entitlements during the shelter-in-place order. The Project Sponsor hosted a pre-application meeting prior to submitting entitlement applications to the Planning Department.

6. **Planning Code Compliance.** The Commission finds that the Project is consistent with the relevant provisions of the Planning Code in the following manner:

   A. **Permitted Uses in the CMUO Zoning District.** Planning Code Section 848 states that office and most retail are principally permitted within the CMUO Zoning District.

   *The Project would construct new general office and retail, both of which are principally permitted within the CMUO Zoning District; therefore, the Project complies with permitted uses in Planning Code Section 848.*

   B. **Floor Area Ratio and Purchase of Transferrable Development Rights.** Planning Code Section 124 establishes basic floor area ratios (FAR) for all zoning districts. However, the CMUO Zoning District has no maximum FAR limit.

   Rather, Section 249.78(e)(3) requires 'Tier C' projects in the Central SoMa SUD that contains new construction or an addition of 50,000 square feet or more of non-residential development and has an FAR of a 3 to 1 or greater, to acquire TDR from a Transfer Lot in order to exceed an FAR of 3 to 1, up to an FAR of 4.25 to 1. Above an FAR of 4.25 to 1, the acquisition of additional TDR is not required.

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

   *The Project consists of new non-residential construction that is greater than 50,000 square feet. The Project is in a 130-CS Height and Bulk District. Lot 001 in Assessor's Block 3762 is classified as Tier C. Thus, Lot 001 has an FAR of greater than 3 to 1. As such, the Project must acquire TDR to develop to the Tier C area from 3 to 1 to 4.25 to 1 (1.25 x lot area).*

   *The Project site consists of an irregular-rectangular-shaped lot measuring approximately 8,799 square feet in size. The Code requires the purchase of TDR to develop an FAR from 3:1 to 4.25:1 (1.25 x lot area), which is 10,998.75 square feet (1.25 x 8,799 SF = 10,998.75 SF). The Project Sponsor will comply with the City and County of San Francisco to purchase this TDR to transfer to the Project site.*

   C. **Setbacks, Streetwall Articulation, and Tower Separation.** Planning Code Section 132.4 outlines setback, streetwall articulation, and tower separation controls in the Central SUD. Section 132.4(d)(1) requires that buildings within the Central SoMa SUD be built to the street-

or alley-facing property line up to 65 feet in height, subject to the controls of Section 261.1 (additional height limits for narrow streets and mid-block alleys) as applicable (Section 132.4(d)(1)(A)) and certain exceptions; and that mid-rise buildings provide a 15-foot setback above a height of 85 feet along all street- and alley-facing property lines, extending at least 60 percent of the frontage length at all street- and alley-facing property lines, and for the entire frontage along interior property lines per Section 132.4(d)(2)(A)(i); Section 132.4 also provides setback and separation controls for "tower" development above a height of 160 feet in the Central SoMa SUD.

*The Project fronts on Harrison Street and 3rd Street. The structure will be approximately 95-feet-1-inch, inclusive of a mezzanine. However, to comply with the skyplane and setback controls in Central SoMa Special Use District, the proposed building provides setbacks greater than 15 feet above 85 feet. Because neither 3rd Street nor Harrison Street are narrow streets, the Project is not subject to narrow alley controls in 261.1. Because the proposed building is a mid-rise building and not a tower, it is not subject to tower separation controls. As required for mid-rise buildings, the Project is setback greater than 15 feet above 85 feet. Therefore, the Project complies with setback controls.*

D. **Usable Open Space.** Per Planning Code Section 135.3, within the Eastern Neighborhoods ("EN") Mixed Use Districts, retail and like uses must provide 1 square foot of open space per each 250 square feet of occupied floor area of new or added square footage. Office uses in the EN Mixed Use Districts are required to provide 1 square foot of open space per each 50 square feet of occupied floor area of new, converted or added square footage. However, the Section 135.3 open space requirements shall not apply to Central SoMa SUD projects that are subject to the privately-owned public open space requirements pursuant to Section 138 (a)(2).

*The Project will contain 1,508 square feet of on-site open space via a rooftop deck that will be accessible for both the office and retail uses. For 58,539 gsf of non-residential uses, 49,999 gsf of which are for office and 8,539 gsf of which are for retail, the Project is required to provide 1,034 sq. ft. of usable open space. Therefore, the Project exceeds the required amount of usable open space.*

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

*The Project is not subject to POPOS controls because the proposed office is less than 50,000 gsf. Though the proposed building exceeds 50,000 gsf, retail is an exempted use and the proposed 8,539 gsf of retail are not included in the total. Instead, the Project will comply with non-residential usable open space requirements as discussed above.*

F. **Streetscape and Pedestrian Improvements.** Planning Code Section 138.1 establishes a number of requirements for the improvement of public rights-of-way associated with development projects. Projects that are on a lot greater than half an acre, include more than 50,000 square feet of new construction, contains 150 feet of total lot frontage on one or more publicly-accessible rights-of-way shall, or has a frontage that encompasses the entire block face between the nearest two intersections, must provide streetscape and pedestrian improvements. Development projects are required to conform to the Better Streets Plan to the maximum extent feasible. Features such as widened sidewalks, street trees, lighting, and street furniture are required. In addition, one street tree is required for each 20 feet of frontage of the Property along every street and alley, connected by a soil-filled trench parallel to the curb.

*The Project meets the minimum criteria of Section 138.1, as it includes more than 50,000 square feet of new construction, and has a length of over 150 feet on a public right-of-way. The Project Sponsor has worked extensively with SDAT and other City Agencies to create a streetscape plan that meets the Better Streets Plan. The Project includes sidewalk and street improvements on Harrison Street and 3rd Street. New sidewalks, curbs, gutter, and street trees will be installed. The Project also includes extending the Harrison Street sidewalk from 10 feet to 15 feet. The proposed Better Streets Plan also includes new street trees around the perimeter. Therefore, the Project complies with Planning Code Section 138.1.*

G. **Rooftop Screening.** In EN Mixed Use Districts, Section 141 requires that rooftop mechanical equipment and appurtenances used in the operation or maintenance of a building shall be arranged so as not to be visible from any point at or below the roof level of the subject building. This requirement shall apply in construction of new buildings, and in any alteration of mechanical systems of existing buildings that results in significant changes in such rooftop equipment and appurtenances. The features so regulated shall in all cases be either enclosed by outer building walls or parapets, or grouped and screened in a suitable manner, or designed in themselves so that they are balanced and integrated with respect to the design of the building. Minor features not exceeding one foot in height shall be exempted from this regulation.

*The mechanical equipment at the rooftop level will be grouped at the center western portion of the roof area to minimize visibility from both Harrison and 3rd Street, in compliance with this requirement. These screens are logical extensions of the building and align with the mezzanine level. All of the proposed features are below the permitted height of 130 feet. Therefore, the Project complies with Planning Code Section 141.*

H. **Active Uses.** Per Planning Code Sections 145.1(c)(3) and 249.78(c)(1), with the exception of space allowed for parking and loading access, building egress, and access to mechanical systems, active uses—i.e. uses which by their nature do not require non-transparent walls facing a public street—active uses must be located within the first 25 feet of building depth on the ground floor and 15 feet on floors above facing a street at least 30 feet in width. Active uses are also required along any outdoor POPOS within the Central SoMa SUD. Lobbies are considered active, so long as they are not longer than 40 feet or 25% of the building's frontage, whichever is larger. Within the Central SoMa SUD, office use is not considered an active use at the ground floor.

*The ground floor of the proposed building includes two retail spaces that wrap around from 3rd Street, where commercial uses are required, to Harrison Street; the ground floor also provides an office lobby along Harrison Street. Therefore, the Project is aligned with active uses along both street frontages.*

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

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

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

*The Project has been designed with ground floors that are transparent for the entirety of the street frontages along Harrison Street and 3rd Street. The Project is proposing a black aluminum storefront system with a blackened steel blockhead. All of the ground floor spaces have been designed to allow visibility into the interior spaces, creating active engagement between the viewers on the street and users in the building. Therefore, the Project complies with transparency and fenestration requirements.*

K. **Ground Floor Heights.** Planning Code Sections 145.1(c)(4) and 249.78(d)(10) require that all ground floor spaces in the CMUO Districts have a ground floor ceiling height of 14 feet. Further, the Central SoMa SUD (Section 249.78(d)(10)) requires PDR ground floor ceiling heights to be 17 feet.

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

L. **Ground Floor Commercial.** Planning Code Section 145.4 states that in the Central SoMa SUD, a project whose street frontage is subject Section 145.4, may locate a Privately-Owned Public Open Space(s) (POPOS) along such street frontage, provided that the ground floor of the building facing the POPOS is lined with active commercial uses. Active ground floor commercial uses are required along 3rd Street between Folsom Street and Townsend Street in the Central SoMa Special Use District.

*The Project is on a corner lot at the intersection of 3rd Street and Harrison Street. Active ground floor commercial uses are provided along 3rd Street as well as the Harrison Street frontage. Therefore, the Project complies with ground floor commercial requirements.*

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

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

N. **Off-Street Freight Loading.** Per Planning Code Section 152.1, in the EN Mixed Use Districts, the number off required loading spaces for Non-Retail Sales and Service Uses, which include office use, is 0.1 space per 10,000 square feet of occupied floor area ("OFA"). For Retail uses, 1 loading space is required for 10,0001 - 30,000 square feet of OFA. In the CMUO District, substitution of two service vehicle spaces for each required off-street freight loading space may be made, provided that a minimum of 50 percent of the required number of spaces are provided for freight loading.

*Off-street freight loading is required 0.1 space per 10,000 sq. ft. of Occupied Floor Area (to closest whole number per Section 153) for an office use. The proposed 49,999 sq. ft. of office require .49 spaces or 0 off-street loading spaces. The proposed retail use is 8,539 SF and thus less than 10,000 SF. Therefore, no off-street freight loading is required nor is the Project providing any vehicular spaces. Instead, the Project will work with the SFMTA to designate on-street loading for the proposed uses.*

O. **Bicycle Parking.** Planning Code Section 155.2 establishes bicycle parking requirements for new developments, depending on use. For office uses, one Class 1 space is required for every 5,000 occupied square feet, and two Class 2 spaces are required for the first 5,000 gross square

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

*The Project will provide 85 bicycle spaces in total, with 69 Class 1 spaces and 16 Class 2 spaces. This is above the amounts required in the Planning Code, which is 10 Class 1 and 2 Class 2 spaces for office and 1 Class 1 and 11 Class 2 for retail, for a total of 11 Class 1 and 13 Class 2 required bicycle parking spaces. Because the type of retail has not yet been identified, the Project is electing to comply with the most restrictive of the retail requirements for eating and drinking uses. The Project is exceeding the amount of required bicycle parking to reduce the impact on vehicular use and to take advantage of the public transit in the neighborhood. Therefore, the Project complies with bicycle parking requirements.*

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

*The Project will provide 6 showers and 12 lockers on site. The Code requirement for showers and lockers is 2 showers, 12 lockers. Therefore, the Project is exceeding the Code requirements for showers and meeting the requirements for lockers.*

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

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

R. **Transportation Demand Management (TDM) Plan.** Pursuant to Planning Code Section 169 and the TDM Program Standards, the Project shall finalize a TDM Plan prior Planning Department approval of the first Building Permit or Site Permit. Within the Central SoMa SUD, Tier C projects that filed a Development Application or submitted an Environmental Application deemed complete after September 4, 2016 shall be subject to 100% of such target. As currently proposed, the Project must achieve a target of 13 points for Office.

*The Project submitted a completed Environmental Evaluation Application after September 4, 2016. Therefore, the Project must achieve 100% of the point target established in the TDM Program Standards, resulting in a required target of 13 points for office. The proposed retail is less than 10,000 square feet and therefore, not subject to the TDM Program. As currently proposed, the Project will achieve its required target by providing 14 points for Office through the following TDM measures:*

*Office:*

- Parking Supply (Option K): 11 points
- Bicycle Parking (Option B): 2 point
- Showers and Lockers: 1 point

S. **PDR Requirement in Central SoMa SUD.** Per Planning Code Section 249.78(c)(5), any newly constructed project that contains at least 50,000 gross square feet of office must provide the greater of either (1) the square footage of PDR replacement space required by the controls of Section 202.8; or (2) on-site space dedicated for PDR uses equivalent to 40% of the lot area.

Planning Code Section 202.8(a)(2) sets the baseline PDR replacement requirement at .75 per square foot, since the property was zoned SLI on July 1, 2016, subsection (a)(4) applies at 701 Harrison Street. For any project located in the areas that, as of July 1, 2016, are zoned SALI, UMU, MUO, SLI, MUG, or MUR, that would convert at least 15,000 square feet of PDR, Institutional Community, or Arts Activities use, and for which an Environmental Evaluation application was submitted to the Planning Department by June 14, 2016, the replacement space shall include 0.4 square foot of PDR, Institutional Community, or Arts Activities use for each square foot of the use proposed for conversion.

Under 248.78(c)(5), the following is exempted from the calculation of lot area: land dedicated to affordable housing as defined in Section 401; area dedicated to publicly accessible open space and mid-block alleys that are open to the sky, except for permitted obstructions and 10% of space that may be situated under a cantilevered portion of a building; and ground floor space dedicated to a Child Care Facility.

*The Project is not proposing over 50,000 square feet of office space; thus, is not required to provide PDR use. The existing use is a surface parking lot and therefore, there is no existing PDR uses at the Property.*

T. **Central SoMa SUD, Active Uses Required Along POPOS.** Under Section 249.78(c)(1)(A), the controls of Section 145.1 and 145.4 shall apply, except as specified in 249.78(c)(1)(A-F). This requires active uses to be located at the ground floor of POPOS.

*The Project is not required to provide a POPOS. However, the ground floor is lined with active commercial uses along Harrison and 3rd Street and will provide a roof deck to satisfy non-residential usable open space requirements. Therefore, the Project complies with active uses in the Central SoMa SUD.*

U. **Central SoMa SUD, Active Uses Within the First 10 feet of Building Depth.** Under Section 249.78(c)(1)(E), active uses are required within the first 10 feet of the building depth.

*The Project contains active uses, as defined in Section 145.1, within the first 10 feet of the building depth on Harrison and 3rd Street. Therefore, the Project complies with the active use within the first 10 feet of building depth requirement.*

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

*The site is approximately 8,799 square feet in size, which is less than 20,000 square feet, and thus is not required provide micro-retail spaces. However, the Project is proposing retail spaces along both 3rd Street as well as Harrison Street.*

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

*The Project is not located on a site larger than 40,000 square feet in size and the proposed new construction is less than 100,000 square feet. Because the lot size and proposed new construction are less than the aforementioned amounts, the Project is not required to provide over two-thirds of the Project that is located below 160 feet in height as non-residential uses. Nevertheless, the entire proposed Project measures 58,539 square feet of non-residential uses.*

X. **Central SoMa SUD, Prevailing Building Height and Density.** Under Section 249.78 (d)(1), A project may exceed the Prevailing Building Height and Density Limits of subsection (B) up to the maximum height and density otherwise permitted in the Code and the Zoning Map in

where the project sponsor participates in the Central SoMa Community Facilities District ("CFD") Program under Section 434.

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

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

*The Project will comply with the City's Stormwater Management Ordinance as well as Solar and Living Roof requirements. Since the proposed building height of 95-ft-1-inch is less than 160 feet in height, the aforementioned requirements apply and the Project will comply with solar and living roof requirements.*

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

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

AA. **Central SoMa SUD, Lot Merger Restrictions.** Section 249.78(d)(7) applies to lots with any single street frontage under 200 feet in length. Any lot to which this subsection is applicable shall not merge with an adjacent lot in such a way that any existing street frontage of under 200 feet is increased to 200 feet in length or longer. Under subsection (d)(7)(C), lots abutting the north side of Perry Street are exempt from this requirement.

*The Project is not proposing a lot merger. Lot 001 in Assessor's Block 3762 measures approximately 115 feet of frontage along 3rd Street and 75 feet of frontage along Harrison with no proposed changes to the aforementioned frontages.*

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

*The Project's wind study indicates that it will not result in test locations exceeding the standards set forth in Section 249.78(d)(9)(C) and (D) under the "comfort" or the "hazard" criterion, respectively. Therefore, the Project would not result in significant project-level or cumulative wind impacts that were not identified in the Central SoMa PEIR, nor would the project result in wind impacts that are substantially more severe than those identified in the Central SoMa PEIR.*

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

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

As further described in Section 419.5(a)(2)(A) and (C)-(J), the dedicated site must result in a total amount of inclusionary units not less than forty units. It must be suitable from the perspective of size, configuration, physical characteristics, and other relevant planning criteria. The dedicated site must include the infrastructure necessary to serve the inclusionary units, including sewer, utilities, water, light, street access and sidewalks. The project applicant must have a letter from MOHCD verifying acceptance of site before it

receives project approvals from the Commission, which shall be used to verify dedication as a condition of approval. Finally, the land dedication alternative may be satisfied through the dedication to the City of air space above or adjacent to the project, provided the other applicable requirements of Section (a)(2) are met.

*The Project will comply with the Job-Housing Linkage Fee requirement.*

DD. **Central SoMa SUD, TDR Requirements for Large Development Sites.** Section 249.78(e)(3) requires 'Tier C' projects in the Central SoMa SUD that contains new construction or an addition of 50,000 square feet or more of non-residential development and has an FAR of a 3 to 1 or greater, to acquire TDR from a Transfer Lot in order to exceed an FAR of 3 to 1, up to an FAR of 4.25 to 1. Above an FAR of 4.25 to 1, the acquisition of additional TDR is not required.

*The Project will comply with TDR requirements as discussed above in Planning Code Section 128.*

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

*The Project will meet the Child Care Facility requirements by paying the in-lieu fee as noted in Planning Code Section 414.8. For a 49,999-gsf office use, 499.99 gsf of childcare facility use is required. The in-lieu fee will be assessed on the 499.99 gsf.*

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

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

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

setback required to meet the sun access plane requirements of Section 146; and shall not be permitted within any setback required by Section 261.1.

*The proposed screening of rooftop equipment is permitted. The existing height and bulk district is 130 feet and the proposed building height, inclusive of the mezzanine, is 95-feet-1-inch which is below the aforementioned 130 feet. Therefore, the entire building and the roof enclosures are permitted.*

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

Apparent Mass Reduction (Section 270(h): Mid-rise building projects within the CS Bulk District are subject to Apparent Mass Reduction controls. Projects on the southwest side of a "major street" within a 130-foot height district must provide a 67% apparent mass reduction at 85 feet and above. Both Harrison Street and 3rd Street are identified as major streets

*The Project provides an apparent mass reduction along its Harrison Street frontage of 77% and along its 3rd Street frontage of 77%; therefore, exceeding the minimum 67% requirement along each street frontage, both of which are major streets. An illustration of this massing reduction is provided with the corresponding architectural plans.*

Maximum Floor Plate and Dimensions (Section 270(h)(3): Section 270(h)(3) requires a maximum GFA of any floor to be 17,000 gross square feet and the average GFA for floors in the Tower Portion shall not exceed 15,000 gross square feet. The maximum length of a tower floor can be 150 feet with the maximum diagonal being 190 feet. A tower is defined as any building taller than 160 feet in height, tower portion is the portion of a tower above 85 feet in height, and upper tower is the upper one-third of the tower portion of a tower, rounded to the nearest floor.

*These maximums do not apply to the proposed building because at 95-feet-1-inch, the proposed building is not a tower as defined in Planning Code Section 270 (h).*

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

*The proposed building provides 75 feet of frontage along Harrison Street and 115 feet of frontage along 3rd Street. Thus, no portion of the proposed building has a building length that exceeds 200 feet and therefore, no horizontal mass reduction controls apply to 701 Harrison Street.*

JJ. **Mid-Block Alley Requirements.** Under Section 270.2, projects located in the Central SoMa SUD that have one or more street or alley frontages of over 200 linear feet on a block face longer than 400 feet between intersections are required to provide a publicly-accessible mid-block alley for the entire depth of the property. New mid-block alleys must meet the following requirements: generally be located in the middle of the of the subject block face, perpendicular to the subject frontage and connecting to any existing streets and alleys; it must be open to pedestrians; provide no, or limited vehicular access; have a minimum depth of 20 feet; have a minimum clear walking width of 10 feet free of any obstructions in the case of a pedestrian-only right-of-way; have at least 60 percent of the area of the alley or pathway open to the sky, with obstructions permitted within setbacks pursuant to Section 136 may be located within the portion of the alley or pathway that is required to be open to the sky; and be fronted with active uses pursuant to Section 145.1. New buildings abutting mid-block alleys provided pursuant to this Section 270.2 shall feature upper story setbacks according to the provisions of Section 261.1Section 261.1 sets out setback requirements for subject frontages along narrow streets. Specifically, the following setback controls of 261.1 apply to Project: frontages abutting a mid-block passage of between 30 and 40 feet in width provided pursuant to Section 270.2 must provide upper story setback of not less than 5 feet above a height of 35 feet.

*The proposed building provides 75 feet of frontage along Harrison Street and 115 feet of frontage along 3rd Street for a cumulative total of 190 feet. Because the cumulative 190 feet are less than 200 feet, mid-block alley requirements do not apply to 701 Harrison Street.*

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

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

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

*The Property was rezoned from a height limit of 85-X to 130-CS. The parcel is classified as Tier C. Therefore, the Project will comply with the applicable Eastern Neighborhoods Infrastructure Impact fee.*

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

*The Project will comply with this Section by dedicating one percent of the Project's construction cost to works of art. The public art concept will be done in consultation with the San Francisco Arts*

*Commission and presented to the Planning Commission at an informational hearing prior to being installed.*

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

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

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

*The Property was rezoned from a height limit of 85-X to 130-CS. The parcel is classified as Tier C. Therefore, the Project will comply and will pay the applicable Central SoMa Infrastructure Impact Fee.*

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

*The Property was rezoned from a height limit of 85-X to 130-CS. The parcel is classified as Tier C. Therefore, the Project will comply with this Section by participating in the Central SoMa Community Facilities District with the applicable rates applied, in order to exceed Prevailing Building Height and Density Controls.*

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

A. **Overall building mass and scale.** *The Project is designed as a seven-story-with-mezzanine, 95-ft-1-inch tall, office development measuring, which incorporates ground-floor commercial along 3rd Street and Harrison, as well as massing setbacks above 85 feet. This massing is appropriate given the larger neighborhood context. The existing neighborhood is a high-density downtown neighborhood with a mixture of low- to- mid-rise development containing commercial, office, industrial, and residential uses, as well as several undeveloped or underdeveloped sites, such as surface parking lots and single-story industrial buildings. The massing of the proposed structure has also been designed to respect the scale and character of the evolving Central SoMa neighborhood. The Project site is located to the west (along Harrison Street) from the 400 2nd Street/One Vassar project, which is anticipated for redevelopment with three mixed-use office, residential, and hotel towers reaching heights of 200-to-350*

*feet (19-to-35-stories); as well as east of 725 Harrison Street project, which is anticipated for a redevelopment of an 185-ft tall office mid-rise building (14 stories).*

*Overall, the scale and massing of the Project is in keeping with the buildings on the subject block, as well as with those that will be developed over the next several years in this neighborhood. The features proposed at 701 Harrison Street provide a variety in the building design and scale, while providing for features that strongly complement the neighborhood context. Thus, the Project is appropriate and consistent with the mass and scale of the surrounding neighborhood.*

B. **Architectural treatments, facade design and building materials.** *The Project's architectural treatments, façade design and building materials include a clear anodized aluminum window systems with vertical fins, black aluminum storefront system, painted cementitious material, perforated metal, and blackened steel. The Project recognizes the unique condition of this corner location, as well as the various modalities of pedestrian and vehicular movement that flow around the site. In response, the central organizing concept is to break the single volume into three shifting volumes that play off of this prevalence of movement around the site by offering a unique experience from multiple, moving vantage points. The use of the deep aluminum louvers enhances this effect by transitioning the façade experience from opaque to transparent, metal to glass, depending on the vantage point. Moreover, the louvers render the building façade with texture and depth, while employing sustainable performance as a shading device to offset heat gain in the building.*

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

C. **The design of lower floors, including building setback areas, commercial space, townhouses, entries, utilities, and the design and siting of rear yards, parking and loading access.** *Along 3rd Street, the commercial unit entries are setback back with a landscaped area contiguous to the entries to identify the commercial uses; further, the façade is designed to enhance transparency with an active building frontage, while incorporating set back "portals" that announce the retail entries. Along Harrison Street, the main office lobby entrance is also setback and the building façade is angled away from the property line (on floors 3-4) toward the main building entry. The angle is designed to emphasize the entry location.*

D. **The provision of required open space, both on- and off-site. In the case of off-site publicly accessible open space, the design, location, access, size, and equivalence in quality with that otherwise required on-site.** *The Project exceeds the open space requirement by providing a roof deck for both the office use as well as the ground floor retail uses. Because the proposed office use is less than 50,000 square feet, it is not subject to POPOS requirements. However, the Project will comply with non-residential usable open space requirements.*

E. **The provision of mid-block alleys and pathways on frontages between 200 and 300 linear feet per the criteria of Section 270, and the design of mid-block alleys and pathways as required by and pursuant to the criteria set forth in Section 270.2.** *The Project's cumulative*

*frontage along 3rd Street and Harrison Street is 190 feet, which is less than 200 linear feet; therefore, the Project is not subject to mid-block alley controls.*

F. **Streetscape and other public improvements, including tree planting, street furniture, and lighting.** *In compliance with Planning Code Section 138.1, the Project proposes to widen the sidewalk along Harrison Street to 15 feet and introduce an extended bulb-out as encouraged by the Streetscape Design Advisory Team. Along the sidewalk, the Project proposes to retain the (2) existing trees and introduce an additional (8) trees. While no off-street loading is required, the Project does propose a 44-ft on-street loading zone along Harrison as encouraged by the Streetscape Design Advisory Team. These improvements would vastly improve the public realm and surrounding streetscape.*

G. **Circulation, including streets, alleys and mid-block pedestrian pathways.** *The Project provides ample circulation around the project site through the streetscape improvements and restoring the curb cuts along 3rd Street; therefore, removing pedestrian, bicycle, and vehicular points of conflict.*

H. **Bulk limits**. *The Project is within a 130-CS Height and Bulk District. The Project complies by providing setbacks greater than 15 feet above 85 feet. Though permitted up to 130 feet in height, the proposed Project is approximately 95-feet-1-inch, inclusive of the mezzanine.*

I. **Other changes necessary to bring a project into conformance with any relevant design guidelines, Area Plan or Element of the General Plan.** *The Project, on balance, meets the Objectives and Policies of the General Plan. See Below.*

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

## COMMERCE AND INDUSTRY ELEMENT

**Objectives and Policies**

**OBJECTIVE 1:**
MANAGE ECONOMIC GROWTH AND CHANGE TO ENSURE ENHANCEMENT OF THE TOTAL CITY LIVING AND WORKING ENVIRONMENT.

**Policy 1.1:**
Encourage development which provides substantial net benefits and minimizes undesirable consequences. Discourage development which has substantial undesirable consequences that cannot be mitigated.

**Policy 1.3:**
Locate commercial and industrial activities according to a generalized commercial and industrial land use plan.

**OBJECTIVE 2:**

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

**Policy 2.1**:
Seek to retain existing commercial and industrial activity and to attract new such activity to the city.

**OBJECTIVE 3:**

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

**Policy 3.1**:
Promote the attraction, retention and expansion of commercial and industrial firms which provide employment improvement opportunities for unskilled and semi-skilled workers.

**Policy 3.2**:
Promote measures designed to increase the number of San Francisco jobs held by San Francisco residents.

*The Project will provide 49,999 gsf of office and 8,539 gsf of retail; thus, the Project will expand employment opportunities for city residents. These uses will help to retain existing commercial activity and attract new such activity. The Project will also include two retail spaces along 3rd Street to continue the ground floor commercial pattern envisioned in the Central SoMa Area Plan.*

## URBAN DESIGN ELEMENT

**OBJECTIVE 1:**
EMPHASIS OF THE CHARACTERISTIC PATTERN WHICH GIVES TO THE CITY AND ITS NEIGHBORHOODS AN IMAGE, A SENSE OF PURPOSE, AND A MEANS OF ORIENTATION.
**Policy 1.3:**
Recognize that buildings, when seen together, produce a total effect that characterizes the city and its districts.

**Policy 1.4:**
Protect and promote large-scale landscaping and open space that define districts and topography.

**OBJECTIVE 3:**
MODERATION OF MAJOR NEW DEVELOPMENT TO COMPLEMENT THE CITY PATTERN, THE RESOURCES TO BE CONSERVED, AND THE NEIGHBORHOOD ENVIRONMENT.

**Policy 3.1**:
Promote harmony in the visual relationships and transitions between new and older buildings.

**Policy 3.3:**
Promote efforts to achieve high quality of design for buildings to be constructed at prominent locations.

**Policy 3.4:**
Promote building forms that will respect and improve the integrity of open spaces and other public areas.

**Policy 3.5**:
Relate the height of buildings to important attributes of the city pattern and to the height and character of existing development.

**Policy 3.6**:
Relate the bulk of buildings to the prevailing scale of development to avoid an overwhelming or dominating appearance in new construction.

*The Project features varied and engaged architecture that will contribute to the character of the neighborhood. The building materials of are high quality and will promote visual relationships and transitions with new and older buildings in the Central SoMa neighborhood. The Project will feature rotating building shift components that will break down the prevailing scale of the development to avoid an overwhelming or dominating appearance along Harrison Street and 3rd Street.*

## CENTRAL SOMA PLAN

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

**OBJECTIVES AND POLICIES**

**OBJECTIVE 2.3:**
ENSURE THAT AT LEAST 33 PERCENT OF NEW HOUSING IS AFFORDABLE TO VERY LOW, LOW, AND MODERATE INCOME HOUSEHOLDS

**Policy 2.3.2:**
Require contribution to affordable housing from commercial uses.

**Policy 2.3.3:**
Ensure that affordable housing generated by the Central SoMa Plan stays in the neighborhood.

**OBJECTIVE 2.6:**
SUPPORT SERVICES – SCHOOLS, CHILD CARE, AND COMMUNITY SERVICES – NECESSARY TO SERVE LOCAL RESIDENTS

**Policy 2.6.2:**

Help facilitate the creation of childcare facilities.

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

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

OBJECTIVES AND POLICIES

**OBJECTIVE 3.1:**
ENSURE THE PLAN AREA ACCOMMODATES SIGNIFICANT SPACE FOR JOB GROWTH

**Policy 3.1.1:**
Require non-residential uses in new development on large parcels.

**OBJECTIVE 3.2:**
SUPPORT THE GROWTH OF OFFICE SPACE

**Policy 3.2.1:**
Facilitate the growth of office.

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

**Policy 3.4.2:**
Require ground-floor retail along important streets.

**Policy 3.4.3:**
Support local, affordable, community-serving retail.

*Upon completion, the Project will provide 49,999 gsf of office and 8,539 gsf of retail. Ground-floor retail will be located along Harrison Street and 3rd Street. The new office and retail uses will accommodate significant opportunities for job growth within the Central SoMa SUD.*

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

**OBJECTIVE 4.1:**
**PROVIDE A SAFE, CONVENIENT, AND ATTRACTIVE WALKING ENVIRONMENT ON ALL THE STREETS IN THE PLAN AREA**

**Policy 4.1.2:**

Ensure sidewalks on major streets meet Better Streets Plan standards.

**Policy 4.1.8:**
Ensure safe and convenient conditions on narrow streets and alleys for people walking.

**Policy 4.1.10:**
Expand the pedestrian network wherever possible through creation of narrow streets, alleys, and mid-block connections.

**OBJECTIVE 4.4:**
ENCOURAGE MODE SHIFT AWAY FROM PRIVATE AUTOMOBILE USAGE

**Policy 4.4.1:**
Limit the amount of parking in new development.

**Policy 4.4.2:**
Utilize Transportation Demand Management strategies to encourage alternatives to the private automobile.

**Policy 4.5.2:**
Design buildings to accommodate delivery of people and goods with a minimum of conflict.

*The Project will not provide any off-street parking spaces for the non-residential uses. Instead, the Project will exceed the amount of required bicycle parking spaces. The Project has also developed a TDM Program and will incorporate improvements to the pedestrian network, including bulb-outs, landscaping, and widened sidewalks along Harrison and 3rd Street. All street and sidewalk improvements will comply with the City's Better Street's Plan and Vision Zero Policy.*

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

OBJECTIVES AND POLICIES

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

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

**Policy 8.1.2:**
Design building frontages and public open spaces with furnishings and amenities to engage a mixed-use neighborhood.

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

**Policy 8.1.4:**
Minimize parking and loading entrances.

**OBJECTIVE 8.4:**
**ENSURE THAT NARROW STREETS AND ALLEYS MAINTAIN THEIR INTIMATENESS AND SENSE OF OPENNESS TO THE SKY.**

**Policy 8.4.1:**
Require new buildings facing alleyways and narrow streets to step back at the upper stories.

**OBJECTIVE 8.5:**
**ENSURE THAT LARGE DEVELOPMENT SITES ARE CAREFULLY DESIGNED TO MAXIMIZE PUBLIC BENEFIT.**

**Policy 8.6.1:**
Conform to the City's Urban Design Guidelines.

**Policy 8.6.2:**
Promote innovative and contextually-appropriate design.

**Policy 8.63:**
Design the upper floors to be deferential to the "urban room".

**Policy 8.6.4:**
Design buildings to be mindful of wind.

**Policy 8.6.5:**
Ensure large projects integrate with the existing urban fabric and provide a varied character.

*The Project Sponsor has worked with City staff to develop a project that would incorporate a high-quality design. The Project features varied and engaged architecture and an improved public realm along both Harrison and 3rd Street. The building materials of are high quality and will promote visual relationships and transitions with new and older buildings in the Central SoMa neighborhood. The Project will feature one building with rotating shifting features that will break down the prevailing scale of development to avoid overwhelming or dominating appearance in new construction.*

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

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

*The Project would not remove any retail uses, since the project site is a surface parking lot. Instead, the Project will add 8,539 gsf of retail use. In addition, the Project would replace the existing surface parking lot to provide 49,999 square feet for office uses. The new proposed uses would enhance future opportunities for employment and bring new patrons to the area, who may patronize nearby neighborhood serving uses.*

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

*The Project would not remove any existing housing, nor is the Project proposing any new housing; therefore, the proposed Project will not have an effect on the housing and neighborhood character.*

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

*No affordable housing exists or would be removed for this Project. The Project does not proposed residential uses. Therefore, the proposed development of this site will not affect the City's available housing stock.*

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

*The Project Site is served by nearby public transportation options. The Project site is located in close proximity to the: 8, 8AX, 8BX, 12, 30, 45, 47, 81X, 82X, 83X and N MUNI bus lines, as well as the Central Subway line along 4th Street and the 4th & King Caltrain and MUNI light stations. The Central Subway Project to extend the Muni Metro T Third Line through South of Market, Union Square, and Chinatown with four new stations is also expected to be completed soon. The T extension would run along 4th Street, a block away from 701 Harrison Street. The Project also provides sufficient bicycle parking for employees and their guests.*

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

*The Project site is a surface parking lot and, therefore, does not replace industrial uses or any existing commercial office development. However, the Project is proposing 49,999 square feet of new commercial office development. The Project will therefore expand future opportunities for employment and ownership in these sectors.*

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

*The Project will be designed and will be constructed to conform to the structural and seismic safety requirements of the Building Code. This proposal will not impact the property's ability to withstand an earthquake.*

G. That landmarks and historic buildings be preserved.

*Currently, the Project Site does not contain any City Landmarks or historic buildings; it is a surface parking lot.*

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

*A shadow fan analysis prepared by the Planning Department indicates that the project would not cast new shadows on any existing parks or public open spaces.*

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

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

11. The Project is consistent with and would promote the general and specific purposes of the Code provided under Section 101.1(b) in that, as designed, the Project would contribute to the character and stability of the neighborhood and would constitute a beneficial development.

12. The Commission hereby finds that approval of the Large Project Authorization would promote the health, safety and welfare of the City.

## DECISION

That based upon the Record, the submissions by the Applicant, the staff of the Department and other interested parties, the oral testimony presented to this Commission at the public hearings, and all other written materials submitted by all parties, the Commission hereby **APPROVES Large Project Authorization Application No. 2018-008661ENX** subject to the following conditions attached hereto as "EXHIBIT A" in general conformance with plans on file, dated April 22, 2020, and stamped "EXHIBIT B", which is incorporated herein by reference as though fully set forth**.**

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

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

**APPEAL AND EFFECTIVE DATE OF MOTION:** Any aggrieved person may appeal this Section 329 Large Project Authorization to the Board of Appeals within fifteen (15) days after the date of this Motion. The effective date of this Motion shall be the date of adoption of this Motion if not appealed (after the 15-day period has expired) OR the date of the decision of the Board of Appeals if appealed to the Board of Appeals. Any appeal shall be made to the Board of Appeals, unless an associated entitlement is appealed to the Board of Supervisors, in which case the appeal of this Motion shall also be made to the Board of Supervisors (see Charter Section 4.135). For further information, please contact the Board of Appeals at (415) 575-6880, 1660 Mission, Room 3036, San Francisco, CA 94103, or the Board of Supervisors at (415) 554-5184, City Hall, Room 244, 1 Dr. Carlton B. Goodlett Place, San Francisco, CA 94102.

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

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

I hereby certify that the Planning Commission ADOPTED the foregoing Motion on April 30, 2020.
Jonas P. Ionin
Commission Secretary

AYES:

NAYS:

ABSENT:

ADOPTED: April 30, 2020

# EXHIBIT A

## AUTHORIZATION

This authorization is for a **Large Project Authorization** to allow new construction of a seven-story, 95-ft-1-in tall, office building with ground-floor commercial approximately 58,539 gross square feet in total located at 701 Harrison Street, Block 3762, and Lot1 001 pursuant to Planning Code Sections 329 within the CMUO Zoning District, Central SoMa Special Use District and a 130-CS Height and Bulk District; in general conformance with plans, dated April 22, 2020, and stamped "EXHIBIT B" included in the docket for Record No. 2018-008661ENX and subject to conditions of approval reviewed and approved by the Commission on April 30, 2020 under Motion No. XXXXX. This authorization and the conditions contained herein run with the property and not with a particular Project Sponsor, business, or operator.

## RECORDATION OF CONDITIONS OF APPROVAL

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

## PRINTING OF CONDITIONS OF APPROVAL ON PLANS

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

## SEVERABILITY

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

## CHANGES AND MODIFICATIONS

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

# Conditions of Approval, Compliance, Monitoring, and Reporting

## PERFORMANCE

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

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

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

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

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

6. **Additional Project Authorization - OFA**. The Project Sponsor must obtain an Office Development Authorization under Section 321 for the Project. The conditions set forth below are additional conditions required in connection with the Project. If these conditions overlap with any other requirement imposed on the Project, the more restrictive or protective condition or requirement, as determined by the Zoning Administrator, shall apply.
   *For information about compliance, contact Code Enforcement, Planning Department at 415-575-6863, www.sf-planning.org*

7. **Development Timeline - Office**. Pursuant to Planning Code Section 321(d)(2), construction of the office development project shall commence within 18 months of the effective date of this Motion. Failure to begin work within that period or to carry out the development diligently thereafter to completion, shall be grounds to revoke approval of the office development under this office development authorization.
   *For information about compliance, contact Code Enforcement, Planning Department at 415-575-6863, www.sf-planning.org*

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

9. **Transferable Development Rights.** Pursuant to Section 128, the Project Sponsor shall purchase the required number of units of Transferrable Development Rights (TDR) and secure a Notice of Use of TDR prior to the issuance of a site permit for all development which exceeds the base FAR of 3.0 to 1, up to an FAR of 4.25 to 1. The net addition of gross floor area subject to this requirement shall be determined based on drawings submitted with the Building Permit Application.
   *For information about compliance, contact the Case Planner, Planning Department at 415-558-6378, www.sf-planning.org*

## DESIGN – COMPLIANCE AT PLAN STAGE

10. **Office Square Footage.** The Project Sponsor will continue to demonstrate that the Project will remain below 50,000 square feet of office use. Any subsequent changes that exceed the 49,999 square feet authorized under 2018-008661OFA will warrant new entitlements and additional Planning Department review for both a Large Project Authorization and a Large Cap Office Allocation.
    *For information about compliance, contact the Case Planner, Planning Department at 415-558-6378, www.sf-planning.org*

11. **Final Materials.** The Project Sponsor shall continue to work with Planning Department on the building design. Final materials, glazing, color, texture, landscaping, and detailing shall be

subject to Department staff review and approval. The architectural addenda shall be reviewed and approved by the Planning Department prior to issuance.
*For information about compliance, contact the Case Planner, Planning Department at 415-558-6378, www.sf-planning.org*

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

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

14. **Lighting Plan.** The Project Sponsor shall submit an exterior lighting plan to the Planning Department prior to Planning Department approval of the building / site permit application.
*For information about compliance, contact the Case Planner, Planning Department at 415-558-6378, www.sf-planning.org*

15. **Streetscape Plan.** Pursuant to Planning Code Section 138.1, the Project Sponsor shall continue to work with Planning Department staff, in consultation with other City agencies, to refine the design and programming of the Streetscape Plan so that the plan generally meets the standards of the Better Streets Plan and all applicable City standards. The Project Sponsor shall complete final design of all required street improvements, including procurement of relevant City permits, prior to issuance of first architectural addenda, and shall complete construction of all required street improvements prior to issuance of first temporary certificate of occupancy.
*For information about compliance, contact the Case Planner, Planning Department at 415-558-6378, www.sf-planning.org*

16. **Signage.** The Project Sponsor shall develop a signage program for the Project which shall be subject to review and approval by Planning Department staff before submitting any building permits for construction of the Project. All subsequent sign permits shall conform to the approved signage program. Once approved by the Department, the signage program/plan information shall be submitted and approved as part of the site permit for the Project. All exterior signage shall be designed to compliment, not compete with, the existing architectural character and architectural features of the building.

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

17. **Transformer Vault Location.** The location of individual project PG&E Transformer Vault installations has significant effects to San Francisco streetscapes when improperly located. However, they may not have any impact if they are installed in preferred locations. Therefore, the Project Sponsor will continue to work with the Planning Department in consultation with Public Works on the final location(s) for transformer vault(s). The above requirement shall adhere to the Memorandum of Understanding regarding Electrical Transformer Locations for Private Development Projects between Public Works and the Planning Department dated January 2, 2019.
*For information about compliance, contact Bureau of Street Use and Mapping, Department of Public Works at 415-554-5810, http://sfdpw.org*

18. **Noise**. Plans submitted with the building permit application for the approved project shall incorporate acoustical insulation and other sound proofing measures to control noise.
*For information about compliance, contact the Case Planner, Planning Department at 415-558-6378, www.sf-planning.org*

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

## PARKING AND TRAFFIC

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

    Prior to the issuance of the first Building Permit or Site Permit, the Zoning Administrator shall approve and order the recordation of a Notice in the Official Records of the Recorder of the City and County of San Francisco for the subject property to document compliance with the TDM Program. This Notice shall provide the finalized TDM Plan for the Project, including the relevant details associated with each TDM measure included in the Plan, as well as associated monitoring, reporting, and compliance requirements.
    *For information about compliance, contact the TDM Performance Manager at tdm@sfgov.org or 415-558-6377, www.sf-planning.org.*

21. **Bicycle Parking**. Pursuant to Planning Code Sections 155.1 and 155.4, the Project shall provide no fewer than 11 Class 1 and 13 Class 2 bicycle parking spaces. SFMTA has final authority on the type, placement and number of Class 2 bicycle racks within the public ROW. Prior to issuance of first architectural addenda, the project sponsor shall contact the SFMTA Bike Parking Program at bikeparking@sfmta.com to coordinate the installation of on-street bicycle racks and ensure that the proposed bicycle racks meet the SFMTA's bicycle parking guidelines. Depending on local site conditions and anticipated demand, SFMTA may request the project sponsor pay an in-lieu fee for Class II bike racks required by the Planning Code. *For information about compliance, contact Code Enforcement, Planning Department at 415-575-6863, www.sf-planning.org*

22. **Bicycle Parking and Gross Floor Area**. Pursuant to Planning Code Section 155.1 and 102, bicycle parking is not exempt from the gross floor area calculations above the second floor. The Project will demonstrate compliance with standards for location of bicycle parking spaces as identified in Planning Code Section 155.1 (b).
*For information about compliance, contact Code Enforcement, Planning Department at 415-575-6863, www.sf-planning.org*

23. **Showers and Clothes Lockers.** Pursuant to Planning Code Section 155.3, the Project shall provide no fewer than 2 showers and 12 clothes lockers.
*For information about compliance, contact Code Enforcement, Planning Department at 415-575-6863, www.sf-planning.org* .

24. **Managing Traffic During Construction.** The Project Sponsor and construction contractor(s) shall coordinate with the Traffic Engineering and Transit Divisions of the San Francisco Municipal Transportation Agency (SFMTA), the Police Department, the Fire Department, the Planning Department, and other construction contractor(s) for any concurrent nearby Projects to manage traffic congestion and pedestrian circulation effects during construction of the Project.
*For information about compliance, contact Code Enforcement, Planning Department at 415-575-6863, www.sf-planning.org*

## PROVISIONS

25. **First Source Hiring.** The Project shall adhere to the requirements of the First Source Hiring Construction and End-Use Employment Program approved by the First Source Hiring Administrator, pursuant to Section 83.4(m) of the Administrative Code. The Project Sponsor shall comply with the requirements of this Program regarding construction work and on-going employment required for the Project.
*For information about compliance, contact the First Source Hiring Manager at 415-581-2335, www.onestopSF.org*

26. **Transportation Brokerage Services - C-3, EN, and SOMA.** Pursuant to Planning Code Section 163, the Project Sponsor shall provide on-site transportation brokerage services for the actual lifetime of the project. Prior to the issuance of any certificate of occupancy, the Project Sponsor

shall execute an agreement with the Planning Department documenting the project's transportation management program, subject to the approval of the Planning Director.
*For information about compliance, contact the Case Planner, Planning Department at 415-558-6378, www.sf-planning.org*

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

28. **Jobs-Housing Linkage Fee.** The Project is subject to the Jobs-Housing Linkage Fee, as applicable, pursuant to Planning Code Section 413. In the event the City adopts legislation establishing a new Jobs Housing Linkage Fee, increasing the amount of the Fee, or changing the methodology for determining the amount of the Jobs Housing Linkage Fee, before the Project procures a Certificate of Occupancy or a Certificate of Final Completion, and such new fee is applicable to development projects in the Central SOMA Plan area that have not procured a Certificate of Occupancy or a Certificate of Final Completion under the terms of the legislation, the Project shall be subject to such new or increased fee and shall pay any additional amounts due before the City may issue a Certificate of Occupancy or Final Completion.

    Pursuant to Planning Code Section 249.78(e)(2), the Project Sponsor has elected to satisfy all or a portion of its Jobs-Housing Linkage Fee obligation through the Land Dedication Alternative contained in Sections 249.78(e)(2)(B) and 413.7, and has provided a letter from MOHCD verifying acceptance of an approximately 15,000-square foot parcel at the easternmost portion of the Project Site for this purpose. The value of the dedicated land shall be determined by the Director of Property pursuant to Chapter 23 of the Administrative Code, but shall not exceed the actual cost of acquisition by the project sponsor of the dedicated land in an arm's length transaction.

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

29. **Child-Care Requirements – Office Development.** The Project is subject to Childcare Fee for Office and Hotel Development Projects, as applicable, pursuant to Planning Code Section 414. Pursuant to Planning Code Section 249.78(e)(4), prior to issuance of a building or site permit the Project must elect its choice of the options described in subsection (A), (B) and (E) of Section 414.4(c)(1) as a condition of Project approval. The Project anticipates electing compliance option under Section 414.4(c)(1)(A) to "provide a child care facility on the premises for the life of the project." In the event the Project intends to elect an alternate method of compliance as provided in Section 249.78(e)(4), it shall notify the Planning Department of this change prior to issuance of a building or site permit for the Project.
*For information about compliance, contact the Case Planner, Planning Department at 415-558-6378, www.sf-planning.org*

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

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

32. **Central SoMa Community Infrastructure Fee.** The Project is subject to the Central SoMa Community Infrastructure Fee, as applicable, pursuant to Planning Code Section 433. *For information about compliance, contact the Case Planner, Planning Department at 415-558-6378,* www.sfplanning.org

33. **Central SoMa Community Facilities District.** The Project is subject to the Central SoMa Community Facilities District, pursuant to Pursuant to Planning Code Sections 434 and 249.78(d)(1)(C), and shall participate, as applicable, in the Central SoMa CFD. *For information about compliance, contact the Case Planner, Planning Department at 415-558-6378,* www.sfplanning.org

34. **Central SoMa SUD, Renewable Energy Requirements.** The Project shall fulfill all on-site electricity demands through any combination of on-site generation of 100% greenhouse gas-free sources in compliance with Planning Code Section 249.78(d)(5). *For information about compliance, contact the Case Planner, Planning Department at 415-558-6378,* www.sfplanning.org

35. **Public Art Requirement.** The Project is subject to the Public Art Fee, as applicable, pursuant to Planning Code Section 429. *For information about compliance, contact the Case Planner, Planning Department at 415-558-6378,* www.sfplanning.org.

36. **Art Plaques**. Pursuant to Planning Code Section 429(b), the Project Sponsor shall provide a plaque or cornerstone identifying the architect, the artwork creator and the Project completion date in a publicly conspicuous location on the Project Site. The design and content of the plaque shall be approved by Department staff prior to its installation. *For information about compliance, contact the Case Planner, Planning Department at 415-558-6378,* www.sfplanning.org

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

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

38. **Art - Installation**. Pursuant to Planning Code Section 429, prior to issuance of any certificate of occupancy, the Project Sponsor shall install the public art generally as described in this Motion and make it available to the public. If the Zoning Administrator concludes that it is not feasible to install the work{s) of art within the time herein specified and the Project Sponsor provides adequate assurances that such works will be installed in a timely manner, the Zoning Administrator may extend the time for installation for a period of not more than twelve {12) months.
*For information about compliance, contact the Case Planner, Planning Department at 415-558-6378,* www.sfplanning.org

39. **Central SoMa Community Facilities District Program (Planning Code Section 434).** The development project shall participate in the CFD established by the Board of Supervisors pursuant to Article X of Chapter 43 of the Administrative Code (the "Special Tax Financing Law") and successfully annex the lot or lots of the subject development into the CFD prior to the issuance of the first Certificate of Occupancy for the development. For any lot to which the requirements of this Section 434 apply, the Zoning Administrator shall approve and order the recordation of a Notice in the Official Records of the Recorder of the City and County of San Francisco for the subject property prior to the first Certificate of Occupancy for the development, except that for condominium projects, the Zoning Administrator shall approve and order the recordation of such Notice prior to the sale of the first condominium unit. This Notice shall state the requirements and provisions of subsections 434(b)-(c) above. The Board of Supervisors will be authorized to levy a special tax on properties that annex into the Community Facilities District to finance facilities and services described in the proceedings for the Community Facilities District and the Central SoMa Implementation Program Document submitted by the Planning Department on November 5, 2018 in Board of Supervisors File No. 180184.
*For information about compliance, contact Code Enforcement, Planning Department at 415-575-6863,* www.sfplanning.org

## MONITORING - AFTER ENTITLEMENT

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

41. **Monitoring.** The Project requires monitoring of the conditions of approval in this Motion. The Project Sponsor or the subsequent responsible parties for the Project shall pay fees as established under Planning Code Section 351(e) (1) and work with the Planning Department for information about compliance.

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

42. **Revocation due to Violation of Conditions.** Should implementation of this Project result in complaints from interested property owners, residents, or commercial lessees which are not resolved by the Project Sponsor and found to be in violation of the Planning Code and/or the specific conditions of approval for the Project as set forth in Exhibit A of this Motion, the Zoning Administrator shall refer such complaints to the Commission, after which it may hold a public hearing on the matter to consider revocation of this authorization.
*For information about compliance, contact Code Enforcement, Planning Department at 415-575-6863, www.sf-planning.org*

## OPERATION

43. **Eating and Drinking Uses**. As defined in Planning Code Section 202.2, Eating and Drinking Uses, as defined in Section 102, shall be subject to the following conditions:

A. The business operator shall maintain the main entrance to the building and all sidewalks abutting the subject property in a clean and sanitary condition in compliance with the Department of Public Works Street and Sidewalk Maintenance Standards. In addition, the operator shall be responsible for daily monitoring of the sidewalk within a one-block radius of the subject business to maintain the sidewalk free of paper or other litter associated with the business during business hours, in accordance with Article 1, Section 34 of the San Francisco Police Code.
*For information about compliance, contact the Bureau of Street Use and Mapping, Department of Public Works at 415-554-.5810, http://sfdpw.org.*

B. When located within an enclosed space, the premises shall be adequately soundproofed or insulated for noise and operated so that incidental noise shall not be audible beyond the premises or in other sections of the building, and fixed-source equipment noise shall not exceed the decibel levels specified in the San Francisco Noise Control Ordinance.
*For information about compliance of fixed mechanical objects such as rooftop air conditioning, restaurant ventilation systems, and motors and compressors with acceptable noise levels, contact the Environmental Health Section, Department of Public Health at (415) 252-3800, www.sfdph.org.*

*For information about compliance with construction noise requirements, contact the Department of Building Inspection at 415-558-6570, www.sfdbi.org.*

*For information about compliance with the requirements for amplified sound, including music and television, contact the Police Department at 415-553-0123, www.sf-police.org.*

C. While it is inevitable that some low level of odor may be detectable to nearby residents and passersby, appropriate odor control equipment shall be installed in conformance with the

approved plans and maintained to prevent any significant noxious or offensive odors from escaping the premises.
*For information about compliance with odor or other chemical air pollutants standards, contact the Bay Area Air Quality Management District, (BAAQMD), 1-800-334-ODOR (6367), www.baaqmd.gov and Code Enforcement, Planning Department at 415-575-6863, www.sf-planning.org*

D. Garbage, recycling, and compost containers shall be kept within the premises and hidden from public view, and placed outside only when being serviced by the disposal company. Trash shall be contained and disposed of pursuant to garbage and recycling receptacles guidelines set forth by the Department of Public Works.
*For information about compliance, contact the Bureau of Street Use and Mapping, Department of Public Works at 415-554-.5810, http://sfdpw.org.*

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

45. **Community Liaison.** Prior to issuance of a building permit to construct the project and implement the approved use, the Project Sponsor shall appoint a community liaison officer to deal with the issues of concern to owners and occupants of nearby properties. The Project Sponsor shall provide the Zoning Administrator and all registered neighborhood groups for the area with written notice of the name, business address, and telephone number of the community liaison. Should the contact information change, the Zoning Administrator and registered neighborhood groups shall be made aware of such change. The community liaison shall report to the Zoning Administrator what issues, if any, are of concern to the community and what issues have not been resolved by the Project Sponsor.
*For information about compliance, contact Code Enforcement, Planning Department at 415-575-6863, www.sf-planning.org*

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

SAN FRANCISCO
**PLANNING DEPARTMENT**

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# Planning Commission Motion No. XXXXX

**HEARING DATE: APRIL 30, 2020**

| | |
|---|---|
| *Record No.:* | **2018-008661OFA** |
| *Project Address:* | **701 Harrison Street** |
| *Zoning:* | CMUO (Central SoMa Mixed Use Office) Zoning District<br>130-CS Height and Bulk Districts<br>Central SoMa Special Use District |
| *Block/Lot:* | 3762/001 |
| *Project Sponsor:* | Colum Regan, Aralon Properties<br>482 Bryant Street<br>San Francisco, CA 94107 |
| *Property Owner:* | 400 Third Street, LLC<br>San Francisco, CA 94107 |
| *Staff Contact:* | Esmeralda Jardines – (415) 575-9144<br>esmeralda.jardines@sfgov.org |

**ADOPTING FINDINGS RELATING TO AN ALLOCATION OF OFFICE SQUARE FOOTAGE UNDER THE 2019 – 2020 ANNUAL OFFICE DEVELOPMENT LIMITATION PROGRAM PURSUANT TO PLANNING CODE SECTIONS 321 AND 322 THAT WOULD AUTHORIZE UP TO 49,999 SQUARE FEET OF OFFICE SPACE FOR THE PROJECT AT 701 HARRISON STREET, LOT 001 IN ASSESSOR'S BLOCK 3762, WITHIN THE CMUO (CENTRAL SOMA MIXED USE OFFICE) ZONING DISTRICT, CENTRAL SOMA SPECIAL USE DISTRICT, AND 130-CS HEIGHT AND BULK DISTRICT.**

## PREAMBLE

On January 8, 2019, Colum Regan of Aralon Properties (hereinafter "Project Sponsor") filed Application No. 2018-008661OFA (hereinafter "Application") with the Planning Department (hereinafter "Department") for an Office Development Authorization to authorize 49,999 gross square feet of office use (hereinafter the "Project") at 701 Harrison Street, Block 3762, Lot 001 (hereinafter "Project Site") in San Francisco, California within the CMUO (Central SoMa Special Use District) Zoning District and 130-CS Height and Bulk District.

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

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

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

On April 21, 2020, the Department determined that the Project did not require further environmental review under Section 15183 of the CEQA Guidelines and Public Resources Code Section 21083.3. The Project is consistent with the adopted zoning controls in the Central SoMa Area Plan and was encompassed within the analysis contained in the EIR. Since the EIR was finalized, there have been no substantive changes to the Central SoMa Area Plan and no substantive changes in circumstances that would require major revisions to the EIR due to the involvement of new significant environmental effects or an increase in the severity of previously identified significant impacts, and there is no new information of substantial importance that would change the conclusions set forth in the Final EIR. The file for this project, including the Central Soma Area Plan EIR and the Community Plan Exemption certificate, is available for review at the San Francisco Planning Department, 1650 Mission Street, Suite 400, San Francisco, California.

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

On April 30, 2020, the Commission conducted a duly noticed public hearing at a regularly scheduled meeting on Office Development Authorization Application No. 2018-008661OFA.

On April 30, 2020, the San Francisco Planning Commission (hereinafter "Commission") adopted Motion No. XXXXX, approving a Large Project Authorization for the proposed Project (Large Project Authorization Application No. 2018-008661ENX). Findings contained within said motion are incorporated herein by this reference thereto as if fully set forth in this Motion.

The Planning Department Commission Secretary is the custodian of records; the File for Record No. 2018-008661OFA is located at 1650 Mission Street, Suite 400, San Francisco, California.

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

**MOVED,** that the Commission hereby authorizes the Office Allocation requested in Application No. 2018-008661OFA, subject to the conditions contained in "EXHIBIT A" of this motion, based on the following findings:

## FINDINGS

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

1. The above recitals are accurate and constitute findings of this Commission.

2. **Project Description.** The Project includes new construction of a seven-story-with-mezzanine, 95-ft-1-inch (100-ft-11-in including elevator penthouse and mechanical screens) tall office building (measuring approximately 58,539 gross square feet (gsf)) including approximately 8,539 gsf of ground floor commercial use (which may include a restaurant use), 49,999 gsf of office use, 69 Class 1 bicycle parking spaces, and 16 Class 2 bicycle parking spaces. Collectively, the bicycle parking rooms measure 894 square feet. The Project also includes 1,508 square feet of usable open space.

3. **Site Description and Present Use.** The Project is located on one rectangular-shaped corner lot (with a lot area of approximately 8,799 square feet) west of 3rd Street and south of Harrison Street. The Project Site has approximately 115-ft of frontage along 3rd Street and 75-ft of frontage along Harrison Street; currently, the site is a surface parking lot accessed via two curb cuts along 3rd Street.

4. **Surrounding Properties and Neighborhood.** The Project Site is located within the CMUO Zoning District in the Central SoMa and East SoMa Area Plans. The immediate context is mixed in character with residential and ground floor commercial as well as industrial uses in the vicinity. The immediate neighborhood along Harrison includes two-to-eight story mixed-use buildings. The Project Site is located at the southwest intersection of Harrison Street and 3rd Street. To the south and across Perry Street is the elevated Interstate 80 overpass; underneath the overpass is a Golden Gate Transit bus parking lot. To the west along Harrison is the Central SoMa Area Plan Key Site No. 2, 725 Harrison; and to the east of the site along Harrison is the Central SoMa Area Plan No. 3, 400 2nd Street/One Vassar. The Project Site is located within the Central SoMa Special Use District. Other zoning districts in the vicinity of the project site include: P (Public), MUR (Mixed-Use Residential), C-3-O (Downtown Office), and SALI (Service Area Light Industrial) Zoning Districts.

5. **Public Outreach and Comments.** To date, the Department has not received comments regarding the Project at 701 Harrison Street. The Planning Department did receive an inquiry about the notification for the proposed entitlements during the shelter-in-place order.

6. **Planning Code Compliance:** The Planning Code Compliance Findings set forth in Motion No. XXXXX, Case No. 2018-008661ENX (Large Project Authorization, pursuant to Planning Code Section 329) apply to this Motion, and are incorporated herein as though fully set forth.

7. **Office Development Authorization.** Planning Code Section 321 establishes standards for San Francisco's Office Development Annual Limit. In determining if the proposed Project would promote the public welfare, convenience and necessity, the Commission considered the seven criteria established by Code Section 321(b)(3), and finds as follows:

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

   *Currently, there are 902,621 gross square feet of available "Small Cap" office space for allocation. The Project will add approximately 49,999 square feet of office space at the Property. If the Project is approved, approximately 852,622 square feet of space will remain in the Small Cap Allocation.*

   *The Project's proposal to add 69 Class 1 and 16 Class 2 bicycle spaces, totaling 85 bicycle parking spaces, its proposed sidewalk and street improvements to Harrison Street and 3rd Street, as well as the Project site's close proximity to Caltrain and MUNI lines will facilitate and encourage the office tenants to use alternative means of transportation to travel to and from work. This is in line with one of the Central SoMa Plan's goals to provide safe and convenient transportation that prioritizes walking, bicycling, and transit. The Central SoMa Plan Initial Study also found that the rezoning and resulting new development contemplated by the Central SoMa Plan would not have significant impacts on transportation infrastructure.*

   *The Project would balance its office use with retail uses. These uses would further encourage the economic growth of the area and add neighborhood-serving uses. As a whole, the Project will result in an ideal balance between economic growth, housing development, transportation, and public services.*

   *The Project will be approved in furtherance of the Central SoMa Area Plan, which specifically encourages new office development in this part of SoMa to create an economically diversified and lively jobs center. As stated in the Central SoMa Area Plan, San Francisco is experiencing high demand for office-oriented jobs and this Project has the potential to fill some of that need. The increase in jobs and employees to the area will be balanced by the Project's retail use at the ground floor which will serve the Project's office use as well as the broader Central SoMa area, including residents in the immediate neighborhood.*

   *The current site is underutilized as a surface parking lot. The Project is proposing 49,999 square feet of new office space. The building is seven stories, or 85 feet in height, with a mezzanine level rising to 95 feet, on a lot that is zoned for 130 feet. The Project recognizes that the site is appropriate for a smaller office structure. The surrounding blocks have potential for new residential development, and there is a proposed site a few lots to the southwest that will have a City-built 100% affordable housing building on it. The Project does not propose any off-street parking or loading, acknowledging the wealth of public transportation options in the neighborhood. The ground floor has been designed to create an active, lively and engaging experience for pedestrians, all in compliance with the goals and objectives of the Central SoMa Plan.*

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

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

*a)* Use. *The Project's proposed office and retail uses are principally permitted in the CMUO Zoning District, as well as the Central SoMa Special Use District. The Central SoMa Plan expressly encourages new development in the Plan Area, including the development of office space. The Project's close proximity to public transit will provide employees and tenants with ample access to the Project site, making it a suitable location for office development. In addition to office, the Project's other proposed neighborhood-serving uses are all in line with the development contemplated for the Central SoMa Plan Area. The Project will not have any impacts beyond those studied in the Central SoMa EIR, which was certified by the Planning Commission by Motion No. 20182 on May 10, 2018 and by the Board of Supervisors by Motion No. M18-131 on September 25, 2018. Despite being a major economic driver, the high demand for office space in San Francisco is forcing many companies to move out of the City and out of the Bay Area region altogether. By supporting the office-related component of San Francisco's economy, the Commission will be strengthening local neighborhood businesses, offering new employment opportunities to San Francisco residents, and keeping industries in San Francisco that would otherwise be forced out. The Project is proposing 49,999 square feet of new office use, which will fill the needs of small-to-medium sized companies that are essential to the City's economy. The existing site is a surface parking lot that does not serve the neighborhood residents or user. The proposed Project proposes 8,539 square feet of ground-floor retail that will add to and enhance the neighborhood character along Harrison and 3rd Streets.*

*b)* Transit Accessibility. *The Project Site is served by nearby public transportation options. The Project site is located in close proximity to the: 8, 8AX, 8BX, 12, 30, 45, 47, 81X, 82X, 83X and N MUNI bus lines, as well as the Central Subway line along 4th Street and the 4th & King Caltrain and MUNI light stations. The Central Subway Project to extend the Muni Metro T Third Line through South of Market, Union Square, and Chinatown with four new stations is also expected to be completed soon. The T extension would run along 4th Street, a block away from 701 Harrison Street. The Project also provides sufficient bicycle parking for employees and their guests. The Project will serve the specific demand for transit-oriented office space due to its proximity to a multitude of public transportation options, including Muni bus lines, Muni metro lines, and Caltrain. Therefore, there are numerous public transit options serving the Project. The number of different public transit options makes the site easily accessible from all over the Bay Area without a car, while not overburdening one type of public transit.*

*c)* Open Space Accessibility. *The Central SoMa Plan envisions creating new parks and open spaces in an area that currently lacks it. In total, the Project will include 1,508 square feet of on-site open space via a roof deck for both the office and ground floor retail uses.*

*d)* Urban Design. *The Project is designed as a seven-story-with-mezzanine, 95-ft-1-inch tall, office development, which incorporates ground-floor commercial along 3rd Street and Harrison, as well as massing setbacks above 85 feet. The massing of the proposed structure has also been*

*designed to respect the scale and character of the evolving Central SoMa neighborhood. The Project's architectural treatments, façade design and building materials include a clear anodized aluminum window systems with vertical fins, black aluminum storefront system, painted cementitious material, perforated metal, and blackened steel. The Project recognizes the unique condition of this corner location, as well as the various modalities of pedestrian and vehicular movement that flow around the site. In response, the central organizing concept is to break the single volume into (3) shifting volumes that play off of this prevalence of movement around the site by offering a unique experience from multiple, moving vantage points. The use of the deep aluminum louvers enhances this effect by transitioning the façade experience from opaque to transparent, metal to glass, depending on the vantage point. Moreover, the louvers render the building façade with texture and depth, while employing sustainable performance as a shading device to offset heat gain in the building.*

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

e) Seismic Safety. *The Project will conform to the structural and seismic requirements of the San Francisco Building Code, meeting this policy.*

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

a) The New Affordable Housing units are on-site or located within a Community of Concern as designated by the Board of Supervisors;

b) The New Affordable Housing Units will be developed pursuant to a requirement included in a development agreement authorized by Government Code Section 65865 or any successor section for the proposed office development;

c) The number of New Affordable Housing Units is no less than 100% of the New Affordable Housing Units required to house the future employees of the proposed project's office development in accordance with the City's Affordable Housing Demand Ratio;

*The Project will not include the production of new affordable housing; rather, the Project will contribute to the Jobs-Housing Linkage Fee.*

IV. THE EXTENT TO WHICH THE PROJECT INCORPORATES COMMUNITY IMPROVEMENTS THAT EXCEED THE REQUIREMENTS OF ZONING AND CITY ORDINANCES APPLICABLE TO THE PROJECT. "COMMUNITY IMPROVEMENT(S)" INCLUDE CONSTRUCTION, FINANCING, LAND DEDICATION, OR LAND EXCHANGES FOR THE CREATION OF ANY OF THE FOLLOWING FACILITIES: COMMUNITY-SERVING FACILITIES, INCLUDING WITHOUT LIMITATION, CHILDCARE FACILITIES, TOT LOTS, COMMUNITY GARDENS, PARKS, INDOOR

AND OUTDOOR NEIGHBORHOOD-ORIENTED PLAZAS AND OPEN SPACE, NEIGHBORHOOD RECREATION CENTERS, DOG PARKS, PUBLIC SAFETY FACILITIES, AFFORDABLE SPACE FOR COMMUNITY-SERVING RETAIL SERVICES AND FOOD MARKETS, AND AFFORDABLE SPACE FOR COMMUNITY ARTS AND CULTURAL ACTIVITIES.

*The Project is located on an 8,799-square-foot corner lot, which allows for the proposed development. The proposed building will be 95-feet-1-inch (inclusive of a mezzanine) and will contain ground floor space for community-serving retail with office use above. The configuration of the lot, combined with the lot size, does not allow for on-site community facilities such as open space, plazas, or other type of public amenities. The Project will improve the public realm – the sidewalks and other public areas will be improved on both Harrison and 3rd Streets, with widened sidewalks, bulb-outs, new landscaping, and other features that will enhance the pedestrian experience. Further, the Project will pay the associated impact fees which will fund the development and construction of neighborhood amenities that are called out as priorities in the Central SoMa Plan, such as new parks and community centers that will be utilized by everyone in the Plan Area. Overall, the Project is appropriate for its location and size and contributes to various community improvements as envisioned by the Central SoMa Plan.*

8. **General Plan Consistency.** The General Plan Consistency Findings set forth in Motion No. XXXXX, Case No. 2018-008661ENX (Large Project Authorization, pursuant to Planning Code Section 329) apply to this Motion, and are incorporated herein as though fully set forth.

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

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

   *The Project would not remove any retail uses, the site is a surface parking lot. Instead, the Project will add 8,539 gsf of retail use. In addition, the Project would replace the existing surface parking lot to provide 49,999 square feet for office uses. The new proposed uses would enhance future opportunities for employment.*

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

   *The Project would not remove any existing housing nor is it proposing any housing; therefore, the proposed Project will not have an effect on the housing and neighborhood character.*

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

   *No affordable housing exists or would be removed for this Project. The Project does not proposed residential uses. Therefore, the proposed development of this site will not affect the City's available housing stock.*

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

*The Project Site is served by nearby public transportation options. The Project site is located in close proximity to the: 8, 8AX, 8BX, 12, 30, 45, 47, 81X, 82X, 83X and N MUNI bus lines, as well as the Central Subway line along 4th Street and the 4th & King Caltrain and MUNI light stations. The Central Subway Project to extend the Muni Metro T Third Line through South of Market, Union Square, and Chinatown with four new stations is also expected to be completed soon. The T extension would run along 4th Street, a block away from 701 Harrison Street. The Project also provides sufficient bicycle parking for employees and their guests.*

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

*The Project site is a surface parking lot and therefore, does not replace industrial uses nor any commercial office development. However, the Project is proposing 49,999 square feet of new commercial office development. The Project will therefore expand future opportunities for employment and ownership in these sectors.*

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

*The Project will be designed and will be constructed to conform to the structural and seismic safety requirements of the Building Code. This proposal will not impact the property's ability to withstand an earthquake.*

G. That landmarks and historic buildings be preserved.

*Currently, the Project Site does not contain any City Landmarks or historic buildings; it is a surface parking lot.*

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

*A shadow fan analysis prepared by the Planning Department indicates that the project would not cast new shadows on any existing parks or public open spaces.*

10. The Project is consistent with and would promote the general and specific purposes of the Code provided under Section 101.1(b) in that, as designed, the Project would contribute to the character and stability of the neighborhood and would constitute a beneficial development.

11. The Project is consistent with and would promote the general and specific purposes of the Code provided under Section 101.1(b) in that, as designed, the Project would contribute to the character and stability of the neighborhood and would constitute a beneficial development.

12. The Commission hereby finds that approval of the Office Allocation Authorization would promote the health, safety and welfare of the City.

## DECISION

That based upon the Record, the submissions by the Applicant, the staff of the Department and other interested parties, the oral testimony presented to this Commission at the public hearings, and all other written materials submitted by all parties, the Commission hereby APPROVES approximately 49,999 square feet of office use identified in Office Development Application No. 2018-008661OFA subject to the following conditions attached hereto as "EXHIBIT A" in general conformance with plans on file, dated April 22, 2020 and stamped "EXHIBIT B", which are incorporated herein by reference as though fully set forth**.**

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

**APPEAL AND EFFECTIVE DATE OF MOTION:** Any aggrieved person may appeal this Office Development Allocation to the Board of Appeals within fifteen (15) days after the date of this Motion No. XXXXX. The effective date of this Motion shall be the date of this Motion if not appealed (After the 15-day period has expired) OR the date of the decision of the Board of Appeals if appealed to the Board of Appeals. For further information, please contact the Board of Appeals at (415) 575-6880, 1650 Mission Street, Room 304, San Francisco, CA.

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

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

I hereby certify that the Planning Commission ADOPTED the foregoing motion on April 30, 2020.

Jonas P. Ionin
Commission Secretary

AYES:

NAYS:

ABSENT:

ADOPTED: April 30, 2020

# EXHIBIT A

## AUTHORIZATION

This authorization is for an Office Development Authorization to allow 49,999 square feet of office use for the Project identified in Office Development Application No. 2018-008661OFA at 701 Harrison Street, Block 3762, Lot 001, pursuant to Planning Code Sections 321 and 322 within the CMUO (Central Soma Mixed Use Office) Zoning District, Central SoMa Special Use District, and 130-CS Height and Bulk District in general conformance with plans, dated April 22, 2020, and stamped "EXHIBIT B" included in the docket for Case No. 2018-008661OFA and subject to conditions of approval reviewed and approved by the Commission on April 30, 2020 under Motion No. XXXXX. This authorization and the conditions contained herein run with the property and not with a particular Project Sponsor, business, or operator.

## COMPLIANCE WITH OTHER REQUIREMENTS

The Planning Code Compliance Findings set forth in Motion No. XXXXX, Case No. 2018-008661ENX (Large Project Authorization, pursuant to Planning Code Section 329) and the Mitigation, Monitoring, and Reporting Program adopted as Exhibit C to Planning Commission Motion No. XXXXX, Case No. 2018-008661ENX apply to this Motion, and are incorporated herein as though fully set forth.

## RECORDATION OF CONDITIONS OF APPROVAL

Prior to the issuance of the building permit or commencement of use for the Project the Zoning Administrator shall approve and order the recordation of a Notice in the Official Records of the Recorder of the City and County of San Francisco for the subject property. This Notice shall state that the project is subject to the conditions of approval contained herein and reviewed and approved by the Planning Commission on April 30, 2020 under Motion No. XXXXX.

## PRINTING OF CONDITIONS OF APPROVAL ON PLANS

The conditions of approval under the 'Exhibit A' of this Planning Commission Motion No. XXXXX shall be reproduced on the Index Sheet of construction plans submitted with the Site or Building permit application for the Project. The Index Sheet of the construction plans shall reference to the Office Allocation Authorization and Large Project Authorization and any subsequent amendments or modifications.

## SEVERABILITY

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

## CHANGES AND MODIFICATIONS

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

# Conditions of Approval, Compliance, Monitoring, and Reporting

## PERFORMANCE

1. **Additional Project Authorization.** The Project Sponsor must obtain a Large Project Authorization under Section 329 to allow the construction of one building structure at 701 Harrison Street and satisfy all the conditions thereof. The conditions of approval under the 'Exhibit A' of Planning Commission Motion No. XXXXX (Case No. 2018-008661ENX (Large Project Authorization, pursuant to Planning Code Section 329) apply to this Motion, and are incorporated herein as though fully set forth. If these conditions overlap with any other requirement imposed on the Project, the more restrictive or protective condition or requirement, as determined by the Zoning Administrator, shall apply.
   *For information about compliance, contact Code Enforcement, Planning Department at 415-575-6863, www.sf-planning.org*

2. **Development Timeline - Office.** Pursuant to Planning Code Section 321(d)(2), construction of the office development project shall commence within 18 months of the effective date of this Motion. Failure to begin work within that period or to carry out the development diligently thereafter to completion, shall be grounds to revoke approval of the office development under this office development authorization.
   *For information about compliance, contact Code Enforcement, Planning Department at 415-575-6863, www.sf-planning.org*

3. **Extension.** This authorization may be extended at the discretion of the Zoning Administrator only where failure to issue a permit by the Department of Building Inspection to perform said construction is caused by a delay by a local, State or Federal agency or by any appeal of the issuance of such permit(s).
   *For information about compliance, contact the Planning Department at 415-558-6378, www.sf-planning.org.*

# Land Use Data

Large Project Authorization & Office Development Authorization Hearing
**Case Number 2018-008661ENXOFA**
701 Harrison Street

SAN FRANCISCO
**PLANNING DEPARTMENT**

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

Reception:
**415.558.6378**

Fax:
**415.558.6409**

Planning
Information:
**415.558.6377**

# Land Use Information

**PROJECT ADDRESS: 701 HARRISON STREET**
**RECORD NO.: 2018-008661PRJ**

| | EXISTING | PROPOSED | NET NEW |
|---|---|---|---|
| **GROSS SQUARE FOOTAGE (GSF)** | | | |
| Parking GSF | 8,799 | 0 | -8,799 |
| Residential GSF | N/A | N/A | N/A |
| Retail/Commercial GSF | 0 | 8,539 | 8,539 |
| Office GSF | 0 | 49,999 | 49,999 |
| Industrial/PDR GSF *Production, Distribution, & Repair* | N/A | N/A | N/A |
| Medical GSF | N/A | N/A | N/A |
| Visitor GSF | N/A | N/A | N/A |
| CIE GSF | N/A | N/A | N/A |
| Usable Open Space | 0 | 1,508 | 1,508 |
| Public Open Space | N/A | N/A | N/A |
| Other ( ) | | | |
| TOTAL GSF | | | |
| | EXISTING | NET NEW | **TOTALS** |
| **PROJECT FEATURES (Units or Amounts)** | | | |
| Dwelling Units - Affordable | N/A | N/A | N/A |
| Dwelling Units - Market Rate | N/A | N/A | N/A |
| Dwelling Units - Total | N/A | N/A | N/A |
| Hotel Rooms | N/A | N/A | N/A |
| Number of Buildings | 0 | 1 | 1 |
| Number of Stories | 0 | 7 | 7 |
| Parking Spaces | 60 | 0 | -60 |
| Loading Spaces | 0 | 0 | 0 |
| Bicycle Spaces | 0 | 85 | 85 |
| Car Share Spaces | N/A | N/A | N/A |
| Other ( ) | | | |

# Community Plan Exemption for 701 Harrison

Large Project Authorization & Office Development Authorization Hearing
**Case Number 2018-008661ENXOFA**
701 Harrison Street

SAN FRANCISCO
**PLANNING DEPARTMENT**

SAN FRANCISCO
**PLANNING DEPARTMENT**

# Certificate of Determination
# Community Plan Evaluation

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

Reception:
**415.558.6378**

Fax:
**415.558.6409**

Planning
Information:
**415.558.6377**

| | |
|---|---|
| *Case No.:* | **2018-008661ENV** |
| *Project Address:* | **701 Harrison Street** |
| *Zoning:* | Central SoMa Mixed-Use Office (CMUO) District<br>Central SoMa Special Use District<br>130-CS Height and Bulk District |
| *Block/Lots:* | 3762/001 |
| *Lot Size:* | 8,819 square feet |
| *Plan Area:* | Central SoMa Area Plan |
| *Project Sponsor:* | Colum Regan, 701 Harrison LLC, (415) 964-6169 |
| *Staff Contact:* | Rachel Schuett – (415) 575-9030, Rachel.Schuett@sfgov.org |

## PROJECT DESCRIPTION

The project site consists of an approximately 8,819-square-foot (sf) rectangular-shaped lot at the southwest corner of Third and Harrison streets in the South of Market neighborhood. The project site is currently occupied by a vacant lot, used for parking and an existing billboard which would be demolished. The project would construct a mixed-use building with retail on the ground floor, and office uses above. The proposed building would be seven stories and approximately 85 feet tall, with a 2,661-square-foot mezzanine at the seventh floor rising to approximately 95 feet (100 feet at the top of the mechanical penthouse).

The proposed approximately 58,539-gross-square-foot building would include 49,999 square feet of office use and 8,539 square feet of retail uses with frontages on Third and Harrison streets; the entrance to the office uses would be from Harrison Street. A bicycle storage room would be included on the ground and second floor; 69 class 1[1] bicycle parking spaces would be provided. Sixteen class 2 bicycle parking spaces and 10 street trees would be installed on the two project frontages. A total of approximately 1,508 square feet of open space would be provided on the lower roof level.

No vehicular parking or off-street loading would be provided, so no new curb cuts are proposed. Two existing curb cuts on Third Street and one on Harrison Street would be removed and the Harrison Street sidewalk would be extended to 15 feet in width. An extended bulb out would be installed, extending south along Harrison Street from the corner of Third Street. The project sponsor would request a 44-foot-long loading zone along Harrison Street.

Construction of the proposed building would involve soil disturbance over the entire project site and excavation up to 3 feet deep, resulting in removal of about 980 cubic yards of soil. Project construction is estimated to take approximately 18 months.

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

The proposed project would involve excavation and removal of about 980 cubic yards of soil to a depth of approximately 3 feet below the ground surface. Onsite construction work would be completed in a single phase, consisting of excavation of the existing parking lot surface, site grading, installation of the foundation construction of the building, exterior wall construction and finishes, and interior construction and finishes. Project construction is anticipated to last approximately 18 months. The proposed building would be supported by a mat foundation, approximately two feet thick on improved soil, underlain by aggregate rock; no pile driving would be required.

The *approval action* for the proposed project is the approval of a large project authorization, per San Francisco Planning Code sections 249.78 and 329 and an office allocation per planning code sections 321 and 322, by the planning commission. The approval action date establishes the start of the 30-day appeal period for this California Environmental Quality Act (CEQA) determination pursuant to section 31.04(h) of the San Francisco Administrative Code.

## COMMUNITY PLAN EVALUATION OVERVIEW

CEQA section 21083.3 and CEQA Guidelines section 15183 provide that projects that are consistent with the development density established by existing zoning, community plan or general plan policies for which an environmental impact report (EIR) was certified, shall not be subject to additional environmental review except as might be necessary to examine whether there are project-specific significant effects which are peculiar to the project or its site. Section 15183 specifies that examination of environmental effects shall be limited to those effects that: a) are peculiar to the project or parcel on which the project would be located; b) were not analyzed as significant effects in a prior EIR on the zoning action, general plan or community plan with which the project is consistent; c) are potentially significant off-site and cumulative impacts that were not discussed in the underlying EIR; or d) are previously identified in the EIR, but which, as a result of substantial new information that was not known at the time that the EIR was certified, are determined to have a more severe adverse impact than that discussed in the underlying EIR. Section 15183(c) specifies that if an impact is not peculiar to the parcel or to the proposed project, then an EIR need not be prepared for the project solely on the basis of that impact.

This determination evaluates the potential project-specific environmental effects of the 701 Harrison Street project, described above and incorporates by reference information contained in the Programmatic EIR for the Central SoMa Plan (PEIR).[2] Project-specific studies were prepared for the proposed project to determine if the project would result in any significant environmental impacts that were not identified in the Central SoMa PEIR.

## FINDINGS

As summarized in the Initial Study – Community Plan Evaluation (Attachment A):

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

[2] San Francisco Planning Department. Central SoMa Plan Final Environmental Impact Report. Planning Department Case Number 2011.1356E. Available online at:
https://sfplanning.org/environmental-review-documents?field_environmental_review_categ_target_id=214&items_per_page=10, accessed March 24, 2020.

2. The proposed project would not result in effects on the environment that are peculiar to the project or the project site that were not identified as significant effects in the Central SoMa PEIR;

3. The proposed project would not result in potentially significant off-site or cumulative impacts that were not identified in the Central SoMa PEIR;

4. The proposed project would not result in significant effects, which, as a result of substantial new information that was not known at the time the Central SoMa PEIR was certified, would be more severe than were already analyzed and disclosed in the PEIR; and

5. The project sponsor will undertake feasible mitigation measures specified in the Central SoMa PEIR to mitigate project-related significant impacts (see Attachment B).

Mitigation measures are included in this project. See the attached Mitigation Monitoring and Reporting Program.

## CEQA DETERMINATION

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

## DETERMINATION

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

Lisa Gibson
Environmental Review Officer

4/21/2020
Date

## ATTACHMENTS

A. Initial Study – Community Plan Evaluation

B. Mitigation Monitoring and Reporting Program

CC: COLUM REGAN, PROJECT SPONSOR; DANIEL FRATTIN, ATTORNEY; SUPERVISOR MATT HANEY, DISTRICT 6; ESMERALDA JARDINES, CURRENT PLANNING DIVISION; MONICA HUGGINS, M-FILES

SAN FRANCISCO
**PLANNING DEPARTMENT**

# Attachment A

# Initial Study – Community Plan Evaluation Checklist

| | |
|---|---|
| *Case No.:* | **2018-008661ENV** |
| *Project Address:* | **701 Harrison Street** |
| *Zoning:* | Central SoMa – Mixed Use Office (CMUO) District<br>Central SoMa Special Use District<br>130-CS Height and Bulk District |
| *Block/Lot:* | 3762/001 |
| *Lot Size:* | 8,819 square feet |
| *Plan Area:* | Central SoMa Plan |
| *Project Sponsor:* | Colum Regan, 701 Harrison LLC, (415) 964-6169 |
| *Staff Contact:* | Rachel Schuett – (415) 575-9030, Rachel.Schuett@sfgov.org |

## A. PROJECT DESCRIPTION

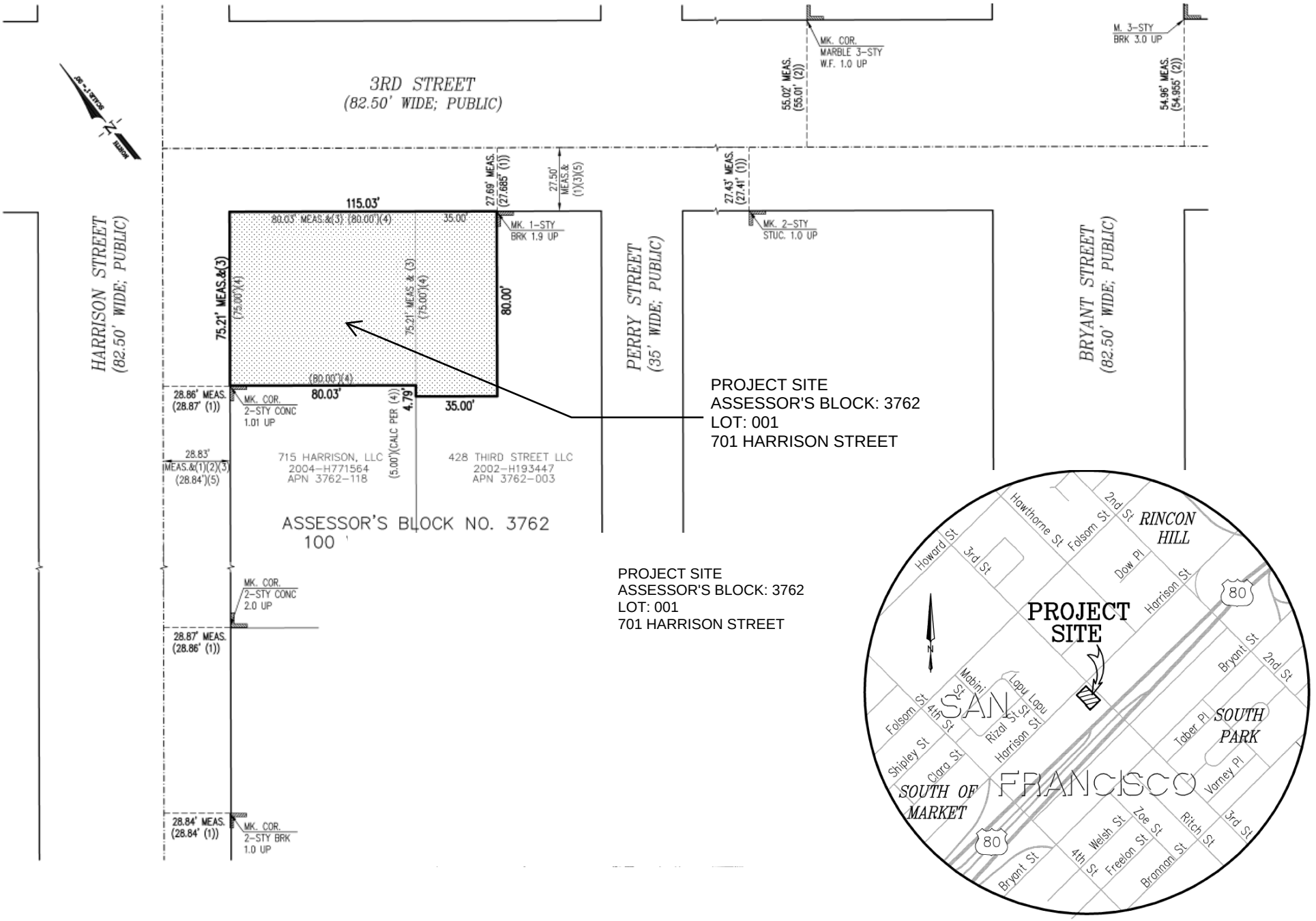
The project site consists of an approximately 8,819-square-foot (sf) rectangular-shaped lot at the southwest corner of Third and Harrison streets in the South of Market neighborhood. The project site is currently occupied by a vacant lot, used for parking and an existing billboard which would be demolished (see Figure 1, Project Site Location). The project would construct a mixed-use building with retail on the ground floor, and office uses above. The proposed building would be seven stories and approximately 85 feet tall, with a 2,661-square-foot mezzanine at the seventh floor rising to approximately 95 feet (100 feet at the top of the mechanical penthouse) (see figures 3 through 11).

The proposed approximately 58,539 gross square foot building would include 49,999 square feet of office use and 8,539 square feet of retail uses with frontages on Third and Harrison streets; the entrance to the office uses would be from Harrison Street (see Figure 2). A bicycle storage room would be included on the ground and second floor; 69 class 1[1] bicycle parking spaces would be provided (see figures 2 through 4). Sixteen class 2 bicycle parking spaces and 10 street trees would be installed on the two project frontages (see Figure 2). A total of approximately 1,508 square feet of open space would be provided on the lower roof level (see Figure 5).

No vehicular parking or off-street loading would be provided, so no new curb cuts are proposed. Two existing curb cuts on Third Street and one on Harrison Street would be removed and the Harrison Street sidewalk would be extended to 15 feet in width. An extended bulb out would be installed, extending south along Harrison Street from the corner of Third Street. The project sponsor would request a 44-foot-long loading zone along Harrison Street (see figures 12 through 13).

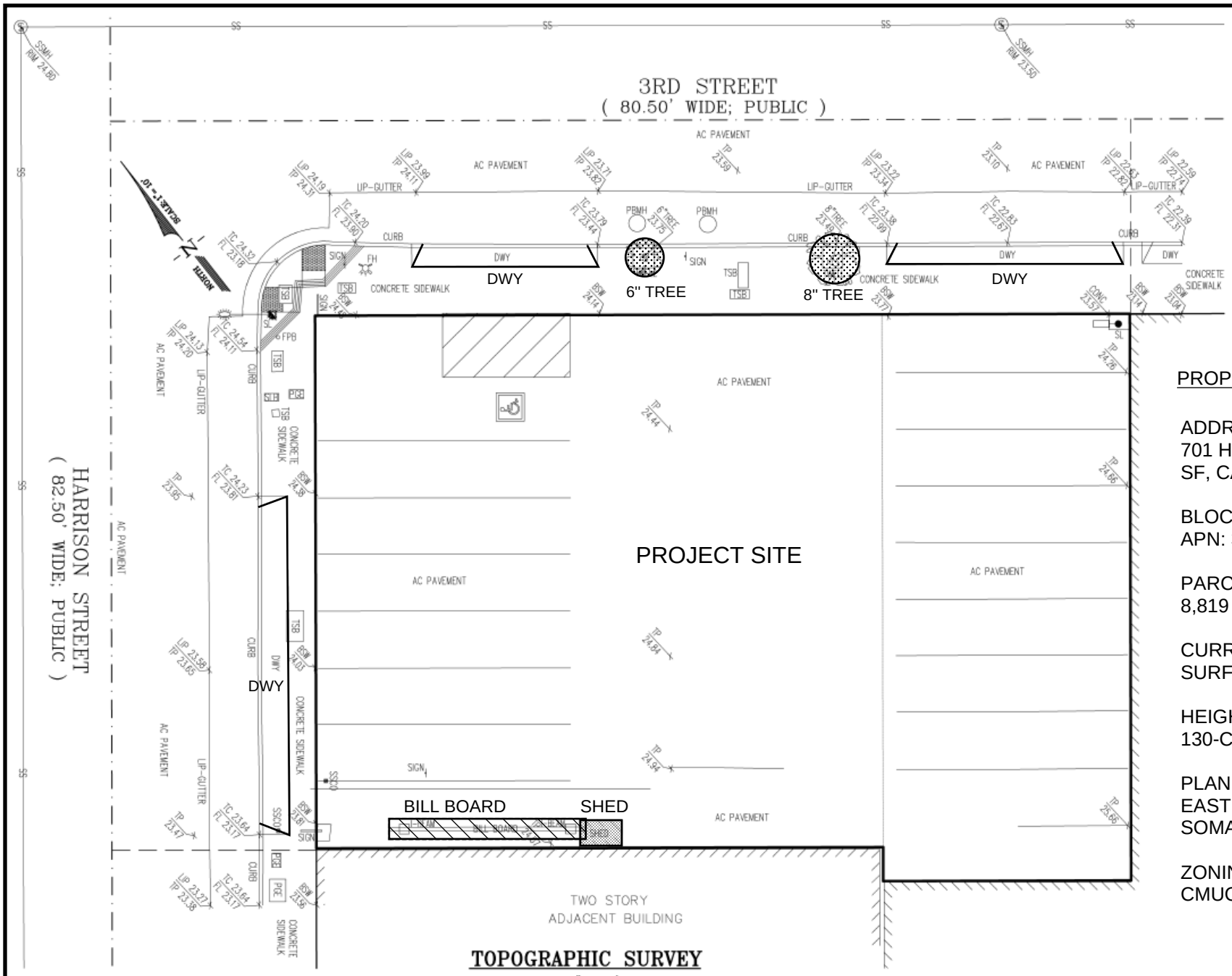
---

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




701 HARRISON STREET, SAN FRANCISCO
CASE NO: 2018-008661

PROJECT 1: PROJECT SITE LOCATION




**TOPOGRAPHIC SURVEY**

## PROPERTY INFORMATION

ADDRESS:
701 HARRISON STREET,
SF, CA 94107

BLOCK/LOT: 3762/001
APN: 3762-001

PARCEL AREA:
8,819 SQUARE FEET

CURRENT USE:
SURFACE PARKING

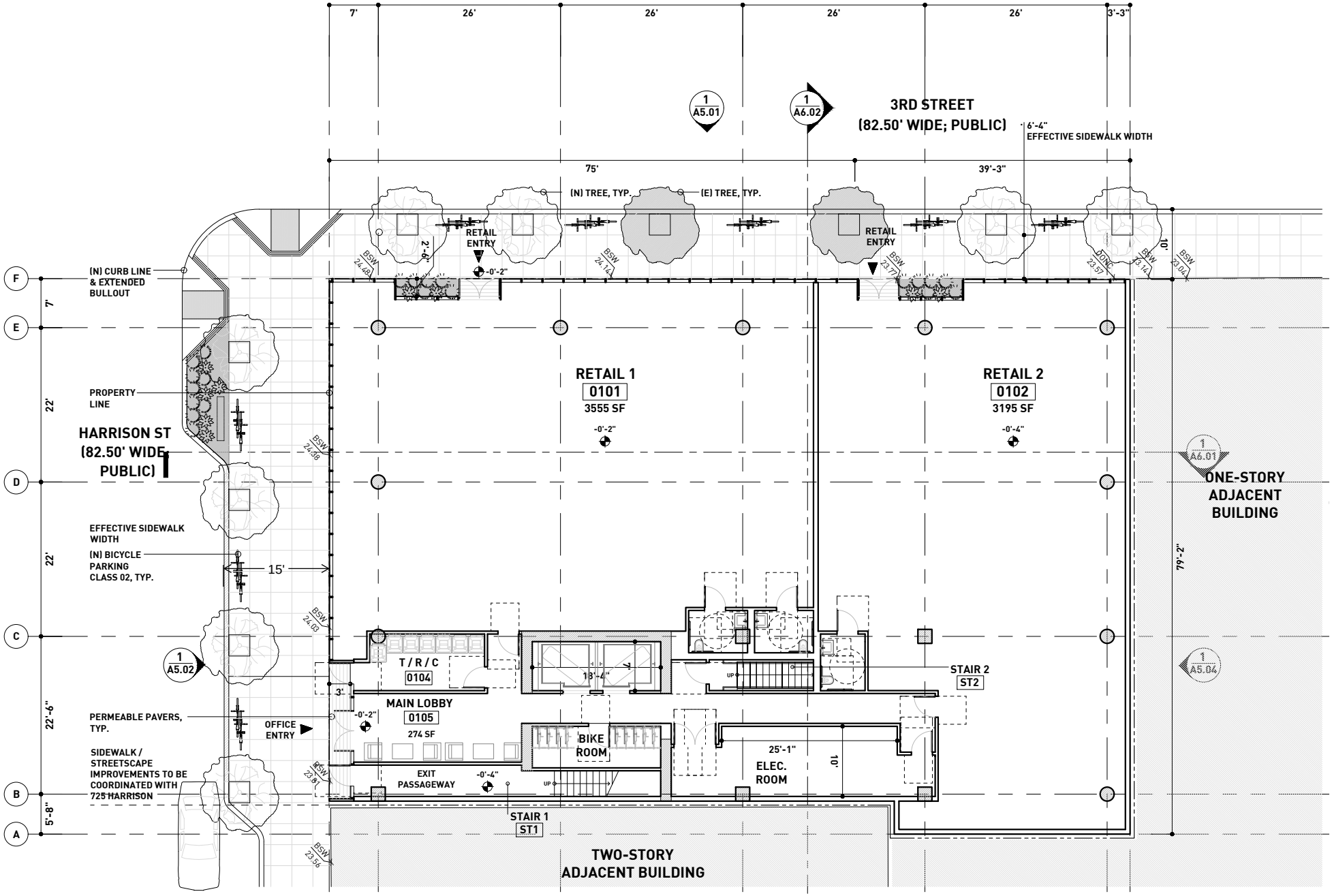
HEIGHT/BULK DISTRICT:
130-CS

PLAN AREA:
EAST SOMA & CENTRAL SOMA

ZONING DISTRICT:
CMUO

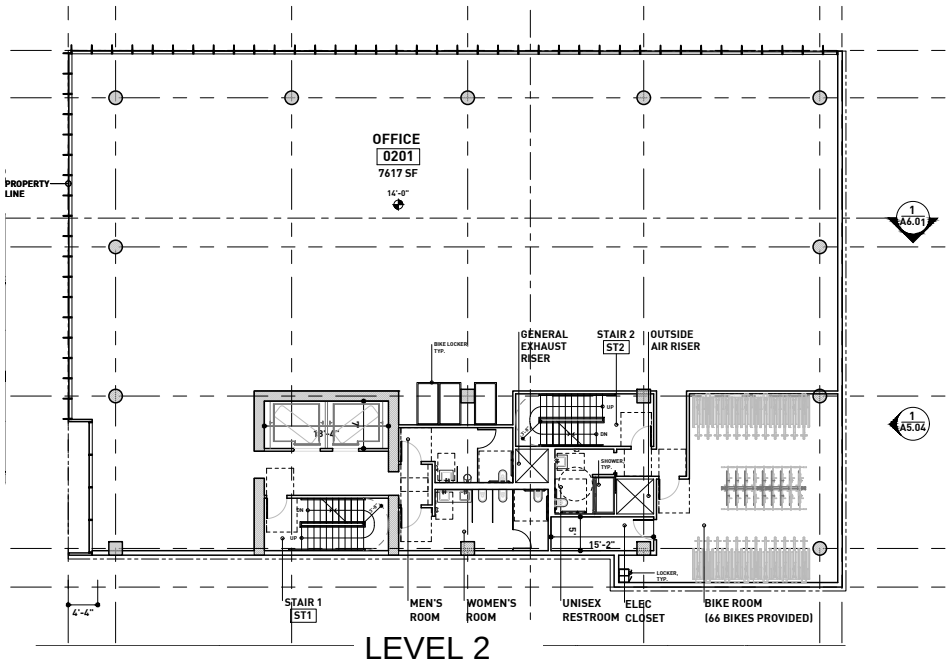
701 HARRISON STREET, SAN FRANCISCO
CASE NO: 2018-008661

FIGURE 2: PROJECT SITE

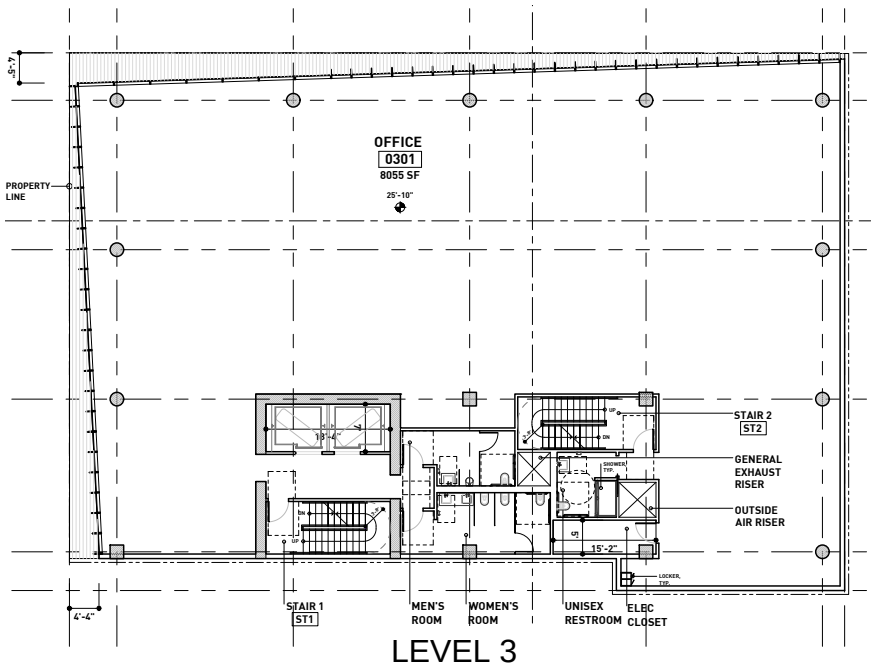



701 HARRISON STREET, SAN FRANCISCO
CASE NO: 2018-008661

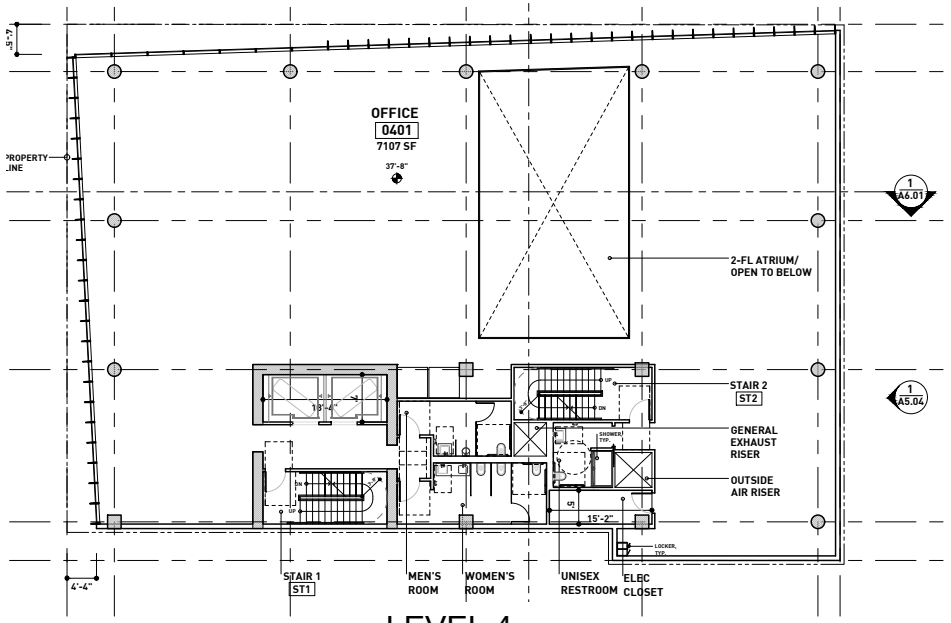
FIGURE 3: PROPOSED GROUND FLOOR PLAN



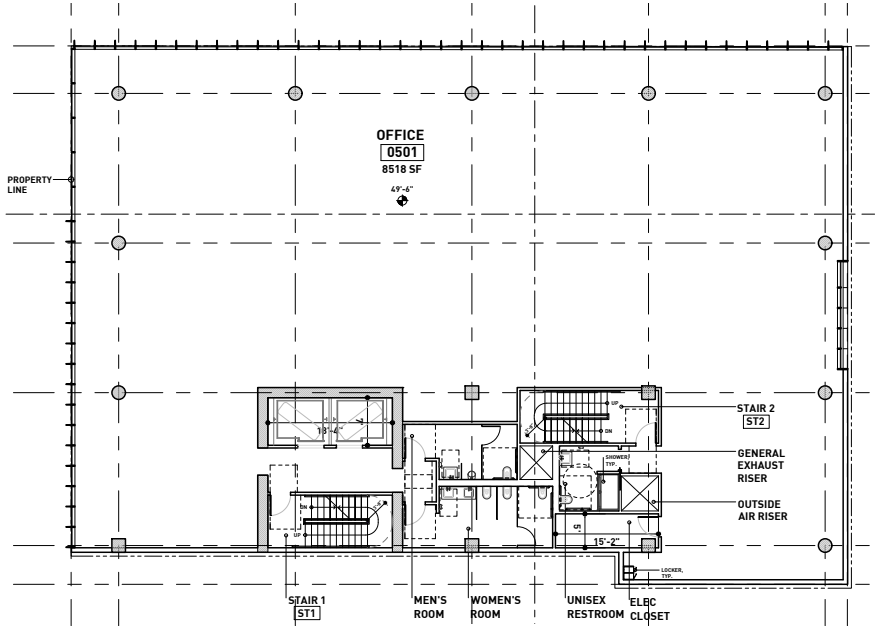

LEVEL 2




LEVEL 3



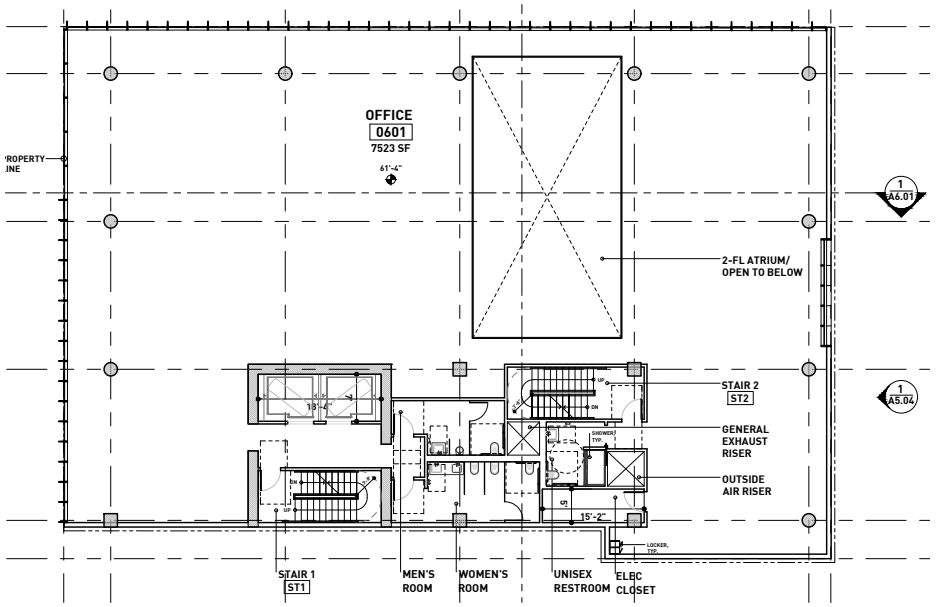

LEVEL 4



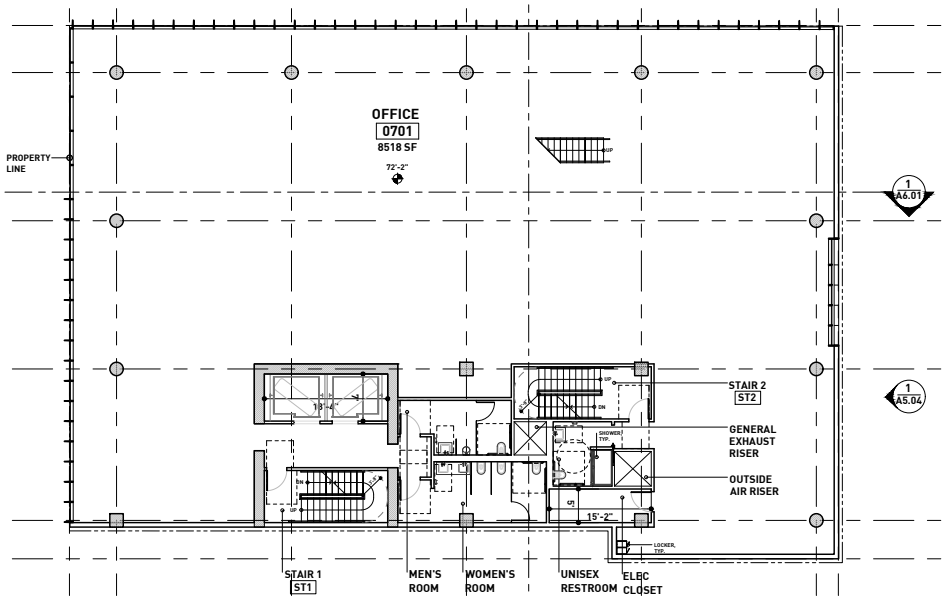

LEVEL 5

701 HARRISON STREET, SAN FRANCISCO
CASE NO: 2018-008661

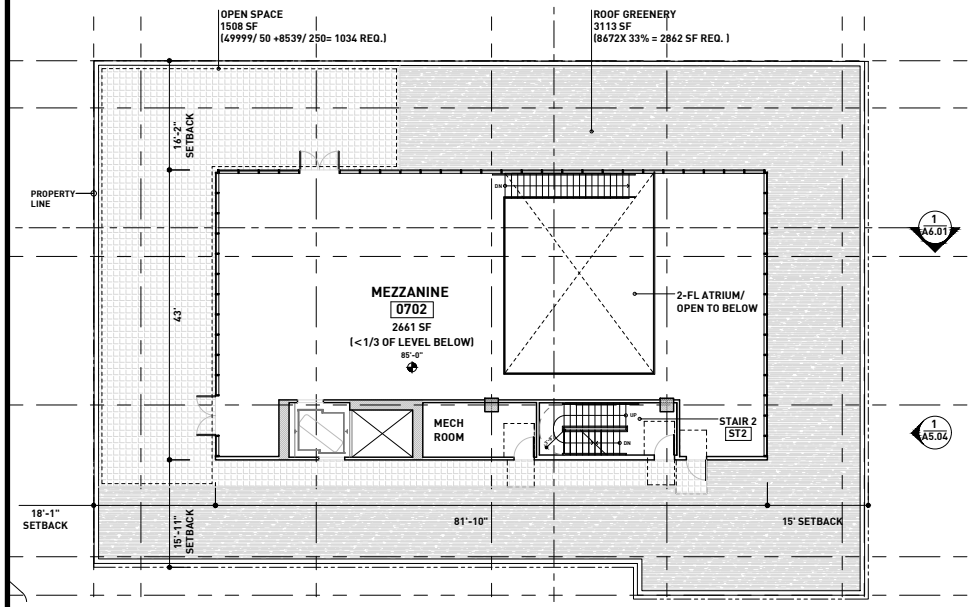
FIGURE 4: TYPICAL FLOOR PLANS (LEVEL 2-5)



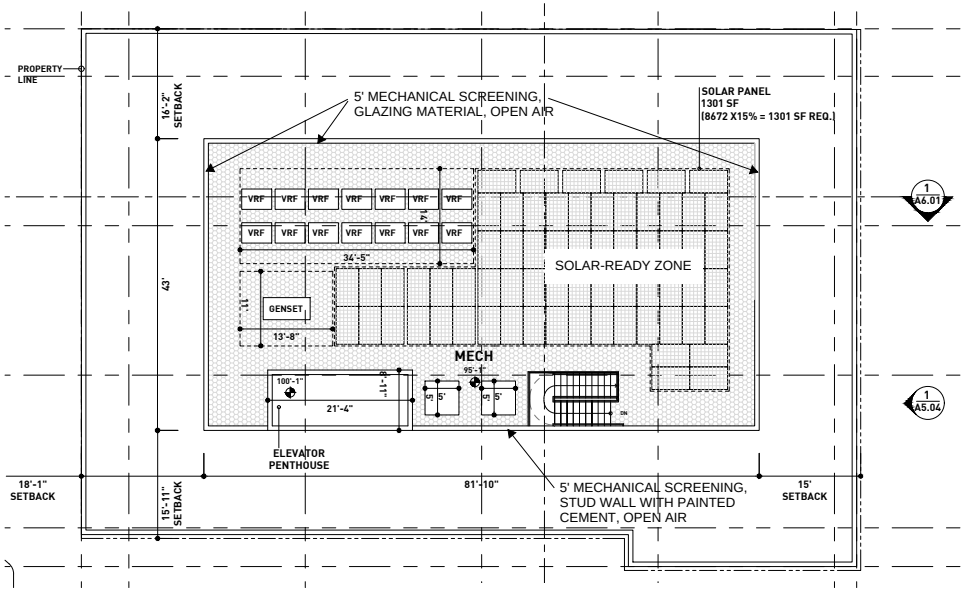

LEVEL 6




LEVEL 7



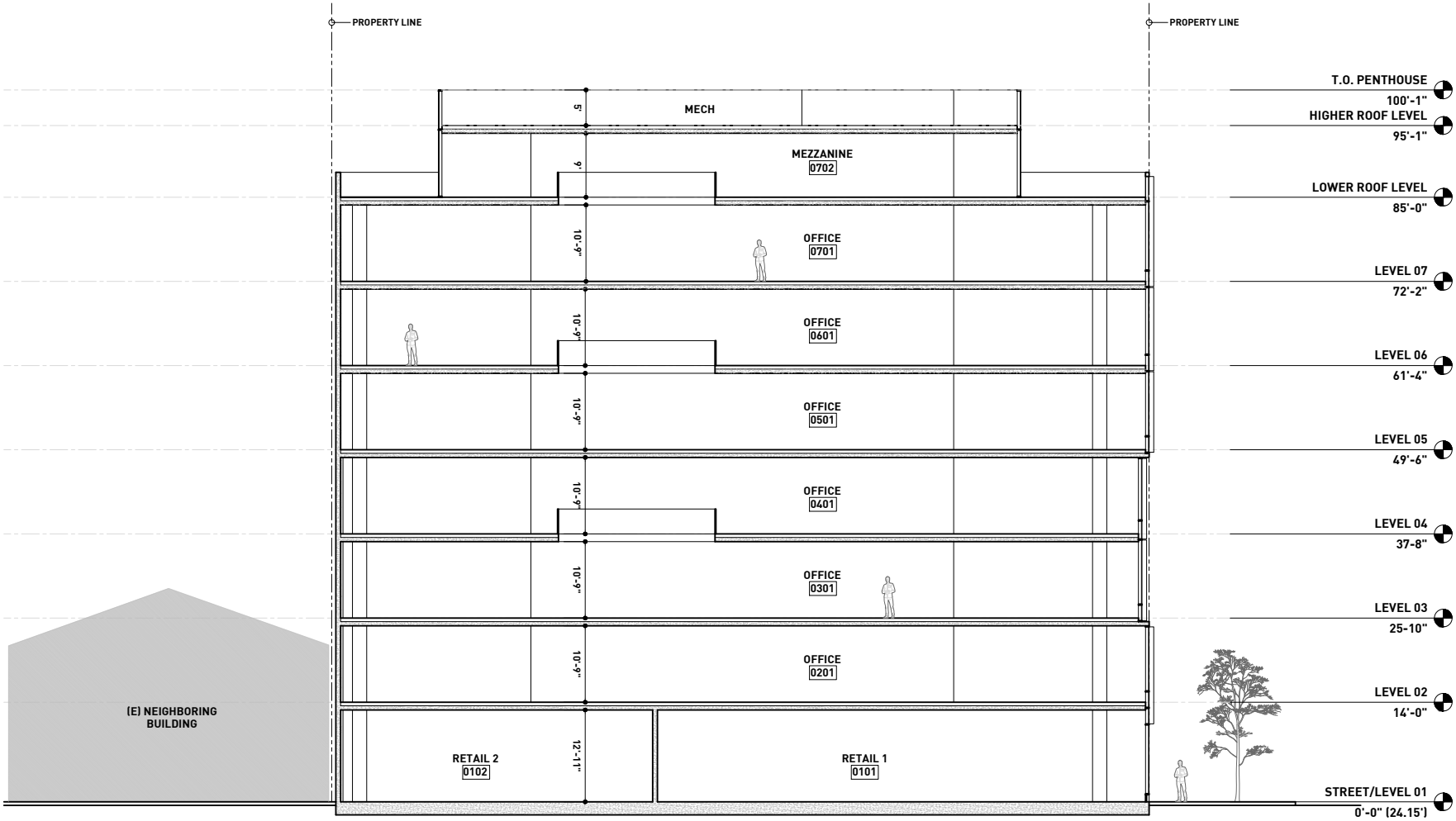

LOWER ROOF LEVEL




HIGHER ROOF LEVEL

701 HARRISON STREET, SAN FRANCISCO
CASE NO: 2018-008661

FIGURE 5: TYPICAL FLOOR PLANS (LEVEL 6,7,&Roof)

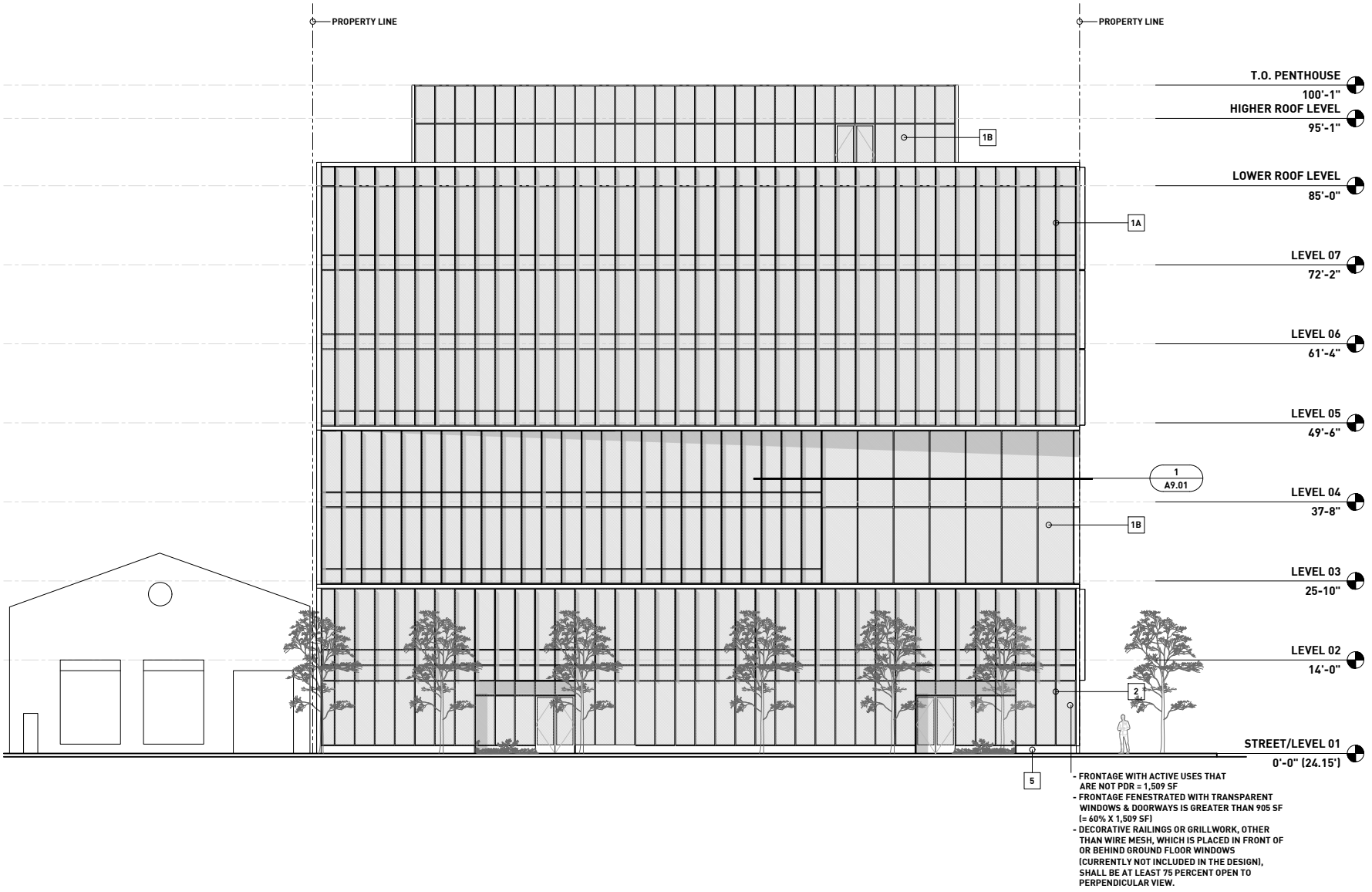



701 HARRISON STREET, SAN FRANCISCO
CASE NO: 2018-008661

FIGURE 6: PROPOSED SECTION (LOOKING WEST)

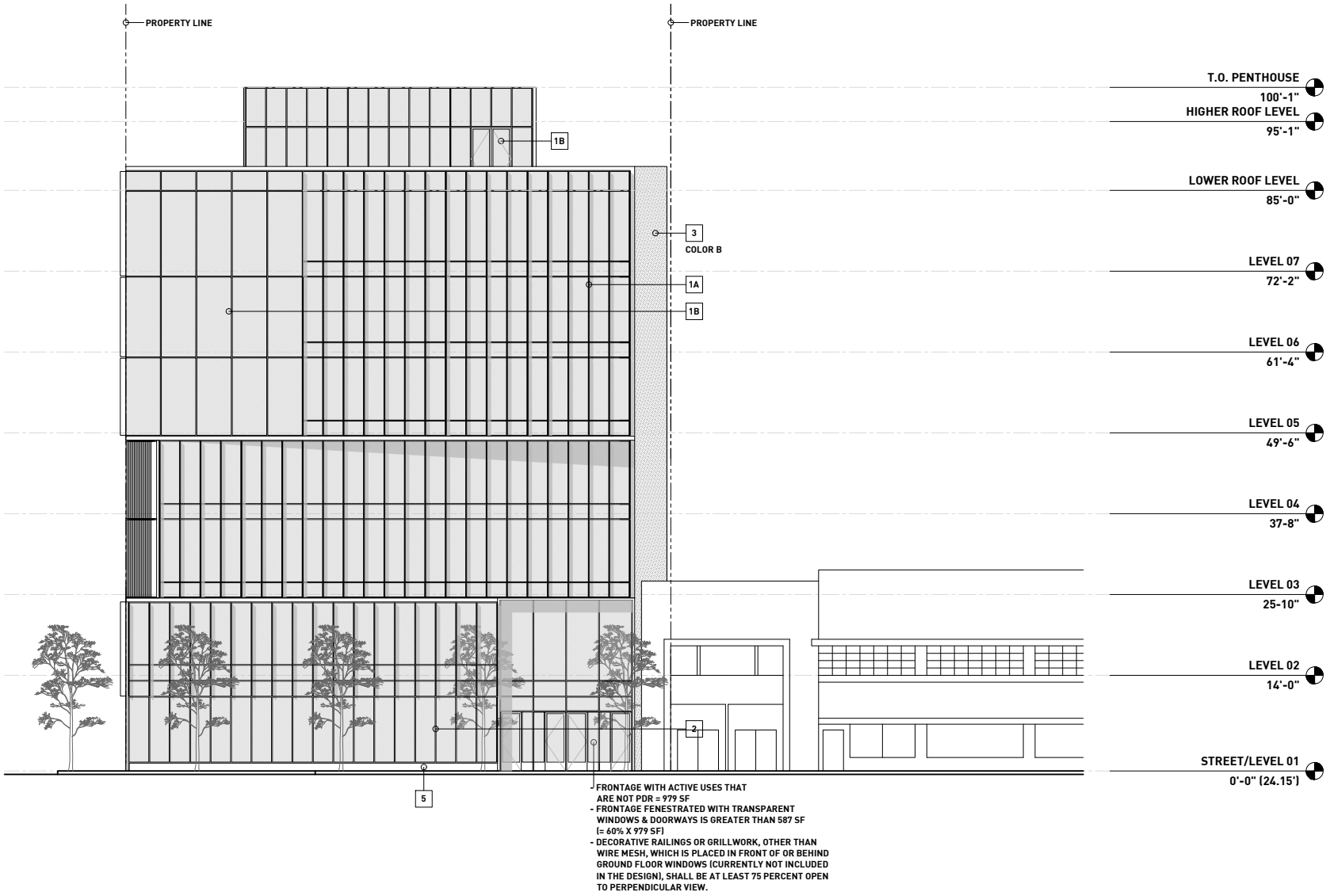

701 HARRISON STREET, SAN FRANCISCO
CASE NO: 2018-008661

FIGURE 7: PROPOSED SECTION (LOOKING SOUTH)



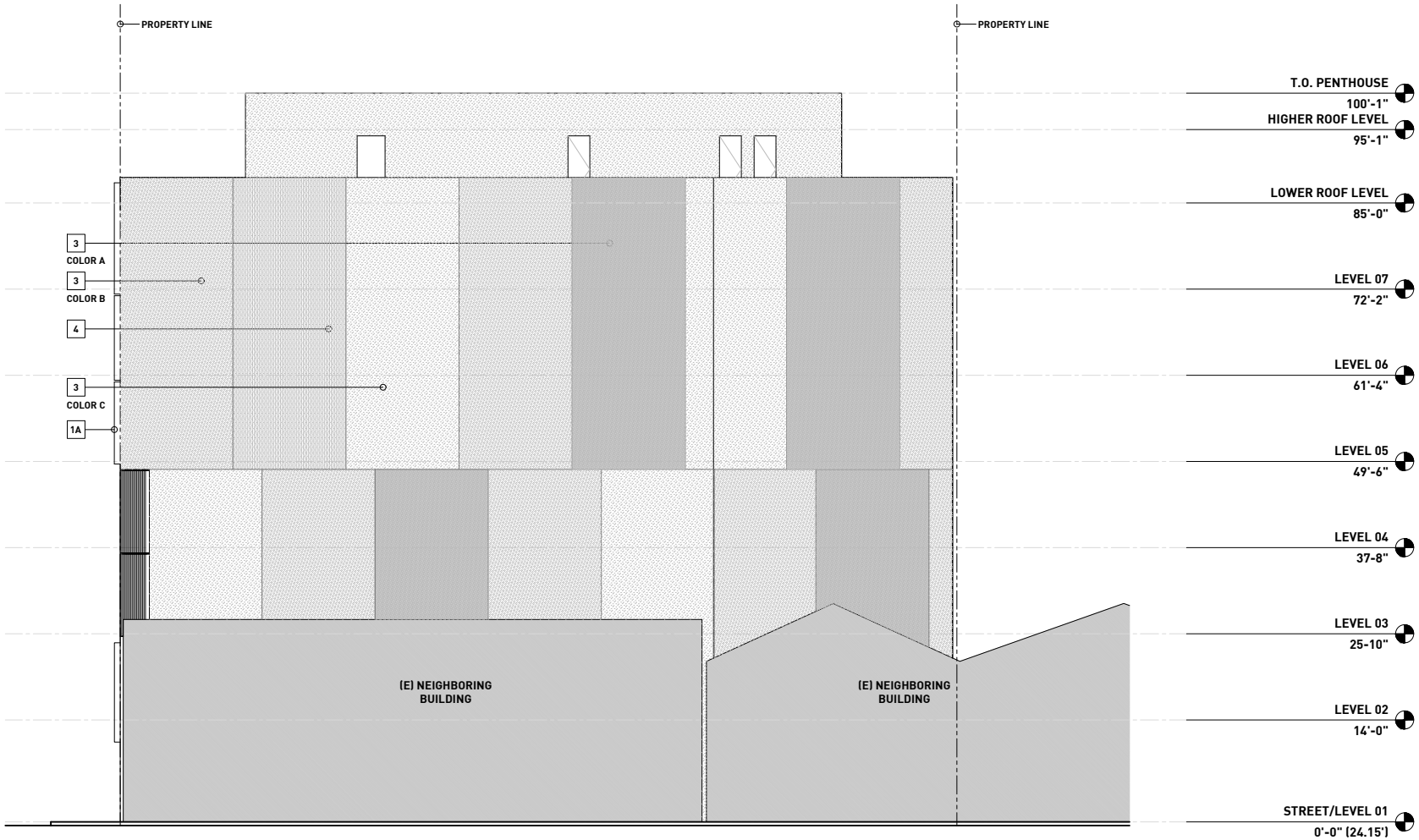

701 HARRISON STREET, SAN FRANCISCO
CASE NO: 2018-008661

FIGURE 8: BUILDING ELEVATION -FROM THIRD STREET



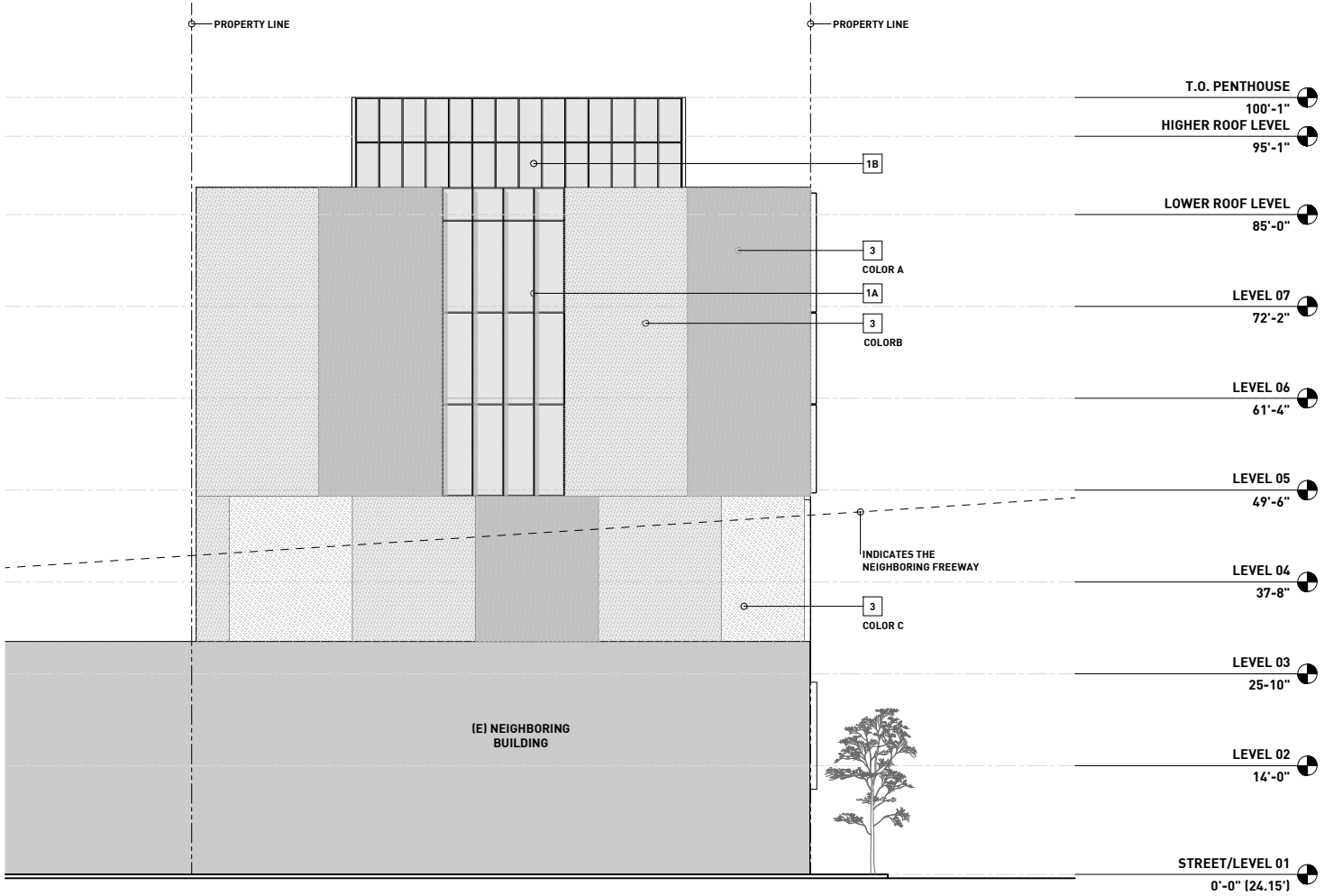

701 HARRISON STREET, SAN FRANCISCO
CASE NO: 2018-008661

FIGURE 9: BUILDING ELEVATION -FROM HARRISON STREET



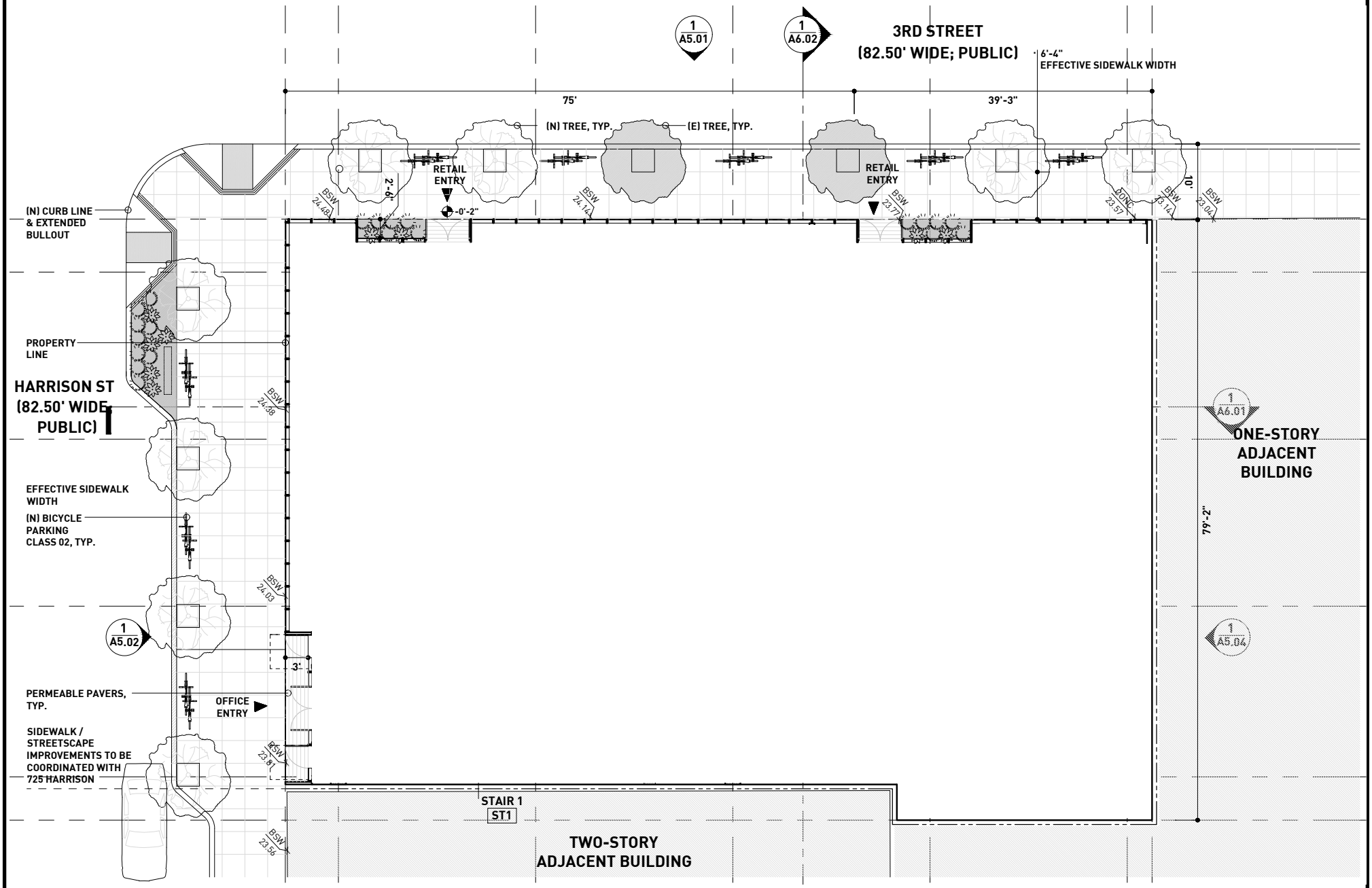

701 HARRISON STREET, SAN FRANCISCO
CASE NO: 2018-008661

FIGURE 10: BUILDING ELEVATION -FROM WESTERN PROPERTY LINE



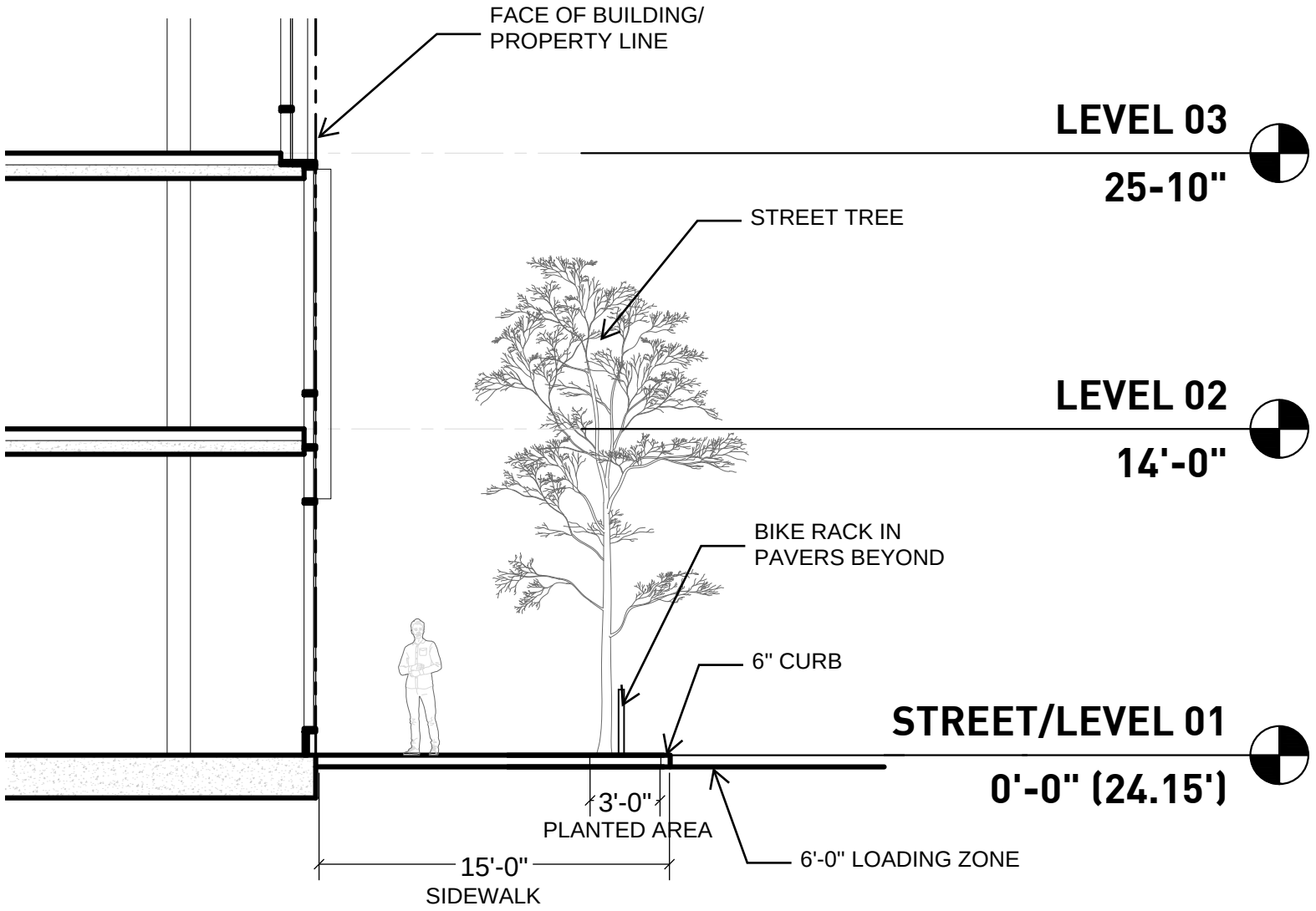

701 HARRISON STREET, SAN FRANCISCO
CASE NO: 2018-008661

FIGURE 11: BUILDING ELEVATION -FROM SOUTHERN PROPERTY LINE



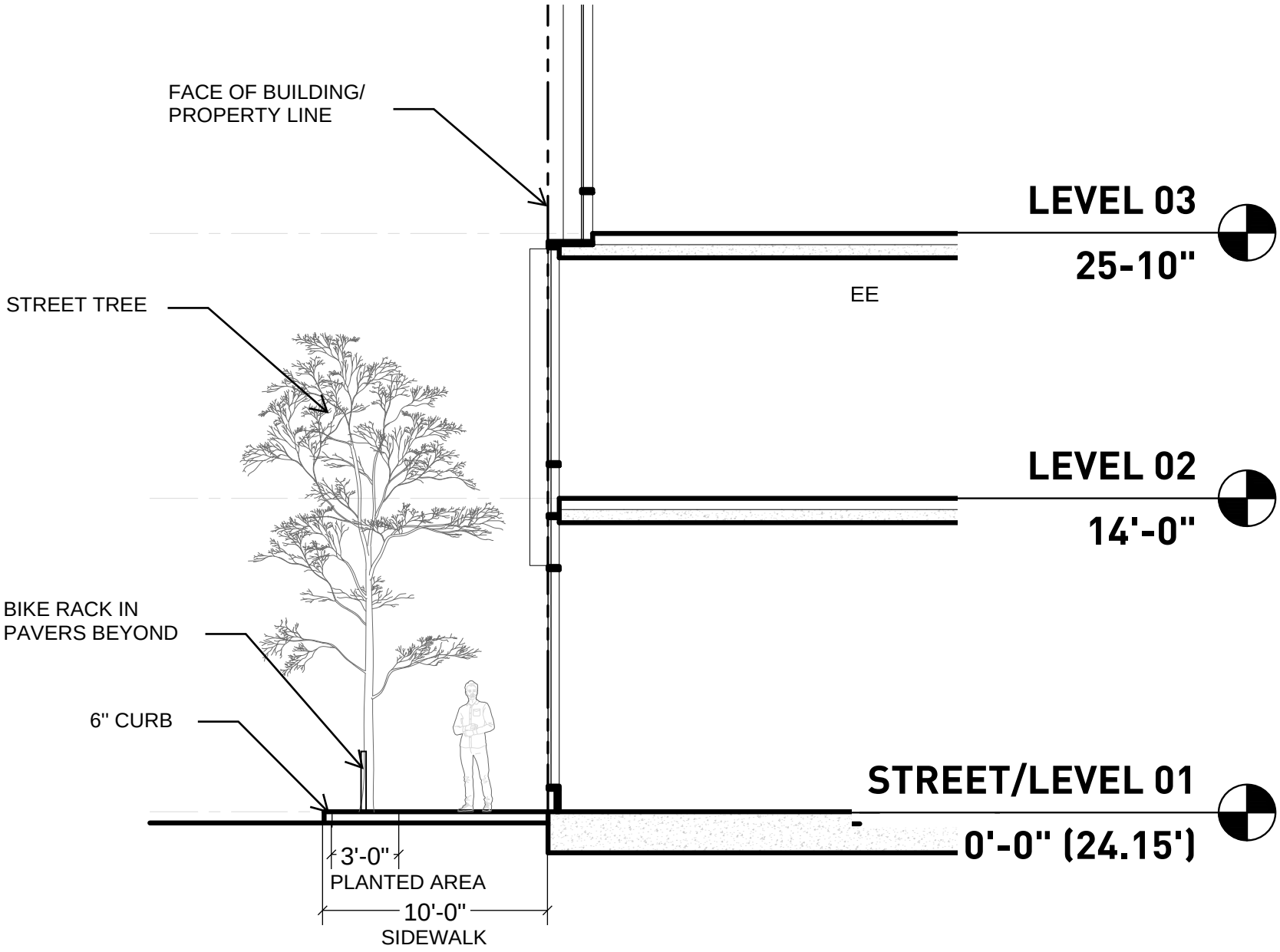

701 HARRISON STREET, SAN FRANCISCO
CASE NO: 2018-008661

FIGURE 12: STREETSCAPE IMPROVEMENTS




701 HARRISON STREET, SAN FRANCISCO
CASE NO: 2018-008661

FIGURE 13: STREETSCAPE IMPROVEMENTS
- HARRISON STREET




701 HARRISON STREET, SAN FRANCISCO
CASE NO: 2018-008661

FIGURE 14: STREETSCAPE IMPROVEMENTS
- THIRD STREET

**Project Construction**

Construction of the proposed building would involve soil disturbance over the entire project site and excavation up to 3 feet deep, resulting in removal of about 980 cubic yards of soil. Project construction is estimated to take approximately 18 months.

The proposed project would involve excavation and removal of about 980 cubic yards of soil to a depth of approximately 3 feet below the ground surface. Onsite construction work would be completed in a single phase, consisting of excavation of the existing parking lot surface, site grading, installation of the foundation construction of the building, exterior wall construction and finishes, and interior construction and finishes. Project construction is anticipated to last approximately 18 months. The proposed building would be supported by a mat foundation, approximately 2 feet thick on improved soil, underlain by aggregate rock; no pile driving would be required.

## PROJECT APPROVALS

The proposed 701 Harrison Street project would require the following approvals:

*San Francisco Planning Commission*

- A large project authorization per planning code sections 249.78 and 329.
- An office allocation per planning code sections 321 and 322.

*San Francisco Department of Building Inspection*

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

*San Francisco Department of Public Health*

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

*San Francisco Department of Public Works*

- Approval of any necessary construction permits for work within roadways.
- Approvals to implement streetscape improvements.
- Approval of permits to plant new street trees adjacent to the project site.

*San Francisco Public Utilities Commission*

- Approval of a Stormwater Management Plan for ground disturbance of an area greater than 5,000 square feet.

*San Francisco Municipal Transportation Agency*

- Approval of special traffic permits for temporary occupancy of streets and sidewalks during construction.
- Approval of construction within the public right-of-way (e.g. bulb-outs, tree installation, and sidewalk extensions)
- Approval of proposed loading zone.

The approval of the large project authorization would be the *approval action* for the project. The approval action date establishes the start of the 30-day appeal period for this CEQA exemption determination pursuant to section 31.04(h) of the San Francisco Administrative Code.

## B. COMMUNITY PLAN EVALUATION OVERVIEW

CEQA section 21083.3 and CEQA Guidelines section 15183 mandate that projects that are consistent with the development density established by existing zoning, community plan, or general plan policies for which an environmental impact report (EIR) was certified, shall not be subject to additional environmental review except as might be necessary to examine whether there are project-specific significant effects that are peculiar to the project or its site. CEQA Guidelines section 15183(c) specifies that if an impact is not peculiar to the parcel or to the proposed project, then an EIR need not be prepared for the project solely on the basis of that impact.

This initial study evaluates the potential project-specific environmental effects of the proposed 701 Harrison Street project described above and incorporates by reference information contained in the Central SoMa PEIR.[2] The following project-specific studies were prepared, or reviews conducted, for the proposed project to determine if the project would result in any significant environmental impacts that were not identified in the Central SoMa PEIR:[3]

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

## C. PROJECT SETTING

### Site Vicinity

The project site is located within the block bound by Fourth, Harrison, Third, and Perry streets in the South of Market neighborhood of San Francisco. Fourth Street is a one-way southbound street with three lanes; Third Street is a one-way northbound street with five lanes; Perry Street is a one-way eastbound street with one lane; and Harrison Street is a one-way westbound street with five lanes. Perry Street is primarily used by buses entering and exiting the Golden Gate Transit bus storage yard, which is located on the south side of the street, underneath the elevated I-80 Freeway structure. Several Muni lines serve the area, including the 8 Bayshore, 8AX Bayshore A Express, 8BX Bayshore B Express, 30 Stockton, and 45 Union/Stockton on Third Street, and the 12 Folsom/Pacific on Harrison Street.

The Powell Street Bay Area Rapid Transit (BART) Station is located approximately 0.5-mile northwest from the project site. The Central Subway, an extension of the Muni Metro T-Third Street Line, will run along Fourth Street to the west of the project site, likely by the time the 701 Harrison Street project is operational.

### Approach to Cumulative Impact Analysis

The Central SoMa PEIR analyzed the direct and indirect environmental effects that could result from development enabled by the adoption of the area plan and rezoning, including subsequent development projects such as the proposed 701 Harrison Street project and the proposed street network changes and

[2] San Francisco Planning Department. Central SoMa Plan Final Environmental Impact Report. Planning Department Case Number 2011.1356E. Available online at: https://sfplanning.org/environmental-review-documents?field_environmental_review_categ_target_id=214&items_per_page=10, accessed February 26, 2020.

[3] Project-specific studies prepared for the 701 Harrison Street project are available for public review at the Planning Department, 1650 Mission Street, 4th Floor, San Francisco, CA 94103 as part of case file number 2018-008661ENV.

open space improvements. The PEIR evaluated these impacts at both the plan-level and the cumulative level. The plan-level impact analysis considered the impacts of the anticipated development projects and open space and street network changes allowed under the plan. The cumulative impact analysis considered the plan-level impacts in combination with other reasonably foreseeable development that could occur in and near the plan area (Central SoMa PEIR, p. IV-25). Projects identified as part of the PEIR's cumulative impact analysis included the 5M Project, the Better Market Street Project, and the San Francisco Giant's Mission Rock/Seawall Lot 337 Project.

Pursuant to CEQA Guidelines section 15183, the purpose of the 701 Harrison Street CPE is to evaluate whether the project would result in significant project-level or cumulative impacts that were not identified in the PEIR. The approach to the cumulative impact analysis in this CPE differs from the PEIR's cumulative impact analysis in both scope and organization. This CPE's cumulative impact analysis considers a smaller subset of projects than the cumulative impact analysis presented in the PEIR, as the cumulative analysis for a project-specific analysis (such as the analysis provided in this CPE) is more focused with generally a smaller geographic influence area than a cumulative analysis for a plan. For many topics, the cumulative effects are associated with construction-related impacts (e.g., construction noise impacts) where only cumulative projects in close proximity to the 701 Harrison Street project site with overlapping construction periods would have impacts that may cumulatively overlap with impacts of the project. The organization of the analysis differs because both the plan-level and cumulative impact analysis sections of the PEIR inform the CPE's cumulative impact analysis.

## CUMULATIVE SETTING

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

Below is a list of projects in the general vicinity (i.e., within a quarter mile) of the project site that represents an average range of the geographic area considered in the cumulative analysis for each topic.[4] However, as mentioned above, the geographic area considered may be broader or narrower for certain localized impact topics (e.g., cumulative shadow and wind effects). Recognizing this, the cumulative discussions included for each impact topic explain the geographic scope of the area affected by each cumulative effect.

- **424 Brannan Street (Case No. 2017-011474PRJ):** The project includes demolition of an existing surface parking lot and construction of an eight-story hotel containing approximately 239 guestrooms and 5,099 square feet of publicly accessible private open space.
- **505 Brannan Street (Case No. 2015-009704ENV):** The project entails a vertical addition to an office building that is already under construction. The project would consist of up to 165,000 square feet of office space on 11 floors above the six-story base project, with a maximum height of 240 feet.

[4] San Francisco Development Pipeline Map, available at: sfplanninggis.org/pipeline/. Map last updated June 30, 2019. Accessed on February 26, 2020.

- **598 Brannan Street (Case No. 2012.0640E):** The project includes the demolition and removal of four existing one- and two-story buildings and construction of four 7- to 13-story buildings totaling approximately 1,057,430 gross square feet in size. Three of the buildings would include a total of approximately 922,740 gross square feet of office space, approximately 60,470 gross square feet of ground-floor PDR space, and approximately 5,545 gross square feet of childcare space.
- **462 Bryant Street (Case No. 2015-010219ENV):** The project would add five stories and 49,995 gross square feet of office at the site, for a total of 63,239 gross square feet of office.
- **531 Bryant Street (Case No. 2016-004392ENV):** The project includes demolition of an existing building and construction of a new six-story 58,200-square-foot mixed use retail and office building.
- **300 Fifth Street (Case No. 2019-006114PRJ):** The project would demolish an existing commercial building and construct a new 16-story mixed-use residential building with 130 units and approximately 1,000 square feet of retail space.
- **360 Fifth Street (Case No. 2015-005863PRJ):** The project would demolish three existing light-industrial and PDR buildings totaling 17,897 square feet to construct a 45- to 85-foot high, eight-story, mixed-use development that includes approximately 1,302 square feet of ground floor commercial retail use, 8,011 square feet of partially underground PDR space, and 123,247 square feet of residential use for 127 dwelling units.
- **655 Folsom Street (Case No. 2013.0253ENV):** The project includes demolition of the existing building and construction of a new 14-story mixed use building including 63 dwelling units and 6,971 square feet of ground floor retail space.
- **667 Folsom Street, 120 Hawthorne Street, 126 Hawthorne Street (Case No. 2015-002604ENV):** The project includes the demolition of two two-story buildings and construction of a 130-foot-tall, 13-story mixed-use building containing 240 dwelling units and 11,179 square feet of commercial retail space.
- **816 Folsom Street (2017-012789PRJ):** The project would demolish the existing commercial building and construct a 180-foot-tall, 18-story hotel. The project would include 218 guest rooms and a basement level gym.
- **250 Fourth Street (Case No. 2011.0038E):** The project includes the demolition of an existing three-story office building and construction of a 78,000-square-foot, 119-foot-tall hotel building with 220 guest bedrooms.
- **636-648 Fourth Street (2015-003880PRJ):** The project would demolish two existing one- and two-story commercial buildings and billboard to construct a 350-foot-tall primarily residential tower with 427 units and 3,165 square feet ground floor commercial space.
- **345 Fourth Street (Case No. 2017-001690ENV):** The project includes the demolition of a two-story retail building with an adjacent surface parking lot and construction of a seven-story commercial building that would have grade-level retail space and six levels of office space.

- **650 Harrison Street (Case No. 2017-004921ENV):** The project includes the demolition of the existing two-story building and construction an approximately 14-story-over-basement-garage, 130-foot-tall, 118-dwelling-unit mixed-use building.
- **725 Harrison Street (Case No. 2005-0759E):** The project includes the demolition of three existing buildings located at 725, 735-755, and 765-777 Harrison Street, and 120 and 130-132 Perry Street construction of a 14-story, 185-foot-tall office building with ground-floor micro-retail[5], production, distribution, and repair (PDR) uses, and a child-care facility with outdoor play area.
- **744 Harrison Street (Case No. 2017-000411PRJ):** The project includes the construction of an eight-story building with four dwelling units, 55 hotel rooms, and a restaurant.
- **768 Harrison Street (Case No. 2013.1872E):** The project includes the demolition of an existing two-story building and the construction of a new nine-story building with retail on the first floor and the mezzanine and residential uses above. The project would have 26 residential units and no off-street parking.
- **95 Hawthorne Street (Case No. 2016-001794ENV):** The project includes demolition of the existing office building and construction of a new 32-story building with 330 dwelling units and 8,000 square feet of ground floor retail.
- **350 Second Street (Case No. 2018-000497PRJ):** The project includes the construction of a new 130-foot-tall, 14-story building with 297 guest rooms, 166,415-square-foot hotel; and 2,975 square feet of ground floor restaurant/bar and related back of house space.
- **400 Second Street (Case No. 2012.1384ENV):** The project would demolish four of the five existing one-to four-story buildings and construct three new buildings including a 539,000-square-foot 27-story office building, a 470-room full service hotel, a residential building with up to 500 units, and 41,000 square feet of retail.

In addition, the following street network projects are planned in the project site's vicinity.

- **Townsend Corridor Improvement Project:** The project would reroute two bus lines (the 47 Van Ness and 83X Mid-Market Express) and install boarding islands and sidewalk bulb outs on Townsend Street from Third Street to Eighth Street. A new protected bike lane would be installed on Townsend Street from Fourth Street to Eighth Street.
- **Third Street Transit and Safety Project:** The project aims to reduce bus delays and improve safety for people walking on Third Street between Townsend and Market Streets, as well as reconfigure traffic lanes to better accommodate existing travel demand patterns.
- **Sixth Street Pedestrian Safety Project:** The project would widen sidewalks, install new traffic signals, and install streetscape improvements on Sixth Street from Market Street to Brannan Street.

[5] Planning Code section 249.78(c)(4)(B) defines "Micro-Retail" as a Retail Use, other than a Formula Retail Use, measuring no less than 100 gross square feet and no greater than 1,000 gross square feet.

## D. SUMMARY OF ENVIRONMENTAL EFFECTS

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

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

## E. EVALUATION OF ENVIRONMENTAL EFFECTS

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

This initial study checklist evaluates whether the environmental impacts of the proposed project are addressed in the Central SoMa Plan Environmental Impact Report (Central SoMa PEIR), certified on May 10, 2018.[6] This initial study provides a project-specific and cumulative analysis of environmental effects to determine whether the proposed project would result in significant impacts that: (1) are peculiar to the project or project site; (2) were not identified as significant project-level, cumulative, or offsite effects in the Central SoMa PEIR; or (3) are previously identified significant effects that, as a result of substantial new information that was not known at the time that the Central SoMa PEIR was certified, are determined to have a greater adverse impact than discussed in the Central SoMa PEIR. Such impacts, if any, will be evaluated in a project-specific mitigated negative declaration or environmental impact report. If no such impacts are identified, no additional environmental review shall be required for the project beyond that provided in the Central SoMa PEIR and this project-specific initial study in accordance with CEQA section

[6] San Francisco Planning Department, Central SoMa Plan Final EIR, Case No. 2011.1356E, State Clearinghouse No. 2013042070, May 2018. This document (and all other documents cited in this report, unless otherwise noted) is available for review at the San Francisco Planning Department, 1650 Mission Street, Suite 400, as part of Case File No.2011.1356E.

21083.3 and CEQA Guidelines section 15183. As discussed below in this initial study, the proposed project would not result in new significant environmental effects, effects that are peculiar to the project site, or effects of greater severity than were already analyzed and disclosed in the Central SoMa PEIR.

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

CEQA section 21099(d) states: "Aesthetic and parking impacts of a residential, mixed-use residential, or employment center project on an infill site located within a transit priority area shall not be considered significant impacts on the environment."[7] Accordingly, aesthetics and parking are not to be considered in determining if a project has the potential to result in significant environmental effects for projects that meet all of the following three criteria:

a) The project is in a transit priority area;

b) The project is on an infill site; and

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

The proposed project meets each of the above three criteria; thus, this checklist does not consider aesthetics or parking in determining the significance of project impacts under CEQA.[8]

## *E.1 Land Use and Land Use Planning*

### Central SoMa PEIR Analysis

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

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

[8] San Francisco Planning Department, *Eligibility Checklist: CEQA Section 21099 – Modernization of Transportation Analysis for 701 Harrison Street*, June 25, 2018. This document (and all other documents cited in this report, unless otherwise noted), is available for review at the San Francisco Planning Department, 1650 Mission Street, Suite 400 as part of Case File No. 2016-009538ENV.

The Central SoMa PEIR determined that adoption of the Central SoMa Plan would result in a **significant unavoidable** plan-level and cumulative-level impact related to land use and planning because it would conflict with the city's general plan environmental protection element policies related to noise.[9] Specifically, implementation of the plan would generate significant traffic-related noise on Howard Street under the two-way option for Howard and Folsom streets. In addition, the plan would contribute to a cumulative impact related to traffic noise on several street segments in the plan area, including the blocks of Fourth and Fifth streets between Brannan and Bryant streets. Such an increase would exceed the noise standards in the general plan's environmental protection element and therefore conflict with the general plan policy 9.6 related to modifying streets in a way that increases traffic noise. Implementation of **Central SoMa PEIR Mitigation Measure M-NO-1a, Transportation Demand Management for New Development Projects**[10]**,** which requires transportation demand management for new development projects, would substantially reduce traffic noise, but not to a less-than-significant level. In addition, **Central SoMa PEIR Mitigation Measure M-NO-1b, Siting of Noise Generating Uses**, would be required to ensure that noise generating uses are appropriately sited to reduce noise-related impacts to a less-than-significant level.

| *Topics* | *Significant Impact Peculiar to Project or Project Site* | *Significant Impact not Identified in Central SoMa PEIR* | *Significant Impact due to Substantial New Information* | *No Significant Impact not Previously Identified in Central SoMa PEIR* |
|---|---|---|---|---|
| **1. LAND USE AND LAND USE PLANNING—Would the project:** | | | | |
| a) Physically divide an established community? | ☐ | ☐ | ☐ | ☒ |
| b) Cause a significant physical environmental impact due to a conflict with any land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect? | ☐ | ☐ | ☐ | ☒ |

## Project Analysis

The proposed project would not result in the construction of a physical barrier to neighborhood access or the removal of an existing means of access. The proposed project would not result in physical barriers along the major streets adjacent to the project site, including Fourth, Harrison, and Perry streets. The proposed project would not alter the established street grid or permanently close any streets or sidewalks. Therefore, the proposed project would not physically divide an established community.

The proposed project would add office and retail uses to the project site, which are uses that are anticipated under the Central SoMa Plan for the project site. The planning department has determined that the proposed project is consistent with the Central SoMa Mixed-Use Office Zoning District and the 130-CS Height and Bulk District and is therefore consistent with the development density principally permitted for the project site under the planning code and zoning map provisions.

The requirements of Central SoMa PEIR Mitigation Measure M-NO-1a (which required the development of a transportation demand management plan) have been incorporated into planning code section 169. As discussed in the proposed project's transportation demand management plan on file with the Planning Department, the project proposes various measures to meet the transportation demand management requirement of the

[9] San Francisco General Plan, *Environmental Protection Element policy 9.6.* Available at: http://generalplan.sfplanning.org/I6_Environmental_Protection.htm. Accessed February 26, 2020.

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

planning code. With regards to Central SoMa PEIR Mitigation Measure M-NO-1b, the reader is directed to the noise analysis completed for this community plan evaluation initial study, which identifies this mitigation measure as not being applicable to the proposed project.

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

### Cumulative Analysis

The geographic context for this analysis of cumulative impacts related to land use is a 0.25-mile radius from the project site as impacts in this developed, urban setting would generally be localized.

Cumulative development, in combination with the proposed project, has and would continue to result in the development and redevelopment of infill or underutilized sites throughout the area. Cumulative projects would be developed within established lot boundaries and as infill projects in urban areas, cumulative projects would capitalize on existing transit systems and infrastructure—and future transit systems such as the Central Subway extension. Cumulative projects in combination with the proposed project would contribute to traffic noise but would not result in more severe cumulative land use impacts than were previously identified in the Central SoMa PEIR.

### Conclusion

Consistent with the findings in the Central SoMa PEIR, the proposed project, individually and cumulatively, would not result in a significant impact related to the physical division of an established community. The Central SoMa Plan identified a significant and unavoidable impact due to a conflict with general plan policy 9.6 related to modifying streets in a way that increases traffic noise. For the reasons discussed above, implementation of the proposed project would not result in significant environmental impacts that were not identified in the Central SoMa PEIR related to land use and planning or that are peculiar to the project site, nor would the proposed project result in more severe project-specific or cumulative land use impacts than were identified in the Central SoMa PEIR.

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## *E.2 Population and Housing*

### Central SoMa PEIR Analysis

A principal goal of the Central SoMa Plan is to accommodate anticipated population and job growth consistent with regional growth projections, and to support a greater mix of uses while also emphasizing office uses in designated portions of the plan area. The Central SoMa PEIR found that development enabled under the plan would accommodate the population and job growth projected to occur in San Francisco in accordance with Plan Bay Area regional growth projections. Thus, the PEIR determined that the adoption and implementation of the Central SoMa Plan would not induce unplanned growth.[11] The environmental effects of population and job growth resulting from the plan are addressed in the PEIR.

The Central SoMa PEIR stated that the estimated housing demand resulting from plan-generated employment would be accommodated by increases in housing supply, primarily within the Plan Area and elsewhere in San Francisco, and development under the Central SoMa Plan would not generate additional housing demand in excess of Plan Bay Area projections. Office and other non-residential development

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

would be required to pay in-lieu fees pursuant to the jobs-housing linkage program. Therefore, effects of the Central SoMa Plan related to population and housing would be less than significant.[12]

| *Topics* | *Significant Impact Peculiar to Project or Project Site* | *Significant Impact not Identified in Central SoMa PEIR* | *Significant Impact due to Substantial New Information* | *No Significant Impact not Previously Identified in Central SoMa PEIR* |
|---|---|---|---|---|
| **2. POPULATION AND HOUSING—Would the project:** | | | | |
| a) Induce substantial unplanned population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)? | ☐ | ☐ | ☐ | ☒ |
| b) Displace substantial numbers of existing people or housing units or create demand for additional housing, necessitating the construction of replacement housing? | ☐ | ☐ | ☐ | ☒ |

## Project Analysis

The project site is currently a vacant lot used for vehicle parking. The proposed project would develop an approximately 58,400-gross-square-foot building would include 49,999 square feet of office use and 8,415 square feet of retail uses on the site. The proposed project is estimated to generate approximately 274 jobs,[13] which would amount to approximately 0.85 percent of the employment growth anticipated in the Central SoMa Plan. The direct population growth and indirect increase in demand for new housing generated by the proposed project were accounted for in the Central SoMa PEIR growth projections, which found that the plan would result in an increase of about 15,580 residents and 32,000 employees in the plan area. No existing housing units are within the project site boundary and none would be demolished; therefore, no construction of replacement housing elsewhere would be needed.

## Cumulative Analysis

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

## Conclusion

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

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

[13] The Central SoMa Draft EIR (p. VI-33) states that office development in the plan area would be at a rate of 200 gross square feet of office space per employee. Because the proposed project would provide 49,999 square feet of office space, it would generate approximately 250 new employment opportunities in San Francisco. The San Francisco Transportation Impact Analysis Guidelines (Table C-1, p. C-3) states that the average density per employee for general retail is one employee per 350 square feet; therefore, the proposed project would result in approximately 24 new employees from of 8,415 square feet of retail space.

## *E.3 Cultural Resources*

### Central SoMa PEIR Analysis Summary

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

*Historic Architectural Resources*

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

*Archaeological Resources and Human Remains*

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

| | | *Significant Impact Peculiar to Project or Project Site* | *Significant Impact not Identified in Central SoMa PEIR* | *Significant Impact due to Substantial New Information* | *No Significant Impact not Previously Identified in Central SoMa PEIR* |
|---|---|---|---|---|---|
| **3.** | **CULTURAL RESOURCES—Would the project:** | | | | |
| a) | Cause a substantial adverse change in the significance of a historical resource pursuant to §15064.5, including those resources listed in article 10 or article 11 of the San Francisco Planning Code? | ☐ | ☐ | ☐ | ☒ |
| b) | Cause a substantial adverse change in the significance of an archaeological resource pursuant to §15064.5? | ☐ | ☐ | ☐ | ☒ |
| c) | Disturb any human remains, including those interred outside of formal cemeteries? | ☐ | ☐ | ☐ | ☒ |

## Project Analysis

*Historic Architectural Resources*

The project site contains a vacant lot currently used for automobile parking and is not a historic resource according to the South of Market Area Historic Resource Survey[14]. In addition, the project site is not located within an eligible or identified historic district. Therefore, PEIR Mitigation Measures M-CP-1a through M-CP-1e would not apply to the proposed project.

The project site is adjacent to one existing historic resource, the building and 120 Perry Street, which is designated as Category A – Historic Resource Present. Two other Category A buildings are located near the project site at 428 Third Street and 735-755 Harrison Street.[15] Due to the proximity of these buildings to the project site, project-related construction activities have the potential to damage these buildings. The Central SoMa PEIR identified two mitigation measures that would reduce construction-related impacts on historic resources to a less-than-significant levels. PEIR Mitigation Measures M-CP-3a (Protect Historical Resources from Adjacent Construction Activities) and M-CP-3b (Construction Monitoring Program for Historical Resources) require project sponsors, in consultation with the planning department, to determine whether historic buildings are within 100 feet (if pile driving is proposed) or 25 feet (if heavy equipment is proposed) of a construction site. If so, the project sponsor must ensure that contractors use all feasible means to avoid damage to those historic buildings during demolition and construction (as required by PEIR Mitigation Measure M-CP-3a), and undertake a monitoring program to ensure that any such damage is documented and repaired (as required by PEIR Mitigation Measure M-CP-3b).

Pile driving would not be used for construction of the proposed project, but heavy equipment could be used for portions of the construction. Thus, Mitigation Measures M-CP-3a and M-CP-3b would apply to the proposed project as **Project Mitigation Measure M-CR-1, Protect Historical Resources from Adjacent Construction Activities** (Implementing **Central SoMa PEIR Mitigation Measure M-CP-3a)** and **Project Mitigation Measure M-CR-2, Construction Monitoring Program for Historical Resources** (Implementing **Central SoMa PEIR Mitigation Measure M-CP-3b**). With implementation of these mitigation measures, the potential impacts to historic resources within 25 feet of the project site as a result of project construction

[14] Ibid.

[15] The historic buildings at 735-755 Harrison Street and 120 Perry Street are proposed for demolition as part of the 725 Harrison Street project.

activities would be reduced to a less-than-significant level. Therefore, the proposed project would not contribute to the significant plan-level and cumulative historic resource impact identified in the Central SoMa PEIR.

***Archaeological Resources and Human Remains***

As required by Central SoMa PEIR Mitigation Measure M-CP-4a**,** a project-specific preliminary archeological assessment was conducted for the proposed project. The results of this assessment are described in this section. The proposed project at 701 Harrison Street would involve excavation to approximately 3 feet below ground surface for the building foundation and up to 6 feet for elevator pits and utilities. In addition, soil improvement (likely drilled displacement columns) may be required although the depth is undetermined.

Based on the preliminary archeological review for the project site,[16] the project site has a high potential for surface prehistoric resources and little to no potential for buried or submerged prehistoric resources. If the project's proposed soil-disturbing activity resulted in a discovery of potential prehistoric and historic archeological resources, the proposed project could result in a significant impact to archeological resources. Therefore, **Project Mitigation Measure M-CR-3, Archeological Testing** (Implementing **Central SoMa PEIR Mitigation Measure M-CP-4a**) is provided in the mitigation monitoring and reporting program (Attachment B to the Community Plan Evaluation). This mitigation measure would require the project sponsor to retain the services of an archaeological consultant to prepare and implement an archaeological testing program prior to and/or during construction, and be available to conduct an archaeological monitoring and/or data recovery program if required pursuant to results of the testing program. With implementation of Project Mitigation Measure 3, Archeological Testing, the project would have a less than significant impact on archaeological resources.

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

Archeological resources may include human burials. Human burials outside of formal cemeteries often occur in prehistoric or historic period archeological contexts. The potential for the proposed project to affect archeological resources, which may include human burials is addressed above under E.3.b. Furthermore, the treatment of human remains and of associated or unassociated funerary objects must comply with applicable state laws. This includes immediate notification to the county coroner (San Francisco Office of the Chief Medical Examiner) and, in the event of the coroner's determination that the human remains are Native American, notification of the California Native American Heritage Commission, which shall appoint a most likely descendant.[17]

### Cumulative Analysis

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

[16] San Francisco Planning Department, Environmental Planning Preliminary Archeological Review for 701 Harrison Street, revised July 30, 2019.

[17] California Public Resources Code section 5097.98

The proposed project, in combination with other cumulative projects, could result in cumulative impacts related to indirect construction damage to historic resources. Given the project site's proximity to 120 Perry Street, which is designated as a Category A building, and the potential for heavy equipment to be used during construction, project-related construction activities could contribute considerably to this cumulative impact. However, as discussed above, the proposed project's potential impacts to historic resources would be reduced to a less-than-significant level with Project Mitigation Measure M-CR-1, Protect Historical Resources from Adjacent Construction Activities, and Project Mitigation Measure M-CR-2, Construction Monitoring Program for Historical Resources. In addition, other cumulative projects in the Central SoMa area would be evaluated for impacts to historical resources, including those addressing construction damage to adjacent historic architectural resources. They would be required to use all feasible means to avoid damage to adjacent and nearby historic buildings during construction, as well as, if determined to be warranted by planning department preservation staff, to perform pre-construction surveys of historical resources within 100 feet of a project site and monitor those resources during construction. Therefore, the project would not result in more severe cumulative historic resource impacts than were previously identified in the Central SoMa PEIR.

Impacts to archaeological resources are typically site specific and do not generally combine to result in cumulative impacts unless a very extensive resource is present that could be affected by projects at nearby locations. While there are several known buried prehistoric archaeological sites in the project vicinity, none of these would be expected to extend to the project site and therefore the project would not be expected to contribute to cumulative effects to these sites. However, there are several cumulative projects within the same block or immediately adjacent to the block on which the project site is located. While prehistoric features such as might be expected on the project site would generally be expected to be confined to the immediate parcel, and would not be subject to effects from construction on other parcels, if an extensive prehistoric archaeological resource were found on the project site, it is possible that the resource could extend to adjacent or nearby cumulative project sites, such that significant cumulative impacts could occur. In this case, the projects potential impact could be significant. As discussed above, the proposed project's significant impact to archeological resources would be mitigated to less-than-significant with Project Mitigation Measure M-CR-3. Further, like the proposed project, other cumulative projects in the Central SoMa area would be required to undergo site-specific evaluations for impacts to cultural resources and to implement appropriate archaeological testing, monitoring and/or data recovery if those project sites are found to be archaeologically sensitive. Therefore, the project would not result in more severe cumulative archeological resource impacts than were previously identified in the Central SoMa PEIR, and with mitigation incorporated, the project's contribution would not be cumulatively considerable.

### Conclusion

The proposed project would not result in significant project-level or cumulative impacts on cultural resources that were not identified in the Central SoMa PEIR, nor would the project result in significant project-level or cumulative impacts on cultural resources that are substantially more severe than those identified in the Central SoMa PEIR or that are peculiar to the project site. Project Mitigation Measures M-CR-1, M-CR-2, and M-CR-3 would apply to the proposed project.

## *E.4 Tribal Cultural Resources*

### Central SoMa PEIR Analysis

Based on discussions with Native American tribal representatives in San Francisco, prehistoric archeological resources are presumed to be potential tribal cultural resources, but there are no known or potential tribal cultural resources in San Francisco. The PEIR identified a potentially significant impact to tribal cultural resources as a result of plan implementation and identified **Central SoMa PEIR Mitigation Measure M-CP-5, Project-Specific Tribal Cultural Resource Assessment,** to reduce impacts to tribal cultural resources to less than significant levels. This mitigation applies to any project involving soil disturbance of 5 feet or greater below ground surface and requires the project to be reviewed as part of the project-specific preliminary archaeological review to determine if the project may have a significant effect on a tribal cultural resource and if so, to develop and implement an archaeological resource preservation plan. The Central SoMa PEIR concluded that with implementation of M-CP-5, impacts of subsequent development projects on tribal cultural resources would be reduced to less than significant levels.

| | *Significant Impact Peculiar to Project or Project Site* | *Significant Impact not Identified in Central SoMa PEIR* | *Significant Impact due to Substantial New Information* | *No Significant Impact not Previously Identified in Central SoMa PEIR* |
|---|---|---|---|---|
| **4. TRIBAL CULTURAL RESOURCES—Would the project:** | | | | |
| a) Cause a substantial adverse change in the significance of a tribal cultural resource, defined in Public Resources Code section 21074 as either a site, feature, place, or cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to a California Native American tribe, and that is: | | | | |
| i) Listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources as defined in Public Resources Code section 5020.1(k), or | ☐ | ☐ | ☐ | ☒ |
| ii) A resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of Public Resources Code section 5024.1. In applying the criteria set forth in subdivision (c) of Public Resource Code section 5024.1, the lead agency shall consider the significance of the resource to a California Native American tribe. | ☐ | ☐ | ☐ | ☒ |

### Project Analysis

The preliminary archaeological review for the project states that buried prehistoric shell midden with human remains was uncovered in the immediate vicinity of the site in 1929. This deposit extended along

Harrison from near Third Street westward at least to Fourth Street.[18] Based on the results of tribal consultation conducted by the City of San Francisco under AB 52, there are no know tribal cultural resources in San Francisco, but all prehistoric archaeological resources in San Francisco should be assumed to be potential tribal cultural resources.

As described above, **Project Mitigation Measure M-CR-3, Archeological Testing** requires pre-construction archeological testing given the very high prehistoric archeological sensitivity within the project site. If the archaeological testing uncovers a potentially significant prehistoric resources, or if such a resource is discovered pursuant to **Project Mitigation Measure M-CR-4: Procedures for Accidental Discovery of Archeological Resources,** the resource will be assumed to be a potential tribal cultural resource. **Project Mitigation Measure M-TCR-1: Project-Specific Tribal Cultural Resource Assessment** (implementing Central SoMa PEIR Mitigation Measure M-CP-5), would apply to the proposed project. **Project Mitigation Measure M-TCR-1** requires staff, in the event of discovery of a tribal cultural resource, to determine whether preservation in place of the resource is both feasible and effective, based on information provided by the project sponsor regarding feasibility and other available information. If preservation in place is not a sufficient or feasible option, then archaeological data recovery would be conducted, as required under M-CR-3, and the project sponsor shall also implement an interpretative program of tribal cultural resources in coordination with the project archaeologist and affiliated Native American tribal representatives. Implementation of **Project Mitigation Measure M-TCR-1** would reduce potentially significant impacts to a tribal cultural resource to a less-than-significant level, consistent with the conclusions of the Central SoMa PEIR.

### Cumulative Analysis

As noted above, the proposed project would result in a potentially significant impact to prehistoric archeological resources and tribal cultural resources without mitigation, which would be mitigated to less-than-significant with **Project Mitigation Measures M-CR-3** and **M-CR-4**. For the reasons discussed on cumulative impacts to archaeological resources, the project could contribute to a significant cumulative impact on tribal cultural resources. Like the proposed project, other cumulative projects would be required to undergo site-specific evaluation for impacts to tribal cultural resources and to implement archaeological testing and treatment of tribal cultural resources consistent with **Project Mitigation Measures M-CR-3, Archeological Testing and M-TCR-1, Project-Specific Tribal Cultural Resources Assessment**, which would reduce the cumulative impacts to a less than significant level. Implementation of **Project Mitigation Measures M-CR-3** and **M-CR-4** would ensure that the project's contribution to any such impact would not be cumulatively considerable. Therefore, the project would not result in more severe cumulative tribal cultural resource impacts than were previously identified in the Central SoMa PEIR.

### Conclusion

For the reasons described above, with implementation of **Project Mitigation Measures M-CR-3** and **M-TCR-1**, the proposed project would not result in new or more severe significant project or cumulative tribal cultural resource impacts than identified in the Central SoMa PEIR or that are peculiar to the project site.

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[18] San Francisco Planning Department, Environmental Planning Preliminary Archeological Review for 701 Harrison Street, revised July 30, 2019.

## *E.5 Transportation and Circulation*

### Central SoMa PEIR Analysis

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

Additionally, the Central SoMa PEIR conducted a plan-level analysis and project-level screening analysis of the VMT impacts of subsequent development projects enabled under the plan, such as the proposed project, and found that VMT impacts would not be significant. The proposed project consists of land uses (retail and office) that were analyzed in the VMT analysis in the PEIR and would be located in a transportation analysis zone (TAZ 640) that was analyzed in the PEIR. Therefore, the proposed project would not result in significant VMT impacts. The plan area, including the project site, is not located within an airport land use plan area or in the vicinity of a private airstrip. Therefore, the initial study topic 4c is not applicable and not addressed below.

| *Topics* | *Significant Impact Peculiar to Project or Project Site* | *Significant Impact not Identified in Central SoMa PEIR* | *Significant Impact due to Substantial New Information* | *No Significant Impact not Previously Identified in Central SoMa PEIR* |
|---|---|---|---|---|
| **5. TRANSPORTATION AND CIRCULATION—Would the project:** | | | | |
| a) Conflict with a program plan, ordinance or policy addressing the circulation system, including transit, roadway, bicycle and pedestrian facilities? | ☐ | ☐ | ☐ | ☒ |
| b) Conflict or be inconsistent with CEQA Guidelines section 15064.3, subdivision (b)? | ☐ | ☐ | ☐ | ☒ |
| c) Substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses? | ☐ | ☐ | ☐ | ☒ |
| d) Result in inadequate emergency access? | ☐ | ☐ | ☐ | ☒ |

**Project Analysis**

The department estimated the number of trips and ways people would travel to and from the site using data and methodology in the department's 2019 transportation guidelines.[19] Table 1, Person and Vehicle Trip Estimates – Daily, presents daily person and vehicle trip estimates. Table 2, Person and Vehicle Trip Estimates – P.M. Peak Hour, presents p.m. peak hour estimates.

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

| Land Use | Daily Person Trips | | | | | | Daily Vehicle Trips[1] |
|---|---|---|---|---|---|---|---|
| | Automobile | For-Hire | Transit | Walking | Bicycling | Total | |
| Office | 144 | 48 | 226 | 332 | 29 | 779 | 144 |
| Retail | 143 | 58 | 321 | 693 | 47 | 1,262 | 101 |
| **Project Total** | **287** | **106** | **547** | **1025** | **76** | **2,041** | **245** |

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

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

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

| Land Use | P.M. Peak Hour Person Trips | | | | | | P.M Peak Hour Vehicle Trips[1] |
|---|---|---|---|---|---|---|---|
| | Automobile | For-Hire | Transit | Walking | Bicycling | Total | |
| Office | 13 | 4 | 20 | 30 | 3 | 70 | 13 |
| Retail | 13 | 5 | 29 | 62 | 4 | 113 | 9 |
| **Project Total** | **26** | **9** | **49** | **92** | **7** | **183** | **22** |

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

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

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

***Construction***

The 2019 guidelines set forth screening criteria for types of construction activities that would typically not result in significant construction-related transportation effects. Project construction would last approximately 18 months. During construction, the project may result in temporary closures of the public right-of-way. These closures may include the adjacent parking lanes (if available) to maintain pedestrian access but would likely otherwise have little effect on roadway capacity. Such closures within the public right-of-way would be requested from the SFMTA and would be required to comply with the San Francisco Regulations for Working in San Francisco Streets (the blue book).[20] The blue book is prepared and regularly updated by the San Francisco Municipal Transportation Agency, under the authority derived from the San Francisco Transportation Code. It serves as a guide for contractors working in San Francisco streets. The

[19] San Francisco Planning Department, *Transportation Calculations for 701 Harrison Street,* March 3, 2020.

[20] San Francisco Municipal Transportation Agency. *Regulations for Working in San Francisco Streets*. Online at https://www.sfmta.com/services/business-services/construction-regulations. Accessed March 3, 2020.

blue book establishes rules and guidance so that construction work can be done safely and with the least possible interference with pedestrians, bicycles, transit and vehicular traffic. Given the project site context and construction duration and magnitude, the project meets the screening criteria. Therefore, the project would have a less-than-significant construction-related transportation impact.

***Potentially Hazardous Conditions and Accessibility***

The project would remove three existing curb cuts (two along Third Street and one along Harrison Street). No vehicular parking or off-street loading would be provided, so no new curb cuts are proposed. The Harrison Street sidewalk would be extended to 15 feet in width. An extended bulb out would be installed, extending south along Harrison Street from the corner of Third Street. The project would add 22 p.m. peak hour vehicle trips. The number of vehicle trips is not substantial and would be dispersed along nearby streets. The low number of added vehicle trips coupled with the removal of three existing curb cuts and the enhancements to the pedestrian realm would reduce the potential for hazardous conditions and increase accessibility. Therefore, the project would result in less-than-significant impacts related to potentially hazardous conditions and accessibility.

***Transit***

The project site is well served by both local and regional transit service. Local transit in the vicinity of the project site includes 8 Bayshore, 8AX Bayshore A Express, 8BX Bayshore B Express, 30 Stockton, and 45 Union/Stockton on Third Street, and the 12 Folsom/Pacific on Harrison Street.

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

The 2019 guidelines set forth a screening criterion for projects that would typically not result in significant public transit delay effects. The project would add 22 p.m. peak hour vehicle trips, which is less than the screening criterion of 300 vehicle trips. Therefore, the project meets the screening criterion and the project would have a less-than-significant public transit delay impact.

***Vehicle Miles Traveled***

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

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

***Pedestrians***

The project would not generate any activities or include any design or features that would create hazards for pedestrians or interfere with pedestrian access or circulation. Given existing traffic levels and the estimates of project-generated vehicle traffic, the project is not expected to substantially increase overall

traffic levels along these streets such that it could create potentially hazardous conditions for pedestrians or otherwise interfere with pedestrian access or circulation. The project would remove three existing curb cuts, and widen the sidewalk along Harrison Street, with an extended bulb out at the corner of Third Street, enhancing pedestrian safety and access. Therefore, the project would result in less-than-significant impacts to pedestrian safety and access.

***Bicycles***

There are multiple bikeways within one-half mile of the project site, including along Second, Third, Fourth, and Fifith streets, and along Folsom, Howard, King, Fremont, Market, and Townsend streets and The Embarcadero. The project would provide 69 class 1 bicycle parking spaces on each occupied floor of the building and 16 class 2 bicycle racks along Harrison and Third streets. Project-generated bicycle activity would likely be distributed across Third, Fourth, Folsom, and Howard streets. Given existing traffic levels and the estimates of project-generated vehicle traffic, the project is not expected to substantially increase overall traffic levels along these streets such that it could create potentially hazardous conditions for people bicycling or otherwise interfere with access or circulation for people bicycling. Impacts to people bicycling would be less than significant.

***Loading***

During the peak period, the project's freight, delivery, and passenger loading demand would be up to one loading space.[21] In addition, the project sponsor would request the installation of a 44-foot-long on-street loading space adjacent to the project site's frontage on Harrison Street through SFMTA's Color Curb Program. The proposed on-street loading zone would be adequate to meet the project's minimal loading demand, and the proposed project would result in a less-than-significant loading impact.

## Cumulative Analysis

***Construction***

The construction of cumulative projects, including three projects at 725, 744, and 768 Harrison Street, and SFMTA's Third Street Transit and Safety Project could overlap with the project's construction activities. Combined, these projects could result in temporary closures of the public right-of-way including temporary closures of the adjacent parking lanes (if available) to maintain pedestrian access, but would likely otherwise have little effect on roadway capacity. As with the proposed project, the cumulative projects would be subject to the blue book requirements. Given the context and temporary duration and magnitude of the cumulative projects' construction and the city's regulations that each project would be subject to, the project, in combination with cumulative projects, would not result in a significant cumulative construction-related transportation impact.

***Potentially Hazardous Conditions and Accessibility***

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

[21] San Francisco Planning Department, *Travel Demand Distribution 701 Harrison Street*, March 3, 2020.

other pedestrian amenities, and infrastructure improvements to minimize conflicts between vehicles, pedestrians, and bicycles.

One cumulative transportation project not analyzed in the Central SoMa PEIR cumulative analysis was identified as part of the project-specific cumulative impact analysis. The Third Street Transit and Safety project aims to reduce bus delays and improve safety for people walking on Third Street between Townsend and Market Streets, as well as reconfigure traffic lanes to better accommodate existing travel demand patterns.

The proposed project would contribute to a small increase in vehicle activity on surrounding streets but does not propose any features that would result in a traffic hazard or preclude or inhibit the future implementation of transportation network changes proposed as part of the Central SoMa Plan or other traffic safety measures. Given these considerations, the proposed project would not result in new significant cumulative impacts related to traffic hazards that were not identified in the Central SoMa PEIR, or result in more severe traffic hazards than were identified in the Central SoMa PEIR.

***Transit***

Public transit delay typically occurs as a result of traffic congestion, including transit reentry and passenger boarding delay. The Central SoMa PEIR identified a cumulative transit impact. For the reasons discussed in the project-level analysis above, the project would not substantially contribute to that previously identified significant transit impact. The Third Street Transit and Safety project aims to reduce bus delays. Therefore, the proposed project in combination with the Third Street Transit and Safety project would not combine to result in more severe cumulative transit impacts than were disclosed in the Central SoMa PEIR.

***Pedestrians***

The proposed project would not preclude implementation of any future pedestrian improvements, including the Third Street Transit and Safety project which proposes pedestrian safety improvements within the Central SoMa Plan area, some of which are adjacent to the project site. Therefore, the proposed project would result in less-than-significant cumulative impacts to pedestrian safety and access.

***Bicycles***

The proposed project would not preclude implementation of any future bicycle improvements, and none are proposed adjacent to the project site. Therefore, the project would result in less-than-significant cumulative impacts to bicycle safety and access.

***Loading***

The 725 Harrison Street project includes removal of a 95-foot-long commercial loading space on Harrison Street; however, that project also proposes on-site loading spaces to meet its loading demand. Given that the proposed project would also provide adequate loading facilities, and given that the cumulative projects would not result in a loading deficit, the project, in combination with cumulative projects, would not result in a significant cumulative loading impact nor contribute to the significant cumulative loading impact identified in the PEIR which is located some distance from the project vicinity.

## Conclusion

The proposed project would not result in significant project or cumulative traffic and circulation impacts that were not identified in the Central SoMa PEIR, nor would the project result in significant project or

cumulative traffic and circulation impacts that are substantially more severe than those identified in the Central SoMa PEIR.

## *E.6 Noise*

### Central SoMa PEIR Analysis

The Central SoMa PEIR determined that implementation of the Central SoMa Plan would result in a substantial permanent increase in ambient roadway traffic noise levels due to the increase in jobs and residents and street network changes. Although this impact would be reduced by **Central SoMa PEIR Mitigation Measure M-NO-1a, Transportation Demand Management for New Development Projects**, (now implemented by planning code section 169), the PEIR concluded that existing sensitive receptors (residences, schools, and childcare centers) would be adversely affected by increased traffic noise generated by Central SoMa Plan traffic, street network changes, and under cumulative conditions, and the impact would remain significant and unavoidable. The PEIR concluded that impacts associated with new noise generating uses, now enabled under the plan, could result in significant noise impacts. However, implementation of **Central SoMa PEIR Mitigation Measure M-NO-1b, Siting of Noise-Generating Uses**, would render this impact less than significant.

With respect to construction noise and vibration, the Central SoMa PEIR determined that although construction activities in the plan area could expose people to temporary increases in noise and vibration levels substantially in excess of ambient levels, these impacts could be mitigated to less than significant for individual building construction with implementation of **Central SoMa PEIR Mitigation Measures M-NO-2a, General Construction Noise Control Measure**, and **M-NO-2b, Noise and Vibration Control Measures during Pile Driving**. However, the Central SoMa PEIR found that if construction of multiple buildings were to simultaneously occur near the same receptors, the impact could be significant and unavoidable. The Central SoMa PEIR also determined that construction activities could expose people and buildings to temporary increases in vibration levels that would be substantially in excess of ambient levels, which would result in significant vibration impacts. The Central SoMa PEIR determined that these impacts could be mitigated to a less-than-significant level with implementation of **Central SoMa PEIR Mitigation Measures M-NO-2b**; **M-CP-3a, Protect Historical Resources from Adjacent Construction Activities**; and **M-CP-3b, Construction Monitoring Program for Historical Resources**.

The Central SoMa Plan area is not located near a private airstrip or an airport land use plan area; therefore, topic 5c below is not applicable to the plan nor any subsequent development projects within the plan area.

| Topics | Significant Impact Peculiar to Project or Project Site | Significant Impact not Identified in Central SoMa PEIR | Significant Impact due to Substantial New Information | No Significant Impact not Previously Identified in Central SoMa PEIR |
|---|---|---|---|---|
| **6. NOISE—Would the project:** | | | | |
| a) Generation of a substantial temporary or permanent increase in ambient noise levels in the vicinity of the project in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies? | ☐ | ☐ | ☐ | ☒ |
| b) Generation of excessive groundborne vibration or groundborne noise levels? | ☐ | ☐ | ☐ | ☒ |
| e) For a project located within the vicinity of a private airstrip or an airport land use plan area, or, where such a plan has not been adopted, in an area within two miles of a public airport or public use airport, would the project expose people residing or working in the area to excessive noise levels? | ☐ | ☐ | ☐ | ☒ |

## Project Analysis

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

*Construction Noise*

The proposed project would not include impact pile driving. Therefore, Central SoMa PEIR Mitigation Measure M-NO-2b related to noise and vibration control measures during pile driving would not apply to the proposed project. Per the geotechnical investigation,[22] the proposed building should be constructed on a mat foundation on improved soil, underlain by a minimum 12-inch-thick compacted aggregate cushion, consisting of Class 2 aggregate base or drain rock. However, as the final foundation design and reinforcement would be determined by the project engineers, this analysis conservatively assumes the possibility of particularly noisy activities during project construction. Implementation of the proposed project could include noisy construction activities due to the anticipated use of heavy construction equipment. Therefore, **Project Mitigation Measure M-NO-1, General Construction Noise Control, (**Implementing **Central SoMa PEIR Mitigation Measure M-NO-2a**) applies to the project and would reduce construction noise impacts.

The Department of Building Inspection (building department) is responsible for enforcing the noise ordinance for private construction projects during normal business hours (8 a.m. to 5 p.m.). The police department is responsible for enforcing the noise ordinance during all other hours. Nonetheless, during the construction period for the proposed project of approximately 18 months, occupants of the nearby properties could be disturbed by construction noise. Times may occur when noise could interfere with indoor activities in nearby residences and other businesses near the project site. The increase in noise in the project area during project construction would not be considered a significant impact of the proposed project, because the construction noise would be temporary, intermittent, and restricted in occurrence and level, as the contractor would be required to comply with the noise ordinance and Central SoMa PEIR

[22] Rockridge Geotechnical. *Geotechnical Investigation Proposed Office Building 701 Harrison Street, San Francisco, CA* December 4, 2018.

Mitigation Measure M-NO-2a, which would reduce construction noise impacts to a less-than-significant level.

The nearest existing building,120 Perry Street, is located adjacent to the project site to the south; two other nearby buildings are 428 Third Street and 735-755 Harrison Street, to the west. As stated above in the Cultural and Paleontological Resources section, the 120 Perry Street, 428 Third Street and 735-755 Harrison Street buildings are designated as Category A – Historic Resource Present.[23] Therefore, the potential would exist for these historic structures to experience damage from construction activities. Central SoMa PEIR Mitigation Measures M-CP-3a, Protect Historical Resources from Adjacent Construction Activities, and M-CP-3b, Construction Monitoring Program for Historical Resources, were identified to reduce plan impacts to a less-than-significant level by requiring contractors to use all feasible means to avoid damage to adjacent and nearby historic buildings during construction, as well as, if determined to be warranted by planning department preservation staff, perform pre-construction surveys of historical resources within 25 feet of a project site and monitor those resources during construction. These measures would apply to the proposed project as Project Mitigation Measure M-CR-1, Protect Historical Resources from Adjacent Construction Activities, and Project Mitigation Measure M-CR-2, Construction Monitoring Program for Historical Resources. With implementation of these mitigation measures, construction-related building damage impacts would be less than significant, and the proposed project would not result in significant impacts on historical architectural resources that were not identified in the Central SoMa PEIR, nor would it result it in more-severe impacts than those identified in the Central SoMa PEIR.

***Operational Noise***

As discussed above, the Central SoMa PEIR determined that significant impacts could occur due to the introduction of new noise-generating uses that could affect existing noise-sensitive uses in the plan area and expose people to noise levels in excess of the general plan's noise compatibility guidelines. **Central SoMa PEIR Mitigation Measure M-NO-1b** requires that project-specific noise studies be completed for any new noise-generating uses, consistent with the general plan's noise compatibility guidelines. The proposed office and retail project would not include noise-generating land uses. However, the proposed project would include rooftop mechanical equipment consisting of a centrifugal blower and a heat pump. The proposed equipment would be subject to the noise ordinance, which limits noise from building equipment to no more than 5 dBA above the local ambient noise level at any point outside of the property line.[24] Therefore, Mitigation Measure M-NO-1b would not apply to the proposed project.

The proposed project would contribute vehicle trips onto the local and regional roadway network increasing traffic noise levels. However, the proposed project would add a small number of vehicle trips (22 p.m. peak hour) to the local roadway network. As such, the proposed project would not result in a new project-specific traffic-related noise impact and no further analysis is required. Per planning code section 169 the proposed project would be required to include a TDM plan which would implement Mitigation Measure M-NO-1a. As a result, the proposed project would not result in significant traffic noise levels or contribute considerably to the plan-level or cumulative traffic noise impacts identified in the Central SoMa PEIR.

[23] The historic buildings at 735-755 Harrison Street and 120 Perry Street are proposed for demolition as part of the 725 Harrison Street project.

[24] In addition, the rooftop mechanical equipment would be set back 15 to 17 feet from the property line on all sides, and would be located behind a screen, see the roof plan on Figure 4.

*Operational Vibration*

Office and retail development projects are not typically sources of operational vibration. Therefore, the proposed project would not result in significant impacts related to vibration.

## Cumulative Analysis

The Central SoMa PEIR examined cumulative traffic noise impacts with both a Folsom/Howard two-way option and one-way option. Subsequent to the adoption of the plan, the SFMTA determined that it would move forward with a modified version of the one-way option. Under the modified one-way option, the Central SoMa PEIR identified a significant and unavoidable cumulative traffic noise impact on Fifth Street between Brannan Street and Townsend Street and on Bryant Street east of Second Street. The Central SoMa PEIR determined that plan-level construction noise impacts would be significant and unavoidable due to potentially overlapping projects, but cumulative construction noise impacts would be less-than-significant because impacts from known cumulative projects outside the plan area would not be likely to combine with those in the plan area.

The geographic context for the analysis of cumulative impacts related to operational noise is generally limited to the area within a block of the project site, as noise attenuates with distance. The project's cumulative traffic noise impact is discussed in detail under Traffic Noise. The project's rooftop mechanical equipment would not generate operational noise beyond limits set by noise ordinance sections 2909(a) through (d) given the setbacks from the all property lines and the inclusion of mechanical screening. Other cumulative developments would also be required to comply with sections 2909(a) through (d), and thus there would not be a cumulative operational noise impact.

Cumulative construction noise impacts in the project vicinity would be significant and unavoidable due to the number of potentially overlapping projects in the area. This was identified as a plan-level significant construction-related noise impact in the Central SoMa PEIR. Therefore, the proposed project in combination with cumulative projects would not result in more severe cumulative noise impacts than disclosed in the Central SoMa PEIR.

## Conclusion

For the reasons described above, the proposed project would not result in new or more severe significant project or cumulative noise or vibration impacts than identified in the Central SoMa PEIR or that are peculiar to the project site. **Project Mitigation Measures M-NO-1, M-CR-1,** and **M-CR-2** would apply to the proposed project.

## *E.7 Air Quality*

### Central SoMa PEIR Analysis

The Central SoMa PEIR identified potentially significant air quality impacts from subsequent development projects related to the generation of criteria air pollutants and impacts to sensitive receptors[25] as a result of exposure to elevated levels of diesel particulate matter and other toxic air contaminants (TACs) during project operations. The Central SoMa PEIR identified seven mitigation measures that would reduce these air quality impacts; however, the Central SoMa PEIR determined that impacts from subsequent development projects would remain significant and unavoidable. The mitigation measures identified in the PEIR that are applicable to subsequent development projects are as follows: **Central SoMa PEIR Mitigation Measures M-NO-1a, Transportation Demand Management for New Development Projects**; **M-AQ-3a, Education for Residential and Commercial Tenants Concerning Low-VOC Consumer Products**; **M-AQ-3b, Reduce Operational Emissions**; **M-AQ-5a, Best Available Control Technology for Diesel Generators and Fire Pumps**; **M-AQ-5b, Siting of Uses that Emit Particulate Matter ($PM_{2.5}$), Diesel Particulate Matter, or Other Toxic Air Contaminants**; and **M-AQ-5d, Land Use Buffers around Active Loading Docks**. As discussed previously, Central SoMa PEIR Mitigation Measure M-NO-1a is implemented by planning code section 169.

The Central SoMa PEIR also identified potentially significant air quality impacts from subsequent development projects related to generation of criteria air pollutants resulting from construction activities and impacts to sensitive receptors as a result of exposure to elevated levels of diesel particulate matter and other TACs during project construction. The Central SoMa PEIR identified four mitigation measures applicable to construction projects that would reduce these air quality impacts to less than significant: **Central SoMa PEIR Mitigation Measures M-AQ-4a, Construction Emissions Analysis**; **M-AQ-4b** and **M-AQ-6a, Construction Emissions Minimization Plan**; and **M-AQ-6b, Implement Clean Construction Requirements** (applicable to city projects only).

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

[25] The Bay Area Air Quality Management District considers sensitive receptors as children, adults, and older adults occupying or residing in residential dwellings, including apartments, houses, condominiums; schools, colleges, and universities; daycare centers; hospitals; and senior care facilities (Bay Area Air Quality Management District, *Recommended Methods for Screening and Modeling Local Risks and Hazards*, May 2011, page 12).

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

## Project Analysis

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

In accordance with the state and federal Clean Air Acts, air pollutant standards are identified for the following six criteria air pollutants: ozone, carbon monoxide (CO), particulate matter ($PM_{2.5}$, and $PM_{10}$[26]), nitrogen dioxide (NO2), 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. The bay area air basin is designated as either in attainment or unclassified for most criteria pollutants except for ozone, $PM_{2.5}$, and $PM_{10}$. For these pollutants, the air basin is designated as non-attainment for either the state or federal standards. By its very nature, regional air pollution is largely a cumulative impact in that no single project is sufficient in size to, by itself, result in non-attainment of air quality standards. Instead, a project's individual emissions contribute to existing

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

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.[27] Regional criteria air pollutant impacts resulting from the proposed project are evaluated below.

***Construction Dust Control***

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

The regulations and procedures set forth by the San Francisco Construction Dust Control Ordinance would ensure that construction dust impacts would be less than significant.

***Criteria Air Pollutants***

The Bay Area Air Quality Management District's (air district's) 2017 CEQA Air Quality Guidelines (Air Quality Guidelines),[28] provide methodologies for analyzing air quality impacts. The Air Quality Guidelines also provide thresholds of significance for those criteria air pollutants for which the San Francisco Bay Area Air Basin is in non-attainment. These thresholds of significance are used by the City and were the basis for making significance determinations for subsequent development projects in the Central SoMa PEIR. By its very nature, regional air pollution is largely a cumulative impact in that no single project is sufficient in size, by itself, to result in non-attainment of air quality standards. Instead, a project's individual emissions contribute to existing cumulative air quality impacts. If a project's contribution to cumulative air quality impacts is considerable, then the project's impact on air quality would be considered significant.[29]

Pursuant to the Air Quality Guidelines, projects that meet the screening criteria do not have a significant impact related to criteria air pollutants. Criteria air pollutant emissions during construction and operation of the proposed project would not exceed the Air Quality Guidelines screening criteria. The screening level for a general office uses is 346,000 square feet for operations and 277,000 square feet for construction. The screening level for a general retail uses is 99,000 square feet for operations and 277,000 square feet for construction. As the proposed project would provide approximately 49,999 square feet of office uses and 8,539 square feet of retail space, it would meet the Air Quality Guidelines screening criteria. Therefore, the project would not have a significant impact related to criteria air pollutants, and a detailed air quality assessment is not required.

Since construction and operation of the proposed project would generate criteria air pollutant emissions below applicable thresholds, PEIR Mitigation Measures M-AQ-3a: Education and Commercial Tenants Concerning Low-VOC Consumer Products, M-AQ-3b: Reduce Operational Emissions, M-AQ-4a: Construction Emissions Analysis, M-AQ-4b: Construction Emissions Minimization Plan would not apply to the proposed project. The proposed project would not result in significant project or cumulative air

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

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

[29] Bay Area Air Quality Management District. 2017. *CEQA Air Quality Guidelines*, updated May 2017, p. 2-1. http://www.baaqmd.gov/~/media/files/planning-and-research/ceqa/ceqa_guidelines_may2017-pdf.pdf?la=en.

quality impacts that were not identified in the Central SoMa PEIR, nor would the project result in air quality impacts that are substantially more severe than those identified in the Central SoMa PEIR.

### Health Risk

The project site is within an air pollution exposure zone. As defined in Health Code Article 38, an air pollution exposure zone consists of areas that, based on modeling of all known air pollutant sources, exceed health protective standards for cumulative $PM_{2.5}$ concentration or cumulative excess cancer risk. The zone also incorporates health vulnerability factors and proximity to freeways. However, the proposed project's office and retail uses are not considered sensitive land uses for the purposes of assessing operational air quality impacts.

***Construction Health Risks***

The Central SoMa PEIR found that subsequent development projects requiring the use of diesel powered equipment and vehicles during construction within the air pollutant exposure zone would result in a significant impact to nearby sensitive receptors and determined that with implementation of **PEIR Mitigation Measure M-AQ-6a, Construction Emissions Minimization Plan**, construction period health risks from subsequent development projects would be reduced to less than significant. Because the project site is located within an identified air pollution exposure zone and would require heavy-duty off-road diesel vehicles and equipment throughout the anticipated 18-month construction period, PEIR Mitigation Measure M-AQ-6a, referred to as **Project Mitigation Measure M-AQ-1, Construction Emissions Minimization Plan** (Implementing **Central SoMa PEIR M-AQ-6a**), is required.

Project Mitigation Measure M-AQ-1 requires that diesel engines powering construction equipment meet all of the following minimum standards: (1) comply with U.S. Environmental Protection Agency (U.S. EPA) Tier 2 emissions standards, (2) be equipped with a level 3 diesel particulate filter[30], and (3) use renewable diesel. Use of Tier 2 engines and Level 3 Verified Diesel Emission Control Strategy (VDECS) can reduce construction emissions by 89 to 94 percent compared to equipment with engines meeting no emission standards and without a VDECS.[31] Emissions reductions from the combination of Tier 2 equipment with level 3 VDECS is almost equivalent to requiring only equipment with Tier 4 Final engines. Furthermore, renewable diesel, R100 has the potential to reduce particulate matter emissions by about 30 percent and provides an added co-benefit of reducing NOx emissions by 10 percent.[32] Therefore, with implementation

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

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

[32] California Environmental Protection Agency, *Staff Report: Multimedia Evaluation of Renewable Diesel*, May 2015. Available at: https://calepa.ca.gov/wp-content/uploads/sites/6/2016/10/CEPC-2015yr-RenDieselRpt.pdf. Accessed October 23, 2014.

of Project Mitigation Measure M-AQ-1, Construction Emissions Minimization Plan, health risk impacts to sensitive receptors from the project's construction activities would be reduced to less than significant.

*Siting New Sources*

In regard to siting new sources of air pollutant emissions, the proposed project would include a heat pump, which would likely emit diesel particulate matter and other TACs. Therefore, **Project Mitigation Measure M-AQ-2, Best Available Control Technology for Fire Pumps, (**Implementing **Central SoMa PEIR Mitigation Measure M-AQ-5a)** would apply to the proposed project to reduce potential effects of new sources of emissions (fire pump) to a less than significant level. The proposed project would not include any off-street loading docks or delivery areas and would not generate more than 10,000 vehicle trips per day or 1,000 truck trips per day. Therefore, PEIR Mitigation Measures M-AQ-5b and M-AQ-5d would not apply to the proposed project. In addition, the proposed project would not include any other sources that would emit DPM or other TACs as part of everyday operations. With implementation of Project Mitigation Measure M-AQ-2, project operations would not result in significant health risk impacts.

### Cumulative Analysis

The Central SoMa PEIR determined that impacts related to operational criteria air pollutants would be significant and unavoidable—even with implementation of mitigation measures—because subsequent individual development projects and proposed street network changes could emit criteria air pollutants or result in increased vehicle delays, thereby increasing criteria air pollutant emissions in excess of the project-level significance criteria. Cumulative impacts due to construction criteria air pollutants were determined to be less-than-significant. The Central SoMa PEIR also determined that exposure of sensitive receptors to health risk impacts would be significant and unavoidable, even with implementation of mitigation measures, because both construction and operational emissions of PM2.5 and TACs would significantly affect both the geography and severity of health risks in the Plan Area.

As discussed above, criteria air pollutant impacts are cumulative impacts because no single project is sufficient in size, by itself, to result in non-attainment of air quality standards. As demonstrated above, the project would not result in cumulatively considerable criteria air pollutant emissions. For these reasons, impacts pertaining to criteria air pollutants would not be more severe than disclosed in the Central SoMa PEIR.

With regard to cumulative health risk, both construction and operational emissions of TACs could have a significant impact on sensitive receptors. The project would be subject to **Project Mitigation Measure M-AQ-1**. This would reduce construction diesel emissions by 89 to 95 percent for each individual project. The project's operational emissions of TACs would be reduced to a less-than-significant level with the implementation of **Project Mitigation Measure M-AQ-2**, which requires the project's fire pump to meet the best available emissions standards and be fueled with renewable diesel. Therefore, impacts pertaining to cumulative health risks would not be more severe than disclosed in the Central SoMa PEIR.

### Conclusion

For the reasons described above, the proposed project would not result in new or more severe significant project or cumulative air quality impacts than identified in the Central SoMa PEIR or that are peculiar to the project site. **Project Mitigation Measures M-AQ-1** and **M-AQ-2** would apply to the proposed project.

## *E.8 Greenhouse Gas Emissions*

### Central SoMa PEIR Analysis

The Central SoMa PEIR concluded that adoption of the Central SoMa Plan would not directly result in operational greenhouse gas (GHG) emissions; however, implementation of development projects in the Plan Area, including the proposed project, would result in GHG emissions. The Central SoMa Plan includes goals and policies that would apply to the proposed project, and these policies are generally consistent with the City's Strategies to Address Greenhouse Gas Emissions.[33] The Central SoMa PEIR concluded that emissions resulting from development under the Central SoMa Plan would be less than significant, and no mitigation measures were required.

The Bay Area Air Quality Management District (air district) has issued guidelines and methodologies for analyzing GHGs. These guidelines are consistent with CEQA Guidelines sections 15064.4 and 15183.5, which address the analysis and determination of significant impacts from a proposed project's GHG emissions, and allow for projects that are consistent with an adopted GHG reduction strategy to conclude that the project's GHG impact is less than significant. San Francisco's Strategies to Address Greenhouse Gas Emissions presents a comprehensive assessment of policies, programs, and ordinances that collectively represent San Francisco's GHG reduction strategy in compliance with the air district's guidelines and CEQA Guidelines. These GHG reduction actions have resulted in a 28 percent reduction in GHG emissions in 2017 compared to 1990 levels,[34] exceeding the 2020 reduction goals outlined in the air district's 2017 Clean Air Plan,[35] Executive Order S-3-05,[36] and Assembly Bill 32 (also known as the Global Warming Solutions Act).[37,38] In addition, San Francisco's GHG reduction goals are consistent with, or more aggressive than, the long-term goals established under Executive Orders S-3-05[39] and B-30-15,[40,41] and Senate Bill (SB)

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

[34] ICF International. 2015. *Technical Review of the 2012 Community-wide GHG Inventory for the City and County of San Francisco*. January 21, 2015. Accessed March 5, 2020. http://sfenvironment.org/sites/default/files/fliers/files/icf_verificationmemo_2012sfecommunityinventory_2015-01-21.pdf.

[35] Bay Area Air Quality Management District. 2017. *Clean Air Plan*. September 2017. Accessed March 5, 2020. http://www.baaqmd.gov/plans-and-climate/air-quality-plans/current-plans.

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

[37] California Legislative Information, *Assembly Bill 32*, September 27, 2006. Accessed March 5, 2020. http://www.leginfo.ca.gov/pub/05-06/bill/asm/ab_0001-0050/ab_32_bill_20060927_chaptered.pdf.

[38] Executive Order S-3-05, Assembly Bill 32, and the Bay Area 2010 Clean Air Plan set a target of reducing GHG emissions to below 1990 levels by year 2020.

[39] Executive Order S-3-05 sets forth a series of target dates by which statewide emissions of GHGs need to be progressively reduced, as follows: by 2010, reduce GHG emissions to 2000 levels (approximately 457 million metric tons of carbon dioxide equivalent (MT $CO_2e$)); by 2020, reduce emissions to 1990 levels (approximately 427 million MT $CO_2e$); and by 2050 reduce emissions to 80 percent below 1990 levels (approximately 85 million MT $CO_2e$). Because of the differential heat absorption potential of various GHGs, GHG emissions are frequently measured in "carbon dioxide-equivalents," which present a weighted average based on each gas's heat absorption (or "global warming") potential.

[40] Office of the Governor, *Executive Order B-30-15, April 29, 2015.* Accessed March 5, 2020. https://www.ca.gov/archive/gov39/2015/04/29/news18938/. Executive Order B-30-15 sets a state GHG emissions reduction goal of 40 percent below 1990 levels by 2030.

[41] San Francisco's GHG reduction goals are codified in Section 902 of the Environment Code and include (i) by 2008, determine City GHG emissions for 1990; (ii) by 2017, reduce GHG emissions by 25 percent below 1990 levels; (iii) by 2025, reduce GHG emissions by 40 percent below 1990 levels; and by 2050, reduce GHG emissions by 80 percent below 1990 levels.

32.[42,43] Therefore, projects that are consistent with San Francisco's GHG Reduction Strategy would not result in GHG emissions that would have a significant effect on the environment, and would not conflict with state, regional, or local GHG reduction plans and regulations.

| Topics | | Significant Impact Peculiar to Project or Project Site | Significant Impact not Identified in Central SoMa PEIR | Significant Impact due to Substantial New Information | No Significant Impact not Previously Identified in Central SoMa PEIR |
|---|---|---|---|---|---|
| **8.** | **GREENHOUSE GAS EMISSIONS—Would the project:** | | | | |
| a) | Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment? | ☐ | ☐ | ☐ | ☒ |
| b) | Conflict with any applicable plan, policy, or regulation of an agency adopted for the purpose of reducing the emissions of greenhouse gases? | ☐ | ☐ | ☐ | ☒ |

## Project Analysis

The proposed project, which would meet LEED GreenPoint Rated standards, would increase the intensity of use of the site. Therefore, the proposed project would contribute to annual long-term increases in GHGs as a result of increased vehicle trips (mobile sources) and office and retail operations that would result in an increase in energy use, water use, wastewater treatment, and solid waste disposal. Construction activities would also result in temporary increases in GHG emissions.

The proposed project would be subject to adopted regulations that would reduce GHG emissions as identified in the GHG reduction strategy. As discussed below, compliance with the applicable regulations would reduce the project's GHG emissions related to transportation, energy, waste disposal and wood burning. The project sponsor submitted a checklist demonstrating compliance with the GHG reduction strategy.[44]

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

The proposed project would be required to comply with the energy efficiency requirements of the city's Green Building Code, and Water Conservation Ordinance, which would promote energy and water efficiency, thereby reducing the proposed project's energy-related GHG emissions.[45] Additionally, the

[42] Senate Bill 32 amends California Health and Safety Code Division 25.5 (also known as the California Global Warming Solutions Act of 2006) by adding Section 38566, which directs that statewide greenhouse gas emissions to be reduced by 40 percent below 1990 levels by 2030.

[43] Senate Bill 32 was paired with Assembly Bill 197, which would modify the structure of the State Air Resources Board; institute requirements for the disclosure of greenhouse gas emissions criteria pollutants, and toxic air contaminants; and establish requirements for the review and adoption of rules, regulations, and measures for the reduction of greenhouse gas emissions.

[44] San Francisco Planning Department, Greenhouse Gas Analysis: Compliance Checklist for 701 Harrison Street, March 10, 2020.

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

proposed project would be required to meet the renewable energy criteria of the Green Building Code, further reducing the project's energy-related GHG emissions.

The proposed project's waste-related emissions would be reduced through compliance with the city's Recycling and Composting Ordinance, Construction and Demolition Debris Recovery Ordinance, and Green Building Code requirements. These regulations reduce the amount of materials sent to a landfill, reducing GHGs emitted by landfill operations. These regulations also promote reuse of materials, conserving their embodied energy[46] and reducing the energy required to produce new materials.

Compliance with the city's street tree planting requirements would serve to increase carbon sequestration. The proposed project would require the removal of two street trees. To comply with the city's street tree planting requirements, the proposed project would plant 10 street trees. Other regulations, including the Wood Burning Fireplace Ordinance, would reduce emissions of GHGs and black carbon. Regulations requiring low-emitting finishes would reduce VOCs.[47] Thus, the proposed project was determined to be consistent with San Francisco's GHG reduction strategy.[48]

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

### Cumulative Analysis

Similar to criteria air pollutants, GHG emissions and global climate change represent cumulative impacts. GHG emissions cumulatively contribute to the significant adverse environmental impacts of global climate change. No single project could generate enough GHG emissions to noticeably change the global average temperature; instead, the combination of GHG emissions from past, present, and future projects have contributed and will continue to contribute to global climate change and its associated environmental impacts. Therefore, the analysis above addresses the project's contribution to cumulatively significant GHG emissions and no separate cumulative analysis is required.

### Conclusion

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

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## *E.9 Wind*

### Central SoMa PEIR Analysis

Wind is analyzed as part of CEQA review in San Francisco with respect to potential pedestrian hazards, based on the criteria in planning code section 148, Reduction of Ground-Level Wind Currents in C-3 (Downtown Commercial) Districts. Although the project site is outside the C-3 Use Districts, Section 148

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

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

[48] San Francisco Planning Department, *Greenhouse Gas Analysis: Compliance Checklist for 905 Folsom Street*, January 11, 2019.

was the city's first codification of wind standards, and its criteria remain the foundation of wind analysis in San Francisco. For wind hazards, Section 148 requires that buildings do not cause an equivalent wind speed of 26 miles per hour (mph) as averaged for a single full hour of the year.[49,50] Although section 148 applies only within the C-3 Use Districts, the hazard criterion of section 148 is used by the planning department as a CEQA significance threshold for the determination of whether pedestrian winds would "substantially affect public areas." This significance criterion was also used as the basis for determining whether the Central SoMa Plan would result in significant wind impacts.

The Central SoMa PEIR wind analysis found that the average wind speed exceeded for 1 hour per year would decrease by 1 mph, from 26 mph under existing conditions to 25 mph with Central SoMa Plan implementation, which represents an incremental improvement. However, the number of locations that would exceed the hazard criteria would increase from three to five, and the hours per year during which the 1-hour wind hazard criterion would be exceeded would increase from 4 hours to 81 hours per year. Because the wind environment around a building is highly dependent on design details beyond the scope of the Central SoMa PEIR's programmatic analysis (e.g., setbacks, podiums, street wall heights), the results indicate only generally how new, taller buildings could affect pedestrian-level winds. **Central SoMa PEIR Mitigation Measure M-WI-1, Wind Hazard Criterion for the Plan Area**, was identified to reduce wind impacts from subsequent development within the plan area, and requires project-specific evaluation by a wind expert for projects taller than 85 feet and, if deemed necessary, wind-tunnel testing and implementation of feasible measures to meet the 1-hour 26 mph wind hazard criterion. However, because the Central SoMa PEIR could not determine with certainty that each subsequent development project would be able to meet the 1-hour, 26 mph wind hazard criterion, the Central SoMa PEIR determined that wind impacts would remain significant and unavoidable with mitigation. Cumulative wind impacts (implementation of the plan in addition to other cumulative projects) were determined to be less than significant.

| *Topics* | *Significant Impact Peculiar to Project or Project Site* | *Significant Impact not Identified in Central SoMa PEIR* | *Significant Impact due to Substantial New Information* | *No Significant Impact not Previously Identified in Central SoMa PEIR* |
|---|---|---|---|---|
| **9. WIND—Would the project:** | | | | |
| a) Create wind hazards in publicly accessible areas of substantial pedestrian use? | ☐ | ☐ | ☐ | ☒ |

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

[50] The wind hazard criterion is derived from the 26 mph hourly average wind speed that would generate a 3-second gust of wind at 20 meters per second, a commonly used guideline for wind safety. Because the original Federal Building wind data was collected at 1-minute averages, the 26 mph hourly average is converted to a 1-minute average of 36 mph, which is used to determine compliance with the 26 mph 1-hour hazard criterion in the planning code (Arens, E., et al. 1989. "Developing the San Francisco Wind Ordinance and its Guidelines for Compliance," *Building and Environment*, Vol. 24, No. 4, p. 297–303).

### Project Analysis

The analysis in the Central SoMa PEIR measured wind speeds at two sensors located on or immediately adjacent to the project site (one on the corner of Fourth and Harrison streets and one on the corner of Third and Harrison streets). No new hazard exceedances were identified at either of these sensors.

Consistent with Central SoMa PEIR Mitigation Measure M-WI-1, and based on the height and location of the proposed approximately 95-foot-tall building (100 feet at the top of the mechanical penthouse), a qualified wind consultant prepared a wind technical analysis for the proposed project and conducted wind tunnel testing.[51] The wind tunnel model included all relevant surrounding buildings within an approximately 1,360-foot radius of the project site. Test configurations included the following three scenarios:

- Existing conditions
- Existing plus project conditions
- Cumulative conditions

The wind assessment measured wind speeds at 24 sensor locations under all scenarios. Wind speeds were measured at approximately 5 to 7 feet above local grade. No hazard exceedances occur in the existing scenario, and no hazard exceedances would occur in the existing plus project scenario.

### Cumulative Analysis

No hazard exceedances would occur in the cumulative scenario.

### Conclusion

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

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## *E.10 Shadow*

### Central SoMa PEIR Analysis

Planning code section 295 generally prohibits new structures above 40 feet in height that would cast additional shadows on open space that is under the jurisdiction of the San Francisco Recreation and Park Commission between 1 hour after sunrise and 1 hour before sunset, at any time of the year, unless that shadow would not result in a significant adverse effect on the use of the open space. A project that adds new shadow to sidewalks or a public open space, or exceeds the absolute cumulative limit on a Section 295 park does not necessarily result in a significant impact under CEQA; the city's significance criteria used in

[51] CPP Wind Engineering and Air Quality Consultants, *Pedestrian-Level Winds Report, Wind Tunnel Tests for 701 Harrison Street, San Francisco, CA*, March 24, 2020.

CEQA review asks whether a project would "create new shadow in a manner that substantially affects outdoor recreation facilities or other public areas."[52]

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

| *Topics* | *Significant Impact Peculiar to Project or Project Site* | *Significant Impact not Identified in Central SoMa PEIR* | *Significant Impact due to Substantial New Information* | *No Significant Impact not Previously Identified in Central SoMa PEIR* |
|---|---|---|---|---|
| **10. SHADOW—Would the project:** | | | | |
| a) Create new shadow that substantially and adversely affects the use and enjoyment of publicly accessible open spaces? | ☐ | ☐ | ☐ | ☒ |

## Project Analysis

The 701 Harrison Street project would construct a seven-story building that would rise to approximately 95 feet to at the top of the seventh-floor mezzanine (100 feet at the top of the mechanical penthouse). The planning department prepared a preliminary shadow fan[53,54] to determine whether the proposed project would have the potential to cast new shadow on nearby parks. Based on this initial shadow fan, it was determined that the proposed project could cast net new shadow on Alice Street Community Gardens, a publicly accessible community garden under the jurisdiction of the Office of Community Investment and Infrastructure. However, the initial shadow fan does not take into consideration the shadow cast by intervening buildings. The building at 360 Third Street is about the same height as the proposed project would be and lies directly between the project site and Alice Street Community Gardens. A subsequent consultant-prepared shadow fan, which takes into account existing buildings and infrastructure showed that the proposed project would not cast net new shadow on the community garden.[55]

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

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[52] The *absolute cumulative limit* represents the maximum percentage of new shadow, expressed as a percentage of theoretical annual available sunlight (TAAS). The TAAS is the amount of sunlight, measured in square-foot-hours, that would fall on a given park during the hours covered by Planning Code section 295. It is computed by multiplying the area of the park by 3,721.4, which is the number of hours in the year subject to Planning Code section 295. Thus, this quantity is not affected by shadow cast by existing buildings, but instead represents the amount of sunlight that would be available with no buildings in place. Theoretical annual available sunlight calculations for each downtown park were used by the Planning and Recreation and Park Commissions in establishing the allowable absolute cumulative limit for downtown parks in 1989.

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

[54] San Francisco Planning Department, *Initial Shadow Fan Analysis, 701 Harrison Street/400 Third Street*, June 27, 2018.

[55] Fastcast, *701 Harrison Street Project – Net New Shadow Fan*, August 2019.

### Cumulative Analysis

A shadow impact analysis conducted for the 725 Harrison Street project identified four cumulative projects that could cast net new shadow on Alice Street Community Gardens; 725 Harrison Street, 400 Second Street, 345 Fourth Street, and 744 Harrison Street. However, that shadow analysis concluded that there would be a less than significant impact on the community garden.[56] The proposed project would not result in new or more severe cumulative shadow impacts than were previously identified in the Central SoMa PEIR.

### Conclusion

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

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## *E. 11 Recreation*

### Central SoMa PEIR Analysis

The Central SoMa PEIR found that implementation of the Central SoMa Plan would result in an increase in the use of existing neighborhood parks and recreational facilities, but not to a degree that would lead to or accelerate their physical deterioration or require the construction of new recreational facilities. Although the Central SoMa Plan would increase the population of the area, the Central SoMa PEIR acknowledged that one of the primary objectives of the Central SoMa Plan is to expand the network of open space and recreational uses to serve the existing and future population. Because the growth forecasts for the plan area anticipate a considerable amount of employment growth, the Central SoMa PEIR found it is likely that much of the new recreational use resulting from plan area development would likely be passive use, since employees are less likely than residents to make active use of parks and open spaces. The Central SoMa PEIR concluded that new publicly available open spaces and a comprehensive pedestrian-friendly network to increase access to existing, new, and improved spaces would help to alleviate the demand for recreational facilities that would be generated by the increase in population.

Given the Central SoMa Plan's proposed network of new open spaces, including a potential new neighborhood park, several new and expanded linear open spaces and plazas, new mid-block pedestrian/bicycle connections, and privately-owned public open space, and continued planning code requirements for new residential open space, the PEIR determined that implementation of the Central SoMa Plan would have a less-than-significant impact on recreation and public space, and no mitigation measures were required.

[56] Fastcast, Shadow Analysis Report – 725 Harrison Street – San Francisco, CA – Planning Department Case No. 2005.0759E, April 8, 2019.

| Topics | Significant Impact Peculiar to Project or Project Site | Significant Impact not Identified in Central SoMa PEIR | Significant Impact due to Substantial New Information | No Significant Impact not Previously Identified in Central SoMa PEIR |
|---|---|---|---|---|
| **11. RECREATION—Would the project:** | | | | |
| a) Increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facilities would occur or be accelerated? | ☐ | ☐ | ☐ | ☒ |
| b) Include recreational facilities or require the construction or expansion of recreational facilities that might have an adverse physical effect on the environment? | ☐ | ☐ | ☐ | ☒ |

## Project Analysis

The project area is well served by nearby open spaces. The Alice Street Community Gardens are located along Lapu Lapu Street (approximately 0.1 mile west of the project site); the Yerba Buena Gardens recreational facilities are located along Fourth Street, on both the east and west side of Howard Street (approximately 0.2 mile west of the project site); South Park is located on South Park Street between Second and Third streets (approximately 0.3 mile east of the project site); Victoria Manalo Draves Park is located along Harrison Street (approximately 0.4 mile south of the project site); and AT&T Park is located at Third Street and King Street (approximately 0.5 mile southeast of the project site).

The proposed project would provide approximately 1,430 square feet of open space on the lower roof level.

Although new workers at the project site would increase the use of nearby publicly accessible open spaces, the project's provision of new open space resources would satisfy at least some of the increased demand. Consistent with the Central SoMa PEIR, existing recreational resources would not experience overuse or accelerated physical deterioration.

Other than construction of the project's proposed open space, which is evaluated in this initial study, the project would not require the construction of other recreational facilities. Therefore, the proposed project would result in less-than-significant recreation impacts.

## Cumulative Analysis

The geographic context for this analysis of cumulative impacts related to recreational facilities is defined as the Central SoMa Plan area. These cumulative development projects in the vicinity of the project site would result in an increase in the demand for recreational facilities and resources. However, the city has accounted for such growth as part of the Recreation and Open Space Element of the general plan. Aside from existing recreational facilities in the area, the Central SoMa Plan includes new neighborhood parks and recreational facilities, many of which will be within 0.25 mile of the proposed project. Existing and proposed recreational facilities in the vicinity of the project site would be able to accommodate the increase in demand for recreational resources generated by the proposed project and nearby cumulative development projects. Therefore, cumulative recreational facilities impacts would be less than significant.

### Conclusion

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

## *E. 12 Utilities and Service Systems*

### Central SoMa PEIR Analysis

The Central SoMa PEIR found that implementation of the Central SoMa Plan would result in less-than-significant impacts related to utilities and service systems, and no mitigation measures were identified.

The Central SoMa PEIR determined that development under the area plan would not require expansion of the city's water supply system and would not adversely affect the city's water supply. This determination was based on the best available water supply and demand projections available at the time, which were contained in the San Francisco Public Utilities Commission (SFPUC) 2010 Urban Water Management Plan and a 2013 Water Availability Study prepared by the SFPUC to update demand projections for San Francisco.[57,58]

Under the 2013 Water Availability Study, the SFPUC determined it would be able to meet the demand of projected growth, including growth that would result from development under the Central SoMa Plan, in years of average precipitation as well as in a single dry year and a multiple dry year event, for each five-year period beginning in 2020 through 2035.[59] The study projected a small deficit (0.25 percent of demand) for a normal year and single dry year, and a deficit of two percent of demand during a multiple-year drought, as a result of development and occupancy of new projects in advance of improvements planned in the SFPUC's water supply. The SFPUC noted in the 2013 Water Availability Study that a two-percent shortfall in water supplies "can be easily managed through voluntary conservation measures or rationing." Further, it stated that "retail" demand (water the SFPUC provides to individual customers within San Francisco), as opposed to "wholesale" demand (water the SFPUC provides to other water agencies supplying other jurisdictions), has declined by more than 10 percent in the last 10 years.[60] For the SFPUC's regional system as a whole, which includes retail and wholesale demand, in a single dry year and multiple dry years, it is possible that the SFPUC would not be able to meet 100 percent of demand and would therefore have to impose reductions on its deliveries. Under the SFPUC's Water Shortage Allocation Plan, retail customers would experience no reduction in regional water system deliveries within a 10-percent system-wide shortage. During a 20-percent system-wide shortage, retail customers would experience a 1.9-percent reduction in deliveries. Retail allocations would be reduced to 79.5 million gallons per day (mgd) (98.1 percent of normal year supply), and wholesale allocations would be reduced to 132.5 mgd (72 percent of normal year supply).[61]

[57] SFPUC, *2013 Water Availability Study for the City and County of San Francisco*, May 2013. Available at: http://www.sfwater.org/modules/showdocument.aspx?documentid=4168. The 2013 Water Availability Study was prepared as an update to the 2010 Urban Water Management Plan to evaluate water demand based on updated growth projections completed by the planning department in 2012 in response to the Association of Bay Area Governments Sustainable Community Strategy Jobs-Housing Connections scenario.

[58] The current 2015 Urban Water Management Plan update adopted in 2016 contains updated demand projections and supersedes the 2010 Urban Water Management Plan and 2013 Water Availability Study.

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

[60] Ibid.

[61] Ibid.

The Central SoMa PEIR therefore concluded that with the ongoing development of additional local supplies through implementation of the SFPUC's Water System Improvement Program and rationing contemplated under the Water Shortage Allocation Plan, the impacts of development under the area plan on the city's water supply would be less than significant.

The SFPUC is in the process of implementing the sewer system improvement program, which is a 20-year, multi-billion-dollar citywide upgrade to the city's sewer and stormwater infrastructure to ensure a reliable and seismically safe system. The program includes planned improvements that will serve development in the plan area, including at the Southeast Treatment Plant, which is located in the Bayview District and treats the majority of flows in the plan area, and the North Point Plant, which is located on the northeast waterfront and provides additional wet-weather treatment capacity. The Central SoMa PEIR found that sufficient dry-weather capacity exists at the Southeast Water Pollution Control Plant, and that development under the Central SoMa Plan would cause a reduction in stormwater flows that is expected to offset estimated increases in wastewater flows during wet weather. The Central SoMa PEIR concluded that development under the Central SoMa Plan, which included the proposed project, would not exceed wastewater treatment requirements of the Regional Water Quality Control Board and would not require construction of new water or wastewater treatment facilities.

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

| Topics | Significant Impact Peculiar to Project or Project Site | Significant Impact not Identified in Central SoMa PEIR | Significant Impact due to Substantial New Information | No Significant Impact not Previously Identified in Central SoMa PEIR |
|---|---|---|---|---|
| **12. UTILITIES AND SERVICE SYSTEMS—Would the project:** | | | | |
| a) Require or result in the relocation or construction of new or expanded water, wastewater treatment, or storm water drainage, electric power, natural gas, or telecommunications facilities , the construction or relocation of which could cause significant environmental effects? | ☐ | ☐ | ☐ | ☒ |
| b) Have sufficient water supplies available to serve the project and reasonably foreseeable future development during normal, dry, and multiple dry years? | ☐ | ☐ | ☐ | ☒ |
| c) Result in a determination by the wastewater treatment provider that would serve the project that it has inadequate capacity to serve the project's projected demand in addition to the provider's existing commitments? | ☐ | ☐ | ☐ | ☒ |
| d) Generate solid waste in excess of state or local standards, or in excess of the capacity of local infrastructure, or otherwise impair the attainment of solid waste reduction goals? | ☐ | ☐ | ☐ | ☒ |
| e) Comply with federal, state, and local management and reduction statutes and regulations related to solid waste? | ☐ | ☐ | ☐ | ☒ |

## Project Analysis

The project site is located within a developed urban area served by existing electric power, natural gas, and telecommunications. While the project would require local connection to those utilities, it would not necessitate the construction of new power generation, natural gas, or telecommunications infrastructure.

*Sewer/Stormwater*

The project site is served by San Francisco's combined sewer system, which handles both sewage and stormwater runoff. The Southeast Water Pollution Control Plant provides wastewater and stormwater treatment and management for the east side of the city, including the project site. Project related wastewater and stormwater would flow into the city's combined sewer system and would be treated to standards contained in the city's National Pollutant Discharge Elimination System (NPDES) Permit for the Southeast Water Pollution Control Plant prior to discharge into San Francisco Bay. The NPDES standards are set and regulated by the Regional Water Quality Control Board. The Southeast Plant is designed to treat up to 85 million gallons per day of average dry weather wastewater flows and up to 250 million gallons per day of wet weather combined wastewater and stormwater flows. Average dry weather flows to the Southeast Plant ranged from 58 to 61 million gallons per day for the years 2012 to 2014 and are projected to increase to 69 million gallons per day by 2045.[62]

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

The proposed project would not substantially increase the amount of stormwater entering the combined sewer system because the project would not increase the amount of impervious surface coverage at the project site. The project site is currently fully covered with impervious surfaces comprising the existing parking lot. The proposed building's footprint would fully cover the entire site, resulting in the same amount of stormwater entering the combined sewer system. Compliance with the city's Stormwater Management Ordinance and the Stormwater Management Requirements and Design Guidelines would ensure that the design of the proposed project includes installation of appropriate stormwater management systems that retain runoff on site, promote stormwater reuse, and limit discharges from the site from entering the city's combined stormwater/sewer system. Under the Stormwater Management ordinance, stormwater generated by the proposed project is required to meet a performance standard that reduces the existing runoff flow rate and volume by 25 percent for a two-year 24-hour design storm and therefore would not contribute additional volume of polluted runoff to the city's stormwater infrastructure.

Although the proposed project would add 274 employees to the project site, the combined sewer system has capacity to serve projected growth through year 2045. Therefore, the incremental increase in wastewater treatment resulting from the project would be met by the existing sewer system and would not require expansion of existing wastewater facilities or construction of new facilities.

***Water***

Water would be supplied to the proposed project from the SFPUC's Hetch-Hetchy regional water supply system. Under sections 10910 through 10915 of the California Water Code, urban water suppliers like the SFPUC must prepare water supply assessments for certain large "water demand" projects, as defined in CEQA Guidelines section 15155.[63] The proposed project does not qualify as a "water-demand" project as defined by CEQA Guidelines section 15155(a)(1); therefore a water supply assessment has not been prepared for the project. However, the SFPUC estimates that a typical development project in San Francisco comprised of either 100 dwelling units, 100,000 square feet of commercial use, 50,000 square feet of office, 100 hotel rooms, or 130,000 square feet of PDR use would generate demand for approximately 10,000 gallons of water per day, which is the equivalent of 0.011 percent of the total water demand anticipated for San Francisco in 2040 of 89.9 million gallons per day.[64] Because it would result in approximately 49,999 square feet of office use and 8,415 square feet of retail use, the proposed project would generate slightly more than 0.011 percent of the water demand for the city as a whole in 2040, which would constitute a negligible increase in anticipated water demand.

The SFPUC uses population growth projections provided by the planning department to develop the water demand projections contained in the urban water management plan. As discussed in the Population and

[63] Pursuant to CEQA Guidelines section 15155(1), "a water-demand project" means:
(A) A residential development of more than 500 dwelling units.
(B) A shopping center or business establishment employing more than 1,000 persons or having more than 500,000 square feet of floor space.
(C) A commercial office building employing more than 1,000 persons or having more than 250,000 square feet of floor area.
(D) A hotel or motel, or both, having more than 500 rooms, (e) an industrial, manufacturing, or processing plant, or industrial park planned to house more than 1,000 persons, occupying more than 40 acres of land, or having more than 650,000 square feet of floor area.
(F) a mixed-use project that includes one or more of the projects specified in subdivisions (a)(1)(A), (a)(1)(B), (a)(1)(C), (a)(1)(D), (a)(1)(E), and (a)(1)(G) of this section.
(G) A project that would demand an amount of water equivalent to, or greater than, the amount of water required by a 500 dwelling unit project.

[64] San Francisco Public Utilities Commission, *2015 Urban Water Management Plan for the City and County of San Francisco*, June 2016. This document is available at https://sfwater.org/index.aspx?page=75

Housing Section above, the proposed project would be encompassed within planned growth in San Francisco and is therefore also accounted for in the water demand projections contained in the urban water management plan. Because the proposed project would comprise a small fraction of future water demand that has been accounted for in the city's urban water management plan, sufficient water supplies would be available to serve the proposed project in normal, dry, and multiple dry years, and the project would not require or result in the relocation or construction of new or expanded water supply facilities the construction or relocation of which could cause significant environmental effects. This impact would be less than significant, and no mitigation measures are necessary.

***Solid Waste***

The city disposes of its municipal solid waste at the Recology Hay Road Landfill, and that practice is anticipated to continue until 2025, with an option to renew the agreement thereafter for an additional six years. San Francisco Ordinance No. 27-06 requires mixed construction and demolition debris to be transported to a facility that must recover for reuse or recycling and divert from landfill at least 65 percent of all received construction and demolition debris. San Francisco's Mandatory Recycling and Composting Ordinance No. 100-09 requires all properties and persons in the city to separate their recyclables, compostables, and landfill trash.

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

### Cumulative Analysis

The Central SoMa PEIR determined that cumulative impacts related to water supplies, wastewater treatment facilities, and landfill capacity would be less than significant as the respective service providers have sufficient capacity available.

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

### Conclusion

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

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## *E.13 Public Services*

### Central SoMa PEIR Analysis

The Central SoMa PEIR found that implementation of the Central SoMa Plan and the anticipated increase in population in the plan area would result in less-than-significant impacts to public services, including

police, fire, schools, and park services. Further, the Central SoMa PEIR found that, in the event that new or expanded facilities would be needed, the environmental effects of construction and operation of these facilities would be similar to that of subsequent development projects anticipated in the Central SoMa PEIR. That is, construction of a new fire station, police station, or other comparable government facility would not result in new significant impacts not already analyzed; thus, the effects have already been addressed in the Central SoMa PEIR.

| *Topics* | *Significant Impact Peculiar to Project or Project Site* | *Significant Impact not Identified in Central SoMa PEIR* | *Significant Impact due to Substantial New Information* | *No Significant Impact not Previously Identified in Central SoMa PEIR* |
|---|---|---|---|---|
| **13. PUBLIC SERVICES—Would the project:** | | | | |
| a) Result in substantial adverse physical impacts associated with the provision of, or the need for, new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times, or other performance objectives for any public services such as fire protection, police protection, schools, parks, or other services? | ☐ | ☐ | ☐ | ☒ |

## Project Analysis

The increased employees, visitors, and residents resulting from the proposed project would increase demand for police and fire protection services, schools, and parks. The proposed project would account for a fraction of the increased demand for these services that were analyzed in the Central SoMa PEIR, and the project falls within the development density assumptions for the site that were analyzed in the Central SoMa PEIR. Therefore, the proposed project would not result in an increase in the demand for police or fire protection services than was previously identified in the Central SoMa PEIR. As described under the Recreation section, the proposed project would not result in new or more severe physical environmental impacts related to parks or recreational facilities.

## Cumulative Analysis

Cumulative development in the project vicinity would increase demand for public services. As discussed above, the Central SoMa PEIR found that anticipated increase in public service demand due to population growth in the area would not result in significant cumulative impacts related to the provision of new or physically altered public services, including police, fire, schools, and park services. Even if new or expanded facilities are needed due to population growth generated by cumulative projects, the environmental effects of construction and operation of those facilities would be similar to that of subsequent development projects anticipated in the Central SoMa PEIR. Furthermore, the proposed 701 Harrison Street project is within the scope of development projected under the Central SoMa Plan. Therefore, the proposed 701 Harrison Street project would not combine with cumulative projects to result in more severe public services impacts than previously identified in the Central SoMa PEIR.

## Conclusion

For the reasons discussed above, implementation of the proposed project would not result in significant impacts that were not identified in the Central SoMa PEIR related to public services or impacts that are

peculiar to the project site, nor would the proposed project result in more severe project or cumulative impacts than were identified in the Central SoMa PEIR.

## *E.14 Biological Resources*

### Central SoMa PEIR Analysis

The Central SoMa PEIR found that the Central SoMa Plan would be implemented in a developed urban area with no natural vegetation communities remaining; therefore, development under the Central SoMa Plan would not affect any special-status plants. There are no riparian corridors, estuaries, marshes, or wetlands in the plan area that could be affected by the development anticipated under the Central SoMa Plan. As the project is located within the Central SoMa Plan area, the proposed project would not affect any natural vegetation communities, special status plants, riparian corridors, estuaries, marshes or wetlands.

In addition, development envisioned under the Central SoMa Plan would not substantially interfere with the movement of any resident or migratory wildlife species. However, **Central SoMa PEIR Improvement Measure I-BI-2, Night Lighting Minimization**, was identified to further reduce potential effects on birds from nighttime lighting at individual project sites.

The Central SoMa PEIR determined that construction in the plan area would not have a significant impact on special status species, apart from bats. The Central SoMa PEIR concluded that impacts to bats would be reduced to less than significant with implementation of **Central SoMa PEIR Mitigation Measure M-BI-1, Pre-Construction Bat Surveys**, requiring pre-construction surveys for bats. This mitigation measure applies to all projects removing trees at least 6 inches in diameter at breast height or where buildings that are proposed for demolition have been vacant for at least six months.

| Topics | Significant Impact Peculiar to Project or Project Site | Significant Impact not Identified in Central SoMa PEIR | Significant Impact due to Substantial New Information | No Significant Impact not Previously Identified in Central SoMa PEIR |
|---|---|---|---|---|
| **14. BIOLOGICAL RESOURCES—Would the project:** | | | | |
| a) Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special-status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service? | ☐ | ☐ | ☐ | ☒ |
| b) Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations or by the California Department of Fish and Game or U.S. Fish and Wildlife Service? | ☐ | ☐ | ☐ | ☒ |
| c) Have a substantial adverse effect on federally protected wetlands (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means? | ☐ | ☐ | ☐ | ☒ |
| d) Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites? | ☐ | ☐ | ☐ | ☒ |
| e) Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance? | ☐ | ☐ | ☐ | ☒ |
| f) Conflict with the provisions of an adopted habitat conservation plan, natural community conservation plan, or other approved local, regional, or state habitat conservation plan? | ☐ | ☐ | ☐ | ☒ |

## Project Analysis

As the project is located within the Central SoMa Plan area, the proposed project would not affect any natural vegetation communities, special-status plants, riparian corridors, estuaries, marshes, or wetlands. The project would not involve the demolition of a vacant building because none are extant on the project site. The project would remove two existing trees along Third Street (one 6 inches in diameter and one 8 inches in diameter) and would plant eight new streets, four along Third Street, and four along Harrison Street.

The project could impact special-status bats and potential roosts given the size of the existing trees to be removed. Therefore, **Project Mitigation Measure M-BI-1: Pre-Construction Bat Surveys** (implementing Central SoMa PEIR Mitigation Measure M-BI-1) would be applicable. Implementation of **Project Mitigation Measure M-BI-1** would reduce the project's impact to any special-status bats to a less-than-significant level by requiring that pre-construction surveys be conducted to identify bats and avoid impacts to roosting bats.

The proposed project's location, height, and materiality may present risks for birds as they travel along their migratory paths. However, the proposed project would comply with planning code section 139, Standards for Bird-Safe Buildings, which establishes building design standards to reduce avian mortality

rates associated with bird strikes.[65] Bird safe features shall be considered when selecting materials in conjunction with energy efficiency and overall building design. Even though incidental bird strikes may occur, and may involve special status avian species, the proposed project would not interfere with the movement of native resident or wildlife species or with established native resident or migratory wildlife corridors. This impact would be less than significant. The PEIR included Improvement Measure I-BI-2, to reduce the effects of nighttime bird strikes on buildings due to exterior and interior lighting. The proposed project would be subject to the provisions of Central SoMa PEIR Improvement Measure I-BI-2 and would implement **Project Improvement Measure I-BI-1, Night Lighting Minimization** and the less-than-significant effect associated with nighttime bird strikes on buildings would be further reduced. Project Improvement Measure I-BI-1 includes voluntary compliance with the San Francisco Lights Out Program, which encourages project sponsors of buildings developed pursuant to the Central SoMa Plan to implement bird-safe building operations to prevent and minimize bird strike impacts, and generally keep lighting to a minimum, as birds can become disoriented from building lighting. Implementation of this improvement measure would further reduce the project's less-than-significant impact to birds.

### Cumulative Analysis

The geographic context for the analysis of cumulative impacts related to biological resources is generally limited to the Central SoMa Plan area. As previously discussed, the Central SoMa PEIR determined that development under the plan would not adversely affect biological resources with the exception of special-status bat species and migratory birds. The project site is located in a developed urban area with no natural vegetation communities remaining and no riparian corridors, estuaries, marshes, wetlands, or other sensitive or protected habitats. Cumulative development in the vicinity would add a number of tall buildings that could, in the event of bird-strike collision(s), potentially injure or kill birds. However, similar to the proposed project, cumulative development is subject to the city's Standards for Bird-Safe Buildings, which would reduce the effect of cumulative development to a less-than-significant level. Furthermore, all development is required to comply with the Migratory Bird Treaty Act and the California Fish and Game Code. Therefore, the proposed 701 Harrison Street project, in combination with other cumulative projects, would not result in new or more severe biological resource impacts than previously identified in the Central SoMa PEIR.

### Conclusion

As demonstrated above, the proposed project would not result in significant project-level or cumulative impacts related to biological resources that were not identified in the Central SoMa PEIR, nor would the proposed project result in more severe project-specific or cumulative impacts that than were identified in the Central SoMa PEIR or that are peculiar to the project site. Impacts to bats would be reduced with the implementation of **Project Mitigation Measure M-BI-1** and impacts to native resident and migratory birds would further be reduced with the implementation of **Project Improvement Measure I-BI-1**.

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## *E.15 Geology and Soils*

### Central SoMa PEIR Analysis

The Central SoMa PEIR found that impacts related to geology and soils would be less than significant, including impacts related to earthquake fault, seismic groundshaking, seismically induced ground failure,

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

and landslides. The Central SoMa PEIR found that the plan area is generally flat and that implementation of the Central SoMa Plan would have no impact on altering the topography of the plan area. Most of the plan area is located within a potential liquefaction hazard zone identified by the California Geological Survey. Compliance with applicable codes and recommendations made in project-specific geotechnical analyses would reduce the geologic hazards of subsequent development projects to a less-than-significant level. Additionally, development under the Central SoMa Plan could induce ground settlement as a result of excavation for construction of subsurface parking or basement levels, construction dewatering, heave during installation of piles, and long-term dewatering.

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

With implementation of the recommendations provided in project-specific detailed geotechnical studies for subsequent development projects, subject to review and approval by the building department, impacts related to the potential for settlement and subsidence due to construction on soil that is unstable, or could become unstable as a result of such construction, would be less than significant. Thus, the Central SoMa PEIR concluded that implementation of the Central SoMa Plan would not result in significant impacts with regard to geology and soils, and no mitigation measures were identified in the Central SoMa PEIR.

The Central SoMa PEIR found that there is low potential to uncover unique or significant fossils within the Plan Area or vicinity. Construction excavations could encounter undisturbed dune sands, the Colma Formation, or artificial fills associated with previous development (e.g., road bases, foundations, and previous backfills for underground utilities). Due to their age and origin, these geological materials have little to no likelihood of containing unique or significant fossils.

| Topics | Significant Impact Peculiar to Project or Project Site | Significant Impact not Identified in Central SoMa PEIR | Significant Impact due to Substantial New Information | No Significant Impact not Previously Identified in Central SoMa PEIR |
|---|---|---|---|---|
| **15. GEOLOGY AND SOILS—Would the project:** | | | | |
| a) Directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving: | ☐ | ☐ | ☐ | ☒ |
| i) Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? (Refer to Division of Mines and Geology Special Publication 42.) | ☐ | ☐ | ☐ | ☒ |
| ii) Strong seismic ground shaking? | ☐ | ☐ | ☐ | ☒ |
| iii) Seismic-related ground failure, including liquefaction? | ☐ | ☐ | ☐ | ☒ |
| iv) Landslides? | ☐ | ☐ | ☐ | ☒ |
| b) Result in substantial soil erosion or the loss of topsoil? | ☐ | ☐ | ☐ | ☒ |
| c) Be located on geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction, or collapse? | ☐ | ☐ | ☐ | ☒ |
| d) Be located on expansive soil, as defined in the California Building Code, creating substantial direct or indirect risks to life or property? | ☐ | ☐ | ☐ | ☒ |
| e) Have soils incapable of adequately supporting the use of septic tanks or alternative wastewater disposal systems where sewers are not available for the disposal of wastewater? | ☐ | ☐ | ☐ | ☒ |
| f) Change substantially the topography or any unique geologic or physical features of the site? | ☐ | ☐ | ☐ | ☒ |

## Project Analysis

As discussed in this initial study checklist, wastewater from the proposed project would flow into the city's combined sewer system and would not require a septic system. Therefore, initial study checklist question 15e is not applicable to the proposed project.

### *Soil, Seismic, and Geological Hazards*

A project-specific geotechnical investigation was prepared for the proposed project.[66] The geotechnical investigation included reconnaissance of the project site and vicinity, exploring subsurface conditions at the site by drilling four test borings, performing laboratory testing of selected soil samples, and performing engineering analysis of the obtained data and information. In addition, the geotechnical consultant

[66] Rockridge Geotechnical, *Geotechnical Investigation – Proposed Office Building – 701 Harrison Street, San Francisco, California.* December 4, 2018.

reviewed reports documenting several prior excavations conducted for environmental exploration and remediation activities on the site.

The project site is in an area prone to seismic activity, so strong to very strong ground shaking could occur during a major earthquake; however, the risk of ground surface rupture and/or secondary ground failure is very low. The Colma sand which underlies the site is not prone to liquefaction, and the project site is not within a liquefaction hazard zone.[67]

The boring samples indicate that the site is underlain by an artificial fill layer extending to depths of approximately 8 to 10 feet below the existing ground surface (bgs). The artificial fill layer is underlain by a native soil consisting of medium dense to very dense sand with varying clay and silt content (Colma sand) that extends to the maximum depth explored (31.5 feet). Information from prior subsurface investigations on and in the vicinity of the project site indicate that the Colma sand likely extends to depths of at least 50 feet bgs. The estimated depth to bedrock at the project site is estimated to be 100 feet bgs. Groundwater was encountered at a depth of 22 feet bgs. Prior investigations, including groundwater monitoring wells detected groundwater at shallower depths. The geotechnical report recommends a design groundwater depth of 13 feet.

The geotechnical investigation concluded that the proposed structure should be designed and built on mat foundation bearing on improved soil, and that the mat foundation should be separated by a minimum 12-inch-thick compacted aggregate cushion, consisting of class 2 aggregate base or drain rock. Drilled displacement sand-cement (DDSC) columns would be the most appropriate ground improvement method. The columns would likely need to be advanced to a depth of about 25 feet bgs. In addition, the geotechnical engineer should be retained to observe site excavation and foundation installation. With the implementation of the recommendations provided in the geotechnical investigation, the proposed project can be built to existing seismic safety standards.

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

The building department would consult the project-specific geotechnical report during its review of the building permit for the project. In addition, the building department may require additional site-specific

[67] Rockridge geotechnical, Geotechnical Investigation – Proposed Residential Building – 701 Harrison Street, San Francisco, California, December 4, 2018.

soils report(s) through the building permit application process, as needed. The building department requirement for a geotechnical report and review of the building permit application pursuant to the building department's implementation of the building code would ensure that the proposed project would have no significant impacts related to soils, seismic or other geological hazards. No mitigation is required.

***Topsoil***

Given that the project site is occupied by an existing building and is entirely covered with impervious surfaces construction of the proposed project would not result in the loss of substantial topsoil. Site preparation and excavation activities would disturb soil to a depth of approximately two feet below ground surface. The project would be required to comply with the Construction Site Runoff Ordinance, which requires all construction sites to implement best management practices to prevent the discharge of sediment, non-stormwater and waste runoff from a construction site. Therefore, the proposed project would not result in significant impacts related to soil erosion or the loss of topsoil. No mitigation is required.

***Paleontological Resources***

The project site is located within the Central SoMa Plan area and the Central SoMa PEIR evaluated the potential for subsequent development projects to result in impacts to paleontological resources based on the underlying geology and soils in the plan area, concluding that subsequent development projects would not likely result in significant impacts to unique paleontological resources. Based on the project-specific geotechnical study, the project would not involve excavation or other soil disturbance within any geological formations that are likely to contain unique or significant fossils. Therefore, the proposed project is not anticipated to result in significant impacts to paleontological resources. No mitigation is required.

### Cumulative Analysis

For the reasons discussed above, the proposed project would not substantially increase geological hazards and would not result in increased soil erosion or loss of topsoil. Similarly, all development projects are required to adhere to state and local building codes. Hence, the proposed project would not combine with other projects in a manner that would significantly exacerbate any geologic hazards.

Impacts on paleontological resources and unique geological features are generally site-specific and localized. The project would not involve excavation or other soil disturbance within any geological formations that are likely to contain unique or significant fossils. Therefore, the project does not have the potential to combine with other projects to result in a significant cumulative impact on paleontological resources and cumulative impacts would be less than significant.

### Conclusion

As demonstrated above, the proposed project would not result in significant project-level or cumulative impacts related to geology and soils that were not identified in the Central SoMa PEIR, nor would the proposed project result in more severe project-specific or cumulative impacts than were identified in the Central SoMa PEIR or that are peculiar to the project site.

## *E.16 Hydrology and Water Quality*

### Central SoMa PEIR Analysis

The Central SoMa PEIR determined that the anticipated increase in population resulting from plan implementation would not result in a significant impact on hydrology and water quality, including the combined sewer system and future flooding hazards, taking into account future sea level rise. The Central SoMa PEIR noted that portions of the plan area would be exposed to an increased risk of flooding in the future due to sea level rise, although Central SoMa Plan development would not exacerbate this risk and, therefore, would not result in a significant impact. Moreover, the Central SoMa Plan includes objectives, policies, and implementation measures intended to maximize flood resilience. All hydrology and water quality impacts of the Central SoMa Plan were determined to be less than significant and no mitigation measures were identified in the PEIR.

| *Topics* | *Significant Impact Peculiar to Project or Project Site* | *Significant Impact not Identified in Central SoMa PEIR* | *Significant Impact due to Substantial New Information* | *No Significant Impact not Previously Identified in Central SoMa PEIR* |
|---|---|---|---|---|
| **16. HYDROLOGY AND WATER QUALITY—Would the project:** | | | | |
| a) Violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or groundwater quality? | ☐ | ☐ | ☐ | ☒ |
| b) Substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the project may impede sustainable groundwater management of the basin? | ☐ | ☐ | ☐ | ☒ |
| c) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river or through the addition of impervious surfaces, in a manner that would: | ☐ | ☐ | ☐ | ☒ |
| i) result in substantial erosion or siltation on- or off-site; | ☐ | ☐ | ☐ | ☒ |
| ii) substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or offsite; | ☐ | ☐ | ☐ | ☒ |
| iii) create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff; or | ☐ | ☐ | ☐ | ☒ |
| iv) impeded or redirect flood flows? | ☐ | ☐ | ☐ | ☒ |
| d) In flood hazard, tsunami, or seiche zones, risk release of pollutants due a project inuandation? | ☐ | ☐ | ☐ | ☒ |
| e) Conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan? | ☐ | ☐ | ☐ | ☒ |

### Project Analysis

***Construction Water Quality and Stormwater Runoff***

The proposed project would include excavation across the site to a depth of approximately 3 feet below grade. It is anticipated that groundwater would be encountered at a depth of approximately 13 ½ feet below ground surface.[68] Therefore, groundwater is unlikely to be encountered during grading, and dewatering is not likely to be required. However, any groundwater encountered during construction of the proposed project would be subject to the requirements of Article 4.1 of the San Francisco Public Works Code (Industrial Waste), requiring that groundwater meet specified water quality standards before it may be discharged into the sewer system. The Bureau of Systems Planning, Environment, and Compliance of the SFPUC must be notified of projects necessitating dewatering and may require water analysis before discharge.

During construction, and pursuant to Public Works Code sections 146 and 147, the proposed project would be required to implement and maintain best management practices to minimize surface runoff erosion and to comply with a stormwater control plan. As a result, the proposed project would not increase stormwater runoff compared to existing conditions (because the project site is covered primarily with impervious surfaces), alter the existing drainage, or violate water quality or wastewater discharge standards. Construction stormwater discharges to the city's combined sewer system would be subject to the requirements of Public Works Code article 4.1 (supplemented by San Francisco Department of Public Works Order No. 158170), which incorporates and implements the city's National Pollutant Discharge Elimination System permit and the federal Combined Sewer Overflow Control Policy. Stormwater drainage during construction would flow to the city's combined sewer system, where it would receive treatment at the Southeast Plant or other wet-weather facilities and would be discharged through an existing outfall or overflow structure in compliance with the existing pollutant discharge permit. Therefore, the city's compliance with applicable permits would reduce water quality impacts to a less-than-significant level. The proposed project would not result in new or more severe impacts than identified in the Central SoMa PEIR related to violation of water quality standards or degradation of water quality due to discharge of construction-related stormwater runoff.

***Operational Water Quality and Stormwater Runoff***

The project site is currently a vacant lot entirely covered with impervious surfaces. The proposed building would also cover the entire lot, but would include 1,427 square feet of open spaces, and 3,469 sf of planting on the lower roof level, which could result in a marginal reduction in overall impervious surfaces on the project site. A reduction in the amount of impervious area would also reduce peak stormwater runoff compared to existing conditions and would not contribute runoff that would exceed the capacity of existing or planned stormwater drainage systems.

Stormwater flows and drainage from the proposed project would be controlled consistent with San Francisco's Stormwater Management Ordinance, contained in Public Works Code article 4.2, and the city's Stormwater Design Guidelines. The project sponsor would be required to submit a stormwater control plan for approval by the SFPUC that complies with the Stormwater Design Guidelines, using best management practices, thereby ensuring that the proposed project meets performance measures set by the SFPUC related to stormwater runoff rate and volume. For the project site, the Stormwater Design Guidelines require the project to reduce the stormwater runoff rate and volume by 25 percent relative to pre-development conditions for the two-year, 24-hour design storm. Compliance with San Francisco's

[68] Rockridge geotechnical, Geotechnical Investigation – Proposed Residential Building – 701 Harrison Street, San Francisco, California, December 4, 2018.

Stormwater Design Guidelines would reduce the quantity and rate of stormwater runoff to the city's combined sewer system and improve the water quality of those discharges. The proposed project would not cause an exceedance of the total maximum daily loads for those water bodies listed as "impaired" in the San Francisco Bay Water Quality Control Plan. In addition, the proposed project would be required to comply with Health Code article 12C, which requires the onsite reuse of rainwater, graywater, and foundation drainage to reduce potable water use, which would also reduce stormwater runoff rate and volume.

As a result, the proposed project's construction and operational activities would not result in significant water quality impacts or obstruct implementation of a water quality control plan. Further, the proposed project would not increase runoff that would exceed the capacity of stormwater drainage systems or release substantial additional sources of polluted runoff.

In addition, no streams or rivers exist in the vicinity of the project site. Therefore, the proposed project would not alter the course of a stream or river, or substantially alter the existing drainage pattern of the project site or area. For the reasons discussed above, the proposed project would also not substantially increase the rate or amount of surface runoff such that substantial flooding, erosion, or siltation would occur on or offsite.

***Groundwater***

Regarding groundwater supplies, the proposed project would use potable and non-potable water from the SFPUC. The project site is located in the Downtown San Francisco Groundwater Basin. This basin is not used as a drinking water supply and there are no plans for development of this basin for groundwater production.[69] For these reasons, the proposed project would not deplete groundwater supplies or substantially interfere with groundwater recharge. This impact would be less than significant, and no mitigation measures are necessary.

***Flood Hazards***

The project site is also not within the portion of the plan area that would be exposed to increased future flood risk due to sea level rise. The proposed project would not impede or redirect flood flows in a 100-year flood hazard area because the project site is not located within a 100-year flood zone. The most recent 100-Year Storm Flood Risk Map, adopted by the SFPUC on September 25, 2018, shows that the project site is not within the 100-year storm flood risk zone.[70] The project site is not located within a tsunami hazard zone and would not risk release of pollutants due to inundation by seiche or tsunami.[71]

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[69] The San Francisco Public Utilities Commission (SFPUC) supplies water to all of San Francisco residents and businesses. The SFPUC's groundwater supply program includes two groundwater projects: one along the peninsula and the other supplying groundwater from San Francisco's Westside Groundwater Basin aquifer, approximately 400 feet below ground surface. For more information see: https://sfwater.org/index.aspx?page=184. Accessed March 6, 2020.

[70] San Francisco Public Utilities Commission, 100-Year Flood Risk Map, *https://www.sfwater.org/index.aspx?page=1229*, accessed August 12, 2019.

[71] San Francisco Planning Department, San Francisco General Plan Community Safety Element (Map 05, Tsunami Hazard Zones, page 15), October 2012, *http://www.sf-planning.org/ftp/General_Plan/Community_Safety_Element_2012.pdf*, accessed December 1, 2017.

The project site is not located in a dam failure area.[72] The project site is also not located in the South of Market Flood Zone,[73] identified by the SFPUC as an area with existing flooding hazards related to the depth of sewer lines relative to properties they serve. Applicants for building permits for either new construction, change of use (Planning) or change of occupancy (Building Inspection), or for major alterations or enlargements are referred to the public utilities commission for a determination of whether the project would result in ground-level flooding during storms. The public utilities commission and/or its delegate (SFDPW, Hydraulics Section) would review the permit application for the potential for flooding during wet weather. The permit applicant shall refer to SFPUC requirements for information required for the review of projects in flood prone areas.[74]

For the reasons discussed above, the project would also not interfere with the San Francisco Bay water quality control plan.

### Cumulative Analysis

The Central SoMa PEIR determined that cumulative impacts related to hydrology and water quality would be less than significant because cumulative projects would be required to comply with all applicable local, state and federal regulations, including the Stormwater Management Ordinance and guidelines, and all stormwater and wastewater would be treated to the standards in the city's NPDES permit. The Central SoMa PEIR also determined that impacts related to flood hazards would be less than with the implementation of the requirements imposed by the SFPUC and the city's floodplain ordinance.

The geographic context for the hydrology and water quality cumulative analysis consists of the eastern half of the City of San Francisco, which comprises the Bayside Drainage Basin. Stormwater runoff in this basin discharges to the San Francisco Bay after passing through the combined sewer system and being treated at the Southeast Treatment Plant or North Point Wet Weather Facility.

All development is required to comply with applicable local, state and federal regulations, including the Stormwater Management Ordinance and guidelines, and all stormwater and wastewater would be treated to the standards in the city's NPDES permit. Cumulative projects would also be subject to the city's permit review process meaning that with the implementation of new, conforming development projects, peak stormwater drainage rates and volumes resulting from design storms would gradually decrease over time and would not exacerbate an existing flood hazard. Therefore, the proposed project would not result in more severe cumulative hydrological or water quality impacts than were previously identified in the Central SoMa PEIR.

### Conclusion

As demonstrated above, the proposed project would not result in significant project-level or cumulative hydrology or water quality impacts that were not identified in the Central SoMa PEIR, nor would the proposed project result in more severe project-specific or cumulative impacts than were identified in the Central SoMa PEIR or that are peculiar to the project site.

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[72] San Francisco Planning Department. *San Francisco General Plan, Community Safety Element Map 6.* October 2012. Available online at: http://www.sf-planning.org/ftp/General_Plan/Community_Safety_Element_2012.pdf, accessed March 6, 2020.

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

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

## *E.17 Hazards and Hazardous Materials*

### Central SoMa PEIR Analysis

The Central SoMa PEIR found that implementation of the Central SoMa Plan would not result in any significant impacts with respect to hazards or hazardous materials that could not be mitigated to a less-than-significant level. The Central SoMa PEIR determined that compliance with the health code, which incorporates state and federal requirements, would minimize potential exposure of site personnel and the public to any accidental releases of hazardous materials or waste and would also protect against potential environmental contamination. In addition, transportation of hazardous materials is regulated by the California Highway Patrol and the California Department of Transportation. Therefore, potential impacts related to the routine use, transport, and disposal of hazardous materials associated with Central SoMa Plan implementation would be less than significant.

The PEIR determined that compliance of subsequent development projects with the San Francisco fire and building codes, which are implemented through the city's ongoing permit review process, would ensure that potential fire hazards related to development activities would be minimized to less-than-significant levels. The plan area is not within two miles of an airport land use plan or an airport or private air strip, and, therefore, would not interfere with air traffic or create safety hazards in the vicinity of an airport. The Central SoMa PEIR did not identify any cumulative impacts related to hazards or hazardous materials.

The Central SoMa PEIR determined that demolition and renovation of buildings in the plan area could expose workers and the public to hazardous building materials or release those materials into the environment. Such materials include asbestos-containing materials, lead-based paint, polychlorinated biphenyls (PCBs), di (2-ethylhexyl) phthalate (DEHP), and mercury. Central SoMa PEIR **Mitigation Measure M-HZ-3, Hazardous Building Materials Abatement**, which requires abatement of certain hazardous building materials other than asbestos and lead paint, which are already regulated, was identified to reduce impacts to less than significant.

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

| Topics | Significant Impact Peculiar to Project or Project Site | Significant Impact not Identified in Central SoMa PEIR | Significant Impact due to Substantial New Information | No Significant Impact not Previously Identified in Central SoMa PEIR |
|---|---|---|---|---|
| **17. HAZARDS AND HAZARDOUS MATERIALS—Would the project:** | | | | |
| a) Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials? | ☐ | ☐ | ☐ | ☒ |
| b) Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment? | ☐ | ☐ | ☐ | ☒ |
| c) Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school? | ☐ | ☐ | ☐ | ☒ |
| d) Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code section 65962.5 and, as a result, would it create a significant hazard to the public or the environment? | ☐ | ☐ | ☐ | ☒ |
| e) For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard or excessive noise for people residing or working in the project area? | ☐ | ☐ | ☐ | ☒ |
| f) Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan? | ☐ | ☐ | ☐ | ☒ |
| g) Expose people or structures, either directly or indirectly to a significant risk of loss, injury, or death involving wildland fires? | ☐ | ☐ | ☐ | ☒ |

## Project Analysis

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

### *Hazardous Materials*

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

***Hazardous Building Materials***

The project site is a vacant lot, currently used for parking. There is a billboard on the site, which would be demolished as part of the project. Some building materials commonly used in older buildings and structures could present a public health risk if disturbed during demolition or renovation. Hazardous building materials addressed in the Central SoMa PEIR include asbestos, electrical equipment (such as transformers and fluorescent light ballasts that contain PCBs or di (2 ethylhexyl) phthalate), fluorescent lights containing mercury vapors, and lead-based paints. Asbestos and lead-based paint may also present a health risk if they are in a deteriorated condition. If removed during demolition activities, these materials would also require special disposal procedures.

The California Department of Toxic Substance Control considers asbestos hazardous, and removal is required. Asbestos-containing materials must be removed in accordance with local and state regulations as well as the air district, the California Occupational Safety and Health Administration, and California Department of Health Services requirements. This includes materials that could be disturbed by the proposed demolition and construction activities.

While somewhat unlikely, the existing billboard could contain lead paint, asbestos-containing materials, or other hazardous building materials. Lead may cause a range of health effects, from behavioral problems and learning disabilities to seizures and death. Children six years old and under are most at risk. Demolition of structures with lead-based paint must be conducted in compliance with section 3425 of the San Francisco Building Code, Work Practices for Lead-Based Paint on Pre-1979 Buildings and Steel Structures. Where there is any work that may disturb or remove lead-based paint from structures, work practices must be used that minimize or eliminate the risk of lead contamination on the environment.

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

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

sampling for compliance by the building department, and enforcement, and describes penalties for non-compliance with the requirements of the ordinance.

Furthermore, California Health and Safety Code section 19827.5 requires that local agencies not issue demolition or alteration permits until an applicant has demonstrated compliance with notification requirements under applicable federal regulations regarding hazardous air pollutants, including asbestos. The California legislature vests the air district with the authority to regulate airborne pollutants, including asbestos, through both inspection and law enforcement, and the air district is to be notified 10 days in advance of any proposed demolition or abatement work. Any asbestos-containing material disturbance at the project site would be subject to the requirements of air district Regulation 11, Rule 2: Hazardous Materials—Asbestos Demolition, Renovation, and Manufacturing. The local office of Cal OSHA must also be notified of asbestos abatement to be carried out. Asbestos abatement contractors must follow state regulations contained in Title 8 of California Code of Regulations section 1529 and sections 341.6 through 341.14, where there is asbestos related work involving 100 square feet or more of asbestos-containing material. The owner of the property where abatement is to occur must have a Hazardous Waste Generator Number assigned by and registered with the Office of the California Department of Health Services. The contractor and hauler of the material are required to file a Hazardous Waste Manifest that details the hauling of the material from the site and the disposal of it. Pursuant to California law, the building department would not issue the required permit until the applicant has complied with the requirements described above.

Regulations and procedures are in place to address the proper removal and disposal of asbestos-containing building materials, lead-based paint, and other hazardous building materials as part of the building permit review process. Therefore, as discussed above, Central SoMa PEIR Mitigation Measure M-HZ-3, addressing the proper removal and disposal of other hazardous building materials, is not necessary to reduce impacts related to hazardous building materials. Compliance with regulations pertaining to lead-based paint, asbestos and other hazardous building materials would ensure the proposed project would not result in significant impacts from the potential release of hazardous building materials.

***Soil and Groundwater Contamination***

Health code article 22A includes properties throughout the city where there is potential to encounter hazardous materials, primarily in industrial zoning districts, sites with industrial uses or underground storage tanks, sites with historic bay fill, and sites in proximity to freeways or underground storage tanks. The overarching goal of the Maher Ordinance is to protect public health and safety by requiring appropriate handling, treatment, disposal, and, when necessary, remediation of contaminated soils that are encountered in the building construction process.

The project site is located within the Maher area and is subject to the provisions of the Maher Ordinance. In addition, an automobile service station was present on the site from the mid-1930s to some time prior to 1978.[75] Accordingly, the project sponsor submitted a Maher Application to the Department of Public Health and completed a phase I environmental site assessment to evaluate the potential presence of hazardous materials in the soils or groundwater underlying the project site based on prior land uses and available records.[76, 77] The site assessment notes that four underground storage tanks were removed from the project

[75] Innovative & Creative Environmental Solutions, *Phase I Environmental Site Assessment, 701 Harrison Street, San Francisco, California,* August 28, 2018.

[76] Maher application submitted on December 19, 2018.

[77] Innovative & Creative Environmental Solutions, *Phase I Environmental Site Assessment, 701 Harrison Street, San Francisco, California,* August 28, 2018.

site between 1974 and 1978 (three 550-gallon and 1,000-gallon tanks). Site assessments indicated elevated concentrations of gasoline, diesel, motor oil, benzene, toluene, ethylbenzene, and xylenes in the soil and groundwater beneath the site. Various remedial activities were performed from 2007 through 2014 which included: non-aqueous-phase liquid removal, exploratory excavations, removal of an oil-water separator, and the operation of a dual phase extraction remediation system. Soil and groundwater samples collected after completion of the remedial activities indicated a significant reduction of contaminants. The health department granted case closure in April 2016. The site assessment concludes that no recognized environmental conditions are present at the project site. However, prior to soil disturbance, soils should be sampled, tested, and characterized in accordance with the Maher Ordinance. In addition, based on the historic uses of the site and review of county, state, and federal databases there is the potential for a vapor instruction condition to exist at the site, particularly from volatile organic compounds in the soil or groundwater. Vapor sampling and testing are recommended.

Given the results of the phase I site assessment, a phase II site assessment will be required. In addition, a site mitigation plan and a health and safety plan shall be prepared prior to construction of the proposed project, in accordance with the requirements of health code article 22A. The site mitigation plan is required to be submitted to the health department or other appropriate state or federal agencies who will recommend measures to remediate the long-term environmental or health and safety risks caused by the presence of residual petroleum hydrocarbons in the soil. A health and safety plan will also be required and will outline proper soil handling procedures and health and safety requirements to minimize worker and public exposure to residual petroleum hydrocarbons during construction.

The proposed project would be required to remediate potential soil and groundwater contamination in accordance with health code article 22A. Upon successful implementation of site mitigation and health and safety plans, the San Francisco Department of Public Health would provide notification of compliance with article 22A. Approval by the San Francisco Department of Public Health is required prior to issuance of approval from the building department to commence work on the project. Therefore, through compliance with article 22A, impacts related to soil and groundwater contamination would be less than significant.

***Other Hazards***

The project site is located within a developed city block and construction and operation of the proposed project would not close roadways or impede access to emergency vehicles or emergency evacuation routes. As a result, the project would not impair implementation of an emergency response or evacuation plan adopted by the City of San Francisco. Thus, the proposed project would not obstruct implementation of the city's emergency response and evacuation plans.

As discussed above, the Central SoMa plan area is not located in or near wildland areas with high fire risk. Construction of the proposed project would conform to the provisions of the building code and fire code. Final building plans would be reviewed by the building and fire departments to ensure conformance with the applicable life-safety provisions, including development of an emergency procedure manual and an exit drill plan. Therefore, other hazard-related impacts would be less than significant.

### Cumulative Analysis

The study area for hazards and hazardous materials cumulative impact analysis is generally site-specific and for the purpose of this cumulative analysis, is defined as the 0.25-mile area surrounding the project site. All cumulative development projects would be subject to the same fire safety, emergency response, and hazardous materials regulations that apply to the proposed 701 Harrison Street project. As a result, the

proposed 701 Harrison Street project would not combine with cumulative projects to create a significant cumulative impact related to hazards and hazardous materials. Therefore, the project would not result in new or more severe cumulative hazards and hazardous materials impacts than were previously identified in the Central SoMa PEIR.

### Conclusion

The proposed project would not result in new or more severe significant project-level or cumulative impacts related to hazards and hazardous materials that were not identified in the Central SoMa PEIR.

## *E.18 Mineral Resources*

### Central SoMa PEIR Analysis

All land in San Francisco, including in the plan area, is designated by the California Geological Survey as Mineral Resource Zone Four (MRZ-4) under the Surface Mining and Reclamation Act of 1975. The MRZ-4 designation indicates that adequate information does not exist to assign the area to any other Mineral Resource Zone,[78] thus the area is not one designated to have significant mineral deposits. In addition, no significant mineral resources exist in San Francisco.[79] The Central SoMa PEIR determined that the plan area has been designated as having no known mineral deposits, and it would not deplete any nonrenewable natural resources; therefore, the Central SoMa Plan would have no effect on mineral resources.

| *Topics* | *Significant Impact Peculiar to Project or Project Site* | *Significant Impact not Identified in Central SoMa PEIR* | *Significant Impact due to Substantial New Information* | *No Significant Impact not Previously Identified in Central SoMa PEIR* |
|---|---|---|---|---|
| **18. MINERAL RESOURCES—Would the project:** | | | | |
| a) Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state? | ☐ | ☐ | ☐ | ☒ |
| b) Result in the loss of availability of a locally important mineral resource recovery site delineated on a local general plan, specific plan or other land use plan? | ☐ | ☐ | ☐ | ☒ |

### Project Analysis

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

### Cumulative Analysis

[78] California Division of Mines and Geology, Open File Report 96 03 and Special Report 146, Parts I and II, 1986.
[79] San Francisco Planning Department, *San Francisco General Plan Environmental Protection Element,* amended December 2, 2004.

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

### Conclusion

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

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## *E.19 Energy Resources*

Several federal, state, and citywide policies and measures promote energy efficiency and reduce demands on nonrenewable resources. The city's Green Building Code is codified in Chapter 13C of the San Francisco Building Code. Chapter 13C, which is to be used in conjunction with the 2013 California Green Building Standards Code, places more stringent energy, materials, and construction debris management requirements on new residential and commercial buildings. Further, the Central SoMa Plan initial study states that future development projects in the plan area would be subject to the most current energy efficiency standards in effect at the time the project is proposed and would be subject to the established performance metrics set forth in the plan's Eco-District guidelines. Therefore, the implementation of the plan would not result in wasteful consumption of energy and this impact would be less than significant.

| *Topics* | *Significant Impact Peculiar to Project or Project Site* | *Significant Impact not Identified in Central SoMa PEIR* | *Significant Impact due to Substantial New Information* | *No Significant Impact not Previously Identified in Central SoMa PEIR* |
|---|---|---|---|---|
| **19. ENERGY RESOURCES—Would the project:** | | | | |
| a) Result in potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources, during project construction or operation? | ☐ | ☐ | ☐ | ☒ |
| b) Conflict with or obstruct a state or local plan for renewable energy or energy efficiency? | ☐ | ☐ | ☐ | ☒ |

### Project Analysis

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

As proposed, the project would achieve LEED GreenPoint Rated standards. The project's energy demand would be typical for a development of mixed-use office projects. The project would meet the current state and local codes and standards concerning energy consumption, including California Code of Regulations Title 24 and the San Francisco Green Building Ordinance with the installation of water-efficient fixtures, energy efficient appliances, and solar panels, as well as features to encourage alternative modes of transportation, such as bicycle parking. Documentation showing compliance with these standards has been

submitted to the city in the form of the "Compliance Checklist Table for Greenhouse Gas Analysis: Private Development Projects," described above. Title 24 and the Green Building Ordinance are enforced by the building department.

In 2002, California established its Renewables Portfolio Standard Program, with the goal of increasing the percentage of renewable energy in the state's electricity mix to 20 percent of retail sales by 2017. In November 2008, Executive Order S-14-08 was signed requiring all retail sellers of electricity to serve 33 percent of their load with renewable energy by 2020. In 2015, Senate Bill 350 codifies the requirement for renewables portfolio standard to achieve 50 percent renewable by 2030, and in 2018, Senate Bill 100 requires 60 percent renewable by 2030 and 100 percent by 2045.[80] San Francisco's electricity supply is 41 percent renewable, and San Francisco's goal is to meet 100 percent of its electricity demand with renewable power.[81] CleanPowerSF is the city's Community Choice Aggregation Program operated by the SFPUC, which provides renewable energy to residents and businesses. GreenFinanceSF allows commercial property owners to finance renewable energy projects, as well as energy and water efficiency projects, through a municipal bond and repay the debt via their property tax account.

As discussed above, the project would comply with the energy efficiency requirements of the state and local building codes and would not conflict with or obstruct implementation of city and state plans for renewable energy and energy efficiency.

### Cumulative Analysis

All cumulative projects in the city are required to comply with the transportation demand management ordinance and the same energy efficiency standards set forth in the California Code of Regulations Title 24 and the San Francisco Green Building Ordinance. Therefore, cumulative impacts on energy resources would be less than significant.

### Conclusion

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

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## *E. 20 Agriculture and Forest Resources*

### Central SoMa PEIR Analysis

The Central SoMa PEIR determined that the plan area and the surrounding areas do not contain agricultural or forest uses, and are not zoned for such uses; therefore, implementation of the Central SoMa Plan would not

[80] California Energy Commission, California Renewable Energy Overview and Programs. Available at: https://www.energy.ca.gov/renewables/. Accessed March 6, 2020.

[81] San Francisco Mayor's Renewable Energy Task Force Recommendations Report, September 2012. Accessed on March 6, 2020. Available at: https://sfenvironment.org/sites/default/files/fliers/files/sfe_re_renewableenergytaskforcerecommendationsreport.pdf.

convert any Prime Farmland, Unique Farmland, or Farmland of Statewide Importance to non-agricultural use. In addition, the Central SoMa Plan would not conflict with existing zoning for agricultural land use or a Williamson Act contract, nor would it involve any changes to the environment that could result in the conversion of farmland. The Central SoMa Plan would not result in the loss of forest land or conversion of forest land to non-forest uses.

| *Topics* | *Significant Impact Peculiar to Project or Project Site* | *Significant Impact not Identified in Central SoMa PEIR* | *Significant Impact due to Substantial New Information* | *No Significant Impact not Previously Identified in Central SoMa PEIR* |
|---|---|---|---|---|
| **20. AGRICULTURE AND FOREST RESOURCES—Would the project:** | | | | |
| a) Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance, as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use? | ☐ | ☐ | ☐ | ☒ |
| b) Conflict with existing zoning for agricultural use, or a Williamson Act contract? | ☐ | ☐ | ☐ | ☒ |
| c) Conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code section 12220(g)) or timberland (as defined by Public Resources Code section 4526)? | ☐ | ☐ | ☐ | ☒ |
| d) Result in the loss of forest land or conversion of forest land to non-forest use? | ☐ | ☐ | ☐ | ☒ |
| e) Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland to non-agricultural use or forest land to non-forest use? | ☐ | ☐ | ☐ | ☒ |

## Project Analysis

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

## Conclusion

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

## E.21 Wildfire

### Central SoMa PEIR Analysis

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

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

### Project Analysis

As discussed above, the project site is not located in or near state responsibility areas and therefore would have no impact either individually or cumulatively with respect to wildfire risk.

### Conclusion

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

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## F. PUBLIC NOTICE AND COMMENT

A "Notification of Project Receiving Environmental Review" was mailed on March 3, 2020, to adjacent occupants and owners of properties within 300 feet of the project site, South of Market, and citywide neighborhood group lists. Overall, concerns and issues raised by the public in response to the notice were taken into consideration and incorporated in the environmental review as appropriate for CEQA analysis. There was only one comment received requesting project information. The proposed project would not

result in significant adverse environmental impacts associated with the issues identified by the public beyond those identified in the Central SoMa PEIR.

## G. COMMUNITY PLAN EVALUATION PREPARERS

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| | |
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**ATTACHMENT B: MITIGATION MONITORING AND REPORTING PROGRAM – AFFORDABLE HOUSING DEVELOPMENT**

| Mitigation Measures | Responsibility for Implementation | Mitigation Schedule | Monitoring/Report Responsibility | Status/Date Completed |
|---|---|---|---|---|
| **Cultural Resources** | | | | |
| **Project Mitigation Measure M-CR-1: Protect Structures from Adjacent Construction Activities (Implementing Central SoMa PEIR M-CP-3a)**<br>The project sponsor shall incorporate into construction specifications for the proposed project a requirement that the construction contractor(s) use all feasible means to avoid damage to adjacent and nearby buildings within 25 feet of the construction site, which could be adversely affected by construction-generated vibration. Such methods may include maintaining a safe distance between the construction site and the buildings (as identified by the Planning Department Preservation staff), using construction techniques that reduce vibration (such as using concrete saws instead of jackhammers or hoe-rams to open excavation trenches, the use of non-vibratory rollers, and hand excavation), appropriate excavation shoring methods to prevent movement of adjacent structures, and providing adequate security to minimize risks of vandalism and fire. | Project sponsor and qualified historic preservation individual. | Prior to the issuance of a site permit (prior to demolition, construction, or earthmoving). | Planning Department (Environmental Review Officer and, optionally, Preservation Technical Specialist). | Considered complete upon acceptance by Planning Department of construction specifications to avoid damage to adjacent and nearby historic buildings. |
| **Project Mitigation Measure M-CR-2: Construction Monitoring Program for Adjacent Structures (Implementing Central SoMa PEIR M-CP-3b)**<br>For those resources identified in Project Mitigation Measure M-CR-5, and where heavy equipment would be used, the project sponsor of such a project shall undertake a monitoring program to minimize damage to historic buildings and to ensure that any such damage is documented and repaired. The monitoring program, which shall apply within 25 feet, shall include the following components, subject to access being granted by the owner(s) of adjacent properties, where applicable. Prior to the start of any ground-disturbing activity, the project sponsor shall engage a historic architect or qualified historic preservation professional to undertake a pre-construction survey of historical resource(s) identified by the San Francisco Planning | Project sponsor and construction contractor. | Prior to and during construction activity identified by Planning Department as potentially damaging to historic building(s). | Planning Department (Preservation Technical Specialist). | Considered complete upon submittal to Planning Department of post-construction report on construction monitoring program and effects, if any, on proximate historical resources. |

**ATTACHMENT C: MITIGATION MONITORING AND REPORTING PROGRAM – AFFORDABLE HOUSING DEVELOPMENT**

| Mitigation Measures | Responsibility for Implementation | Mitigation Schedule | Monitoring/Report Responsibility | Status/Date Completed |
|---|---|---|---|---|
| Department within 25 feet of planned construction to document and photograph the buildings' existing conditions. Based on the construction and condition of the resource(s), the consultant shall also establish a standard maximum vibration level that shall not be exceeded at each building, based on existing condition, character-defining features, soils conditions, and anticipated construction practices (a common standard is 0.2 inch per second, peak particle velocity). To ensure that vibration levels do not exceed the established standard, the project sponsor shall monitor vibration levels at each structure and shall prohibit vibratory construction activities that generate vibration levels in excess of the standard. Should owner permission not be granted, the project sponsor shall employ alternative methods of vibration monitoring in areas under control of the project sponsor.<br><br>Should vibration levels be observed in excess of the standard, construction shall be halted and alternative construction techniques put in practice, to the extent feasible. (For example, smaller, lighter equipment might be able to be used in some cases.) The consultant shall conduct regular periodic inspections of each building during ground-disturbing activity on the project site. Should damage to buildings occur, the building(s) shall be remediated to its pre-construction condition at the conclusion of ground-disturbing activity on the site. | | | | |
| **Project Mitigation Measure M-CR-3: Archeological Testing (Implementation of Central SoMa PEIR Mitigation Measure M-CP-4a)**<br><br>Based on a reasonable presumption that archeological resources may be present within the project site, the following measures shall be undertaken to avoid any potentially significant adverse effect from the proposed project on buried or submerged historical resources and on human remains and associated or unassociated funerary objects. The project sponsor shall retain the services of an | Project sponsor, Planning Department's archeologist or qualified archaeological consultant, and Planning Department ERO. | Prior to issuance of site permits. | Planning Department (ERO; Department's archeologist or qualified archaeological consultant). | Considered complete after archeological consultant is retained and archeological consultant has approved scope by the ERO for the archeological testing program. |

**ATTACHMENT B: MITIGATION MONITORING AND REPORTING PROGRAM – AFFORDABLE HOUSING DEVELOPMENT**

| Mitigation Measures | Responsibility for Implementation | Mitigation Schedule | Monitoring/Report Responsibility | Status/Date Completed |
|---|---|---|---|---|
| archaeological consultant from the rotational Department Qualified Archaeological Consultants List (QACL) maintained by the Planning Department archaeologist. After the first project approval action or as directed by the Environmental Review Officer (ERO), the project sponsor shall contact the Department archeologist to obtain the names and contact information for the next three archeological consultants on the QACL. The archeological consultant shall undertake an archeological testing program as specified herein. In addition, the consultant shall be available to conduct an archeological monitoring and/or data recovery program if required pursuant to this measure. The archeological consultant's work shall be conducted in accordance with this measure at the direction of the ERO. All plans and reports prepared by the consultant as specified herein shall be submitted first and directly to the ERO for review and comment, and shall be considered draft reports subject to revision until final approval by the ERO. Archeological monitoring and/or data recovery programs required by this measure could suspend construction of the project for up to a maximum of four weeks. At the direction of the ERO, the suspension of construction can be extended beyond four weeks only if such a suspension is the only feasible means to reduce to a less than significant level potential effects on a significant archeological resource as defined in CEQA Guidelines Sect. 15064.5 (a) and (c). | | | | |
| *Consultation with Descendant Communities*: On discovery of an archeological site[1] associated with descendant Native Americans, the Overseas Chinese, or other potentially interested descendant group an appropriate representative[2] of the descendant group and the ERO shall be contacted. The representative of the descendant group shall be given the opportunity to monitor archeological field | Project sponsor and archeological consultant at the direction of the ERO. | In the event that an archeological site associated with a particular | Planning Department. | Considered complete after Final Archeological Resources Report is approved and provided to |

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

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

**ATTACHMENT C: MITIGATION MONITORING AND REPORTING PROGRAM – AFFORDABLE HOUSING DEVELOPMENT**

| Mitigation Measures | Responsibility for Implementation | Mitigation Schedule | Monitoring/Report Responsibility | Status/Date Completed |
|---|---|---|---|---|
| investigations of the site and to offer recommendations to the ERO regarding appropriate archeological treatment of the site, of recovered data from the site, and, if applicable, any interpretative treatment of the associated archeological site. A copy of the Final Archaeological Resources Report shall be provided to the representative of the descendant group. | | descendant group is uncovered during the construction period. | | descendant group. |
| *Archeological Testing Program*. The archeological consultant shall prepare and submit to the ERO for review and approval an archeological testing plan (ATP). The archeological testing program shall be conducted in accordance with the approved ATP. The ATP shall identify the property types of the expected archeological resource(s) that potentially could be adversely affected by the proposed project, the testing method to be used, and the locations recommended for testing. The purpose of the archeological testing program will be to determine to the extent possible the presence or absence of archeological resources and to identify and to evaluate whether any archeological resource encountered on the site constitutes an historical resource under CEQA.<br><br>At the completion of the archeological testing program, the archeological consultant shall submit a written report of the findings to the ERO. If based on the archeological testing program the archeological consultant finds that significant archeological resources may be present, the ERO in consultation with the archeological consultant shall determine if additional measures are warranted. Additional measures that may be undertaken include additional archeological testing, archeological monitoring, and/or an archeological data recovery program. No archeological data recovery shall be undertaken without the prior approval of the ERO or the Planning Department archeologist. If the ERO determines that a significant archeological resource is present and that the resource could be adversely affected by the proposed project, at the discretion of the project sponsor either: | Project sponsor and archeological consultant at the direction of the ERO. | Prior to soil disturbance. | Planning Department. | Considered complete after approval of Archeological Testing Report. |

**ATTACHMENT B: MITIGATION MONITORING AND REPORTING PROGRAM – AFFORDABLE HOUSING DEVELOPMENT**

| Mitigation Measures | Responsibility for Implementation | Mitigation Schedule | Monitoring/Report Responsibility | Status/Date Completed |
|---|---|---|---|---|
| A) The proposed project shall be re-designed so as to avoid any adverse effect on the significant archeological resource; or<br>B) A data recovery program shall be implemented, unless the ERO determines that the archeological resource is of greater interpretive than research significance and that interpretive use of the resource is feasible. | | | | |
| *Archeological Monitoring Program*. If the ERO in consultation with the archeological consultant determines that an archeological monitoring program shall be implemented the archeological monitoring program shall minimally include the following provisions:<br>• The archeological consultant, project sponsor, and ERO shall meet and consult on the scope of the AMP reasonably prior to any project-related soils-disturbing activities commencing. The ERO in consultation with the archeological consultant shall determine what project activities shall be archeologically monitored. In most cases, any soils- disturbing activities, such as demolition, foundation removal, excavation, grading, utilities installation, foundation work, installation of piles (foundation, shoring, etc.), site remediation, etc., shall require archeological monitoring because of the risk these activities pose to potential archaeological resources and to their depositional context;<br>• The archeological consultant shall undertake a worker training program for soil-disturbing workers that will include an overview of expected resource(s), how to identify the evidence of the expected resource(s), and the appropriate protocol in the event of apparent discovery of an archeological resource;<br>• The archeological monitor(s) shall be present on the project site according to a schedule agreed upon by the archeological consultant and the ERO until the ERO has, in consultation with the project archeological consultant, determined that project construction activities could have no effects on significant archeological deposits; | Project sponsor and archeological consultant at the direction of the ERO. | During soil disturbing activities. | Planning Department. | Considered complete after completion of the archeological monitoring program. |

**ATTACHMENT C: MITIGATION MONITORING AND REPORTING PROGRAM – AFFORDABLE HOUSING DEVELOPMENT**

| Mitigation Measures | Responsibility for Implementation | Mitigation Schedule | Monitoring/Report Responsibility | Status/Date Completed |
|---|---|---|---|---|
| • The archeological monitor shall record and be authorized to collect soil samples and artifactual/ecofactual material as warranted for analysis;<br>• If an intact archeological deposit is encountered, all soils-disturbing activities in the vicinity of the deposit shall cease. The archeological monitor shall be empowered to temporarily redirect demolition/excavation/pile installation/construction activities and equipment until the deposit is evaluated. The archeological consultant shall immediately notify the ERO of the encountered archeological deposit. The archeological consultant shall make a reasonable effort to assess the identity, integrity, and significance of the encountered archeological deposit, and present the findings of this assessment to the ERO.<br><br>Whether or not significant archeological resources are encountered, the archeological consultant shall submit a written report of the findings of the monitoring program to the ERO. | | | | |
| *Archeological Data Recovery Program*. The archeological data recovery program shall be conducted in accord with an archeological data recovery plan (ADRP). The archeological consultant, project sponsor, and ERO shall meet and consult on the scope of the ADRP prior to preparation of a draft ADRP. The archeological consultant shall submit a draft ADRP to the ERO. The ADRP shall identify how the proposed data recovery program will preserve the significant information the archeological resource is expected to contain. That is, the ADRP will identify what scientific/historical research questions are applicable to the expected resource, what data classes the resource is expected to possess, and how the expected data classes would address the applicable research questions. Data recovery, in general, should be limited to the portions of the historical property that could be adversely affected by the proposed project. Destructive data recovery methods shall not be applied to portions of the archeological resources if nondestructive methods are practical. | Project sponsor and archeological consultant at the direction of the ERO. | Following discovery of significant archeological resources. | Planning Department. | Considered complete after FARR is reviewed and approved. |

**ATTACHMENT B: MITIGATION MONITORING AND REPORTING PROGRAM – AFFORDABLE HOUSING DEVELOPMENT**

| Mitigation Measures | Responsibility for Implementation | Mitigation Schedule | Monitoring/Report Responsibility | Status/Date Completed |
|---|---|---|---|---|
| The scope of the ADRP shall include the following elements:<br>• *Field Methods and Procedures*. Descriptions of proposed field strategies, procedures, and operations.<br>• *Cataloguing and Laboratory Analysis*. Description of selected cataloguing system and artifact analysis procedures.<br>• *Discard and Deaccession Policy*. Description of and rationale for field and post-field discard and deaccession policies.<br>• *Interpretive Program*. Consideration of an on-site/off-site public interpretive program during the course of the archeological data recovery program.<br>• *Security Measures*. Recommended security measures to protect the archeological resource from vandalism, looting, and non-intentionally damaging activities.<br>• *Final Report*. Description of proposed report format and distribution of results.<br>• *Curation*. Description of the procedures and recommendations for the curation of any recovered data having potential research value, identification of appropriate curation facilities, and a summary of the accession policies of the curation facilities. | | | | |
| *Human Remains, Associated or Unassociated Funerary Objects*. The treatment of human remains and of associated or unassociated funerary objects discovered during any soils disturbing activity shall comply with applicable State and Federal Laws, including immediate notification of the Office of the Chief Medical Examiner of the City and County of San Francisco and in the event of the Medical Examiner's determination that the human remains are Native American remains, notification of the California State Native American Heritage Commission (NAHC) who shall appoint a Most Likely Descendant (MLD) (Pub. Res. Code Sec. 5097.98). The ERO shall also be immediately notified upon discovery of human remains. The archeological consultant, project sponsor, ERO, and MLD shall have up to but not beyond six days after the discovery to make all | Project sponsor and archeological consultant at the direction of the ERO, Medical Examiner, and NAHC as warranted. | Following the discovery of human remains. | Planning Department. | Considered complete on finding by the ERO that all state laws regarding human remains/burial objects have been adhered to, consultation with MLD is completed as warranted, sufficient opportunity has been provided to the archeological consultant for |

**ATTACHMENT C: MITIGATION MONITORING AND REPORTING PROGRAM – AFFORDABLE HOUSING DEVELOPMENT**

| Mitigation Measures | Responsibility for Implementation | Mitigation Schedule | Monitoring/Report Responsibility | Status/Date Completed |
|---|---|---|---|---|
| reasonable efforts to develop an agreement for the treatment of human remains and associated or unassociated funerary objects with appropriate dignity (CEQA Guidelines. Sec. 15064.5(d)). The agreement should take into consideration the appropriate excavation, removal, recordation, analysis, curation, possession, and final disposition of the human remains and associated or unassociated funerary objects. Nothing in existing State regulations or in this mitigation measure compels the project sponsor and the ERO to accept recommendations of an MLD. The archeological consultant shall retain possession of any Native American human remains and associated or unassociated burial objects until completion of any scientific analyses of the human remains or objects as specified in the treatment agreement if such an agreement has been made or, otherwise, as determined by the archeological consultant and the ERO. If no agreement is reached State regulations shall be followed including the reburial of the human remains and associated burial objects with appropriate dignity on the property in a location not subject to further subsurface disturbance (Pub. Res. Code Sec. 5097.98). | | | | scientific/historical analysis of human remains/funerary objects, and after FARR is reviewed and approved. |
| *Final Archeological Resources Report*. The archeological consultant shall submit a Draft Final Archeological Resources Report (FARR) to the ERO that evaluates the historical significance of any discovered archeological resource and describes the archeological and historical research methods employed in the archeological testing/monitoring/ data recovery program(s) undertaken. The Draft FARR shall include a curation and deaccession plan for all recovered cultural materials. The Draft FARR shall also include an Interpretation Plan for public interpretation of all significant archeological features.<br><br>Copies of the Draft FARR shall be sent to the ERO for review and approval. Once approved by the ERO, the consultant shall also prepare a public distribution version of the FARR. Copies of the FARR shall be distributed as follows: California Archaeological Site Survey Northwest Information Center (NWIC) shall receive one (1) | Archeological consultant at the direction of the ERO. | Following completion of additional measures by archeological consultant as determined by the ERO. | Planning Department. | Considered complete upon distribution of approved FARR. |

**ATTACHMENT B: MITIGATION MONITORING AND REPORTING PROGRAM – AFFORDABLE HOUSING DEVELOPMENT**

| Mitigation Measures | Responsibility for Implementation | Mitigation Schedule | Monitoring/Report Responsibility | Status/Date Completed |
|---|---|---|---|---|
| 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. | | | | |

**ATTACHMENT C: MITIGATION MONITORING AND REPORTING PROGRAM – AFFORDABLE HOUSING DEVELOPMENT**

| Mitigation Measures | Responsibility for Implementation | Mitigation Schedule | Monitoring/Report Responsibility | Status/Date Completed |
|---|---|---|---|---|
| **Project Mitigation Measure M-CR-3: Procedures for Accidental Discovery of Archeological Resources (implementing Central SoMa PEIR Mitigation Measure M-CP-4b).**<br><br>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). 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 installation 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 installers, supervisory personnel, etc. The project sponsor shall provide the Environmental Review Officer (ERO) with a signed affidavit from the responsible parties (prime contractor, subcontractor(s), and utilities firm) to the ERO confirming that all field personnel have received copies of the Alert Sheet.<br><br>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. | Project sponsor at the direction of the ERO. | Project sponsor at the direction of the ERO. | Project sponsor shall distribute Alert sheet and shall submit a signed affidavit confirming the distribution to the ERO. | Considered complete when ERO receives signed affidavit. |

**ATTACHMENT B: MITIGATION MONITORING AND REPORTING PROGRAM – AFFORDABLE HOUSING DEVELOPMENT**

| Mitigation Measures | Responsibility for Implementation | Mitigation Schedule | Monitoring/Report Responsibility | Status/Date Completed |
|---|---|---|---|---|
| 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.<br><br>Measures might include: preservation in situ of the archeological resource; an archeological monitoring program; or an archeological testing program. If an archeological monitoring program or archeological testing program is required, it shall be consistent with the Environmental Planning Division guidelines for such programs. The ERO may also require that the project sponsor immediately implement a site security program if the archeological resource is at risk from vandalism, looting, or other damaging actions. | Project sponsor/ Head Foreman and archeological consultant at the direction of the ERO. | Accidental discovery | In the event of accidental discovery, the project sponsor shall suspend soils-disturbing activities, notify the ERO, and retain a qualified archeological consultant at the direction of the ERO. The archeological consultant shall identify and evaluate the archeological resources and recommend actions for review and approval by the ERO. The archeological consultant shall undertake additional measures at the direction of the ERO. | Considered complete when archeological consultant completes additional measures as directed by the ERO as warranted. |
| The project archeological consultant shall submit a confidential Final Archeological Resources Report (FARR) to the ERO that evaluates the historical significance of any discovered archeological resource and describing the archeological and historical research methods employed in the archeological monitoring/data recovery program(s) undertaken.<br><br>Copies of the Draft FARR shall be sent to the ERO for review and approval. Once approved by the ERO, copies of the FARR shall be distributed as follows: California Archaeological Site Survey | Archeological consultant at the direction of the ERO. | Following completion of additional measures by archeological consultant as determined by the ERO. | Submittal of draft FARR to ERO for review and approval. Distribution of the FARR by the archeological consultant. | Considered complete upon distribution of approved FARR. |

**ATTACHMENT C: MITIGATION MONITORING AND REPORTING PROGRAM – AFFORDABLE HOUSING DEVELOPMENT**

| Mitigation Measures | Responsibility for Implementation | Mitigation Schedule | Monitoring/Report Responsibility | Status/Date Completed |
|---|---|---|---|---|
| Northwest Information Center (NWIC) shall receive one (1) copy, and the ERO shall receive a copy of the transmittal of the FARR to the NWIC. The Environmental Planning Division of the Planning Department shall receive one bound copy and one unlocked, searchable PDF copy on CD of the FARR along with copies of any formal site recordation forms (CA DPR 523 series) and/or documentation for nomination to the National Register of Historic Places/California Register of Historical Resources. In instances of high public interest or interpretive value, the ERO may require a different final report content, format, and distribution than that presented above. | | | | |
| **Tribal Cultural Resources** | | | | |
| **Project Mitigation Measure M-TCR-1: Project-Specific Tribal Cultural Resource Assessment (Implementation of Central SoMa PEIR Mitigation Measure M-CP-5)**<br>Based on the archaeological testing program outlined in Project Mitigation Measure M-CR-7, or if an archaeological resource is found under the accidental discovery provisions of M-CR-8, if staff determines that the proposed project may have a potential significant adverse effect on a tribal cultural resource, then the following shall be required as determined warranted by the ERO.<br>If a tribal cultural resource is discovered during construction and/or staff determines that a resource is present on the project site and if preservation-in-place of the tribal cultural resource is both feasible and effective, based on information provided by the applicant regarding feasibility and other available information, then the project archeological consultant shall prepare an archeological resource preservation plan. Implementation of the approved plan by the archeological consultant shall be required when feasible. If staff determines that preservation–in-place of the tribal cultural resource is not a sufficient or feasible option, then the project sponsor shall | Planning Department's archeologist, California Native American tribal representative, Planning Department-qualified archeological consultant. | In the event that potential tribal cultural resources are identified prior to or during construction. | Planning Department archeologist, Planning Department-qualified archeological consultant, project sponsor. | Considered complete if no tribal cultural resource is discovered or tribal cultural resource is discovered and either preserved in-place or project effects to tribal cultural resource are mitigated by implementation of Planning Department approved interpretive program. |

**ATTACHMENT B: MITIGATION MONITORING AND REPORTING PROGRAM – AFFORDABLE HOUSING DEVELOPMENT**

| Mitigation Measures | Responsibility for Implementation | Mitigation Schedule | Monitoring/Report Responsibility | Status/Date Completed |
|---|---|---|---|---|
| implement an interpretive program of the resource in coordination with affiliated Native American tribal representatives. An interpretive plan produced in coordination with affiliated Native American tribal representatives, at a minimum, and approved by the ERO shall be required to guide the interpretive program. The plan shall identify proposed locations for installations or displays, the proposed content and materials of those displays or installation, the producers or artists of the displays or installation, and a long-term maintenance program. The interpretive program may include artist installations, preferably by local Native American artists, oral histories with local Native Americans, artifacts displays and interpretation, and educational panels or other informational displays. | | | | |
| **Noise** | | | | |
| **Project Mitigation Measure M-NO-1: Construction Noise Control Measures (Implementation of Central SoMa PEIR Mitigation Measure M-NO-2a)**<br>To ensure that project noise from construction activities is reduced to the maximum extent feasible, the project sponsor shall undertake the following:<br>• Conduct noise monitoring at the beginning of major construction phases (e.g., demolition, excavation) to determine the need and the effectiveness of noise-attenuation measures.<br>• Post signs on-site pertaining to permitted construction days and hours, complaint procedures, and who to notify in the event of a problem (with telephone numbers listed).<br>• Notify the City and neighbors in advance of the schedule for each major phase of construction and expected loud activities including estimated duration of activity, construction hours, and contact information.<br>• Limit construction to the hours of 7 a.m. to 8 p.m. per San Francisco Police Code article 29. | Project sponsor; construction general contractor. | During construction period. | Planning Department, Department of Building Inspection (as requested and/or on complaint basis), Police Department (on complaint basis). | Considered complete upon submittal and implementation of construction noise control plan and completion of construction activities pursuant to the plan. |

**ATTACHMENT C: MITIGATION MONITORING AND REPORTING PROGRAM – AFFORDABLE HOUSING DEVELOPMENT**

| Mitigation Measures | Responsibility for Implementation | Mitigation Schedule | Monitoring/Report Responsibility | Status/Date Completed |
|---|---|---|---|---|
| • Unless proven to be infeasible, select "quiet" construction methods and equipment (e.g., improved mufflers, use of intake silencers, engine enclosures).<br>• Unless proven to be infeasible, mobile noise-generating equipment (e.g., dozers, backhoes, and excavators) will be required to prepare the entire site. However, the developer shall endeavor to avoid placing stationary noise generating equipment (e.g., generators, compressors) within noise-sensitive buffer areas (measured at linear 20 feet) between immediately adjacent neighbors.<br>• Where the use of pneumatically powered tools is unavoidable, an exhaust muffler on the compressed air exhaust shall be used, along with external noise jackets on the tools. This could reduce noise levels by as much as 10 dBA.<br>• Require that all construction equipment be in good working order and that mufflers are inspected to be functioning properly. Avoid unnecessary idling of equipment and engines. | | | | |
| **Air Quality** | | | | |
| **Project Mitigation Measure M-AQ-1: Construction Emissions Minimization Plan (Implementation of Central SoMa PEIR Mitigation Measure M-AQ-6a [which requires compliance with PEIR Mitigation Measure M-AQ-4b])**<br>The project sponsor shall submit a Construction Emissions Minimization Plan (Plan) to the Environmental Review Officer (ERO) for review and approval by an Environmental Planning Air Quality Specialist. The Plan shall be designed to reduce air pollutant emissions to the greatest degree practicable.<br>The Plan shall detail project compliance with the following requirements:<br>1. All off-road equipment greater than 25 horsepower and operating for more than 20 total hours over the entire duration of construction activities shall meet the following requirements:<br>a) Where access to alternative sources of power are available, | Project sponsor; Planning Department. | Prior to the start of diesel equipment use onsite. | Planning Department (ERO, Air Quality technical staff). | Considered complete upon Planning Department review and acceptance of Construction Emissions Minimization Plan, implementation of the plan, and completion of construction activities pursuant to the plan. |

**ATTACHMENT B: MITIGATION MONITORING AND REPORTING PROGRAM – AFFORDABLE HOUSING DEVELOPMENT**

| Mitigation Measures | Responsibility for Implementation | Mitigation Schedule | Monitoring/Report Responsibility | Status/Date Completed |
|---|---|---|---|---|
| portable diesel engines shall be prohibited;<br>b) All off-road equipment shall have:<br>i. Engines that meet or exceed either U.S. Environmental Protection Agency or California Air Resources Board Tier 2 off-road emission standards (or Tier 3 off-road emissions standards if NOx emissions exceed applicable thresholds), *and*<br>ii. Engines that are retrofitted with an ARB Level 3 Verified Diesel Emissions Control Strategy (VDECS), *and*<br>iii. Engines shall be fueled with renewable diesel (at least 99 percent renewable diesel or R99).<br>c) Exceptions:<br>i. Exceptions to 1(a) may be granted if the project sponsor has submitted information providing evidence to the satisfaction of the ERO that an alternative source of power is limited or infeasible at the project site and that the requirements of this exception provision apply. Under this circumstance, the sponsor shall submit documentation of compliance with 1(b) for onsite power generation.<br>ii. Exceptions to 1(b)(ii) may be granted if the project sponsor has submitted information providing evidence to the satisfaction of the ERO that a particular piece of off-road equipment with an ARB Level 3 VDECS (1) is technically not feasible, (2) would not produce desired emissions reductions due to expected operating modes, (3) installing the control device would create a safety hazard or impaired visibility for the operator, or (4) there is a compelling emergency need to use off-road equipment that are not retrofitted with an ARB Level 3 VDECS and the sponsor has submitted documentation to the ERO that the requirements of this exception provision apply. If granted an exception to 1(b)(ii), the project sponsor shall comply with the requirements of | | | | |

**ATTACHMENT C: MITIGATION MONITORING AND REPORTING PROGRAM – AFFORDABLE HOUSING DEVELOPMENT**

<table>
<tr><th>Mitigation Measures</th><th>Responsibility for Implementation</th><th>Mitigation Schedule</th><th>Monitoring/Report Responsibility</th><th>Status/Date Completed</th></tr>
<tr><td>
1(c)(iii).<br>
iii. If an exception is granted pursuant to 1(c)(ii), the project sponsor shall provide the next-cleanest piece of off-road equipment as provided by the step down schedule in Table M-AQ-4:<br><br>
Table M-AQ-4:<br>Off-Road Equipment Compliance Step Down Schedule*
<table>
<tr><th>Compliance Alternative</th><th>Engine Emission Standard</th><th>Emissions Control</th></tr>
<tr><td>1</td><td>Tier 2**</td><td>ARB Level 2 VDECS</td></tr>
<tr><td>2</td><td>Tier 2</td><td>ARB Level 1 VDECS</td></tr>
</table>
* How to use the table. If the requirements of 1(b) cannot be met, then the project sponsor would need to meet Compliance Alternative 1. Should the project sponsor not be able to supply off-road equipment meeting Compliance Alternative 1, then Compliance Alternative 2 would need to be met. Should the project sponsor not be able to supply off-road equipment meeting Compliance Alternative 2, then Compliance Alternative 3 would need to be met.<br>
** Tier 3 off road emissions standards are required if NOx emissions exceed applicable thresholds.<br>
2. The project sponsor shall require the idling time for off-road and on-road equipment be limited to no more than two minutes, except as provided in exceptions to the applicable State regulations regarding idling for off-road and on-road equipment. Legible and visible signs
</td><td></td><td></td><td></td><td></td></tr>
</table>

**ATTACHMENT B: MITIGATION MONITORING AND REPORTING PROGRAM – AFFORDABLE HOUSING DEVELOPMENT**

| Mitigation Measures | Responsibility for Implementation | Mitigation Schedule | Monitoring/Report Responsibility | Status/Date Completed |
|---|---|---|---|---|
| shall be posted in multiple languages (English, Spanish, Chinese) in designated queuing areas and at the construction site to remind operators of the two-minute idling limit.<br>3. The project sponsor shall require that construction operators properly maintain and tune equipment in accordance with manufacturer specifications.<br>4. The Plan shall include estimates of the construction timeline by phase with a description of each piece of off-road equipment required for every construction phase. Off-road equipment descriptions and information may include, but is not limited to, equipment type, equipment manufacturer, equipment identification number, engine model year, engine certification (Tier rating), horsepower, engine serial number, and expected fuel usage and hours of operation. For the VDECS installed: technology type, serial number, make, model, manufacturer, ARB verification number level, and installation date and hour meter reading on installation date. For off-road equipment not using renewable diesel, reporting shall indicate the type of alternative fuel being used.<br>5. The Plan shall be kept on-site and available for review by any persons requesting it and a legible sign shall be posted at the perimeter of the construction site indicating to the public the basic requirements of the Plan and a way to request a copy of the Plan. The project sponsor shall provide copies of Plan as requested.<br>6. *Reporting.* Quarterly reports shall be submitted to the ERO indicating the construction phase and off-road equipment information used during each phase including the information required in Paragraph 4, above. In addition, for off-road equipment not using renewable diesel, reporting shall indicate the type of alternative fuel being used.<br>Within six months of the completion of construction activities, the project sponsor shall submit to the ERO a final report summarizing construction activities. The final report shall indicate | | | | |

**ATTACHMENT C: MITIGATION MONITORING AND REPORTING PROGRAM – AFFORDABLE HOUSING DEVELOPMENT**

| Mitigation Measures | Responsibility for Implementation | Mitigation Schedule | Monitoring/Report Responsibility | Status/Date Completed |
|---|---|---|---|---|
| the start and end dates and duration of each construction phase. For each phase, the report shall include detailed information required in Paragraph 4. In addition, for off-road equipment not using renewable diesel, reporting shall indicate the type of alternative fuel being used.<br>7. *Certification Statement and On-site Requirements.* Prior to the commencement of construction activities, the project sponsor shall certify (1) compliance with the Plan, and (2) all applicable requirements of the Plan have been incorporated into contract specifications. | | | | |
| **Project Mitigation Measure M-AQ-2: Best Available Control Technology for Diesel Generators and Fire Pumps (Implementation of Central SoMa PEIR Mitigation Measure M-AQ-5a)**<br>All diesel generators and fire pumps shall have engines that (1) meet Tier 4 Final or Tier 4 Interim emission standards, or (2) meet Tier 2 emission standards and are equipped with a California Air Resources Board Level 3 Verified Diesel Emissions Control Strategy. All diesel generators and fire pumps shall be fueled with renewable diesel, R99, if commercially available. For each new diesel backup generator or fire pump permit submitted for the project, including any associated generator pads, engine and filter specifications shall be submitted to the San Francisco Planning Department for review and approval prior to issuance of a permit for the generator or fire pump from the San Francisco Department of Building Inspection. Once operational, all diesel backup generators and Verified Diesel Emissions Control Strategy shall be maintained in good working order in perpetuity and any future replacement of the diesel backup generators, fire pumps, and Level 3 Verified Diesel Emissions Control Strategy filters shall be required to be consistent with these emissions specifications. The operator of the facility shall maintain records of the testing schedule for each diesel backup generator and | Project sponsor. | For specifications, prior to issuance of building permit for diesel generator or fire pump.<br>For maintenance, ongoing. | Planning Department (ERO, Air Quality technical staff). | Equipment specifications portion considered complete when equipment specifications approved by ERO.<br>Maintenance portion is ongoing and records are subject to Planning Department review upon request. |

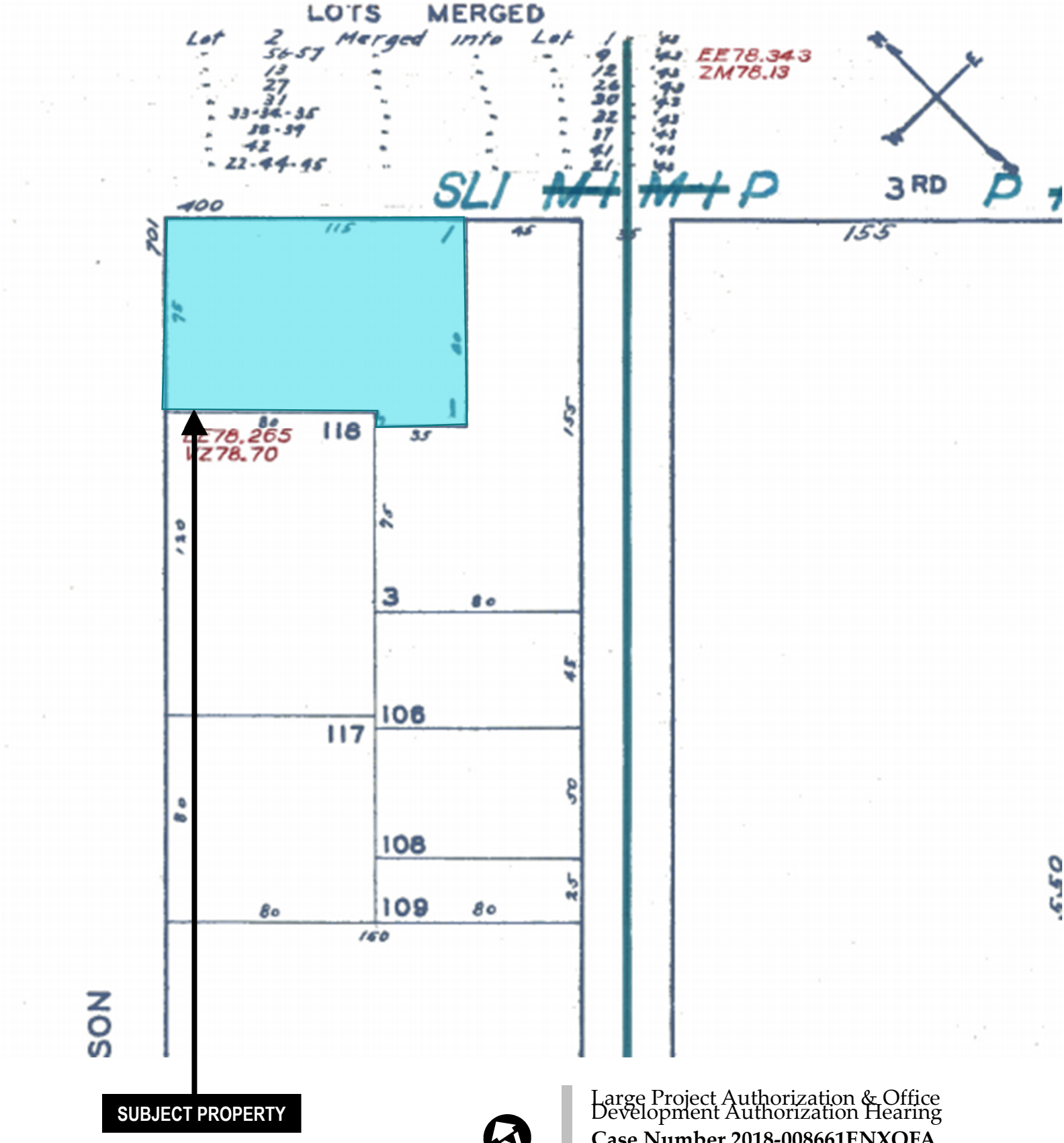
**ATTACHMENT B: MITIGATION MONITORING AND REPORTING PROGRAM – AFFORDABLE HOUSING DEVELOPMENT**

| Mitigation Measures | Responsibility for Implementation | Mitigation Schedule | Monitoring/Report Responsibility | Status/Date Completed |
|---|---|---|---|---|
| fire pump for the life of that diesel backup generator and fire pump and provide this information for review to the Planning Department within three months of requesting such information. | | | | |
| **Biological Resources** | | | | |
| **Project Mitigation Measure M-BI-1: Pre-Construction Bat Surveys (Implementation of Central SoMa PEIR Mitigation Measure M-BI-1)**<br>The project sponsor shall conduct pre-construction special-status bat surveys when trees with a diameter at breast height equal to or greater than 6 inches are to be removed or vacant buildings that have been vacant for six months or longer are to be demolished. If active day or night roosts are found, a qualified biologist (i.e., a biologist holding a CDFW collection permit and a Memorandum of Understanding with the CDFW allowing the biologist to handle and collect bats) shall take actions to make such roosts unsuitable habitat prior to tree removal or building demolition. A no disturbance buffer shall be created around active bat roosts being used for maternity or hibernation purposes at a distance to be determined in consultation with CDFW. Bat roosts initiated during construction are presumed to be unaffected, and no buffer would necessary. | Project sponsor, qualified biologist, California Department of Fish and Wildlife (CDFW), and project contractor. | Prior to issuance of demolition or building permits when trees would be removed or buildings demolished. | Planning Department; CDFW if applicable. | Considered complete upon issuance of demolition or building permits. |

**ATTACHMENT B: MITIGATION MONITORING AND REPORTING PROGRAM – AFFORDABLE HOUSING DEVELOPMENT**

| Improvement Measures | Responsibility for Implementation | Mitigation Schedule | Monitoring/Report Responsibility | Status/Date Completed |
|---|---|---|---|---|
| **Biological Resources** | | | | |
| **Project Improvement Measure I-BI-1: Night Lighting Minimization (Implementation of Central SoMa PEIR Improvement Measure I-BI-2)**<br>The project sponsor should implement bird-safe building operations to prevent and minimize bird strike impacts, including but not limited to the following measures:<br>• Reduce building lighting from exterior sources by:<br>o Minimizing the amount and visual impact of perimeter lighting and façade up-lighting and avoid up-lighting of rooftop antennae and other tall equipment, as well as of any decorative features;<br>o Installing motion-sensor lighting;<br>o Utilizing minimum wattage fixtures to achieve required lighting levels.<br>• Reduce building lighting from interior sources by:<br>o Dimming lights in lobbies, perimeter circulation areas, and atria;<br>o Turning off all unnecessary lighting by 11 p.m. through sunrise, especially during peak migration periods (mid-March to early June and late August through late October);<br>o Utilizing automatic controls (motion sensors, photo-sensors, etc.) to shut off lights in the evening when no one is present;<br>o Encouraging the use of localized task lighting to reduce the need for more extensive overhead lighting;<br>o Scheduling nightly maintenance to conclude by 11 p.m.;<br>o Educating building users about the dangers of night lighting to birds. | Planning Department, working with project sponsor. | Ongoing during project operation | Planning Department | Considered complete upon approval of building plans by Planning Department.<br>Planning Department may engage in follow-up discussions with project sponsor, as applicable. |

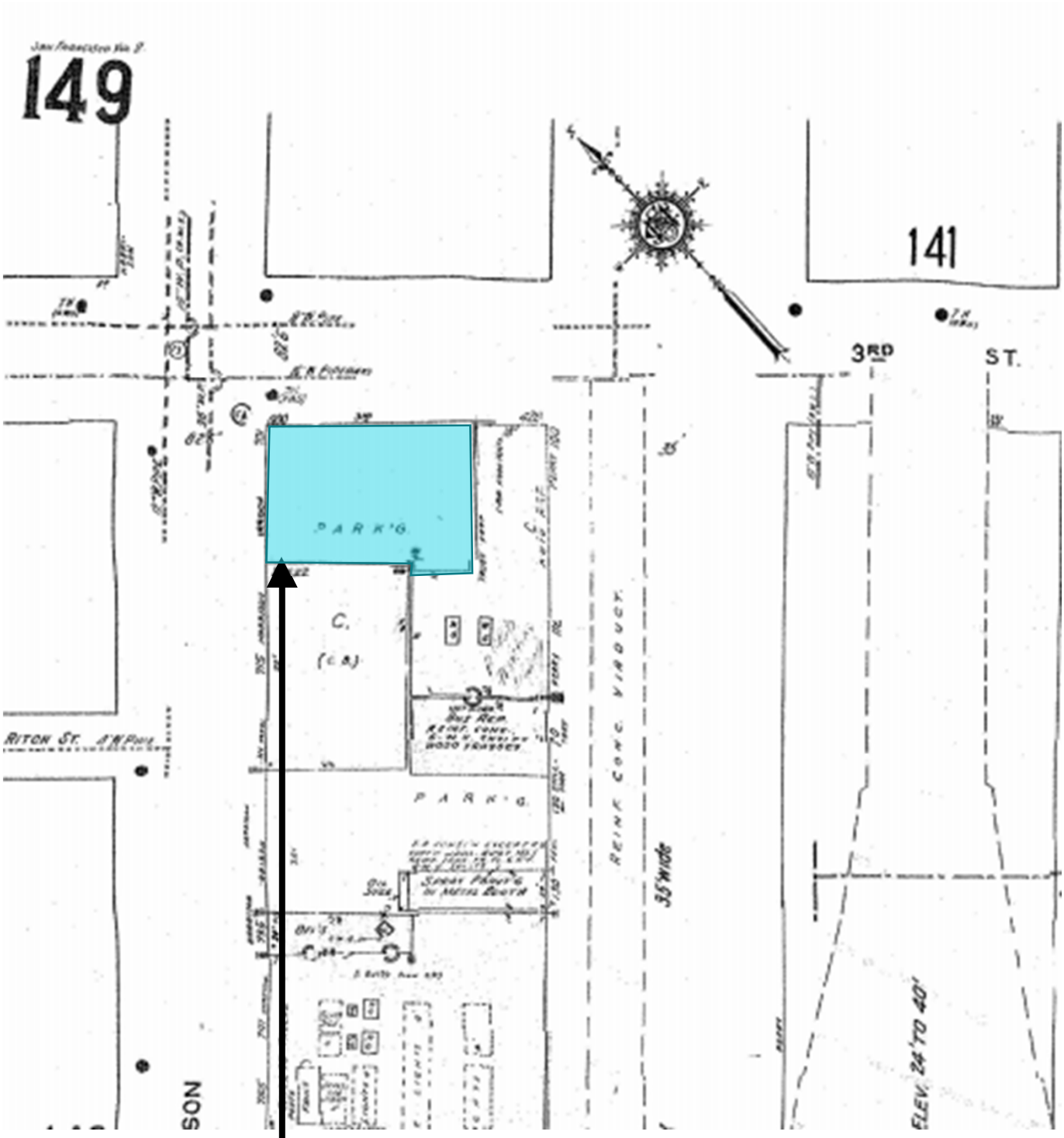
# Parcel Map




Large Project Authorization & Office Development Authorization Hearing
**Case Number 2018-008661ENXOFA**
701 Harrison Street

SAN FRANCISCO
**PLANNING DEPARTMENT**

# Sanborn Map*

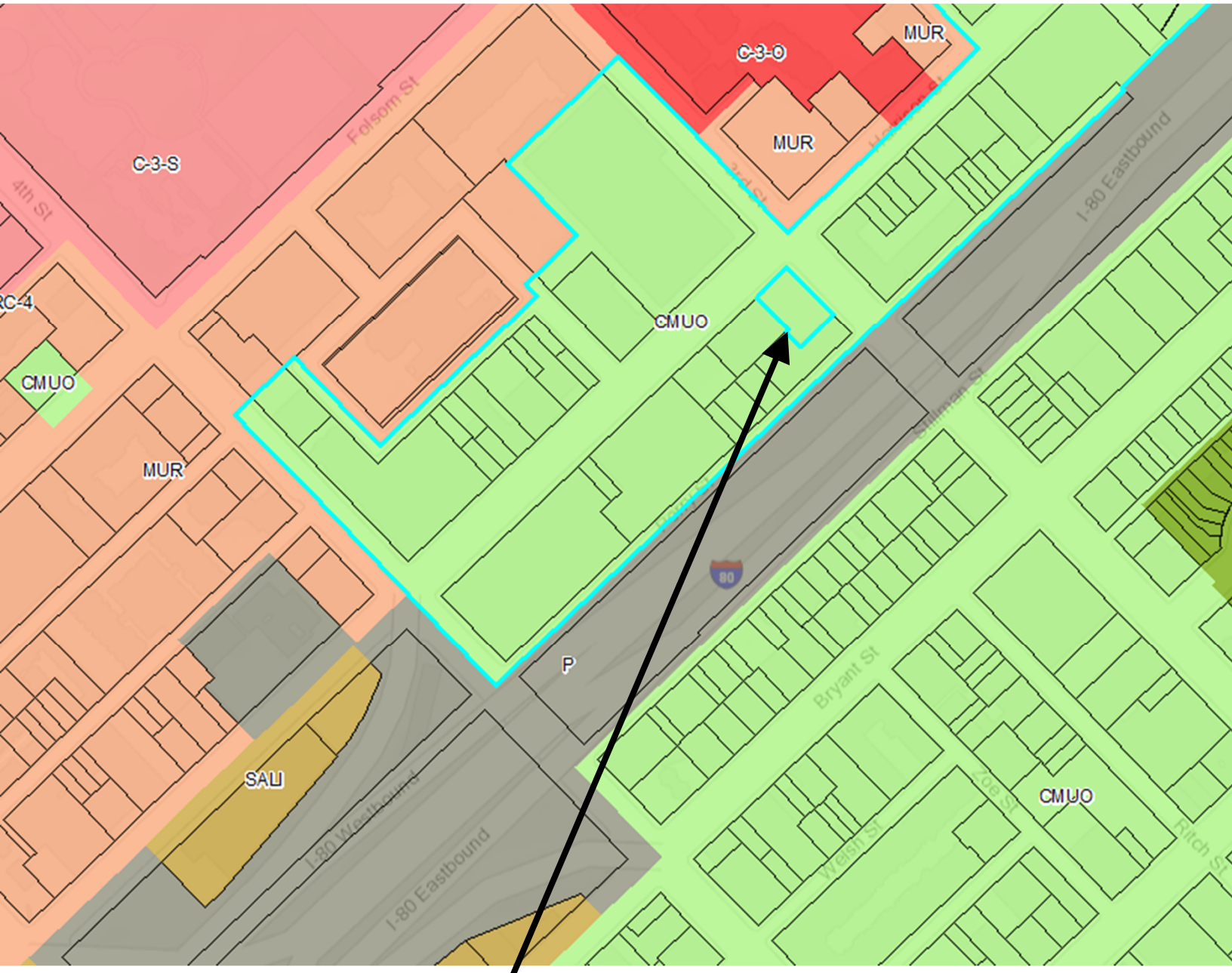



*The Sanborn Maps in San Francisco have not been updated since 1998, and this map may not accurately reflect existing conditions.

SUBJECT PROPERTY

Large Project Authorization & Office Development Authorization Hearing
**Case Number 2018-008661ENXOFA**
701 Harrison Street

# Zoning Map

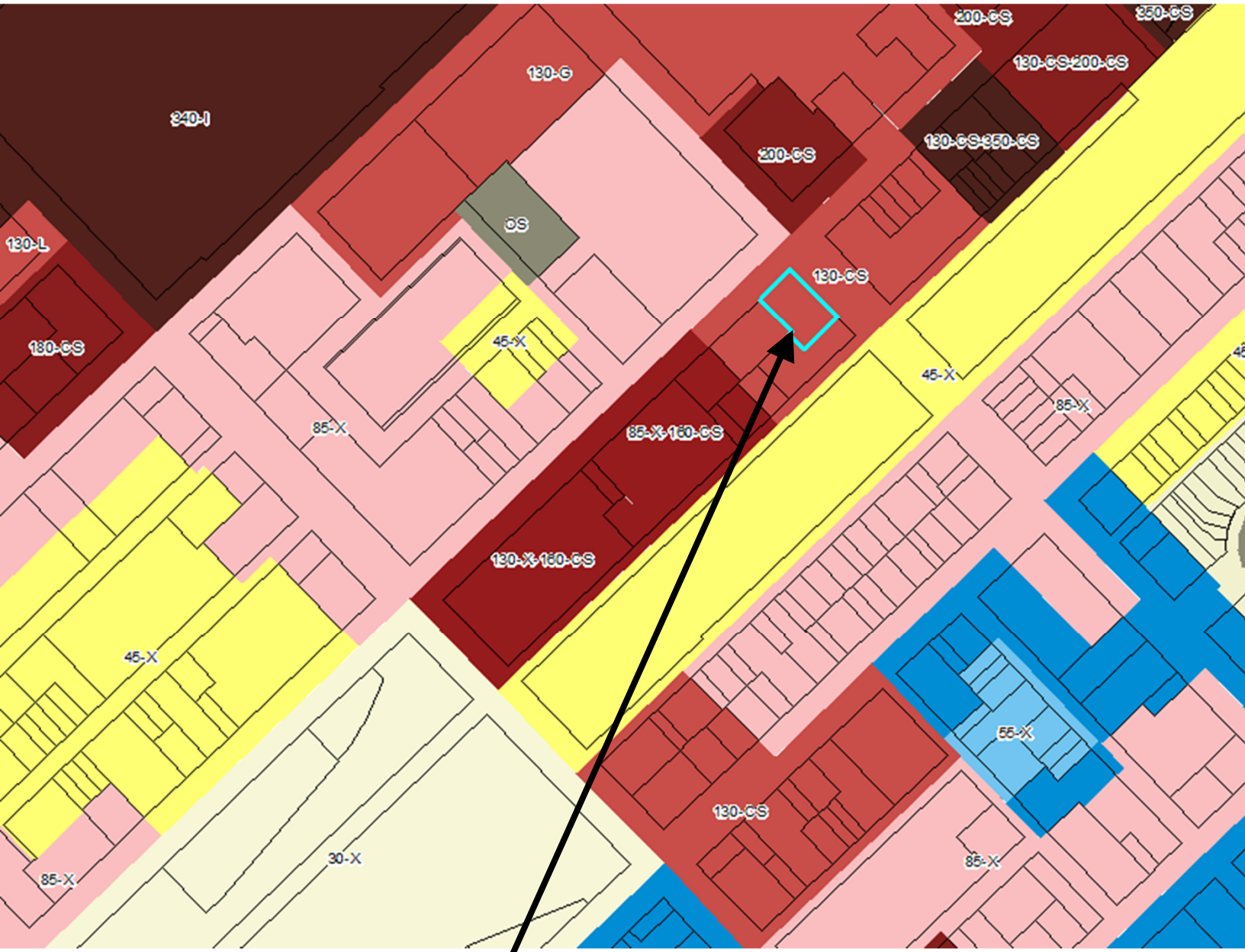



SUBJECT PROPERTY

Large Project Authorization & Office Development Authorization Hearing
**Case Number 2018-008661ENXOFA**
701 Harrison Street

SAN FRANCISCO
**PLANNING DEPARTMENT**

# Height and Bulk District Map

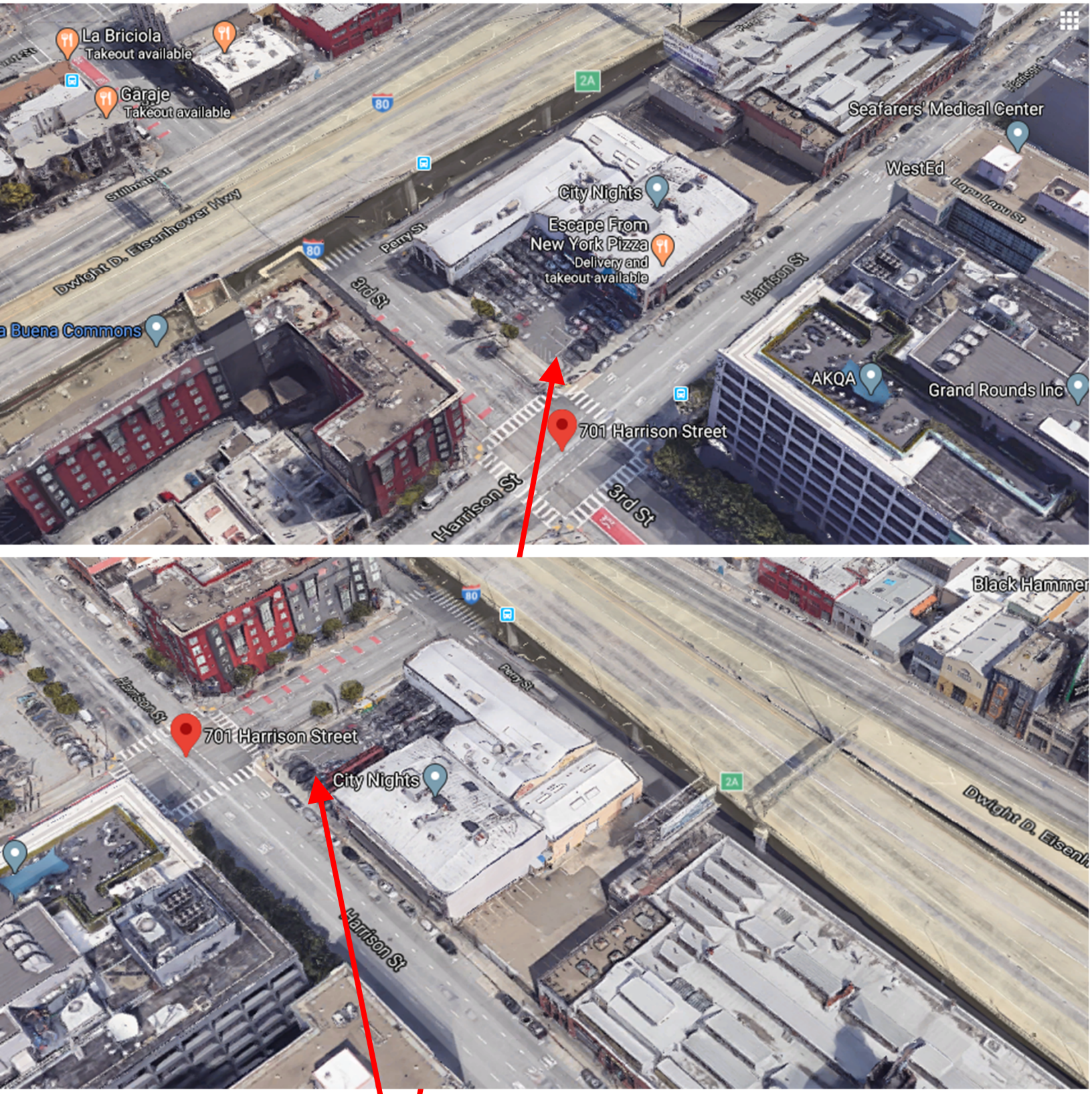



SUBJECT PROPERTY

Large Project Authorization & Office Development Authorization Hearing
**Case Number 2018-008661ENXOFA**
701 Harrison Street

SAN FRANCISCO
**PLANNING DEPARTMENT**

# Aerial Photographs from Harrison Street




SUBJECT PROPERTY

SAN FRANCISCO
PLANNING DEPARTMENT

Large Project Authorization & Office Development Authorization Hearing
**Case Number 2018-008661ENXOFA**
701 Harrison Street

# Aerial Photographs from 3rd Street


SUBJECT PROPERTY

Large Project Authorization & Office Development Authorization Hearing
**Case Number 2018-008661ENXOFA**
701 Harrison Street

SAN FRANCISCO
**PLANNING DEPARTMENT**

# Site Photographs from Harrison Street



SUBJECT PROPERTY

# Site Photographs from 3rd Street



SUBJECT PROPERTY

# 701 Harrison Street Plans prepared by IwamotoScott

Large Project Authorization & Office Development Authorization Hearing
**Case Number 2018-008661ENXOFA**
701 Harrison Street

SAN FRANCISCO
**PLANNING DEPARTMENT**


# 701 HARRISON STREET- RESUBMISSION REV. 4

## APPLICATION TO THE CITY OF SAN FRANCISCO DEPARTMENT OF CITY PLANNING

# 701
## HARRISON STREET
SAN FRANCISCO, CA

**OWNER**
**400 THIRD STREET, LLC**
482 BRYANT STREET
SAN FRANCISCO, CA 94107
415-964-6169

**ARCHITECT**
**IWAMOTOSCOTT ARCHITECTURE**
128 TEXAS STREET
SAN FRANCISCO, CA 94107
415-643-7773

**STRUCTURAL ENGINEER**
**TBD**

**MEP ENGINEER**
**TBD**

**CIVIL ENGINEER**
**TBD**

**LANDSCAPE ARCHITECT**
**TBD**

| REV. | DESCRIPTION | DATE |
|---|---|---|
| | LPA SUBMISSION | 12/17/2018 |
| | LPA REV. 1, OPTION A | 09/16/2019 |
| | LPA REV. 2, OPTION C | 11/06/2019 |
| | SITE PERMIT | 12/04/2019 |
| | SF PLANNING RESUBMISSION | 01/22/2020 |
| | SF PLANNING RESUB. REV. 1 | 03/11/2020 |
| | SF PLANNING RESUB. REV. 2 | 03/30/2020 |
| | SF PLANNING RESUB. REV. 3 | 04/21/2020 |
| | SF PLANNING RESUB. REV. 4 | 04/22/2020 |

STAMP

SCALE: N.T.S.
DRAWN BY: TEAM
ISAR PROJECT NO: 1809

COVER SHEET

**G0.01**

## PROJECT INFORMATION

**PROJECT DESCRIPTION:**

THE PROPOSED DEVELOPMENT IS A SEVEN-STORY MIXED-USE OFFICE BUILDING WITH 8,539 SF OF GROUND FLOOR RETAIL AND 49,999 SF OF OFFICE SPACE. THE PROPOSED BUILDING IS LOCATED AT THE INTERSECTION OF HARRISON STREET AND 3RD STREET AND WOULD BE REPLACING AN 8,819 SF VACANT LOT USED FOR PARKING.

**SCOPE OF WORK:**

THE BUILDING CONTAINS THE FOLLOWING USES:

- GROUND FLOOR RETAIL
- OFFICE SPACE
- TRASH / RECYCLING / COMPOST AREA
- BICYCLE PARKING

**PROPERTY INFORMATION:**

| | |
|---|---|
| ADDRESS | 701 HARRISON STREET, SAN FRANCISCO, CA 94107 |
| APN | 3762-001 |
| BLOCK/LOT(S) | 3762/001 |
| PARCEL AREA | 8,819 SQUARE FEET (SF) |
| ZONING DISTRICT | CMUO (CENTRAL SOMA MIXED USE- OFFICE ), CENTRAL SOMA SPECIAL USE |
| HEIGHT/BULK DISTRICT(S) | 130-CS |

**PLANNING DATA:**

| | |
|---|---|
| GROSS FLOOR AREA | |
| OFFICE USE | 49,999 SF |
| RETAIL USE | 8,539 SF |
| TOTAL | 58,538 SF |
| BUILDING HEIGHT | 95'-1" (ROOF LEVEL)<br>100'-1" (T.O. PENTHOUSE) |
| GROUND-FLOOR CEILING HEIGHT | 14' (FLOOR TO FLOOR) (14' MINIMUM) |
| FLOOR AREA RATIO (FAR) | 58,538/ 8,819= 6.64<br>(NO MAXIMUM FAR APPLIES TO DEVELOPMENT IN THE CMUO DISTRICT) |
| NON-RESIDENTIAL USABLE OPEN SPACE | 1,508 SF (49,999/ 50 +8,539/ 250= 1,034 REQUIRED) |
| LIVING AND SOLAR ROOF | 3,113 SF ROOF GREENERY<br>(8,672X 33%= 2,862 SF REQUIRED)<br><br>1,301 SF SOLAR PANEL<br>(8,672X 15%= 1,301 SF REQUIRED) |
| OFF-STREET PARKING | 0 (NONE REQUIRED) |
| OFF-STREET LOADING | 0 (NONE REQUIRED FOR RETAIL USES OF LESS THAN 10,000 SF) |
| BICYCLE PARKING SPACES | |
| CLASS 1 | 69 SPACES (49,999/5,000 +8,409/7,500 = 11 REQUIRED) |
| CLASS 2 | 16 SPACES (49,999/50,000 + 8,409/2,500= 4 REQUIRED) |
| SHOWER FACILITIES AND LOCKERS | 6 SHOWERS (2 REQUIRED), 12 LOCKERS (12 REQUIRED) |

**BUILDING DATA:**

| | |
|---|---|
| BUILDING USE: | MIXED-USE (OFFICE AND GROUND FLOOR RETAIL) |
| BUILDING SIZE: | 58,538 SF |
| STORIES: | 7 |
| OCCUPANCY TYPES: | BUSINESS, MERCANTILE |
| FIRE SPRINKLERS: | FULLY SPRINKLERED |

## GENERAL NOTES

1. CONTRACTOR TO VERIFY CONDITIONS AND DIMENSIONS AT THE SITE. BRING ANY INCONSISTENCIES TO THE ATTENTION OF THE ARCHITECT BEFORE PROCEEDING WITH WORK.
2. DO NOT SCALE DRAWINGS. WRITTEN DIMENSIONS SHALL GOVERN. DETAILS SHALL GOVERN OVER PLANS AND ELEVATIONS. LARGE SCALE DRAWINGS SHALL GOVERN OVER SMALL SCALE DRAWING. CONTRACTOR SHALL NOTIFY ARCHITECT OF ANY CONFLICTS IN WRITING PRIOR TO COMMENCEMENT OF WORK.
3. ALL DIMENSIONS ARE TO FACE OF FINISH UNLESS OTHERWISE NOTED.
4. COORDINATE EXACT LOCATION OF ALL ELECTRICAL FIXTURES, CONTROLS, DEVICES AND OUTLETS WITH ARCHITECT IN THE FIELD.
5. COORDINATE EXACT LOCATION OF MECHANICAL EQUIPMENT, DUCTS, GRILLES, REGISTERS, FLUES, AND VENTS WITH ARCHITECTURAL DRAWINGS.
6. INSTALL ALL MATERIALS, EQUIPMENT, AND FIXTURES, IN CONFORMANCE WITH THE REQUIREMENTS AND RECOMMENDATIONS OF THE MANUFACTURER.
7. PROVIDE ALL NECESSARY BLOCKING, BACKING, AND FRAMING FOR: LIGHT FIXTURES, ELECTRICAL UNITS, PLUMBING FIXTURES, HEATING EQUIPMENT, CASEWORK AND ALL OTHER ITEMS REQUIRING SUPPORT.
8. CONTRACTOR IS RESPONSIBLE FOR LOCATING AND PROTECTING ALL EXISTING ON-SITE UTILITIES DURING CONSTRUCTION.
9. ANY QUESTIONS REGARDING THE INTENT RELATED TO THE LAYOUT OF THE NEW WORK SHALL BE BROUGHT TO THE ATTENTION OF THE ARCHITECT PRIOR TO PROCEEDING WITH ANY WORK.
10. ALL WORK SHALL BE DONE IN STRICT ACCORDANCE TO THE 2016 EDITION OF THE CALIFORNIA BUILDING CODE, THE CALIFORNIA PLUMBING CODE, THE CALIFORNIA ELECTRICAL CODE, THE CALIFORNIA MECHANICAL CODE, THE CALIFORNIA FIRE CODE, THE CALIFORNIA ENERGY CODE, THE CALIFORNIA GREEN CODE, AND ALL CITY OF SAN FRANCISCO AMENDMENTS.

## PROJECT DIRECTORY

**OWNER:**
**400 THIRD STREET, LLC**
482 BRYANT STREET
SAN FRANCISCO, CA 94107

CONTACT:
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**ARCHITECT:**
**IWAMOTOSCOTT ARCHITECTURE**
128 TEXAS STREET
SAN FRANCISCO, CA 94107

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mark@iwamotoscott.com
415.643.7773

## GROSS FLOOR AREA SUMMARY

| | OFFICE | RETAIL | TOTAL |
|---|---|---|---|
| **MEZZANINE** | 2661 | 0 | 2661 |
| **LEVEL 07** | 8518 | 0 | 8518 |
| **LEVEL 06** | 7523 | 0 | 7523 |
| **LEVEL 05** | 8518 | 0 | 8518 |
| **LEVEL 04** | 7107 | 0 | 7107 |
| **LEVEL 03** | 8055 | 0 | 8055 |
| **LEVEL 02** | 7617 | 0 | 7617 |
| **LEVEL 01** | 0 | 8539 | 8539 |
| **TOTAL** | **49999** | **8539** | **58538** |

## DRAWING INDEX



# 701
# HARRISON STREET
## SAN FRANCISCO, CA


**OWNER**
**400 THIRD STREET, LLC**
482 BRYANT STREET
SAN FRANCISCO, CA 94107
415-964-6169

**ARCHITECT**
**IWAMOTOSCOTT ARCHITECTURE**
128 TEXAS STREET
SAN FRANCISCO, CA 94107
415-643-7773

**STRUCTURAL ENGINEER**
**TBD**

**MEP ENGINEER**
**TBD**

**CIVIL ENGINEER**
**TBD**

**LANDSCAPE ARCHITECT**
**TBD**


| REV. | DESCRIPTION | DATE |
|---|---|---|
| | LPA SUBMISSION | 12/17/2018 |
| | LPA REV. 1, OPTION A | 09/16/2019 |
| | LPA REV. 2, OPTION C | 11/06/2019 |
| | SITE PERMIT | 12/04/2019 |
| | SF PLANNING RESUBMISSION | 01/22/2020 |
| | SF PLANNING RESUB. REV. 1 | 03/11/2020 |
| | SF PLANNING RESUB. REV. 2 | 03/30/2020 |
| | SF PLANNING RESUB. REV. 3 | 04/21/2020 |
| | SF PLANNING RESUB. REV. 4 | 04/22/2020 |

**STAMP**

**SCALE:** N.T.S.
**DRAWN BY:** TEAM
**ISAR PROJECT NO:** 1809

**PROJECT INFORMATION, GENERAL NOTES & DRAWING INDEX**

# G0.02

## CONSTRUCTION PLAN NOTES

1. MAINTAIN EXISTING FLOOR AND PARTITION FIRE PROTECTION ON ALL EXISTING EXITING, SHAFT AND CORE ELEMENTS AS REQUIRED BY CODE. REPAIR FIRE SEALANT AS REQUIRED.CUT AND FIT COMPONENTS OF EXISTING WORK AS REQUIRED TO INSTALL NEW WORK.

2. PROTECT FROM DAMAGE ALL MATERIALS NOT REQUIRED TO BE REMOVED OR DEMOLISHED. RESTORE SURFACES DISTURBED BY DEMOLITION TO ORIGINAL CONDITION. INSPECT ALL SURFACES WHICH EXIST AND ARE NOT NEW WORK WITHIN PROJECT AREA, FILL ALL HOLES, SCRATCHES, ETC. TO PREPARE TO RECEIVE NEW FINISH AS REQUIRED. PATCH SURFACES VISIBLE AFTER DEMOLITION TO MATCH ADJACENT FINISH CONDITION.

3. DETAILS ARE USUALLY KEYED AND NOTED TYPICAL ONLY ONCE WHEN THEY FIRST OCCUR AND ARE USUALLY REPRESENTATIVE OF SIMILAR CONDITIONS THROUGHOUT.

4. LAYOUT NEW PARTITIONS AS NOTED ON DRAWING. BEFORE PERFORMING ANY WORK, THE CONTRACTOR SHALL VERIFY ALL DIMENSIONS OF EXISTING AND NEW WORK AND SHALL BE RESPONSIBLE FOR THEIR ACCURACY. LAYOUT PARTITION DIMENSIONS IN FIELD AND RECEIVE ARCHITECTS APPROVAL PRIOR TO INITIATING CONSTRUCTION. ANY DISCREPANCY BETWEEN DIMENSIONS IN FIELD AND THOSE SHOWN SHALL BE REPORTED TO THE ARCHITECT FOR DIRECTION PRIOR TO CONSTRUCTION.

5. DIMENSIONING RULES: THE FOLLOWING RULES APPLY, UNLESS OTHERWISE NOTED.
A. HORIZONTAL DIMENSIONS ARE SHOWN FROM FACE OF FINISHED SURFACE TO FACE OF FINISHED SURFACE.
B. DIMENSIONS NOTED CLEAR OR CLR MUST BE PRECISELY MAINTAINED.
C. DIMENSIONS ARE NOT ADJUSTABLE WITHOUT APPROVAL OF THE ARCHITECT, UNLESS NOTED (+/-).
D. DIMENSIONS TO THE EXTERIOR OF THE BUILDING ARE TO THE INSIDE FACE OF EXTERIOR WALL.
E. DIMENSIONS LOCATING DOORS ARE 4 INCHES TO INSIDE EDGE OF JAMBS, EXCEPT AT CORRIDORS.
F. VERTICAL DIMENSIONS ARE FROM THE TOP OF FINISHED FLOOR.
G. DIMENSIONS MARKED VERIFY, VERIFY IN FIELD OR V.I.F. SHALL BE FIELD VERIFIED BY THE CONTRACTOR AND DISCUSSED WITH THE ARCHITECT PRIOR.
H. DO NOT SCALE DRAWINGS. IF ANY WORK CANNOT BE LOCATED, DISCUSS WITH ARCHITECT PRIOR TO CONSTRUCTION.

7. INSTALL NEW PARTITIONS PARALLEL OR PERPENDICULAR TO PERIMETER CORRIDOR OR CORE OF THE BUILDING UNLESS OTHERWISE NOTED. ALIGN PARTITIONS PERPENDICULAR TO CENTERLINE OF COLUMN OR WINDOW MULLIONS, UNLESS OTHERWISE NOTED.

8. USE 5/8" GYP. BD. EXCEPT ON RATED WALLS OR WET LOCATIONS WHERE WATER RESISTANT GYPSUM BOARD SHALL BE REQUIRED.

9. BRACE ALL NEW PARTITIONS IN ACCORDANCE WITH LOCAL SEISMIC CODE REQUIREMENTS. REFER TO DETAILS.

10. STAGGER ALL JOINTS OF GYPSUM BOARD AT NEW ACOUSTICAL PARTITIONS.

11. REINFORCE NEW INTERIOR DOOR LATCH AND WINDOW JAMBS AND LONG WINDOW HEADS WITH SHEET METAL STUDS, AS DETAILED AND AS RECOMMENDED BY BOTH MANUFACTURERS. PROVIDE 20 GA STUDS AT ALL OPENINGS AS DETAILED AND LATERALLY BRACE ALL HEADERS AS DETAILED.

12. REINFORCE NEW INTERIOR DOOR LATCH AND WINDOW JAMBS AND LONG WINDOW HEADS WITH SHEET METAL STUDS, AS DETAILED AND AS RECOMMENDED BY BOTH MANUFACTURERS. PROVIDE 20 GA STUDS AT ALL OPENINGS AS DETAILED AND LATERALLY BRACE ALL HEADERS AS DETAILED.

13. FRAME AROUND DUCTWORK, PIPES OR CONDUIT AT NEW PARTITION LOCATIONS AND BRACE WITH SHEET METAL STUDS AS REQUIRED FOR RIGID AND MARKS IN GLAZING SEALANT, IF ANY. CONTRACTOR SHALL PROVIDE MINIMUM GLASS THICKNESS AS REQUIRED BY CODE.

14. INSTALL ANY NEW TEMPERED GLASS WITH THE MANUFACTURERS SEAL LOCATED AT THE LOWER CORNER OF THE GLAZED PANEL; CONCEAL TONG MARKS IN GLAZING SEALANT, IF ANY. CONTRACTOR SHALL PROVIDE MINIMUM GLASS THICKNESS AS REQUIRED BY CODE.

15. PROVIDE AN EXTRA STUD FOR NEW SWITCH AND POWER OUTLETS AS REQUIRED.

16. PROVIDE BLOCKING IN PARTITIONS AS REQUIRED FOR ALL NEW OVERHEAD, CANTILEVERED MILLWORK AND SIMILAR LOAD BEARING ITEMS ATTACHED TO PARTITIONS. USE 20 GAUGE SHEET METAL STUDS TO SUPPORT BLOCKING. SEE DETAILS. ALL WOOD BLOCKING AND FURRING SHALL BE FIRE-TREATED TO CONFORM TO THE BUILDING CODE.

17. TAKE SUITABLE MEASURES TO PREVENT INTERACTION BETWEEN DISSIMILAR METALS.

18. ALL NEW FINISHES ARE TO ALIGN FLUSH WITH EXISTING FINISHES WITHOUT EVIDENCE OF ADDITION. WHERE NEW GYPSUM BOARD MEETS THE SIDE OF EXISTING PLASTER, REMOVE THE METAL CORNERBEAD, ALIGN THE PARTITION STUD TO ALLOW GYPSUM BOARD TO FLUSH OUT WITH EXISTING FINISH.

19. PROVIDE FIRE DAMPERS AT ALL DUCT PENETRATIONS OF ALL FIRE RATED ASSEMBLIES IN ACCORD WITH CBC AND CMC.

## POWER AND SIGNAL PLAN NOTES

1. THIS LAYOUT IS FOR SCHEMATIC LAYOUT PURPOSES ONLY; REFER TO ELECTRICAL DESIGN-BUILD DRAWINGS FOR CIRCUITING, PANEL SCHEDULES, TYPICAL DETAILS, SPECIAL REQUIREMENTS ETC. ALL TELEPHONE, ELECTRICAL AND COMMUNICATION WORK SHALL BE PROVIDED AS SHOWN ON DRAWINGS AND SHALL BE IN ACCORDANCE WITH ALL APPLICABLE BUILDING CODES. REFER TO EQUIPMENT SCHEDULE IF APPLICABLE FOR SPECIFIC DETAIL.

2. TENANT IS RESPONSIBLE FOR INSPECTION AND CUTTING OF EXISTING CABLE NO LONGER REQUIRED WITHIN THE PROJECT SITE AND THE SUPPLY AND INSTALLATION OF CABLING, INCLUDING TERMINATION OF SAME AND INSTALLATION OF COVER PLATES FOR TELEPHONE AND DATA SYSTEMS. CONTRACTOR SHALL PROVIDE TENANT WITH SCHEDULE TO INSTALL THESE ITEMS. TENANT'S SUBCONTRACTOR SHALL BUNDLE LARGE CABLE GROUPINGS IN CEILING PLENUM, AND INDEPENDENTLY SUSPEND FROM CEILINGS, LIGHT FIXTURES, ETC. ALL CABLE SHALL BE UL LISTED AND PLENUM RATED SPECIFICALLY FOR THIS APPLICATION. ALL NON-PLENUM-RATED CABLE SHALL BE REMOVED OR PLACED IN CONDUIT AT TENANT'S EXPENSE.

3. UNLESS SPECIFICALLY DIMENSIONED, ALL OUTLETS SHALL BE INSTALLED AT THE NEAREST STUD. MOUNT CENTERLINE OF RECEPTACLE AT 18 INCHES ABOVE FLOOR SLAB UNLESS OTHERWISE NOTED. ALL OTHER OUTLET DIMENSIONS ARE TO CENTER LINE OF OUTLET OR GROUP OF OUTLETS, UNLESS OTHERWISE NOTED. FURNITURE IS SHOWN FOR REFERENCE ONLY. FIELD VERIFY LOCATION OF ALL CORING FOR ALL FLOOR MONUMENTS AND FURNITUE SYSTEM BASE FEEDS. REVIEW LAYOUT OF ALL ELECTRICAL DISTRIBUTION SYSTEMS IN THE FIELD WITH THE ARCHITECT PRIOR TO INSTALLATION.

4. ALL BUILDING RECEPTACLES, SWITCHES, DEVICES, ETC. SHALL BE LEVITION STANDARD DEVICE SERIES; COLOR WHITE, U.O.N

5. ALL DEDICATED OUTLETS SHALL BE GRAY RECEPTACLES WITH WHITE COVER PLATES FOR IDENTIFICATION. ALL FLOOR CORING SHALL BE COORDINATED AND SCHEDULED WITH THE BUILDING ENGINEER/MANAGER. ELECTRICAL CONTRACTOR SHALL PROVIDE PROPER POWER FOR ALL EQUIPMENT INDICATED ON PLAN, IN ACCORDANCE WITH MANUFACTURER'S INSTRUCTIONS AND OPERATING REQUIREMENTS AS PROVIDED BY THE TENANT.

6. PROVIDE SINGLE-GANG GYPSUM BOARD RING WITH A NYLON PULL STRING TO RETURN AIR PLENUM ABOVE FOR ALL WALL MOUNTED TELEPHONE, DATA AND VIDEO CABLE OUTLETS, UNLESS OTHERWISE NOTED. AT ALL WALL MOUNTED OUTLETS IN EITHER FIRE-RATED OR INSULATED PARTITIONS, PROVIDE A DOUBLE-GANG BOX, RING AND 1 INCH DIAMETER CONDUIT WITH 90 DEGREE ANGLE ABOVE SUSPENDED CEILING THROUGH PARTITION INTO PLENUM ABOVE. CONFIRM DIAMETER WITH TENANT'S CONTRACTOR; LARGER CONDUIT SHALL BE ABOVE STANDARD.

7. IF ANY OUTLETS CANNOT BE INSTALLED AS NOTED OR SHOWN ON PLANS DUE TO CONFLICT WITH STRUCTURAL, MECHANICAL, OR ELECTRICAL BUILDING ELEMENTS, CLARIFY WITH ARCHITECT BEFORE PROCEEDING.

8. SOUND SEAL WITH CAULKING PADS APPLIED TO BACK OF OUTLETS AROUND ALL OUTLETS IN ACOUSTICAL PARTITIONS; SEAL AIRTIGHT. STAGGER OUTLETS IN STUD CAVITY SERVING OPPOSITE ROOMS IN A COMMON WALL.

9. ALL ELECTRICAL EQUIPMENT SHALL BE INSTALLED TO COMPLY WITH THE SPECIFIC MANUFACTURER'S REQUIREMENTS.

10. SEE ELECTRICAL DRAWINGS FOR TYPES AND MANUFACTURERS' SPECIFICATIONS FOR ALL ELECTRICAL COMPONENTS, FIXTURES, PANEL BOXES, RISERS, CIRCUITING, ETC.

11. CONTRACTORS SHALL COORDINATE ANY ELECTRICAL WORK WHICH REQUIRES INTERRUPTION OF POWER TO ANY AREA NOT WITHIN THE SCOPE OF WORK FOR THIS PROJECT WITH THE BUILDING ENGINEER AND PROPERTY MANAGER PRIOR TO INTERRUPTION. NO POWER SHALL BE INTERRUPTED DURING NORMAL BUSINESS HOURS.

12. UNLESS OTHERWISE NOTED, PROVIDE 2 INCH CONDUIT SLEEVES THROUGH ALL FIRE-RATED PARTITIONS FROM THE TELEPHONE BACKBOARD IN BUILDING TO FLOOR TELEPHONE RISER CLOSET FOR TENANT'S SUBCONTRACTOR TO PULL INTER-TIE PLENUM RATED CABLE.

13. SEE DETAILS AND ELEVATIONS FOR MOUNTING HEIGHTS OF THERMOSTATS, SWITCHES, AND OUTLETS.

14. ALL FLOOR AND THROUGH PARTITION PENETRATIONS SHALL BE SEALED AS REQUIRED BY FIRE RATING OF FLOOR OR PARTITION ALL ALL APPLICABLE CODE.

15. COORDINATE WITH TENANT'S FURNITURE INSTALLER THE CONFIGURATION OF POWER TO BE SUPPLIED TO TENANT'S SUPPLIED AND INSTALLED ELECTRIFIED FURNITURE SYSTEM. HARDWARE ELECTRIFIED FURNITURE PANELS TO BUILDING SYSTEM AS REQUIRED DURING FURNITURE INSTALLATION.

## REFLECTED CEILING PLAN NOTES

1. THIS LIGHTING DESIGN SHALL CONFORM TO THE STATE OF CALIFORNIA CODE OF REGULATIONS TITLE 24, CALIFORNIA ENERGY CONSERVATION LIGHTING STANDARDS FOR NEW NON-RESIDENTIAL BUILDINGS, SEE LIGHTING COMPLIANCE FORMS ON ELECTRICAL DESIGN-BUILD DRAWINGS.

2. THE REFLECTED CEILING PLAN GOVERNS LOCATION OF GRID ALIGNMENT AND LIGHT FIXTURE LOCATION. ELECTRICAL ENGINEERING DRAWING GOVERNS WITCHING, CIRCUITING, WIRING LAYOUT, SPECIFICATIONS, DETAILS AND ADDITIONAL INFORMATION RELATED TO ELECTRICAL WORK. ANY CONFLICTS BETWEEN DRAWINGS AND EXISTING CONDITIONS SHALL BE CLARIFIED WITH THE ARCHITECT PRIOR TO CONSTRUCTION.

3. CEILING MOUNTED LIGHT FIXTURES, AND PARTITIONS CONNECTING TO SYSTEM SHALL BE LATERALLY STABILIZED AS REQUIRED BY ASTM STANDARDS C635 & C636. ALL FLUORESCENT LIGHT FIXTURES SHALL BE INDEPENDENTLY SUPPORTED AS REQUIRED BY CODE, SEE DETAILS. CONTRACTOR SHALL VERIFY IF EXISTING SUSPENDED CEILING AND LIGHT FIXTURES ARE STABILIZED AS REQUIRED. NO ADDITIONAL COSTS SHALL BE ALLOWED FOR FAILURE TO PROPERLY CONSIDER THIS DURING BID PERIOD.

4. WHERE EXISTING CEILINGS ARE TO REMAIN, CONTRACTOR SHALL REMOVE AND REPLACE GYP CEILING TO REMAIN AS REQUIRED TO ACCOMMODATE THE INSTALLATION OR RELOCATION OF ELECTRICAL, MECHANICAL, DRYWALL AND OTHER WORK NECESSITATING PENETRATION OF EXISTING CEILING WITHIN OR ADJACENT TO PROJECT AREA. PROVIDE NEW MATCHING GYP CEILING AS REQUIRED . ALL GYP CEILINGS WITHIN A ROOM OR AREA SHALL HAVE A CONSISTENT TEXTURE AND APPEARANCE.

5. COORDINATE WITH ALL TRADES INVOLVED AND COMPARE COMPOSITE DRAWINGS TO ENSURE CLEARANCES FOR LIGHT FIXTURES, DUCTS, CEILINGS, ETC. AS NECESSARY TO MAINTAIN THE FINISH CEILING HEIGHT(S) ABOVE THE FINISH FLOOR SLAB AND CLEARANCES REQUIRED FOR LIGHT FIXTURES. CLARIFY CONFLICTS WITH ARCHITECT. MAINTAIN 9" CLEAR ABOVE SUSPENDED CEILING PLANE FOR LIGHT FIXTURES.

6. REVIEW LOCATION OF LIGHT FIXTURES AND SWITCHING IN THE FIELD WITH ARCHITECT PRIOR TO PLACEMENT. COORDINATE LIGHTING RELOCATION DUE TO FIELD CONDITIONS WITH ARCHITECT PRIOR TO INSTALLATION.

7. COORDINATE AND VERIFY ALL HVAC THERMOSTAT LOCATIONS WITH THE ARCHITECT AND TENANT PRIOR TO INSTALLATION.

8. ALL LIGHT SWITCHING SHALL COMPLY WITH CCR TITLE 24. SWITCHES INDICATED ARE TO CONTROL LIGHTS IN ROOM WHERE LOCATED, UNLESS NOTED OTHERWISE. ALL FLUORESCENT LIGHT FIXTURES SHALL BE DUAL LEVEL SWITCHED. TWO TUBE FIXTURES MAY NOT REQUIRE BI-LEVEL SWITCHING BY CCR TITLE PROVIDE INDEPENDENT SWITCHING OF LIGHT FIXTURES WITHIN 15 FEET OF EXTERIOR WINDOWS. THE GENERAL CONTRACTOR SHALL VERIFY EXISTING FIELD CONDITIONS FOR SWITCH AND FIXTURE RELATIONSHIP. REPORT ALL DISCREPANCIES TO THE ARCHITECT.

9. GANG MULTIPLE SWITCHES AND PROVIDE A SINGLE COVER PLATE WHEN MORE THAN ONE SWITCH IS REQUIRED AT THE SAME LOCATION. PROVIDE SWITCHES FOR ALL EXHAUST FANS; GANG WITH OTHER ROOM SWITCHES. DESIGNATE FAN SWITCHES BY ROUTING THE WORD "FAN" ONTO COVER PLATE.

10. MOUNTING HEIGHTS AND LOCATION FOR LIGHT SWITCHES AND THERMOSTATS SHALL BE SHOWN ON DRAWINGS.

11. GENERAL CONTRACTOR SHALL COORDINATE WITH THE MECHANICAL CONTRACTORS, CEILING CONTRACTOR AND OTHERS AS REQUIRED FOR ACCESS TO MECHANICAL BOXES, FIRE DAMPERS, SMOKE AND DRAFT CONTROL DAMPERS, FANS, VALVES, ETC. MAINTAIN OR RELOCATE AS REQUIRED EXISTING CEILING ACCESS CONDITIONS FOR SWITCH AND FIXTURE RELATIONSHIP. REPORT ALL DISCREPANCIES TO THE ARCHITECT.

12. PROVIDE EMERGENCY LIGHTING AS SHOWN AND AS REQUIRED BY CODE.

13. NO LOOSE, EXPOSED BATT INSULATION SHALL BE ALLOWED IN CEILING PLENUM. WRAPPED BATT INSULATION SHALL BE FULLY ENCLOSED WITH SEWN EDGES.

14. ALL TENANT NETWORK AND COMMUNICATION CABLE RUN IN CEILING SHALL BE UL LISTED AND PLENUM-RATED SPECIFICALLY FOR THIS APPLICATION. ALL NON-PLENUM RATED CABLE SHALL BE REMOVED OR PLACED IN CONDUIT AT TENANT'S EXPENSE.

## DEMOLITION NOTES

1. COMPLY WITH APPLICABLE LOCAL, STATE AND FEDERAL CODES, ORDINANCES AND REGULATIONS PERTAINING TO SAFETY OF PERSONS, PROPERTY, ENVIRONMENTAL PROTECTION AND RECYCLING ORDINANCES.

2. SCHEDULE THE WORK SO AS NOT TO INTERFERE WITH ANY TENANT DURING NORMAL BUSINESS HOURS AND TO ELIMINATE OBJECTIONABLE NOISE GENERATION AS DEFINED BY PROPERTY MANAGER. NOTIFY BUILDING ENGINEER, PROPERTY MANAGER AND TENANT IN ADVANCE OF UTILITY INTERRUPTIONS AND OBTAIN APPROVAL BEFORE INITIATING THIS WORK. LIFE SAFETY SYSTEM SHALL BE OPERATIONAL AT ALL TIMES. COORDINATE SEALS, REPROGRAMMING, DEMOLITION, ETC. AS REQUIRED WITH BUILDING ENGINEER AND LIFE-SAFETY SUBCONTRACTOR. BLOOMBERG TO CONFIRM REQUIREMENTS.

3. MAINTAIN FREE AND SAFE PASSAGE TO AND FROM CONSTRUCTION AREA AND ADJACENT BUILDING AREAS. DO NOT OBSTRUCT EXIT PASSAGES AT ANY PROVIDE AND MAINTAIN BARRICADES, GUARDRAILS AND LIGHTING AS REQUIRED TO PROTECT BUILDING OCCUPANTS, VISITORS AND WORKERS. PROVIDE AND USE PROTECTIVE DEVICES AS APPROPRIATE WHENEVER WORKING IN COMMON AREAS: LOBBIES, CORRIDORS, ELEVATORS, ETC., OTHER PERSONNEL, EQUIPMENT OR FURNITURE REMAINING IN ALL AREAS. PROVIDE OUTSIDE CORNER PROTECTION IN ALL COMMON AREAS THROUGHOUT THE PROJECT'S DURATION.

4. PRIOR TO BEGINNING DEMOLITION, CLOSE-OFF SUPPLY AND RETURN-AIR OPENINGS TO MAIN BUILDING SHAFTS OR DUCTWORK AND RETURN-AIR PLENUM. SEAL THESE OPENINGS WITH TAPED VISQUEEN AND REMOVE ONCE DUST IS NO LONGER BEING GENERATED. DRAW EXISTING BLINDS TO THE SIDE FULLY, WRAP AND SEAL IN AIRTIGHT BAGS. AT THE COMPLETION OF THE PROJECT, PROVIDE ALL NEW FILTERS FOR ALL MECHANICAL HVAC EQUIPMENT PRIOR TO THEIR START-UP, COORDINATE WITH BUILDING ENGINEER.

5. PER THE CITY AND COUNTY OF SAN FRANCISCO ORDINANCE NO. 27-06, REMOVE FROM SITE AND LEGALLY DISPOSE REGULARLY ALL REFUSE, DEBRIS, RUBBISH AND OTHER MATERIALS RESULTING FROM DEMOLITION OPERATIONS REGULARLY. IN OCCUPIED AREAS, CLEAN AND DISPOSE OF MATERIALS DAILY. REMOVE TOOLS AND EQUIPMENT FROM SITE UPON COMPLETION OF WORK. LEAVE AREAS AND SITE BROOM SWEPT, ORDERLY AND IN CONDITION ACCEPTABLE FOR CONSTRUCTION.

6. REMOVE DESIGNATED PARTITIONS, ASSOCIATED DOORS, SIDELIGHTS, FRAMES, LIGHT SWITCHES, POWER AND COMMUNICATIONS OUTLETS THROUGHOUT PROJECT AREA AS SHOWN. NO ABANDONED OR UNUSED MATERIALS SHALL BE LEFT IN PLENUM, INCLUDING ALL BRACES, DRAFT STOPS, ABANDONED MECHANICAL EQUIPMENT, DUCTWORK, ELECTRICAL AND PLUMBING LINES ETC. ALL UTILITIES SHALL BE REMOVED BACK TO THEIR LOCAL DISTRIBUTION BOX OR PRIMARY SOURCE AS DIRECTED BY BUILDING ENGINEER.

7. CONTRACTOR SHALL SAFE-OFF ALL ELECTRICAL TO SUPPORT DEMOLITION AS REQUIRED; PERFORM NECESSARY WORK IN FLOOR SUB-PANELS AS REQUIRED. SALVAGE ALL ABANDONED ELECTRICAL CIRCUITS FOR FUTURE USE. REMOVE FLOOR OUTLETS BACK TO SOURCE AND FLUSH PATCH FLOOR TO MAINTAIN FLOOR FIRE-RATING.

8. SEE DEMOLITION AND FINISH PLANS FOR EXTENT OF DEMO AT FLOOR FINISHES AND RESILIENT BASE. IF VINYL FLOOR TILE APPEARS TO BE OVER 15 YEARS OLD, VERIFY ITS REMOVAL WITH BUILDING ENGINEER OR LEAVE THE TILE IN PLACE AS DIRECTED.

9. INSPECT CORE AND PERIMETER GYPSUM BOARD SILL TO REMAIN. REMOVE ALL EXISTING FRAYED OR LOOSE WALL COVERING, HANGING DEVICES, SUPPORT BRACKETS, REMAINING SIGNAGE, ETC.

10. RESTORE SURFACES DISTURBED BY DEMOLITION BACK TO THEIR ORIGINAL CONDITION. DAMAGE OUTSIDE THE PROJECT AREA ELEVATORS, ETC. SHALL BE REPAIRED TO MATCH EXISTING AT NO COST TO THE TENANT OR OWNER.

11. PREVENT MOVEMENT OR SETTLEMENT OF SURROUNDING CONSTRUCTION. PROVIDE BRACING OR SHORING AND BE RESPONSIBLE FOR SAFETY AND

12. CAREFULLY SALVAGE MATERIALS AS NOTED. IF THESE MATERIALS ARE NOT TO BE REUSED FOR THIS PROJECT, ASK BUILDING ENGINEER IF HE WOULD LIKE THEM AND DELIVER TO STORAGE IN BUILDING AS DIRECTED. IF NOT, DISPOSE OF PROPERLY:
A. LIGHT FIXTURES
B. DOORS AND HARDWARE
C. FIRE EXTINGUISHERS AND THEIR CABINETS
D. THERMOSTATS, MOUNTING PLATES, AND COUPLERS
E. VAV BOXES AND CONTROLS

13. THE DESIGNER IS NOT AWARE OF ANY ASBESTOS CONTAINING MATERIALS ON THIS FLOOR. THE CONTRACTOR SHALL DETERMINE THE EXTENT OF SUCH MATERIALS ON THE SITE AND TAKE PROPER MEASURES FOR ITS REMOVAL OR ENCAPSULATION. ALL VINYL TILE, IF APPLICABLE, SHALL BE ENCAPSULATED BY COVERING WITH CARPET OR NEW VINYL TILE. ALL WORK SHALL STRICTLY ADHERE TO BUILDING MANAGER'S ASBESTOS MANAGEMENT POLICIES, BAY AREA AIR QUALITY MANAGEMENT REGULATIONS, CAL/OSHA ASBESTOS REGULATIONS, CAL/OSHA RESPIRATORY PROTECTION REGULATIONS, ASSEMBLY BILL 2040 AND EPA NATIONAL EMISSION STANDARDS FOR HAZARDOUS AIR POLLUTANTS AND ASBESTOS REMOVAL REGULATIONS. ALL WORK SHALL BE UNDERTAKEN BY QUALIFIED AND APPROVED SUBCONTRACTORS UNDER THE SUPERVISION OF THE OWNER'S CONSULTANT. ONLY SPECIFICALLY TRAINED PERSONNEL MAY PERFORM WORK ON A "LIMITED PROCEDURES" BASIS AND ONLY WITH ADEQUATE SUPERVISION. CONTRACTORS SHALL THOROUGHLY COORDINATE ASBESTOS REMOVAL WORK WITH OTHER WORKERS AND PROPERTY MANAGER.

14. THE DESIGNER HAS NO INFORMATION TO CONFIRM OR NEGATE THE EXISTENCE OF PCB BALLAST IN THE FLUORESCENT LIGHT FIXTURES. PRIOR TO DISPOSAL OF ANY BALLAST, CONFIRM IF THE BALLAST CONTAIN PCBS AND DISPOSE OF IN STRICT ACCORDANCE WITH THE CODES AND REGULATIONS REFERENCED ABOVE.

## FINISH PLAN NOTES

1. ALL FINISH MATERIALS AND THEIR APPLICATION SHALL CONFORM WITH CODE REQUIREMENTS FOR THEIR PARTICULAR LOCATION.

2. FINISH MATERIAL SPECIFICATIONS ARE SHOWN ON FINISH PLAN SHEET, SHEET A5.1,A5.2.

3. GENERAL CONTRACTOR SHALL CONFIRM AVAILABILITY AND DELIVERY DATES OF ALL FINISH MATERIALS. ANY PROBLEMS REGARDING AVAILABILITY OR DELIVERY SHALL BE BROUGHT TO THE IMMEDIATE ATTENTION OF THE ARCHITECT. SUBSTITUTIONS ARE GENERALLY NOT ACCEPTABLE; SEE GENERAL CONSTRUCTION NOTES FOR OPTIONS AND PROCEDURES REGARDING SUBSTITUTIONS.

4. GENERAL CONTRACTOR SHALL COORDINATE THE INSTALLATION TIME FOR ALL MATERIALS, INCLUDING THOSE SUPPLIED OR SUPPLIED AND INSTALLED BY "OTHERS". SEE GENERAL CONSTRUCTION NOTES

5. ALL MATERIALS SHALL BE INSTALLED IN STRICT ACCORDANCE WITH MANUFACTURERS' INSTRUCTIONS. PROVIDE PROPER SUBSTRATE AND LEVELING AS REQUIRED FOR SMOOTH, UNIFORM APPEARANCE

6. FINISHES SHALL BE CONSIDERED CONTINUOUS THROUGHOUT UNLESS OTHERWISE NOTED. CARPET SHALL BE INSTALLED CONTINUOUS THROUGHOUT, ALL SURFACES EXPOSED TO VIEW, FROM BOTH TENANT AND SHELL CONSTRUCTION, SHALL BE FINISHED. THIS INCLUDES VERTICAL SURFACES, COLUMNS, REVEALS, GYPSUM BOARD SOFFITS, GYPSUM BOARD SUSPENDED CEILINGS, ETC. REVIEW ALL FINISHES TO BE INSTALLED WITH ARCHITECT IN FIELD PRIOR TO APPLICATION

7. PROVIDE FLOOR LEVELING COMPOUND AS REQUIRED SO THAT FINISH SURFACE OF DIFFERENT MATERIALS PROVIDES A SMOOTH TRANSITION FROM ONE SURFACE TO ANOTHER. FEATHER TRANSITIONS 1/8" PER 1'-0" MINIMUM WITH APPROPRIATE MATERIAL

8. FLOORING AND BASE: DEFECTS HAVE BEEN CORRECTED. THOROUGHLY CLEAN SUB-FLOOR PRIOR TO INSTALLATION.
A. VINYL TILE PATTERNS SHALL BE LAID OUT AS SHOWN ON FINISH PLAN. REVIEW IN FIELD WITH ARCHITECT IF THERE ARE QUESTIONS. ALIGN PARALLEL TO RESPECTIVE WALLS. NEATLY TRIM MATERIAL ABUTTING OTHER WORK TO FORM TRUE, CLEAN JOINTS. THE TILE PATTERN SHALL ALTERNATE DIRECTION, U.O.N.
B. REPAIR BOTTOM OF PARTITIONS, EXISTING AND NEW, AS REQUIRED FOR PROPER, SMOOTH BASE INSTALLATION. BASE AT CARPET SHALL BE STRAIGHT; BASE AT VINYL TILE SHALL BE COVE.
C. PROVIDE PROPER REDUCER STRIPS FOR SMOOTH TRANSITION BETWEEN CARPET AND VINYL FLOORING AS REQUIRED. COMPLY WITH CCR TITLE 24 TRANSITION REQUIREMENTS. COORDINATE COLOR OF TRANSITIONS MATERIAL WITH ARCHITECT. CHANGE FLOOR FINISHES AT CENTERLINE OF DOOR, TYPICALLY, U.O.N.
D. INCLUDE TWO COPIES OF CARPET MANUFACTURER'S INSTRUCTIONS REGARDING CARE AND CLEANING OF INSTALLED PRODUCT WITH THE CLOSE-OUT PACKAGE, SEE GENERAL CONSTRUCTION NOTES.

9. PAINTING:
A. NO PAINTING OR INTERIOR FINISHES SHALL BE APPLIED UNDER CONDITIONS WHICH JEOPARDIZE THE QUALITY OR APPEARANCE OF SUCH WORK.
B. EXAMINE ALL PAINT GRADE SURFACES TO BE FINISHED UNDER THIS CONTRACT AND SEE THAT THE WORK OF OTHER TRADES HAS BEEN LEFT OR INSTALLED IN SATISFACTORY CONDITION TO RECEIVE PAINT, STAIN OR SPECIFIED FINISH. APPLICATION OF THE FIRST COAT SHALL INDICATE ACCEPTANCE OF THE SURFACE; ANY CORRECTIONS AFTER THIS COAT SHALL BE AT NO COST TO THE OWNER.
C. ALL WOOD SURFACES SHALL BE IN PROPER CONDITION TO RECEIVE THE SPECIFIED FINISH. WOODWORK SHALL BE HAND SANDED AND DUSTED CLEAN. ALL KNOT HOLES, PITCH POCKETS OR SAPPY PORTIONS SHALL BE SCRAPED AND SHELLACKED OR SEALED WITH KNOT SEALER. NAIL HOLES, CRACKS OR DEFECTS SHALL BE CAREFULLY PUTTIED FLUSH AFTER FIRST COAT, WITH PUTTY MATCHING COLOR OF THE STAIN OR PAINT FINISH. REMOVE ANY OIL OR GREASE WITH MINERAL SPIRITS.
D. PAINTING SHALL BE "TO COVER". AS A MINIMUM, ALL NEW GYPSUM BOARD SHALL RECEIVE THREE COATS, ONE PRIMER COAT AND TWO FINISH COATS. ALL OTHER AREAS SHALL BE PAINTED WITH A MINIMUM ONE FINISH COAT. ALL PAINT SHALL BE APPLIED IN MIL THICKNESS AS RECOMMENDED BY PAINT MANUFACTURER TO OBTAIN TRUE EVEN COLOR WITHOUT HOLIDAYS. PROVIDE ADDITIONAL COATS AS REQUIRED TO PROVIDE A UNIFORM FINISH APPEARANCE.
E. GYPSUM BOARD WITHOUT EXTERIOR DAYLIGHT SIDELIGHTING: PROVIDE 1 COAT PVA SEALER, 1 COAT SUPER LATEX WALL PAINT, FINISH COAT 1610 ACRY- PLEX LATEX, LOW SHEEN.
F. GYPSUM BOARD WITH EXTERIOR DAYLIGHT SIDELIGHTING: PROVIDE 1 COAT 550 SUPER LATEX WALL PAINT; BEFORE NEXT COAT SAND ALL TAPE/PAPER JOINTS LIGHTLY; 1 COAT 550 SUPER LATEX WALL PAINT, FINISH COAT 1610 ACRY-PLEX LATEX, LOW SHEEN.

10. CLEANING AND RETOUCHING:
A. AT COMPLETION OF PAINTING, ALL UNUSED AND SCRAP FINISH MATERIALS AND EQUIPMENT SHALL BE REMOVED. ALL PAINT SPOTS SHALL BE REMOVED AND ALL AREAS THOROUGHLY CLEANED. ANY DIRT OR DEBRIS CAUSED BY WORK SHALL BE CLEANED UP AS WORK PROGRESSES.
B. RETOUCH AND REPAINT PAINTED SURFACES DAMAGED BY SUBSEQUENT WORK AS DIRECTED BY GENERAL CONTRACTOR. THE COST FOR SUCH WORK SHALL BE BORNE BY THE TRADE RESPONSIBLE FOR THE DAMAGE.
C. CLEAN INSIDE OF ALL EXTERIOR WINDOWS AND BOTH SIDES ALL INTERIOR GLASS.

11. ALL FIRE EXTINGUISHER CABINETS SHALL BE PREPARED, SANDED AND PAINTED TO MATCH ADJACENT WALLS IN SEMI-GLOSS ENAMEL PRIOR TO APPLICATION OF CONTRASTING COLOR IDENTIFICATION DECAL.

12. TEMPORARY PROTECTION SHALL BE PROVIDED FOR ALL FINISHES PRIOR TO MOVE-IN. ANY DAMAGES SHALL BE AT CONTRACTOR'S EXPENSE. CONFIRM ALL CORRECTIVE MEASURES WITH ARCHITECT PRIOR TO PROCEEDING.

# 701
## HARRISON STREET
SAN FRANCISCO, CA


**OWNER**
**400 THIRD STREET, LLC**
482 BRYANT STREET
SAN FRANCISCO, CA 94107
415-964-6169

**ARCHITECT**
**IWAMOTOSCOTT ARCHITECTURE**
128 TEXAS STREET
SAN FRANCISCO, CA 94107
415-643-7773

**STRUCTURAL ENGINEER**
**TBD**

**MEP ENGINEER**
**TBD**

**CIVIL ENGINEER**
**TBD**

**LANDSCAPE ARCHITECT**
**TBD**


| REV. | DESCRIPTION | DATE |
|---|---|---|
| | LPA SUBMISSION | 12/17/2018 |
| | LPA REV. 1, OPTION A | 09/16/2019 |
| | LPA REV. 2, OPTION C | 11/06/2019 |
| | SITE PERMIT | 12/04/2019 |
| | SF PLANNING RESUBMISSION | 01/22/2020 |
| | SF PLANNING RESUB. REV. 1 | 03/11/2020 |
| | SF PLANNING RESUB. REV. 2 | 03/30/2020 |
| | SF PLANNING RESUB. REV. 3 | 04/21/2020 |
| | SF PLANNING RESUB. REV. 4 | 04/22/2020 |

**STAMP**

**SCALE:** N.T.S.
**DRAWN BY:** MS, BZ
**ISAR PROJECT NO:** 1809

## GENERAL NOTES

# G0.03A

# GS1: San Francisco Green Building Site Permit Submittal Form

Form version: February 1, 2018 (For permit applications January 2017 - December 2019)

**INSTRUCTIONS:**

1. **Select one (1) column to identify requirements for the project. For addition and alteration projects, applicability of specific requirements may depend upon project scope.**
2. **Provide the Project Information in the box at the right.**
3. **A LEED or GreenPoint Rated Scorecard is not required with the site permit application, but using such tools as early as possible is recommended.**
4. **To ensure legibility of DBI archives, submittal must be a minimum of 24" x 36".**

*Attachment GS2, GS3, GS4, GS5 or GS6 will be due with the applicable addendum. A separate "FINAL COMPLIANCE VERIFICATION" form will be required prior to Certificate of Completion. For details, see Administrative Bulletin 93.*
*For Municipal projects, additional Environment Code Chapter 7 requirements may apply; see GS6.*

***CHECK THE ONE COLUMN THAT BEST DESCRIBES YOUR PROJECT***

| | TITLE | SOURCE OF REQUIREMENT | DESCRIPTION OF REQUIREMENT | NEW CONSTRUCTION: ☐ LOW-RISE RESIDENTIAL<br>R<br>1-3 Floors | ☐ HIGH-RISE RESIDENTIAL<br>R<br>4+ Floors | ☒ LARGE NON-RESIDENTIAL<br>A,B,E,I,M<br>25,000 sq.ft. or greater | ☐ OTHER NON-RESIDENTIAL<br>F,H,L,S,U or A,B,E,I,M less than 25,000 sq.ft. | ALTERATIONS + ADDITIONS: ☐ RESIDENTIAL MAJOR ALTERATIONS + ADDITIONS<br>R<br>25,000 sq.ft. or greater | ☐ OTHER RESIDENTIAL ALTERATIONS + ADDITIONS<br>R<br>adds any amount of conditioned area | ☐ NON-RESIDENTIAL MAJOR ALTERATIONS + ADDITIONS<br>B,M<br>25,000 sq.ft. or greater | ☐ FIRST-TIME NON-RESIDENTIAL INTERIORS<br>A,B,I,M<br>25,000 sq.ft. or greater | ☐ OTHER NON-RESIDENTIAL INTERIORS, ALTERATIONS + ADDITIONS<br>A,B,E,F,H,L,I,M,S,U<br>more than 1,000 sq.ft. or $200,000 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| LEED/GPR | Required LEED or GPR Certification Level | SFGBC 4.103.1.1, 4.103.2.1, 4.103.3.1, 5.103.1.1, 5.103.3.1 & 5.103.4.1 | Project is required to achieve sustainability certification listed at right. | LEED SILVER (50+) or GPR (75+) CERTIFIED | LEED SILVER (50+) or GPR (75+) CERTIFIED | LEED GOLD (60+) CERTIFIED | n/r | LEED GOLD (60+) or GPR (75+) CERTIFIED | n/r | LEED GOLD (60+) CERTIFIED | LEED GOLD (60+) CERTIFIED | n/r |
| | LEED/GPR Point Adjustment for Retention/Demolition of Historic Features/Building | SFGBC 4.104, 4.105, 5.104 & 5.105 | Enter any applicable point adjustments in box at right. | | | | n/r | | n/r | | | n/r |
| MATERIALS | LOW-EMITTING MATERIALS | CALGreen 4.504.2.1-5 & 5.504.4.1-6, SFGBC 4.103.3.2, 5.103.1.9, 5.103.3.2 & 5.103.4.2 | Use products that comply with the emission limit requirements of 4.504.2.1-5, 5.504.4.1-6 for adhesives, sealants, paints, coatings, carpet systems including cushions and adhesives, resilient flooring (80% of area), and composite wood products.<br>Major alterations to existing residential buildings must use low-emitting coatings, adhesives and sealants, and carpet systems that meet the requirements for GPR measures K2, K3 and L2 or LEED EQc2, as applicable.<br>New large non-residential interiors and major alterations to existing residential and non-residential buildings must also use interior paints, coatings, sealants, and adhesives when applied on-site, flooring and composite wood that meet the requirements of LEED credit Low-Emitting Materials (EQc2). | 4.504.2.1-5 | 4.504.2.1-5 | LEED EQc2 | 5.504.4.1-6 | LEED EQc2 or GPR K2, K3 & L2 | 4.504.2.1-5 | LEED EQc2 | LEED EQc2 | 5.504.4.1-6 |
| WATER | INDOOR WATER USE REDUCTION | CALGreen 4.303.1 & 5.303.3, SFGBC 5.103.1.2, SF Housing Code sec.12A10, SF Building Code ch.13A | Meet flush/flow requirements for: toilets (1.28gpf); urinals (0.125gpf wall, 0.5gpf floor); showerheads (2.0gpm); lavatories (1.2gpm private, 0.5gpm public/common); kitchen faucets (1.8gpm); wash fountains (1.8gpm); metering faucets (0.2gpc); food waste disposers (1gpm/8gpm).<br>Residential projects must upgrade all non-compliant fixtures per SF Housing Code sec.12A10. Large non-residential interiors, alterations & additions must upgrade all non-compliant fixtures per SF Building Code ch.13A.<br>New large non-residential buildings must also achieve minimum 30% indoor potable water use reduction as calculated to meet LEED credit Indoor Water Use Reduction (WEc2). | • | • | LEED WEc2 (2 pts) | • | • | • | • | • | • |
| | NON-POTABLE WATER REUSE | Health Code art.12C | New buildings ≥ 40,000 sq.ft. must calculate a water budget. New buildings ≥250,000 sq.ft. must treat and use available rainwater, graywater, and foundation drainage and use in toilet and urinal flushing and irrigation. See www.sfwater.org for details. | n/r | • | • | n/r | n/r | n/r | n/r | n/r | n/r |
| | WATER-EFFICIENT IRRIGATION | Administrative Code ch.63 | New construction projects with aggregated landscape area ≥500 sq.ft., or existing projects with modified landscape area ≥1,000 sq.ft. shall use low water use plants or climate appropriate plants, restrict turf areas and comply with Model Water Efficient Landscape Ordinance restrictions by calculated ETAF (.55 for residential, .45 for non-residential or less) or by prescriptive compliance for projects with ≤2,500 sq.ft. of landscape area. See www.sfwater.org for details. | • | • | • | • | • | • | • | • | • |
| | WATER METERING | CALGreen 5.303.1 | Provide submeters for spaces projected to consume >1,000gal/day (or >100gal/day in buildings >50,000 sq.ft.). | n/r | n/r | • | • | n/r | n/r | • | • | • |
| ENERGY | ENERGY EFFICIENCY | CA Energy Code | Comply with all provisions of the CA Title 24 Part 6 Energy Standards. | • | • | • | • | • | • | • | • | • |
| | BETTER ROOFS | SFGBC 4.201.1 & 5.201.1.2 | New non-residential buildings >2,000 sq.ft. and ≤10 occupied floors, and new residential buildings of any size and ≤10 occupied floors, must designate 15% of roof Solar Ready, per Title 24 rules. Install photovoltaics or solar hot water systems in this area. With Planning Department approval, projects subject to SFPUC Stormwater Requirements may substitute living roof for solar energy systems. | • | ≤10 floors | • | • | n/r | n/r | n/r | n/r | n/r |
| | RENEWABLE ENERGY | SFGBC 5.201.1.3 | Non-residential buildings with ≥11 floors must acquire at least 1% of energy from on-site renewable sources, purchase green energy credits, or achieve 5 points under LEED credit Optimize Energy Performance (EAc2). | n/r | n/r | • | • | n/r | n/r | n/r | n/r | n/r |
| | COMMISSIONING (Cx) | CALGreen 5.410.2 - 5.410.4.5.1 | For projects ≥10,000 sq.ft, include OPR, BOD, and commissioning plan in design & construction. Commission to comply. Alterations & additions with new HVAC equipment must test and adjust all equipment. | n/r | n/r | LEED EAc1 opt. 1 | • | n/r | n/r | • | • | • |
| PARKING | BICYCLE PARKING | CALGreen 5.106.4, Planning Code 155.1-2 | Provide short- and long-term bike parking equal to 5% of motorized vehicle parking, or meet SF Planning Code sec.155.1-2, whichever is greater. | SF Planning Code sec.155.1-2 | SF Planning Code sec.155.1-2 | • | • | if applicable SF Planning Code sec.155.1-2 | if applicable SF Planning Code sec.155.1-2 | • | • | if >10 stalls added |
| | DESIGNATED PARKING | CALGreen 5.106.5.2 | Mark 8% of total parking stalls for low-emitting, fuel efficient, and carpool/van pool vehicles. | n/r | n/r | • | • | n/r | n/r | • | • | if >10 stalls added |
| | WIRING FOR EV CHARGERS | SFGBC 4.106.4 & 5.106.5.3 | Permit application January 2018 or after: Construct all new off-street parking spaces for passenger vehicles and trucks with dimensions capable of installing EVSE. Install service capacity and panelboards sufficient to provide ≥40A 208 or 240V to EV chargers at 20% of spaces. Install ≥40A 208 or 240V branch circuits to ≥10% of spaces, terminating close to the proposed EV charger location. Installation of chargers is not required. Projects with zero off-street parking exempt. See SFGBC 4.106.4 or SFGBC 5.106.5.3 for details.<br>Permit applications prior to January 2018 only: Install infrastructure to provide electricity for EV chargers at 6% of spaces for non-residential (CalGreen 5.106.5.3), 3% of spaces for multifamily with ≥17 units (CalGreen 4.106.4.2), and each space in 1-2 unit dwellings (CalGreen 4.106.4.1). Installation of chargers is not required. | • | • | • | • | applicable for permit application January 2018 or after | n/r | applicable for permit application January 2018 or after | n/r | n/r |
| WASTE DIVERSION | RECYCLING BY OCCUPANTS | SF Building Code AB-088 | Provide adequate space and equal access for storage, collection and loading of compostable, recyclable and landfill materials. | • | • | • | • | • | • | • | • | • |
| | CONSTRUCTION & DEMOLITION (C&D) WASTE MANAGEMENT | SFGBC 4.103.2.3 & 5.103.1.3.1, Environment Code ch.14, SF Building Code ch.13B | For 100% of mixed C&D debris use registered transporters and registered processing facilities with a minimum of 65% diversion rate. Divert a minimum of 75% of total C&D debris if noted. | • | 75% diversion | 75% diversion | • | • | • | • | 75% diversion | • |
| HVAC | HVAC INSTALLER QUALS | CALGreen 4.702.1 | Installers must be trained and certified in best practices. | • | • | n/r | n/r | • | • | n/r | n/r | n/r |
| | HVAC DESIGN | CALGreen 4.507.2 | HVAC shall be designed to ACCA Manual J, D, and S. | • | • | n/r | n/r | • | • | n/r | n/r | n/r |
| | REFRIGERANT MANAGEMENT | CALGreen 5.508.1 | Use no halons or CFCs in HVAC. | n/r | n/r | • | • | n/r | n/r | • | • | • |
| GOOD NEIGHBOR | LIGHT POLLUTION REDUCTION | CA Energy Code, CALGreen 5.106.8 | Comply with CA Energy Code for Lighting Zones 1-4. Comply with 5.106.8 for Backlight/Uplight/Glare. | n/r | n/r | • | • | n/r | n/r | • | • | • |
| | BIRD-SAFE BUILDINGS | Planning Code sec.139 | Glass facades and bird hazards facing and/or near Urban Bird Refuges may need to treat their glass for opacity. | • | • | • | • | • | • | • | • | • |
| | TOBACCO SMOKE CONTROL | CALGreen 5.504.7, Health Code art.19F | For non-residential projects, prohibit smoking within 25 feet of building entries, air intakes, and operable windows.<br>For residential projects, prohibit smoking within 10 feet of building entries, air intakes, and operable windows and enclosed common areas. | • | • | • | • | • | • | • | • | • |
| POLLUTION PREVENTION | STORMWATER CONTROL PLAN | Public Works Code art.4.2 sec.147 | Projects disturbing ≥5,000 sq.ft. in combined or separate sewer areas, or replacing ≥2,500 impervious sq.ft. in separate sewer area, must implement a Stormwater Control Plan meeting SFPUC Stormwater Management Requirements. See www.sfwater.org for details. | • | • | • | • | if project extends outside envelope | if project extends outside envelope | if project extends outside envelope | if project extends outside envelope | if project extends outside envelope |
| | CONSTRUCTION SITE RUNOFF CONTROLS | Public Works Code art.4.2 sec.146 | Provide a construction site Stormwater Pollution Prevention Plan and implement SFPUC Best Management Practices. See www.sfwater.org for details. | if disturbing ≥5,000 sq.ft. | • | if disturbing ≥5,000 sq.ft. | if disturbing ≥5,000 sq.ft. | if project extends outside envelope | if project extends outside envelope | if project extends outside envelope | if project extends outside envelope | if project extends outside envelope |
| INDOOR ENVIRONMENTAL QUALITY | ACOUSTICAL CONTROL | CALGreen 5.507.4.1-3, SF Building Code sec.1207 | Non-residential projects must comply with sound transmission limits (STC-50 exteriors near freeways/airports; STC-45 exteriors if 65db Leq at any time; STC-40 interior walls/floor-ceilings between tenants).<br>New residential projects' interior noise due to exterior sources shall not exceed 45dB. | • | • | • | • | n/r | n/r | • | • | • |
| | AIR FILTRATION (CONSTRUCTION) | CALGreen 4.504.1-3 & 5.504.1-3 | Seal permanent HVAC ducts/equipment stored onsite before installation. | • | • | • | • | • | • | • | • | • |
| | AIR FILTRATION (OPERATIONS) | CALGreen 5.504.5.3, SF Health Code art.38 | Non-residential projects must provide MERV-8 filters on HVAC for regularly occupied, actively ventilated spaces.<br>Residential new construction and major alteration & addition projects in Air Pollutant Exposure Zones per SF Health Code art.38 must provide MERV-13 filters on HVAC. | if applicable | if applicable | • | • | if applicable | n/r | • | • | • |
| | CONSTRUCTION IAQ MANAGEMENT PLAN | SFGBC 5.103.1.8 | During construction, meet SMACNA IAQ guidelines; provide MERV-8 filters on all HVAC. | n/r | n/r | LEED EQc3 | n/r | n/r | n/r | n/r | n/r | n/r |
| RESIDENTIAL | GRADING & PAVING | CALGreen 4.106.3 | Show how surface drainage (grading, swales, drains, retention areas) will keep surface water from entering the building. | • | • | n/r | n/r | if applicable | if applicable | n/r | n/r | n/r |
| | RODENT PROOFING | CALGreen 4.406.1 | Seal around pipe, cable, conduit, and other openings in exterior walls with cement mortar or DBI-approved similar method. | • | • | n/r | n/r | • | • | n/r | n/r | n/r |
| | FIREPLACES & WOODSTOVES | CALGreen 4.503.1 | Install only direct-vent or sealed-combustion, EPA Phase II-compliant appliances. | • | • | n/r | n/r | • | • | n/r | n/r | n/r |
| | CAPILLARY BREAK, SLAB ON GRADE | CALGreen 4.505.2 | Slab on grade foundation requiring vapor retarder also requires a capillary break such as: 4 inches of base 1/2-inch aggregate under retarder; slab design specified by licensed professional. | • | • | n/r | n/r | • | • | n/r | n/r | n/r |
| | MOISTURE CONTENT | CALGreen 4.505.3 | Wall and floor wood framing must have <19% moisture content before enclosure. | • | • | n/r | n/r | • | • | n/r | n/r | n/r |
| | BATHROOM EXHAUST | CALGreen 4.506.1 | Must be ENERGY STAR compliant, ducted to building exterior, and its humidistat shall be capable of adjusting between <50% to >80% (humidistat may be separate component). | • | • | n/r | n/r | • | • | n/r | n/r | n/r |

**PROJECT INFO**

701 HARRISON
PROJECT NAME

3762/001
BLOCK/LOT

701 HARRISON ST, SAN FRANCISCO, CA 94107
ADDRESS

B- OFFICE
PRIMARY OCCUPANCY

58,435 SQ. FT
GROSS BUILDING AREA

CRAIG SCOTT IWAMOTOSCOTT ARCHITECTURE
DESIGN PROFESSIONAL *or* PERMIT APPLICANT *(sign & date)*

# 701
## HARRISON STREET
SAN FRANCISCO, CA


**OWNER**
**400 THIRD STREET, LLC**
482 BRYANT STREET
SAN FRANCISCO, CA 94107
415-964-6169

**ARCHITECT**
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**STRUCTURAL ENGINEER**
**TBD**

**MEP ENGINEER**
**TBD**

**CIVIL ENGINEER**
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**LANDSCAPE ARCHITECT**
**TBD**


| REV. | DESCRIPTION | DATE |
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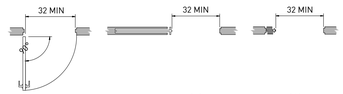
| | SF PLANNING RESUB. REV. 3 | 04/21/2020 |
| | SF PLANNING RESUB. REV. 4 | 04/22/2020 |

**STAMP**

**SCALE:** N.T.S.
**DRAWN BY:** MS, BZ
**ISAR PROJECT NO:** 1809

**GREEN BUILDING CHECKLIST**

**G0.03B**



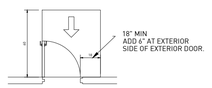

(A) HINGED DOOR (B) SLIDING DOOR (C) FOLDING DOOR

FIGURE 11B-404.2.3 CLEAR WIDTH OF DOORWAYS

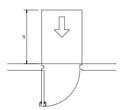
| TYPE OF USE | | MINIMUM MANEUVERING CLEARANCE | |
|---|---|---|---|
| APPROACH DIRECTION | DOOR OR GATE SIDE | PERPENDICULAR TO DOORWAY | PARALLEL TO DOORWAY |
| From Front | Pull | 60 inches | 18 inches |
| From Front | Push | 48 inches | 0 inches |
| From Hinge Side | Pull | 60 inches | 36 inches |
| From Hinge Side | Push | 44 inches | 22 inches |
| From Latch Side | Pull | 60 inches | 24 inches |
| From Latch Side | Push | 44 inches | 24 inches |

1. Add 12in if closer and latch are provided.
2. Add 4in if closer and latch are provided.
3. Beyond hinge side.
4. Add 4in if closer is provided.
5. Add 6 inches at exterior side of exterior doors.

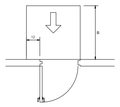
TABLE 11B-404.2.4.1 MANEUVERING CLEARANCES AT MANUAL SWINGING DOORS AND GATES



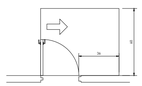

(A) FRONT APPROACH - PULL SIDE



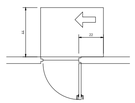
(B) FRONT APPROACH - PULL SIDE



(C) FRONT APPROACH - PUSH SIDE SIDE
DOOR PROVIDED W/ BOTH CLOSER & LATCH

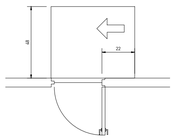


(D) HINGE APPROACH - PULL SIDE

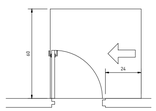


(E) RESERVED

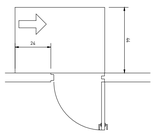
(F) HINGE APPROACH - PUSH SIDE



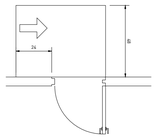
(G) HINGE APPROACH - PUSH SIDE
DOOR PROVIDED WITH BOTH CLOSER & LATCH



(H) LATCH APPROACH, PULL SIDE



(J) LATCH APPROACH, PULL SIDE

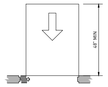


(K) LATCH APPROACH, PUSH SIDE,
DOOR PROVIDED W/ CLOSER

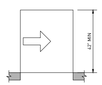
TABLE 11B-404.2.4.1 MANEUVERING CLEARANCES AT MANUAL SWINGING DOORS AND GATES

| | MINIMUM MANEUVERING CLEARANCE | |
|---|---|---|
| APPROACH DIRECTION | PERPENDICULAR TO DOORWAY | PARALLEL TO DOORWAY |
| From Front | 48 inches | 0 inches |
| From Front | 42 inches | 0 inches |
| From Pocket/Hinge Side | 42 inches | 22 inches |
| From Stop/Latch Side | 42 inches | 24 inches |

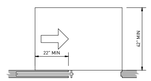
1. Doorway with no door only.
2. Beyond pocket/hinge side.



(A) FRONT APPROACH



(B) SIDE APPROACH



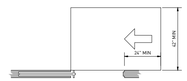


TABLE 11B-404.2.4.2 MANEUVERING CLEARANCES
AT DOORWAYS WITHOUT DOORS, SLIDING DOORS, GATES, AND FOLDING DOORS

## 7 11B-404 DOORS, DOORWAYS, AND GATES

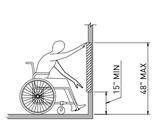
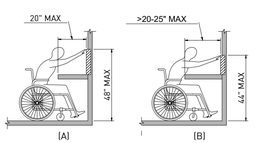


FIGURE 11B-308.2.1 UNOBSTRUCTED FORWARD REACH



(A) (B)

FIGURE 11B-308.2.2 OBSTRUCTED HIGH FORWARD REACH

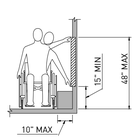
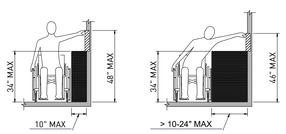


FIGURE 11B-308.3 UNOBSTRUCTED SIDE REACH



(A) (B)

FIGURE 11B-308.3.2 OBSTRUCTED HIGH SIDE REACH

## 4 11B-308 REACH RANGES

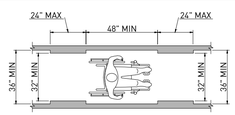
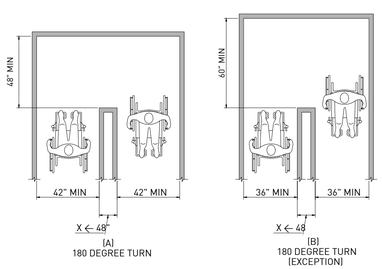


FIGURE 11B-403.5.1 CLEAR WIDTH OF AN ACCESSIBLE ROUTE



(A) 180 DEGREE TURN (B) 180 DEGREE TURN (EXCEPTION)

FIGURE 11B-403.5.2 CLEAR WIDTH AT TURN

## 3 DIVISION 4 : ACCESSIBLE ROUTES

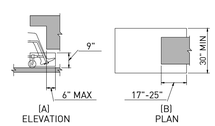


FIGURE 11B-306.2 TOE CLEARANCE

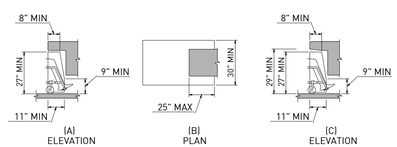


FIGURE 11B-306.3 KNEE CLEARANCE

## 2 11B-306 KNEE AND TOE CLEARANCE

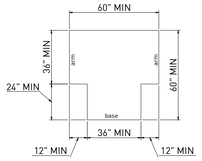


FIGURE 11B-304.3.2 T-SHAPED TURNING SPACE

## 8 11B-304 TURNING SPACE

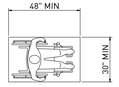
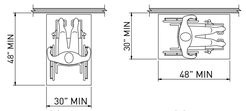


FIGURE 11B-305.3 CLEAR FLOOR OR GROUND SPACE



(A) FORWARD (B) PARALLEL

FIGURE 11B-305.5 POSITION OF CLEAR FLOOR OR GROUND SPACE

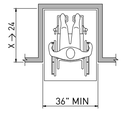


FIGURE 11B-305.7.1 MANEUVERING CLEARANCE IN AN ALCOVE, FORWARD APPROACH



FIGURE 11B-305.7.2 MANEUVERING CLEARANCE IN AN ALCOVE, PARALLEL APPROACH

## 6 11B-305 CLEAR FLOOR OR GROUND SPACE

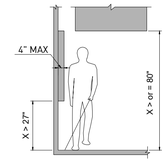
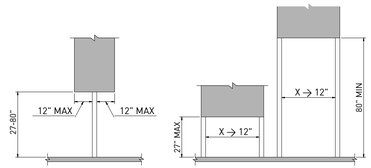


FIGURE 11B-307.2 LIMITS OF PROTRUDING OBJECTS
EXCEPTION: HANDRAILS SHALL BE PERMITTED TO PROTRUDE 4 1/2 INCHES (115 MM) MAXIMUM.



(A) (B)

FIGURE 11B-307.3 POST-MOUNTED PROTRUDING OBJECTS

EXCEPTION: DOOR CLOSERS AND DOOR STOPS SHALL BE PERMITTED TO BE 78 INCHES (1980 MM) MINIMUM ABOVE THE FINISH FLOOR OR GROUND.

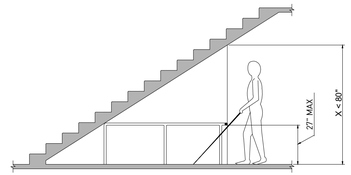


FIGURE 11B-307.4 VERTICAL CLEARANCE

## 5 11B-307 PROTRUDING OBJECTS

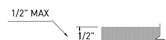


FIGURE 11B-302.2 CARPET PILE HEIGHT

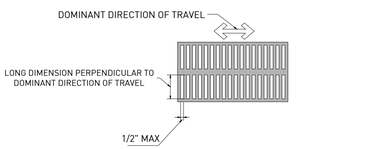


FIGURE 11B-302.3 ELONGATED OPENINGS IN FLOOR OR GROUND SURFACES

FIGURE 11B-303.2 VERTICAL CHANGE IN LEVEL

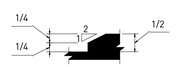


FIGURE 303.3 BEVELED CHANGE IN LEVEL

## 1 11B-302 FLOOR AND GROUND SURFACES

# 701
## HARRISON STREET
SAN FRANCISCO, CA

**OWNER**
**400 THIRD STREET, LLC**
482 BRYANT STREET
SAN FRANCISCO, CA 94107
415-964-6169

**ARCHITECT**
**IWAMOTOSCOTT ARCHITECTURE**
128 TEXAS STREET
SAN FRANCISCO, CA 94107
415-643-7773

**STRUCTURAL ENGINEER**
**TBD**

**MEP ENGINEER**
**TBD**

**CIVIL ENGINEER**
**TBD**

**LANDSCAPE ARCHITECT**
**TBD**

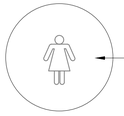
| REV. | DESCRIPTION | DATE |
|---|---|---|
| | LPA SUBMISSION | 12/17/2018 |
| | LPA REV. 1, OPTION A | 09/16/2019 |
| | LPA REV. 2, OPTION C | 11/06/2019 |
| | SITE PERMIT | 12/04/2019 |
| | SF PLANNING RESUBMISSION | 01/22/2020 |
| | SF PLANNING RESUB. REV. 1 | 03/11/2020 |
| | SF PLANNING RESUB. REV. 2 | 03/30/2020 |
| | SF PLANNING RESUB. REV. 3 | 04/21/2020 |
| | SF PLANNING RESUB. REV. 4 | 04/22/2020 |

**STAMP**

**SCALE:** N.T.S.
**DRAWN BY:** MS, BZ
**ISAR PROJECT NO:** 1809

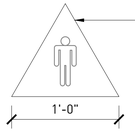
**ACCESSIBILITY DIAGRAMS**

**G0.03C**



12" X 1/4" THK. CIRCULAR FIELD CONTRASTING WITH DOOR COLOR.

WOMEN'S SANITARY FACILITY SYMBOL




12" X 1/4" THK. EQUILATERAL TRIANGULAR FIELD CONTRASTING WITH DOOR COLOR.

MEN'S SANITARY FACILITY SYMBOL

12" X 1/4" THK. EQUILATERAL TRIANGULAR FIELD OVER 12" DIA. X 1/4" THK. CIRCULAR FIELD, CONTRASTING WITH DOOR COLOR. TRIANGLE TO CONTRAST WITH CIRCLE

UNISEX SANITARY FACILITY SYMBOL

NOTE: PICTOGRAMS AND/OR LETTERING ARE NOT REQUIRED ON DOOR-MOUNTED SIGNAGE

REFER TO CBC 2013 11B-703.7.2.6

REFER TO A10 SERIES FOR SIGNAGE SPECIFICATIONS

8 ADA SIGNAGE

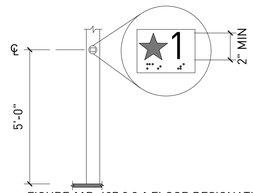
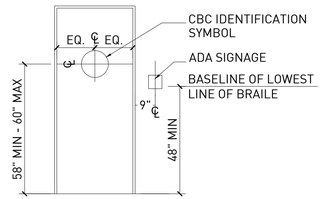


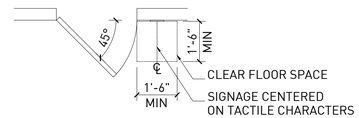

FIGURE 11B-407.2.3.1 FLOOR DESIGNATIONS ON JAMBS OF ELEVATOR HOISTWAY ENTRANCES.

REFER TO CHAPTER 11B-407 FOR SIGNAGE REQUIREMENTS

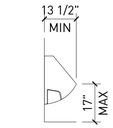
10 ACCESSIBLE FLOOR DESIGNATION SIGN : ELEVATOR RAISED STAR




7 RESTROOM DOOR SIGNAGE



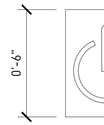

9 ACCESSIBLE TACTILE SIGNAGE LOCATION



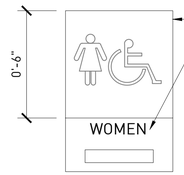

WALL HUNG ELEVATION

NOTE: CLEAR FLOOR OR GROUND SPACE COMPLYING WITH CBC 2013 11B-305 POSITIONED FOR FORWARD APPROACH SHALL BE PROVIDED. FLUSH CONTROLS SHALL BE HAND OPERATED OR AUTOMATIC. HAND OPERATED FLUSH CONTROLS SHALL COMPLY WITH CBC 2013 11B-309 EXCEPT THAT THE FLUSH CONTROL SHALL BE MOUNTED AT A MAX HEIGHT OF 44" ABOVE FINISH FLOOR.

6 ACCESSIBILITY DIAGRAM - URINAL

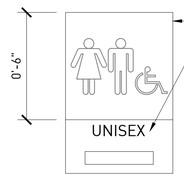



FIELD WITH INTERNATIONAL SYMBOL OF ACCESSIBILITY, THE SYMBOL SHALL CONSIST OF A WHITE FIGURE ON A BLUE BACKGROUND. THE BLUE SHALL BE COLOR NO. 15090 IN FEDERAL STANDARD 595C.




FIELD WITH PICTOGRAM

CHARACTERS SHALL BE SAN SERIF, [5/8" HIGH MIN TO 2" MAX, RAISED 1/32" MIN, UPPERCASE FROM FONTS WHERE THE WIDTH OF THE UPPERCASE LETTER "O" IS 60% MIN AND 110% MAX OF THE HEIGHT OF THE UPPERCASE LETTER "I") OVER CONTRACTED BRAILLE (CALIFORNIA GRADE 2) AND SHALL COMPLY WITH 11B-703.3 AND 11B-703.4



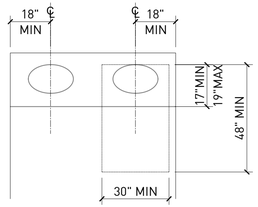

FIELD WITH PICTOGRAM

CHARACTERS SHALL BE SAN SERIF, [5/8" HIGH MIN TO 2" MAX, RAISED 1/32" MIN, UPPERCASE FROM FONTS WHERE THE WIDTH OF THE UPPERCASE LETTER "O" IS 60% MIN AND 110% MAX OF THE HEIGHT OF THE UPPERCASE LETTER "I") OVER CONTRACTED BRAILLE (CALIFORNIA GRADE 2) AND SHALL COMPLY WITH 11B-703.3 AND 11B-703.4

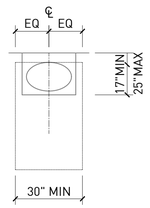
WHERE PERMANENT IDENTIFICATION SIGNAGE IS PROVIDED FOR ROOMS AND SPACES IT SHALL BE LOCATED ON THE APPROACH SIDE OF THE DOOR AS ONE ENTERS THE ROOM OR SPACE. SIGNS THAT IDENTIFY EXITS SHALL BE LOCATED ON THE APPROACH SIDE OF THE DOOR AS ONE EXITS THE ROOM OR SPACE.

REFER TO A10 SERIES FOR SIGNAGE SPECIFICATIONS

3 ADA SIGNAGE

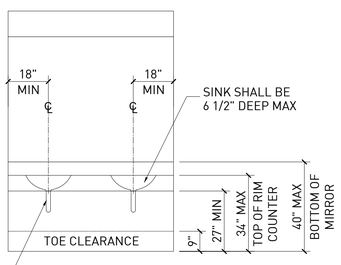


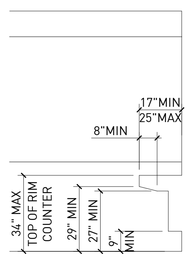

PLAN



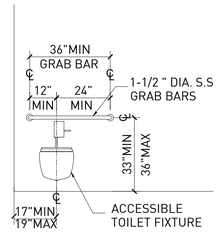

PLAN

5 ACCESSIBLE DIAGRAM - LAVATORIES

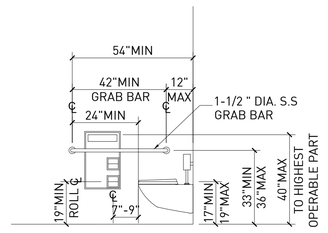



2 ACCESSIBILITY DIAGRAM - LAVATORIES




ELEVATION - REAR




ELEVATION - SIDE

NOTE:
FLUSH CONTROLS SHALL BE HAND OPERATED OR AUTOMATIC. HAND OPERATED FLUSH CONTROLS SHALL BE OPERABLE WITH ONE HAND AND SHALL NOT REQUIRE RIGHT GRASPING, PINCHING, OR TWISTING OF THE WRIST .THE FORCE REQUIRED TO ACTIVATE OPERABLE PARTS SHALL BE 5 POUNDS MAX. FLUSH CONTROLS SHALL BE LOCATED 44" MAX ABOVE FLOOR.

1 ACCESSIBILITY DIAGRAM - WATER CLOSETS

# 701
## HARRISON STREET
SAN FRANCISCO, CA


**OWNER**
**400 THIRD STREET, LLC**
482 BRYANT STREET
SAN FRANCISCO, CA 94107
415-964-6169

**ARCHITECT**
**IWAMOTOSCOTT ARCHITECTURE**
128 TEXAS STREET
SAN FRANCISCO, CA 94107
415-643-7773

**STRUCTURAL ENGINEER**
**TBD**

**MEP ENGINEER**
**TBD**

**CIVIL ENGINEER**
**TBD**

**LANDSCAPE ARCHITECT**
**TBD**


| REV. | DESCRIPTION | DATE |
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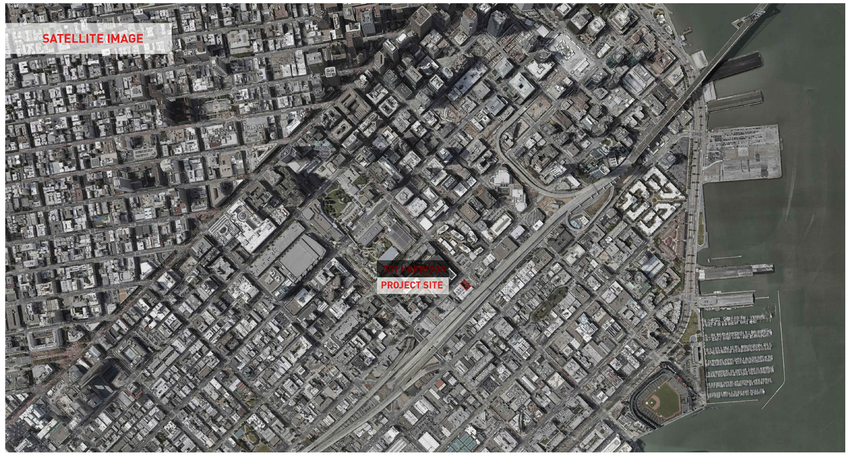
| | SF PLANNING RESUB. REV. 4 | 04/22/2020 |

**STAMP**

**SCALE:** N.T.S.
**DRAWN BY:** MS, BZ
**ISAR PROJECT NO:** 1809

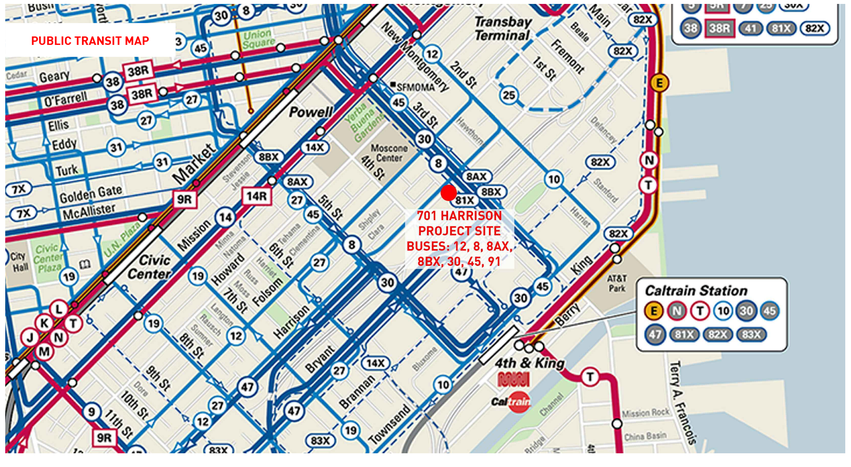
**ACCESSIBILITY DIAGRAMS**

# G0.03D







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TBD

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SCALE: N.T.S.
DRAWN BY: TEAM
ISAR PROJECT NO: 1809

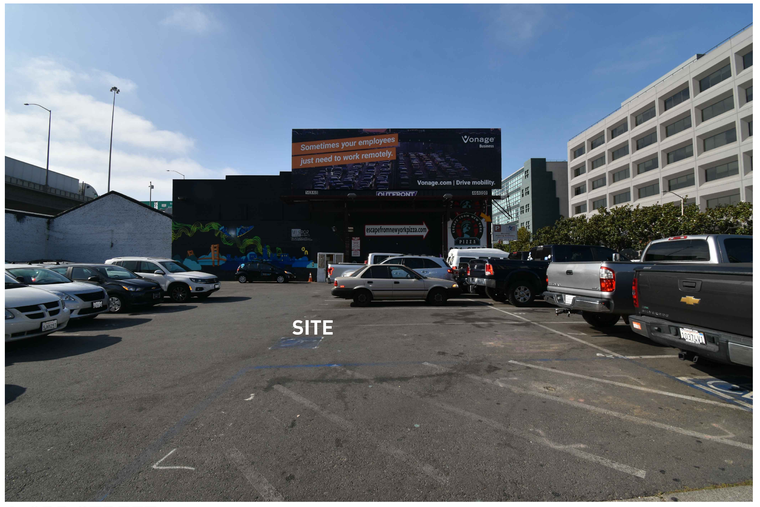
CONTEXT PHOTOS

G1.01A


1. 3RD STREET


2. HARRISON STREET


3. 3RD STREET AND HARRISON STREET




4. 3RD STREET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## HARRISON STREET
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TBD

**MEP ENGINEER**
TBD

**CIVIL ENGINEER**
TBD

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STAMP

SCALE: N.T.S.
DRAWN BY: TEAM
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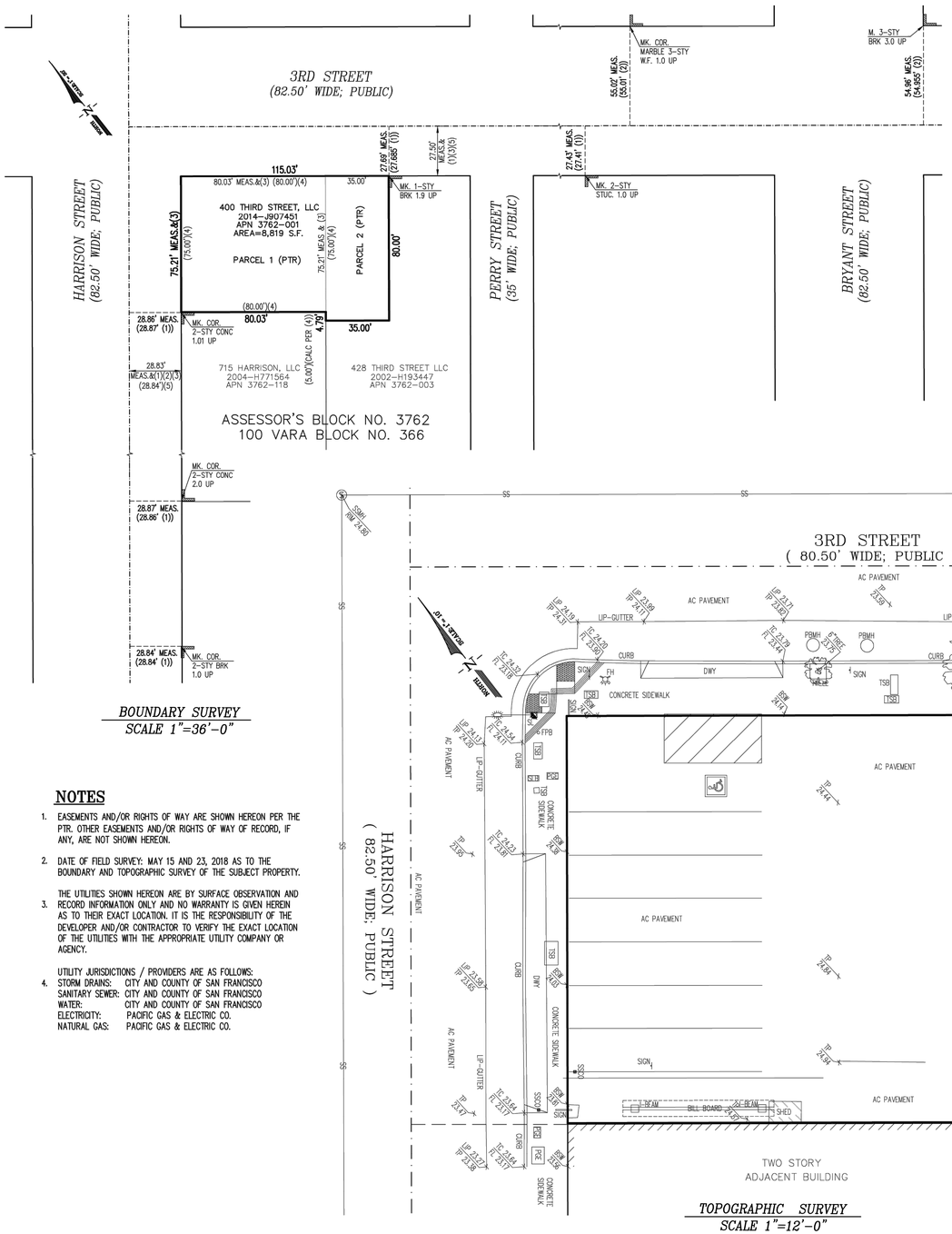
SITE PHOTOS

G1.01B




*BOUNDARY SURVEY*
*SCALE 1"=36'-0"*

## NOTES

1. EASEMENTS AND/OR RIGHTS OF WAY ARE SHOWN HEREON PER THE PTR. OTHER EASEMENTS AND/OR RIGHTS OF WAY OF RECORD, IF ANY, ARE NOT SHOWN HEREON.
2. DATE OF FIELD SURVEY: MAY 15 AND 23, 2018 AS TO THE BOUNDARY AND TOPOGRAPHIC SURVEY OF THE SUBJECT PROPERTY.
3. THE UTILITIES SHOWN HEREON ARE BY SURFACE OBSERVATION AND RECORD INFORMATION ONLY AND NO WARRANTY IS GIVEN HEREIN AS TO THEIR EXACT LOCATION. IT IS THE RESPONSIBILITY OF THE DEVELOPER AND/OR CONTRACTOR TO VERIFY THE EXACT LOCATION OF THE UTILITIES WITH THE APPROPRIATE UTILITY COMPANY OR AGENCY.
4. UTILITY JURISDICTIONS / PROVIDERS ARE AS FOLLOWS:
   STORM DRAINS: CITY AND COUNTY OF SAN FRANCISCO
   SANITARY SEWER: CITY AND COUNTY OF SAN FRANCISCO
   WATER: CITY AND COUNTY OF SAN FRANCISCO
   ELECTRICITY: PACIFIC GAS & ELECTRIC CO.
   NATURAL GAS: PACIFIC GAS & ELECTRIC CO.




*TOPOGRAPHIC SURVEY*
*SCALE 1"=12'-0"*

## RECORD REFERENCES

(1) MONUMENT MAP NO. 320, ON FILE IN THE OFFICE OF THE CITY AND COUNTY SURVEYOR.
(2) MONUMENT MAP NO. 319, ON FILE IN THE OFFICE OF THE CITY AND COUNTY SURVEYOR.
(3) HISTORIC BLOCK DIAGRAM OF 100 VARA BLOCK 366, BOOK 36, PAGES 40-44, DATED FEBRUARY 10, 1910, ON FILE IN THE OFFICE OF THE CITY AND COUNTY SURVEYOR.
(4) GRANT DEED RECORDED JULY 15, 2014 AS DOCUMENT NO. 2014-J907451, OFFICIAL RECORDS OF THE CITY AND COUNTY OF SAN FRANCISCO.
(5) RECORD OF SURVEY NO. 6428, RECORDED MAY 31, 2012, BOOK EE OF SURVEY MAPS, PAGES 19-27, OFFICIAL RECORDS OF THE CITY AND COUNTY OF SAN FRANCISCO.

## BASIS OF SURVEY

FOUND MONUMENTS ON THIRD STREET BETWEEN HARRISON STREET AND BRYANT STREET AS SHOWN ON MONUMENT MAPS NO. 319 AND 320, ON FILE IN THE OFFICE OF THE CITY AND COUNTY SURVEYOR.

## BENCHMARK

BM 11863, BEING SET CCSF STANDARD 1/2" DOMED STAINLESS STEEL ANCHOR SCREW WITH WASHER STAMPED "CCSF CONTROL", LOCATED AT THE SOUTHEAST CORNER OF 2ND STREET AND HARRISON STREET, IN CONCRETE SIDEWALK BETWEEN TWO HANDICAP RAMPS AT SOUTHEASTERLY RETURN OF 2ND STREET AND HARRISON STREET. 2.9 FEET SOUTHEASTERLY FROM FACE OF CURB PLUS OR MINUS 1/2 DELTA. 6.5 FEET SOUTHWESTERLY FROM TRAFFIC SIGNAL PULL BOX ON SECOND STREET. 18.2 FEET NORTHERLY FROM CENTER/CENTER UTILITY VAULT (LEVEL 3). ELEVATION = 61.625 FEET, VERTICAL DATUM: CITY AND COUNTY OF SAN FRANCISCO.

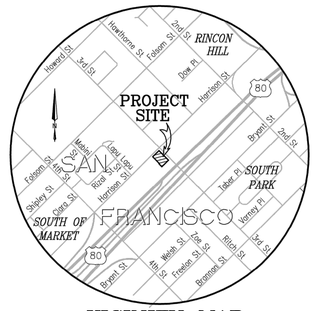
## SURVEYOR'S STATEMENT

THIS SURVEY WAS DONE BY ME OR UNDER MY DIRECTION IN CONFORMANCE WITH THE LAND SURVEYORS ACT IN JUNE 2018.

JACQUELINE LUK, P.L.S. 8934
FOR LUK & ASSOCIATES, INC.

DATE JUNE 14, 2018

PROFESSIONAL LAND SURVEYOR
JACQUELINE LIN LUK
LS 8934
STATE OF CALIFORNIA




## VICINITY MAP

NOT TO SCALE

## LEGEND

| SYMBOLS | DESCRIPTION |
|---|---|
| | BOUNDARY – SUBJECT PROPERTY |
| | RIGHT-OF-WAY LINE |
| | ADJOINERS PROPERTY LINE |
| | MONUMENT LINE |
| | TIE LINE |
| | INTERIOR LOT LINE |
| | BUILDING LINE |
| SS | SANITARY SEWER LINE |
| PBMH | PACIFIC BELL MANHOLE |
| SSCO | SANITARY SEWER CLEANOUT |
| PGE | PACIFIC GAS & ELECTRIC BOX |
| SLB | STREET LIGHT BOX |
| TSB | TRAFFIC SIGNAL BOX |
| FH | FIRE HYDRANT |
| FPB | FIRE PULL BOX |
| SSMH | SANITARY SEWER MANHOLE |
| SL | STREET LIGHT |
| SL | STREET LIGHT |
| | SIGN |
| CONC 23.57 | CONCRETE ELEVATION |
| TC 23.79 | TOP OF CURB ELEVATION |
| FL 23.44 | FLOWLINE ELEVATION |
| LIP 23.99 | LIP ELEVATION |
| BSW 24.14 | BACK OF SIDEWALK ELEVATION |
| TP 23.59 | TOP OF PAVEMENT ELEVATION |
| | TREE |

## LEGEND

| SYMBOLS | DESCRIPTION |
|---|---|
| AC | ASPHALT CONCRETE |
| BLDG | BUILDING |
| BSW | BACK OF SIDEWALK |
| CONC | CONCRETE |
| DWY | DRIVEWAY |
| TWELL | TREE WELL |
| PGE | PACIFIC GAS AND ELECTRIC |
| S.F. | SQUARE FEET |
| ± | MORE OR LESS |
| APN | ASSESSOR'S PARCEL NUMBER |
| R/W | RIGHT OF WAY |
| COR. | CORNER |
| BRK | BRICK |
| STY | STORY |
| MK | MARK |
| APN | ASSESSOR'S PARCEL NUMBER |
| PTR | PRELIMINARY TITLE REPORT |
| (T) | TOTAL |
| DOC. NO. | DOCUMENT NUMBER |
| S.F. | SQUARE FEET |
| M.M. | MONUMENT TO MONUMENT |
| MEAS. | MEASURED |
| (60' 7/8") | RECORD DISTANCE |

# TOPOGRAPHIC AND BOUNDARY SURVEY

FOR

**400 THIRD STREET**

CITY AND COUNTY OF SAN FRANCISCO, CALIFORNIA

JUNE 2018

PREPARED BY
LUK AND ASSOCIATES
CIVIL ENGINEER – LAND PLANNERS – LAND SURVEYORS
738 ALFRED NOBEL DRIVE
HERCULES, CALIFORNIA 94547
(510) 724-3388

# 701
## HARRISON STREET
SAN FRANCISCO, CA

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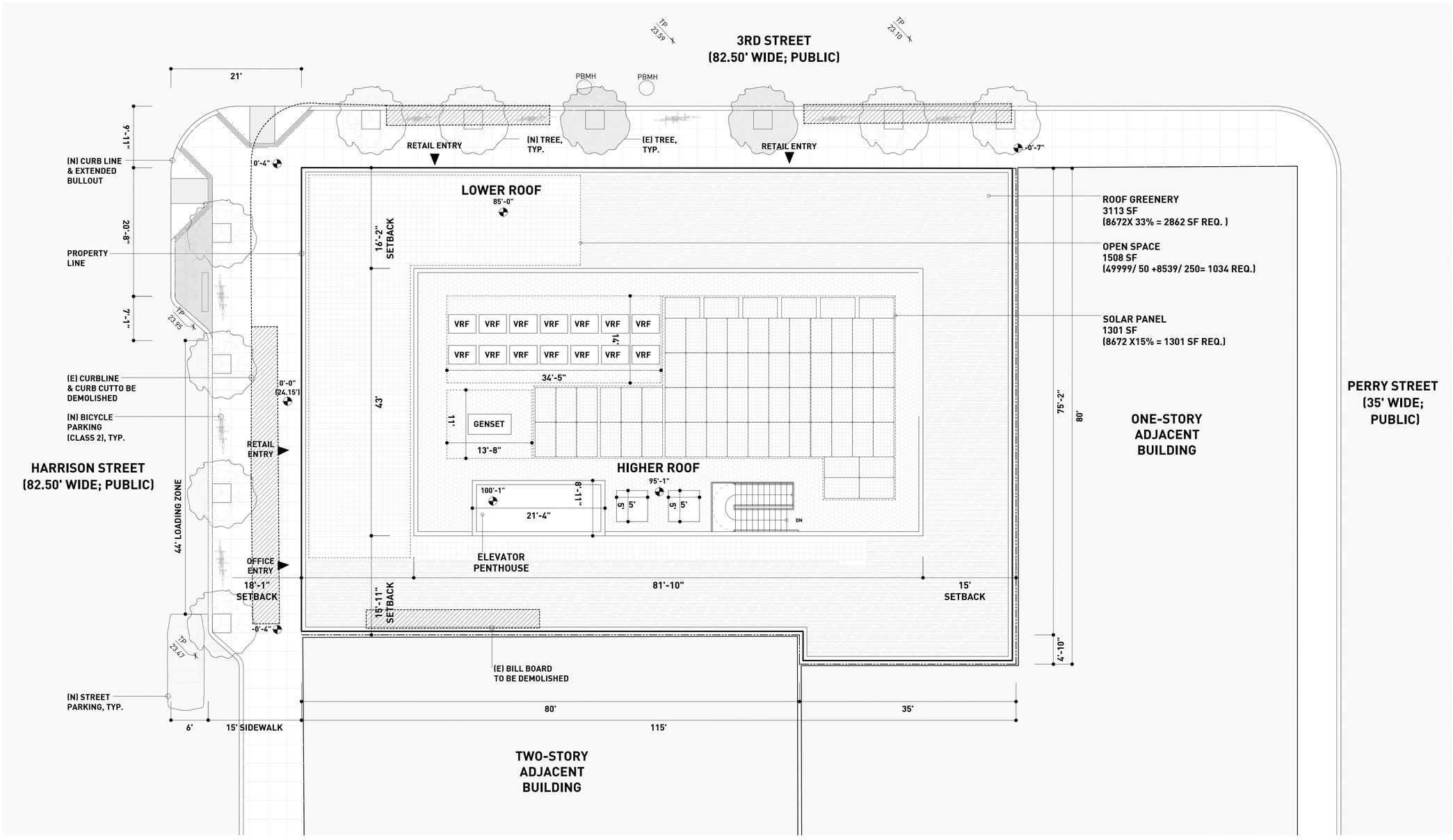
| | SF PLANNING RESUB. REV. 4 | 04/22/2020 |

STAMP

SCALE: AS NOTED
DRAWN BY: AS NOTED
ISAR PROJECT NO: 1809

SITE SURVEY

G1.02




1 **PLOT PLAN**

1/8" = 1'-0"

# 701
## HARRISON STREET
SAN FRANCISCO, CA


**OWNER**
400 THIRD STREET, LLC
482 BRYANT STREET
SAN FRANCISCO, CA 94107
415-964-6169

**ARCHITECT**
IWAMOTOSCOTT ARCHITECTURE
128 TEXAS STREET
SAN FRANCISCO, CA 94107
415-643-7773

**STRUCTURAL ENGINEER**
TBD

**MEP ENGINEER**
TBD

**CIVIL ENGINEER**
TBD

**LANDSCAPE ARCHITECT**
TBD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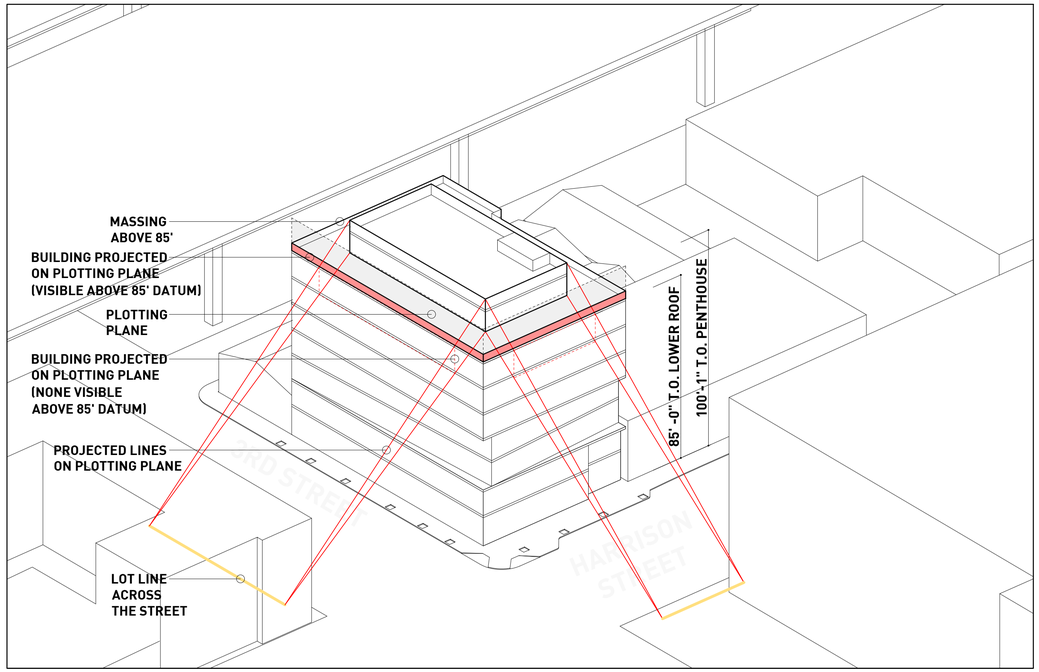
STAMP

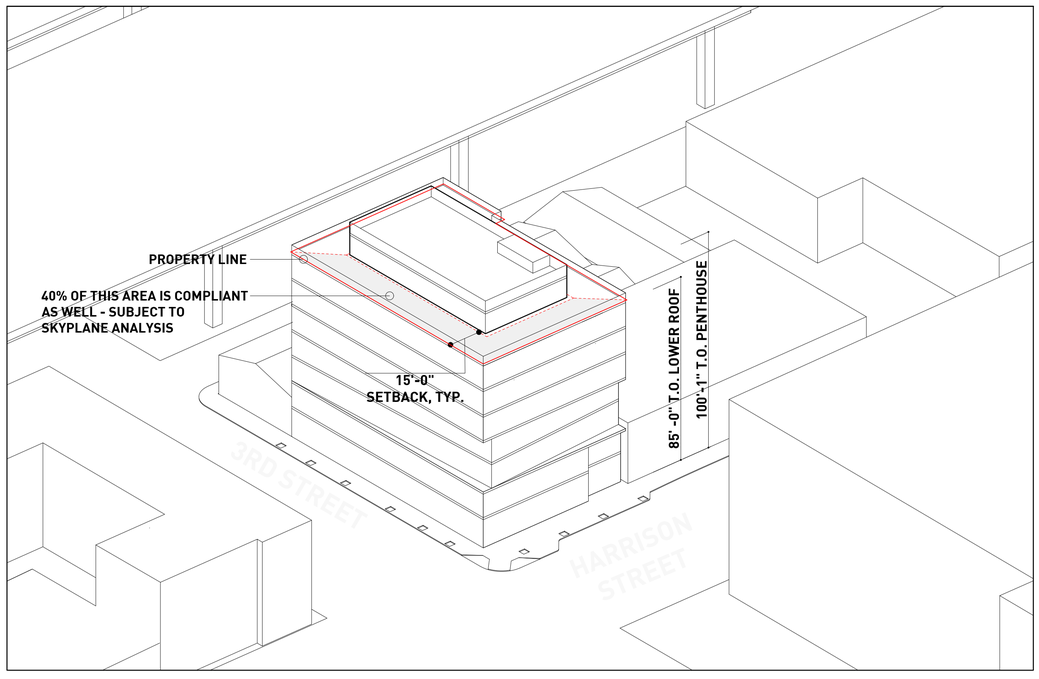
SCALE: 1/8" = 1'-0"
DRAWN BY: MS, BZ
ISAR PROJECT NO: 1809

**PLOT PLAN**

**G1.03**




## 1. SKYPLANE DIAGRAM
## 77 % MASS REDUCTION ON BOTH 3RD ST AND HARRISON ST.
## (67% APPARENT MASS REDUCTION REQUIRED PER SF PLANNING CODE 270(H)




## 2. ZONING REQUIREMENT

# 701
## HARRISON STREET
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415-964-6169

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DRAWN BY: MS, BZ
ISAR PROJECT NO: 1809

PLANNING DIAGRAMS

# G1.04

1. 3RD STREET AND HARRISON ST

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**ISAR PROJECT NO:** 1809

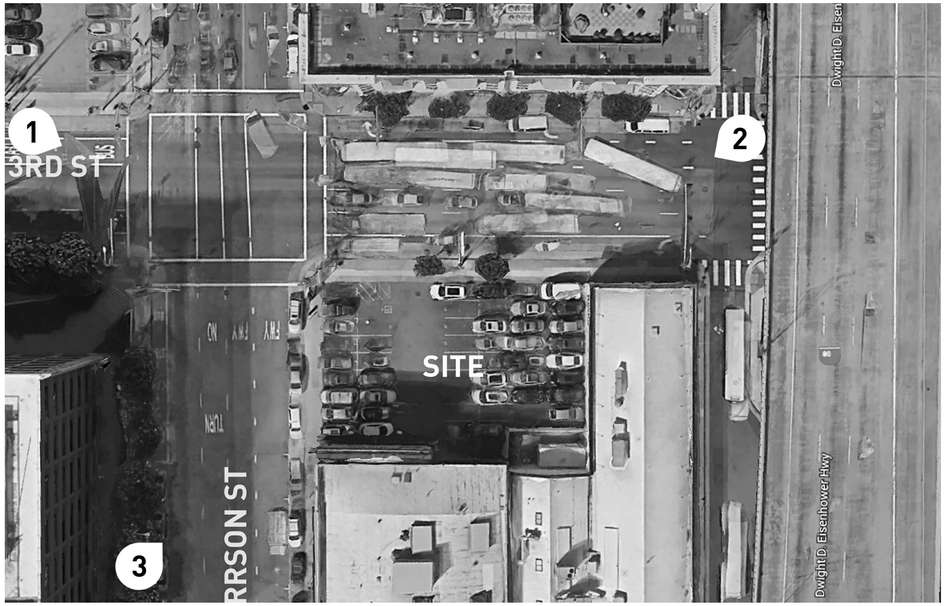
**RENDERINGS**

# G1.05A

1. 3RD STREET

2. 3RD STREET

3. HARRISON STREET

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**RENDERINGS**

**G1.05B**

IWAMOTOSCOTT
ARCHITECTURE
128 TEXAS STREET
SAN FRANCISCO, CA 94107

February 12th, 2020

Lieutenant Diane Van Der Heiden

San Francisco Fire Department

Mr. Jeffrey Ma, P.E.

San Francisco Department of Building Inspections

1660 Mission Street

San Francisco, CA 94013-2414

Re: Occupied Roof Level and Mezzanine Level at 701 Harrison Street

The following is a confirmation letter following our pre-application meeting of February 11th, 2020.

1. The occupied roof level is located over 75 feet above finished grade. The story immediately below is located no more than 75 feet above the lowest level of fire department access.

   Please confirm that the occupied roof level does not trigger a high-rise building.

   **Response:** **The occupied roof level, subject to the requirements of SFBC 503.1.4, does not trigger a high-rise building.**

DVDH SFFD

SFDBI





2. The mezzanine level is located over 75 feet above finished grade. The floor of the story in which the mezzanine level is located is no more than 75 feet above the lowest level of fire department access.

   Please confirm that the mezzanine level does not trigger a high-rise building.

   **Discussion:** **The mezzanine level, per Chapter 2 of the SFBC, is defined as an intermediate level or levels between the floor and ceiling of any aggregate floor area of not more that one-third of the area of the room or space in which the level or levels are located.**

   **Per SFBC 505.2.1, Exception 2: The aggregate area of mezzanines in buildings and structures of Type I and Type II construction shall not be greater than one-half of the floor area of the room in buildings equipped throughout with and approved automatic sprinkler system in accordance with Section 903.3.1.1 and and an approved emergency voice / alarm communication system in accordance with Section 907.5.2.2.**

   **Response:** **The mezzanine level, subject to the requirements of SFBC 505.2, including the Area Limitations prescribed by SFBC 505.2.1, does not trigger a high-rise building.**

DVDH SFFD

SFDBI

Sincerely,

Mark Shkolnikov, Associate Principal

(415) 663-4671

Agreed to the above responses:

"Subject to Plan Review"

Lt. Diane Van Der Heiden, SFFD

2/20/20

Date:

Jeffrey Ma, P.E., SFDBI

2/19/20

Date:



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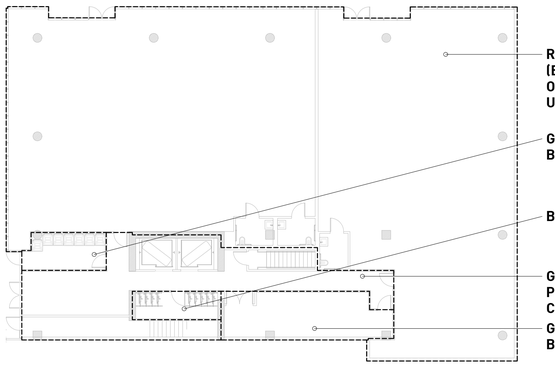
| | SF PLANNING RESUB. REV. 3 | 04/21/2020 |
| | SF PLANNING RESUB. REV. 4 | 04/22/2020 |

**STAMP**

**SCALE:** N.T.S.
**DRAWN BY:** MS, BZ
**ISAR PROJECT NO:** 1809

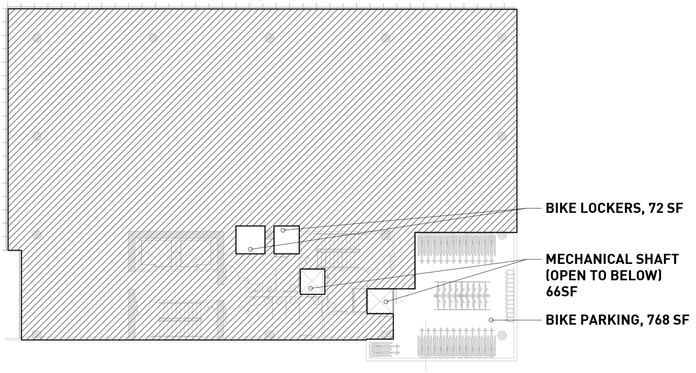
**CONFIRMATION LETTER OF OCCUPIED ROOF LEVEL AND MEZZANINE LEVEL**

# G4.01



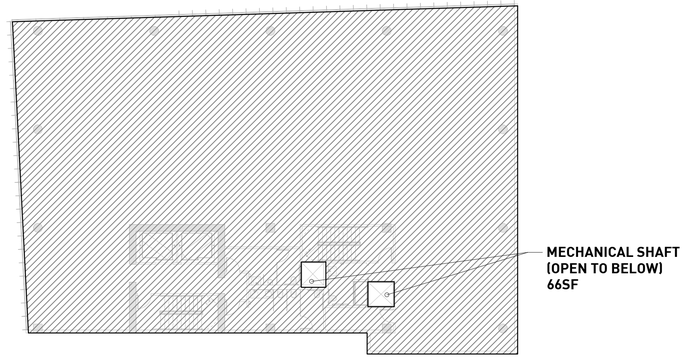

1 FLOOR PLAN - LEVEL 01

1/16" = 1'-0"



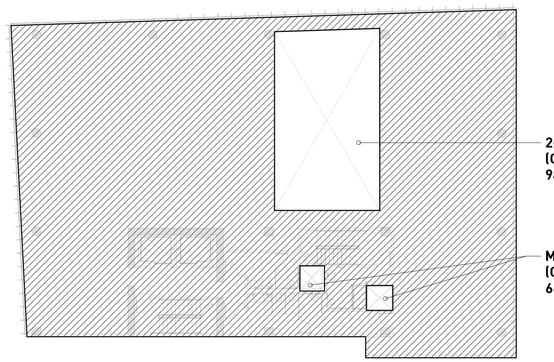

2 FLOOR PLAN - LEVEL 02

1/16" = 1'-0"



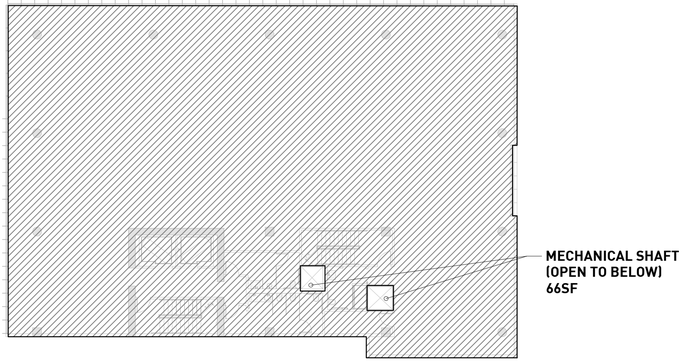

3 FLOOR PLAN - LEVEL 03

1/16" = 1'-0"



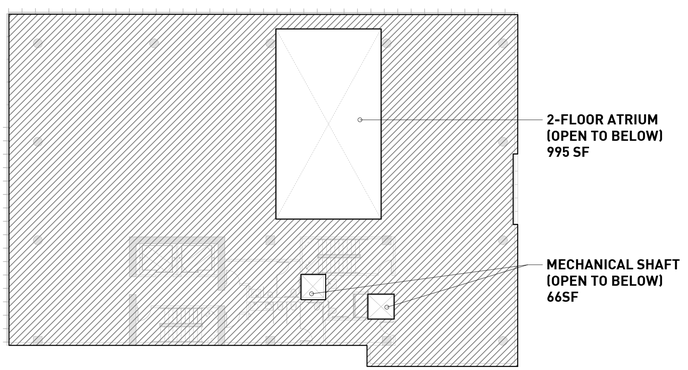

4 FLOOR PLAN - LEVEL 04

1/16" = 1'-0"



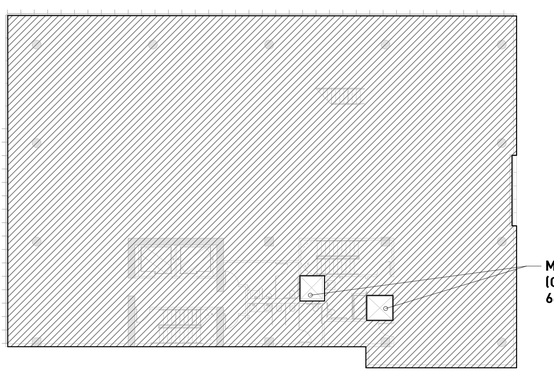

5 FLOOR PLAN - LEVEL 05

1/16" = 1'-0"



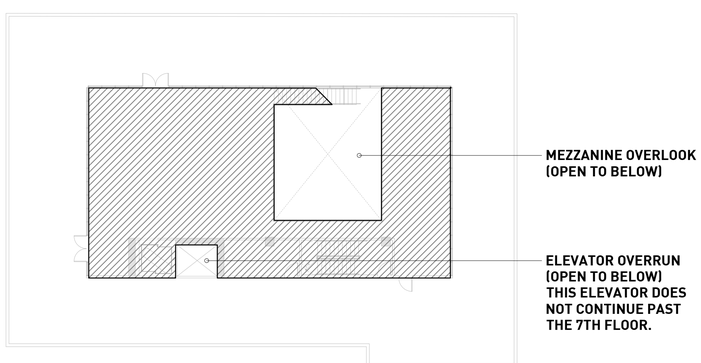

6 FLOOR PLAN - LEVEL 06

1/16" = 1'-0"




7 FLOOR PLAN - LEVEL 07

1/16" = 1'-0"




M FLOOR PLAN - MEZZANINE

1/16" = 1'-0"

## PROP M SMALL PROJECT OFFICE USE SUMMARY

| | AREA (GFA) |
|---|---|
| MEZZANINE | 2661 |
| LEVEL 07 | 8518 |
| LEVEL 06 | 7523 |
| LEVEL 05 | 8518 |
| LEVEL 04 | 7107 |
| LEVEL 03 | 8055 |
| LEVEL 02 | 7617 |
| LEVEL 01 | 0 |
| TOTAL | 49999 |

# 701
## HARRISON STREET
SAN FRANCISCO, CA

**OWNER**
400 THIRD STREET, LLC
482 BRYANT STREET
SAN FRANCISCO, CA 94107
415-964-6169

**ARCHITECT**
IWAMOTOSCOTT ARCHITECTURE
128 TEXAS STREET
SAN FRANCISCO, CA 94107
415-643-7773

**STRUCTURAL ENGINEER**
TBD

**MEP ENGINEER**
TBD

**CIVIL ENGINEER**
TBD

**LANDSCAPE ARCHITECT**
TBD

| REV. | DESCRIPTION | DATE |
|---|---|---|
| | LPA SUBMISSION | 12/17/2018 |
| | LPA REV. 1, OPTION A | 09/16/2019 |
| | LPA REV. 2, OPTION C | 11/06/2019 |
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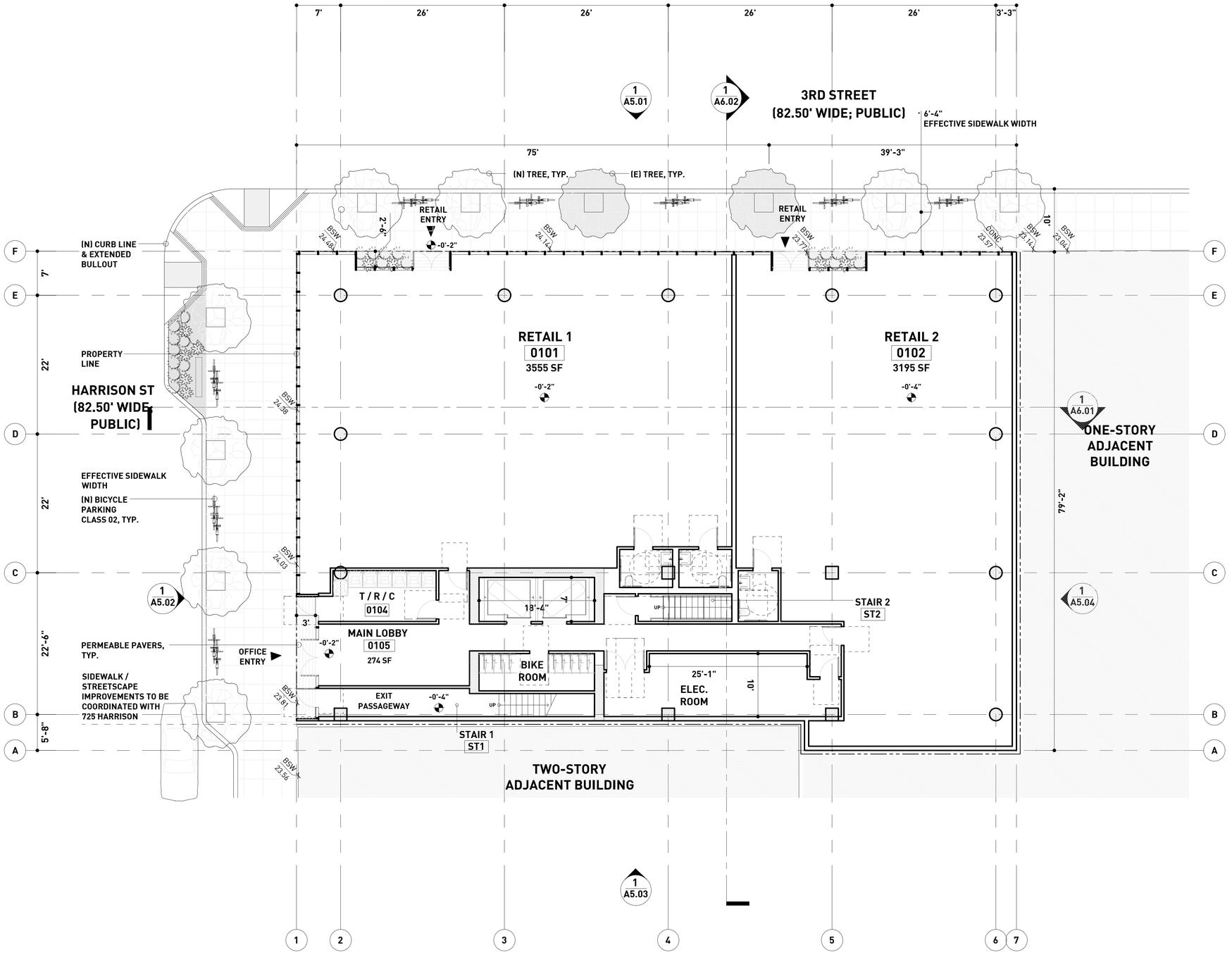
STAMP

SCALE: N.T.S.
DRAWN BY: MS, BZ
ISAR PROJECT NO: 1809

PROP M SMALL PROJECT OFFICE USE SUMMARY

G8.01




## 1 FLOOR PLAN - STREET / LEVEL 01

1/8" = 1'-0"

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SAN FRANCISCO, CA


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128 TEXAS STREET
SAN FRANCISCO, CA 94107
415-643-7773


IWAMOTOSCOTT ARCHITECTURE

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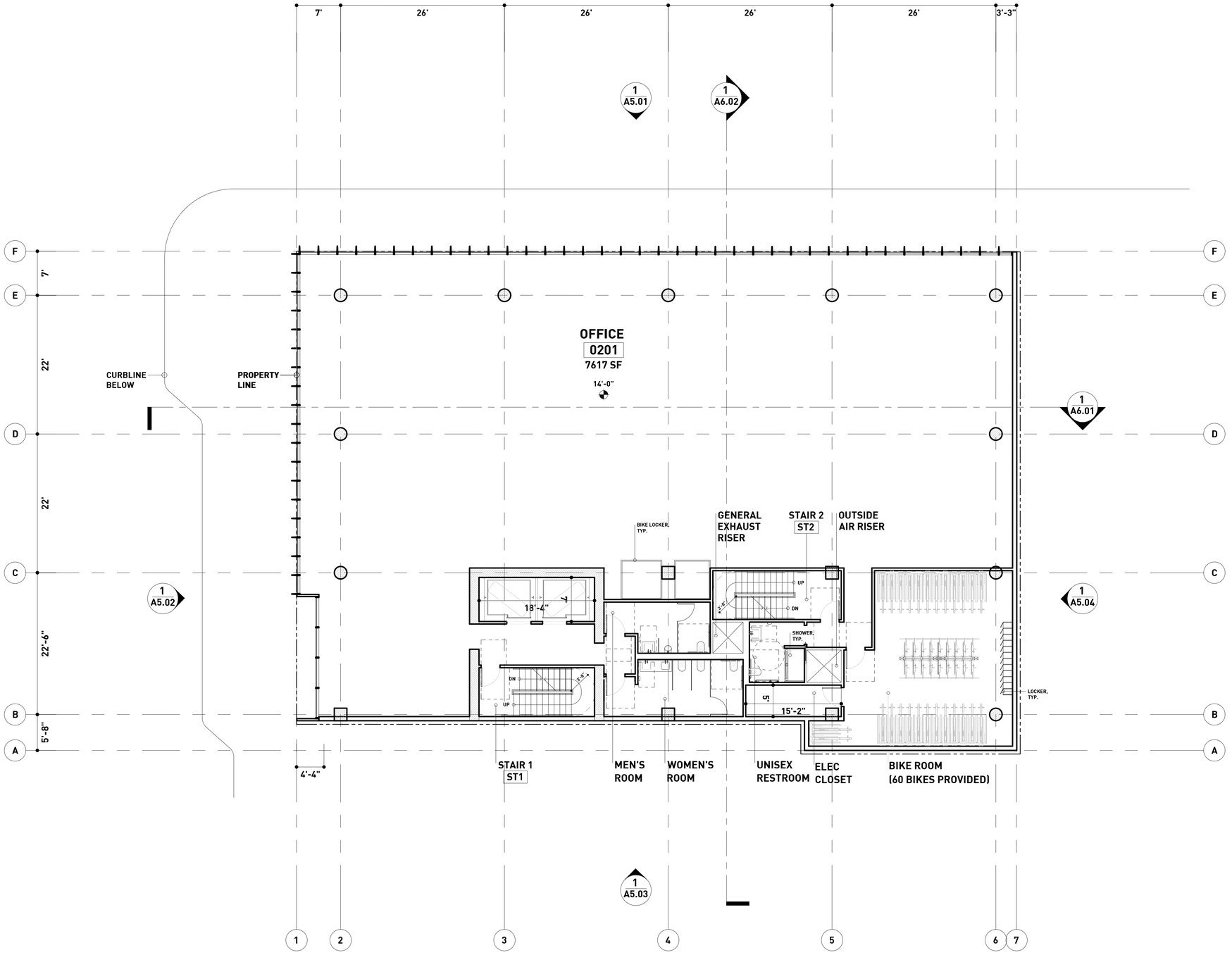
STAMP

SCALE: 1/8" = 1'-0"
DRAWN BY: MS, BZ
ISAR PROJECT NO: XXXXX

**FLOOR PLAN**
**STREET / LEVEL 01**

# A2.01




1 **FLOOR PLAN - LEVEL 02**

1/8" = 1'-0"

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**ARCHITECT**
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SAN FRANCISCO, CA 94107
415-643-7773


IWAMOTOSCOTT
ARCHITECTURE

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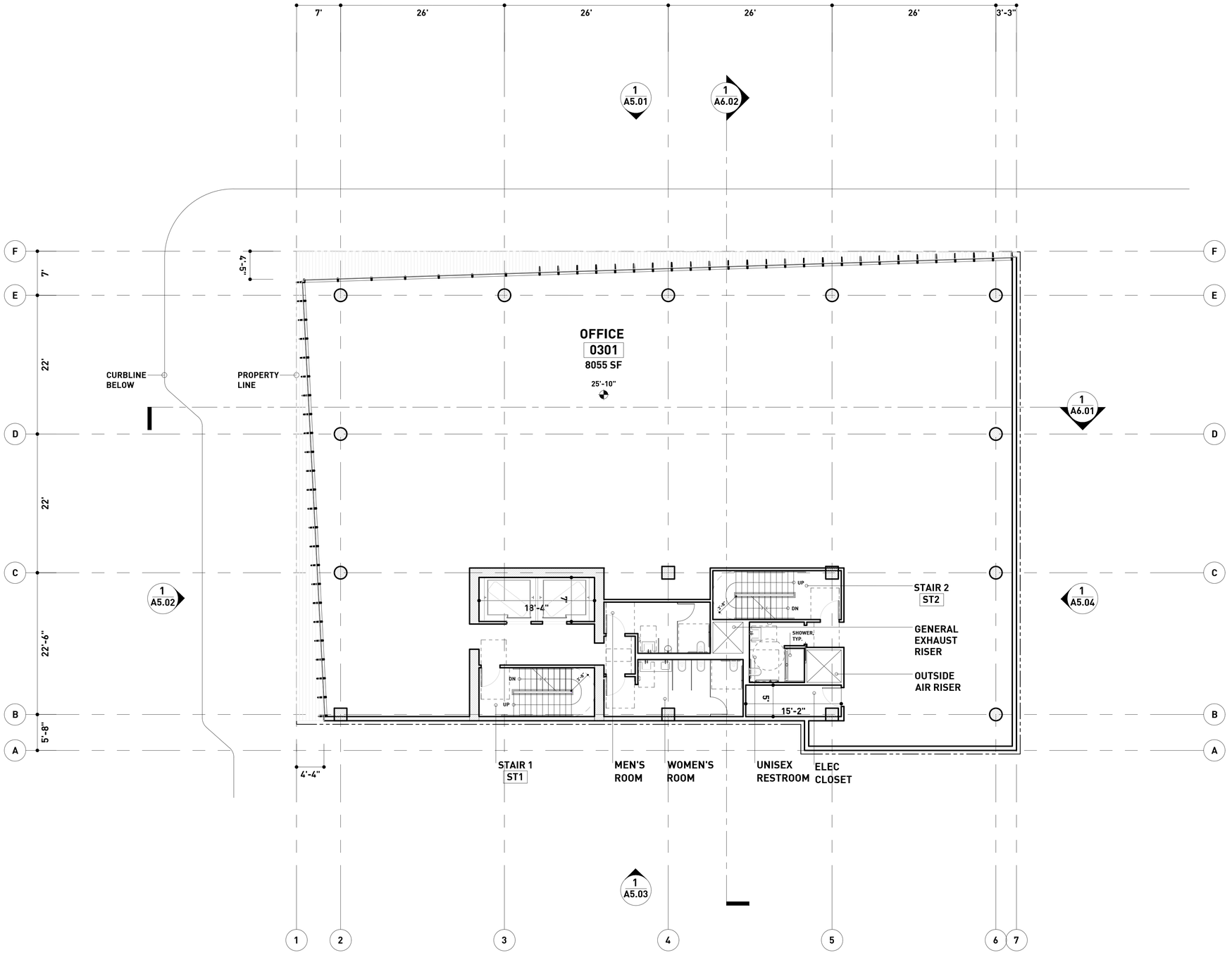
STAMP

SCALE: 1/8" = 1'-0"
DRAWN BY: MS, BZ
ISAR PROJECT NO: XXXXX

**FLOOR PLAN**
**LEVEL 02**

# A2.02




## 1 FLOOR PLAN - LEVEL 03

1/8" = 1'-0"

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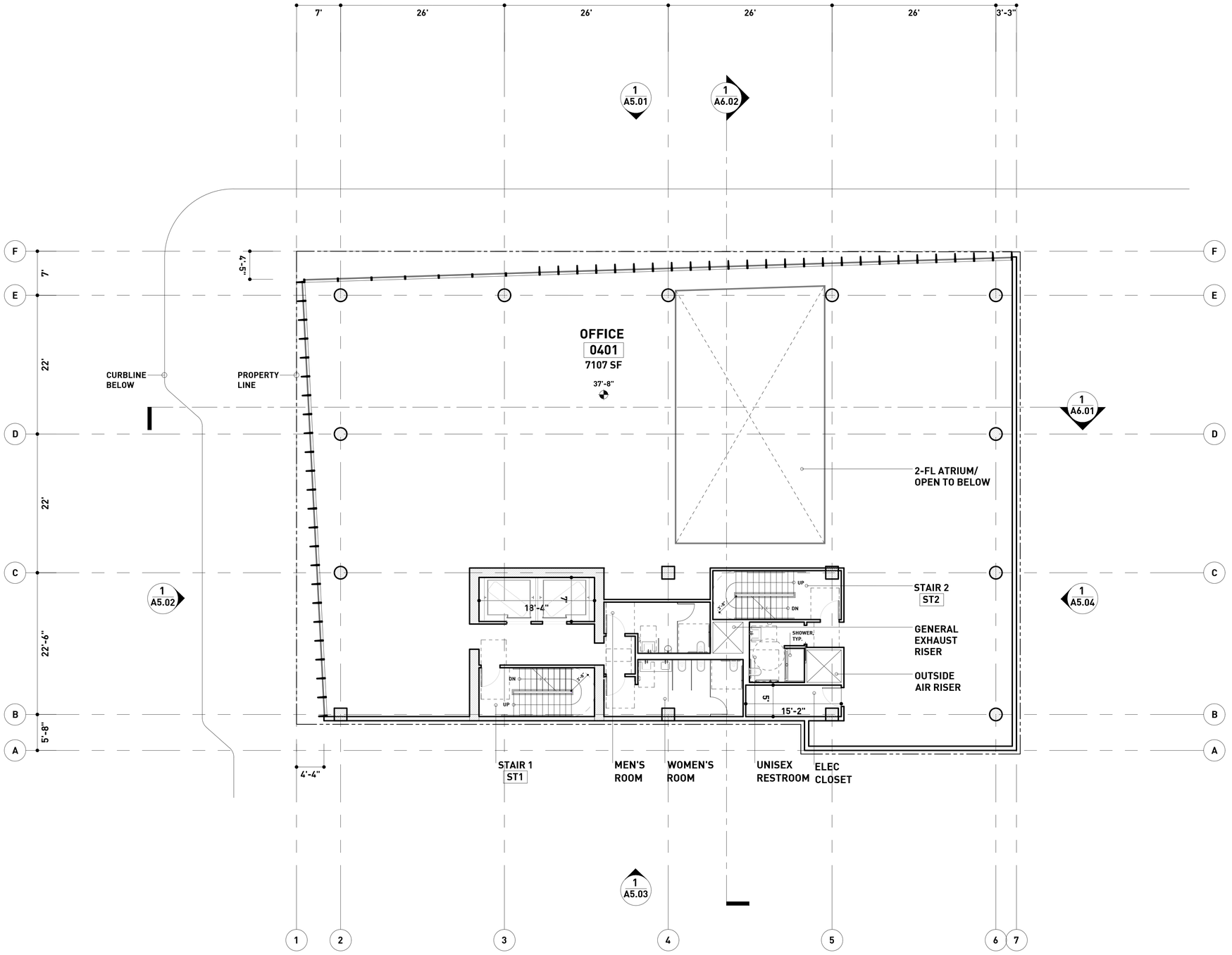
| | SF PLANNING RESUB. REV. 4 | 04/22/2020 |

STAMP

SCALE: 1/8" = 1'-0"
DRAWN BY: MS, BZ
ISAR PROJECT NO: XXXXX

**FLOOR PLAN**
**LEVEL 03**

# A2.03




1 **FLOOR PLAN - LEVEL 04**

1/8" = 1'-0"

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415-643-7773


IWAMOTOSCOTT
ARCHITECTURE

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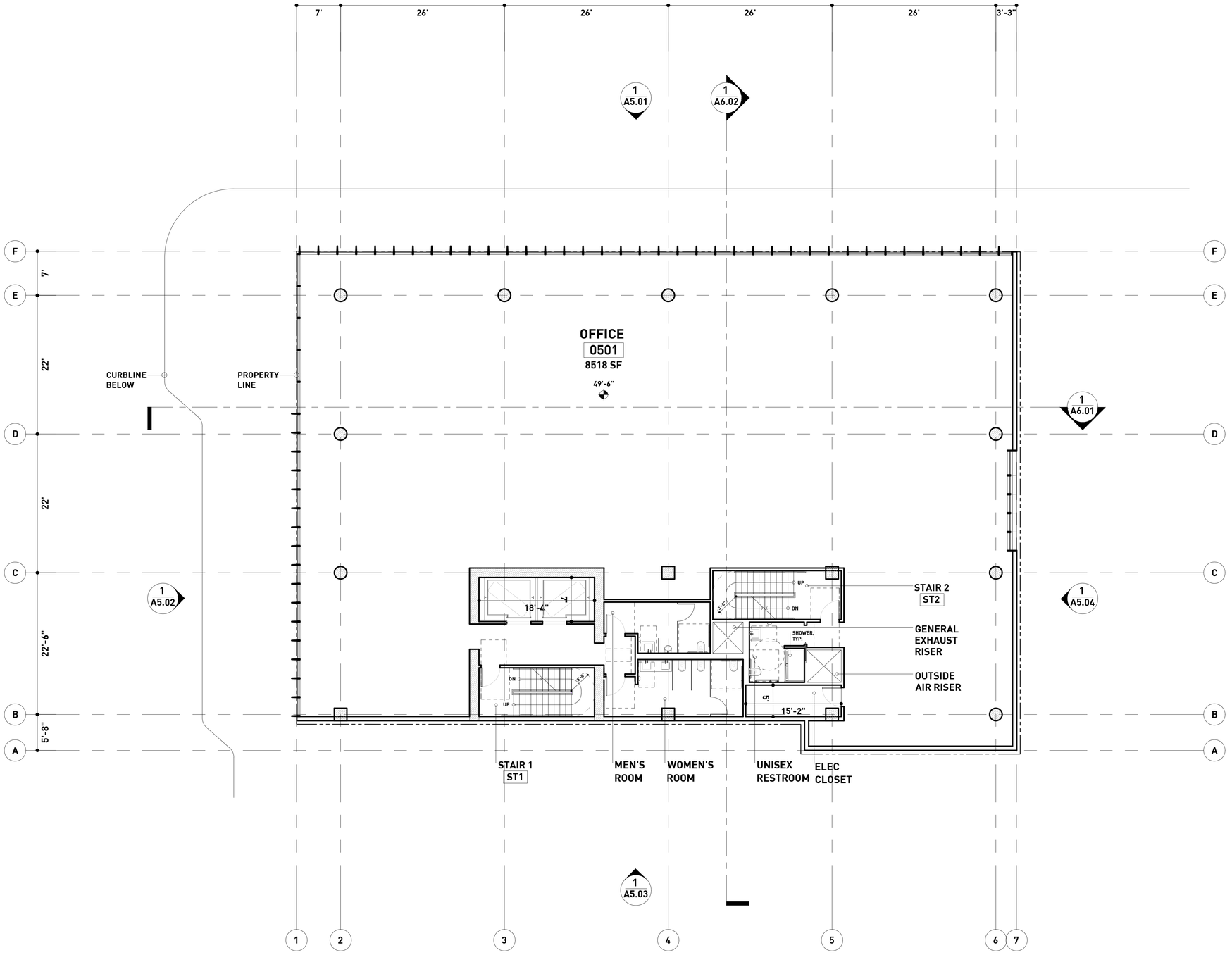
| | SF PLANNING RESUB. REV. 4 | 04/22/2020 |

STAMP

SCALE: 1/8" = 1'-0"
DRAWN BY: MS, BZ
ISAR PROJECT NO: XXXXX

**FLOOR PLAN**
**LEVEL 04**

# A2.04




1 **FLOOR PLAN - LEVEL 05**

1/8" = 1'-0"

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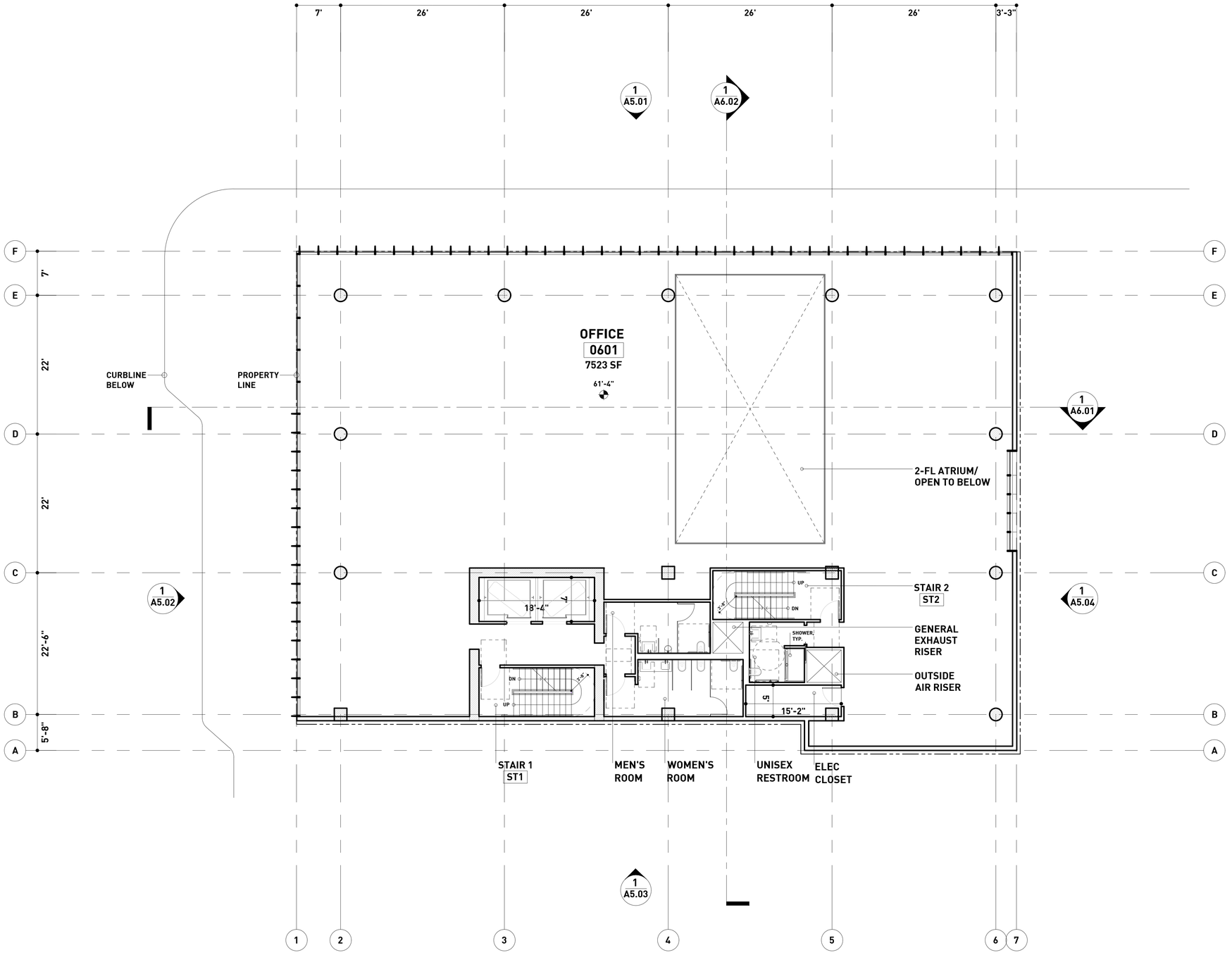
| | SF PLANNING RESUB. REV. 4 | 04/22/2020 |

STAMP

SCALE: 1/8" = 1'-0"
DRAWN BY: MS, BZ
ISAR PROJECT NO: XXXXX

**FLOOR PLAN**
**LEVEL 05**

# A2.05




1 **FLOOR PLAN - LEVEL 06**

1/8" = 1'-0"

# 701
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**ARCHITECT**
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415-643-7773


IWAMOTOSCOTT
ARCHITECTURE

| REV. | DESCRIPTION | DATE |
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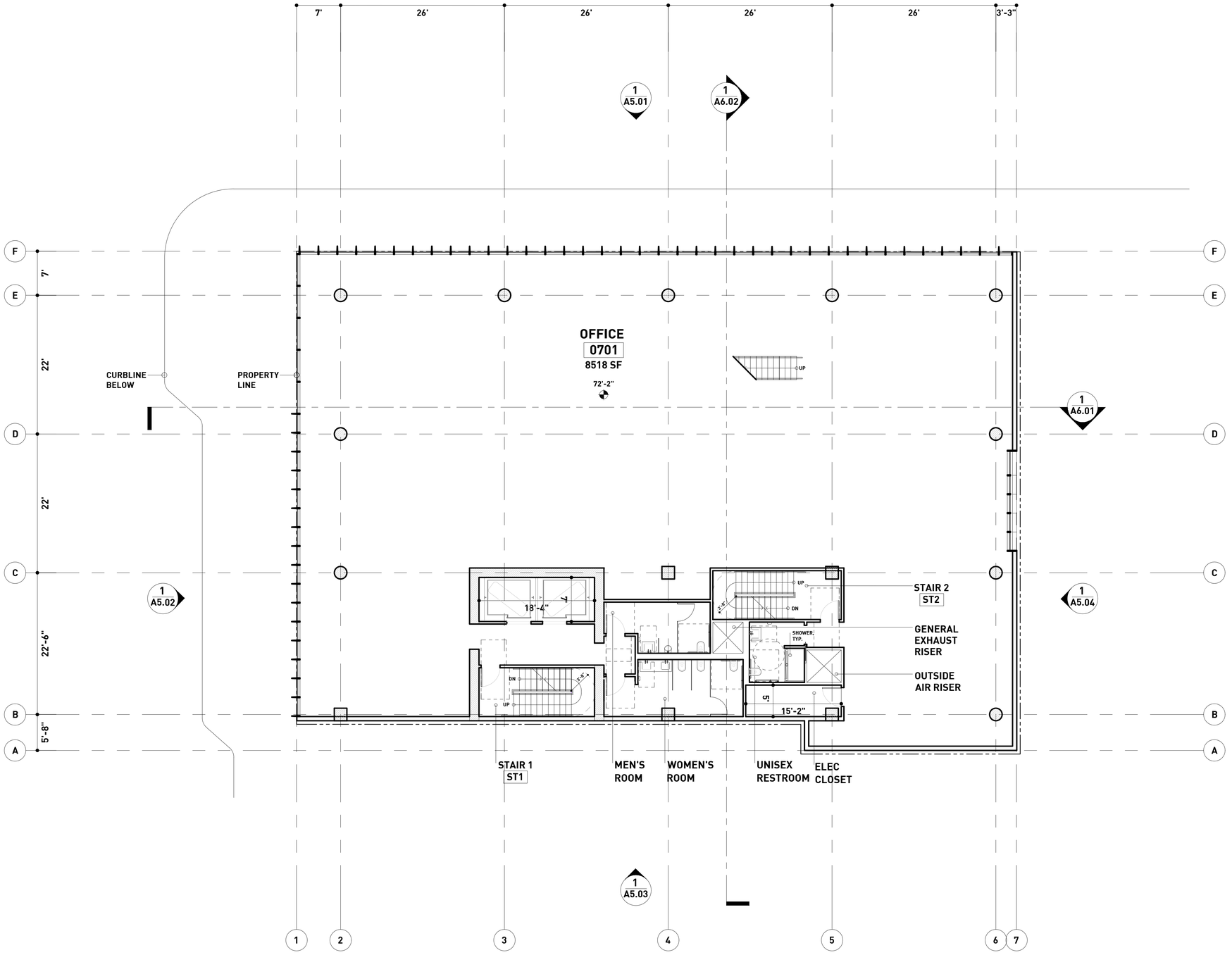
| | SF PLANNING RESUB. REV. 4 | 04/22/2020 |

STAMP

SCALE: 1/8" = 1'-0"
DRAWN BY: MS, BZ
ISAR PROJECT NO: XXXXX

**FLOOR PLAN**
**LEVEL 06**

# A2.06




1 **FLOOR PLAN - LEVEL 07**

1/8" = 1'-0"

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415-643-7773


IWAMOTOSCOTT
ARCHITECTURE

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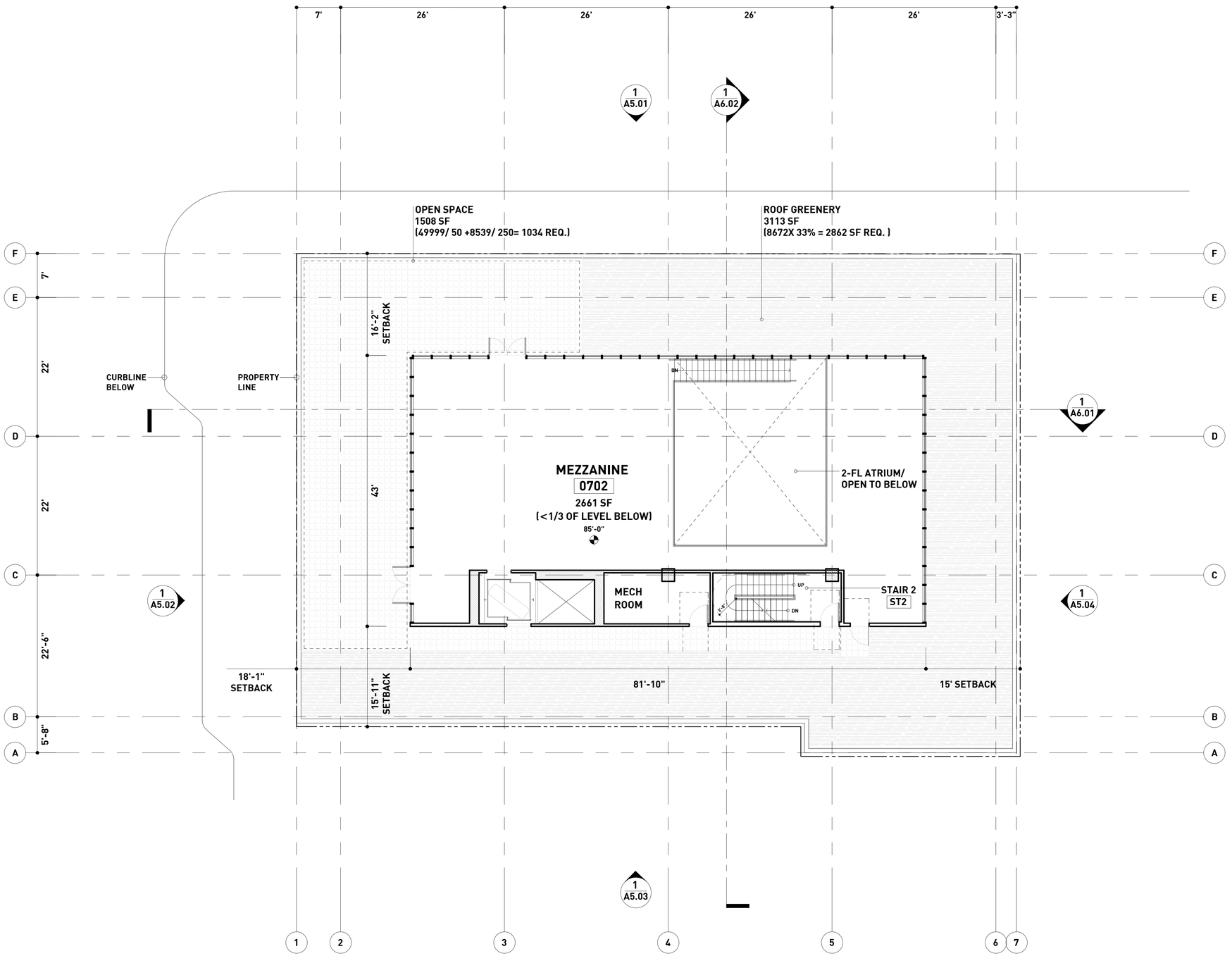
| | SF PLANNING RESUB. REV. 3 | 04/21/2020 |
| | SF PLANNING RESUB. REV. 4 | 04/22/2020 |

STAMP

SCALE: 1/8" = 1'-0"
DRAWN BY: MS, BZ
ISAR PROJECT NO: XXXXX

**FLOOR PLAN**
**LEVEL 07**

# A2.07




1 FLOOR PLAN - LOWER ROOF LEVEL

1/8" = 1'-0"

# 701
## HARRISON STREET
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400 THIRD STREET, LLC
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415-964-6169

**ARCHITECT**
IWAMOTOSCOTT ARCHITECTURE
128 TEXAS STREET
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IWAMOTOSCOTT
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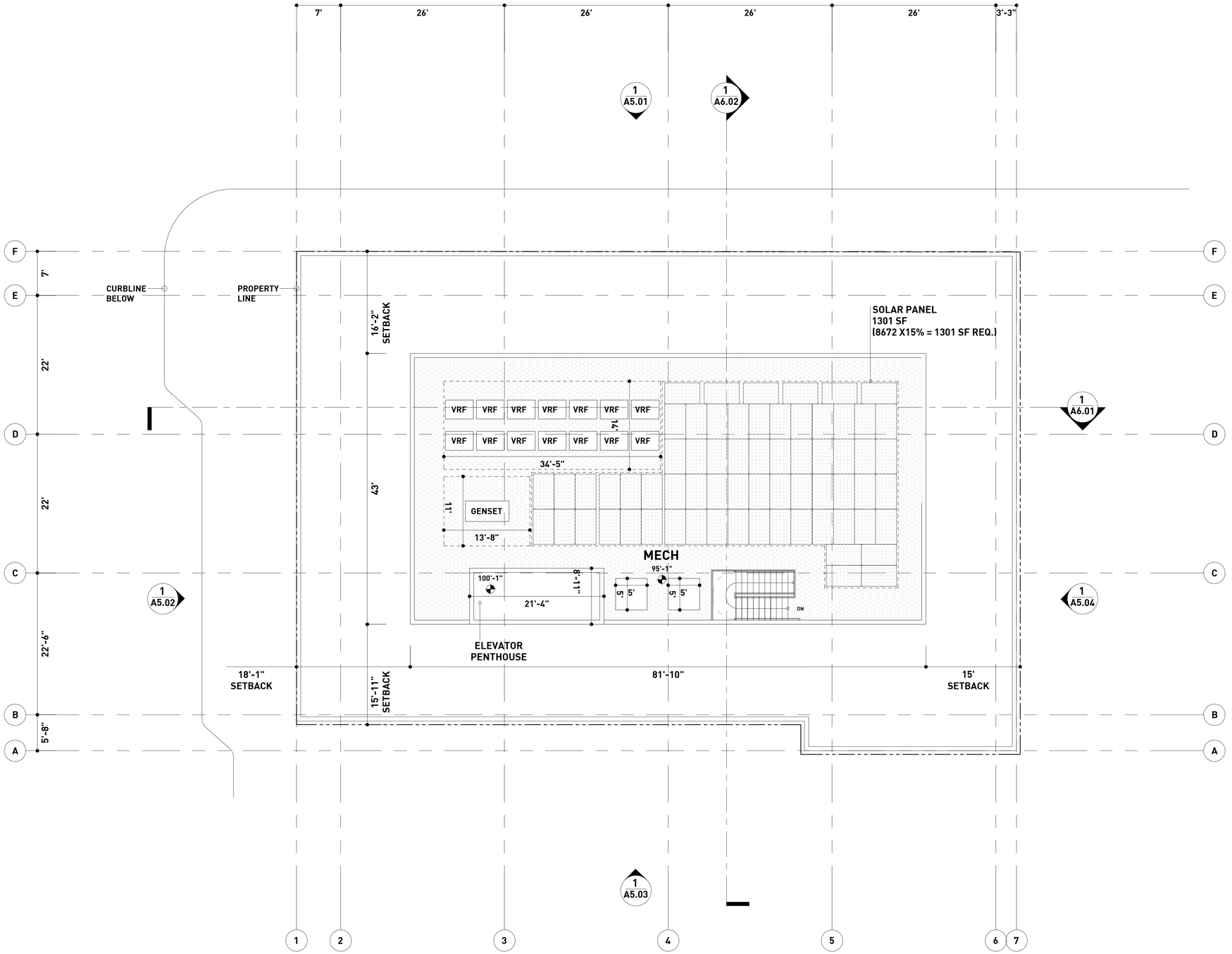
| | SF PLANNING RESUB. REV. 4 | 04/22/2020 |

STAMP

SCALE: 1/8" = 1'-0"
DRAWN BY: MS, BZ
ISAR PROJECT NO: XXXXX

**FLOOR PLAN**
**LOWER ROOF LEVEL**

# A2.08




1 **FLOOR PLAN - HIGHER ROOF LEVEL**

1/8" = 1'-0"

# 701
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SAN FRANCISCO, CA


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**ARCHITECT**
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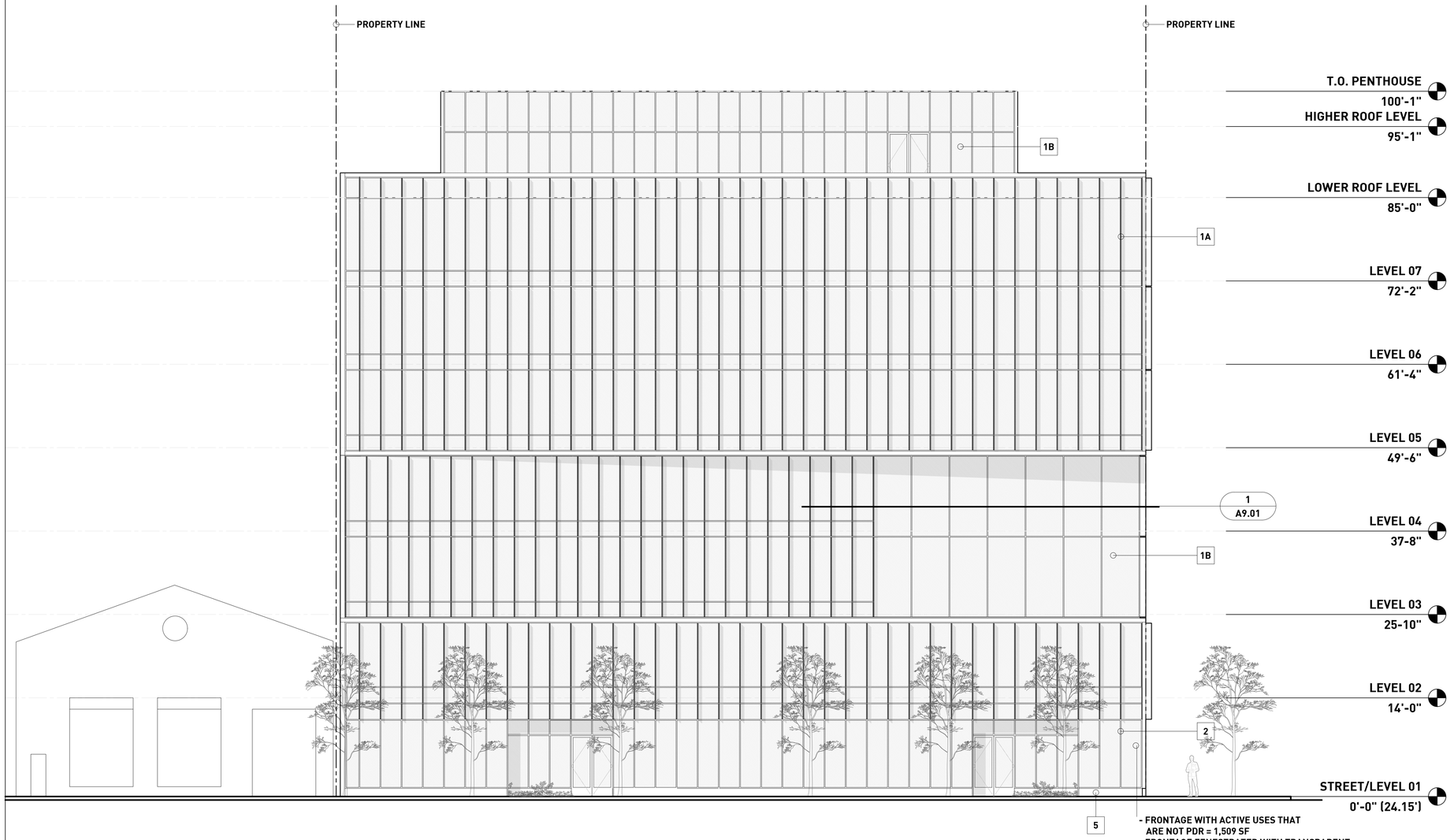
STAMP

SCALE: 1/8" = 1'-0"
DRAWN BY: MS, BZ
ISAR PROJECT NO: XXXXX

**FLOOR PLAN**
**HIGHER ROOF LEVEL**

# A2.09

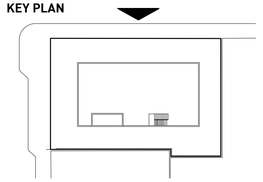



- FRONTAGE WITH ACTIVE USES THAT ARE NOT PDR = 1,509 SF
- FRONTAGE FENESTRATED WITH TRANSPARENT WINDOWS & DOORWAYS IS GREATER THAN 905 SF (= 60% X 1,509 SF)
- DECORATIVE RAILINGS OR GRILLWORK, OTHER THAN WIRE MESH, WHICH IS PLACED IN FRONT OF OR BEHIND GROUND FLOOR WINDOWS (CURRENTLY NOT INCLUDED IN THE DESIGN), SHALL BE AT LEAST 75 PERCENT OPEN TO PERPENDICULAR VIEW.

## 1 NORTH ELEVATION

1/8" = 1'-0"

KEY PLAN



MATERIAL LEGEND

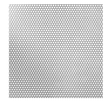
1A CLEAR ANODIZED ALUMINUM WINDOW SYSTEM WITH VERTICAL FIN

1B CLEAR ANODIZED ALUMINUM WINDOW SYSTEM WITHOUT VERTICAL FIN

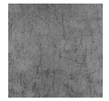
2 BLACK ALUMINUM STOREFRONT SYSTEM

3 PAINTED CEMENTITIOUS MATERIAL

4 PERPORATED METAL



5 BLACKENED STEEL



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| | SF PLANNING RESUB. REV. 1 | 03/11/2020 |
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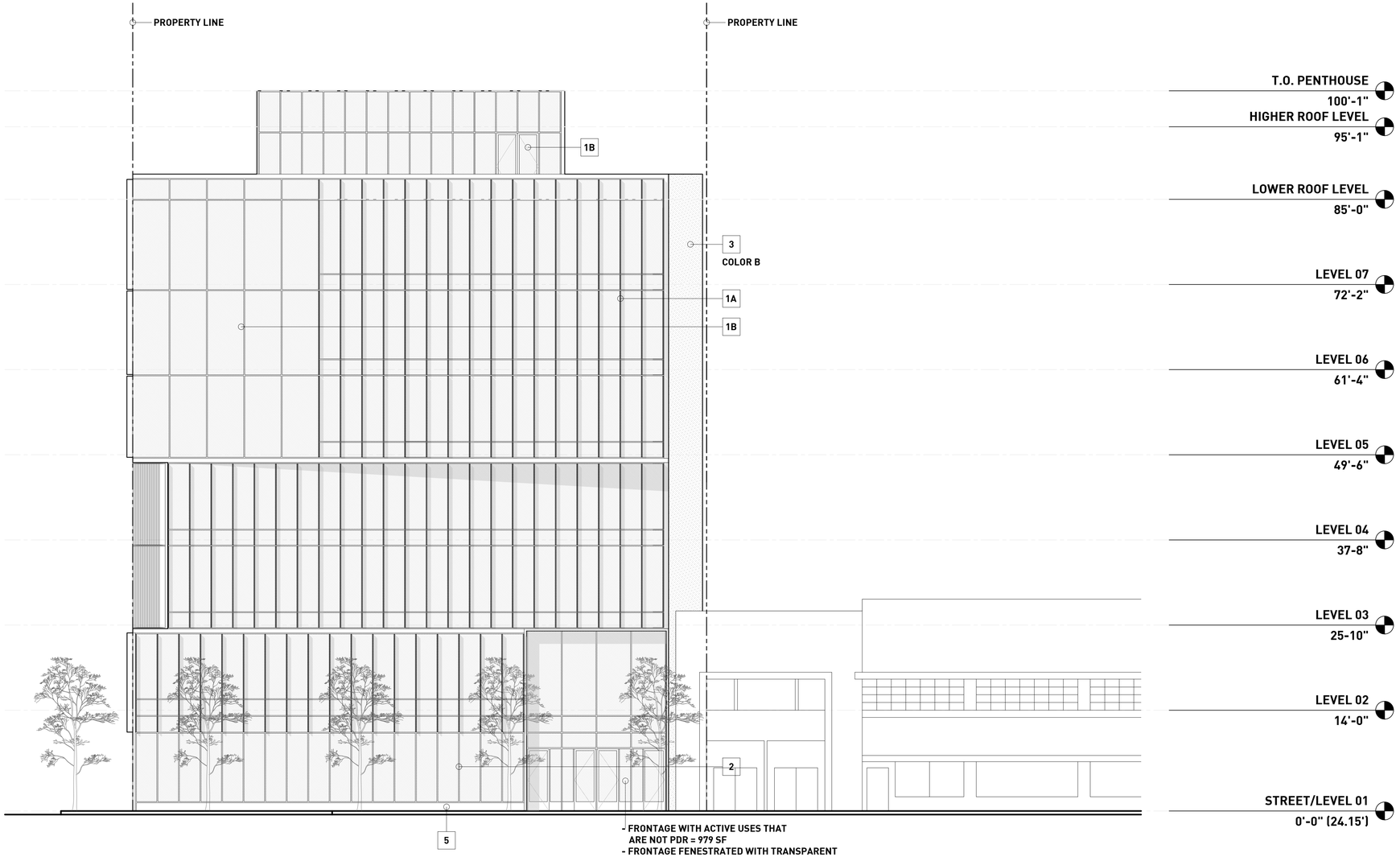
| | SF PLANNING RESUB. REV. 4 | 04/22/2020 |

STAMP

SCALE: 1/8" = 1'-0"
DRAWN BY: MS, BZ
ISAR PROJECT NO: 1809

ELEVATION

# A5.01

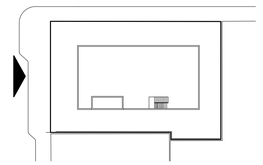



- FRONTAGE WITH ACTIVE USES THAT ARE NOT PDR = 979 SF
- FRONTAGE FENESTRATED WITH TRANSPARENT WINDOWS & DOORWAYS IS GREATER THAN 587 SF (= 60% X 979 SF)
- DECORATIVE RAILINGS OR GRILLWORK, OTHER THAN WIRE MESH, WHICH IS PLACED IN FRONT OF OR BEHIND GROUND FLOOR WINDOWS (CURRENTLY NOT INCLUDED IN THE DESIGN), SHALL BE AT LEAST 75 PERCENT OPEN TO PERPENDICULAR VIEW.

## 1 WEST ELEVATION

1/8" = 1'-0"

**KEY PLAN**



**MATERIAL LEGEND**

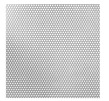
1A CLEAR ANODIZED ALUMINUM WINDOW SYSTEM WITH VERTICAL FIN

1B CLEAR ANODIZED ALUMINUM WINDOW SYSTEM WITHOUT VERTICAL FIN

2 BLACK ALUMINUM STOREFRONT SYSTEM

3 PAINTED CEMENTITIOUS MATERIAL

4 PERFORATED METAL



5 BLACKENED STEEL

# 701
## HARRISON STREET
SAN FRANCISCO, CA

**OWNER**
**400 THIRD STREET, LLC**
482 BRYANT STREET
SAN FRANCISCO, CA 94107
415-964-6169

**ARCHITECT**
**IWAMOTOSCOTT ARCHITECTURE**
128 TEXAS STREET
SAN FRANCISCO, CA 94107
415-643-7773

IWAMOTOSCOTT
ARCHITECTURE

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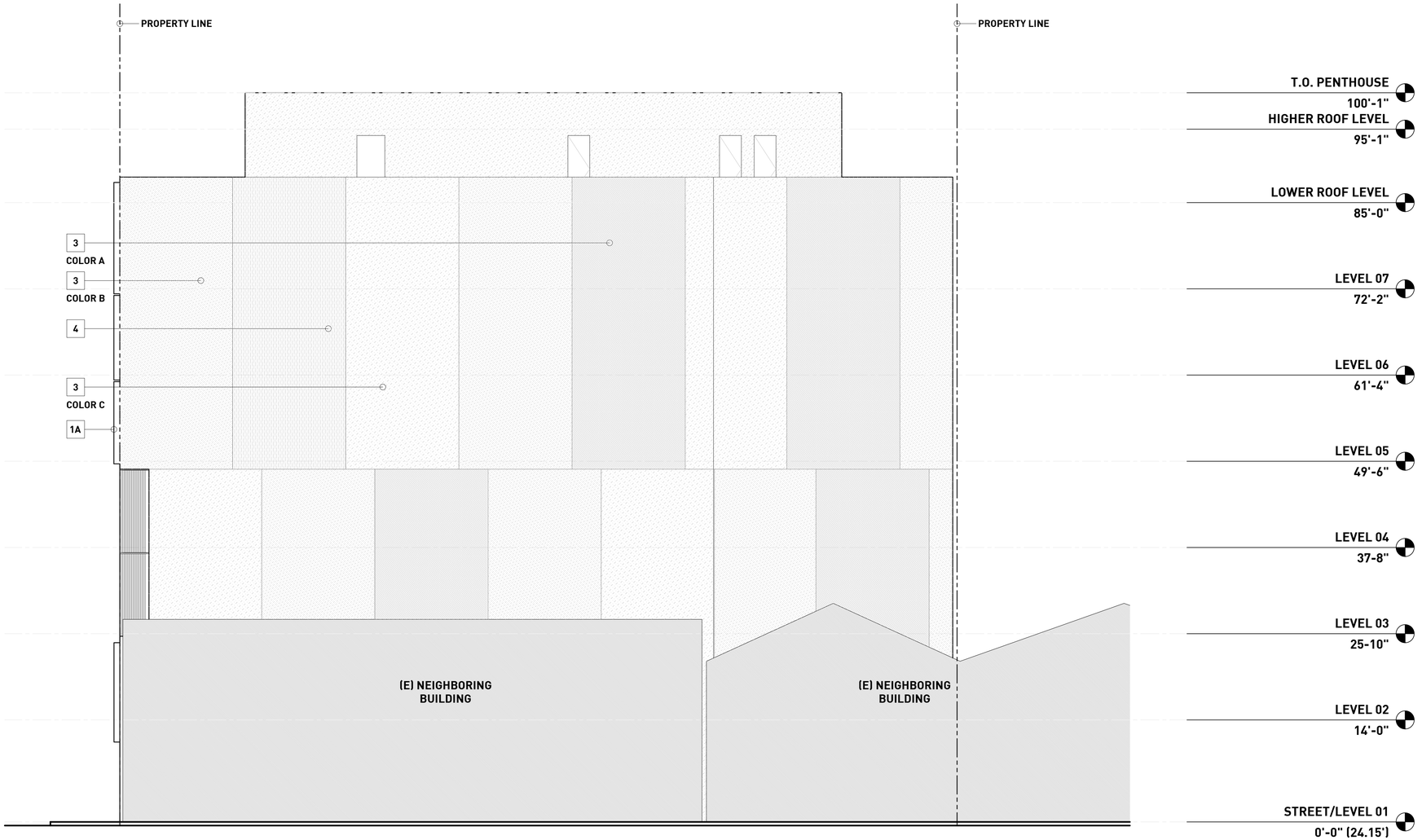
STAMP

SCALE: 1/8" = 1'-0"
DRAWN BY: MS, BZ
ISAR PROJECT NO: 1809

**ELEVATION**

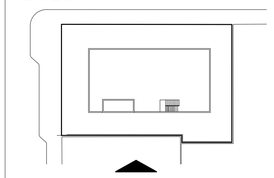
# A5.02




1 **SOUTH ELEVATION**

1/8" = 1'-0"

**KEY PLAN**



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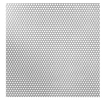
1B CLEAR ANODIZED ALUMINUM WINDOW SYSTEM WITHOUT VERTICAL FIN

2 BLACK ALUMINUM STOREFRONT SYSTEM

3 PAINTED CEMENTITIOUS MATERIAL

4 PERFORATED METAL



5 BLACKENED STEEL

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415-643-7773

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ARCHITECTURE

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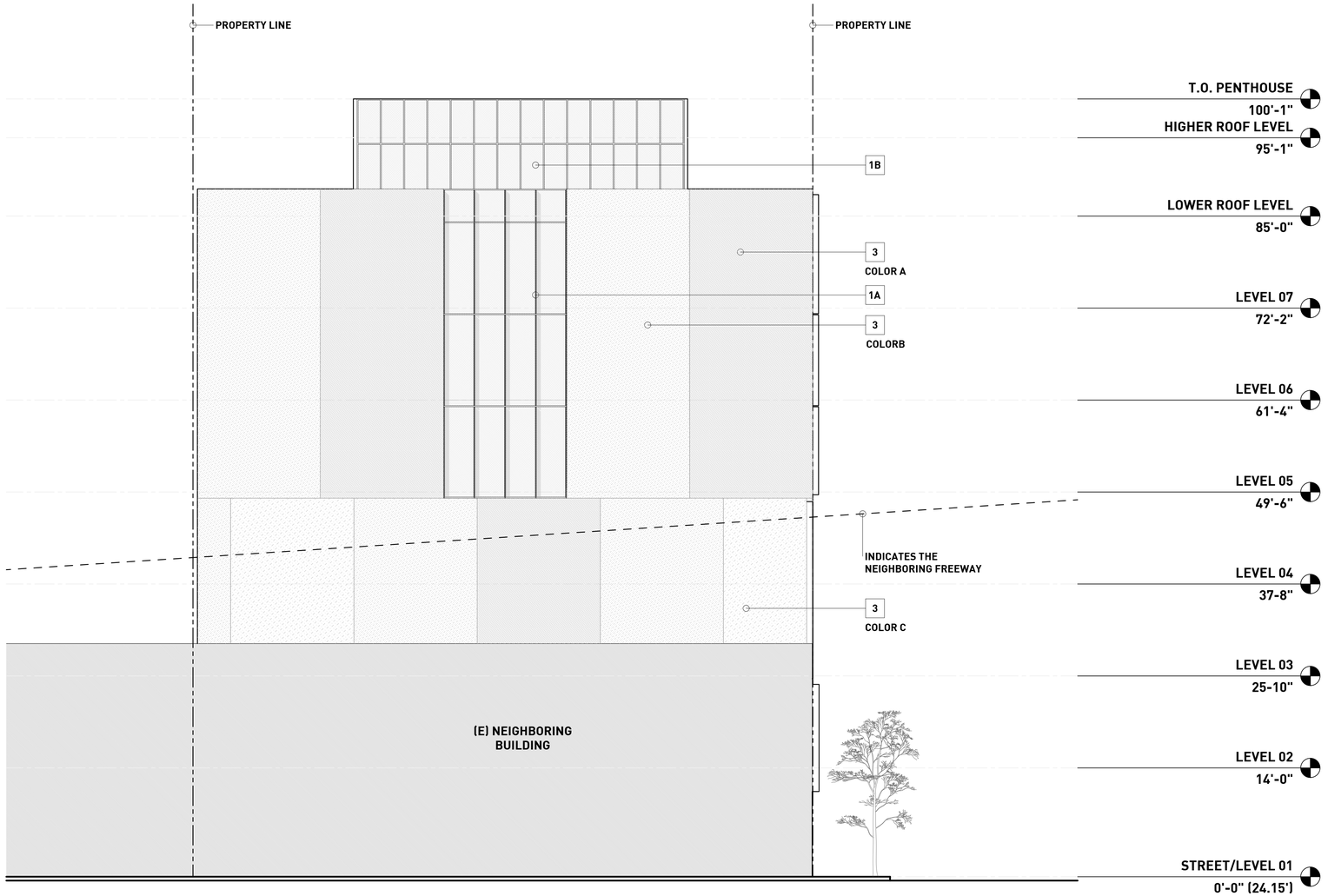
**STAMP**

**SCALE:** 1/8" = 1'-0"
**DRAWN BY:** MS, BZ
**ISAR PROJECT NO:** 1809

**ELEVATION**

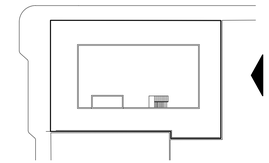
# A5.03




1 **EAST ELEVATION**

1/8" = 1'-0"

**KEY PLAN**



**MATERIAL LEGEND**

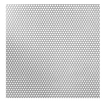
1A CLEAR ANODIZED ALUMINUM WINDOW SYSTEM WITH VERTICAL FIN

1B CLEAR ANODIZED ALUMINUM WINDOW SYSTEM WITHOUT VERTICAL FIN

2 BLACK ALUMINUM STOREFRONT SYSTEM

3 PAINTED CEMENTITIOUS MATERIAL

4 PERFORATED METAL



5 BLACKENED STEEL

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IWAMOTOSCOTT
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**STAMP**

**SCALE:** 1/8" = 1'-0"
**DRAWN BY:** MS, BZ
**ISAR PROJECT NO:** 1809

**ELEVATION**

# A5.04

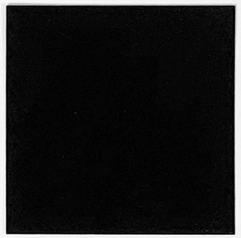
1A CLEAR INSULATED GLASS

1B

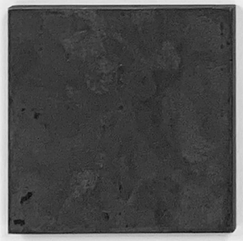
2

1A CLEAR ANODIZED ALUMINUM

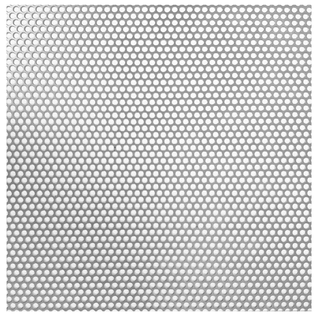
1B



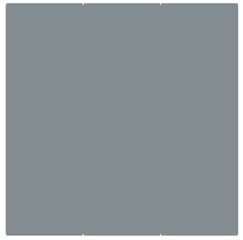
2 BLACK ANODIZED ALUMINUM



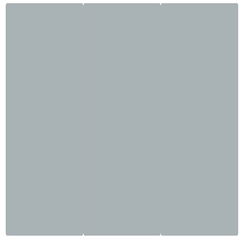
5 BLACKENED STEEL



4 PERFORATED METAL



3 PAINTED CEMENTITIOUS MATERIAL - COLOR A
BENJAMIN MOORE STORMY SKY 1616
OR ARCHITECT APPROVED EQUAL



3 PAINTED CEMENTITIOUS MATERIAL - COLOR B
BENJAMIN MOORE ROCK GRAY 1615
OR ARCHITECT APPROVED EQUAL



3 PAINTED CEMENTITIOUS MATERIAL - COLOR C
BENJAMIN MOORE SILENT NIGHT 1613
OR ARCHITECT APPROVED EQUAL

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IWAMOTOSCOTT
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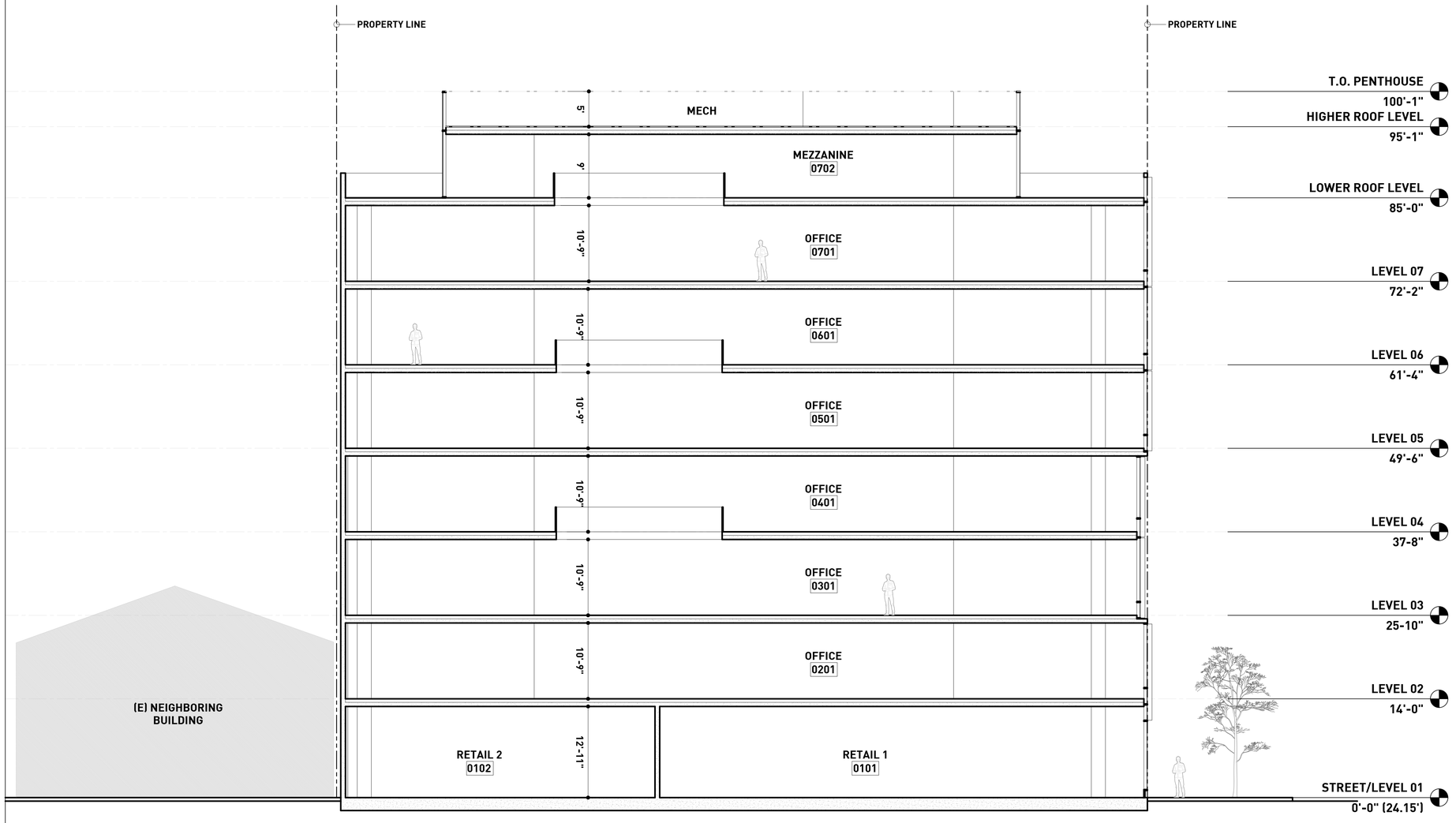
STAMP

SCALE: N.T.S
DRAWN BY: MS, BZ
ISAR PROJECT NO: 1809

MATERIAL BOARD

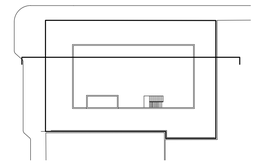
A5.05




1 **SECTION**

1/8" = 1'-0"

KEY PLAN



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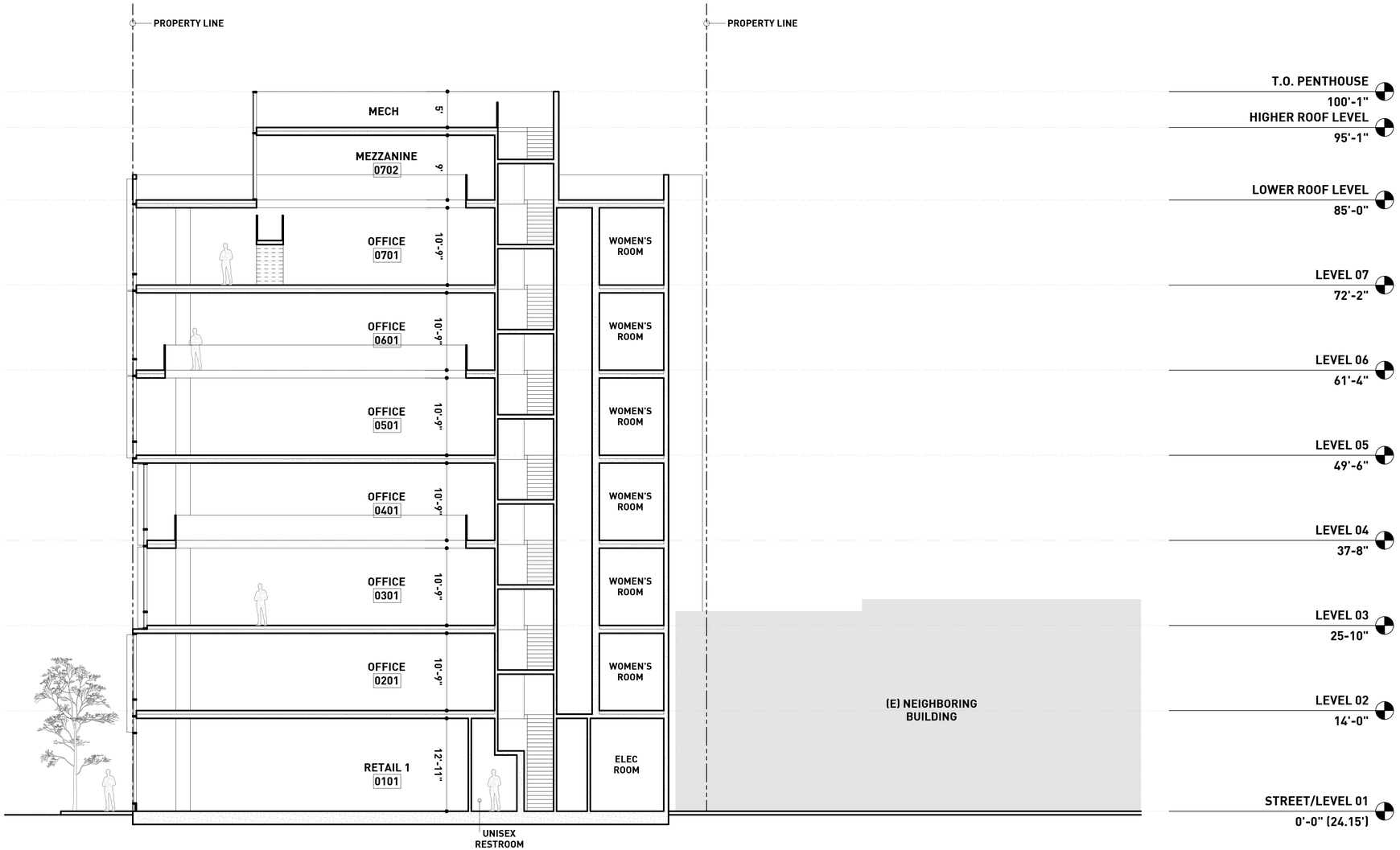
| | SF PLANNING RESUB. REV. 4 | 04/22/2020 |

STAMP

SCALE: 1/8" = 1'
DRAWN BY: MS, BZ
ISAR PROJECT NO: 1809

SECTIONS

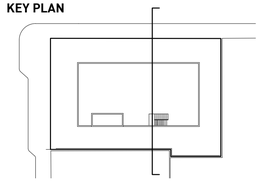
A6.01




1 **SECTION**

1/8" = 1'-0"

KEY PLAN



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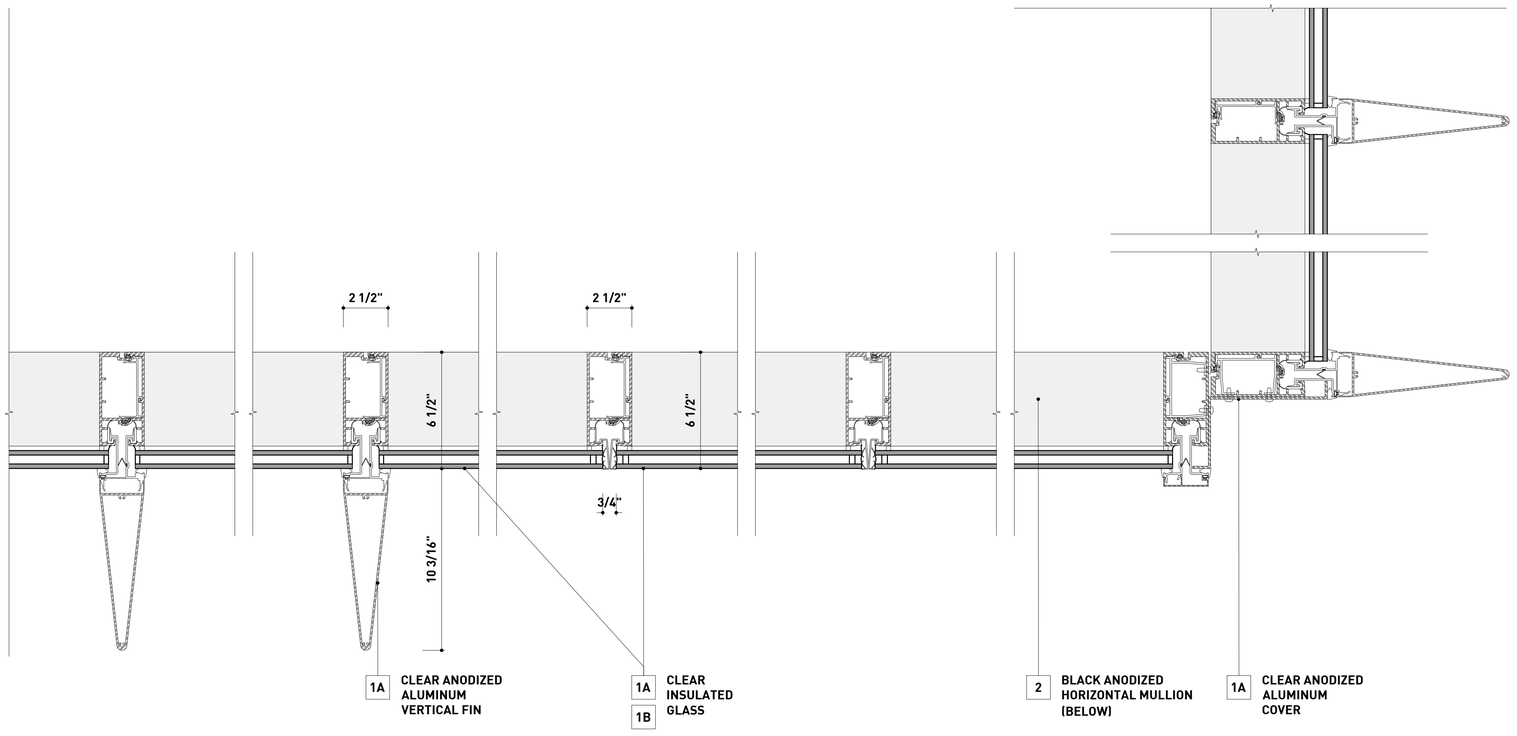
SCALE: 1/8" = 1'
DRAWN BY: MS, BZ
ISAR PROJECT NO: 1809

SECTIONS

A6.02




1 CURTAIN WALL TYPE DETAILS

3" = 1'-0"

# 701
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SAN FRANCISCO, CA 94107
415-643-7773

**STRUCTURAL ENGINEER**
TBD

**MEP ENGINEER**
TBD

**CIVIL ENGINEER**
TBD

**LANDSCAPE ARCHITECT**
TBD

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STAMP

SCALE: 3" = 1'- 0"
DRAWN BY: MS, BZ
ISAR PROJECT NO: 1809

CURTAIN WALL DETAILS

A9.01

# Project Sponsor Brief Submittal

Large Project Authorization & Office Development Authorization Hearing
**Case Number 2018-008661ENXOFA**
701 Harrison Street

SAN FRANCISCO
**PLANNING DEPARTMENT**

REUBEN, JUNIUS & ROSE, LLP

April 22, 2020

**Delivered Via Email**

Joel Koppel, Commission President
San Francisco Planning Commission
1650 Mission Street, 4th Floor
San Francisco, California 94103

**Re: 701 Harrison Street**
**Planning Case Number: 2018-008661OFA**
**Hearing Date: April 30, 2020**
**Our File: 11066.01**

Dear President Koppel and Commissioners:

This office represents Aralon Properties ("Aralon"), which has more than 20 years of experience building and managing commercial and residential properties in San Francisco. Aralon proposes to replace a surface parking lot with a 49,999-square-foot office building with 8,539 square feet of ground-floor retail (the "Project"). Located at the southwest corner of Harrison and Third Streets, 701 Harrison Street (the "Property") is a zero-parking project that is designed to complement the approved key site project at 725 Harrison Street to the west.

The Project is in the Central SoMa-Mixed Use Office ("CMUO") zoning district and the Central SoMa Special Use District, where office uses are both permitted and encouraged. The Project requires an Office Allocation from the small cap pool for 49,999 square feet of office space. Though it will be well under the 130-foot height limit, the Project requires a Large Project Authorization to build to a height of 95 feet. We look forward to presenting this project to you on April 30th.

## A. Project Benefits

Approval of the Project will result in the following benefits:

- **Replaces a Parking Lot with a Zero-Parking Office Building.** The Project will replace a surface parking lot with a thoughtfully designed mixed-use office building that will complement the architecture of the approved 725 Harrison Street project to the west. With no on-site parking, corner retail, and streetscape upgrades, the Project will improve the pedestrian environment and revitalize the corner lot with ground floor neighborhood-serving retail uses and office space.

- **Adds Uses that are Consistent with the Central SoMa Plan.** Due to the site's close proximity to the I-80 freeway, it is best suited for commercial rather than residential uses.

The proposed office and retail uses are not only appropriate, but encouraged in the CMUO zoning district, as well as by the Central SoMa Plan.

- **Create Permanent Job Opportunities.** The Project will create approximately 300 new permanent office and retail jobs for City residents, thereby growing the base of potential customers who will patronize other businesses in the neighborhood.

- **Create Construction Employment Opportunities**. The Project will also create approximately 62 jobs during the construction phase, approximately 80% of which will be local hires.

- **No Significant Shadow or Wind Impacts**. The Project will not result in any significant wind or shadow impacts. A shadow student demonstrated the Project would not cast any net new shadows on nearby parks, including the Alice Street Community Garden.

- **Payment of Impact Fees and Property Taxes.** The Project will be subject to higher property tax payments. In addition, the Project will pay over $6.6 million in development impact fees that will fund City services and affordable housing. In addition, fees will be directed to community, recreational, and childcare facilities serving the SoMa community.

- **Supported by the Neighborhood**. All neighbors within 150 feet and South of Market neighborhood groups, including SOMCAN, PODER, and TODCO were invited to the Project's pre-application meeting. The Project received positive comments and support from neighboring businesses and no concerns or issues were expressed at the meeting.

**B. Project Description and Background**

Aralon proposes to replace the underutilized surface parking lot at the Project site with a mixed-use office building, consisting of 8,539 square feet of ground floor retail space and 49,999 square feet of office space provided on floors two through seven, as well as on the penthouse level, which will be set back 15 feet in all directions. The Project also provides 1,508 square feet of rooftop open space, 69 Class 1 bicycle parking spaces, 16 Class 2 bicycle parking spaces, 6 showers, and 12 lockers. Since the Project was filed, Aralon has worked collaboratively with Planning Department staff to better emphasize its corner location and increase the permeability of its ground-floor to the street.

Aralon is a local company that has been developing and managing residential and commercial properties in the Bay Area for over 20 years. Aralon has proactively participated in neighborhood outreach, conducting a pre-application meeting on November 14, 2018, where all neighbors and numerous community organizations, including SOMCAN, PODER, and TODCO were invited to attend. At the meeting, the Project was well received by neighbors and nearby businesses. Specifically, representatives from Escape from New York Pizza stated that the Project will ultimately benefit their business due to the influx of new employees who will frequent their establishment. Representatives from the City Lights nightclub were also supportive, noting that the well-designed

Project will serve as a welcomed buffer between the nightclub, the San Francisco VA Downtown Clinic at 401 3rd Street, and residential buildings in the area.

**C. Conclusion**

The Project proposes an appropriate and desirable mix of uses and architectural design that is compatible with the neighborhood, satisfies all of the criteria applicable to the requested Planning Commission entitlements, and is consistent with the development contemplated by the Central SoMa Plan. The Project's revitalization of a surface parking lot will create many jobs, thereby increasing the potential customer base for nearby business. Therefore, we respectfully request that you grant the Office Allocation and Large Project Authorization.

If you have any questions, please don't hesitate to contact me at (415) 517-9395 or dfrattin@reubenlaw.com. Thank you.

Very truly yours,

**REUBEN, JUNIUS & ROSE, LLP**

**Daniel Frattin**

Enclosures

cc: Kathrin Moore, Commission Vice-President
Frank S. Fung, Commissioner
Sue Diamond, Commissioner
Theresa Imperial, Commissioner
Milicent A. Johnson, Commissioner
Esmeralda Jardines, Project Planner

# First Source Hiring Affidavit

Large Project Authorization & Office Development Authorization Hearing
**Case Number 2018-008661ENXOFA**
701 Harrison Street

SAN FRANCISCO
**PLANNING DEPARTMENT**

SAN FRANCISCO
PLANNING
DEPARTMENT

# AFFIDAVIT FOR FIRST SOURCE HIRING PROGRAM
# Administrative Code Chapter 83

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

## Section 1: Project Information

| PROJECT ADDRESS | | BLOCK/LOT(S) |
|---|---|---|
| 701 Harrison Street, San Francisco, CA 94107 | | 3762/001 |
| **BUILDING PERMIT APPLICATION NO.** | **CASE NO. (IF APPLICABLE)** | **MOTION NO. (IF APPLICABLE)** |
| 201912068918 | | |
| **PROJECT SPONSOR** | **MAIN CONTACT** | **PHONE** |
| Aralon Properties | Colum Regan | (415) 964-6169 |
| **ADDRESS** | | |
| 482 Bryant Street | | |
| **CITY, STATE, ZIP** | | **EMAIL** |
| San Francisco, CA 94107 | | colum@aralonproperties.com |

| ESTIMATED RESIDENTIAL UNITS | ESTIMATED SQ FT COMMERCIAL SPACE | ESTIMATED HEIGHT/FLOORS | ESTIMATED CONSTRUCTION COST |
|---|---|---|---|
| 0 | 58,414 sf | 100'-0" / 7 Floors | 10 Million |

**ANTICIPATED START DATE**

April, 2021

## Section 2: First Source Hiring Program Verification

**CHECK ALL BOXES APPLICABLE TO THIS PROJECT**

- ☐ Project is wholly Residential
- ■ Project is wholly Commercial
- ☐ Project is Mixed Use
- ☐ A: The project consists of ten (10) or more residential units;
- ■ B: The project consists of 25,000 square feet or more gross commercial floor area.
- ☐ C: Neither 1A nor 1B apply.

NOTES:

- If you checked **C**, this project is NOT subject to the First Source Hiring Program. Sign Section 4: Declaration of Sponsor of Project and submit to the Planning Department.
- If you checked **A or B**, your project IS subject to the First Source Hiring Program. Please complete the reverse of this document, sign, and submit to the Planning Department prior to any Planning Commission hearing. If principally permitted, Planning Department approval of the Site Permit is required for all projects subject to Administrative Code Chapter 83.
- For questions, please contact OEWD's CityBuild program at CityBuild@sfgov.org or (415) 701-4848. For more information about the First Source Hiring Program visit *www.workforcedevelopmentsf.org*
- If the project is subject to the First Source Hiring Program, you are required to execute a Memorandum of Understanding (MOU) with OEWD's CityBuild program prior to receiving construction permits from Department of Building Inspection.

*Continued...*

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

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

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

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

| TRADE/CRAFT | ANTICIPATED JOURNEYMAN WAGE | # APPRENTICE POSITIONS | # TOTAL POSITIONS | TRADE/CRAFT | ANTICIPATED JOURNEYMAN WAGE | # APPRENTICE POSITIONS | # TOTAL POSITIONS |
|---|---|---|---|---|---|---|---|
| Abatement Laborer | | | | Laborer | $ 26.00 | 1 Apprentice 1 Entry | 2 |
| Boilermaker | | | | Operating Engineer | | | |
| Bricklayer | | | | Painter | $ 26.00 | | 4 |
| Carpenter | $ 34.00 | 1 Apprentice | 2 | Pile Driver | | | |
| Cement Mason | | | | Plasterer | $ 31.00 | | 4 |
| Drywaller/ Latherer | $ 28.00 | 1 Apprentice | 2 | Plumber and Pipefitter | $ 29.00 | | 4 |
| Electrician | $ 33.00 | | 4 | Roofer/Water proofer | $ 32.00 | | 6 |
| Elevator Constructor | $ 40.00 | | 4 | Sheet Metal Worker | $ 33.00 | | 2 |
| Floor Coverer | $ 26.00 | 1 Apprentice | 4 | Sprinkler Fitter | $ 32.00 | | 4 |
| Glazier | $ 30.00 | | 8 | Taper | $ 29.00 | | 4 |
| Heat & Frost Insulator | $ 29.00 | | 4 | Tile Layer/ Finisher | $ 29.00 | | 4 |
| Ironworker | | | | Other: | | | |
| | | **TOTAL:** | 28 | | | **TOTAL:** | 34 |

| | YES | NO |
|---|---|---|
| 1. Will the anticipated employee compensation by trade be consistent with area Prevailing Wage? | ☐ | ■ |
| 2. Will the awarded contractor(s) participate in an apprenticeship program approved by the State of California's Department of Industrial Relations? | ☐ | ■ |
| 3. Will hiring and retention goals for apprentices be established? | ☐ | ■ |
| 4. What is the estimated number of local residents to be hired? | 80% of total workforce | |

## Section 4: Declaration of Sponsor of Principal Project

| PRINT NAME AND TITLE OF AUTHORIZED REPRESENTATIVE | EMAIL | PHONE NUMBER |
|---|---|---|
| Emmet Ward | EWSF.INC@gmail.com | 415-816-9510 |

**I HEREBY DECLARE THAT THE INFORMATION PROVIDED HEREIN IS ACCURATE TO THE BEST OF MY KNOWLEDGE AND THAT I COORDINATED WITH OEWD'S CITYBUILD PROGRAM TO SATISFY THE REQUIREMENTS OF ADMINISTRATIVE CODE CHAPTER 83.**

(SIGNATURE OF AUTHORIZED REPRESENTATIVE) — 3/6/2020 (DATE)

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

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